

NARROW GAUGE NEWS

Issue No. 6

Nov/Dec. 1959

Published bi-monthly by the Narrow Gauge Railway Society - (Founded 1951)

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EDITORIAL

Some time back in these pages an appeal was launched for members to help in a compilation of a Narrow Gauge Railways Register. This was to be undertaken by the Editor and a member of the London & S.E. Area. Since then not one member has even bothered to send ANY information in regarding narrow gauge lines he or she may be aware of - not even a mention of such obvious ones as the Festiniog etc., (Usual disclaimer) Anyhow, due to the response being so overwhelmingly poor the obvious step has or is being taken.....

Ed.

AREA NOTES

LEEDS AREA

Mr. Holdsworth, on the evening of Friday, September 26th gave members of this Area a very interesting illustrated account of the rise and fall of one of this Country's most picturesque 24" gauge lines; The Lynton & Barnstaple, alas no more, of course.

Mr. Holdsworth must be commended for his painstaking research into the early history of this system, resulting in the displaying of a good number of rare early prints which hitherto have been unseen to other than a rare few.

Next Meeting: Friday, October 30th - 7.30 p.m. Start. Illustrated talk by Mike Swift, "MY 1958 TOUR OF IRELAND"

Friday, November 27th "EUROPEAN REMINISCENCES" by E.G.Cope.

Agent: R. N. Redman, 11 Outwood Walk, Horsforth, Leeds, Yorks.

LONDON AREA

At the meeting held in London on Saturday, Sept. 5th last it was unanimously voted that the Area donate £5. 0. 0. to the Preservation Fund. This is certainly a splendid gesture on the part of this Area and they are to be congratulated on their efforts, which will no doubt be appreciated by all members of this Society.

The other motion passed, was that Handbook No.3 will concern the Harrogate Gas Works locomotives, in honour of the work put in on the preservation of 'BARBER' by members in the Leeds District. This work is hoped to be published in December.

Incidentally, the total amount given by this Area to the Preservation Fund to date, is: To 'BARBERS - £5. 0. 0., To 'PETER' - £3. 0. 0. Total £8. 0. 0. Congratulations, London & South East Area.

Next Meeting: Saturday, 28th November. The Romney, Hythe & Dymchurch Railway, by G. A. Barlow Esq., Foreman Driver of the Railway. Shots shown will be in colour and black and white.

Agent: C. H. John, 23 Crossway, West Ealing, W.13.

BIRMINGHAM AREA. Agent Ron. Heaton informs us that a dozen members and friends paid a visit to the Vale of Rheidol Railway on August 30th, in conjunction with members of the Midland Group of the Festiniog Railway Society. They appear to have had a very enjoyable time too by all accounts.

Next Meeting Tuesday, Nov. 3rd, 7.00 p.m. Douglas Clayton is to give a talk on 'THE COLLECTION OF RAILWAY DATA, including Methods of Research and Useful Sources of Information!

Most of our members must have felt at some time or other, the urge to find out a particular line, loco, etc., This talk therefore is being given in the hope that it will both help and encourage them to do so. Doug. Clayton has had considerable experience in this sort of thing, and should prove very useful. The talk will also be illustrated.

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

NORTH WESTERN AREA The inaugural meeting at Preston Station on 13th Sept. was a great success, six members attending. Future policy was agreed upon and the next meeting will take the form of a visit to the Scoutmoor Quarries. Details can be had from the N.W. Agent, R.C. Ormiston Chant, 17 Roseleigh Ave., Burnage, Manchester 19, Lancs.

OVERSEAS NOTES. From the U.S.A. courtesy of Edgar T. Mead, Jr. During July 1959, the narrow gauge locomotive population in the United States was swelled by the delivery of two units to the Engine Park Section of Pleasure Island, Wakefield, Mass. Pleasure Island, a multi-million dollar family park, was only recently opened in June of this year 1959, and in addition to its Disneyland-like features of a Wild West section, historical American section, and 'rides', Pleasure Island boasts a two-mile 24" gauge rail system.

This is named The Pleasure Island & Western Railroad, and a display section with locomotives ranging from a Union Pacific 'Big Boy' 4-8-8-4, down to some recently acquired 36" gauge locomotives from Ireland.

The engines are Cavan & Leitrim No.3L, 'Lady Edith', and Tralee & Dingle Light Railway No. 5T, both in working order and both steam tested a few weeks prior to being shipped by U.S. Lines Steamer.

Accompanying the engines was Tralee & Dingle composite coach No.21, which will be used, temporarily, for a display of Irish Railway artifacts and photographs, samples of which are still desperately needed by the Society which undertook the importation.

The Cavan & Leitrim loco and the Tralee coach are owned by the 'Lady Edith Society', comprising American investment, writing, and business people, which has placed the equipment on loan at the Wakefield site. The Tralee locomotive will be owned by the Pleasure Island Group. As soon as historical data can be assembled, it is hoped to restore the engines and cars to their original condition.

With the demise of narrow gauge railroading in Ireland, American and British rail fans may share the hope of Irish enthusiasts that this equipment can be preserved indefinitely.

This is a really welcome item of news for narrow gaugers, and accompanying this article was a photograph showing 'Lady Edith' at Boston, Mass. shortly after unloading.

Ed.

Trains (U.S.A.) Sept. '59. Illustrated article on Billerica & Bedford R.R. A 24" gauge road which was 'Born & Buried in six months'. This was America's first 'two-fotter'!

Trains (U.S.A.) Oct., '59. Illustrated article on Metre gauge Kiso Forest Railway, a logging line deep in the heart of the Jacanese Alps. Still have 9 Baldwin 0-4-2's running, 13 Diesels, ranging from 7 to 10 tons in weight, 4 Railmotors and a rotary snowplough. Anyone who can obtain a copy of the October issue of Trains is in for a treat, as this article is worth the price of the Magazine in itself.

Ed.

Trains Illustrated. Sept. '59. Illustrated article entitled: 'The end of the Cavan & Leitrim'.

The Publications Officer requires urgently good unusual photos of the Vale of Rheidol Railway for a guide book.

Mr. Davies,
Merton Court School,
Sidcup, Kent.

NOTES & NEWS AT HOME

From Paul Myatt:

A further advertisement appeared in the Daily Telegraph, August 12th, for the Ravenglass & Eskdale Railway, this time with the words: 'Offers received for complete or part sale'.

In Model Engineer for Sept. 10th was a photograph of the French built loco on the Metre gauge line near Belvoir Castle, Leicestershire. Also photo of Groulle Glen loco plus letter and drawing of the valve-gear as used on this engine.

Report in Daily Mail, Sept. 16th that railway enthusiasts at Southwold, Suffolk, plan to reopen part of the 'Green Dragon' line, opened 1876, closed 1929. (A report has come in from Alan R. Taylor, of Diss, Norfolk, to the effect that a move is afoot for the formation of a society to start something running on the Southwold Railway).

There was also a report in "The Star" on July 11th that a Cavan & Leitrim loco had arrived in Boston, Mass.

From Member, John D. Morley of Heysham, Lancs:

Observations carried out during the course of a fortnight's pottering about with fellow Society Member T.G. Welsh of Halifax:

Penrhyn Quarries:

As a result of the recession in the slate industry, the quarries are now only operating four weeks out of five. The fifth week having to be spent, unfortunately, on the dole.

The regular runs on the main line are now in operation. The first train now going up to the quarry at about 7.30 a.m. On returning to the Port, the main line engine is engaged in shunting duties until the afternoon, when it again goes to the quarries, IF REQUIRED.

During conversation with one of the drivers it was learned that the next boiler inspection was due during the course of the next few weeks, and he was very pessimistic about the chances of some of the quarry engines being left at the end of it.

On the day our correspondents were there, 'BLANCHE' was in use on the main line. 'CHARLES' was on shed at the Port, 'LINDA' and 'PAMELA' in the Workshops, 'PAMELA' being in small pieces.

Snowdon Mountain Railway.

On Wednesday, September 9th, trains were still being run at half-hourly intervals. There appeared to be seven locomotives in steam.

Further to the state of the slate industry information was given that a similar state of affairs exists at the Dinorwic Quarries.

Although across the breadth of Lake Padarn, a train was seen heading in the direction of Port Dinorwic.

PROPOSED SOUTHWOLD SOCIETY

As mentioned briefly elsewhere in this issue, Alan Taylor of Diss, informs us that a Society is in process of being formed with the main objective in view of running trains over the Southwold Railway once more.

Any of our members who may be interested, or would care to obtain further details of this scheme, should contact:

Mr. Ronald Shephard, The Four Winds Garden Cottage,
Lynnhmere, via Hazlemere, Surrey.

Alternatively, Mr. J. A. Stedman, will also supply any information required, his address being:

'Hilltop', Roydon, Southwold, Suffolk.

Mr. Stedman is hoping to call a meeting in the near future.

INDUSTRIAL LINES by John Newman, member from Watford, Herts.

This being an account of yet another holiday being spent recently 'Pottering':

Piel & Walney Gravel Co. Ltd.

Situated at the Southern end of Walney Island, approximately 9 miles from Barrow-in-Furness.

This concern operates a line of 36" gauge connecting the gravel workings with a pier from which it transfers gravel into ocean-going ships. All their output goes out this way, and when a boat comes every 10 to 14 days every available loco is pressed into service. This, in an endeavour to load on board within the 8-9 hours the tide will allow.

On a normal day, however, one engine in steam is more than ample for the needs. The stock list is very interesting and is given below:

'EXPRESS'	0-6-0 ST	O/C	GRANT RITCHIE	No. 164/1886.
'WADHAM'	0-6-0 ST	O/C	" "	No. 435/1903
'VYRNWY'	0-4-0 WT	O/C	ORENSTEIN & KOPPEL	12242/1930
	0-4-0 T	O/C	BALMFORTH BROS.	Feb. 3/1955
	0-4-0 T	O/C	" "	Feb. 3/1956
'TERN'	0-4-0	Diesel	HUDSWELL CLARKE.	No. D585/1934

'EXPRESS' has not worked for some years and is lying derelict outside the shed awaiting scrapping.

The Balmforth Bros. built locos (Date of building not known) are of most unusual appearance, due to the fact that they both now carry traction engine boilers. Apparently when the original boilers wore out, the management, instead of buying new ones at a prohibitive cost, decided instead to buy two second-hand traction engine boilers, available very

cheaply from a scrap dealers. Thus one has a Robey Boiler, and the other one started life on a Burrell Showman's engine. Both locos carry a traction engine chimney, PLUS the cylinder castings on top of the boiler!

It appears that these two engines plus the Grant Ritchies were delivered new, but their other steamer was obtained from J.C. Staton Ltd., Plaster Manufacturers, of Tutbury, Staffs., in 1952, where it worked on the Scropton Tramway, serving the Fauld Mines until that line closed.

The diesel was originally 'DAWSON' of Manchester Corporation Rivers Dept. Davyhulme Sewage Works, and Davyhulme's other diesel, 'WHITE', was at the time of the visit (July) at Liverpool Docks awaiting shipment to Walney, where, when she arrives will be named 'EIDER'.

Until the arrival of the diesels, the two Balmforth locos were the only ones allowed on the pier, the others steam working the 'main line' between pier and pits.

Freight wagons are of wooden construction, and have the usual inside framed short wheelbase. Couplings are of the chain link and double sets of buffers variety, rather akin to the Tal-y-llyn style.

It is believed that these wagons were of the side tipping type, but it is not clear as to this or to the number of vehicles owned.

Track is flat-bottomed, spiked direct to wooden sleepers.

Bord-na-Mona (Irish Turf Board)
Portalington, County Lachis, Eire.

This line is of interest in being the only one of the many Irish turf lines having steam locos in service. Unfortunately these locos are out of use. It is thought, incidentally that they used to set fire to the peat bordering the lineside.

The shed containing the locos is situated at Clonsilla Level Crossing, and also housed some diesels:

No. 1.	0-4-0 WT	O/C	Andrew Barclay	No. 2263/1949
No. 2.	0-4-0 WT	O/C	" "	No. 2264/1949
No. 3.	0-4-0 WT	O/C	" "	No. 2265/1949
LM 60	4-Wh. Diesel.		Ruston & Hornsby	No. 259738/1948
LM 64	"	"	" "	259745/1948
LM 78	"	"	" "	329682/1952.

Also there was another diesel, but due to locked shed was unidentifiable. Two more sheds exist on this line also housing diesels, but owing to shortage of time these had to be left unvisited.

Cavan & Leitrim.

Ballinamore was next on the visiting list, which presented a scene of utter desolation. 2L and 12L were derelict, 4L in the shed in poor condition followed by 6T outside the shed. This had evidently been working one of the wrecking trains.

The goods yard was full of freight vehicles, the numbers of which unfortunately were not noted. There were, however, some of the original tramway type coaches intact.

GUINNESS BREWERY, DUBLIN.

Of the James Spence built locos, No.17 is still in good condition and is regularly worked. Nos.15 and 21 are both stored underground, and Nos.23 and 24 were both working on broad gauge bogies.

COUNTY DONEGAL RAILWAYS

At Stranorlar, 'LYDIA' & 'ALICE' were still dumped at the rear of the shed, whilst 'ERNE' and 'MEENGLAS' were spare. 'COLUMKILLE' was passed here on the afternoon freight from Strabane.

This freight now runs through to Donegal only, when required, and on the date of the visit went no further than Stranorlar.(21/7/59). There are thus, no regular steam workings through the Barnesmore Gap.

Few wagons were to be seen in Donegal Yard, the railcars seem to tow a good number of freight vehicles around with them, so it appears that the diesels can comfortably cope with this type of traffic on the Western part of the railway.

At Strabane, 'PHOENIX' was at work, whilst 'BLANCH', in steam in the shed was evidently on the last lap of her day's work. As a point of interest, 'BLANCH' was scheduled to haul an excursion on the Letterkenny line the following day.

Railcars Nos.10, 12, 14, 16, 18, 19 & 20 were observed. Even though the predominating traffic seems to be of the tourist variety, speeds and volume of passenger traffic are still reasonably on the high side. The railcars are still in quite good condition, but the steam stock and most of the station buildings are badly in need of a coat of paint, also apart from in stations, the track is thickly overgrown, and suffers rather badly from dropped rail ends.

DOROTHEA SLATE QUARRY, CO. LTD. NANTLIE.

Although the locos on this system of 1'-11 1/2" gauge, have been disused for many years, there appears to be still some rail activity, presumably hauled by man-power.

Locos, of which there are two (Derelict of course) are :-

'WENDY'	0-4-0 ST O/C	Bagnall	No.2091/1919.	Derelict on main level.
"DOROTHEA"	0-4-0 ST O/C	Hunslet	No. 763/1901.	Derelict in shed on top level)

THE PEN-YR-ORSEDD SLATE QUARRY CO.LTD. NANTLLE.

The only locomotives to be seen here were the following :-

'BRITOMART' 0-4-0 ST O/C Hunslet No. 707/1899. Derelict on shed.
'CHALOER' 0-4-0 T V/B De Winton No. ? /1877. Dumped in slate mill.

Although a search was made, no trace could be found of any of the remaining motive power that is reputed to have worked here.

Two diesels were to be seen however, Gauge 1'-11 1/2".

This concludes the very interesting notes sent in by John Newman. He also includes notes on a visit to the Penrhyn Quarries which of course has been covered by another member in this issue and follows very similar lines.

AMENDMENTS TO LIST OF MEMBERSALTERATIONS:

L.2	J.C.W.Halliday	'The Plains', Calverley, Pudsey, Yorks.
L.7	M.J.Harness	44 Torvale Road, Wightwich, Wolverhampton, Staffs.
L.8	T.H.Spink,	25 Oxford Road, St.Johns, Wakefield, Yorks.
22	T.Lipyeart	84 Hazlewood House, Evelyn St, Deptford, S.E.6.
41	I.S.Domleo.	23455044 etc., R.E. (not B.E.) etc.,
89	M.S.Hynd	13 Belsize Ave., N.W.3.
138	J.H.W.Hicks,	C/o Mr. Fakes, Flat 4, Berwick Court, 277 Sullivan Rd, Bellevue Hill, New S.Wales, Austr.
112	D.J.Brown,	20 Marples Ave., Mansfield Woodhouse, Notts.
149	Dightam	(Note deletion of 2nd H)
150	Dightam	(-ditto-)

ADDITIONS

155.	R.C.Ormiston Chant,	17 Roseleigh Ave, Burnage, Manchester, Lancr.
156	P.Hindley.	Beach House, Abergele Rd, Old Colwyn, Denb. N.Wales.
157	M.C.A.Codrington,	210 Slade Road, Sutton Coldfield, Warcs.
158	A.M.Barnes,	69 Woodvale, London, S.E.23
159	J.Knowles,	P.O.Box 9, West End S12, Queensland, Australia.
160	M.A.Davison,	30, North Parade, Skipton, Yorks.
161	A.R.Hilleystone	11 Junction Road, Romford, Essex.
162	A.L.Minter	1, East Trinity Road, Edinburgh, Scotland.
163	B.R.Miller,	Auchenbreck, Southwick, Nr. Fareham, Hants.
164	N.Falk,	Little Grange, Alma Road, Reigate, Surrey.
165	D.Forsyth,	63 ¹ Burnbank St, Coatbridge, Scotland.
166	K.E.Hartley,	43 Doncaster Road, Selby, Yorks.
167	P.Miller,	1138 Water St, Peterborough, Ontario, Canada.
168	F.Hackett,	54, Sunny Bank Road, Sutton Coldfield, Warcs.
169	P.T.Smith	Flat 'B', 53 Brudenell Road, Hyde Park, Leeds 6, Yorks.

PUBLICATIONS DEPT.

Mr.Davies has produced a Society Christmas Card which will be available at Area Meetings or by post from the Hon.Secretary, C. H. John, 23 Crossway, West Ealing, W.13. The card is a simple folder with a photograph of a Southwold train on the front and a caption and greetings inside. These will be 9d each including the envelope. Orders for 12 or more will be post free and for less than 12 would member please include 3d extra for postage.