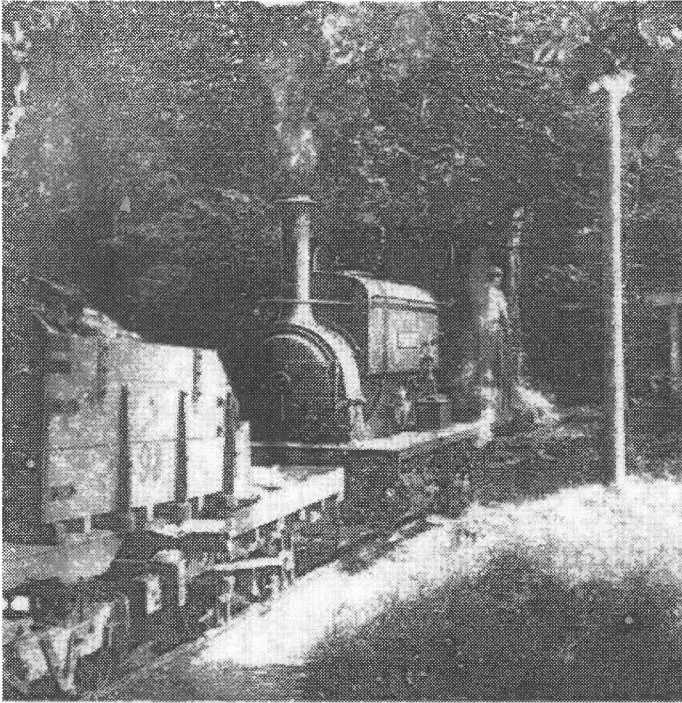


# THE NARROW GAUGE



**THE NARROW GAUGE RAILWAY SOCIETY**

**No.16 1956 / 1**

## THE NARROW GAUGE

Issued by the Narrow Gauge Railway Society, Leeds, Yorkshire, England

No. 1956/1 \*

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[\* No. 16 in numerical sequence]

### **Magazine**

With this issue we hope that we have carried our improvements a stage further. If this new method of photographic reproduction is as successful as we believe it to be, we shall, in the very near future, be able to give you a page of photographs inside the magazine as well as on the cover. For reasons of economy we have had to arrange for the next four issues to be provided in this form. If you are satisfied with the innovations which we hope to introduce during the year, we shall continue to do our best to improve when and where we can.

One of our members recently wrote to us suggesting that we should include in each issue a list of articles and books relating to narrow-gauge railways which have been published during the three months between issues. This is an excellent suggestion and we present a short list this month. But we must point out that for our list to be complete, we should have to take every periodical published. This your committee find financially impossible.

We therefore appeal to YOU to let the Editor know of anything that you may have read about narrow-gauge recently, with details of where you read it. We do not mind how many people send the same notice, that is what editors are for; or so we are told! We will sort them out, and will try to acknowledge your letters individually if we can. But PLEASE remember the s.a.e.

**The NGRS Modellers Cup** was awarded at the M.M.R.S. Exhibition to Mr. A.J.Powell of Moira, Burton-on-Trent, for his "Ross & Sutherland Border" coach.

### **Administration**

On the back page of each issue you will find the names and addresses of members of the Committee. To assist you when you write, here is a list of their various duties

Hon. Secretary : answers initial enquiries about the Society; maintains contact with railways, manufacturers, and other Societies as necessary.

Asst. Hon. Secretary : assists in the above matters; arranges local meetings and ancillary functions.

Hon. Treasurer : all financial matters; enrolment of members; issues cards and receipts.

Chairman : responsible for calling meetings; also magazine editor.

Model Engineering Rep. : all model engineering matters; all enquiries re. drawings, scales, gauges, and American n-g railroads etc.; holds NGRS models and arranges for their display at exhibitions.

Hon. Librarian : all Reference Dept. matters.

Asst. Hon. Librarian : assists in the above; holds Society badges.

Industrial Rep. : all matters relating to movements and location of locomotives and rolling-stock; liaison with Hon. Librarian in preparation of narrow-gauge railway lists etc.

Technical Advisor : all matters relating to locomotives and rolling-stock belonging to the Society.

**The Front Cover photograph** was taken by Mr. Ivo Peters of Bath, and shows locomotive "Quintus" running through the woods near Creech Grange with a clay train on Pike Bros., Fayle & Co. Ltd's private line in the Isle of Purbeck. (This is the 1955 AGM prize-winning photo).

**Proposed Visits** to various narrow-gauge railways this year are as follows :

April 22<sup>nd</sup> : W.G.Bagnall Ltd., Castle Engine Works, Stafford. Meet outside the main works entrance 2. 0 p.m.

June 3<sup>rd</sup> : Nocton Estates Light Railway, Nocton, near Lincoln. Meet at the main installation which adjoins former Nocton & Dunston Station, B.R.(Eastern Region) at 2. 0 p.m. - 2.30 p.m.

July 15<sup>th</sup> : John Knowles & Co (Wooden Box) Ltd., Woodville, near Burton-on-Trent. Meet at the firm's main office building, 2.30 p.m.

Ireland : the visit to Ireland will probably take place during the week commencing August 27<sup>th</sup> and will be of six days duration, Dublin-back-to-Dublin. Full details regarding cost and itinerary from L.Hyland, 40 Old Finglas Road, Glasnevin, Dublin.

Austria : the special party will leave London on Saturday 18<sup>th</sup> August, travelling via Dover-Ostend, and will cover the Bregenz-Bezau, Jenbach-Achensee, Jenbach-Mayrhofen, and Zell-am-See narrow-gauge lines, also three metre-gauge electric lines which radiate from Innsbruck. Estimated cost per person £23. We require at least 15 in the party, so why not take this opportunity of seeing some of Europe's finest scenery AND fascinating narrow-gauge lines at the same time? Send foolscap s.a.e. to the Hon. Secretary for itinerary, now in course of preparation. Not limited to NGRS members.

Ravenglass & Eskdale. We are looking into the possibility of a special trip to this line from the Leeds area, and details will be announced in the next issue.

IMPORTANT : WITH THE EXCEPTION OF THE IRISH AND AUSTRIAN TRIPS, IT IS ABSOLUTELY ESSENTIAL THAT MEMBERS INTENDING TO PARTICIPATE IN ANY VISITS SHOULD ADVISE THE ASST. HON. SECRETARY MR. R.N.REDMAN (SEE PAGE 12) BY POSTCARD AT LEAST TWO DAYS BEFOREHAND.

### **Subscriptions**

As most of you know, these were due on 1<sup>st</sup> November (with the exception of members who joined during September or October; their FIRST subscription carries them through to the following November). Will ALL members who have not renewed their subs. please note that this is their final magazine.

By the way, when renewing your subscription, PLEASE enclose an s.a.e. and PLEASE print your name alongside the address on your letter; we apologise for any strange names which may appear on some receipts this time, but the remedy is in your hands! Some members have received new cards; if the new one is in better condition than the old one, please transfer the number on the front of the old card to the new one, and destroy the old card.

Only one card should be held by a member, and this is only valid with a paid-up receipt fixed inside.

### **Talylyn Railway**

For the benefit of any prospective visitors to Towyn this year, we give here a brief summary of the train service operating from May 19<sup>th</sup> to September 22<sup>nd</sup>, weekdays only.

Towyn (Wharf) dep. 10. 25 a.m. 2.10 p.m. (B) 3. 00 p.m.  
Abergynolwyn arr. 11. 20 a.m. 2. 55 p.m.(B) 3. 55 p.m.

Abergynolwyn dep. 11. 50 a.m. 4. 40 p.m.(B) 5. 00 p.m.  
Towyn (Wharf) arr. 12. 40 p.m. 5. 30 p.m.(B) 5. 50 p.m.

Both Up and Down trains stop at all intermediate stations. An additional train (B) runs from July 25<sup>th</sup> to September 1<sup>st</sup>, stopping only at Dolgoch.

N.B. On Good Friday and Easter Monday only, trains leave Abergynolwyn at a later time, i.e. 11.50 a.m. and 4. 15 p.m. There is no morning train on Easter Saturday.

Official timetable leaflets can be obtained from Mr. R.K. Cope, Hon. Publicity Officer TRPS, "Brynglas", Beckman Road, Pedmore, Stourbridge, Worcs. Price 3d post free.

### **Photographs**

Mr. R. Sharp, 20 Greystoke Road, Macclesfield, Cheshire, has received from Mr. Knowles, of Dalby, Queensland, a short list of photos, prints of which he would be prepared to supply to members. These include a number of {views of} the Queensland Railways, the former 2' 6" Victoria lines, and sugar tramways. Among the latter are several views of a Shay geared locomotive.

Mr. Sharp would be pleased to hear from any member interested in obtaining prints of Mr. Knowles' photographs.

**Comment from "Down Under"** ".....I am very pleased with the improvements in the magazine....."

### **Centre-Page Supplement**

Commencing with this issue we are including a centre-page supplement, which can be detached without spoiling the contents of the magazine. Next issue we hope to present a page of photographs, and so on alternately with each issue.

### **Festiniog Railway**

Preparations are now well under way for the Summer Service, which is planned to start on Whit Saturday. Until the beginning of July, trains will run in the afternoons only; thence a full hourly service will run throughout the day, leaving Portmadoc on the hour.

An afternoon service will operate on Whit and August Bank Holiday Sundays only.

In connection with the Festiniog Railway Society Annual General Meeting, a display of Festiniog Railway rolling-stock is being arranged at Portmadoc on 24<sup>th</sup> March.

Mr. Will. Jones, a former platelayer, has rejoined the Company and has already made considerable progress with the rehabilitation of the track between Boston Lodge and Minford. At the Boston Lodge Works, much tidying up and scrapping of poor wagons has been carried out during the winter, together with the provision of water supplies and the rebuilding of the pit in the Works Yard.

SNAEFELL MOUNTAIN RAILWAY 1895-1955.

Illus., paper covers, Price 1/-. Published by the Light Railway Transport League.

### SOME RECENT ITEMS OF NARROW-GAUGE INTEREST

- "The Locomotive", February : photo of narrow-gauge train on standard-gauge flat cars.  
letter and photo of Yugoslav State Railways 2'6"-gauge 2-8-2
- "Model Railway News", Feb. : Cavan & Leitrim Railway article, photos and drawings of open wagons
- "Railway Modeller", Feb. : Vale of Rheidol Railway photos of track and points  
March : Manx Northern Railway 0-6-0T "Caledonia", photo and line drawing
- "Model Rwy. Constructor" Feb. : Welshpool & Llanfair drawing of "Countess", photos of cattle van and timber trucks  
Mar. : Lynton & Barnstaple bogie van and open truck - line drawings and photos
- "Model Engineer", Jan 5<sup>th</sup> : article by Bryan Morgan "Trains with an accent" (French)  
Feb. 2<sup>nd</sup> : New Zealand - Story of K-class 916  
RAF desert line on the island of Masirah (Far East)  
Feb 9<sup>th</sup> : Article featuring German narrow-gauge trains, also photo of Lake of Bays n-g railway (U.S.A.)
- "Irish Railfans News", Jan. : West Clare Railway article
- "Railway Magazine" Jan. : Monte Generoso Railway - letter and photo re dieselisation  
Feb. : New Zealand - article on Rimutaka Deviation  
Mar. : Hedjaz Railway - article, also photo of County Donegal Railway railcar No. 1.
- "Railway World", Jan. : Festiniog Railway Today - article  
Feb. : Clogher Valley Railway - short article  
Mar. : New Zealand Railways - article, also two photos and details of Tralee & Dingle No. 5
- "The Locomotive", Dec.: Schynige Platte Railway - letter and photo  
Jan. : Guaqui La Paz Railway - photo and details of new 2-8-0
- "Railway Gazette", Jan : Malayan Railway - article

## The Narrow-Gauge Railways of Queensland

*J. Knowles*

With the exception of 68 miles of standard (4' 8½") gauge, all railways in Queensland are of a narrow gauge, including 6,500 miles of 3'6"-gauge Government lines. Of greater interest to NGRS members are the lines of even narrower gauge; there are many of these, of 2'0"-gauge, serving the sugar-cane fields.

Each sugar milling company has lines radiating from its mill in the town to the principal sugar fields in the surrounding district. Temporary lines on which wagons are hauled by tractors are laid from these permanent lines into the fields where the cane is being cut. A locomotive runs out with a long rake of empty trucks and returns picking up the loaded ones, although two or three trips may be necessary to pick up all the full trucks, as they vary in weight from two to three tons when loaded. Careful driving is needed in switch-backs and on curves, as the trucks derail if bumped together hard.

The total mileage of such permanent lines is 1,494; on these run 184 locomotives and 31,658 trucks. Although the locomotives are still mainly steam, there are now many small diesel locos of approx. 200 hp running on the cane lines, especially in the districts distant from coalfields. The greatest number of locomotives operated by one mill is ten, this honour being shared by the South Johnstone Mill at Ingham and the Isis Mill at Cordabala. The general speed limit is 15 mph., the lines and rolling-stock being frequently examined by the Government Inspector of Machinery.

Although built as cheaply as possible, many of these lines have quite large engineering works, with deep cuttings and high embankments and some quite impressive bridges. Two mills operate ferries across rivers which would be rather costly to bridge.

During the 'season' from June to November, these tramways operate 24 hours a day and all the locomotives are equipped with electric headlights for night operation in either direction. During the rest of the year, the locomotives and tracks are overhauled along with the rest of the mill machinery.

Other narrow-gauge railways in Australia have closed on account of low traffic. The cane tramways, however, are continuing to extend, and it seems that there will always be narrow-gauge railways in Queensland.

The other two narrow-gauge lines are both connected with the sugar industry. The Queensland (Government) Railway operates 30 miles of 2ft.-gauge line near Innisfail. Seven steam locomotives are used, but two 153 hp. diesels are on order. The principal traffic is bagged sugar from the mills to the port. The Douglas Shire Council's line from Mossam to Port Douglas is now mainly used for the same traffic, and is operated in conjunction with the lines owned by the local mill. Both these lines formerly carried passengers and had carriages for that purpose.

Several lines have been closed; the 2'6"-gauge line from Palmwoods to Buderim operated a Shay geared locomotive as well as others, while from Nambour, five miles from Palmwoods, a 2ft-gauge line ran up the Blackhall Range to Mapleton. Two Shay locomotives operated this line, and when it was closed during the last war they were sold to the Moreton Central Sugar Mill of Nambour, which rebuilt them into one good machine. This odd-looking locomotive, with two vertical cylinders on the right side of the boiler driving a cardan shaft to the bogie wheels, is now the only Shay locomotive operating in Australia. Both these lines carried passengers but road transport forced them out of business.

An interesting 2ft-gauge system once existed on the Atherton Tableland, inland from Cairno. From Boonmoo on the Government line, tracks ran inland to Stannary Hills, Irvinebank and Rocky Bluff, with 1 in 27 ruling grades and 2-chain curves. The total mileage was 34½, and the line depended on traffic from tin mines. The Irvinebank Tramway Company had five different locomotives during its existence, and constructed its own rolling-stock, including passenger cars. When traffic from the mines at Rocky Bluff died away in 1930 the line was shortened, making the mileage 29½. In 1936 the mines and smelters at Irvinebank were closed, and this interesting railway closed with them.

(As space in the magazine is limited, Mr. Knowles article has had to be rather brief and we apologise for any errors in identifying place-names. If any members are interested, the author would be pleased to answer any questions addressed to him c/o Box 46, Dalby, Queensland, Australia. In a letter to the Hon. Secretary at Christmas, Mr. Knowles took the opportunity of wishing the NGRS as a body all the best for 1956. Ed.)

### **Cavan & Leitrim Journey**

*L. Hyland*

A visit to The Cavan & Leitrim Section of C.I.E. on a showery day in January last, revealed that the coal traffic - the mainstay of the line - has resumed after a number of suspensions in 1955. As the day of the visit was a Saturday following a Church Holiday, and no coal had thus been mined the previous day, there was little evidence of the 25-30 wagons worked daily from the Derreenavoggy sidings to Dromod for transhipment to the standard gauge.

The train (12. 20 p.m. Dromod - Belturbet) comprising loco 8L, small four-wheel van 1L, and the new bogie coach 7L (built in Inchicore in 1953) was gently simmering in the platform. Ten minutes before departure time it pulled out and shunted into the goods loop to pick up the seven wagons which were to be its complement for this trip. At 12. 20, without returning to the passenger platform, the train departed with the customary whistle, warning the gatekeeper at Clooncahir of its coming. The passenger complement was 21 which by normal C&L standards is very heavy, and a momentary stop at Dereen Halt added one more to this. At Mohill there was a delay of 19 minutes while 8L busied herself detaching three wagons and attaching two in their place, before following the time-honoured practice for this train, of taking water at the tank on the Up platform. With but six aboard she pulled away up the steep rise and, halting at the three request stops - Adoon, Fenagh and Lawderdale - pulled into the hub of the C&L, Ballinamore.

Here loco 3T with a true C&L train - Guards Van 14L and Compo 5L - were waiting standing in the bay, and on arrival of the 12.20 obediently backed down onto its tail to lift the Drumshambo wagons, before steaming away to the west. Loco 5T was in steam outside the shed ready for the 14.40 to Dromod, whilst 2L, 3L, 4L and 10L were also outside the shed but not in steam. 4T and 12L were in the sidings at the back, withdrawn from active service.

At 14.00 the Belturbet train departed from behind the Up platform, where 8L had been coaled, now with but two passengers, one of whom alighted at Garadice Halt. Passing through Killyran, a stop was made at Bawnboy Road where time was spent shunting wagons and picking up almost a dozen shoppers bound for Ballyconnell. An interesting feature is that the goods loop at Bawnboy Road is still laid with the old C&L permanent way. Water was again taken at Ballyconnell and a trip made into the sidings for another wagon. Onward to Tomkin Road for one more passenger and into Belturbet just over ten minutes late. 8L first dispersed the wagons of her train and then repaired for a drink before the return journey to Ballinamore.

## Preservation

On November 15<sup>th</sup> 1955, Mr. B.L.Curran, Manager of the C.D.R., handed over to the Lord Mayor of Belfast the County Donegal Railways railcar No.1. It is to be preserved in the Transport Museum in Belfast. The car is petrol-driven and was built by Allday & Onions in 1906. This vehicle was the first railcar to operate in Ireland. (Irish Railfans News)

## London & S.E. (Joint) Areas Meetings

Held at the Ship Inn, Wormwood Street, London E.C. (near Liverpool Street Station), commencing at 7. 15 p.m. :

March 24<sup>th</sup> : "Tallylyn Railway" - special film and historical survey by J.C.Flemons.

June 30<sup>th</sup> : Area AGM followed by film show.

## NGRS Officers and Committee

Hon. Secretary : E.G.Cope, 10 Piece Wood Road, Tinshill Lane, Leeds 16.

Asst. Hon. Secretary : R.N.Redman, 11 Outwood Walk, Horsforth, Leeds.

Hon. Treasurer : J.M.Birdsell, 7 Broomhill Drive, Leeds 17.

Chairman & Magazine Editor : T.H.Spink, 37 Leeds Road, Wakefield, Yorks.

Hon. Librarian : R.P.Lee, c/o Hale Cote, Milton Street, Swinton, Yorks.

Asst. Hon. Librarian : A.S.Dunning, 41 Longden Avenue, Beaumont Park,  
Huddersfield.

Industrial Representative : K.Lister, 95 Dewsbury Road, Leeds 11.

Model Engineering Representative : P.S.Halton, 18 Eden Crescent, Burley, Leeds 4

Technical Advisor : P.G.Brennard, 37 Norwich Avenue, Hunslet Carr, Leeds 12.

Please remember to enclose an s.a.e. when writing to any of the above for information, etc., (Note : all subscriptions must be sent direct to the Hon. Treasurer)

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We are very much indebted to Mr. V.Bradley for his suggestions regarding the magazine, some of which had already been planned and are to be put into practice as the opportunity arises. He also sent us a list of Industrial Railways still in operation; this is being checked by our Industrial Representative before being passed to the Reference Dept. We hope that more members will follow Mr. Bradley's lead. Ed.

*Cover printed by Roneo Ltd., Leeds.*