



# NARROW GAUGE NEWS

PUBLISHED BY

# The Narrow Gauge Railway Society

Number 22. October 1963. Hon Editor: M. Mallett, 21, Heath Mount, Elland Rd., LEEDS.11.

EDITORIAL. You will have noticed that the News is again late, but this time it is entirely due to lack of contributions. On the day it was due away I had only 1½ pages of news, and only the timely arrival of a large wad on notes on Brockham saved it from further delay. I would like to remind you that this Newsletter depends entirely on your contributions, so please do not leave it to the other member, especially during the winter months when most of us will be confining our activities to indoor meetings. I should like to take this opportunity of thanking those members who have taken the trouble to write to me in the last two months.

Will you please note my new address above, which is operative from October 12th.

M. Mallett.

Magazine: Paul Myatt reported to that last meeting of the Committee that unless he received considerably more articles, any hope of four Magazines per year was out of the question. With the onset of the winter we hope many of you will commence writing, and Paul looks forward to receiving any contributions at his address:- 17, Gloucester Road, North Harrow, HARROW, Middx.

New Duplicating arrangements: I should like to thank all the many members who offered to fill the breach caused by the retirement of Derek Pitkin from the Publications chair, noted in the July News. Duplicating and distribution has now been placed in the hands of Messrs. R.A.Green, K. Preston, N. Preston, P. Stephens, and A. Briggs of Sherborne, and Yeovil. K. J. Bettis of Leeds has taken in hand the addressograph machine, which, with a large stock of plates, was acquired from the Leeds office of Messrs. Brooke Band Ltd. (Makers of the tea you can really taste) at a very reasonable price. Our thanks are due to Mr. Schofield for his assistance in securing this valuable piece of equipment.

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LEEDS AREA MEETINGS: Area Sec: R.N.Redman, 11, Outwood Walk, Horsforth, Nr. LEEDS.

Friday, November 1st: "The Narrow Gauge Lines of Australia" in colour by J.M.Carter.  
At Leeds Y.M.C.A., Albion St., at 7.45 p.m. for 8.00 p.m. start.

Friday, December 6th: The Annual Night Out for members at the home of Peter and Sheila Lee. As in previous years this will be an informal evening with slides and films of the world of the narrow gauge. If you would like to attend please drop a card to R.P.Lee, 'The Sycamores', Golcar, HUDDERSFIELD, near the date.

LONDON & SOUTHERN      Area Sec: W.A.Mills, 18a, Chantry House, Eccleston St., LONDON.S.W.1.  
AREA MEETINGS:

The first of our winter meetings will be held at Keen House, Calshot St., N.1. ( Near Kings X. Station) and as usual will be a members evening when we invite all members to bring along the slides and stories they have collected during the past year. This always proves to be a most interesting meeting with a wide selection of pictures shown. The meeting is on October 23rd at 6.30 p.m for 7.00 p.m start. The following meetings will be on November 20th ( Subject to be arranged), and January 29th - "Narrow Gauge Railway Modelling" by Roger Marsh. The Area A.G.M. will be held on February 26th.

The **ELECTRIC RAILWAY SOCIETY** is holding a meeting at the Friends Meeting House, Bull St. Birmingham. 1., ( near Lewis's) at 7.30 p.m. on Wednesday, November 6th. Mr. W. H. Betts, the Area Chairman, is presenting a lecture "The Roof of Europe". All N.G.R.S. members are invited, and can meet either at the Friends Meeting House, or in the Oxford Restaurant, High St., Birmingham at 6.00 p.m.



News from Brockham

by John Townsend.

Following negotiations for one of the Kettering Manning Wardles, resulting in a quotation of £200 plus transport, it was decided that in view of the fact that No.8 was to be preserved in Kettering we not proceed with the preservation of another of these locos. However, the Company agreed to present that Society with the plates from No. 7. On August 14th Dave Hyde and myself set out in his small Austin to collect them, in some trepidation as we knew there was 6'9" of solid brass. At Kettering two of the workmen were painting No.3 ready for despatch to the National Trust museum at Penrhyn Castle, while No.8 looked rather dirty and rusty in the shed. Our worst fears were confirmed when we tried to get the plates in the car - the only way they would fit was with about 18" projecting from the front nearside window! With the police then hot on the trail of the train robbers we thought our chances of getting through Bucks unstopped were slim, but we were lucky. A brief stop at Wellingborough produced the information that the system is likely to continue for another ten years at least, though the standard gauge side is now disappearing.

Any connection between a hoard of mailbags recently discovered near Dorking and the hole which has appeared in front of the cottage at Brockham is purely coincidental. Our story is that is is a soak-away pit, but. . . . .

Rolling Stock Preservation Forms.

I am pleased to say that the response is now very good and that many members are asking for more. Many photographs are also arriving which are a very great help. Apparently the Brymbo Steel Co. still have a few small wooden tubs of about 20" gauge which were used on the horse tramway which ran from the works to a yard alongside the B.R.Minera Branch. Mr. Hindley also notes about 50 2'0" gauge timber wagons used by the Penmaenmawr & Welsh Granite Co.Ltd., at their Trevor quarry. These are not of the usual tipping type, but are open wagons with one side hinged at the top, the stone being discharged on tipplers turning through 45°.

P.J.Smith points out that there is still one wagon remaining from the Snailbeach Rly. This was once the tank wagon, believed to have been used for carrying fuel oil to the quarry, though now the circular tank has gone, and only the flat body with screw brake remains. I think the most unusual pieces of rolling stock brought to light are those noted by Mr. Stirling. He has sent me very comprehensive details of the rolling stock in use until very recently at the 2'0" gauge Duchall Moor Railway near Kilmalcolm. There are two open coaches 12'-14' long with three reversible back seats holding 2-3 grouse shooters each, and with a tubular metal frame that can be secured in place and covered with a tarpaulin in inclement weather. Another wagon is used for carrying the 'bag' of shot grouse. This vehicle has slotted sides for ventilation, and a transverse seat with reversible back at one end. ( This may at one time have been a dog wagon. Yet another wagon is used for carrying dogs, guns and flags. There is no accommodation for passengers. This has lifting side doors with ventilation slots for the dogs and three large doors on top giving access to the guns etc. compartment. Mr. Stirling has also sent a photograph of a 2'0" gauge peat wagon, one of about 16 used by Peat Development Ltd., at Lenzie. This has slatted sides and a wooden body and frames. On the same line there is also a portable wagon turntable, which can be placed over a continuous set of rails and swung over to connect with a line at right angles.

Other preservation news.

by Mike Swift.

(1) ISABEL, the 2'0" gauge 0-4-OST Bagnall 1491/97, formerly preserved at Castle Engine Works, was moved to its new site in Victoria Park - opposite the new Stafford Station, in June last. The loco has been well painted in green with black trim and red beams, and mounted on a raised plinth with track mounted on. There are two plaques mounted below, the first of which was fixed when the loco was preserved at Castle Works:

" W.G.Bagnall Ltd., (Founded 1870) "ISABEL". This locomotive was built in the year 1897 for the Cliffe Hill Granite Co.Ltd., Markfield, Leics. It was brought back to Stafford in the year 1953 - Coronation Year - after 56 years service and here set up as a memorial to the 3000 steam locomotives sent out from Castle Engine Works and the men who built them."

"This locomotive was presented by the English Electric Co.Ltd. to the Stafford Railway Circle in the year 1963. It was then presented by the Society to the Stafford Borough Council who have made this site available as a resting place for this, an example of a former industrial product for which Stafford is famous."

(2) KETTERING FURNACES No.8, the 3'0" gauge 0-6-OST, Manning Wardle 1675/06 was moved from Kettering Ironworks on August 26th and now stands on a short length of ballasted track in the Manor House Gardens, behind the Library in the town centre of Kettering. A side tip wagon from Scaldwell stands behind the loco, which is being repainted by local enthusiasts. The site has been generously provided by the Kettering Borough Council.

(3) KETTERING FURNACES. No.3, the Black Hawthorn 0-4-OST was taken by road from Kettering Ironworks to Penrhyn Castle Museum on August 22nd last. The red paint looks much better here than it did in the confines of the Kettering shed, and a black border with a thin yellow line is being added and various other parts being touched up. The railway section at the Castle is being established in the old coach houses in the rear courtyard, which are ideally suited. Other exhibits already here are CHARLES, the 0-4-OST Hunslet 283/82, from the Penrhyn Railway, Lord Penrhyn's saloon, a slate wagon, and a quarrymen's coach, which has not yet been restored. Padarn is represented by the hand operated velocipede ARTHUR, beautifully finished off in blue with red trim. CHARLES arrived about April, and has now been repainted in the standard lined black carried by Penrhyn locos. The section is not yet open to the public, though it is expected that some portion will be open next year.

(4) SYBIL, a 1'11½" gauge 0-4-OST, Hunslet 827/03, left Pen-yr-Orsedd Slate Quarry on the afternoon of September 23rd., having been bought by Mr. A.J.Hills, for preservation at his home in Coventry Rd., Bickenhill, Warwicks. The loco has been lying partly dismantled in the back of the works at the quarry for many years, and will require a lot of work before it can be run, although the boiler is in good order.

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#### Southwold Railway Lecture.

On Wednesday, September 11th, Southwold Town Hall was completely filled, when Mr. A. Barrett Jenkins presented an illustrated talk on the Southwold Railway. The Mayor, Lt.Col. J.B.Jarvis, presided and recounted boyhood recollections of the railway.

Mr. Jenkins, who has already given three previous lectures on the Southwold, began by explaining how the railway started; his nostalgic reminiscences illustrated with a fine collection of slides bringing back many memories and conjuring up a vivid impression for those who had never seen the railway. The views of Halesworth, Blytheburg, Walberswick, and Southwold stations were many and varied, and a recent view of the demolition of the road bridge near Blytheburg brought the scene up to date. Several views taken on the closing day, and a film taken shortly before the closure, were also displayed. Mr. Jenkins welded his show together with a wealth of amusing stories which always build up round a line of this type, whilst many new photographs and fresh material was presented. In former years the collection of relics and models had been on view at the Town Hall, but on this occasion the Museum was specially opened on the following day in order that these could be viewed in the new extension.

Major T.E.Skewes Cox, Curator of the Southwold Museum, proposed the vote of thanks to Mr. Jenkins, and emphasised the immense debt of gratitude owed to Mr. Jenkins for his preservation of the Southwold relics, and for his generosity in giving them to the Museum.

( For the above report we are indebted to the Editor of the Halesworth Times for permission to reproduce this condensed version of the report in the issue of Sept.14th). The issue was kindly sent by Miss F. Foster, Hon. Treasurer of the Southwold Archaeological and Natural History Society.

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#### NOTES AND NEWS.

##### Festiniog Railway.

by John Townsend.

By early September the F.R. had passed last years passenger figures, and business was good enough to warrant an evening train, though it was heard said that this was only worthwhile because of the drink consumed in the Buffet Car rather than the passengers carried! Final figure for the season is expected to be around the 130,000 mark.

PRINCE and LINDA were working the regular trains with MERDDIN EMRYS as standby, though a burst tube put PRINCE out of action during the first week in September. EARL OF MERIONETH was stripped down with the boiler in shops having new firebox stays fitted. I gather that this may not last many more years. The condition of the coaching stock, Bostpn Lodge, and Harbour station is most impressive, and a credit to the railway.

Mr. J.R.Brooks paid a visit during August ( 22nd & 23rd), and found work in progress at Boston Lodge on concreting the floor of the erecting shop. EARL's boiler was in shops, the bogies and tanks in the yard, and the cab on a slate wagon in Glan-y-Mor. Coach 16 awaits restoration in the loco shed. PRINCE, MOELWYN, and the Simplex were all in use as yard shunters at various times. New goods stock is very much in evidence, including 68, a Hudson bogie open on roller bearings, and several of the 16 steel four wheel open wagons formerly at R.A.F.Fayld. These were built by Hudsons, and one carries a 1952 plate. These wagon will be very useful on the F.R. as they have a greater capacity than converted slate wagons, and they have full length drop sides. Stored in Glan-y-Mor yard are the ex.W.&L.Cattle Truck, brake 3rd No.10, the Spooner rail bender, WELSH PONY, the weed killing wagon, and the remains of a four wheel coach. The Peckett is stored alongside the paint shop, next to the frames of coach 21.

The rebuilding of the former loco shed as a carriage shed was in progress, and facing point locks have been fitted to main line points at Boston Lodge and Minffordd. The loco KIDBROOKE from Oakeley Quarries is still standing in Minffordd yard, with the cab roof resting on the firebox.

Vale of Rheidol Reprieve.

by John Townsend.

The B.B.C. announced the reprieve of the V.ofR., reported last time, on Sept. 4th. On the previous day the line had been visited by a white collar brigade upon whom the decision rested. A reduced fare of 4/- was in operation on the morning train, and the service, due to end on September 7th, was extended for a further week. The 6.00 p.m. evening train also ran that week, so it would appear that the L.M.R. are trying to attract traffic. The coaching stock is in very poor external condition, not having been painted since 1957, but the track is as usual, immaculate. A very attractive badge of a loco was selling briskly at Devils Bridge for the reasonable price of 2/6.

Talylllyn Improvements.

by John Townsend.

The condition of the T.R. has never been better, long stretches of new heavy section rail on baseplates, and in ex. B.R. ballast are a credit to the P.W. dept., and improve riding considerably. The return of DOLGOCH brings the number of working locos to four. After initial steaming troubles a brick arch was fitted improving performance vastly. The restoration of the loco is a first class job, and a credit to Gibbons. Refreshment facilities at Abergynolwyn have been strengthened by the addition of a 'tea wagon' to the rolling stock, this being brought up on the first train and returned with the last train after spending the day at Abergynolwyn. The new carriage shed at Pendre has been extended and the works reorganised to include a shaper and other equipment. At Dolgoch and abergynolwyn the platforms have been extended to accomodate the longer trains now running.

Romney, Hythe & Dymchurch Rly.

by R. Tatham.

The owner and builder of this line, Captain John Edwards Presgrave Howey, an old Etonian who served in the Army and Air Force, and a former racing motorist, died on Sunday September 8th last at the age of 76. The future of the line is not yet known. Neither of the locos involved in the two crashes this year were badly damaged, one needing a new buffer beam, and the other repairs to the tender. There have been several improvements on the railway recently including new colour light signals at Dymchurch and Greatstone. In the June News it was mentioned that a blue Simplex carrying A T&H monogram was at New Romney. This is owned by T.&H. Contractors Ltd., of Maidstone who are dealing with a marsh drainage scheme, and use part of the track between Hythe and Dymchurch, from a level crossing to their works, in winter. They use some R.H. & D. wagons and the loco is maintained by the R.H. & D.

Pleasure Beach Express, Blackpool.

by Mike Swift.

The three locos here are in superb external condition, though unfortunately all are steam outline diesels: 6200 THE PRINCESS ROYAL 4-6-2 Hudswell Clarke D586/35 was working the train, and 4473 CAROL JEAN 4-6-4T Hudswell Clarke D579/33 spare. 4472 MARY LOUISE 4-6-2 Hudswell Clarke D578/33 was in shops, just repainted in dark green edged black with gold lining. A new control panel, giving nine routes, which can be set automatically, has just been supplied by A.E.I.-G.R.S. Ltd., and stands on the platform. The whole line is track circuited, and signals and points work automatically when a route is set up. Two trains can be operated at once with this innovation.

Welsh Highland Railway.

by Mike Swift.

At the end of September Beddgelert station was in use as a store for large quantities of sleepers and some rail. A Morris Commercial lorry, lettered "Welsh Highland Railway Society" stood in the yard carrying two bogie open wagons, 261 and 269 formerly at R.A.F. Fauld. Some track clearance has been done through the cutting towards Nantmor, where a large quantity of heavy rail is stored. Work is understood to be held up at the moment due to a legal complication.

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Hall & Co., Washington Depot, Sussex.

by Chris Down.

On a recent visit the following locos were noted: Rustons 164351 and 187121 ex ? 193966 ex Ham River Grit Co. South Ockendon, Hunslet 3643 ex Coulsdon Quarry and OK 4588 ex Worthing County Council. Most of these were in very poor condition, having been standing in the open for 2 - 3 years, except 164351.

C. Brand & Sons Ltd.,

by Chris Down.

A visit here on August 10th revealed that in addition to the locos noted in the June News, locos 2 4wD Ruston 359185, and 4 4wD Ruston 371378 were here. The manager told him that most of the locos were due to go to Burma, and may have gone by now.



Southern Counties Demolition & Trading Co.Ltd., Bedhampton.

by Chris Down.

On August 7th there were two 2'0" gauge Hunslet 4wD's; 2 HE 2226 and 1 HE 2267 on the back of a lorry. Of more interest were at least two recently arrived ex. W.D. locos, 2'0" gauge, which are target towing locos, roughly diamond shaped in silhouette with spring bars some distance away from the rest of the loco instead of buffers. A lot of packing cases which could have contained other similar locos lay around.

W.D.Cornish, Forty Hills Brickworks, Enfield.

by P.C.Excell.

This 2'0" gauge line which formerly connected the works with the clay pit has been replaced by dumpers and removed. It was originally worked by a Hibberd petrol -1852, later augmented by two Hibberd diesels in 1952 from Plumstead Destructor Works. One of these was dismantled in 1958 and a few of its remains are still visible. The other, together with the petrol loco, both in poor condition, stand at the works pending a decision as to their fate. The track and four skips are in the open awaiting sale.

Standard Bottle Co.Ltd., New Southgate.

by P.S.Excell.

This 2'0" gauge line carries raw materials from an exchange siding on the E.R.(ex.G.N.) main line to the factory. The line starts on the level from the siding, then climbs steeply for 100yds. through a cutting, rounds a left hand curve onto a 15ft. embankment, and finally curves to the right, crosses a private road on a bridge, and enters the works 15 ft. above ground level, where the line is connected to a large sand pit by two small turntables. Rolling stock consists of about 10 skips, and one flat converted from a skip. Motive power is provided by Simplex 4wD 8696, and Simplex4wP 6012 which is in very poor condition at the works.

East Barnet U.D.C. Sewage Works and rubbish chute.

by P.S.Excell.

This 2'0" gauge line connects the sludge screens with the rubbish chute, though other sidings branch out over the works. The motive power seen was an early Ruston diesel with semi-circular radiator and fuel tanks. It is fitted with a cab and painted green. About 1959 W.C.French and Co. were laying a new sewer near this line but on the opposite side of the brook to the works. A 2'0" gauge railway worked by a cableless Ruston, 3 skips and a flat, was laid to transport cement from a mixer on the sewage works site, over a bridge of sleepers and over about 1/4 mile of track to the site of sewer laying. The skips were never used for carrying cement which was carried in crane buckets on the flat wagon.

Harper Lane Gravel Pits, Radlett.

by P.S.Excell.

This once extensive system is now completely closed, and all that remains of the main line is a short length of track. Standing on this is a derelict Simplex 8677, minus engine, and a wagon frame. Other wagons and track are strewn about nearby.

Moor Mill Gravel Pits, Colney Street.

by P.S.Excell.

The system here was once one of the largest in Herts., but is now closed. No locos could be found but a few wagons and lengths of track are visible.

Penrhyn Quarry.

by John Townsend.

As mentioned in the last News, there has been a rumour that the Penrhyn Railway was possibly to be reopened. However, a volunteer at Boston Lodge said he had been told that there was no truth in this, and this view has been confirmed at the Quarry. On September 24th four steam locos were at work, NESTA on the top level, OGWIN and GLYDER on the working level below, MARCHLYN on the tip level below, while CEGIN was dead in the shed on the main level, having replaced WINIFRED as spare engine here the previous day. NESTA's boiler seems unlikely to last more than a year, though the Avonside and Barclay locos seem likely to continue in use for two or three years yet. In shops were WINIFRED, for repairs, and SGT. MURPHY, the Kerr Stuart 0-6-OT which has been sold to Mr. J. Burdett of Louth, and was being prepared for a boiler examination. LINDA is still on hire to the F.R., who have made several modifications. The cab back sheet has been removed and an old England engine tender coupled to it. This contains two 40 gall. drums for water, pending the construction of a proper tender. LINDA works very well except when it is wet, and is proving a valuable asset to the F.R.

France.

by E.K.Stretch.

A new 60 cm. line just over 4 km. long has been opened on the Ile d'Oleron ( off the Atlantic Coast south of La Rochelle.) It is known as the S.T.T.S.T.(Societe du Tramway Touristique de Saint-Trojan), and extends from St. Trojan, a resort in the S.E. of the island to the bay of Gatseau on the south coast. Next summer it is planned to extend the line over 2 km. to the beaches on the west coast. It is worked by small diesel tractors hauling covered toast rack coaches, as the French Forestry Commission insisted on diesel, and not steam traction. The island has had no railways since the metre gauge C.F.Econ.des Charentes from St.Trojan to St.Denis (35 km.) with an 8 km. branch to Boyardville from St.Pierre was dismantled before the last war.

AUSTRIA.St. Wolfgang Rack Railway.

by Chris Down.

At 11.15 the lower station by the lake was deserted but for one wagon. Then three trains came down in quick succession, and by 11.45 two more had left, one hauled by a loco which came off the shed. The locos seen were all Krauss 0-4-2T's, 999, 102, 104, 105, and one other in the half hour I was there.

Zillertalbahn + Welshpool & Llanfair.

W. &amp; L. News.

This month Z.B. Krauss 0-6-2T No. 4 is to be named CASTLE CAEREINION and fitted with a whistle from THE COUNTESS. The W. & L. are considering the purchase of one of the lines loco, probably No. 1 or No. 2, both Krauss 0-6-2T's.

Sad news from Spain.

from Ron Fraser and Mike Fletcher.

September 1st saw the closure of two out of the three 75 cm. gauge passenger lines in Spain when all services ceased on the Valdepenas-Puertollano line, described in the July News, and on the delightful Castellon - Onda line, which wended its way through the streets of the former town. The line is, however, reported to still be in use for "staff purposes", whatever this may mean!

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BOOK REVIEWS.

by Peter Lee.

Light Railway Guide & Timetable, Edited by G. Body & R.L. Eastleigh. David & Charles. 2/6.

Though it may be rather late in the season for reviewing this publication it must be borne in mind that it has now become an annual. It covers all the light railways in the country and the Isle of Man - both preservation lines and those on a more commercial footing. It is a most valuable work, being more than just a list of timetables. A brief history of each line is given, main road routes given, and in many cases hotel accommodation recommended. Details of how to obtain membership of the appropriate preservation society is also given. It is well illustrated and provided with maps, and for anyone contemplating seeing something of our minor railways, whether hardened enthusiast or casual holidaymaker, this book is an excellent half-crown's worth. Next year we are promised new features including details of the various transport museums.

Minor Railways & Tramways in Eastern Spain: B.L.C./I.L.I.S. Pocket Book ES.

by K.P. Plant and J. Morley: 7/-.

This publication, dealing mainly with locomotives, gives details of these in the well known manner of the B.L.C. Pocket Books. In addition to this there is a brief history of each system. Both public and industrial railways are included, and a useful addition is a section giving details of rolling stock. Finally there is a section giving details of tramways, trolley bus lines, and underground railways in the area. Your reviewer has no first hand knowledge of the accuracy of the information given, but the names of the authors are a guarantee of accuracy. Also included is a vocabulary and list of phrases useful to the 'tourista ingles, muy interesado en las ferrocarriles'. For anyone contemplating a tour of Eastern Spain it is now as easy to find ones way about as on the Welsh lines. Our congratulations to the authors and others who have pioneered this interesting area.

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We have great pleasure in welcoming the following New Members:

Junior.

A. BOWLER, 97, Oakleys Road, Long Eaton, NOTTINGHAM.

Ordinary.

R. W. CHOMM, 5, Harcourt Place, DURBAN NORTH, Natal, Republic of South Africa.

D. F. HOWES, 95, Warren Road, REIGATE, Surrey.

P. A. CRABINE, 12, Peel Road, DOUGLAS, Isle of Man.

R. L. EASTLEIGH, 245, Golyers Lane, SLADE GREEN, Kent.

Changes of address:

SADAKI-TAKAGI, 51, Higashi-Asakayama Cho, Sakai-City, OSAKA, Japan.

H. FOX, 19a, College Road, NEWTON ABBOTT, Devon.

P. S. EXCELL, 20, Rowben Close, TOTTERIDGE, Herts.

S. A. LELEUX, 83, Delapre Crescent Road, NORTHAMPTON.

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