

NARROW GAUGE NEWS

Issue No.4

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News Editor:

P.G.Drennand, 37 Norwich Avenue, Hunslet Carr, Leeds 10.

AREA NOTES

Leeds Area. Ron. Redman, Agent, 11 Outwood Walk, Horsforth, LEEDS.
Meet at Headingley Hill Church Rooms, Headingley Lane, LEEDS 6.

Ken Hartley gave a very well illustrated, enjoyable talk at the last meeting on the Narrow Gauge Railways of Majorca.

The next meeting in this Area will be on Friday, 7.30 start, June 24th when Mike Swift will be in the chair once more with another of his fine slide shows.

London & S.E. Area. Clifford John, Agent, 23 Crossway, West Ealing, W.13.
Meet at Keen House, 6-8 Calshott St, Kings Cross,
London, N.1. (Model Railway Club Hall)

We have about half the cash needed to purchase new wheels for Townsend Hook. Have you sent your donation off yet? Mr. P. Myatt will shortly be arranging working parties for the renovating of the loco. If you can help please write to him at 17 Gloucester Road, Nth Harrow, Middx.

Birmingham Area. Ron Heaton, Agent, 30 Wychall Lane, Kings Norton,
Birmingham 30.
Meeting at The Exchange Restaurant, Stephenson Place,
Birmingham.

Our Area Agent has also taken over the Publicity for the whole Society and details of meetings etc., should be sent to him, as well as to the Hon. Organising Secretary.

North-Western Area. R.C.Ormiston-Chant, Agent, 17 Roseleigh Avenue, Burnage,
Manchester 19.

The Agent has started a most interesting experiment. This takes the form of a circular letter around the members. Interesting information is passed on for others to read and enables people to enjoy fellowship in spite of their inability to meet regularly.

IAN ALLAN LTD. Our Publications Officer has obtained a concession from Messrs. Ian Allan Ltd., where the Society gets a discount on all the publications it purchases from them. Members wishing to buy Ian Allan books, booklets etc., are asked to write to the Hon. Organising Secretary (C.H. John, 23 Crossway, West Ealing, W.13) stating their requirements, and he will arrange for the items to be despatched to them without delay. We hope that as many members as possible will help the Society finances in this way, by obtaining their Ian Allan publications from the Hon. Organising Secretary.

THE BRITISH NARROW GAUGE RAILWAY
(Copy of a letter from J.I.C. Doyd, 23 May 1960)

Most of us are aware of a growing interest in narrow gauge subjects which does not seem to diminish as the subject matter disappears, rather, it appears to be enhanced by it.

Probably no one would quarrel with the observation that no other time was more opportune for a publication which will record the British narrow gauge railway before it is forgotten except in terms of sentiment and glossy pictures, valuable though these may be. To do this before most systems are extinct and within the confines of a single volume would be to do justice to each system on the simplest lines and as a book of reference, such a book would have a limited value.

By taking the long-term view however, it is possible that the project could be done on a more detailed basis; the work would be published in parts as each was completed, the whole assignment covering a number of years.

The content of each part would be geographical (e.g., North Wales, N. Ireland etc.) and each concern would be similarly treated in terms of drawings, layouts, maps etc. In this way each statutory and non-statutory company would be covered. Quite clearly the part which dealt with England in particular would have to make reference to the many industrial narrow gauge concerns of this country, but to take each as if it were on a par with the main lines would be to clutter the work with minutiae which would be out of place and context. A general chapter on industrial concerns would be provided. Similarly, projects not attempted and street tramways which 'masquerade' under the title of 'Railway (e.g. Llandudno & Colwyn Bay) are not considered within the writer's aims.

It has now been arranged between the Oakwood Press and myself, that such a book shall be commenced. Our members appear to be convinced that not only am I wealthy enough to produce these labours-of-love, but being a man of means, the time at my disposal to write them; they will be disappointed to know that I am tied by the usual bonds of business, a family and other interests far from the railway; also that my financial resources are insufficient for me to consider writing on any subject for which no return for expenses can be provided. I also assure some of our younger members (of whom I believe we have a majority?) that the tempo of life grows with age and free time becomes more precious.

However, discounting normal drawbacks, I am sure that we are agreed that the job is worthwhile and ought to be begun. Not for one minute would I suggest that I am the most suitable person to compile this material, but it seems that no other person is likely to come forward and attempt a record of this type.

I am sure that no one will accuse me of advertising in giving notice of our intentions; this note is put to those who are primarily interested first in the picture. We would entertain, a) Suggestions, b) Constructive criticism, c) Opinions, d) Contributions from anyone who has specialised; offers of help with names and addresses (but nothing in the way of notes please at this stage) can be addressed to me care of - OAKWOOD PRESS, BUCKLANDS, TANDRIDGE LANE, LINGFIELD, SURREY. Lastly, please do not be offended if an acknowledgment is

not made; I simply refer you to the time factor I have already mentioned.

James I. C. Doyd.

DOWATER'S UNITED KINGDOM PULP & PAPER MILLS, SITTINGBOURNE.

Report of a visit undertaken on
1st June last, by K.C. Broderick

Latest development at the Kemsley Mills is the extension of standard gauge track into the actual mills near the main workshops; this will not curtail the use of the 2'6" gauge system, however, as mixed gauge track is being laid in the area affected. Work on this project was well under way at the time of the visit.

The locomotive position is as follows: 'MONARCH' (New firebox) 'PREMIER' (General overhaul), and 'CONQUEROR' (Complete and ready for painting, which is undertaken now by an outside firm) were all in the workshops.

In the absence of the usual 'main line' loco, 'MONARCH', the through work in between Sittingbourne mills and Ridham Dock was being performed by 'ALPHA' coping with the usual loads quite effectively.

'LEADER' and 'MELIOR' were shunting the yards at Sittingbourne, whilst at Kemsley Mills, 'TRIUMPH' and the fireless loco 'UNIQUE' were doing the shunting work, with the other fireless loco, 'VICTOR' acting as standby for 'UNIQUE'.

Transfer work between Kemsley and Ridham Dock was in the hands of 'CHEVALIER', 'SUPERB' and 'SUPERIOR', whilst at the dock itself, 'EXCELSIOR' and the Battery loco were in use.

The Hunslet diesel, which is usually regarded as a standby to the battery loco, was also in use at Kemsley, thereby indicating that, with every available loco in use the absence of 'MONARCH' is evidently felt in all quarters!

Trains composed solely of workmen's coaches are still run at the changing of shifts, but the majority of the through trains are classed as 'Mixed' trains.

Experiments are being conducted with colour-light signals in the cutting at Kemsley with a view of operating them by means of a time limit.

One interesting point, is that pebbles are now added to the loco's fires with the object of creating a broken surface at the base of the clinker in order to permit a greater flow of air.

ODDMENTS SECTION (From various sources)

The former offices of the 36" gauge UINTAH R.R., the line that had two beautiful 2-6-6-2 articulated tankers, now running in Central America, were burnt down April 1st. These were at Mack, Colorado.

On Wednesday, Feb. 10th, 1960, Eastbound freight hauled by engines 498 and 497 on D & R.G.W.'s 36" gauge Cumbres Pass section were derailed in really thick snow.

What is believed by the oldtimers to be the first Rotary Snowplow trip over the Alesosa-Chama section since 1912, was performed on March 9th., had to battle snowdrifts estimated to be 20 feet thick.

Engine roster of the D & R.G.W. at beginning of year stood at 22 Mikados.

Don't be surprised if the recently sold Silverton Branch doesn't go back to freight haulage again, due it is said, to a new smelting process recently perfected.

June Railway Magazine has two photos of Romney, Hythe & Dymchurch loco 'TYPHOON'.

June 'Trains Illustrated' contains an illustrated article on the new 'Kodema' express, of the Japanese National Railways. The J.N.R. of course is narrow gauge, being mostly 3'6".

WANTED BY THE MAGAZINE EDITOR.

Photographs, track layouts and other details on the County Donegal Railway, for use in a forthcoming handbook. If you can help please write to W. J. K. Davies, Merton Court School, Sidcup, Kent.

CHATTENDEN & UPNOR RAILWAY.

The railway works at Chattenden closed down recently, and all stock is now kept at Lodge Hill. There are now 5 bogie workmen's coaches and 1 bogie comp.coach in use on the line; the other 4 workmen's coaches were sent away to another establishment early this year.

VOLKS ELECTRIC RLY. BRIGHTON (2'8½" Gauge)

This line, operated by Brighton Corp. enjoys considerable popularity and is well worth a visit. The 2 ex-Southend cars are in regular use, being driven by orthodox tramway controllers, whereas the original cars are driven by a controller placed on the roof above the driver.

The line is well maintained, and the cars are in a magnificent state of preservation.

TOWNSEND HOOK

URGENTLY WANTED ----- HELP AND TRANSPORT -----

Mr. P. Myatt, 17 Gloucester Road, Harrow Middx, would be pleased to hear from volunteers to help clean and repair the above locomotive. Paul Myatt would also be pleased to hear from someone with a car, van or coach to transport the working parties to Sheffield Park. Members of the party would no doubt share the running costs. If you can help and make a firm offer (vague promises are no good), please contact Paul Myatt without delay, as he hopes to run the parties in July and August.

DOWATERS LTD A visit has been arranged to the lines of this firm by the Norbury Transport and Model Railway Club on Saturday 30th July. N.G.R.S. members have been cordially invited. Those who are interested should write without delay to C.D.Chapman, 41 Kilmartin Ave., Norbury, S.W.16 enclosing a stamped addressed envelope.

VALE OF RHEIDOL TRAIN SERVICESummer 1960Departure Platform at Aberystwyth is adjacent to Main StationWEEKDAYS

Saturday 4th June to Saturday 9th July inclusive

		p.m.			p.m.
Aberystwyth	dep.	2.15	Devil's Bridge	dep.	4.10.
Llanbadarn	"	2.22	Llanbadarn	"	5.4
Devil's Bridge	arr.	3.15	Aberystwyth	arr.	5.10.

Monday 11th July to Saturday 3rd September inclusive

		a.m.	E p.m.	p.m.	W p.m.
Aberystwyth	dep.	10.0	1.45	2.30	5.45
Llanbadarn	"	10.7	1.52	2.37	5.52
Devil's Bridge	arr.	11.0	2.45	3.30	6.45
Devil's Bridge	dep.	11.45	E 4.0	5.50	W 8.0.
Llanbadarn	arr.	12.39	p.m. 4.54	6.45	8.55
Aberystwyth	"	12.45	5.0	6.50	9.0

E - Except Saturdays.

W - Wednesdays only 20th July to 24th August inclusive.

Monday 5th September to Saturday 10th September inclusive

		a.m.	p.m.		a.m.	p.m.
Aberystwyth	dep.	10.0	2.15.	Devil's Bridge	dep.11.45.	4.10.
Llanbadarn	"	10.7	2.22	Llanbadarn	arr.12.39	5.4.
Devil's Bridge	arr.	11.0	3.15	Aberystwyth	" 12.45	5.10.

SUNDAYS

5th June and 24th July to 4th September inclusive

		p.m.			p.m.
Aberystwyth	dep.	2.15.	Devil's Bridge	dep.	4.30
Llanbadarn	"	2.22	Llanbadarn	arr.	5.24
Devil's Bridge	arr.	3.15	Aberystwyth	"	5.30

Alteration to Life Membership List

E. G. Cope, Flat 1, 29 Manor Terrace, Leeds 1

FESTINIOG RAILWAY - 1960 - TIMETABLE

		WEEKDAYS ONLY 4th Ju. to 9th Jly. 5 Sep.-24 Sept. also 16 and 18 April			11 JULY - 4 SEPTEMBER								WEDSonly 20 Ap.to 1 June 28 Sp to 12 Oct. Also 14, 15,19-22 Apl.2&3 June Sun.17 Ap 2 5 June		
					MONDAY to FRIDAY				SATURDAY				Sun.		
0	Portmadoc (Hbr) dep	10.45	2.30	4.30	10.45	12.40	2.30	-	4.30	7.30	10.45	2.30	4.30	2.30	2.30
1/2	Pen Cob (Halt) "	dd	dd	dd	dd	-	dd	-	dd	-	dd	dd	dd	-	dd
1	Boston Lodge (Halt) "	dd	dd	dd	dd	dd	dd	-	dd	dd	dd	dd	dd	-	dd
2 1/2	Minffordd (for D.R.(W) "	10.57	2.42	4.44	10.57	12.50	2.42	-	4.44	dd	10.57	2.42	4.42	2.42	2.42
3	Pen-y-Bryn(Hlt)"	dd	dd	dd	dd	-	dd	-	dd	-	dd	dd	dd	-	dd
3 1/2	Penrhyn "	11.03	2.48	4.48	11.03	dd	2.48	-	4.48	dd	11.03	2.48	4.48	2.48	2.48
7 1/2	Tan-y-Dwlch arr.	11.30	3.15	5.15	11.30	1.20	3.12	-	5.15	5.10	11.30	3.15	5.15	3.15	3.15
9 1/2	Dduallt)														
12	Tan-y-Grisiau)	Service temporarily suspended													
13 1/2	Blaenau Ffestiniog)														
Will not run aft 5 AUG. .W.Th															
0	Blaunau Ffestiniog)	Service temporarily suspended													
1 1/2	Tan-y-Grisiau)	Service temporarily suspended													
3 1/2	Dduallt)														
5 1/2	Tan-y-Dwlch dep.	11.45	3.30	5.30	11.45	1.30	3.30	4.10	5.30	8.40	11.45	3.30	5.30	3.45	3.45
10	Penrhyn "	12.12	3.57	5.57	12.12	dd	3.57	4.34	5.57	dd	12.12	3.57	5.57	4.12	4.12
10 1/2	Pen-y-Bryn(Hlt) "	dd	dd	dd	dd	-	dd	dd	dd	-	dd	dd	dd	dd	dd
11	Minffordd (for D.R.(W) "	12.18	4.03	6.03	12.18	2.00	4.03	4.43	6.03	dd	12.18	4.03	6.03	4.18	4.18
12 1/2	Boston Lodge (Halt) "	dd	dd	dd	dd	dd	dd	dd	dd	dd	dd	dd	dd	dd	dd
12 3/4	Pen Cob(Halt) "	dd	dd	dd	dd	-	dd	dd	dd	dd	dd	dd	dd	dd	dd
13 1/2	Portmadoc (Harbour) arr	12.30	4.15	6.15	12.30	2.10	4.15	4.55	6.15	9.20	12.30	4.15	6.15	4.30	4.30

3-Third Class only
 n-Arrives 3 mins.earlier
 .W.Th - Tues.Wed.Thurs.only.

dd.Calls when required to set down on notice to the guard.
 Passengers wishing to join must give a hand signal to