

NARROW GAUGE NEWS

COMBINED ISSUE: March-June, 1958. | 3

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EDITORIAL:

With this combined issue we are endeavouring to make up the leeway lost due to hold-ups way beyond the control of this Editor! Nuff sed! Be that as it may, at the suggestion of one of our prominent London & S.E. Area members, we are to produce a bi-monthly Newsheet, this to start with the July-August issue and to continue bi-monthly in future. It is hoped to include more drawings of Narrow Gauge stock etc., and if at all possible to enlarge the contents of the 'sheet' when sufficient material is to hand.

Newsheets will be distributed as near as possible to the first day of the month, and all items to be included in successive issues should be in the hands of the editor by at least three weeks before date of issue.

A fully detailed statement and report of the A.G.M. held in Nottingham on Saturday May 3rd last, will be available for distribution shortly.

Ed.

LONDON & SOUTHEAST AREA NOTES: The next meeting in this area will be held at the Railway Tavern; as will all future meetings until further notice, and is on May 31st. at 6.30 p.m. for a start at 7.00 p.m. **SHARP!** Reason for the emphasis is due to the fact that the room HAS to be cleared by no later than 9.15 p.m. in future. This applies to all meetings.

Future Meetings: Sat. 31st May 'Some Austrian Narrow Gauge Railways' by F. Church.

Sat. 27th Sept. To be arranged.

Sat. 18th Oct. Members' evening (five minute talks with the episcopo).

Sat. 15th Nov. Modelling talk by G.T. Wheway.

1959 Sat. 17th Jan. Festiniog Railway Society.

Two items of interest to the L. & S.E. Area are that Mr. C.H. John is now appointed on to the full Society Committee as Hon. Organising Secretary, as well as continuing with his much appreciated work as London & South East Area Agent.

Also, Mr. W.J.K. Davies is on the Committee as Official Publications man, a job he can very ably contend with, as was shown in his compilation of the booklet on the Furzebrook line issued recently.

THE COMMITTEE:

The Committee has undergone another re-shuffle; this time, it may be added, with much more enthusiasm and hope for the future than of late. As follows:-

Chairman; R.N. Redman, 11, Outwood Walk, Horsforth, Leeds.

Hon. Organising

Sec. & London &

S.E. Area Agent: C.H. John, 23 Crossway, West Ealing, London, W.13.

Publications: W.J.K. Davies, Merton Court, Knoll Road, Sidcup, Kent.

News Editor;

Publicity: P.G. Brennand, 37 Norwich Avenue, Hunslet Carr, Leeds 10.

Hon. Treasurer:

Leeds Agent: P.S. Halton, 18, Eden Crescent, Leeds 4.

Ordinary Member;

Birmingham Agent: E.R. Heaton, 30 Wye Hall Lane, Birmingham 30.

Ordinary Member: H. Holdsworth, 5, Halliday Grove, Armley Ridge, Leeds 12.

ITEMS OF INTEREST: (Mainly from other periodicals)

Model Engr: 16.1.58 Cover shot of German State Rlys. (Metre Gauge) 0-10-0T Photo & letter on Clogher Valley 0-4-4~~4~~ No.2. with personnel. Article on 120 ton 20 wheel special wagons built by Head Wrightson for 3'6" Rhodesian Rlys.

Model Engr: 30.1.58 Photo taken in 1921 of Hunslet built 0-4-0S.T. at Port Dinorwic.

Model Engr: 6.2.58 Illus. article with drawings of 'Katie' on the Eaton Hall

Model Engr: 27.2.58 Article on Lynton & Barnstaple Rly. Also photo of 30" gauge model of one of the locos.

Model Rly. News Feb 58. Drawings and description on how to build French Narrow Gauge Pedestal water tank models.

Rly. Modeller. Feb. 58 Part 5 of Rick Green's article 'The Narrow Gauge Look' Coming Events in Britain (Pub. by The British Travel Assn.) Colour photo of Tal-y-llyn Rly. loco 'Douglas' at station.

The preceding items by courtesy of Paul Myatt of Harrow.

Model Rly. News April. 58 Letter and photo concerning double heading on Vale of Rheidol Rly.

Model Rly News. May 58 Letter & photo on Southwold Rly. loco 'Halesworth'

Rly. Modeller April.58 Letter & photo of German N.G. /S.G. interchange system

Rly. Modeller May.58 4mm. scale drawings of two Cavan & Leitrim 0-6-4T No. and standard 4-4-0T, also two drawings of High Capacity open and standard open wagons, of Coras Iompair Eireann.

Model Railroader. March.58 (U.S.A) Drawings and modelling instructions, for D. & R.G.W. 36" gauge Gondola (Coal Car)

Railroad Model Craftsmen (U.S.A.) April.58. Drawing of 36" gauge Ore Car, Victor Gold Mining Co. Cripple Creek Dist. of Florence and Cripple Creek R.R.

Trains (U.S.A) April.58 Photo of D. & R.G.W. 36" gauge 2-8-2 No. 484.

TAL-Y-LLYN NOTES:

(The following notes are provided by Society member, Mr. E.K; Stretch)

A passenger service was run at Easter as usual, but for the first time it ran on Easter Tuesday, as well as Good Friday, Saturday and Easter Monday. Due to rather cold weather during this early Easter (The Good Friday morning train ran in a snowstorm) traffic was not quite as heavy as last year's record Easter, but nevertheless was heavy enough to warrant double heading on Easter Sunday and also on the Monday afternoon.

Work has started on the new carriage shed at Pendre, which will be 72ft. long (with provision for later extension) with two roads. It lies on the north side of the line, opposite the present carriage shed. A piece of the adjoining field has been purchased to allow for approach tracks, and this was dug out track level at Easter.

Much work has been done on the landslide near Dolgoch, piles have been driven, but a retaining wall has still to be built and the site of the slip filled in.

Locos Nos. 4 and 6 were in use at the Easter week-end, No. 3 was temporarily out of service, as was Diesel No. 5. The old petrol tractor No.7 was therefore in use again on trains carrying the earth removed from the carriage shed site. Loco No.1, 'Tal-y-llyn' will definitely be back in service before Whitsun.

The Glyn Valley coach No.14 will be in service this summer, work on it now being completed. The Kerr Stuart tramway type bogie has been delivered to Wharf, but it is unlikely to run in its present condition on the Tal-y-llyn loading gauge. A Corris coach in good condition has been purchased. Open coaches 11 and 12 built in 1955 with Penrhyn bodies 'C' and 'D' on new underframes with Corris wheels and Festiniog axleboxes, are to receive new open bodies of the type used on coach No.13, built 1957, these are slightly wider and longer than the Penrhyn bodies.

Just before Easter, the last section of original track was re-laid, that just West of Abergynolwyn. The whole track has been completely re-sleepered since 1951, and most of it completely re-laid; about two miles still need steel rails in place of the old Tal-y-llyn iron ones. The rails of the old Crich mineral line have been purchased for this. Normal summer service will begin as usual, on Whit Saturday, 24th May.

FESTINIOG NOTES: 'Moelwyn' has had its total wheelbase lengthened by the addition of one half of a German bogie as a pony truck under the front end, with suitable extensions to the mainframes, this to alleviate the 'bouncing' to which it was prone in its original short wheelbase condition.

Track work has reached Rhiw Goch Farm.

Work continues on coach No. 19 which, if possible, tends to look even finer than No. 20. The Peckett loco is raised on packings whilst the wheels are in the Bristol works for flange and tyre profiling. The Boston Lodge wheel lathe is at present being stripped and overhauled.

The solitary brass dome off 'Merddyn Emrys' is now resplendent on 'Taliesin'. Can anyone suggest the whereabouts of another brass dome of the right size, as the F.R.S. rightly think that it would be so much better to have the pair.

Old Tickets: Remaining stocks of F.R. and W.H.R. tickets are being cleared at reduced prices in some instances, and a revised list is now available.

A good selection of Irish tickets, timetables (working) and public, many dating back 50 years have been acquired.

Leek & Manifold Rly. photographs: A set of 5 photographs of this line are available from Mr. R. Hunter, 8/9 13, Osborne Road, HYDE, Cheshire. Cost is 2/6d (P.O.) PLUS a S.A.E. foolscap size.

The following additional notes on the F.R. are supplied by Mr. E.K. Stratton: Passenger service to Tan-y-bwlch began on Easter Saturday, and operated on Easter Sunday and Monday also. From Easter to Whitsun, there will be one train in each direction on Wednesdays only, and the daily service will begin on Whit Saturday, 24th May.

During the season there will be two trains daily (afternoons) in each direction. A morning train begins at the end of June, and an evening train runs on certain days at the height of the season. After the normal service ceases at the end of September, the Wednesdays only train will run until the end of October.

The Saturdays only train from Portmadoc to Penrhyn advertised during the 1957/8 winter was in fact discontinued before Christmas, owing to lack of traffic.

The ex-Harrogate Gas Works loco has been named 'VOLUNTEER'. It is understood, however, that its heavy axle-loading and six-coupled wheelbase present a problem; and that repairs are needed to the firebox.

VALE OF RHEIDOL: For the second year, a service was operated over Easter, but this year it began on Good Friday instead of Easter Monday. The service operated daily (including Sunday) until April 12th. The summer service will begin on Whit Saturday, 24th May, and will be the first time that the railway has operated at Whitsun since the war (and possibly since 1931), except when Whitsun has fallen within the period of operation of the main-line summer time-table, as in 1957.

It will be noticed that this year the line begins its service a full fortnight before the introduction of B.R.'s summer timetable.

#### THE MORETON CENTRAL SUGAR MILL RAILWAY (NAMBOUR, QUEENSLAND, AUSTRALIA):

Society member, J. Knowles, who lives in Queensland, and is also the Secretary of the Queensland Division of the Australian Railway Historical Society, has favoured us with an account of a trip made over this extensive and very interesting 2ft. gauge line, which lies about 65 miles north of Brisbane, as follows:-

This line, like the majority of Queensland sugar mills, operates an extensive system of 2ft gauge lines for the transport of sugar cane to the mill. This mill has an unusual locomotive on its tracks, namely a Shay Geared loco, which incidentally, is the last one of its kind in Australia. These locomotives, for those not in the know, are of American manufacture, built by the Lima Locomotive Works, and are mounted on one frame with vertical cylinders mounted alongside the cab, driving a long horizontal flexible shaft geared to the axles by bevel gears. This particular example is of the two truck type. (Quite a considerable number were built for narrow and standard gauge lines mounted on three trucks, the last three-truck Shay to be built was a standard gauge model for the Western Maryland R.R. around 1947. Ed.)

MORETON CENTRAL SUGAR MILL RAILWAY - Contd.

The gearing is set at the ratio of 33:16 and due to its flexibility is ideal for steep, rough and light, not to mention sinuous, tracks.

This particular loco is one of the two used on the old Mapleton Tramway until 1944. They climbed 1 in 15 grades and rounded 48 foot radius curves with ease. The Sugar Mill purchased them on the closure of the Tramway at Mapleton and rebuilt the two into the present machines.

On October 20th 1957, the Society (A.R.H.S.) hired this locomotive for a 7-mile journey to Maroochy River and back. 103 people travelled behind the Shay on bogie flat wagons and a covered truck used by the track gangs. The Shay's top speed is about 10 miles per hour, but it topped a 1 in 30 grade in fine style. The journey to the river is through fields of sugar cane. On returning to the mill, the members inspected the more conventional engines owned by this mill.

(Maybe we can induce Mr. Knowles to give us a description of some of the other locos and rolling stock owned by this and other mills at a future date -Ed)