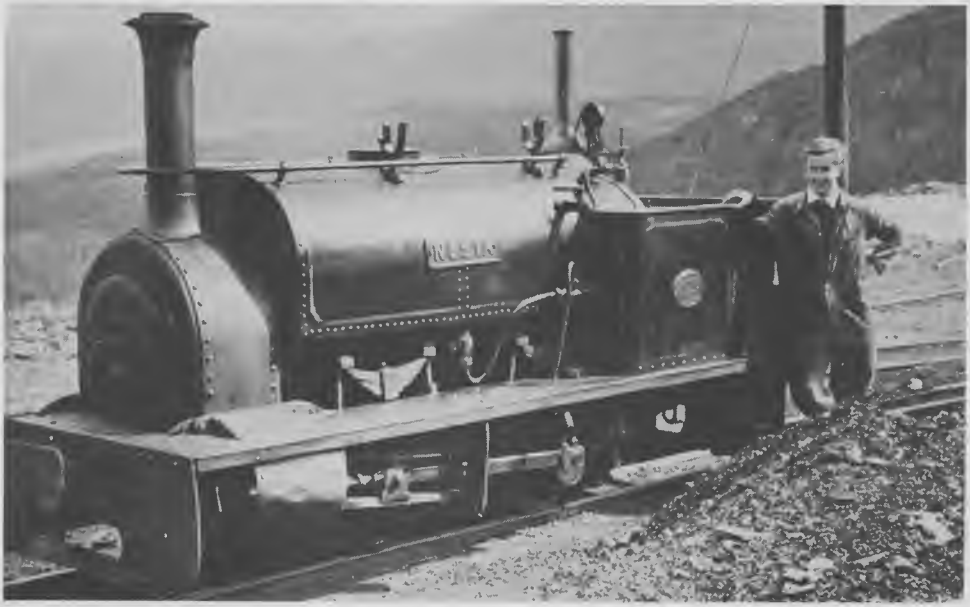
The NARROW GAUGE



No. 42 OCTOBER 1966

THE NARROW GAUGE RAILWAY SOCIETY

THE NARROW GAUGE RAILWAY SOCIETY

Hon. Secretary: Mike Swift, 47 Birchington Avenue, Birchcliffe, Huddersfield.

Hon. Editor: Henry Holdsworth, 76 Tower Lane, Leeds 12.

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Initials N—Z G. G. Foster, 9 Sinclair Avenue, Crumpsall, Manchester 8

EDITORIAL

The good wishes of the Society go to Mr. & Mrs. Mike Swift who were married on the 27th September, please note their new address above.

The Editor had his fingers stamped on good and proper at the A.G.M. for publishing the humorous stories of the Farthinghoe Loco Works, but it caused some fun and was surely harmless. If historians in AD 2466 find that Babbit locos were painted by a shepherd in candlelight it will give 'em something to think about. We did hear a Birmingham enthusiast searched the Reference Library without much success to trace the Kenilworth Tram. To put the record straight all references to BABBIT - Amos, Quintas and Acharias, were fiction rather than fact - if anyone cares to continue the series the Editor would be pleased to hear.

This magazine is a little late due to pressure of work interfering with its preparation. Our next issue is scheduled for January 1967 so the Editor takes the opportunity of sending good wishes to contributors and members of the Society everywhere for Christmas and New Year.

All the best

Henry Holdsworth.

COVER PHOTO

NESTA - Hunslet 0-4-0 ST. No. 364 of 1885, on the top level at Penrhyn 17th September 1962. Alan Civil.

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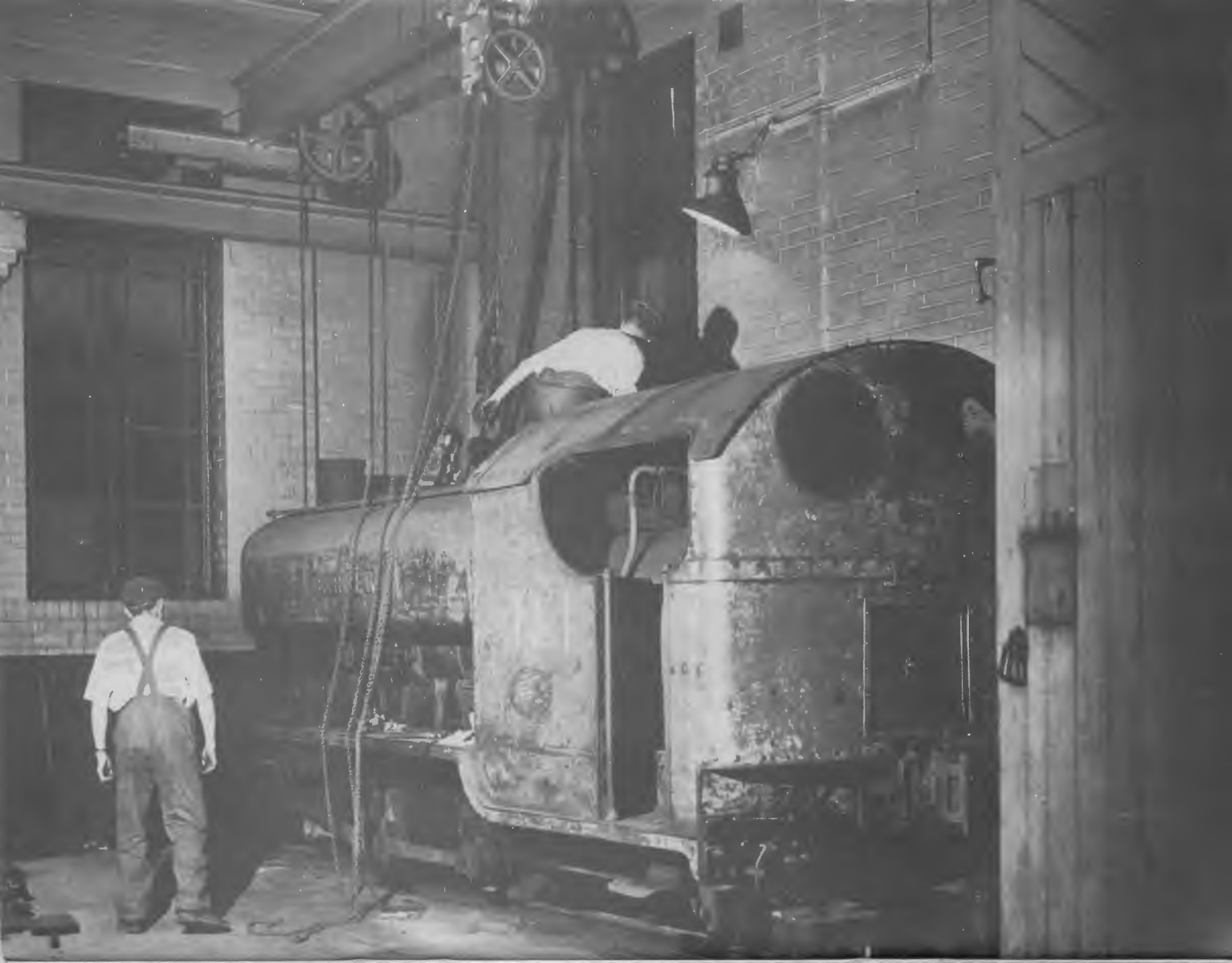


THE BRITISH INTERNAL COMBUSTION LOCOMOTIVE NO. 3

AN EARLY RANGE OF STANDARD DIESEL LOCOMOTIVES BY KERR STUART

By Brian Webb

Kerr, Stuart & Co. Ltd. of Stoke on Trent first entered the internal combustion locomotive market in 1904, but did in fact only build about half a dozen such machines until 1928 when they brought out a number of ranges of highly standardised diesel locos for use on standard and narrow gauge lines.

It is interesting to note in passing that these designs were all available with either a diesel engine or a high speed steam engine as their prime mover to meet customers' requirements, using a standard mechanical portion for the underframes and running gear.

The steam units were based largely on Sentinel Waggon Works practice and the designer of both the diesel and steam designs, a Mr. W.K. Willans had in fact come to Kerr Stuarts from Sentinels.

The 30, 60, and 90 H.P. Diesel Locomotives

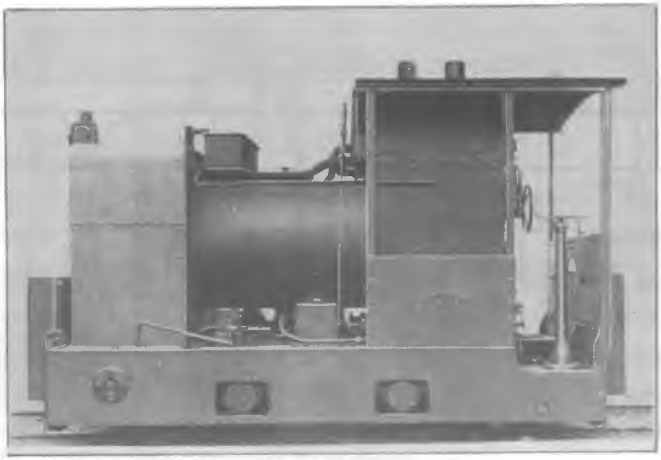
These units were offered in sizes from 30 to 1000 h.p. but in fact only the sizes indicated in the sub-title were built.

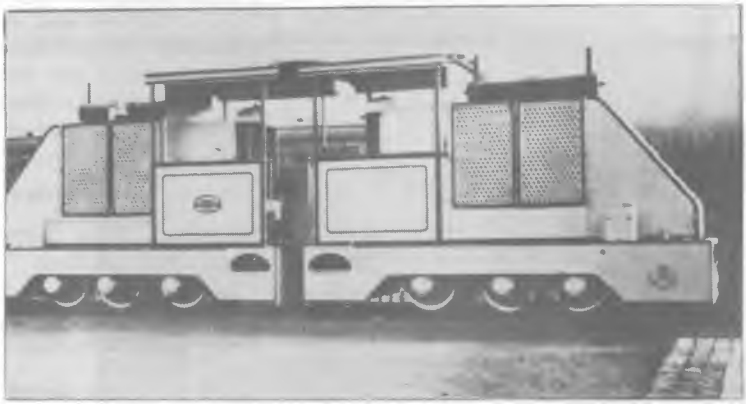
Starting of the diesel engines was effected by the use of various types of starting engines in the units built but the larger designs were to use a small high speed steam engine for starting purposes.

The locomotives were arranged so that a number of rail gauges could be accommodated in a common frame size and it was arranged so that by the use of a spare set of wheels and axles, the locos could be jacked up and the gauge altered to any in the 60 cm to 3'6" range.

The diesel engines fitted were from the range manufactured by J. & H. McLaren and were installed in three sizes, 2 cyl. 30 h.p., 4 cyl. 60 h.p., and 6 cyl. 90 h.p. The engines were placed at the cab end of the locos and in the 30 and 60 h.p. units the radiators were in the cab itself, whilst the 90 h.p. unit had the radiator at the front.

Mechanical transmission was chosen but the higher powered locos would have had electric transmission if built. The mechanical transmission consisted of a gearbox and final drive unit mounted at the front end of the loco which was easily accessible, and the drive was taken from the transverse shaft by chain onto the leading axle and then progressively by a further series of chains mounted inside the wheels and outside the wheels.





TOP — HIGH SPEED GEARED STEAM LOCO. 4 WTG.

CENTRE — 4415 - 1928 6 WD. AT DINAS JCTN. 8/1928.

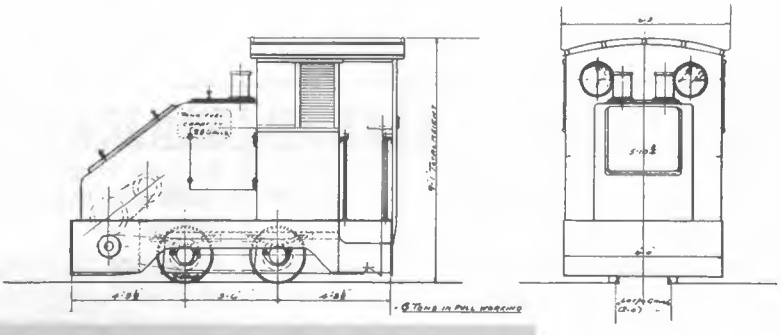
BOTTOM — 4430 & 31 - 1929 75 cm FOR CENTRAL RAILWAY OF ECUADOR. (COULD BE WORKED SEPARATELY.)

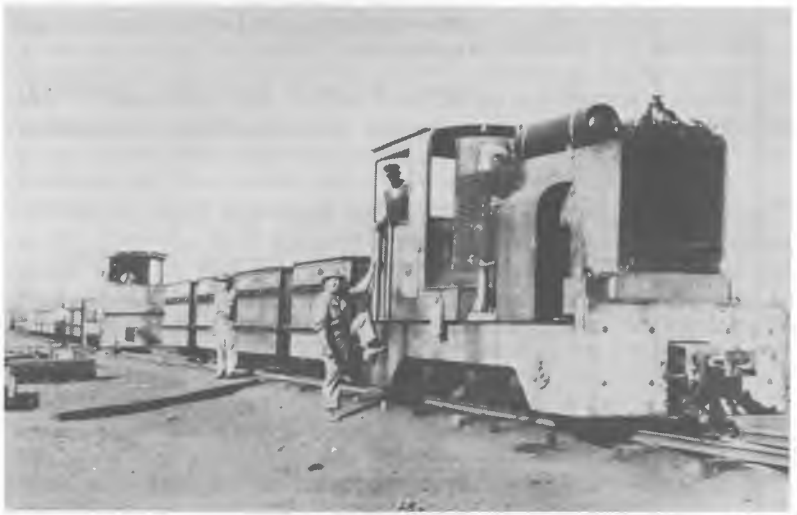
GENERAL DIMENSIONS OF K.S. STANDARD N.G. DIESEL LOCOS

	30 H.P. 4 W	60 H.P. 6 W	90 H.P. 6 W
Length over Frames	12'1"	13'9"	
Wheelbase	3'6"	5'2"	5'2"
Wheel Diam.	2'0"	2'0"	2'0"
Fuel Capacity	25 Galls.	42 Galls.	
Weight in Working Order	6 Ton	10 Ton	
Overall Height	9'1"	9'1"	9'1"
overall Width	5'10¾"	5'10¾"	5'10¾"

LIST OF K.S. STANDARD N.G. DIESEL LOCOS

Works No.	W.A.	Gauge	H.P.	Date	Notes
4415	6 W	60 cm	60/70	/28	Demonstration Loco. Worked on Welsh Highland RLY 8/28. Used by Contractors later same year and then altered to 3'0" Gauge in 12/29 for trials on Castlederg and Victoria Bridge Tramway - GNR (Ireland). Loco still at Kerr Stuarts in 1930 when they closed down. Purchased by Hunslet Engine Co. and rebuilt to 60 cm gauge and sold via Robt. Hudson for Service in Mauritius. In 1945 a new engine was supplied when Loco was at Union Vale Sugar Estate.
4418	6 W	60 cm	60/70	11/12/28	Sudan Gezira Board via Robt. Hudson.
4419	6 W	3'6"	60/70	21/12/28	Roan Antelope Copper Mines, N.Dola via Robt. Hudson
4430/1	6 W	75 cm	60/70	10/12/29	Articulated (Twin) Loco coupled cab to cab. For Central Railway of Ecuador.
4432-4	6 W	60 cm	60/70	8/10/29	Sudan Gezira Board Nos. 17,18,19 via Robt. Hudson
4465	4 W	2'0"	30	30/5/30	Sent to Mauritius via Robt. Hudson. Reported to be at St. Aubin Sugar Estate by Hunslet Engine Co. Agents.





TOP — 30 H.P. 4 W D Nos. 4465/6/7, 4470/1, 4477 to 82.

CENTRE— 4473 to 6 6 W D 90 H.P. 2' GAUGE

BOTTOM— 4429 – 1929 4 W D 2' GAUGE. TYPE DX1.

Works No.	W.A.	Gauge	H.P.	Date	Notes
4466	4 W	2'0"	30	14/5/30	Asiatic Petroleum Co. Reported at Canal Maritime de Suez via Robt. Hudson.
4467	4 W	2'0"	30	12/7/30	Allocated to Joseph Boam Ltd., Leicester (Joseph Boam Ltd., Sand Pits near Middleton Towers, Norfolk). After being exhibited at Scarborough Exhibition.
4470	4 W	2'0"	30	?	Edmund Nuttal & Sons Ltd., Trafford.
4471	4 W	2'0"	30	?	Allocated to Scarborough Exhibition 14.3.30. See 4477.
4473-4476	6 W	2'0"	90	6/30 - 7/30	Associated Manganese Mines of South Africa Ltd. via Robt. Hudson (Some still in Service in 10/65).
4477	4 W	60 cm	30	?	To Mauritius via Robt. Hudson? May not have been built. Order states "13.3.30. 30 H.P. Diesel Loco to be show finished. 14.3.30 Order cancelled as it is now transferred to 4471" - but see 4467.
4478-4482	4 W		30		Ordered but never built.

The 30 h.p. Type DX-1 Diesel Loco

This locomotive was a simple narrow gauge design of 30 h.p. designed for contractors duties, quarry work, etc. A total of seven were built in 1929/30 and four of these were put to work in this country.

Known as type DX-1 they were four wheel units with a McLaren 2 cyl. 30 h.p. engine, they had 2'0" diameter wheels, weighed about 5 tons and the engine drove from the gearbox to a transverse shaft at the cab end of the loco, and then via chains to the wheels.

The first two or three locomotives incorporated a Robertson infinitely variable gear; this was a gear/speed change device which adjusted the gears/speeds automatically to suit the work the loco was doing.

....Continued on Page 10

ASLAND JOURNEY

M. H. Billington

Guardiola is a little Spanish town lying below the Sierra de Monnel, in the foothills of the mighty Pyranees and quite close to the French frontier.

Our journey lay from Barcelona via the extensive Catalan Railway system, a metre gauge line which has much to commend it, affording as it does a convenient way of reaching the famous Monastery at Montserrat - alas now that the "Cremallera" has closed the Cable Car reigns supreme - but what a superb ride that is 3000 odd feet and breathtaking views on all sides! It is still possible to walk through the old Cremallera tunnel close by the Cable Railway terminus at the summit but it is a long way.

We enjoyed the ride through the unlined tunnels, over viaducts, with hills on every side from the Aereo Station when we re-entrained and after a short halt at the terminus of Manresa, we backed out and entering on to the Manresa-Olvan section found it even more to our liking as this was a true Light Railway, true the speed seemed the same (we were hauled by the same "Alsthom" Diesel Electric that had taken over from the Electric loco at San Baudillo) but by now we were running over lengthy sections of roadside track, even running through the village and town streets in several places with every so often a glimpse of a lineside Colliery, some with locomotives visible but alas our timetable was much too tight to allow us to detrain and investigate for it must be remembered that there are only two trains per day and buses are far from frequent.

Our train terminated at Olvan and there wasn't even time for a visit to the Loco shed there as the Berga bus was awaiting us, so we piled into the vehicle and climbed up the hill into the pleasant little Town of Berga where we were able to have a most enjoyable evening meal.

The Guardiola bus was not due to depart until 8 p.m., but although dusk was approaching (this in August to my great surprise) it was possible to discern the very attractive mountain scenery, with the tiniest strip of land cultivated in order to make the most of what was available, the road twisted and climbed then over the summit we dropped into Guardiola, which as I quite expected from photographs seen previously was "in the wet" in fact the lightning lit the place up.

After checking in at the Hotel, we had a quick tour of the little town, had a drink or two and then retired to bed but on account of the thunder and lightning sleep didn't come too easily and it seemed a very short time afterwards that we were awakened by the sound of a heavy lorry starting up ... at 5 a.m.

However we were not in a rush to rise that morning and after a very leisurely "desayono" we walked out into the sunshine to await the Asland train which at 10.45 a.m. was I considered long overdue as its departure time was 11 a.m. I therefore enquired of some local people (after a fashion) whether the train's departure had been re-timed and was told the shattering news that the service was "abandonado" and that we should have to travel to Castellar 'den Huch by Bus which was due at 11 a.m., this was a disappointment but at least we should see the line and its locos at the terminus or so we thought, further enquiry however elicited the fact that the only return 'bus from Castellar was at 7 p.m. that evening and we very much wanted to return to Barcelona on the 1.40 p.m. train which we knew would be steam hauled having seen the train arrive in Guardiola behind ENERGIE 2-6-OT No. 11 built in 1912.

After much too long a time we managed to find a taxi driver Senor Juan Compano who was very friendly and he transported us quickly to the Cement depot at La Pobla de Lillet where he quickly ascertained that a train from Asland was due, so we arrayed ourselves at the side of the line, being joined soon afterwards by some French enthusiasts and after about 10 minutes a train consisting of Orenstein & Koppel 0-4-OWT No. 13 built in 1923, one coach and two or three wagons came round the corner of a rocky bluff, the loco uncoupled and went on to a siding whilst its train followed it gently down the grade and ran onto another line. Senor Compano had a word or two with the loco driver, and the depot foreman and then beckoned to the party of us, two Frenchmen and a little boy, George and I to board the coach and away we went in fine style, rounding the bluff and taking to the lines right of way which went away from the road which we had followed all the way from Guardiola and in a kilometre we were looking down from the embankment onto the houses of La Pobla and drew to a halt in the substantial station there, the loco run onto a siding and we regretfully had to re-join our taxi for a dash into town where our French friends insisted on us all having a drink and then we had to dash back to Guardiola, collect our bags from the Hotel and buy two delightful cards showing the Asland train passing the Church before boarding our train, just as it was moving out.

Then followed a most exciting ride, part inside and partly outside on the balcony of the coach, noting again tantalising glimpses of locos at the Collieries passed, and passing through the main street in such towns as Gironella and Puigreig, back then to Manresa where we were able to obtain one or two photographs whilst the train went on to the terminus and we rejoined it on its return, we travelled in comfort until Montserrat Aero but then the train was invaded by hordes of tourists who seemed mainly British, so jampacked but good humouredly we returned to Barcelona. It was unfortunate that so many people had to stand outside on the balconies and the views of the Ladies particularly must have been anti-railway after their journey through the tunnels, though at least they were not covered in smuts

as No.11 had been replaced at Olvan by the usual Alsthom Diesel - even so it would not have been quite what Tourists would bargain for, however attractive to "Ferrophiles".

It was a trip I shall never forget and I hope very much to have the pleasure again - - when there is much more time.

(Editor's Note:- It is understood the line closed 15/10/63 and track was lifted 1964)

Continued from Page 6

LIST OF DX-1 DIESEL LOCOS

Works No.	W.A.	Gauge	Date	Notes
4422	4 W	2'3½"	4/9/29	Named "Bassett Green" to Boons Granite Quarries, Nuneaton.
4426	4 W	1'8"	21/11/29	John Arnold & Sons Chipping Sodbury - Later at Penlee Quarries Ltd., Penzance.
4427	4 W	2'0"	3/8/29	Bryant & Langford Quarries Ltd., Black Rock Quarries, Bristol, later at Roads Reconstruction Ltd., Cranmore.
4429	4 W	2'0"	/29	Sir Lindsay Parkinson 19/10/29-28/2/30, then to Crown Agents Haifa. 31.3.30.
4460	4 W	2'0"	4/11/29	Crown Agents Haifa.
4461	4 W	60 cm	14/12/29	C.C.P.A. Piraeus. via Robt. Hudson.
4468	4 W	2'0"	24/4/30	Penlee Quarries Ltd., Penzance.

Kerr, Stuarts went out of business during 1930 and it is interesting to speculate as to how far their efforts in the diesel loco market would have gone had they remained in business or indeed how far the development of the firms diesel road lorry would have gone.

Some continuation of the loco work was carried out by the Hunslet Engine Co. Ltd., who produced their first diesel in 3/32 as number 1700 for service in Greece. This loco was very similar to the K.S. DX-1 type.

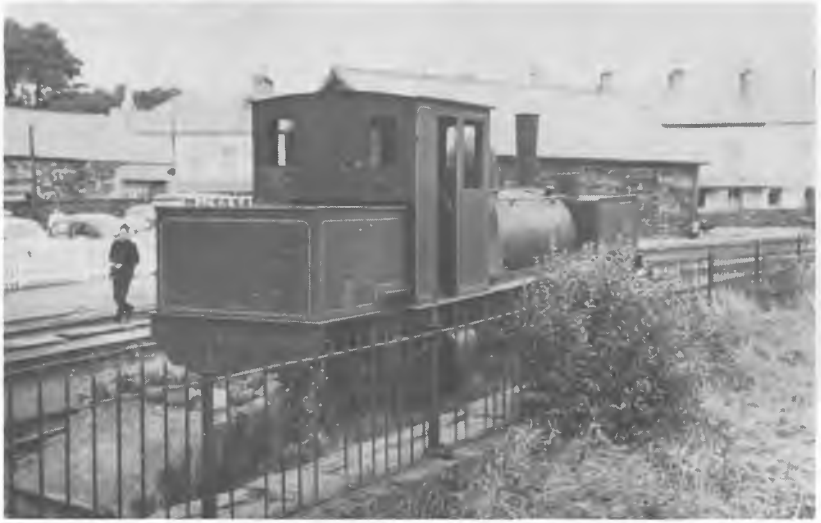
Finally thanks are due to my friend Geoff Horsman for his assistance with the foregoing article.

BEYER TO PORT

H. Holdsworth

The Festiniog Railway Society have purchased the Tasmanian Government Railways 0-4-0 + 0-4-0 Loco and it lies in a siding at Portmadoc Harbour Station awaiting attention.

It is understood that a wooden false floor to the cab is to be removed and the cab roof and chimney reduced to the height of the dome to clear the F.R. loading gauge. If the loco is then given the Festiniog treatment and turned out in that beautiful F.R. green it really should look magnificent. The Railway are to be congratulated on stepping in to ensure the locomotive stays in Britain and we look forward to seeing her in steam.



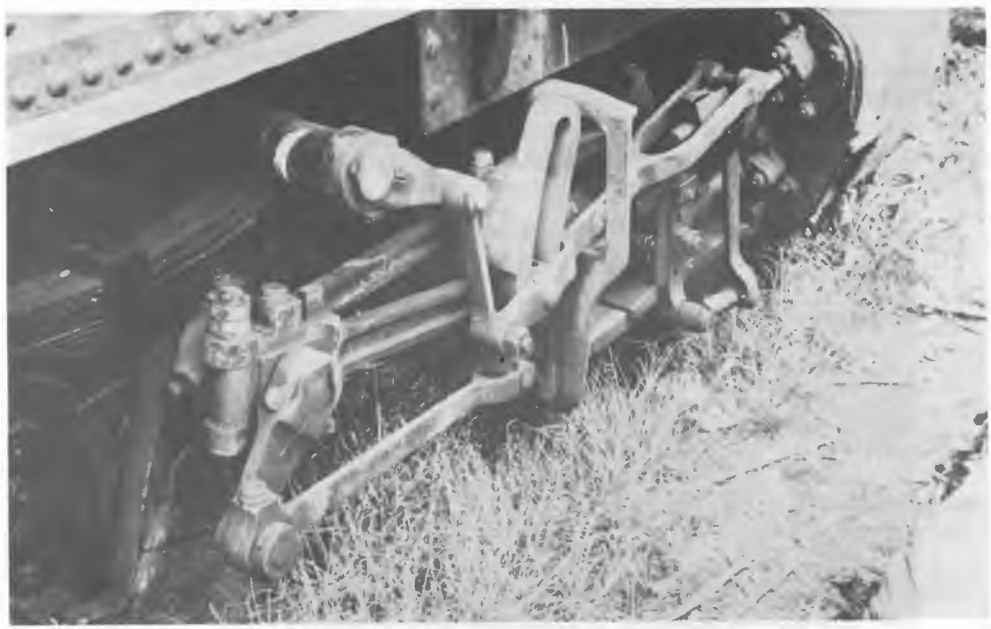
The photographs were taken during August 1966, the writer expected the appearance of the loco to be far smarter than the dull black finish turned out to be. Parts of the boiler lagging had been removed for inspection, backhead and cab fittings were missing and valve gear rusting.

An excellent drawing appeared in Model Railway News for June 1966, page 283.

This was the world's first Beyer Garratt, built in 1909. After service in Tasmania it was brought back to Gorton Works by the builders during 1947.

Cylinders	High Pressure (rear)	11" x 16"
	Low Pressure (front)	17" x 16"
Wheels	2' 7½" diam.	
Weight	33 tons 10 cwt. in working order	
Tractive Effort	16,290 lbs. at 85% B.P.	

The loco is No. K1 but it is understood parts were taken from K2 to complete the loco before it was shipped home.



CHATTENDON & UPNOR RAILWAY

0-4-4 TANK "LANCASHIRE"

Drawing: Peter Halton ***Photo: Ron Redman***

The Chattendon & Upnor was built by the War Office as an experimental railway and the hilly terrain by the River Medway allowed the engineers to incorporate many sharp curves and gradients up to 1 in 30. The Admiralty took over in 1904.

Many locomotives served on the line, some will be illustrated in later issues of the magazine.

Our drawing shows the C-4-4 tank "Lancashire" built by the Yorkshire Engine Company in 1891, No. 462.

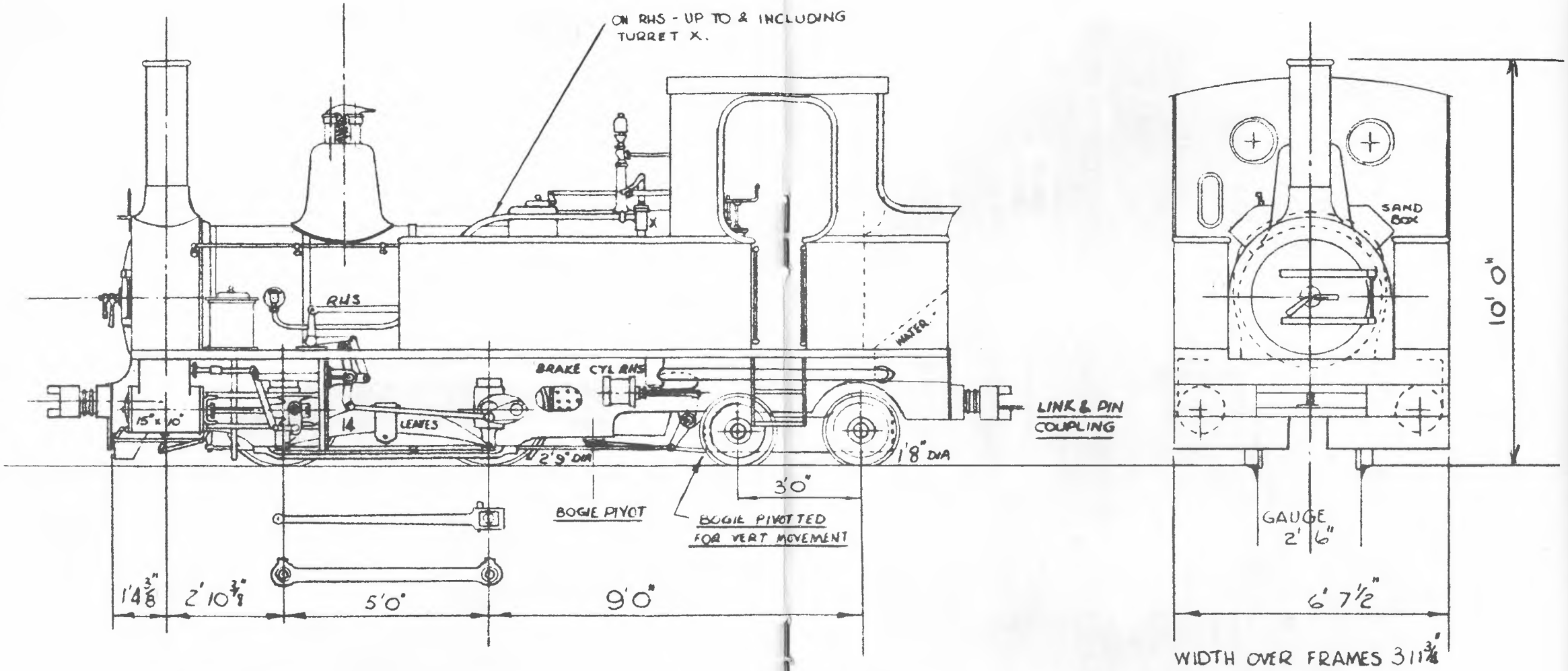
Gauge	2'6"
Cylinders	10" x 15" Stroke
Wheels	2'9" & 1'8"
Rigid Wheelbase	5' Total W/Base 14'0"
Weight	22 tons 5 cwt. in working order
Water	557 gallons Fuel ½ ton.

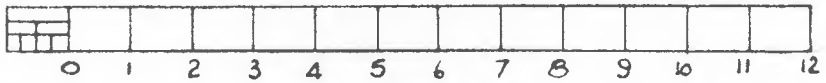
The photo on the inside of the back cover shows "Carbon" built by the Yorkshire Engine Co. and was identical to sister engine "Sulphur".

Cylinders	9" x 14"
Wheels	2'6" & 1'9"
Wheelbase	4' rigid 10' total
Weight	16 tons in working order
Builders No.	404
Date	?

Standard livery on the line was light green, it is understood both locos were disposed of to breakers in the 1930's.

Articles in Railway Magazine of interest June 37 and May 41.





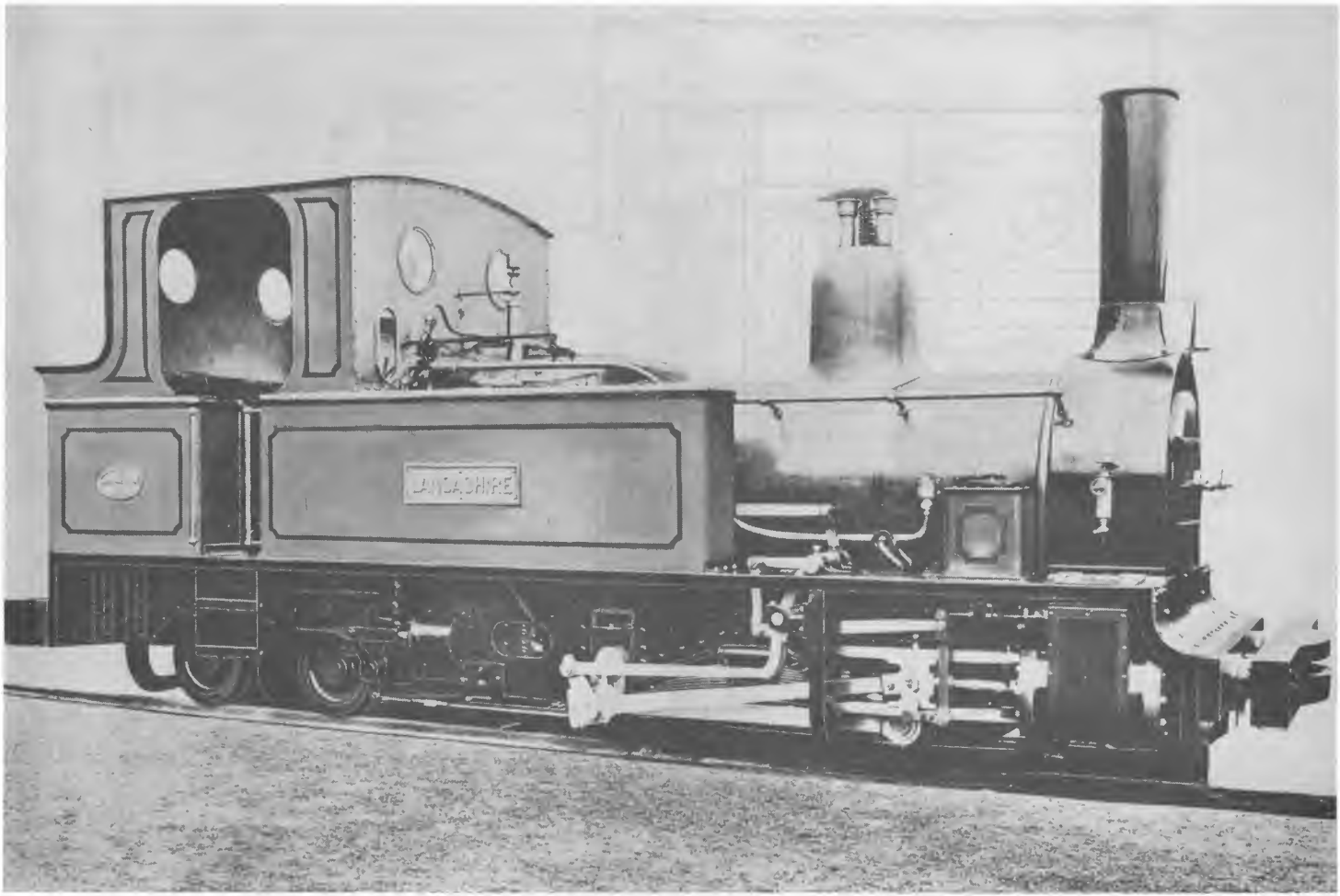
SCALE OF FEET.

CHATTENDEN & UPNOR RAILWAY

O - 4 - 4T LANCASHIRE

YORKSHIRE ENGINE Co 462/91

Drawn by P.S. Halton.

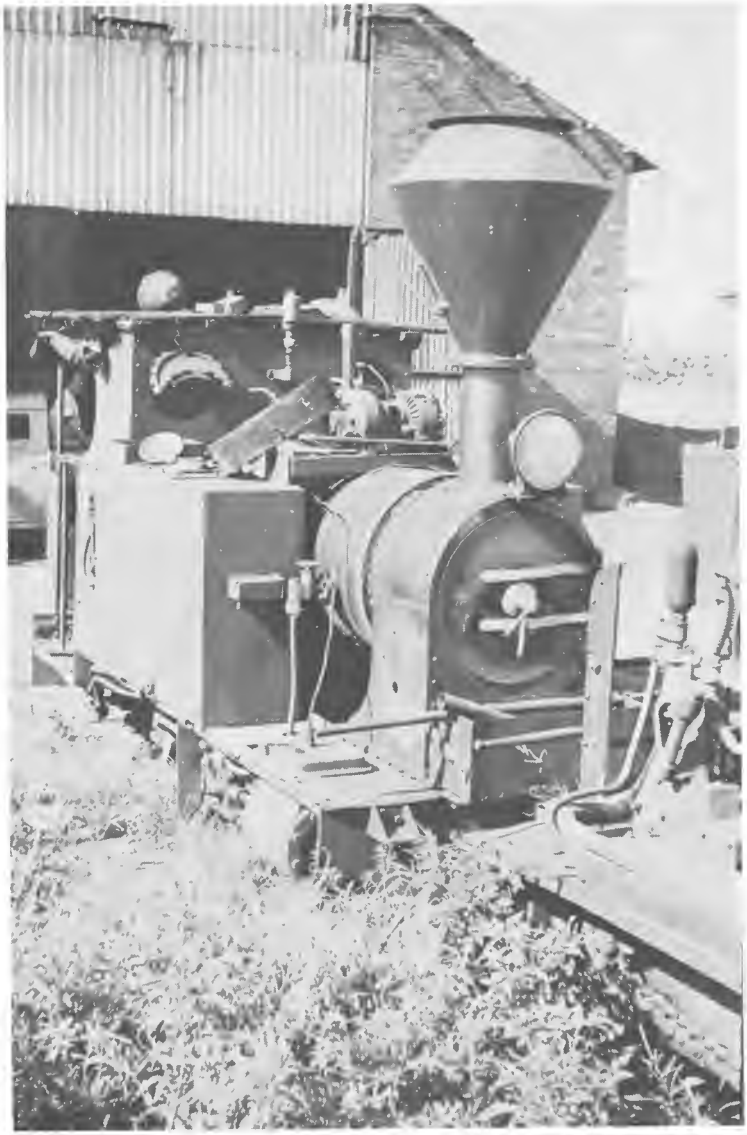

LANCASHIRE

ZULULAND SUGAR

Photos and Drawings by Sydney Moir

In the February 65 issue Mr. Jux refers to the Zululand Sugar Milling & Refining Co. system as having several locos awaiting scrapping. The photo below shows part of the Double Sentinel "LOBENGULU", when at work the complete locomotive consisted of two 0-4-0 units placed cab-to-cab and permanently coupled, with the regulators and reverse levers inter-connected. She worked until well into the diesel era, after the three other steam engines had been put out on the scrap track. In 1960 she was still in service, though then only as a standby engine.

The photo overleaf shows Avonside No. 1935 of 1923. The maker's drawings for these little 0-4-0 tanks, which seem to be used all over the sugar cane area, show a standard straight type of stack, as no two of them have the same type of spark-arrester it is safe to say that the arresters were fitted after delivery. This photo also shows the "engine guard" and front end of LOBENGULU.

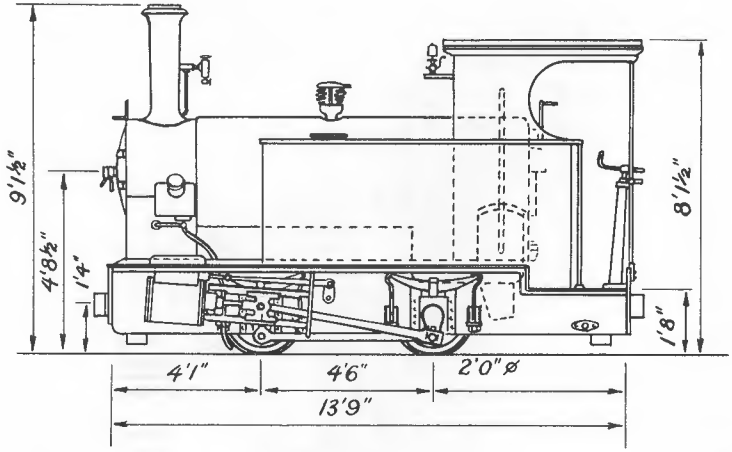


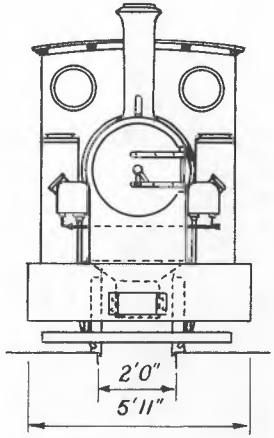
REDUCED FROM
AVONSIDE
ENGINE CO.
DRWG 7956

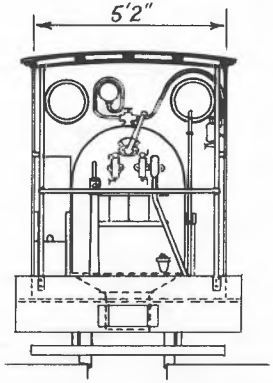
REYNOLDS BROS., LTD.

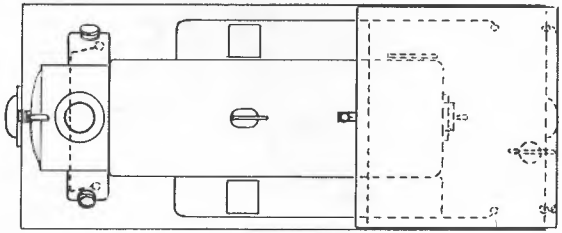
SEZELA ESTATES, NATAL, R. of S.A.

Nos. 2, 3, 4, 5 and 6





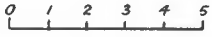


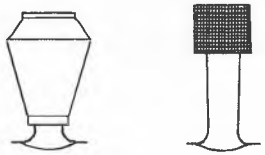


Weight in working order : 9½ Eng. tons

MOTION BRACKET

SECTION OF CYLINDER





Nº 3 Nº 5

SPARK-ARRESTING STACKS FITTED LATER

DRAWN FROM PHOTOGRAPHS

S. MOIR 1964

"DAISY" THE THERMOS-BOTTLE LOCO

By Sydney Moir

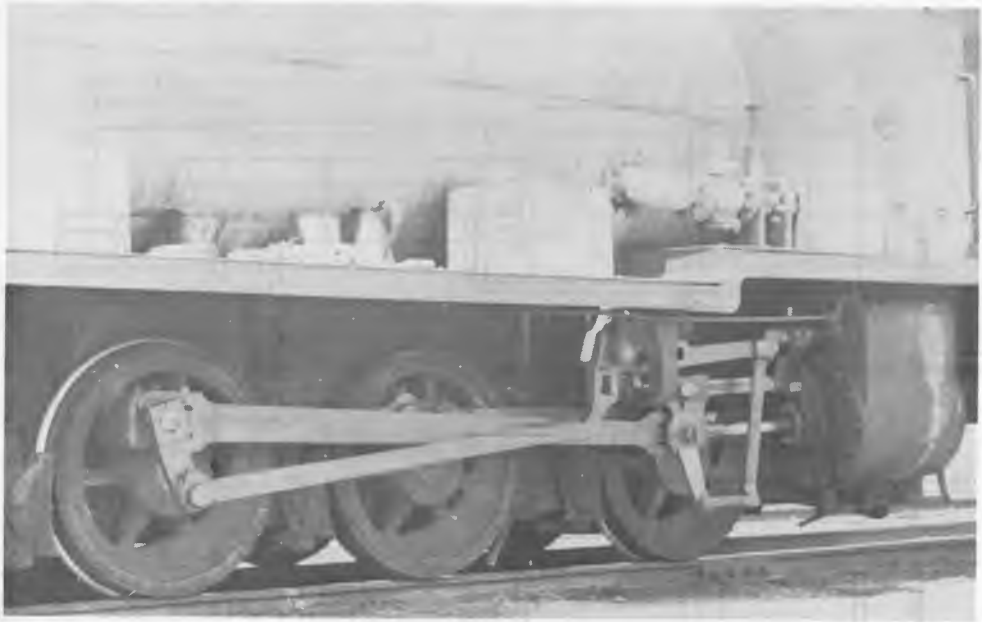
Her driver always referred to her as "Daisy", still does most likely, though she carried neither name nor number. To the other works at South African Paper & Pulp Industries mill at Mandeni, Zululand, she was just "the engine". Nowadays that simple statement has to be qualified, for she works side by side with a new South African-built diesel, engined by Rolls Royce.

Built to the standard South African gauge of 3'6" naturally as she handles S.A.R. wagons from Mandeni station into the works, logs inwards, finished paper and by-products outwards.

When the cylinders are under the cab, which is front end and which is rear? The first shot of the SAPPI fireless loco clearly shows the reservoir charging pipe and valve, with the connection for the stationary steam-pipe beneath the footplate edging.

Since a fireless loco has no need for a blast-pipe the SAPPI engine carries an exhaust pipe on the rear wall of the cab. The bulge at elbow-height houses the wheel of the handbrake. The lagging over the steam reservoir is around 6" thick.

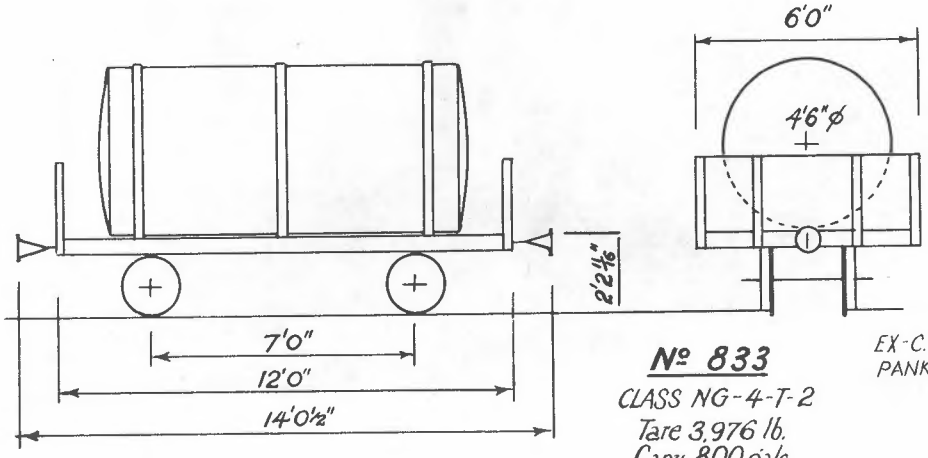
The running gear of a "thermos-bottle" is the same as for any other six-coupled shunter, only the method of producing steam for the cylinders is different.



South African Railways

NARROW-GAUGE 4-WHEELED STOCK

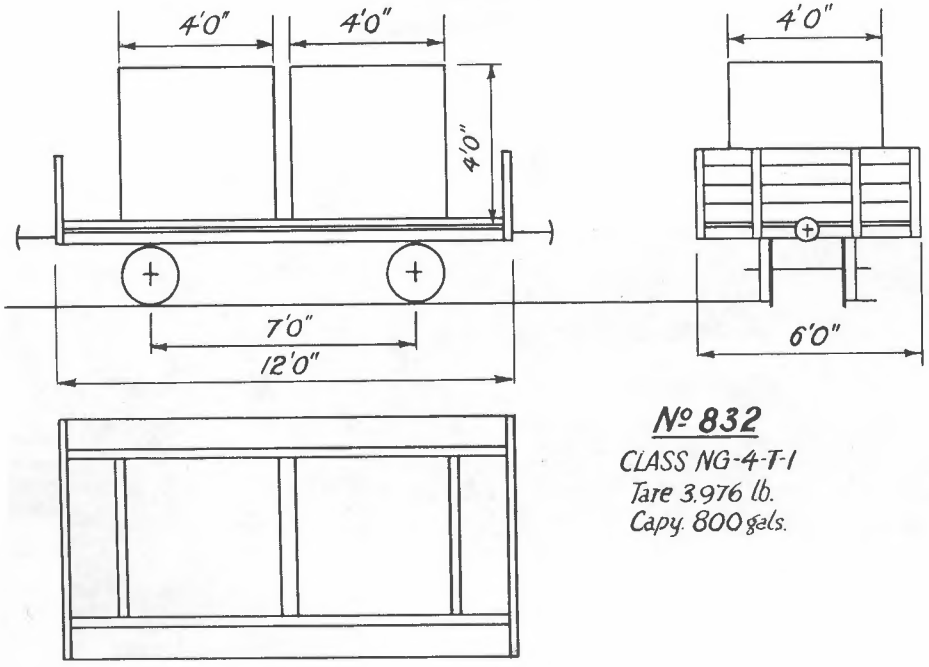
WATER TANK WAGONS



№ 833

CLASS NG-4-T-2
Tare 3,976 lb.
Capy. 800 gals.

EX-C.S.A.R.
PANKOP



№ 832

CLASS NG-4-T-1
Tare 3,976 lb.
Capy. 800 gals.

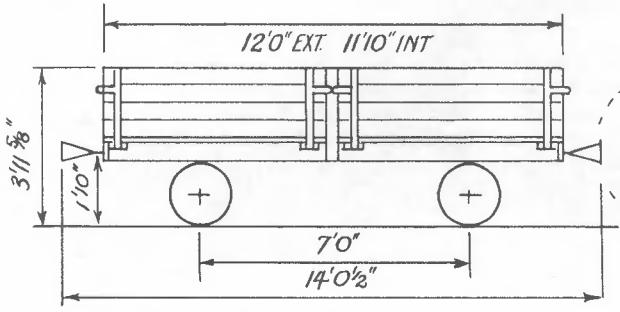
South African Railways

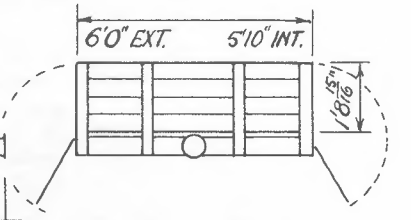
NARROW-GAUGE 4-WHEELED STOCK

OPEN WAGONS

ENLARGED FROM WEIGHT DIAGRAMS

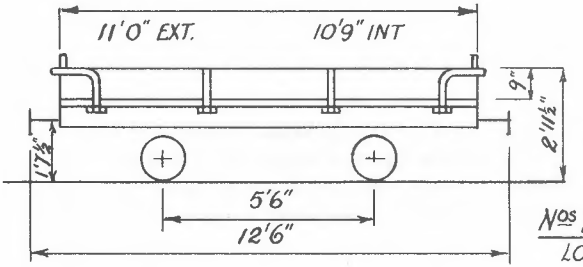
0 1 2 3 4 ft

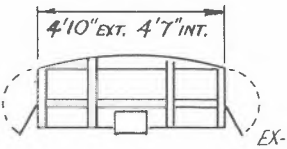




Nº 831 CLASS NG-4-D-1

L.D. 12,000 lbs. C.P.Y. 120 cu.ft. T.R. 3,976 lb.

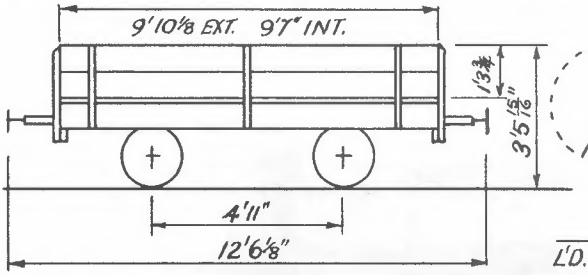


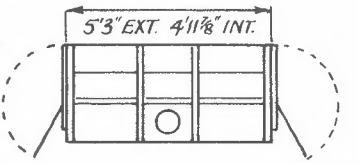


EX-C.S.A.R. PANKOP

Nos 151-153, 155-176, CLASS NG-4-D-2

LOAD 6,000 lbs. CAPY. 37 cu.ft.

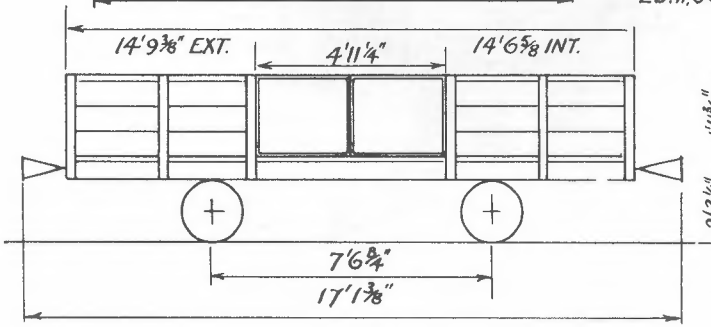


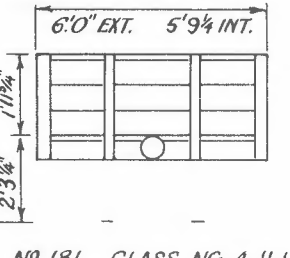


EX-OTAVI

CLASS S.W. NG-4-D-3

L.D. 11,000 lb. T.R.E. 3,740 lb. C.P.Y. 63 cu.ft.





Nº 181 CLASS NG-4-H-1

CAPY 166 cu.ft.

S. Moir 1964

Letters to the Editor

FROM: KEN HARTLEY, SELBY

HORWICH

Before somebody tears me to pieces, re the R.H. loco at Horwich Works, I would like to say that the article was written several years ago and at the time my knowledge of R.H. locos was nil. Consequently, I accepted the driver's statement that the transmission was some "hydraulic/mechanical affair". Perhaps somebody can enlighten us as to precise details of "Type LAT" gearbox etc?

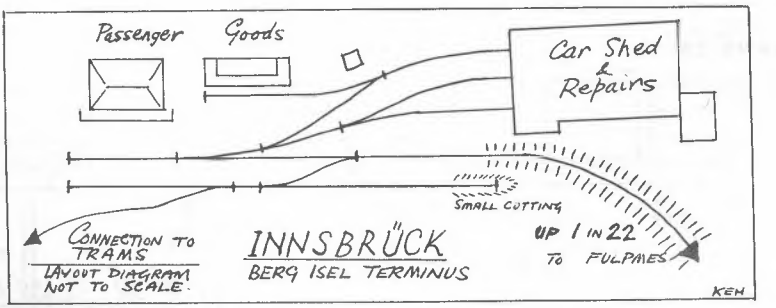
STUBAITALBAHN

I was delighted to read Mr. Moore's article on the "Stubaitalbahn" as I made a visit to the line in 1959 and can endorse all he says of it. It is indeed a fascinating railway with some wonderful scenery and bags of "character" The "Manx Electric" and the Soller line in Majorca are grand railways, but having seen these also I unhesitatingly say that the Stubaitalbahn is even better.

Regarding the goods stock, this includes four distinct types - open 4 wheelers, 4 wheel vans, 6 wheel vans, and 6 wheel open trucks. In each group there are variations, e.g. small and large open 4 wheelers, brake platforms on some trucks and vans, not on others. Sides on the "opens" include 4, 5 or 6 planks, or maybe just "stakes", and sometimes provision is also made for swivel bolsters for carrying timber.

An interesting feature of the 6 wheel stock is the arrangement of the centre axle, to get a flexible wheelbase. The axleboxes, springs and wheels etc., are mounted on a sub-frame, which can slide transversely on a series of rollers. Unlike the "Cleminson" design, the outer axles do not pivot in conjunction with the centre axle, but are fixed to the main frames, and have clasp brakes to each wheel, like the 4 wheelers.

"Gravity" shunting, mentioned by Mr. Moore, is the rule at the Innsbruck terminus, also indeed there is no loop! I append a sketch of the layout (not to scale).



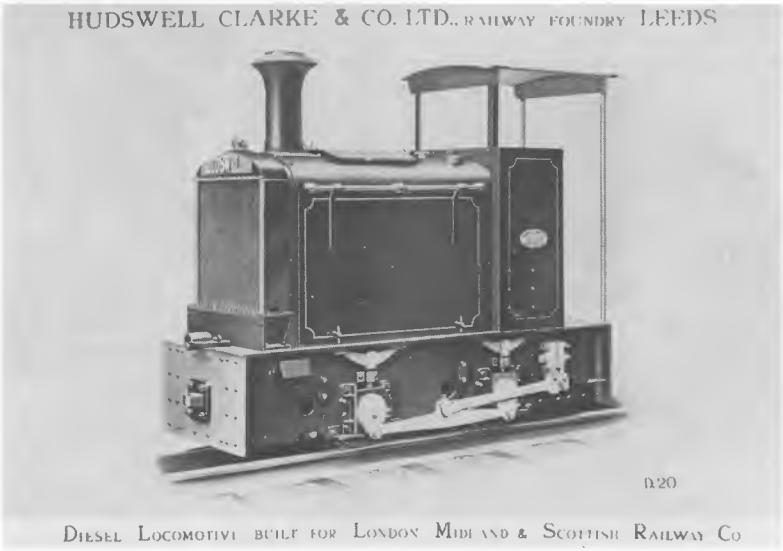
W.J.K. Davies has given permission to reproduce this photo I found in my collection after the last-magazine had gone to press. Should we continue giving details of Narrow Gauge electrics? - Editor.

FROM:- R.N. REDMAN, HORSFORTH.

HORWICH WORKS 18" GAUGE TRAMWAY

Further to Ken Hartley's excellent article in the last issue of the magazine, I am now able to supply a little extra information on the Hudswell Clarke diesel locomotive that worked on the tramway.

The locomotive works number D.563 left the works 22.12.1930 for the London Midland & Scottish Railway works at Crewe. When the line closed in favour of road transport in 1934, ZM9 as it was known was transferred to the Horwich works tramway, where it was used for similar duties, only to be scrapped in 1957 when replaced by the new RUSTON diesel locomotive.



Two points are of interest regarding the Hudswell, it was the smallest rod drive diesel to be built at the firm to date and was built to operate at a running cost of 3/8d. for 54 hours.

DETAILS - Works No. D563. Date 22.12.1930. Type 0-4-0.
Engine 20 H.P. McLaren Benz driving through a Bostock & Bramley gearbox to 1'3½" diam. coupled wheels. Gauge 1'6".

The two photographs show the engine as built (an official works print from my collection) and as running at the end on 8.4.56 - virtually as built apart from loss of front nameplate and the addition of a front cab window, my thanks to Brian Webb for this photograph.

ANOTHER MYSTERY PHOTO - from R.N.R.'s collection,
can anyone shed any light on this one?

FROM: PHIL BURKHILL, STOCKPORT.

Enclosed photo is of one of our Scout Wagons (3' gauge) in open storage at Turn Village. Manchester O.S. Map No. 101 807.186.

It is proposed this wagon will be combined with a similar one with new woodwork and displayed in the new Manchester Ind. Archaeological Museum which is projected, but held up by the credit squeeze.

FROM: W.A.D. STRICKLAND.

Reference "BLANCHE" drawing is in magazine No. 41 - I regret to say I forgot the balance weight and shaft and the hinge straps on smokebox door in the hurry to meet the printing deadline.

Editor's Note: I also missed the third line in the title which says 16 mm. = 1 ft., the scale is actually $8\frac{1}{2}$ mm as reproduced in the magazine - apologies! W.A.D.S. will be pleased that several compliments have been received on the quality of this drawing and its reproduction.

FROM THE EDITOR:-

We have now received the notes on the Harrogate Gas Works Railway from W.J.K. Davies and propose issuing a Special Magazine late 1967 on this line. We have several photos but are anxious to trace any new ones showing the line whilst working - CAN YOU HELP US? Photo Page 1 shows "BARBER" in Copley Hill Shed, Leeds, being overhauled and repainted by Yorkshire Area N.G.R.S. members in the early sixties.

ALSO - please don't forget the Photographic Competition (we have only received 2 entries so far). Black and White - postcard to $\frac{1}{2}$ plate size. First prize £1.1.0d. 2nd and 3rd 10/6d.

FROM: RODNEY WEAVER, KENILWORTH

In my article on McEwan Pratt No. 774 in the last magazine some unfortunate bad English let a mistake slip in and gave the impression that 774 was built on the frames of No. 621. This is not so, No. 621 was laid down as a petrol-hydraulic locomotive with Lentz transmission. However, due to the war, the important units did not materialise and to finish the job it was completed as a 0-4-0 ST steam loco using the frames already completed before the cessation of work on the i.c. loco. No. 621 worked at Harbury Cement Works, and the point of referring to it was that it was begun as a petrol loco, such was the standard of design and construction. It is a pity that so many have a false idea of i.c. because their experience is limited to the cheaper types of more recent times. I think Baguley was probably unique in being well established as a builder of high quality i.c. before turning to steam, though the conversion of i.c. to steam was found elsewhere, e.g. the MW 0-4-0 PEs.

A further error - the designer of the Guiness locos was GEOGHEGAN, my mistake.

In conclusion, may I record the thanks of all n.g. enthusiasts in this area and elsewhere I trust, to the Editors of both Society periodicals for the enjoyable reading with which we are presented at regular intervals.

"Daisy" coming out of the SAPPI works and onto the S.A.R. siding over which she has running rights. The two Africans sitting on the footplate are brakemen, pointsmen and shunters all combined. See article page 20.


CARBON.