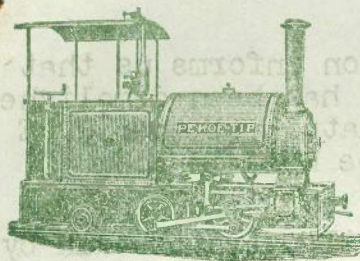


NARROW GAUGE NEWS



Issue No. 6

October 1961

PUBLISHED BY
THE NARROW GAUGE RAILWAY SOCIETY

Editor: P. G. Brennand, 37, Norwich Avenue, Leeds 10.

EDITORIAL I would like to extend a word of thanks to all those Members who have taken the trouble to write their appreciation of the standard of the present Newsheet. This in itself is encouragement of infinite value and helps to keep ones head above water, so to speak, when things are a little depressing. However, thanks are really due to YOU, as without the help and information which are still rolling in at a rate I never dreamed of, this Newsheet could not be. In front of me is sufficient material for two Newsheets, so if your article is not in print this time it is through lack of space, and will appear next time.

P.G.Brennand. Editor.

MAGAZINE Keith Davies informs us that the next Magazine, due out Dec. 1st, will be a special double issue on the County Donegal. The amount of material and photos available have precluded any other form of presentation, and the special issue can also be sold outside the Society and strengthen our financial side. We feel sure that members will appreciate this step, and enjoy what promises to be a well written and interesting Magazine.

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NOTES FROM THE AREAS.

LEEDS AREA. The Leeds Area 10th Anniversary Dinner will be held on the evening of Saturday, November 11th. A booking form with full details is included with this issue.

A full programme has been planned for the Winter season, meetings being held as usual at the Headingley Hill Church Rooms, (Cumberland Rd. Entrance), Headingley Lane, LEEDS, 6., on the first Friday of each month at the new time of 7-45 p.m.

Friday. November 1st. 'The Sand Hutton Light Railway'. An illustrated talk by Ken Hartley.

Friday. December 1st. The annual informal 'Get Together' at the home of Peter and Sheila Lee. As usual this will be a big night out with a cine show and slides. All members wishing to attend are asked to drop a card to Peter Lee at 'The Sycamores', Golcar, HUDDERSFIELD, Yorks.

Friday. January 1st. 1962. Area Annual General Meeting, followed by a slide show of general interest.

Friday. February 2nd. 'The Penrhyn Railway', an illustrated talk by Geoff Welsh.

Friday. March 2nd. 'Narrow Gauge in the British Isles, 1960-61' A general survey in colour by Mike Swift.

Friday. April 6th. 'German Military Railways in the 1914-18 War'. An illustrated talk by Jeff Lenham.

Friday. May 4th. Members evening. An informal meeting. Members are asked to bring along any slides, photos, or models.

VISITS. There are still about five vacancies for the visit to the Hunslet Engine Co. to see the steam tests of the 2'6" gauge 0-6-2 tanks for Nepal. The visit will probably take place in mid December. See Newsletter No. 4. (July) for full details. Notify by Nov. 1st. latest.

Members are invited to join an R.E.C. visit to the 3'0" gauge horse worked peat bog railway at Hatfield Moor, near Doncaster, on Oct. 29th. (Sunday). The visit will include a trip - behind a horse - over the five mile system, which is going diesel shortly. Notify M. Swift, 13, Quarry Close, Brockholes, HUDDERSFIELD, Yorks. immediately.

BIRMINGHAM AND MIDLANDS AREA. Area Agent Ron Heaton informs us that although their H.Q. has been demolished, they have been able to arrange alternative accommodation at the 'HOPE & ANCHOR', Edmund St., Birmingham. Meetings will be held in Room 10, at 7-00 p.m. for 7-15 p.m. start.

Tuesday 31st October. 'The Southwold Railway'. An illustrated talk by the Rev. E.R. Boston, who has made this line his particular study.

Tuesday, 12th December. 'Certain Aspects of the Isle of Man Railway' by Doug Clayton, which promises to be a most interesting and unusual evening.

Ron Heaton trusts that you will be able to get along to these meetings, and looks forward to welcoming all area members at the new venue.

NORTH WEST AREA. Area Agent John D. Morley (12, Knowlys Drive, HEYSHAM, Lancs.) would welcome letters from all Area Members with a view to forming an active nucleus to gather periodically at a central point in the Area. Area Members are asked to contact John as soon as possible to help him further this aim.

Sunday, 26th November. Area Annual General Meeting at the Railway & Commercial Hotel, Station Approach, PRESTON, subject to room being available. The meeting will start at and all members requiring tea are asked to advise John as soon as possible. The arrangements will be confirmed.

LONDON & SOUTH EAST AREA. Meetings will continue as usual throughout the winter at the M.R.C. Headquarters, Keen House, 4-8, Calshott St., LONDON. N.1. at 6-30 p.m. for 7-00 p.m.

Saturday, October 21st. 'Industrial Miscellany' in colour by Mike Swift.

The November meeting (date as yet unfixed), will be an illustrated talk on Continental narrow gauge by Trevor Rowe.

The visit to Motor Rail Ltd., and Mr. Fisher's De Winton on 2nd Sept., which was to be held jointly with the W.&L.R.P.Co.Ltd., unfortunately had to be cancelled due to lack of support.

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WELSHPOOL & LLANFAIR.

M.J. Wilkinson of Coventry informs us that the W.&L. is in danger of being unable to reopen at all unless a service is running next year. A lot of help is urgently needed and will be gratefully accepted. Since 'THE EARL' arrived it has been repainted and been used on P.W. trains. The present H.Q. of the line is Castle Caerinion, with brackwork in progress on the Llanfair - Castle section. Location of stock on 15th Sept. was as follows:-

Raven Square. 3 RAVEN 4wD Ruston 170374/34; 4w Brake No.1 & No.2; ex. C.& U. bogie flat No.35. Golfa. Ex C.& U. 5 compt. 40 seat bogie semi-open coaches 196 and 199, built Cravens, Sheffield 1941. Castle Caerinion THE EARL; 4w Vans 4 and 6; 4w opens 7 and 9; and C.& U. bogie flat 38. Llanfair. 4w open 8; plus two others un-numbered; 4w cattle truck 3, ex GW 38088; bogie flats 32, 33, 41, and 134, a wooden side tipper from Jee's Hartshill Quarries, and a small wooden open wagon from J. Lysaght, Scunthorpe. Bogie flats 33, 35, and 38 were built by Cravens 1941. Two more semi-open coaches are to be obtained from the C.& U., and steps are being taken to obtain the combination coach and a Drewry 0-6-0D.

On Sunday, Sept. 24th, four Leeds Area members were chauffeured to Welshpool by Pete Halton to take part in the 'open weekend'. We arrived in pouring rain, and as there was no activity at Raven Square, set off up the valley. A short way out we passed a column of smoke rising from the fields, and stopped at a convenient point on the lineside to record the passing of the train, composed of THE EARL, one coach and a brake van. We parked the car at Castle, and boarded the train; which was strengthened with the other coach; for the run to Llanfair. Jim Maxwell worked up to a reasonable speed on the favourable stretches of track, but the coaches rode perfectly, indicating that the track is in very fair condition. At Llanfair the rain ceased, and some time

was spent here to enable the party to enjoy their lunch. THE EARL ran round, remmarshalled the train, and the coating of rusty water which had sprayed up from the wheels was removed before the return trip. It was obvious that a lot of work had been put in on the track during the last two months, but there is still much to do before the M.O.T inspection. During the return run a stop was made at the water tower, and this setting provided good scope for the photographers. The only mishap occurred near Heniarth, where Allan Barnes had the job of getting two cows and three pigs out of the way of the train! Some attention will have to be paid to fences before services start. The W.& L. are to be congratulated on their achievements, and the provision of an excellent demonstration of the line for their members and friends.

VISIT TO GUINNESS'S BREWERY, DUBLIN. September 6th.

Ron Redman paid a visit to this system and reports as follows: The famous William Spence locos are still to be seen, but all traffic on the 1'10" gauge system is worked by the Planet diesels, the remaining steam locos being used in the 5'3" gauge conversion bogies.

No.15 has been fully restored and is on permanent display with three tiny 'back-to-back' 4 wheel coaches used for touring the brewery in earlier days. The loco shed had a number of diesels in for shopping, and in one corner were the remains of No.22, awaiting scrap, its marine type boiler having been already removed. No. 21 was found near the end of the famous spiral tunnel, still intact, but expected to be scrapped soon. After traversing the 2½ turns of the spiral tunnel to the 5'3" gauge section No.23 was seen under the lifting gear ready for mounting in a broad gauge haulage wagon, while No.17 and 23 were in steam on haulage wagons for shunting broad gauge stock.

Ron says he can strongly recommend a visit to this 8 mile system, and on top of this, there is the end product - you will be sure to be asked to sample it..

WEST CLARE. The last remaining steam loco from the West Clare, 5C had stood at Inchicore Works since it last worked in 1956 for the filming of 'The Rising of The Moon' on the West Clare, but was cut up for scrap last July. The loco was one of three 0-6-2T's built by Dubs in 1892, and had the odd feature of trailing wheels the same size as the coupled wheels. One the West Clare tracklifting had almost reached Ennistymon by mid-July, and is probably nearly complete by now.

FAIRBOURNE. Yet another addition to stock arrived in July; SYLVIA, a Bo-Bo Petrol loco built by G.& S.Eng.Co., Stourbridge 14/61. It is 16 feet long, with cab each end, and is similar in appearance to the Southern Region E5000 electric locos. Livery is green, and the loco is fitted with Westinghouse braking equipment actuating disc brakes on each bogie. It is intended to fit all stock with Westinghouse brakes.

FESTINIOG Rly. The sole surviving Quarrymens coach (apart from one converted to a brake van), has been pressed into service for passengers on the 'short' train with the 4 wheel coaches. An extra train has been run each weekday since July 9th, leaving Portmadoc at 10-45, and Tan-y-Bwlch at 12-15. This is the '3rd class only' set, with the four wheelers, which also forms the 2-45 up, and 4-07 down. As a result of the extra the advertised 10-30 leaves at 10-20. The 12-15 down crosses the 12-30 up at Penrhyn, and the afternoon trains cross at Minffordd at 4-40.

TAIYLLYN RLY. No.6 DOUGLAS, returned to service near the end of July with a new steel firebox. The boiler of No.3 SIR HAYDN was sent away at the same time, and the frame of No.3 turned round so as to face the same way as the other locos. It is intended to remove the vacuum brake from this loco to enable a doorway to be cut in the left hand side of the cab, where the brake cylinder previously made this impossible. To August traffic showed an increase of 5,000 on 1960, and 3,000 on the record 1959 season.

VALE OF RHEIDOL. In August 7 and 9 were in use, 8 being away at Swindon. The telephone wire along the sleepers has been removed, and it is understood that any messages are now sent by the public telephone system.

(The above notes on the Welsh scene were provided by Keith Stretch.)

4.

B.R. HORWICH WORKS. (Courtesy of Keith Davies.)

WREN, the 18" gauge 0-4-OST built by Beyer Peacock is now preserved in a corner of the erecting shop, fully repainted and lined out. The Ruston diesel is still in use on the narrow gauge system.

ISLE OF MAN. (Courtesy of Keith Davies)

The ex C.D.R.J.C. Railcars are still at Douglas, but one has been repainted in I. of M. red livery. The Groudle Glen line reopened this year with the Bagnall 2-4-OT POLAR BEAR and five coaches. It is possible that SEA LION will be sent to Bagnalls for repair.

PIEL & WALNEY GRAVEL CO. LTD., (Courtesy of John D. Morley and Dave Bailey)

GANNET 0-4-OWT Orenstein & Koppel 12242/30 is now the only steam loco left. It was previously named VYRNWY. The second Balmforth loco was scrapped in Sept. 1960. When a ship requires loading the two yellow Hudswell Clarke 4w Diesels work with the OK.

For those intending to visit the system the following information supplied by John Morley may be of interest. The pits are in a very inaccessible position, with no public transport for miles. The nearest village is Biggar, but the road from there is rough, and as it is flooded at certain states of the tide it is recommended that enquiries be made at Biggar before attempting the crossing. The road is submerged for about an hour, during which the mild at the Queens Hotel is worth investigating. As the road also passes through a bird sanctuary a permit is required. The company receive a large number of requests for visits, and while not objecting to small parties they do not encourage large numbers.

The track is 3'0" gauge and runs about a mile from the pits to the jetty, and the rolling stock is a number of ruggedly constructed wooden side tippers. There appears to have been a smaller type of wagon with steel frames, but the remains of these is all that can now be found.

Further information can be obtained from the Library files on Sand and Gravel Pits, and Vertical Boiler Locos.

SCOTTISH GAS BOARD, GRANTON WORKS. (David Bailey).

The Andrew Barclay 0-4-OT 1871/25 was in use on 9/8/61, as the diesel was in shops with a fractured cylinder block. When replaced by another diesel the Barclay will probably be preserved by an enthusiast in the Glasgow area. No. 5 (AB 988/03) of the Granton stud was bought by Mr. J.H. Farr, of Edinburgh, and he has beautifully restored it in apple green livery lined white, with red rods, and it now keeps company a collection of vintage and veteran cars, a Merryweather Fire Engine, and an Aveling steam tractor.

BRITISH ALUMINIUM CO., LOCHABER WORKS, FORT WILLIAM.

The two steam locos here 1 SIR MURRAY MORRISON, Kerr Stuart 1916, and 2 LADY MORRISON, Hunslet 1936, were noted in the shed on 7/8/61, having worked at the end of the previous week.

B.A.C. FOYERS WORKS.

The beautiful little Barclay 0-4-OT was steamed at the beginning of the summer and moved to the other side of the works, as her old shed was due to be demolished. She now stands in a half completed shed, sheeted over. There has been no work for her here for many years, and there is talk of her being preserved.

EASTWELL IRON ORE CO.

On 12/9/61 the scrap man was at work in the process of cutting up PIONEER. According to him the two remaining locos, NANCY AND BELVIER are to be saved. The former has been purchased for preservation, and the latter is being kept by the company, possibly for Sealdwell.

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NEWS FROM ABROAD. (Keith Davies)

AUSTRIA. Zillertalbahn.

Traffic, both passenger and goods, is very heavy and six transporter wagons from the Hummlinger Kreisbahn are being put into traffic. Two Bo-Bo DE locos built by Waggonfabrick Simmering have been obtained second hand, possibly from the Lamingtal Schleppbahn, and will be working train next year. The 0-10-OT No. 4 is in shop for wheel repair, having shed a crankpin.

Achenseebahn.

Traffic heavy with all three 0-4-0 rack tanks in use.

FRANCE. C.F.D. Réseau
du Vivarais.

Two regular steam passenger trains work during the summer, the Sunday evening 'holiday' train from St. Agreve to Dunieres, and the mixed in the early hours of the morning on Tuesdays from Le Cheylard to Lamastre. Two Malletts are regularly used one based at Le Cheylard works the Dunieres branch, while the other based at Tournon works up to Le Cheylard on Monday afternoon, picks up a coach at Lamastre, then heads the market train to Lamastre on Tuesday, continuing as a goods later in the day. The rest of the goods traffic, mainly timber, is worked by 0-6-0D's 'X', 'Y', and 13. (13 is ex Montereau-Egreville) Allocation of locos (all 0-6-6-0T) on 10/8/61 is as follows:-
Le Cheylard 404; 413 and 414 spare; 403 in shops for heavy repairs, 407 stored in the open. 0-6-0D's 'X' and 13. La Voulte - 401. Dunieres - one loco (402?). ST. AGREVE - 408. Tournon - 406. The remaining stock, two 0-6-6-0T, one 2-6-0T was dumped at St. Julian Boutieres, while at Raucoules there are six locos including 2-4-4-0T and 2-6-0T. Equipment is generally in fair condition, all types of railcars being in use.

C.F.D. Ligne de
la Lozere.

Appears to be in good condition, and on 10/7/61 received Billard 150 h.p. car 214, and trailer 22 in exchange for 100 h.p. car 314 (Returned to Le Cheylard 15/7/61.) De Dion 6w cars 201, 204 are in use, 202 being spare, and 205 out of service with a broken axle. Mallett 325 2-4-4-0T S.A.C.M. 5824/08, which hasn't been in steam for ten years is 'spare', freight being handled by 0-6-0D's 62 and 70 ex C.F.D. Charentes. Mallet 324 S.A.C.M. 5823/08 lies derelict, with a 4w trailer No.1. Trailer No.3 is stored at a wayside station.

Lyons. The district abounds in traces of the metre gauge tramways and light railways, and the O.T.L. have preserved motor bogie No.6 from the Neuville line, rack loco 1106 from the St. Just line (Now a funicular), and some trams.

GERMANY. Cheimseebahn. Stock is now fitted with air brakes, the reservoirs being mounted on the cab roof.

ITALY. Genoa. An unusual line is reported from S. Quirico (5 miles from Genoa) to Santuario della Guardia. Of metre gauge it is worked by 11 4w diesel railcars fitted with rubber tyres. Cement strips laid outside the rails enable the tyres to grip on steep gradients.

GREECE. (Courtesy F.L. Pugh) The Metre gauge Polepponesus Rly, is still largely steam worked. Main line trains are worked by ex U.S.A.T.C. 2-8-2's, and branches by 2-6-0T and 2-4-0T's.

UNITED STATES. (Courtesy of 'Iron Horse News' of the Colorado R.R. Museum) Florence & Cripple Creek Box Car No. 588 returned to Colo. from the Montana Southern after 43 years, and is probably the last F.C.C. Box Car still in existence. It was built in 1898 and is to be preserved by the Museum. The I.C.C. Examiner in the 'case' of the D.&R.G. application to abandon the Silverton branch has stated that "Public necessity and convenience required the line". Looks as if it may not close after all. Freight traffic on the D.&R.G. picked up this summer, and sometimes four freights a week rolled west out of Alamosa. July 29th last marked the 90th Anniversary of the driving of the first spike on the D.&R.G. On August 15th, 1871 the first narrow gauge passenger run in the U.S. was made 3 miles to end of track, whilst on October 23rd regular passenger services commenced to Colorado Springs.

The October issue of TRAINS has a well written and illustrated article on the Rio Grande's wonderful Mikados, the 'Mudhens', and the 'Sports Models'. Dick Kindig is the author.

A new book on the Colorado narrow gauge is due for publication any time. Written by Forrest Crossen, it deals with the Denver, Boulder and Western, and will sell at 15 dollars.

CENTRAL AMERICA. June 21st saw the 36" gauge Coahuila & Zacatecas receive two diesels. They had been on test on the International Rlys. of Central America Guatemala lines, and are understood to be for test only. They are built by General Motors, and bear F.I.C.A. No. 800 and 801.

STOP PRESS. John Morley, of Hounslow tells us we dropped a couple of clangers in the last issue. The correct name of the builders of ERNEST W. TWINING and RACHEL, as well as the Dudley Zoo locos, is G. & S. Light Engineering Ltd.. We also gave the number of ERNEST W. TWINING as 57251, which should be 57512, as stated in 'ABC of Miniature Rlys.'

WELSH HIGHLAND RAILWAY SOCIETY. Membership Sec. Mr. G.S. Chadwick has asked us to publish the following:

The Society was formed officially at an inaugural meeting in Shrewsbury on July 16th, which was attended by a large number of supporters. In order to expedite negotiations for obtaining the assets of the company, and to consolidate the future activities, it was agreed to bring the Society into being without delay. Over 420 applications have now been received in support of the scheme to restore a 3 mile section from Beddgelert to Nantmor or Hafod-y-Llyn, with suitable steam traction. It is hoped to hold a full General Meeting in due course when negotiations for the trackbed are completed, and everyone who has already notified will be informed in good time. Until this meeting, temporary officers were elected at the first meeting as follows; Chairman - W.J. Brown, of Stoke on Trent. HON. Secretary, R.G. Honeychurch, Shrewsbury, Hon. Treasurer, P.H. Bevan, Shrewsbury, all of whom would like to express their thanks to those who have made enquiries.

An application has been filed to the Town Planning Committee of Caernavon County Council, and it is felt that the response will be a favourable one.

Enquiries are being made for 45lb. and 50 lb F.B. rail, steam locos, and diesel locos, as well as suitable rolling stock, cast steel wheels and axles, and many other items. A suitable steam loco is proving difficult to locate, but enquiries are being extended to France, where there are, or were, many 60 cm. gauge lines whose equipment would be suitable for the line.

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Additions to Membership list.

ORDINARY MEMBERS.

BEARD, D.R.	Southlow Cottage, Wetley Rocks, Stoke-on-Trent.
DAVIES, D.	66, Charles Lane, London. N.W.8.
HEATH, L.I.	214, Lake Road, East, Cardiff.
KILNER, B.	34, Wilmar Drive, Salendine Nook, Huddersfield.
LAMBERT, I.N.	51, Northfields, Letchworth, Herts.
ORMISTON-CHANT, R.C.	17, Roseleigh Ave., Burnage, Manchester.19.
REDMAN, R.N.	11, Outwood Walk, Horsforth, Nr. Leeds.

JUNIOR MEMBERS.

ADAM, N.D.	11, Madeira Park, Tunbridge Wells, Kent.
BRANDRICK, J.T.	38, Woolmere Road, Birmingham, 23.
INGRAMS, T.R.	128, Longmead Drive, Albany Park, Sidcup, Kent.

Change of Address.

CUNNINGHAM, R.B.	2, Lansdowne Ave., Bexleyheath, Kent.
HOLDSWORTH, H.	76, Tower Lane, Leeds. 12.
LANHAM, J. G.	30, Woodhead Rd., Holmfirth, Huddersfield, Yorks.

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The Society Christmas Card will be ready by the time this Newsletter reaches you. This year the design is an attractive drawing of the Vale of Rheidol train on the upper section of the line, with the usual greetings printed both outside and inside. Order yours NOW from the Publications officer - an order form with full details is enclosed.

(Don't forget to book for the dinner either!)

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LATE ITEM. Talyllyn Rly. has had a record year, carrying 73,985 to 8th September. This is 10, 484 over last years figure. R. & E.R. also had good season, with some 76.000 passengers.