



NARROW GAUGE NEWS

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The Narrow Gauge Railway Society

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

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London & Southern Area.

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

A visit is being arranged on Saturday, May 15th to the Colne Valley Waterworks Light railway; Cassiobury Park Miniature Railway, and the home of Alfred Fisher to see the De. Winton loco CHALONER. Meet at Bushey & Oxhey Station (L.M.R.) 10.00 a.m. sharp for C.V.W.W. visit at 10.15 a.m. Members should advise the Area Secretary of their intention to join this visit.

Yorkshire Area.

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

Friday, May 7th: "Narrow Gauge in Portugal" by J.K.Williams.

The meeting will be held at Headingley Hill Cong. Church Rooms, Headingley Lane, Leeds 6.

On March 5th we were again entertained by Dr. Hollick, who presented to a packed audience a detailed account of the tramways and quarries serving the Caldron Low district. A variety of lines were built, culminating in the 3'6" gauge system operated by the N.S.R. Although this ceased operation many years ago, it was well photographed, and the everyday scene on the line was brought over vividly by views in the quarries, on the line, and at the canal wharves.

The April meeting broke new ground. Mr. D. Derby of Manchester, who has spent a considerable time in India during recent years, gave a superb introduction to the present day scene on four lines, including the well known Kalka - Simla and Howrah - Amta lines. His crisp colour slides were backed up by a knowledgeable and often humorous description. He also pointed out the hazards of being an enthusiast dealing with frequently renumbered locomotives whose works plates had been removed, and told the now amusing story of how he was arrested as a suspected Chinese spy in Simla!

North West Area.

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

Saturday May 1st: Area A.G.M. followed by Narrow Gauge in Northern Spain & Portugal, by A.W.G.Tucker of the T.R.P.S.

This meeting will be held at the Y.M.C.A., Peter Street, MANCHESTER, at 7.00 p.m. for 7.30 p.m. start.

Sunday May 23rd: At the home of P. Midwinter, 22, Corkland Rd., Chorlton, Manchester 21.

From 7.00 p.m. members will be able to see the Auker Valley Rly, formerly owned by David Lloyd, and this will be followed at 8.00 p.m. by "Irish narrow gauge colour spectacular" by Geoff Lumb of the N.G.R.S.

Mr.J.R.I.Huxley and Mr. J. Norbury have recently been elected to the Area Committee to assist with the Area circular. Attendance at meetings has increased considerably, from 14 in December to 22 in February. This latter meeting, joint with the Yorks Area, was a pleasing success and we would thank those who took part. Looking to the future Ron Bridge is preparing plans for a number of visits during the summer months, and we appeal to a ll Area members to support these, and the local meetings.

Brockham News.

C. Wilson.

We would like to thank all members who have sent donations. With this backing we can feel confident of the Museums' success, knowing that you are behind it. A small part of the funds is to be spent on converting part of the cottage to an exhibition room for small items such as photos, tickets, plates etc. so that the visitors walking the Pilgrims Way, and members of visiting Societies can see these.

The share plan to secure a steam loco for operation has not yet been finalised, but we hope to have details in the near future. Meanwhile, is your bottle full of coppers yet? If so, send them now to swell the fund!

Wanted: Photographs which can be printed to sell at the Museum. Any member with good negatives which he feels may be suitable is asked to contact the sales officer.

Wanted: Members who would be willing to sell Brockham Museum items on railtours, visits, etc. If you can help write A. NEALE, 24, Erridge Road, Merson Park, LONDON. S.W.19.

Notes & News

Festiniog Railway.

F.R.Co. & F.R.S.

Review of 1964: During the year 144,000 passenger journeys were made over the line, an increase of 15,000 on the previous year. Part of this increase is undoubtedly due to the long season of fine weather.

The first of the Company's new coaches, No.24, entered service at the end of the season. This is based on the buffet car 14, and seats 32 third class passengers in two centre gangway saloons, with a small first class saloon in the centre seating four in ex. Pullman armchairs. The carriage is fitted with S.K.F. roller bearing axleboxes, and Metalastick rubber suspension. The finish is varnished mahogany, which has been applied as an experiment to assess its weathering properties.

A total of four active steam locos have been available for traffic during the year, and this has enabled a regular roster to be maintained whereby one loco did not work two trips in quick succession, giving adequate servicing time, easing the lot of the crews, and improving efficiency and timekeeping. Carriage mileage for the year was 25% up at 54,282, and motive power mileage totalled 13,000.

The general sales side has continued to expand, and the draught and bottled beers served in the buffet cars have been most popular.

1965 will see celebrations to mark the centenary of passenger travel, and in connection with this event a new first class observation car, No. 100, is being built at Boston Lodge Works. This will have ten swivelling seats in the observation saloon, eight ex-Pullman seats in the centre saloon, and a small pantry at the inner end for refreshment service.

News from the line, as is to be expected during the winter, mainly concerns trackwork. The track approaching Hafod y Llyn has been lifted and underlain with new granite ballast from Minffordd Quarry to give a deep and firm foundation. The track near Minffordd Crossing is also to be lifted and deep ballasted in the near future. The new coal and ballast chutes in Minffordd Yard have been put in, but are not quite complete, and the P.W. Workshop in the goods shed has been busy during the winter, although it still awaits a siding and electricity. Fortunately the F.R. escaped from the heavy rains of mid December with a couple of minor ballast washouts caused by blocked drains. In shops No.100 is progressing well, and new bogies for this carriage and for No.24 are being fabricated. PRINCE has been fitted with a speedometer (!) and MERDDIN EMRYS has been fitted with the steam brake from EARL OF MERIONETH, and is being equipped with sanding gear.

The cutting of the first sod for the Ddualt - Blaenau extension took place in January, Dr.M. Lewis, Chairman of the East Anglian Group of the F.R.S. performing the ceremony. Mr.G.D.Fox has been appointed Hon. Project Engineer of the Civil Engineering Group to handle the construction works. A barn rented from Col.Campbell of Ddualt Farm is being converted to serve as temporary headquarters for the job, and some soil has been dumped to start the earthworks for the loop. A compressor is arriving shortly, and it will soon be possible to begin work in earnest. The track to Ddualt has been put into condition to take steam locomotives, and PRINCE has already worked up a heavy works train.

Talyllyn Railway.

Christopher White.

On a recent visit to Towyn it was found that the complete reorganisation of Wharf station was proceeding according to plan. The new track layout was finished and only awaited connection of the points to the new ground frame. The main features of the layout are the longest loop that the site can take, which will enable a loco to run round all trains of normal length, and a new carriage siding so that spare stock can be kept handy for attachment to trains as required. A start has been made on the new platform, which will have only one face and will extend right up to the station building. These are also undergoing drastic modification. In future the sale of refreshments will be from the old storeroom, souvenirs and books will be sold in the old office, and tickets will be sold from a new extension at the east end of the building. Access to the extended Museum will also be from the new platform.

The Friday train service was in operation between Pendre and Brynglas. This was worked by No.5, the RH 4wD, with the Corris Coach and the brake van. It was a bitterly cold day and only three passenger journeys were made.

Of the steam locos No.1 was prepared for its visit to the Birmingham Science Museum, where it is to be exhibited for a short period, though it will be back in traffic during the summer. No.2 was being fitted with a steam brake in the shed, No.4 was receiving minor repairs in the shop, and No.6 was stripped down in the carriage shed awaiting repairs to its front tubeplate. There was no progress evident on rebuilding No. 3 though it is expected to have all five locos working this summer.

Further progress was to be seen in the construction of the new closed carriage No.18, and it should be undergoing road tests in the near future. The design of the carriage is similar to the Glym Valley vehicles already in service, but it is three times as long and it will have seats for 48 third class passengers. There has been renewed speculation recently about the prospect of an early start being made on the extension of the line from Abergynolwyn station to a new terminus at the foot of the disused Alltwyllt incline. No confirmation of this is available, but it does seem that the whole line will be in reasonable order for the coming centenary season, and that major track renewals are nearing completion.

The service during the year is as follows:-

	Mondays to Fridays					Saturdays		Sundays
	B	A	B	B	B	C		
Towyn (Wharf) dep: 10.25	11.55	1.10	2.10	3.10	4.10.	1.10	3.10.	3.10
Abergynolwyn arr: 11.10	12.40	1.55	2.55	3.55	4.55.	1.55	3.55.	3.55
	B	A	B	B	B	C		
Abergynolwyn dep: 11.55	1.10	2.10	3.10	4.10	5.10.	2.10	4.10.	4.30
Towyn (Wharf) arr: 12.35	1.50	2.50	3.50	4.50	5.50.	2.50	4.50.	5.10

Notes: The above service will run from Saturday 22nd May, to Saturday 2nd October, with the exception of trains B and C noted below.
 A - "THE CENTENARIAN" consists of original T.R. stock and locos No.1 or No.2.
 B - Runs from Monday 5th July to Friday 3rd September inclusive.
 C - Runs from Saturday 10th July until Saturday 4th September inclusive.

Welshpool & Llanfair Light Rly. W.& L.L.R.
 Although the Banwy Bridge Repair Fund is still several hundred pounds short of its target, work has started on rebuilding the bridge, which was severally damaged by floods in December. The track and decking has been removed from the two of the three spans affected, and on April 6th a detachment of Royal Engineers from Longmoor moved in to tackle the major part of the job. They are building temporary support on each side of the badly damaged pier, so that it can be removed and replaced by a new pier. During the period while the bridge is out of service, trains will still operate as far as the bridge from Llanfair. This will enable visitors to view work in progress, particularly during the Easter holiday.

Isle of Man Railway. P. Craine.
 The Chairman of the Isle of Man Railway Company told shareholders at the Annual General Meeting on March 11th that passenger receipts during the early part of the year, up to July, showed a decrease compared with the previous year. However, for the rest of the season there was an increase in receipts. Despite this reasonably healthy state of affairs on the railway out-of-town bus services continued to make a loss. The Chairman added that it was increasingly difficult to win the profitable pleasure traffic, on which they largely depend. The growth of private transport continues, and public transport shows a downward trend. Wages were five times the pre war level, but fares were only twice pre war. Every effort was being made to keep down expenses, but there are heavy overheads incurred in the upkeep of the railway, and the company could not afford to maintain sections of the system where the demand for passenger services has declined. Increased coal consumption, and rising wages had been the main cause of increased expenditure.
 The winter service was worked at the start by the railcars, but by mid December, they were out of traffic with a burnt out clutch in one car, and No.11 MAITLAND deputised until the end of January when the railcars returned to traffic. However, after only a fortnight they hit a jeep at a farm crossing between Crosby and St.Johns, which has caused their withdrawal once more. Since then No.8 FENELLA has been operating the service. She looks a lot better than she did last summer, having had a repaint and minor repairs. She was inclined to prime badly last summer, and cover herself in showers of sooty water when working hard. Early in January FENELLA worked up to Ramsey and returned with six or seven old M and H class wagons and some rail. These were brought back to Douglas and parked in the goods yard. It is suggested that the wood-work is to burnt, and the frames scrapped. One of the ex. M.N.R. six wheelers was also brought and the body used as a new mess hut to replace the old one which had almost disintegrated. It is rumoured that the rest of the six wheelers are to be burnt and the frames scrapped.
 On March 3rd snow fell heavily on the west of the island, and road and rail services were disrupted. The following day MAITLAND got stuck in a drift while hauling the morning train to Port Erin, and No.15 CALEDONIA was steamed the day after to rescue MAITLAND. Until the weather improved No.15 has been out of the Port Erin line with the big plough, and No.11 has been on the Peel line with the small plough.

As No.15 is now the only spare engine it is possible that she may see service during the coming summer. The M.E.R. was also affected by the weather, and a car was stopped near Balajoura. The passengers took refuge nearby until it was possible to clear the line.

It is believed that No.15 was steamed during last summer for an enthusiast who wanted cine shots of it running up and down (!) It is also believed that negotiations have not entirely broken down over the acquisition of one of the West Clare diesel locos. No.16 MANNIN seems unlikely to work again because of its poor condition, and is no use for cannibalisation because of its large size. During September I was told by the Station Mistress at St.Johns that a ballast train had gone up the Foxdale branch in the early summer of last year. Although I have no confirmation of this she was emphatic that the trip was made, and the birds feeding table, which usually stands in the track of the Foxdale branch station at St.Johns had gone, which would seem to confirm that a train had gone up the line.

The Company have purchased a new seven ton lorry, and this has been observed frequently on the Port Erin road out of Douglas, so it would appear that heavy freight has been transferred to the road on this section.

Dudley Zoo Miniature Railway.

Eric Langhorne.

The miniature railway at Dudley Zoo has received the unwelcome attention of vandals during the winter months. Most of the windows in the lines large signal box have been smashed, a stone bridge parapet torn off, and various other items of equipment wrecked. However, anti-vandal patrols have been stepped up, and maintenance men hard at work to get the line reopened in time for Easter.

Vlemicks Bros Ltd., Chat Moss Peat Works.

M. Swift.

This firm operated a 2'0" gauge line about $\frac{1}{2}$ mile long, running more or less due south from a lane across Chat Moss. Peat was worked from either side of the line, and hauled to the small mill beside the lane. The firm ceased operation on this site early in 1964, and the mill and track was dismantled and removed. However, the loco, a standard MR "Simplex" 4wD was left on the site on a short length of track, and here it remains as clear evidence of the site of the line, which might otherwise be missed.

Yorkshire Engine Co. to close down.

The Yorkshire Engine Company, who have turned out steam and diesel locos from their Meadow Hall works for 100 years, is to close for production about June this year. The decision to close has been caused by the lack of orders on the home market, and the insufficiency of export orders to keep the works fully occupied. The firm is a subsidiary of United Steel, and during the last ten years has been mainly occupied in building diesels for firms in the group. Another U.S. subsidiary is to take over the works for the manufacture of steel reinforcement. The present works employs 350, and output in recent years has been about 50 locomotives per annum.

Austria.

E. K. Stretch.

The narrow-gauge motive power of the OBB (Austrian Federal Railways) on 31/12/64 consisted of 60 steam, 16 electric, and 36 diesel locomotives, and two diesel railcars.

Bregenzwalde rbahn (Bregenz - Bezaun, OBB, 76 cm. gauge)

('Eisenbahn')

At 19.02 on 11th January, a train ran into a landslide while rounding a sharp curve on the 1 in 50 gradient between Egg and Langenau - Hittisau. Diesel loco 2095.05 was derailed, fell 90 ft. over a viaduct into a river, and was badly damaged. The driver was injured. The remainder of the train was little damaged, though it was partly derailed, and the mail van hung precariously over the viaduct.

Kapfenberg - Au Seewiesen. (Austrian Govt. Rlys. 76 cm. gauge)

The final 2.7 km, from Seebach - Turnau to Au-Seewiesen, of the 20 km. line from Kapfenberg, were closed to all traffic from 1st January 1965. Passenger services on the whole line were withdrawn on 15th March 1959.

France.

C.F.Touristique de Meyzieu. (60 cm.)

0-6-OT No.2 of the Sucrerie de Maizy (Couillet 1586/10) was delivered to Meyzieu on 23/11/64, and was followed on 23/1/65 by a 1938 built La Meuse 2-6-OT from the same source. The line hopes to acquire the OK 0-4-4-OT Mallet (OK 1769/05), No.22.5 of the Twy. Pithiviers - Toury.

C.F.de Provence. (Nice - Digne. 1000 mm gauge)

The two railcar trailers ex. Tarn 212-3 have become CP No's 4 - 5. The wagons "a

boggies Pennsylvania", which it was intended to acquire from the Turn, will not now be acquired. The Brissonneau & Lotz diesel loco acquired from the Voies Ferrees du Dauphine has been numbered 65, not 64, in order to prevent confusion with the No.64 transferred to Corsica, which it replaces.

Belgium: Tramway touristique de L'Aisne.

It is reported in "Chemin de Fer Secondaires" that the 8km. section from Erezee to Dochamps of the non electrified Melreux- Manhay line of the Vicinal, some 35 miles south of Liege, in Belgian Luxembourg, is to be opened as a 'Tramway Touristique', i.e. a sort of working museum in a scenic area. It takes its name from the Belgian Aisne, which has no connection with the French river of the same name.

Australia: Queensland Sugar lines. P.V.Skehan.

The weekend before Christmas two mates and I went up to Nambour after work on Friday night. We spent the first hour chasing trains to obtain tape recordings, and as we had hoped most were working in to Moreton Central Mill with full loads of cane. We took up position in Howard Street where trains run up the middle of the road and have to climb a fairly steep hill. MORETON, an O-6-OT/T with outside Stephenson Link Motion was bringing the rakes in from the marshalling yard. All work ceased at about 11.00 p.m. and we camped for the night.

On Saturday morning we chased the new diesel through the cane fields to obtain photos of it at work. About 5.30 a.m. (!) it became overcast and all chances of good shots were ruined. It was then that we decided to head to the west of Nambour to have a look at the trackbed of the old Mapleton Tramway which was a 2'0" gauge line operated by two Shays. The cuttings are still very apparent as it twists up 1 in 14 grades. It was one of the few passenger carrying 2'0" lines in the state and closed in 1944. Many of its curves were complete horse shoes. Both the locos were taken over by the Mill on closure of the line, and rebuilt as one loco, which was named SHAY.

When we returned to the Mill VALDORA was just arriving on what could possibly be its last trip, as another new diesel is on order. After a most enjoyable day we headed back to Brisbane. On the way we passed the 'up' (northbound) Bundaberg Mail hauled by a Pacific of the B18½ class, hauling nine coaches. The Q.G.R. has more Pacific locos than any other Australian Railway - about 130 odd are in service.

This year is the Q.G.R. Centenary and one of the original locos, now 100 years old, is still in operation, though it is now owned by the Ningera Sugar Mill near Bundaberg, where it works on their main line (3'6" gauge) sidings. On the Q.G.R. it was an A10 class No.6 O-4-2 tender locos built by Nielson of Glasgow - works.No.1170/1865. The A.R.H.S. ran a special behind it in 1963 over the Q.G.R. Tirroan branch, It still carries its brass dome, and original Salter safety valves.

Locomotives of the Moreton Mill are as follows. All are 2'0" gauge.

VALDORA O-4-OT/T built by Dick Kerr & Co.Ltd. Works number unknown, but it could be 191, or 5665. It carries no plates at the present time.

Cyls: 7" or 7½" x 12". Driving wheels: 23" dia. Weight: 7 tons.

The loco is reputed to have come originally from the Panama Canal, according to drivers at the Mill. It was obtained by Farleigh Mill at some date in the past, and sold to Racecourse Mill at Mackay in 1924. It then passed into the hands of Moreton Central in 1937.

MORETON O-6-OT/T Krauss 4679/1900. This was the first loco owned by Moreton, and is believed to have come from New Guinea.

Any additional information any members may have on the above locos would be gratefully received. In addition Paul Skehan is keen to trace a loco named SALLY. This was an O-4-0 side tank, reputed to have been built by Andrew Barclay about 1897. It had 8" x 12" cylinders, 28" driving wheels, 160 lbs. boiler pressure, and weighed 9 tons. It was finally owned by Isis Central Sugar Mill, at Childers. The loco carried a plate bearing the name ' John Reed' at one time, and apparently they were Barclays agent.

Information wanted:

In addition to the above queries on locos in Queensland, of course. N. Howell, 3, Hamilton Road, WIMBLEDON, LONDON. S.W. 19. is interested in obtaining photographs, and track plans of the following slate quarry railways: Cwt-y-Bugail Quarry, Blaenau Ffestiniog; Rhiw Bach Quarries, Blaenau; Mened Quarries, Blaenau; and Croesor Quarries.

BOOK SALES.

Reseau Breton by R. Harman & B. Roze. (Branch Line Handbooks.)

This is a very interesting booklet which deals with the extensive metre gauge

system in France which still has steam locos regularly working passenger and freight trains over its 267 mile route. The booklet starts with a history of the lines in the area, and then goes on to a detailed description of the routes and operation on the R.B. There is a chapter on locos, and rolling stock, with tables. 8" x 6½", 56 pp. 24 illustrations and map, paper covers. 6/6 post free.

Austria for Railfans by T.Marsh. (Electric Railway Society.)

This is a duplicated publication giving details of planning, tickets, reservations, money, itineraries etc. - all you want to know if you are planning a visit to the country. If you are not going, then it is an interesting booklet with some useful notes on Austrian railways. 20 pp and map. 2/10 post free.

Steam on the Narrow Gauge. (David & Charles)

This booklet has been prepared by the Industrial Locomotive Society, and features 45 photographs of steam locos on some 30 different gauges from 18" to 4'4½". Some of the photos are familiar, but most are refreshingly new, and the cover shot of two 3'0" gauge Lysaght locos is particularly fine. One or two shots are poor, but these do little to detract from the general high standard of the others, and in any case most were taken 20 - 30 years ago. Strongly recommended. 5½" x 8½". 7/10 post free.

Brotherhoods, Engineers. S.A.Leleux. (David & Charles)

An interesting and unusual book dealing with the history and achievements of the Brotherhood family from their beginnings as railway contractors to the engineering firm of today. Chapters deal with locomotives and rolling stock constructed by the firm at their Chippenham Works, and the 15" gauge 2-2-2 PEARL preserved at Kings College London, is fully described. 86 pp. 14 photos, card covers. 15/- post free.

The above can be ordered from D. Cox, Davy Hall, Oaklands Road, SALFORD. 7.

The Sand Hutton Light Railway. by K.E.Hartley.

We make no apology for plugging this once again. The book has now been available for five months, and yet sales only total 389, and nearly half of this total is sales to book shops. Only 113 members have bought copies - just over a third - despite the fact that the book is offered to members at nearly 25 % discount off the published price. We know that good railway books just don't come at this price any more - but this one does - 68 pages, 13 photos, 5 plans, 2 maps, card covers - compare the value - compare the content - send your 6/6 now for the best bargain in railway literature today - to H. Holdsworth, 76, Tower Lane, LEEDS. 12.

STOP PRESS

East Midland Area

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

The meeting of the Area will be held on April 24th at Leicester Museum, New Walk, Leicester, when Mr. Roger West of Kettering will present a subject to be revealed on April 24th! However, despite the secrecy you can be assured of a pleasant show.(6.p.m.)

The meeting on Feb. 27th was attended by some 14 members despite a bus strike which prevented some out of town members attending. The early part of the meeting was devoted to a slide show, including some superb views of the Onda-Castellon by the Rev. G.Brain. In the evening we were treated to a most interesting illustrated talk on the Donegal & Isle of Man Railways by Dr. M.A.Taylor.

The meeting on 27th March was quite well attended, and the branch Chairman, Mr. M.H. Billington gave a talk on the Cliff Hill Tramway.

New Members: We have pleasure in welcoming the following new members:

V.M. RIVIS,	Inglescroft, High Street, Rillington, MALTON, Yorks.)	
C.J. QUICK,	53, South Park Road, Wimbledon, LONDON. S.W.19.) Ordinary.
V.J. BRADLEY,	20, Graham Ave., Great Sutton, Wirral, Cheshire.)
B.A. ANDERTON,	77, George Street, Riddings, Derbyshire.)
S.C. ARMSTRONG,	10, Daxford Terrace North, Murton, Seaham, Co. Durham.)	
C.D. ELLIS,	10, Noble Street, LEICESTER.) Junior.
S.B. WOOD,	10, Banbury Road, Alkington, Middleton, MANCHESTER.)
A. SEWELL,	28, Bourne Gardens, Chingford, LONDON. E.4.)

Changes of address:

D. BELL,	23, Pope Lane, Penwortham, PRESTON. Lancs.
M. Burke,	25, Barons Road, Shavington, Nr. CREWE, Cheshire.