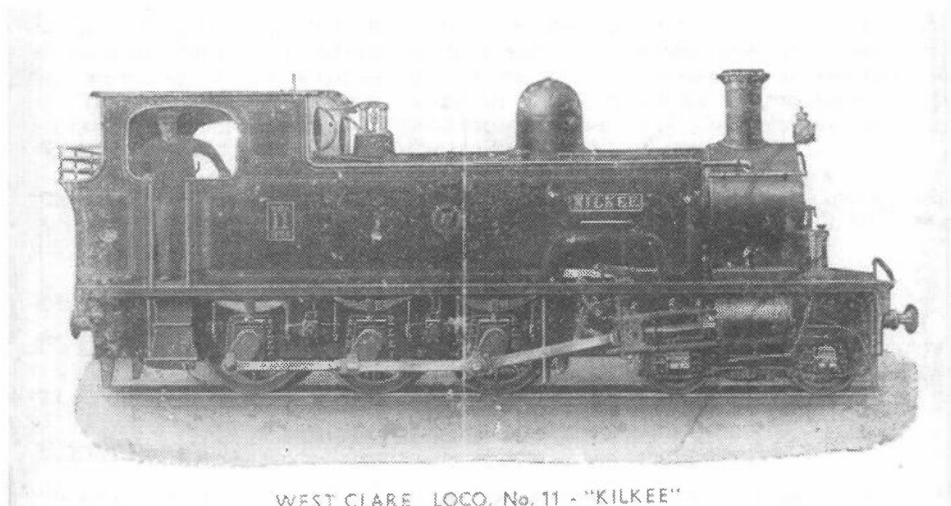


# THE NARROW GAUGE



WEST CLARE LOCO. No. 11 - "KILKEE"

**THE NARROW GAUGE RAILWAY SOCIETY**

No. 9

**Railways**

By far the most important news that we have so far heard since our last issue is that the Ministry of Transport is to inspect the Festiniog Railway track to see if running can be made possible again (see June issue of Railway World). At the time of going to press that is all we know.

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Our Kent County Agent tells us that on a recent visit to Bowater Lloyd's 2'6" gauge installations at Sittingbourne, he saw the new Bagnall 0-4-4-0 articulated loco in service. He writes :-

"The new Bagnall articulated loco "Monarch" is now in service working 24 hours a day, 6 days a week on the "main line" from Sittingbourne to Ridham. I was able to take a couple of footplate rides on her, by courtesy of the loco superintendent, and judge her performance for myself. She is very quiet in service with very little blast from the chimney, and being mounted on bogies is a steady runner. She appears to be on top of her job, and I was told she regularly takes 17 or 18 loaded bogie vehicles over the 3 ½ miles of main line without any trouble at all. Most of the other locos are Bagnalls but there are three Kerr Stuart 0-4-2T's at the Sittingbourne end. One is about 50 years old, the others slightly younger.

There is also a Manning Wardle 0-6-2T from the Chattenden & Upnor which is used between Kemsley and Ridham, and a battery loco and a Hudson-Hunslet diesel at Ridham. The "main line" is in the process of being re-laid with 60lb. rail, the sidings at Kemsley already being laid in 60lb. rail. The loco repair shops are being centralised at Kemsley and are still incomplete. The diesel, incidentally, was bought during the 1952-53 floods when the 0-6-2T "Conqueror" was caught by the floods and lay upside down in the water for some time. She is now being rebuilt. "

Contact prints of "Monarch", "Chevalier", fireless loco "Victor" and standard-gauge shunter "Jubilee" are available, 6d. each, direct from Mr. W.J.K.Davies, Kent County Agent NGRS, Merton Court, Knoll Road, Sidcup, Kent.

**Spooner Society**

We are interested to hear of yet another Society devoted to the study of narrow gauge railways and we shall be pleased to help with any confirmation of facts from our Reference Department (where we are able to do so), or to hear of any new information that their research may discover.

**Information Required**

We have received an enquiry from a member regarding any available information about a military narrow gauge railway which ran during, or just after, the war, near Ollerton in Nottinghamshire. It is believed that the rails have now been lifted.

**Bengal-Nagpur Railway (narrow gauge section)**

Any photographs of the narrow gauge section, or drawings of the locomotives, are urgently required. Information to the Hon. Librarian, Mr. Redman, address on Page 6.

**Advertisements**

1d. per word (private), 2d. per word (trade). Minimum 12 words. Proceeds in aid of the Preservation Fund. Make use of this facility and advertise your sales and wants (restricted to railway matters, std. or narrow gauge) - you will be helping yourself and fellow enthusiasts. Remember, every little helps towards getting our own loco into service again.

**"Kilkee"**  
(see front cover)

"Kilkee", a 4-6-0 side tank locomotive, was acquired in 1908 by the West Clare Railway for their passenger traffic. Built by W.G.Bagnall to the gauge of 3'0" it had an external appearance very similar to a previous locomotive built by Kerr Stuart. The leading dimensions are as follows :-

Cylinders	15" x 20"
Driving Wheels	3'6" diameter
Bogie wheels	2'3" diameter
Wheelbase - bogie	4'9"
- driving Wheels	8'4" (4'2" + 4'2")
- total	19' 1 1/2"
Overhang - front	4'3"
-rear	5'5"
Height to top of chimney	11' 0 1/2"
Maximum width	7'8"
Boiler Pressure	160 lbs/sq.in
Tank capacity	860 gallons
Height to centre-line of boiler	6'3"
Weight in working order	38 tons

Cylinders were inclined at 1 in 12 and the motion was of the Bagnall-Price Patent type. 150 tubes gave a heating surface of 622 sq.ft and the firebox 74 sq.ft with a grate area of 11 1/2 sq.ft.

(Photograph by courtesy of W.G.Bagnall Ltd.)

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We publish below the Treasurer's Report. At the last Committee Meeting it was agreed that the cold hard facts of the Society's finances should be laid bare for all members to read for themselves.

As you read the report we should like you to understand that very little of the membership fee of 3/- per year is available for any purpose other than the mere organisation and maintenance of the NGRS as a "club", so to speak. For example, take your magazine; although all the labour entailed in producing each issue is freely given by members, the cost of paper, postage and envelopes amounts to nearly half a year's subscription for each member.

The other large item of expenditure is for postage in general, e.g. answering enquiries, sending out receipts, and members can help here by trying to enclose an s.a.e. whenever possible. Many of you already do this, and to you we say "Thank You". To the others "Please".

Unlike many local organisations we have no other income apart from subscriptions; but we can share with innumerable others the need for further funds. In our case it is to enable us to maintain our aim to preserve any form of narrow gauge rail equipment where the opportunity arises. For this purpose we have inaugurated the Preservation Fund, to which we ask all members to give as generously as possible, particularly as, subject to favourable developments, it is intended to offer "Peter" for "contracting" use on the Festiniog Railway providing it can be put in working order.

### Balance Sheet as at 31.10.52

	£. s. d.		£. s. d.
Subscriptions	13.14.6	Stationery	4. 8. 3
Adverts	1.6	Postages	1.14. 7
Sale of photographs	2.0	Tal-y-Llyn Film Strip	5. 0
		Materials for Layout	1. 5. 0
		First mntg. for WHR loco plates	3. 6
			<u>7.16. 4</u>
		Bank	5. 5. 0
		Cash	16.8
	13. 18.0		13.18.0

### Balance Sheet as at 31.10.52

Balance carried forward	6. 1. 8	Stationery	3. 0. 10
Subscriptions	8.14. 0	Postages	3. 2. 6
WHR Plates fund donations	2.16. 6	Expenditure on exhib.layout	1. 2. 9
Sale of photos	3. 0	Set of "Douglas" drawings	1. 7. 0
		Mounting of WHR plates (York Museum)	2. 2. 0
		Society Plaque	1. 1. 0
		Advertising and sundries	13.11
			<u>12.10.0</u>
		Bank	3. 1. 8
		Cash	2. 3. 6
	17.15.2		17.15.2

### Area News

Yorkshire On May 19<sup>th</sup> a number of local members visited the Hunslet Engine Company's works. As luck would have it there was very little narrow-gauge equipment in production at the time, apart from some fine diesel shunters for New Zealand and one or two small contractors diesels. However we are sure that everyone enjoyed the visit, which incidentally, had to be arranged in the evening at short notice at the request of the Hunslet Engine Company.

London We are most anxious for someone to look after London members' interests. Anyone prepared to act as London County Agent (to include Surrey and Middlesex) please contact the Hon. Secretary as soon as possible.

Liverpool The extremely poor response to the proposed meeting in Liverpool on 15<sup>th</sup> May caused arrangements with the Liverpool Overhead Railway and the meeting to be cancelled. This is the second time that arrangements with a railway administration have had to be cancelled in the name of the Society, due to poor support. At the time of going to press, we are trying to fix a further meeting on 17<sup>th</sup> July - if this cannot be arranged there will be a "Models" meeting in Leeds on Saturday 14<sup>th</sup> August. The programme is now being worked out, so all you folks who are within reasonable hailing distance of either city. S.a.e. now to the Hon. Assistant Secretary, R.N.Redman, 14 Hawk's Nest Gardens West, Alwoodley, Leeds. And, incidentally, it is just not practicable to make special arrangements unless 20 or more people will come along.

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We would welcome some regular news and notes (even on the back of bus tickets, perish the thought!) from County Agents. How about some "gen" for No.10 ? Send your news, notes, or even articles, to T.H.Spink, 37 Eldon Terrace, Leeds Road, Wakefield.

### News from "Down Under"

We have received a letter from our Queensland Agent and amongst other things, he gives some very interesting information concerning "sugar" tramways, extracted from the "Australian Sugar Journal" (15.1.54 issue), to whom we acknowledge the details shown :-

#### 1951-52

Permanent tramways	1494 miles
Portable tramways	416 miles
Trucks	31,658
Locomotives	184

The longest system is owned by the Victoria Mill, North Queensland, which has 80 permanent miles, 34 portable miles and 22 horse-operated. They have 19 locos; their diesels haul up to 250 tons.

Another large system is that of Moreton Central Mill, Nambour - 68 ½ miles, six steam, one diesel, two V8 petrol locos.

The loaded weight of a truck varies from 35 to 50 cwt. Rakes of up to 70 trucks are handled at some mills.

(I have heard from another source that the ex-WD Baldwin which went from Penrhyn to Fairmead Sugar Co. in 1941 is still at work. Ed.)

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### Harrogate Gas Works

The loco "Barber" was featured in the May issue of "Railway World" when, in a very interesting article in the series "Glimpses of the Narrow Gauge", Mr. J.I.C.Boyd dealt with the N.E.G.B.'s 2'0"-gauge line.

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It is proposed to issue a list of members names and addresses to facilitate local contact and for the benefit of County Agents. As there may be some possible, and reasonable, objections to this proposal, any member not wishing his private address to be shown on the list should notify the Hon. Secretary before 31<sup>st</sup> July 1954.

### Isle of Man Railway Notes by B.A.Hill and A.W.Martin.

On a visit to the Isle of Man last Easter the following notes were recorded :

The railway was working to the winter timetable, this having come into operation on 9<sup>th</sup> November 1953. All services were cancelled on Good Friday and Easter Monday, but on the Saturday however, eight trains were scheduled to leave and eight to arrive at Douglas; four departures to and four arrivals from Port Erin. The other four arrivals and departures were on the Peel and Ramsey line, certain trains being split at St. Johns, the two portions working to Peel and Ramsey respectively. Four locomotives were sufficient to maintain this service, i.e. one loco from each shed. No. 3 "Pender" was working from Douglas shed, where No's 4 "Loch", 9 "Douglas", 13 "Kissack" and 15 "Caledonia" were out of service, "Caledonia" having just received its new coat of red livery, this being the last loco to maintain the old green livery. No. 8 "Fenella" was undergoing overhaul in the works. No's 10 "G.H.Wood", 12 "Hutchinson" and 16 "Mannin" were stored in the carriage shed.

No. 5 "Mona" was working from Port Erin, where No. 11 "Maitland" was out of service.

No. 6 "Peveril" was working the Peel line, while No. 1 "Sutherland" worked from Ramsey where No. 14 "Thornhill" was out of service. Various parts of No's 2 and 7 were still intact at Douglas.

Twelve of the old Manx Northern six-wheel passenger coaches, No's N40-N51, were stored in the open at St. Johns, and a M.N.R. open wagon N5 lettered FISH was observed at Crosby.

### **Special Notice**

Liverpool Saturday 17<sup>th</sup> July. Morning Trip on Liverpool Overhead Railway (dep. Pier Head Station 11.15 a.m.) Lunch. Afternoon session - NGRS matters and track running (16.5mm) meet at Birkenhead Ferry, Liverpool Landing Stage 2.30 p.m. Evening, film show. Notify Capt. Thos. E. Corlett, 53 Plane Tree Road, Bebington, Cheshire, NOW if you are coming and he will send you further details. All members living within reasonable distance of Liverpool are asked to make a special effort to attend.

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