



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

EDITOR: M. MALLETT, 21 HEATH MOUNT, LEEDS, 11.

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March 1965.

London & Southern Area.

Area Secretary: S. Holliday, 7, Wordsworth Parade, Green Lanes, LONDON. N.8.

A joint visit has been arranged for the area and the London Area of the W.& L.R.P.Co. Ltd. to Bowaters Paper Mills, Sittingbourne. This will be on Tuesday, April 20th, as unfortunately Saturday visits are no longer possible, and it has had to be fixed on the Tuesday after Easter. Members wishing to join the visit are asked to write promptly to D.A.Bayliss, 73, Belsize Park Gardens, London. N.W.3 enclosing an S.A.E. for details.

Yorkshire Area.

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

Friday, March 5th 1965. "The Caldron Low Tramways and quarries" by J.R.Hollick.

Friday, April 2nd, 1965. "Indian narrow gauge in colour" by D. Darby.

Friday, May 7th, 1965, "Narrow gauge in Portugal" by J.K.Williams.

All meetings will be held at Haedingley Hill Congregational Church Rooms, Headingley Lane, Leeds. 6. at 7.45 p.m. for 8.00 p.m. start.

The Society has been invited to present a stand at the R.& E.R.P.S. Exhibition to be held on Easter Saturday and Monday, April 17th and 19th, at the Sun Pavilion, Valley Gardens, Harrogate from 10 a.m. to 9 p.m. each day. Admission is 1/6 for adults and 1/- for children. As usual, stand stewards are required, and also items for display.

North West Area.

Area Secretary: P.J.Burkill, 1, Stroud Close, Alkrington, Middleton, Lancs.

Saturday, March 25th at the home of John Norbury, 39, Chelford Grove, Bridge Hall, Stockport, Cheshire. A general narrow gauge slide and film show will be presented.

East Midlands Area.

Area Secretary: B. Gillespie, The Rectory, Ibstock, Leics.

The first meeting of the Area was held at the New Walk Museum, Leicester on January 30th.

Mr. J. Townsend took the chair, and introduced the Society to those present.

The following officers were elected:

Chairman: M. Billington, The Bungalow, Attleborough Nurseries, Nuneaton, Warwicks.

Secretary: B.Gillespie, The Rectory, Ibstock, Leicester.

Treasurer: Rev. E.R.Boston, Cadeby Rectory, Market Bosworth, Nuneaton.

The posts of meetings secretary and exhibition secretary will be filled by the committee. Meetings will alternate between Saturdays, and mid week dates once a month, and the next meeting will be held on Saturday, February 27th, when Dr. M.A.Taylor will present slides of the County Donegal and Lough Swilly railways.

PRESERVATION.

Brockham, Past, Present and ?

by C. Wilson.

The Brockham Museum has, over the past year, seen a lot of activity. It started off quietly with general clearing up, the 'hole' was still with us, but was not getting much deeper, though as the year went on the labour force was moved into the hole until at long last it was deep enough for the drainage from our sink, which was duly installed.

The cottage has been painted green, and the windows well wired. The inside has been tidied up, and all the loco spares stored away. The roof of the loco shed was put on the urgent list when the news came through that SCALDWELL had been purchased. (Although our debts on this side have yet to be fully cleared.) By the time SCALDWELL arrived the roof was nearly complete.

The Saturday after its arrival, the loco had to be moved from one side of the cottage to the other, and into its shed. The Committee decided to do it in style, with live steam. A hose pipe was run from the cottage to the tank of SCALDWELL, and the fire lit. With the binker full of coal, and the cab half full of logs, we had to wait for pressure to rise, and with bluebell and rags, plus oil, the Brockham Press Gang set to

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work on the loco to get it from grime to a photographic shine. Two hours passed before it was decided to move the 20 tons of iron, with a pressure of 80 lb. The loco front end was only about two feet from the end of the rails, but having found reverse, the regulator was opened. No luck - the loco would not move that way. It was then edged forward about a foot, then reversed once again with great success, and the iron monster left me in a cloud of steam at the front end. At this time only two people were working, Tony Deller, the driver, and Alan Barrett his fireman. The firebox was always hungry, the more you put in the more it wanted.

With the two lengths of track now covered, the first section had to be moved from the front of the loco to the rear. The rails were unbolted, lifted off the sleepers, and carried round with the sleepers to be relaid in their new position. Great care had to be taken to ensure that its 20 tons stayed on the rails, as it would take a lot of lifting back! With cameras clicking all the time, SCALDWELL moved slowly past the builders shed until enough distance had been made to come back up the other side.

While all this was going on the shed was being completed by a few members, but the shame was that the loco never made it into the shed. It was getting dark by the time I left, but have been told the remaining part of the story by the driver. One of the injectors was sticking with dirt, but luckily the other was alright. Pressure was about 100 lb., and on the last stage the fire was dropped and the loco eased forward into the shed for the final move into the shed. The trouble was that it was now about 10 p.m., and quite dark. Tony moved it forward, but the rails were beginning to spread until it was feared that it would leave them altogether, so there it stayed until the following weekend, when it was put away watched by members of the W. & L. L.R.P.Co.Ltd. on a visit. And there it has stayed ever since.

During the remaining part of the year much time has been spent painting the the shed, and making the site a clean unit. The Museum has been called a scrap heap in the past, but whoever made this statement should pay us another visit to see that it is now much improved. I don't claim it is like B.R. Museums, it's not, but if we had their £90,000 per annum it could be.

But that is the past. The present is not moving very fast, just cleaning, painting, and making the site respectable. Now to the future. As you read in the last News it is hoped to reform the Museum into a Trust. With this frotting it should be able to get a light line laid to increase our funds from the public, and with this in mind we would like to remind members of the donation form attached to page 4 of the January News. If you feel unable to fork out for a 10/- P.O. for our funds, why not put a few odd coppers into a milk bottle every few days for a month - it soon mounts up and you donation would be a big help in getting us in the public eye.

If you feel for any reason that we are going about swelling our funds the wrong way, and know of any better ways of raising money please drop one of the Committee a line. That is our future - it has the spark of success once track is laid and trains running.

In the next News I hope to give more details of the locomotive shares scheme.

Wanted: (1) Can any member help with the loan of a lorry in the London Area so that we can pick up some wagons and small odds and ends occasionally. Petrol costs will be paid.

(2) Any member who can line out our 2'0" gauge diesel loco for working in the near future.

If you can help in either of the above cases please contact a member of the Brockham Museum Committee. Full details in the January News.

BROCKHAM CHRISTMAS DINNER.

On Sunday, January 3rd 21 narrow gauge members squeezed into the residence of John Townsend for a broad gauge dinner. We were welcomed by the man in white, and, a carving set in hand, he had only one thing in mind - BIRDS!! They arrived at 2.45, two nice plump ones with only a tea cloth between them - very appetising!

The meal was served on the dot of 3.00 complete with a drink of uncertain type. The only clue is that it came out of a beer bottle, but was a good tasting wine. The menu of the day covered chicken, potatoes, peas, bangers and bacon, followed by Christmas pudding, mince pies and cream plus more wine. We would like to thank Mrs. Townsend, Mrs. Langley, Mrs. Deller, and Mrs. R. for a most magnificent dinner, well above the five star standard.

When plates were cleared and glasses emptied we were pinch barred into the lounge for a money extraction in the way of a raffle. There were plenty of good prizes, all well wrapped up. While this was going on the wick on the projector was cleaned and lit, for the afternoon slide show. This was a good selection, covering traction engines, drag racing, most members holidays, and on rare occasions we were reminded that this was a narrow gauge railway dinner by slides of a few locos of that description.

Our tanks now running low, we were supplied with ice cream and soft drinks - at a price of course.

During this time a recording of the Vale of Rheidol railways was played by Tony Deller.

With all draw tickets duly sold a hat of top-class was sought and the numbers found with no fiddling. One member had five to his record. A. Neale, our sales rep., has used so much pressure in the past that certain photo's in the draw were very difficult to give a way as most of us had been forced to buy for the funds before-hand.

The members of Brockham made a film last month, which was shown and all I can say is that I recommend every member to see it, you will not be disappointed.

We would like to thank the Leeds Area for loaning us their films of Bowaters and Ironstone quarries.

With the words on the Brockham film coming up for the second time THE END so was, almost, the end of the 1965 (or is it 1964?) Brockham Christmas dinner - the time now four minutes to twelve. The motor wagons and coaches left Blackhorse sidings to all four points of the compass.

The profit for the day was £5.5.0. which will go to the Brockham Museum fund.

JACK.

As noted in the December 'News', "Jack" was being prepared for display outside Leeds City Museum, but unfortunately this plan cannot be carried out for the reasons stated below:-

CITY MUSEUM,
PARK ROW,
LEEDS. 1.
12th February, 1965.

Dear Mr. Holdsworth,

Thank you for your letter with regard to "Jack".

First of all I say that I am fully aware of and am deeply grateful for all the vast amount of work that the members of the Narrow Gauge Railway Society have put into "Jack" and, of course, "Barber".

Now with regard to "Jack" being placed on exhibition outside the City Museum, I have just received a great disappointment. I asked our Insurance department to cover it whilst on show and also to make sure we were covered for public liability. As a consequence, the City Engineers came down and after carefully examining the cellars underneath said the ceilings of these were not strong enough to bear four tons weight even if distributed by girders or rails. This is because the bomb which hit and demolished the front of the Museum in 1941, also weakened the cellar arches. As a consequence I have just written to Mr. Redman telling him that we cannot put "Jack" on show. I am very disappointed about the matter but I cannot do anything about it.

Now as to the future. In my Capital estimates for the next four years, there is a sum for a Transport and Technology Gallery to be built at Kirkstall Museum. This is something which is badly needed as we have not got a single place in Leeds which could house the collections at Copley Hill. This gallery will be divided into two. One half of it will be given over to the Steam Locomotives at Copley and also to exhibits covering Industrial Technology of the last 150 years. It will be built at the back of the Abbey House Museum, where we have over half an acre of land. As to when we will start I cannot say but the money has not been removed from my estimated four years estimate in spite of the recent cuts in expenditure by Government order. So much for the long term plant.

For the present time I am afraid that I cannot see any alternative except to keep the locos at Copley. I have tried to get other accommodation for over three years without success. I have on my desk at the moment the final work on accommodation as far as the City Engineer and the Transport Manager are concerned. The answer is that there is none available.

Trusting that this letter will be of some interest and help.

Yours sincerely,

C. H. Mitchell
Director.

We must consider ourselves fortunate that we have the Copley Hill store available for locos. In December news came that the Leeds tram owned by the Museum, and stored on the Middleton Railway since the closure of the tramways, is to be scrapped because of its deteriorating condition and the lack of storage space.

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Sand Hutton Light Railway.

Following mention in the last News and various reviews in the Railway Press, things have improved and the tally of sales so far shows:

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|---------------------------|-----------------------|
| Sales to members | 76 up to 8th February |
| " " non-members | 79 |
| Retailers & trade outlets | 113 |
| | <u>268</u> |

The book is certainly getting around. Twelve copies have been sent to Chicago (at a cost of 14/9d postage) and another to an Army officer in Borneo.

I think sales by the preservation societies will brighten up with the Summer season. ER, R & ER, TR have all promised help and taken stocks from us.

If you still have not bought a copy the price is 8/6 (6/6 members) from: H. Holdsworth, 76 Tower Lane, Leeds.12.

NOTES & NEWS.

Festiniog Railway

The top end of Minffordd loop has recently been extended, and the existing point w as lifted in one piece, and dragged along the top of the rails to its new site by Mdelwyn. Other P.W. work has been the relaying of the Minffordd Crossing - Minffordd Station section. A new ballast and coal chute is being built in Minffordd yard, and the former goods shed is being prepared for use as a sleeper transshipment and preparation workshop.

On the rolling stock side routine maintenance has been carried out, and the new observation car No.100 is nearing completion. No.26 is being mounted on a new steel underframe and No.10 is to be taken away shortly for similar treatment.

Welshpool & Llanfair Light Railway.

During the serious flooding in mid-Wales over the weekend of December 12/13th, the River Banwy undermined the foundations of the northern pier of the three span girder bridge at Heniarth with the result that the pier, and the girders on it dropped three feet. The cost of the repairs is estimated at £2,750, even if the army helps out. By the beginning of February £600 had been raised following an appeal to members and the public, but it is reported that unless the balance can be raised by the end of the month, the Company would have to consider going out of business. This would be a serious blow and anyone wanting to help should send donations to the Company Secretary, Mr. D.Leigh, 18 Colmore Row, Birmingham.3.

R. & E.R.

The R. & E.R. is also renewing its appeal for funds to pay for its new locomotive. Of the £7,500 required, only £2,500 has been raised in 18 months. The loco, a 4 ton 2-8-2, is being built at York, and the frames and wheels are already complete. The Company had hoped to have the locomotive in traffic for Whitsuntide, but unless more money is obtained work may have to cease.

Dorothea Quarry.

The present method of working slate is likely to be modernised in the near future. The blocks are now hoisted out of the 440 ft. deep hole by 'blondin' cableway and then hauled on narrow gauge wagons into the mill by a horse. A large fork lift truck is to be obtained, and this will replace the rail system in and around the mill. Dumpers have already replaced rail transport in the hole.

Richard Morris Obtains Two Locos.

Our member Richard Morris took delivery of two more locos at his home in Longfield, Kent, on January 12th. One is the 60 cm.gauge 0-4-0P McEwan Pratt 646/17, which has lain discarded at Oldham Sewage Works for many years. The other is the De Winton "Kathleen", which has been a familiar sight in the scrap line at Penrhyn Quarries for many years. This loco has acquired the name "Coffee Pot". Despite its decrepit state Richard is confident that it can be restored to working order in time for its centenary in 1977.

Austria.

Styrian Government Railways Murtalbahn.

Eisenbahn, E.K.Stretch.

The Styrian Government Railways have recently taken delivery of a double-bogie diesel-electric locomotive built by Alpine-Monton-gesellschaft of Zeltweg with a MAN 360 hp diesel engine and Brown-Bovirelectrical equipment.

Numbered VL11, it has been placed on the Murtal line. There are constant rumours that the 27km section of this line lying in the province of Salzburg will be abandoned, but despite official denials by the Styrian Government, the rumours persist, and seem to be supported by statements made in Salzburg that the Salzburg provincial Government

Zillertalbahn.

Despite the recent purchase of stock from Payerbach-Hirschwang, the Zillertalbahn's future is rumoured to be also in doubt.

U.S.A.

D. & R.G.W.

P.G.B

Durango-Silverton branch (45.2 miles) broke all records in Summer 1964, carrying 65,187 passengers. Three steamers, coal burning 2-8-2's powered 190 trains during a 122 day season. Passenger load per trip averaged 343 persons. Lowest single days passenger count was 142, highest on August 18th was 906.

Ex-West Side Lumber Heisler No.3 now of Roaring Camp & Big Trees N.G.R.R. at Felton Calif temporarily out of service July, 1964 with slipped axle.

Ex-Oregon Lumber Company, Shay No.7 made its first run on Black Hills Central N.G. between Hill City and Oblivion, S.Dakota, August 16th, 1964.

36" gauge 2-8-0 No.7 Argent Lumber Company, abandoned 1960 now preserved in tip-top condition at Hardeeville, Sth.Carolina in Main Street.

Metre Gauge Steam Power For Sale.

The Antofagasta (Chili) and Bolivia Rly.Co. have recently completed the dieselisation of the Chilean section of their line, and are offering a number of main line tender locos and tank shunting locos for sale.

Royal State Railways of Thailand.

The Sheffield firm of Cravens Limited, is to construct a new three coach train for King Bhumibol Adulyadej. It will consist of a sleeping car, dining car, and saloon, and is expected to be completed by the end of the year. The present Royal Train was also built by Cravens some 25 years ago.

On 25/1/65 the B.B.C. T.V. film dealing with the Kwai valley featured several fine shots of a modern Japanese built 2-6-0, finished in spotless black livery, hauling a passenger train across the famous river and along rickety wooden trestles along the mountain sides. The loco was a wood-burner, and a gang of wood-throwers tackled the job of refuelling at the terminus.

New Steam Locos for Sumatra.

Four 3' 6" gauge rack and adhesion 0-10-OT locomotives were turned out by Maschinenfabrik Esslingen at the end of last year. They were part of a large order for railway material and rolling stock placed with Ferrostal A.G. by the Indonesian State Railway, and as Esslingen are one of the few works still capable of building steam power, and have built many rack and adhesion locos in the past, they received the order for these locos. The boilers, however, were made by Arn Jung, who have the only loco boiler works in Germany.

The locomotives will work on the Padang Railway in Sumatra, an isolated 262Km system linking the Katobaru Coal Mines with the coast. The main line includes 39Km. of 1 in 12½ gradient, and this is fitted with Riggerbach rack. There are also several branches, some fitted with racks.

The locomotives, of E1050 class, work as two cylinder simples on adhesion sections, and as four cylinder compounds when using the rack. They can haul 150 T. trains at 15 Km/h (9 mph) on rack, but can travel at 50 Km/h (31 mph) elsewhere. The four cylinders, valve charts, and smokebox saddles are made of one casting, and the valves are actuated by four sets of Walschearts Valve Gear. All cylinders are equipped for counter pressure braking on downgrade runs. All wheels are flanged, but the end axles have side play to allow the locos to traverse 100 m. radius curves. The locos will burn local coal, and are fitted with Giesl oblong ejectors.

Leading dimensions are as follows:- Dims. in mm.

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|--|---|
| Cyls: (4) 450 x 520 (17½" x 20½") | Heating surface (Boiler & Firebox) 77.4 m ² (830 ft ²) |
| Boiler pressure: 14 Kg/cm ² (200 lb/in ²) | |
| Grate Area: 1.85 m ² (20ft ²) | Heating surface (Superheater) 24.12 m ² (260 ft ²) |
| Water capacity: 6 m ³ (1325 galls) | Weight - empty 45 tonnes |
| Coal capacity: 2 tonnes | Weight - full 56.4 tonnes |
| Length over buffers: (33' 11½") 10354 | Wheelbase 5000 (16' 4½") |
| Height over cab: 3700 (12' 2½") | |
| Width over tanks: 2730 (8' 11") | |

New Zealand Government Railway.

Apparently New Zealand Railways Ka 4-8-4's are soon to be replaced by diesels.

Letters to the Editor.

Sir,

As a somewhat isolated member I deeply appreciate our Society's venture into postcard publishing. I hope the range can soon be extended to cover the history of lines

that are still operating (e.g. Fairbourne, Rheidol or Isle of Man) as well as those that are defunct (Southwold, Glyn Valley or Ashover).

Browsing around all the picture postcard shops in such places as Towyn or New Romney often produces historic scenes which cannot be recaptured today. In 1955 at Portmadoc I found plenty of Ffestiniog views on sale, ready for the re-opening of the railway. The big firms of "fine art printers" seemingly had little trouble in finding negatives more than 15 years old; and I feel sure that if the Lynton and Barnstaple or the Manifold Valley were to re-open next Summer, the local shops would be ready, stocked up with old pictures of their trains.

Though I have never got the big firms of commercial postcard printers to admit it, there must be thousands of old negatives in their files, of great value to railway modellers and historians. The Welsh Highland Society has recently put several 1923 Frith postcards on sale. Would it not be possible for our Society to approach each of the big firms to see what wealth of history might be made available to serious enthusiasts?

Yours faithfully,
Norman Danger.

For sale.

An article on Brockham Museum by G. Body and R.L. Eastleigh appeared in the January issue of Surrey Life, the article occupies three pages and includes five photographs, copies are available from Mr. Eastleigh at 245, Colyers Lane, Slade Green, Kent. Price 2/6d - post free.

To be published shortly : Steam on the Narrow Gauge.

A booklet depicting 45 photographs of Narrow Gauge Industrial Steam locomotives in the British Isles, on, about, thirty different sub-standard gauges ranging from 1' 6" to 4' 4 $\frac{1}{4}$ ". Most of the photographs illustrate locomotives under actual working conditions and are previously unpublished. This booklet is produced by the Industrial Locomotive Society and is published by David & Charles. Printed on good quality paper. 5 $\frac{1}{2}$ " x 8 $\frac{1}{2}$ ". Price 7/10 post free.

A very interesting booklet and well worth buying.

Reseau Breton by R. Harman & B. Roze (Branch line handbooks).

With a route mileage of 267, this is one of the largest surviving narrow gauge systems in France. It is also one of the last on which steam regularly works goods and mixed trains.

56 pages, map, plant and 24 illustrations. Price 8/6d post free.

The Saundersfoot Railway by M. Price (Oakwood Press).

This is the story of the ancient Railway, a major portion of which was derelict by the fifties and yet reopened sixty years later. It served the small coal and iron mines of Pembrokeshire. There are many photographs and a set of maps showing the railway and the area at different dates. Price 5/4d post free.

The Light Railway Guide and Timetable (by G. Body & R.L. Eastleigh, David & Charles.)

Up to date accounts and pictures, and the 1965 timetables, of Britain's light railways including such lines as the Talyllin, Ffestiniog, Snowdon, Bluebell, Manx etc. Notes on other interesting systems, museums etc.

Available in March, Price 2/10d post free.

Are You Thinking of buying any railway books this year? If you are, why not buy them through the Society. Order from D. Cox, 215 Malvern Road, Worcester.

We have pleasure in welcoming the following New Members.

Juniors: B. L. Coppins, 1b, Dalmorton Road, Chorlton-cum-Hardy, Manchester.21.
D. J. Bailey, 12, Dunston Street, Openshaw, Manchester. 11.
R. F. Qualtrough, 93, Childwall Valley Road, Liverpool.16.
P. Midwinter, 22, Corklands Road, Chorlton-cum-Hardy, Manchester.21.
P. Hall, 55, Crow Hill North, Ackrington, Middleton, Lancs.
A. Smythe, 242 Manchester New Road, Ackrington, Middleton, Lancs.

Ordinary: D. Easton, 43, Costons Avenue, Greenford, Middlesex.
B.D.Bamber, 86 Higher Road, Longridge, Preston, Lancs.
O. G. Roberts, 7, Woodhurst Road, Boulton Lock, Maidenhead.
R. Weaver, 4, Queens Close, Kenilworth, Warwicks.
G. A. Foster, 9, Sinclair Avenue, Crumpsall, Manchester.8.

M. Borne, 112, Moss Bank, Over, Winsford, Cheshire.
A. C. White, The Manse, Enderby, Leicester.