



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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FROM THE EDITOR:

It is with some trepidation that I take over the "News". Previous Editors have set a high standard to follow, and I hope I can keep it up. This is impossible without YOUR support. The success of the "News" depends on a good flow of contributions from members. If nothing seems to appear about your favourite system, the remedy lies in your hands. (British news is almost non-existent this month!) If nothing appears from your area of the Society, moan at your area secretary (No fixtures of any kind received for this issue.) However, please be accurate. If you are not sure of your information, say so; someone else may send an item which helps to confirm yours. Please remember that items of no immediate topical interest may have to be held over to a future issue, and that however carefully you have written your contribution, it may still have to be "pruned" to fit the available space. I would also like to ask the older and knowledgeable members of the Society to bear in mind that the Society also has younger members whose libraries and knowledge - particularly of foreign systems - may not be as extensive, and it may seem necessary to include on occasions some background information which will be well-known to the better-informed members.

All material for the next issue of the "News" MUST be received by the Editor by 17th JULY at the very latest.

SOCIETY NEWS

Yorkshire Area.

The last meeting of the 1964/5 winter session was held on May 7th, when we welcomed Mr J.K. Williams of Stoke-on-Trent to present a slide show on "Narrow Gauge in Portugal". The show started with a wide selection of views on the 3'6" gauge mining system of Mason & Barry Ltd., with its fine collection of Hawthorn, Kitson, and Manning Wardle locos. The metre-gauge sections of the C.P. were then covered, offering a contrast of country mixed trains hauled by such improbable machines as 2-4-6-OT's, or packed suburban trains hauled by modern 2-8-2T's over double track lines with full colour light signalling. A diversion was offered by views on a 60cm gauge colliery line near Porto, where OK well tanks hauled trains of ex WDLR bogie wagons, and a smattering of views on several Portuguese tramways rounded off an enlightening evening.

A.G.M. Morning visit to MORDALE LTD., LITTLE WOOLDEN PEAT WORKS, nr. Glazebury, Lancs.

After the organisation put into this visit on May 8th by the N.W. Area, it was disappointing that only about 16 members attended. However, those who did attend had a treat in store.

After a pleasant run out from Manchester we reached the mill, set in the middle of a green field, where four sidings were full of loaded wagons of peat waiting to be shunted into the mill. Only one loco was there, no. 7, an RH 4wD, 189953, which was obtained from the Trevor quarry of the Penmaenmawr & Welsh Granite Co. The other Ruston had just made a run out on to the bog to rescue the small Lister diesel loco which had become derailed. This was soon sorted out, and a train double-headed by the two locos eventually approached across the fields in a cloud of exhaust fumes. Ruston 4wD 181811 was shortly coupled onto a train of four wagons which formed the NGRS special, and we chugged off through the grass towards a belt of trees which marks the boundary between cultivated land and peat bog. On entering the tree belt, the track turns sharply and runs in a straight line for about $\frac{1}{4}$ mile, although the track, we can honestly say, is the most doglegged we have ever seen. To look along through the gap in the trees at this "straight" you would never think it likely that a train could stay on it! But in this case first impressions were deceptive, and we had an uneventful run to a point about a mile out on the bog. In view of the typical Manchester weather during the previous days the track was none too safe in the further extremities, so a complete exploration was ruled until later in the year.

The loco was run into a siding, and the wagons hand-shunted out of the way so that the loco could run round, and then we started back. At one point the line rounds an impossibly sharp bend over a small bridge and the photographers decided that a "run

through" shot was called for. Without the benefit of the load the stock did not ride too well, but after three or four derailments and a lot of hard work the train was induced round the bend. On the homeward run the rear wagon, carrying a large contingent of N.W.Area members, managed to slip itself from the train on two occasions, and although it was retrieved the first time, the second occurred only a few yards from the mill, and the party had to push home.

We would like to thank the management and staff of the company for their kindness in accommodating us for the morning, and for their invitation of a further visit when the weather is better and the bog drier, which will enable a thorough tour of the whole system -- totalling some five miles of track -- to be made.

(-M.Swift)

COMMITTEE CHANGES

Apart from the change of News editor, (see page 1) the most important change affecting members is that of PUBLICATIONS (SALES) OFFICER. Please note that all orders for Society books, and other publishers' new books, which have hitherto been dealt with by Derek Cox, should now be sent to B. McFarlane, 55 Thornhill Ave., Patchan, Brighton 6. Sales of the Sand Hutton book will still be handled by H.Holdsworth, 76 Tower Lane, Leeds 12, to whom all orders for this book should be sent.

Enrolling new members. The Hon. Secretary, M.Swift, no longer deals with this: it is now the preserve of the Honl Membership Secretary, P.J.Burkill, 1 Stroud Close, Alkington, Middleton, Manchester.

Hon.Records Officer: a new appointment. It is considered that there is need for a central records office to be at the disposal of members who wish to have an up-to-date picture of the current narrow-gauge scene. There is an increasing interest in the humbler narrow-gauge diesel-worked lines, which often come and go without being fully noticed or recorded. In addition, there are now many narrow gauge locos preserved, or (as in the case of the CDRJC locos at Strabane) just dumped in the open, and unless one is the company of other enthusiasts at frequent intervals it is almost impossible to keep track of what is going on.

Mr R.P.Morris, 193 Main Road, Longfield, Kent, has been appointed to this post, and will depend to a large extent on a two-way traffic of members' queries and reports, the latter being doubly important as the Records Officer himself cannot hope to cover every system. It is suggested that the records should, initially, cover the name of the firm or railway, its location, and (if a firm) its products. Details of the line should then be given, covering gauge, length, purpose, locos, type of stock, and any special features. Richard looks forward to hearing from you now, with queries or information, but PLEASE enclose an S.A.E. for your reply. It saves so much work.

(Might I suggest that in giving location, a National Grid Reference would be useful ? - Ed.)

WANTED -- More workers -- WANTED !

The present team who handle the duplicating and distribution of the "News", already depleted, are likely to be even further depleted in the near future by the possible departure of Neil Preston from Yeovil. We may therefore require a replacement team, and would prefer the assistance of a group of two to four members living in close proximity, or who are able to gather together for, say, a couple of evenings a month, to undertake the arduous and thankless task of duplicating, stapling, and distributing the "News". Cut stencils, and addressed envelopes are supplied. Any members who feel able to assist are asked to contact the Hon. Secretary at once. (13 Quarry Close, Brockholes, Hudersfield).

NEW MEMBERS: We have pleasure in welcoming the following new Ordinary Members:

M.I.Bray,	21 Beaufort Ave., LOUGHBOROUGH, Leics.
M.J.Bishop,	1 Croft Well, HARPENDEN, Herts.
I.Huselbee,	115 Bratt St., WESTBROMWICH, Staffs.
N.G.Booker,	69, St.Albans Road, BRISTOL 6.
R.T.Bird,	Nowmoor Lane, Blackhorse, Mangotsfield, Nr BRISTOL.

CHANGES OF ADDRESS:

D.Bell,	23 Pope Lane, Penworthan, PRESTON, Lancs.
D.S.Pitkin,	5 Coventry Road, Elizabeth Fields, SOUTH AUSTRALIA.
D.Joy,	Holebottom, Hebden, Skipton, Yorks.
D.J.Sanger,	22 Preston Aven., ECCLES, Manchester.
P.Hindley,	Greystone, 7 Min-y-don Road, OLD COLWYN, Denbighshire.

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BRITISH NEWS

SHEFFIELD CORPORATION:Sewage Dept., Blackburn Meadows Sewage Works

There is a Simplex here, no.7024, stored in a shed without rail connection near the preliminary treatment plant, which has a hand-worked 2ft.gauge line, partly three-rail with the standard-gauge. The Simplex, out of use for some two years now, did not work this line but a line in the fuller beds some distance away. A new preliminary treatment plant is being built, without rail tracks, so this system will soon disappear

Low Bradfield Pumping Station, Water Dept.

The Planet diesel now here was working on a pipe-laying contract in 1951 at Hathersage Road, Whinlow; after disappearing for a while, it turned up at Bradfield in 1953, and as far as is known has never been used there. Towards the end of 1964, the line was dug out from its grassy covering, and seems to have been used recently, though it is not known by what. There is a side tipping wagon and the frame of another. The line is very scenic, crossing a stream and climbing steeply (about 1 in 15) through a small wood and ending on the level at a tip. It carries mud, etc., from a filter bed. There is a completely overgrown loop siding.

-M.J.Hodgson.

BOWATERS LLOYD PULP & PAPER MILLS LTD., SITTINGBOURNE.

Mr Ashdown, the Loco. Superintendent, who was well known to everyone who had visited it, retired in March, and his familiar face will certainly be missed from the line.

It is rumoured that an O.& M. study has been carried out on the railways and its operations, and that a plan has been prepared for the most efficient working of the line. It is said that this plan is quite impossible in practice, as it anticipates far too much, but apparently if the railway is unable to fulfil the plan, it will be replaced by some other form of transport. More information would certainly be welcome to clarify these rumours, which, if correct, would seem to foreshadow the closure of Britain's last major steam-worked industrial line.

AUSTRIA

The Austrian Federal Railways (ÖBB) are threatened with a sort of Beeching plan; investigations into the profitability of some 50 lines are at present being undertaken, and many closures are threatened; obviously the narrow-gauge lines would be severely affected. It is understood that the passenger service has already been withdrawn from the 76-cm. gauge line from Völkernmarkt-Kühnsdorf to Eisenkappel; confirmation of this news (or refutation of it!) would be welcome.

SCHAFERGBAHN (ÖBB, 1 metre, Abt rack)

The two diesel-hydraulic railcars with SGP type S8Ban diesel engines and Voith-Heidenheim type RL110y transmission, mentioned in the September "News", are numbered 5099.01, and 5099.02. No. 5099.01 has been tried out recently on the Schneeberg line. These cars have seats for 60 persons, plus folding seats for a further 8; the seats are mostly arranged "three and two" on either side of a central gangway. Air-operated floors are fitted. The cars are 14.4 metres (47'2") long, 2.8m (9'2") wide (on the metre gauge!) The engine is under the floor and drives on the bogie at the uphill end, which has a wheelbase of 1710mm (5'7½") and 860mm (2'9½") diameter wheels; the downhill bogie is merely a carrying bogie, and has a wheelbase of 1350mm (4' 4⅞"). There are hydraulic, compressed-air, and transmission brakes.

("Eisenbahn")

SCHNEEBERGBAHN (ÖBB, 1 metre, Abt rack)

Comparatively little ever seems to be heard of this line, one of the two metre-gauge rack lines of the ÖBB. Only some 45 miles south-west of Vienna, it runs from Puchberg-an-Schneeberg to Hochschneeberg, 9.6 km., climbing 1218 metres (3896 ft) to a summit 5100 ft above sea level. There are two tunnels. The line was opened to Baugartner on 1st June 1897, and the final short section to the summit on 25th Sept 1897. The same company also owned and operated the standard-gauge line from Wiener-Neustadt to Puchberg. Operation was taken over by the Aspangbahn on 1st January 1899, and the line was nationalised on 1st July 1937.

The locomotive stock consists of the original five 0-4-2 rack locos built by Krauss of Linz (some accounts say Krauss/München). Originally Z.1 KAISERSTEIN (3400/1896), Z.2 KLOSTERWAPPEN (3401/1897), Z.3 WAXRIGL (3402/1897), Z.4 HENGST (3750/1897) and Z.5, unnamed, (4215/1900) they became on nationalisation nos. Zz.1 to Zz.5 of the old BBÖ, then 99.7301 to 99.7305 of the Deutsche Reichsbahn, and finally 999.01 to 999.05 of the present ÖBB. Owing to water shortage in the higher reaches, there are supplementary water tanks in the passenger coaches. With the help of a new twin-rotary diesel-powered snowplough it is hoped to maintain winter service with more regularity in future: though the Schneeberg is a popular week-end winter-sport resort, winter operation has always been rather uncertain.

(Based on article in "Eisenbahn")

P.O.Corrèze, contd

POC tank loco no.64 is stored at St-Bonnet-Avalouze. The Tramuys de la Corrèze Locoos have all been cut up, but many of the pieces are still there, with piles of sleepers, and the two Billard railcars X.1 and X.2 (ex VFIL Pas de Calais, ex CFD Dordogne, 608/10) are still intact: the sole remaining stock of the TC, apart from one goods van.

10 open wagons and 12 flats have been transferred from the Réseau Breton to the POC.

(-KS)

CFD. Réseau du VIVARAIS.

Steam is still not quite dead: it is still used in winter, as the large diesel loco 040-003 is just as inefficient as the railcars in forcing a way through snowdrifts. It is also proving rather slow, and there is talk of changing the gear ratios.

0-6-6-0 Mallets 403 and 404 (SLM 1668/9 of 1903) were in the shed at Le Cheylard, one of them being retubed: 401 and 414 (SLM 1666/1902 and SACM 7446/1927) were stored in a siding round the back of the shed and are unlikely to run again. The larger one, 414, was said to be definitely condemned. Derelict at St-Julien-Boutières (between Le Cheylard and St-Agrève) are 0-6-6-OT's 405, 406, 407, 409 (SLM 1670-2/1905, SACM 7445/1927), 2-6-OT no.61 (Fives 2725/1890). At Raucoules-Brossettes, the former junction for Yssingeaux, are lying 0-6-6-OT's 410 and 412 (SACM 7446/1927 & 7627/1932), 0-4-4-OT no.63 (SACM 4274/1893), and 2-4-4-OT no.521 (SACM 5820/1908). 0-6-6-OT no.408 (1673/1906), lately in store at Dunières, is believed to have been scrapped, but 413 (SACM 7628/1932) is thought to be in store at Tournon. At Easter, all three diesel tractors, X, Y, and 13, were at Le Cheylard, though Y normally lives at Lanastre.

On Easter Sunday, the 14.00 ex Dunières (railcar 212, plus trailer 11 as far as Le-Chambon-sur-Lignon-le-Mazet) had to be duplicated as far as Tence by single-ended De Dion railcar 206, which started off close behind but slowly fell further behind. The two surviving De Dions 206-7 are not used in normal service, but operate some schoolchildren's trips. It was expected that on Easter Monday diesel 040-003 would be used with all available "steam" stock from Le Cheylard for the evening train to Dunières.

(-E.K.S.)

C.F.T.A. Réseau de la SOMME

Railcar M.31 is lying outside the works at St-Valéry-Canal, minus wheels. The few coaches in regular use (whether on the mixed trains or as railcar trailers) are now being painted red and cream instead of green.

(-E.K.S.)

TRAMWAY FORESTIER DU CAP FERRET (Near Arcachon, Landes) 60cm.gauge, 2 km.long

This, the oldest of the "touristique" lines, and in fact a sort of Fairbourne railway in its situation, though entirely diesel-operated, is being very successful. In 1964, it carried 126,016 passengers. The line owns three identical Schneider diesel tractors, with Perkins 93hp engines, 6 open-sided "balladeuses" on 2 axles, and three bogie vehicles using bogies ex-TPT. In the afternoons during the peak season, three trains are in service, made up into identical sets each consisting of two four-wheelers and one bogie coach. Heavier rails have been laid, and the stations and sheds reconstructed.

TRAMWAY TOURISTIQUE DE SAINT-TROJAN (Île d'Oléron) 60cm.gauge.

At the end of 1964, the 2½km. extension from Gatseau to Maumusson was under construction. The line hopes to acquire a La Mousse 2-6-OT from the Scierie de Maizy.

+ + + + +

("CF Secondaires")

SPAIN

F.C.DE LA ROBLA.

This 212-mile metre-gauge line running from the port and industrial centre of Bilbao, to La Robla and León, has recently taken delivery of 10 Bo-Bo diesel-electric locos, numbered 501-510, built by the General Electric Co at Erie, Pennsylvania. The locos are slightly modified versions of the builders' standard U10B design, having their overall width reduced to 8'7", a redesigned cab to give improved visibility, and driving position on one side only. They have a 12-cyl. Caterpillar engine giving an output of 1,050 hp at the line's summit level of about 4,000 feet, and a maximum T.E. of 37,000 lb. The maximum speed is 64 mph, and three braking systems -- air for the loco, vacuum for the train, and dynamic braking for working heavy trains downgrade -- are fitted. It is expected that these locos will be allocated principally to the heavy coal traffic, displacing the 60-odd year old Baldwin 2-8-0's.

(-M.Swift)

LETTERS to the Editor

Mr R.L.Eastleigh, of 245 Colyers Lane, Slade Green, Kent, writes to say that he has three copies (only) left of the edition of "Surrey Life" containing the Brockham Museum article mentioned in the March "News". First come, first served! 2/6 post free (Suggest enclosing S.A.E. for return of postal order if you are too late: if in time, s.a.e. will be returned with nag. Ed.)

From Mr Sydney A. Leleux:

I was very interested to read Mr Danger's letter (March "News") on the non-availabi-

-lity

of photographs from the files of commercial postcard printers, and suggesting that the Society approach them. A list of such photographs (and the ability to purchase them) would be of great value. I believe that Real Photographs of Southport do already supply prints from their files (They do - Ed.). Another large source is the large collection held by Ian Allan Ltd. These are available to order, but the cost - 2/6 for a postcard - is prohibitive. True, there is a 5% reduction on orders of 12 or more (10% if all from one negative). Could not the Society try to obtain more favourable terms for its members?

Perhaps the high cost is partly due to the labour of finding the negative and filing it away again after use. If this is so, and if Ian Allan were willing, would it not be a good idea to copy all their narrow-gauge material and pay them a royalty, say 3d or 6d a print. They would make their profit and someone else (but who? - Ed.) would have the trouble of storing and looking after the negatives, but members would be able to buy En-prints at 1/- or less.

* * * * *

INFORMATION WANTED

A number of postcards of Australian and New Zealand subjects will shortly be issued by the Brockham Museum Committee. Further details later. These have been obtained through a contact in New Zealand, Mr B. Whebell, 48 High St., Greynouth, N.Z., who would be very grateful to receive information on the following subjects (please write direct):

- 1) Photos of Shay-type geared loco working c.1900-12 at A. Hickman & Son, Bilston, Staffs
- 2) Chaplin, Lewin, De Winton, Aveling & Porter, Marshall, Ryston & Proctor locos, but NOT converted traction engines.
- 3) Information on locos built by Shanks & Co of Arbroath, McCulloch of ???, and Henry Hughes of Loughborough, particularly a detailed list of locos built by these firms.

Mr N.R.P. Bonsor, of Danaris, Petit Port, Corbière, Jersey, C.I., author of the books on the Jersey Railway, and the Jersey Eastern and the German Occupation lines, would be glad to receive any accurate unpublished information about German railways in Jersey and Guernsey (the latter for a forthcoming book on Railways in Guernsey and Alderney).

CORRECTIONS

The Chemin de Fer du Suture mentioned in the January "News" should have been the C.F. du Salève. If space permits, a few notes on this defunct electric line will appear in the next "news".

NEW BOOKS.

Jersey Eastern Railway by N.R.P. Bonsor. (Oakwood, 15/-) (paper covers)

The Jersey Eastern was of course standard-gauge, but 18 of this book's 51 pages, and 5 of its 27 illustrations, are devoted to the extensive system of 60-cm. and metre-gauge railways constructed during the German occupation of 1940-5; a subject on which very little has been written. Also covered are two narrow-gauge industrial lines formerly existing in Jersey: the St. Helier harbour construction line, and the Ronez Quarry. The map of the German occupation lines, though showing all the essential detail, is very roughly produced.

French Minor Railways, by W.J.K. Davies, 8½" x 5½". 142 pp., plus 17pp illustrations. David & Charles, 28/-. An admirable (though possibly rather expensive for its size) introduction to French Minor Railways, both narrow and standard gauges. Those enthusiasts who have not yet visited them will probably be inspired to do so; those who have, will find much useful information gathered together here which is not readily available elsewhere. After summarising development and history of the French Light Railways, Mr Davies takes the reader on a tour of the surviving lines, region by region. Loco and railcar lists of the surviving lines appear in an appendix, and there are ample maps and an index. The photos are supplemented by line drawings in the text. The book is almost free of the misprints which foreign names usually abound in; there is one geographical boob (Le Puy has nothing to do with the Puy-de-Dôme) which is of no serious importance, and for which the present writer must accept some responsibility, as he read the typescript without noticing it!

DON'T FORGET THE SAND HUTTON BOOK! BUY YOUR COPY NOW!

Printed & published by the Narrow Gauge Railway Society.
M. Swift, Hon. Sec.

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NARROW- GAUGE RAILWAY SOCIETY
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B R O C K H A M   M U S E U M

As means of raising its income the Brockham Museum is now able to undertake photographic copying work of various kinds. The price of this is extremely competitive, and as this is a service run by enthusiasts particular attention can be paid to special requests and difficult work.

Copying can be undertaken as follows :-

- a) Copy-negative of original print. 35 mm copy-negatives can be made from any original prints up to 15" x 22" and in any condition (obviously the better the print, the better the copy). Maps, book illustrations, ink diagrams can be copied to give you a perfect negative from which you can make your own prints.
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- c) Copy-negative or monochrome slide of colour slide. Many enthusiasts have colour slides taken in various parts of the world which would make excellent enlargements for display. We can quickly supply 35mm negatives or Gevaert monochrome slides of these.
- d) Copy colour slides. It is hoped that by the time this appears in print we shall have perfected the copying of colour slides and will be able to undertake this at greatly below the normal price.

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