



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

EDITOR: M. MALLET, 21 HEATH MOUNT, LEEDS, II.

Number 32.

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Yorkshire Area.

Area Secretary: R.N.Redman, 11, Oliver Hill, Horsforth, Leeds.

Future Meetings to be held at Headingley Hill Church Rooms, Headingley Lane, Leeds.6.
Friday, February 5th: The Tramways of Bowling Iron Works, by C.E.Scholey.

Followed by a short slide show on the private railways of
Queensland, by R.N.Redman.

Friday, March 5th: The Caldron Low Quarries and their railways, by Dr. J.R.Hollick.

The December meeting was again held at the home of Peter and Shiela Lee, and as usual proved to be an evening to remember. A large selection of films covering most of the British Isles was screened, and the whole rounded off by a very fine supper. Rather disappointing were the numbers who turned up - much less than in previous years.

North West Area.

Area Secretary: P.J.Burkill, 1, Stroud Close, Alkington, Middleton, Manchester.

Future meetings:

• Saturday, February 27th at the home of Mr. R. Bridge, 49, Chapel Street, Hyde, Cheshire.
M. Swift will present a slide show on Spanish Narrow Gauge.

• Saturday, March 25th at the home of Mr. J. Norbury, 39, Chelford Grove, Bridge Hall Estate, Stockport, Cheshire. A general narrow gauge slide and film show.

The Area presented the Society Stand at the Manchester Model Railway Society annual exhibition in late December, featuring a small quarry layout using Eggerbahn stock which naturally aroused a lot of interest. The sales side was not neglected and as a result almost £37 was taken during the show. One black spot was the theft of a box containing some 30 photographs, mainly of Baguley locos, and the Harrogate Gas Works. Members are asked to keep their eyes open for these, and any information as to their whereabouts should be sent to P.J.Burkill.

The Future of Brockham.

J.L.Townsend.

In the October News details were given of the state of the Museum, and of a meeting to be held to discuss its future, and although the News arrived after the meeting most members in the Area were alerted by postcard, and 19 attended.

After films and slides showing the growth of the Museum, and the present state of the site, a brief summary was given of the financial situation, and of the probable future if the present decline continued. The members present were unanimous in their opinion that the Museum was a worthwhile project with a useful future which would expand rapidly as soon as the initial hurdles had been crossed but that a good deal of effort was still required before the Museum was self supporting.

As a result of the meeting, and correspondence concerning it, a number of ideas are being investigated and will be put into action as soon as possible. Firstly it is hoped to form a Museum Trust to administer the site and give it some independent status though it will still come under the control of the Society. Secondly, and probably of more personal nature to members, it is hoped to commence laying 2' gauge track within the next few months along the trackbed of the former standard gauge branch as far as the lake, and to put a diesel and jubilee underframes converted for passengers in service. Two of the rooms in the cottage will be made into a small exhibition of some of the relics already owned, as well as providing space for sales, and it is hoped that with intensive publicity enough people will be attracted to finance the extension of the main line for about $\frac{1}{2}$ mile, nearly to the main road, and towards the erection of further buildings.

At the same time a scheme is being organised for a few members to buy shares in a 2'0" gauge steam loco and for this to be run on the line as soon as possible as a further attraction, together with further rolling stock. Of course this cannot be done without a price and now that there are definite plans for the future we are

appealing to you directly for the first time for nearly two years, apart from the SCALDWELL appeal (which was virtually ignored anyway), and the Museum is now relying on a good response to really get things moving at last. Elsewhere will be found details of small items that are urgently required, but money only will pay for track, the conversion of the cottage and above all, transport. (On the latter I have to report that as I anticipated over a year ago, the Les Ateliers de Bondy petrol locomotive has been scrapped owing to the inability of the Museum to find the £7 or £8 required to transport it to site. If this was, as we suspect, built in 1914, it was the oldest i.c. loco in the country. Of course, nobody cared. Do YOU care if the Rye and Camber coach, or indeed TOWNSEND HOOK AND SCALDWELL, are scrapped because nobody could be bothered to send a donation?) Is there not one member in the London Area who has access to a lorry that can be used on two or three occasions each year to transport rail and other equipment? (Petrol paid).

We are therefore asking every member to make a small donation, say 10/- which will not only save the Museum, but give it equipment and track to run, and start a display. Please send immediately before it is too late, using the form on the back page of the News. The following members of the Museum Committee will only be too pleased to answer any questions or accept criticisms or suggestions.

Secretary & Treasurer: J.L.Townsend, 21, Blackhorse Lane, Addiscombe, CROYDON, Surrey.
Locomotive Engineer: A. Deller, 8, Holland Road, South Norwood, LONDON. S.E.23.
Sales Secretary: A. Neale, 24, Erridge Road, Merton Park, LONDON. S.W.19.
Working Party Organiser: G. Rhodes, 409, Davidson Road, East Croydon, Surrey.
Publicity Secretary: C. Wilson, 32, Crown Road, PORTSLADE, Sussex.
Civil Engineer: A. Barrett, 47, Brampton Road, East Croydon, Surrey.

In Committee

Nominations are required for the Committee for 1965 - 66 and should be sent to the Hon. Secretary. Mick Mallett, our News Editor wishes to relinquish his post following the acquisition of a family, and as this is one of the most important posts in the Society we look forward to receiving nominations at an early date. Derek Cox, our Sales officer, has recently started college and no longer has sufficient time to devote to Society Sales. Nominations are therefore earnestly requested to fill his place.

The Treasurer, T.G.Welsh, has recently taken a new post which has entailed his moving to Northants. Until such time as he is settled in a permanent address will all members please send correspondence for the Treasurer to the Secretary, M. Swift, 13, Quarry Close, Brockholes, HUDDERSFIELD. Yorks.

Our Magazine Editor, Arthur Lord-Castle, had to retire at the latter end of the year due to ill health, and fortunately Henry Holdsworth agreed to fill the breach but pointed out that he would be unable to write articles himself in order to fill the Magazine, as his predecessors had done. He therefore requires material urgently, and any members with articles in preparation, are asked to write to Henry at 76, Tower Lane, LEEDS. 12.

Notes & News.

Sunset at Bethesda.

The dawn came up clear and bright as we rolled away the miles through Cheshire on the long run from Leeds to Penrhyn on the cold morning of Jan. 12th. A rush visit and inspection of the locomotives had been prompted by the BBC TV programme "Tonight" the previous week, when Fyfe Robertson had offered the Barclay GLYDER for the modest sum of £100, and the Hunslet NESTA for a somewhat more realistic figure of £250.

We arrived at the quarries, and although the snow capped mountains made a magnificent sight, the impression of the railway was far from impressive. The two show engines, GLYDER and NESTA, were in the workshop looking very cold and not so attractive as expected under their rush paint job. We were assured that both had been overhauled and had current boiler certificates, and are for sale at the best offers together with the rest of the engines, which range from working order to scrap. As we had expected the BBC had been misinformed as regards prices, and all locos were going for 'Fair' prices. However, no one person would talk hard cash but it sounds as if the figures would range from £125 (scrap price) to about £350 for one of the best working engines.

The scrap line down the side of the works is now rather thin, with only STANHOPE in very poor shape minus cylinders, LILLIAN intact, and the frames of the Hudswell Clarke BRONLLMYD, still in fair condition with full cylinders and motion. One of the brake vans brought up the rear of the line. The long shed was the next port of call. This was packed to the doors with partly stripped Hunslet 0-4-OST's, and quarrymen's coaches. The shed was not even locked, a state of affairs not to be tolerated in the old days when enthusiasts were lucky if they could enter this inner sanctum at all. We were informed that any of the locos in the shed that were not sold would have their plates sent to the industrial loco museum which is opening at Penrhyn Castle in June.

Ron Rodman & Henry Holdsworth.

We then moved up to the top level of the Quarry to see steam in action, but only just in time as CEGIN, the other Barclay had only the rest of the week to work and then steam would end on that level. According to the driver this was a good job as the boiler was in a very poor state and could not last very long. The closing of the top level will mean that the fabulous stretch of track near the warning bell on the narrow shelf at the top of the quarry will no longer resound to the working of steam power, and one of the best cine positions in the British Isles will be lost for ever.

The view from the bell down into the workings was as breathtaking as ever, and we could just see and hear modern McAlpine machines working the slate and two tiny diesels working short trains away. In the top shed as standby engine was MARCHLYN, reported to be in good health with a sound boiler. The driver informed us it was one of the best and only needed some adjustment to the motion. She would run on firewood and could raise steam in 20 mins from cold with no trouble at all!2

By this time the light was fading so we could not go down to the next level to see OGMEN which was working that day or to visit WINIFRED tucked away in the back of the shed as standby. One cannot help but think that she will not work again.

Reluctantly we had to start back for home, the railway is now only a shadow of its former glory but is still well worth a visit. Soon it will be no more, McAlpine's seem to give it six months, for by then the road into the quarry for oil devouring monsters will be complete and the working will be as mechanised as possible. One good thing has come out of it all. Demand for slate is good, so the future for the workers in the quarry will be secure, which is good news in the age of glass and concrete.

This was a most interesting and nostalgic visit for which we were most grateful to the quarry management and to all the quarrymen who made us so welcome. They put up with a lot from mad Englishmen who descend on the quarry even in mid winter complete with cameras and notebooks, and even ask, like we did, to have a loco moved just for a photograph.

One last point. If any members are thinking about a visit make it soon, even if it is cold, and there's snow in the air. Next year you will wish you had.

'The trains in Spain....'

"Sun" Leisure. Jan. 2nd.

"Spain is a large country composed of small units obsessed by rivalry, the sources of which are hidden in the mists of time Trains are a good example. A number of smart trains with cocktail bars have been introduced on the main lines, but the people really prefer the very old trains whose engines were built about 1903 Nearly all these old railway engines come from Great Britain, and I met a man in Barcelona who arranged for their purchase. "We keep offering the Spaniards up-to-date engines", he told me, "but they keep insisting on the oldest we've got" (!?!?!)

"Holidaymakers should use these Crystal Palace trains much more and spend less time on the beautiful boring beaches, and the bogus Flamenco bars. I have spent very happy times escaping from San Feliu on the Costa Brava in a tiny train which panted its way past white villages and sleeping forests in the direction of Gerona. A small party of us would take over the end observation platform, equipped with champagne at 10/- a bottle, milk, brandy, and enormous garlic sausage sandwiches. From this vantage point the train seemed to whizz like a rocket, the woodwork creaking in crazy abandon, while in actual fact it was moving at such miniscule speed and you could jump off, pick a bunch of wild flowers, and hop back with ease. There we would break our journey at some nameless station and walk slowly back through the drowsy woods and the small proud villages until the owls hooted and the stars came up." (We couldn't agree more!)

Billard & Cie.

The well known french firm of Billard & Cie., builders of railcars and small diesel locomotives, is to cease production at their Tours works early this year.

Australian Cement Co., Ryansford Works.

"Geelong Advertiser"

The Australian Cement Company recently steamed its Australian Standard Garrett, bought in 1945, for 800 visiting enthusiasts. The Garrett is believed to be the only existing example of this class in Australia. The enthusiasts travelled back from Geelong to Melbourne behind a 182 ton R class 4-6-4 built by North British in 1952.

Correction.

The News item on the French T.P.T. line in the last issue was wrongly credited to P.J. Burkill. It was in fact contributed by C.R. Padden.

Changes of address:

M.A. Taylor, "Stranorlar", Briar Meads, Oadby, LEICESTER.

R.A. Green, c/o 4, Carwinion Terrace, LISKEARD, Cornwall.

P. deVries, Louis Bouwmeesterstraat 11¹¹, AMSTERDAM 18, Holland.

T.G. Welsh, c/o, 10, Queensberry Road, KETTERING, Northants.

J. Hesketh, 2 15, Newkin, Deerplay, BACUP, Lancs.

Proserpine Sugar Mill, Queensland.

P.V. Skehan.

Proserpine is some 840 miles north of Brisbane, and possesses a fairly large sugar mill run by a farmers co-operative. Although all the traffic on the 2'0" gauge system is now worked by Clyde diesels, four locos remain on the plant, and one has been preserved.

The former are two 0-6-2T's built by Perry of South Australia, No.6 is an 0-4-2TT Bundaberg Fdy. 8/1953 (Fowler design built under licence), while No.9 "Tilly" was the mystery engine. She is an 0-4-2STT bearing the plate of John Birch & Co.Ltd., London, and having outside Joy valve gear. Examination of photos revealed a remarkable design likeness to BARBER, and perusal of the T.Green list soon provided the answer. She is T.Green No. 219 built for Birch & Co. in 1895. Quite a find! The latter loco, C63 is an ex. WDLR Hunslet 4-6-OT 1219/16, and has been placed on display in one of the town playgrounds.

Information wanted.

During an examination of DIANA, KS 1158/17, which has recently arrived from Penyrorsedd at the home of G.J.Mullis, at Droitwich I compared the loco with the photo in Cozens book on the Van & Kerry tramways. The loco is reputed to be KS 1158/17, which worked on the Kerry Tramway, but the cab front sheet and pillars are different to those on DIANA, and the handbrake pillar is on the wrong side. DIANA conforms to the 'Sirdar' class drawing, and while I'm sure the loco in the picture is a 'Sirdar', I am equally sure it is not KS 1158. It would appear, therefore, that the Kerry Tramway had at least two KS 0-4-OT's, one being unidentified. Can anyone enlighten us on this situation? (C. Pealling, 100, Bromley Lane, Kingswinford, Staffs.)

Information wanted on the following railways:

- 1) Antwerp International Exhibition, 1930. A 'Liliput Train', hauled by a live steam 4-6-2 with cowcatcher was featured.
- 2) Chemin de Fer du Sutere: Had a metre gauge line from Etrambieres to Veyrier with a branch to Treize Arbres, now replaced by a telpherique. Why was 3rd rail electrification adopted, and has anyone any information on the history and engineering of the line?
- 3) Ferroria Funiculare Torino-Superga. This appears from a postcard to be an Aguido line. (This system is described on p.31-2 of 'Unusual Railways', by Wilson & Day). Does anyone know the gauge or history of the line.

"The Sand Hutton Light Railway"

The Society have spent over £200 on publishing this book by Ken Hartley. A very reasonable price of 8/6 has been fixed (ONLY 6/6 TO MEMBERS), post free. As the book runs to 68 pages, letterpress printed, with 13 photos, 5 plans, and 2 maps it represents extremely good value. Obviously the Committee wish to see the cash back in the bank as soon as possible so that we can think about the next book, so could I ask all members to support us by buying it quickly, and showing it to their friends. It would help if you would mention it to your local bookseller, and we can give him resale terms on six or more copies. I can send on a leaflet if you give me his name and address.

Sales in the last 8 weeks have been disappointing:

To members at Exhibitions & Meetings in Leeds	45	
Sales by post to members	12	
Sales to non members (by post & exhibition)	26	
Sales to bookshops promoted by circular	88	Total 171

So out of a membership of 300 we have sold only 57 books. 'Nuff said - please order now and help your Society. If you don't believe it's as good as we say - read the reviews! ORDER FROM: H. HOLDSWORTH, 76, TOWER LANE, LEEDS. 12. (Corrected from last News.)

We have pleasure in welcoming the following New Members:

M. J. REEVE, 61, Wychall Lane, Kings Norton, BIRMINGHAM. 30. (Junior)
R.D.N.SALISBURY, Forelands, Redwood Road, SIDMOUTH, Devon.
K. WALSH, 5, Sefton Drive, Worsley, Walkden, Lancs.
G. POSTANCE, 1, East Walk, EAST BARNET, Herts.
S.H.COULSON, 27, Chantry Road, DISLEY, Cheshire.
A.R.FISHER, 11, Hunton Bridge Hill, Hunton Bridge, KINGS LANGLEY, Herts.

TO: J. L. Townsend, 21, Blackhorse Lane, Addiscombe, CROYDON, Surrey.

From: _____

I enclose a P.O./Cheque* for £ : : d. made payable to "The Brockham Museum Fund" towards the special appeal for laying track, and opening a small display.
I would/would not* like a receipt and enclose/do not enclose* an S.A.E. for this.

*Delete as necessary.

Signed _____