



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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AREA NOTES & NEWS.

Yorkshire Area: Area Secretary:- R.N.Redman, 11, Outwood Walk, Horsforth, NR. LEEDS.

The last Area meeting of the season was held on May 3rd, and as usual was a 'members evening'. Projectors were laid on and the meeting was sent off on a flying start by Geoff Lumb with a fine cine film. A variety of slides followed, many being taken recently, and included several taken during the visit to the F.R. A.G.M. on April 20th. To make the meeting truly 'international' in flavour, we had Charlie Rickwood of the R.E.C. with several slides taken during the recent R.E.C. visit to Ireland, and a fine series of views taken on the 760 m.m. gauge system in Yugoslavia, and several views of the impressive and immaculate locos on the standard gauge in Czechoslovakia - which, we were told, were not obtained without considerable risk!

Visit to Bowaters Lloyd Pulp and Paper Mills Ltd., Sittingbourne, Kent.

The Area have been successful in securing a visit to view the 2'6" gauge at the above works on the morning of Saturday, June 22nd, commencing at Sittingbourne at 10.00 a.m. The Leeds contingent will travel overnight, leaving Leeds (City) Station at 10.15 p.m., with arrival in St.Pancras at 4.50 a.m. In conjunction with the London and Southern Area, a coach is being laid on if the numbers joining the visit warrant such a move, and in addition to the Bowater visit, it is planned to visit the Bluebell Line in the afternoon, call at Brockham, and hold a joint meeting in London in the evening. Applications should be sent to R.N. Redman at the above address, immediately on receipt of this notice, and should state whether you wish to join the party in London or at Sittingbourne, and, if you plan to use your own transport, how many seats are available.

A.G.M. Show.

After the close of the official business, we were treated to an excellent show of films in the evening. David Hyde started the show with his film of work in progress at Brockham, and the movement of TOWNSEND HOOK from Sheffield Park. This was much appreciated, and is a valuable record for future years. The Rev. Boston then screened his film of the move of PIXIE from Pitsford to Cadeby, and the recent steaming of the loco. The main programme was presented by Mr. John Adams, who again excelled himself with a varied programme. The first film shown was our old favourite on the narrow gauge lines of the U.S., mainly taken in pre-war days, while the early British narrow gauge was featured in a fine film of the Southwold Railway, taken a few weeks prior to closure in 1929. Switzerland was covered in films of the metre gauge Brunig line, and the 800 mm. gauge Brienz-Rothorn Bahn, now the last steam operated rack railway in Switzerland. The programme was more than adequately rounded off with a film taken during the painting of the recent Tallylyn Railway poster by the well known artist, Terence Cuneo.

OBITUARY

We regret to announce the death of our member Mr. Peter McH. Preston, Chairman and Managing Director of the Cliffe Hill Granite Co.Ltd., of Markfield, Leics, on May. 4th last. His death is a great loss to his family and the company, and he will be sadly missed by his many friends in the Society who have had the pleasure of meeting him in the past.

Additions to the Library. (Part II)

Books: The Bicton Woodlands Railway.

presented by the Clinton
Devon Estates. 1963.
presented by the E.R.R.S.

Light Railway Guide & Timetable. 1963.

Magazines: Railway Magazine. Vol 25. July-Dec 1909.

News from Brockham.

J. L. Townsend.

Work has been held up recently due to the severe winter weather, and it was not until Mid-March that much could be done. However, working parties have been down every weekend since, tackling a variety of jobs.

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The brick rear wall to the shed is now all but complete, and by the time you read this the wooden framework above will have been re-erected and sheeting fixed. The cross bracing is also under construction, being made from old fire irons suitably clamped to the support rails. A cross rail now supports the remaining portion of the old roof and we shall soon be able to remove the stalls in the stable to give more space beside the pit. Eventually we hope to install machinery in this space.

Four or five more good lengths of 50 lb. rail have been 'reclaimed' from the pits and there is much speculation as to how much more is buried there. Our quiet 'odd-job man', Stephen Holliday has made an excellent job of fitting shutters inside the cottage windows (one of the Insurance requirements), whilst John Langley has organised the building of a bank to simplify unloading of lorries arriving with exhibits. However, if the response to the rolling stock details form, sent with the March 'News' is anything to go by, it will see little use. Only four members took the trouble to reply, three of them juniors, but all gave interesting information. Surely with all the members we have doing research we can get a better response than this? Please spend a few minutes filling in the sheet and returning it to me. It could help to save a lot of valuable items.

Just a reminder now that there are working parties on the site on the first Sunday and third Saturday on each month, as well as most other Saturdays. For full details please write or phone Keith Brodrick, 162, Brighton Road, PURLEY, Surrey. Phone: UPL 2705.

Locomotive ISABEL.

The 0-4-OST loco ISABEL, which was to have been placed on display in Victoria Park, Stafford by Easter, has not yet appeared, and an inspection of the site early in May did not reveal any preparations being made for a plinth to take the loco. Our original notes on the loco appeared in the April 'News'.

'Backyard' Preservation.

It seems that these days, judging by the the coverage in the 'gossip columns', and other sections of the popular press, the only way to be socially acceptable is to own a locomotive! The latest social climber to aspire to these heights is our Leeds member Terry Stanhope, who recently rented a derelict former North Eastern Railway Gas Works set in a secluded position in the centre of the triangular junction at Arthington, near Leeds. For some time now Terry has been scouring the country for a small loco to complete the scene. After inspections and enquiries through several sources had proved fruitless, he was fortunate in making a trip to Glasgow, and viewing the three 2'6" gauge Andrew Barclay 0-4-OT's, in Messrs. Abercrombies scrapyard. These have laid almost untouched since their arrival from the Scottish Gas Board's Provan works over two years ago, and Terry was fortunate in obtaining one in fairly good order which was delivered to Arthington during the first week of May. We shall give further details in later issues of the 'News'.

Find at the Science Museum.

Doug Clayton recently paid a visit to the Science Museum, and in a new mine gallery, almost unrecognisable in the gloom, was a loco! Close examination proved it to be a 1'11½" gauge Hunslet mines diesel HE 4369/51. Enquiries in Leeds revealed that the loco is a mock-up, without engine and gearbox, and was made for display at the Festival of Britain, in 1951, and was later presented on loan to the Science Museum by the builders,

Festiniog Railway.

Several members visited Portmadoc for the F.R.S. G.M. on April 20th, and were treated to a view of the restored (or should we say rebuilt) Lynton & Barnstaple coach, now a buffet car. The comments of Henry Holdsworth, our L.& B. expert, were recorded, but are not really printable! However, Boston Lodge shops have really done a first class job, and this vehicle is undoubtedly the showpiece of the line. The special train, hauled by 'Flying Scotsman' from London to Ruabon, attracted considerable interest, and the crowd awaiting its arrival at Birmingham was reported as being 5,000 to 8,000! This caused some delay, and the specials on the F.R. ran rather later than anticipated. PRINCE, on the second train was delayed so much that a shortage of water caused the loco to have to leave the train on the upward journey, and run light to Tan-y-Bwlch to fill up. The Fairlie TALLIESIN, now rebuilt with a modified cab, had to take the train forward. Unfortunately the weather was unkind, and rain rather damped the proceedings.

The construction of the new bridge at Blaenau is still in progress, but the line formerly connecting Duffws with the L.N.W.R. yard is cut, and no traffic appears to be using the Duffws inclines, as the quarries here have either closed or are sending thier output away by road.

Ashover Light Railway.

On April 7th Peter Lee, Geoff Welsh & Mike Swift had a poke around Clay Cross, and much to thier surprise, found a side tank from one of the A.L.R. Baldwin 4-6-OT's lying at the back of the works in a pile of scrap. This is beleived to be the tank from GUY which was used as a water tank in the works for some time. Ron Bridge also advises us that he has found a bunker lying around the district. The remaining coach in use as a pavilion on the bowling green is still in excellent order, and the original name can still be read above the windows.

Welsh Highland Railway.

Courtesy of W.H.R.P.S.

Permission has been given to commence work on clearing the track-bed in readiness for track-laying, and work is expected to start on the section from Nantmor station towards to long tunnel in the near future. Other work to be tackled will be the clearing and draining of the tunnel, and painting and decking of Bryn-y-Felin bridge. About 100 tons of 50 lb. F.B. rail, 10 sets of points, and some 1,000 sleepers are being purchased from the Dolgarrog works of the Aluminium Corporation, and the total track owned by the Society is now some $1\frac{3}{8}$ miles. Two 40 h.p. Ruston 4WD locos, built in 1953, have been acquired and will be moved to the site later in the year.

A.E. Rimmer advises us that the Society have for sale two separate sets of postcards of the W.H.R. Each comprises 4 P.C. Size photos, and these are obtainable from Mr. Rimmer at 6, Towncourt Crescent, Petts Wood, ORPINGTON, Kent, at 3/- each set. Please ask for Set. No. 1., or Set No.2, and enclose S.M.E.

Isle of Man Railway.

The 1962 timetable is likely to be in force again this year, with minor alterations. The bad weather of last summer caused a considerable drop in receipts, and a dividend of $1\frac{3}{4}\%$ was declared, against $2\frac{1}{2}\%$ last year. The closure of certain sections in the winter, and the arrival of the diesel railcars from the C.D.R.J.C. had cut working expenses on the lines, and the latter have been found particularly economical.

Romney, Hythe & Dymchurch Railway.

A. G. Wells.

The 1963 service runs from Sunday, 7th April to Sunday 29th September, with an augmented 'summer' service from 7th July to 7th September. Up to now it has been the practice to open the line on Good Friday, but this year the service commenced on the previous Sunday. This has been done to give a few days quiet running to ensure that all is in good order, and 'to clear the rust off the rails'.

On Good Friday GREEN GODDESS, TYPHOON, and HURRICANE were working the service, with NORTHERN CHIEF in steam as spare engine. Although traffic was heavy it was not heavy enough to warrant extra trains. SOUTHERN MAID was in New Romney works, and the tender parked outside. All the other locos were in the shed, except for DOCTOR SYN, which was believed to be in the paint shop. Two Simplex tractors are also at New Romney, one carries the number 4, and the other, believed to have been obtained second hand carries a monogram of the letters H T in white, and is painted blue. The Austin - engined 'runabout' was in the carriage shed, and the scooter in its usual place.

Six new coaches P800-P805 are to be placed in service this year. P800 and P802 were in use at Easter, and the frames of two more were at New Romney. They seat 16 on slatted seats, and are quite comfortable. Each side of the coach has three sliding doors, with access to the end seats through a gangway between the pair of seats in front. The coach floors are of steel plate, which makes them very noisy when running. The prefix letter 'P', which is carried by other vehicles, indicates that they are piped for continuous brakes, but have no braking equipment.

Vale of Rheidel Railway.

The V. of R. has now passed to the London Midland Region of B.R. following reorganisation in Wales, and it was announced on April 25th that unless the number of passengers could be increased by 5,000 this year the line would close at the end of the season, as it was being run at a slight loss. The Beeching map shows the line as being retained for passenger traffic, but it has apparently been decided that the 40,000 passengers carried last year is slightly short of the number needed to make the line pay, and it has been made clear that unless it can be made to pay it will have to go, despite its value as a tourist attraction. In view of the far bigger numbers visiting the F.R. and T.R. there seems no reason why this figure could not be increased, and a committee is to consider means of doing this. Services are 2.15 up and 4.10 down from 17/6 to 6/7, and from 2/9 to 7/9; 10.00, 1.30(SX) and 2.45 up and 11.45, 4.00, and 5.20 down from 8/7 to 31/8. A train runs on Sundays at 2.15 up and 4.30 down from 14/7 to 1/9.

Miniature News:

from John Morley & 'Worlds Fair'

A miniature railway with a circuit of about 100 yards is being laid down at Crosshouse, Millport, Isle of Cumbrae. Stock will be one diesel electric loco and three coaches to carry children and adults.

Work has almost been completed on a new engine for the miniature railway which runs for about a mile along the cliff top between Bridlington and Sewerby. The new loco is to be named BURLINGTON BERTIE, and will be similar to the present loco BURLINGTON BELLE. The loco and two coaches which worked the service last year were such a success that the Council has decided on a shuttle service this year.

The railway which carries children along the Esplanade at Prestwick will not be in operation this year, as Mrs. E. Smith, the owner of the train has withdrawn an application for continuation of facilities this summer. Recently an application for an extension along the putting greens and central esplanade was turned down.

Volks Electric Railway.

It is reported that Brighton Corporation are planning to extend the V.E.R. from its present terminus at the Aquarium to a new station at Palace Pier. The work is expected to cost some £40,000 and be carried out during 1964 or 1965.

Kettering Iron & Coal Co.Ltd.

From C. Brain.

By Easter the whole of the track with the exception of that in the two loco sheds had been lifted. All the wagons appear to have been burnt, as there are remains of fires and heaps of ironwork around. Black Hawthorn 0-4-OST No.2 was in the big loco shed, partially cut up, whilst Manning Wardle No.6 had already been cut up and taken away. Demolition of the large shed, which held two standard gauge and three narrow gauge locos on one track of each gauge, commencing shortly after Easter. The other three locos, two Manning 0-6-OST's No. 7 and No.8, and 0-4-OST No.3 were stored in the corrugated iron shed by the loading bank. One Manning Wardle is to be preserved by the Kettering Borough Council at their local museum, and one Black Hawthorn is also to be preserved, but a site has not yet been finalised. Marshall Fayers reports that in early May the course of the line had been largely filled in, and in some cases crops are now growing where there was a railway cutting six months ago!

Staveley Minerals Ltd., Loddington.

from C. Brain.

In contrast to the rapid clear-up at Kettering, remains of the Loddington metre gauge system, closed in August 1958 and replaced by standard gauge, are still to be found. The locos shed holds two standard gauge locos and WILLIAM ELLIS a chunky metre gauge 0-6-OST built by Avonside (2054/30). One wagon still lingers on standing on a short length of track outside the shed.

Staveley Minerals Ltd., Scaldwell.

from C. Brain.

The owners of the quarry have stated that the quarries have not been worked this year, no doubt due to slackening of demand for iron which has led to recent closure of one blast furnace at Staveley Works. However, a visit to the Scaldwell end of the line at Easter showed no signs of permanent closure.

Wandle Valley Joint Sewerage Board.

from Chris Down.

To amplify the notes in the April 'News' it should be made clear that the Ruston loco was in fact dismantled some two years ago when the engine was taken out and sent away for overhaul. The driver much preferred the Hunslet, and so the Ruston was never reassembled. Most of the track was lifted about November 1962, and only some 50 yds, now remain. Some 75 wagons are, in fact on the system, all but about 6 being built by Robert Hudson Ltd. Mr. Howell must have been about the last person to see the Hunslet in use here.

C. Brand & Sons Ltd., (incorrectly described as Charles Brand Ltd., last time). C. Down.

This depot is, in fact on part of the sewage works land, and there is a long-disused connection to the sewage works system, in addition to a crossing of the 2'0" gauge track over the standard gauge siding. The Rustons are not devoid of paint as mentioned last time, and though shabby, are painted light grey. Some errors crept into the numbers quoted and in fact all locos are identifiable. The following locos are, or were at the yard last month: Ruston 392101, 392136. and 398074 (these taken away between 19/4 and 22/4); 392128/9/30/1/3/5, 398073/5/7; 402820/1/2 and 402180/1; and 359188 and 371375, both of which had arrived on 22/4 after being in use of the Clyde Tunnel Contract.

Bord na Mona developments.

A recent issue of the 'Irish Railfans News' contains a description by P.J. Flanagan of the latest bog railway to be opened. The line has been laid on the Oweninny bog, in a remote part of Co. Mayo west of Ballina, and connects the bog with a new turf-burning power station at Bellacorick. The line from the bog is 17 miles long, and will undoubtedly be extended when production increases. It is anticipated that 1,000 tons of milled peat per day will have to be transported over the line, and to facilitate train working all traffic is controlled by Radio Telephone from the control centre, which has been set up in the rebuilt Cavan & Leitrim coach 11, which ended its passenger carrying days on the West Clare. The passenger body of railcar 3387, also from the West Clare, is finding a new lease of life in use as a workmens coach on the line. So far there are 12 diesel locos and two railcars on the line, and 150 peat wagons fitted with swivel couplings to allow the load to be discharged by tippler without having to uncouple each wagon in turn, 36 wagons for materials and 4 oil tankers.

On the occasion of the recent R.E.C. visit to Ireland the party called at Portarlington, and after viewing the power station made their way by railcar to Cushina, where the three steam locos are kept. LM 45, No. 3 0-4-OWT Andrew Barclay 2265/49 was pushed out into the open for photography, and proved to be in very good external condition. The other two locos, lying at the rear of another shed, were in a very sorry state.

The Austrian Scene 1963.

from Keith Stretch.

Zillertalbahn. (Jenbach - Mayrhofen. 76 cm gauge, 32 km.) On April 17th 0-6-2T's 3 (Krauss 4790/02) and 5 (Krauss 1521/30) were in steam, and 0-6-0DH D6 (ex German Army) was shunting at Jenbach. The 10.40 from Jenbach was made up of 0-6-2T 3, a postal van, three 4 wheel coaches, (one ex. S.K.G.L.B.), a 6 wheel van, 3 tank cars (one with 6 wheels), and five empty vans of the special 'Gmag' type used for Magnesium traffic. (Three of the latter were 6 wheelers). After a late start due to 'waiting for a main line connection' a few minutes were up on the run to Mayrhofen, despite a stop at Bùhel, the last station before Mayrhofen, where the tank cars and Gmag wagons were hauled by cable into the Magnesium factory siding. The same engine and coaches formed the 12.45 from Mayrhofen, but the postal van was left behind. Four of the magnesium vans, now loaded, were collected from the factory siding. Other trains observed during the journey were the 10.50 from Mayrhofen (crossed at Kaltenbach) and the 13.45 from Jenbach (crossed at Schlitters), both made up of the bogie diesel hydraulic railcar VT3, hauling four coaches and a van. On the up train the 9.00 goods from Jenbach was passed a Zell-am-Ziller, this consisting of 0-6-2T 5, one coach, 2 wagons, three vans, and a standard gauge S.N.C.F. wagon on a transporter. Most of the passenger stock appears to have been repainted recently, but some of the older coaches creak and rattle rather a lot, though seem in very good condition. The following day B-B D loco D.7 was in the ZB yard, and the appearance of this loco, which has been under reconstruction since its acquisition over two years ago means that regular steam working may not last much longer. D.8 may also soon appear.

Sterytalbahn. (Klaus - Garsten. 76 cm gauge. 41 km, with 5 km. branch) This OBB line is still entirely steam operated, and is notable for its wide range and large quantity of good vehicles all in excellent condition. On April 20th yhr 11.55 from Garsten was made up of 0-6-2T 298.52 (Krauss 3710/98) a postal van, six well filled coaches and one wagon. 0-6-2T 298.24 (Krauss 4678/02, built for the Bregenzwalderbahn) was shunting at Garsten. At Pergern, junction of the Sierning branch, we crossed the 10.50 from Klaus, loco 298.51 hauling two bogie and two four wheel coaches and a postal van. At Klaus 0-6-2T 298.106 (Krauss 6825/14) was in steam.

Mariazellerbahn. (OBB, 76 cm. St. Polten - Gusswerk, 92 km. electrified; Obergrafendorf-Weiselburg - Gresten, 64 km. diesel worked.)

All the 6-C electric locos (class 1099) have been rebuilt with new modern red and cream bodies, and due to the demise of steam working on the branch oil heating has replaced the former steam heating in the stock. B.- B DH locos of 2095 class (built 1960 and later) work the Gresten line. The bogie stock used on the main line is painted brown, unusual on the OBB, but 4 wheelers are the usual dark green. On Sunday, April 21st the 12.12 from Weiselburg consisted of 2095.13 a van, three four wheel and one bogie coaches, and a brake wagon of the type used on trains of transporter bogies (which are not vacuum fitted). At Ober Grafendorf (arr. 13.42) the bogie coach and brake wagons were detached, and the rest of the train was attached to the rear of the 10.48 from Mariazell to St.Polten made up of loco 1099.14, with three coaches, a luggage van, several wagons and a brake wagon. One notable feature of the line is the large number of "Rollbocke" (transporter bogies of 76 cm. with short side supports for the wheels of standard gauge wagons. Two of these are used under a standard gauge four wheel vehicle.

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Nearly every station contained a standard gauge van on transporter bogies - at one station the van was a Rumanian one, and at Obergrafendorf, where there are large workshops, there was a whole train of standard gauge vans. Also seen at Mank was a n.g. 'sleeping car', in the shape of a four wheel steel panelled coach labelled WOHNWAGEN (equivalent to a B.R. Mess and Sleeping Van) belonging to the S. & T. Dept.

On Tuesday, April 23rd, the 08.00 from St. Polten to Mariazell (which by virtue of missing a couple of halts is classed as an 'Eilzug', and considered worthy of a name - the "Otscherland") consisted of loco 1099.12, with four bogie coaches and three four wheelers. The latter were detached at Ober Grafendorf to form the train to Wieselburg. The upper half of the line is very scenic with some notable hairpin bends, several large viaducts and a number of tunnels, one of which is over 2 km. long. The section near Laubenbachmühle is particularly fine, and 9 km. further on, at Winterbach, the station at Laubenbachmühle can be seen almost directly below - some 550 ft. lower! The transporter bogies cannot be used on the upper section because of restricted clearances in the tunnels. Traffic, despite the sparse population, is heavy. The longest train seen was the 16.32 from St. Polten to Laubenbachmühle, with nine bogie and three four wheel coaches (the latter for Obergrafendorf only) absolutely packed.

Lokalbahn Payerbach-Hirschwang. (76 cm. gauge. 6 km.) This electric line is to be closed on June 1st, 1963. Passenger service is operated by large 56 seat tramcar type bogie vehicles (motor cars 1-2; trailers 11-14). It will remain open for goods traffic, worked by three extraordinarily tiny electric locos of odd appearance (numbers I-III), but may be curtailed slightly at each end as the extremities were only added for passenger traffic when this started in 1926.

Gmunden - Vorchdorf. (Metre gauge. 15 km., of which 1½ km. is mixed gauge laid in the OBB steam operated line from Gmunden to Lambach.) The antiquated four wheel tram-type motor cars on this line are being replaced by bogie tramcars purchased from the Rheinische-Bahn Gesellschaft. After being modified the cars will enter service and the running will be considerably accelerated.

Vocklamarkt - Attersee. (Metre gauge, 14 km.) This line, like to above, is operated by the firm of Stern and Haffel, and will probably receive some ex. Rheinische Bahngesellschaft cars. Gmunden town tram No. 6 (originally No. 2 of the Unterach-See am Mondsee tramway), has been transferred to the Attersee line and converted to a trailer No. 20.220. A bogie motor car now No. 19.206, has also been acquired from the Ravensburg - Baienfurt tramway in Germany.

It should be made clear that despite their tramway type rolling stock, these two lines have nothing of a tramway nature in their track layout or situation.

For Sale.

One 3½" gauge 'JULIET' 0-4-0 Tank loco, built largely of brass, and unpainted, in first class order; two bogie passenger cars with brakes; 160 feet prefabricated track with alloy rails. Price: £40 the lot. Loco can be inspected in steam by arrangement. Write: R. BRIDGE, 91, DOWSON ROAD, HYDE, CHESHIRE.

We welcome the following New Members:

R. K. WARREN,	238, Napier Terrace, Kings Park, ADELAIDE, South Australia.	(Ord.)
K. G. JACKSON,	154, Kingston Road, LEATHERHEAD, Surrey.	(")
I. R. PHILLIPS,	12, Queenhythe Road, Jacobs Well, GUILDFORD, Surrey	(")
M. C. FAYERS,	63, Ditmas Avenue, Kempston, BEDFORD.	(")
M. STEVENSON,	56, Pinderfields Road, WAKEFIELD, Yorks.	(Jun.)
S. JOHNSON,	7, Birmingham Road, Hagley, STOURBRIDGE, Worcs.	(")
G. LORD,	18, St. James Close, Huncoat, LEICESTER.	(")
M. J. RYDER,	5, Hawkewood Road, SUNBURY-ON-THAMES, Middx.	(")

Changes of address:

J. G. LANHAM, 13, Balmoral Road, Parkestone, POOLE, Dorset.
I. P. G. DERWENT, Cayley Hall, Ashby Road, LOUGHBOROUGH, Leics.

SUBSCRIPTIONS.

We would like to thank those members who renewed so promptly. If you have not yet sent off your subscription, please fill in the renewal form enclosed with the last issue of the news, and post it off right away. We regret that we shall be unable to send any further publications to members who have not renewed by July 1st next.