

NARROW GAUGE NEWS

ISSUE No. 6., November/December, 1958

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EDITORIAL A further reminder to those of you who have not already paid their subscriptions for renewal of membership for the next half-year (5/-). You are earnestly requested to make a special effort and send your subs. in to the Hon. Organising Secretary; Mr. C.H. John, at 23 Crossway, West Ealing London, W.13, by no later than November 30th. This will enable the Hon. Treasurer to bring his accounts right up to date.

Members please note that as from Nov. 1st, 1958, Mr. John has assumed responsibility for the Membership side and ALL communications re. Membership, Subscriptions etc., must be made to him. This is in an effort to cut postage costs, and also to streamline this aspect of Society work. So please remember to address all your renewals, new membership accounts etc. to Mr. John.

Thank you!

COMMITTEE A full Committee Meeting was held in Grantham at the Red Lion Hotel on Saturday, November 1st, 1958.

Some points of interest are as follows:-

News-sheet A suggestion that book form should be adopted was approved. This will have effect as from 1959 /1 Jan./Feb.

To assist in Editing, Printing, Distribution etc., Press day will in future be the 1st of the month preceding day of issue of the following month. I.e. items for inclusion in say, March/April issue, must be in the hands of the Editor by not later than the 1st February, so as to enable the Editor to prepare the news-sheet for despatch to London for printing by the 10th., then the Hon. Secretary despatches completed news-sheet on the 1st of March.

Preservation Notes by Eric Cope and Peter Lee.

'PETER' has been donated on permanent loan to Mr. Woolhouse; a plaque to this effect will be carried in due course.

'BARBER' has now been undercoated and the motion has been finished in gloss. Thanks to members of the Leeds area, work proceeds steadily.

'JACK' Negotiations go back to 1954. Hunslet-built in 1895, is an O-4-0 Well Tank, and owned by John Knowles of Burton-on-Trent. It is to the same design as the ones built for the late Sand Hutton Railway. Presented to the Society, for preservation by the City of Leeds Museum.

Reference Dept. This is now ready for use by members. Peter Lee has produced a list of books, and envelopes containing cuttings etc., and also the method of borrowing. This will be available to members shortly. Members will not be charged a fee for borrowing, but will be required to pay the postage both ways, and also the packing costs.

Committee Alterations. to take effect from 1st November, 1958.

P.S. Halton relinquishes Membership Secretary and Leeds Agency

R.N. Redman becomes Leeds Agent.

C.H. John takes over as Membership Secretary as well as being the Organising Sec. and London & S.E. Area Agent. (To whom all initial subs. and renewals should be sent.)

Dr. R.P. Lee, the Hon. Librarian and i/c Reference Dept. is co-opted on to the Committee.

E.G. Cope, Founder and President, will in addition continue to act as Preservation Secretary.

ADVANCE NOTICE OF A.G.M. This will be in London on the 25th April, 1959.

LONDON & SOUTH-EAST AREA NOTES. The area recently sent the sum of £3.0.0. to the Preservation Fund, and due to an oversight on the part of one of our Committee Members, this did not receive the publicity it rightly deserved. Therefore may we take this opportunity of thanking the London & S.E. Area, and also tendering apologies for the omission.

Appeal The Organising Sec. & Area Agent, Clifford John is appealing for either a printing set or a rubber stamp set. Anyone able to present one of these items should contact Mr. John at his home address; 23, Crossway, West Ealing, London, W.13. The offer of one of the above mentioned articles would be really welcomed, and Mr. John is anxious to point out that any help in this direction would be greatly appreciated.

LEEDS AREA NOTES. The Society was well represented at the recent Exhibition held by the Leeds Model Railway Society in the Corn Exchange, Leeds. Mr. Henry Holdsworth one of our Leeds Committee members, had a section of his 7 mm scale 2'6" gauge Lyncastle, Yelverton & Westford Railway, in full operation; needless to say without any hitch whatsoever; and as far as is provisionally known, succeeded in gaining two prizes. The layout is really beyond expression in words alone - one has to see it to really appreciate the wonderful scenic details plus everything else about a successful model railway that has gone into the building of this line. (Readers of the Rly. Modeller will have seen in the November issue the first of two illustrated articles about the line).

Various other narrow-gauge items were on show, both on the Society's stand and also on a number of other stands. Mike Swift of Huddersfield had a short train of his outdoor lines' stock on display, including a Baldwin 4-6-0T.

Meetings. A series of film shows and talks are on the agenda for the forthcoming winter season, and Mr. J. Steel of Guiseley, Leeds has very kindly offered the use of his large and comfortable library for the occasions. More details will be announced as and when available.

TALYLLYN NOTES The second Glyn Valley coach, No. 15, entered service on July 23rd, and differs from No. 14 in having plain brass wheel bearings and normal axle boxes, as against the roller bearings employed on the other coach. It also retains the handle for working the brake gear on one end.

The rebuilt Corris van was hurriedly pressed into service still in grey undercoat for the August rush. Thursday July 31st was an all-time record day; traffic receipts amounting to £102 - over £15 up on the busiest day of 1957. Eight trains ran on this day, leaving Wharf at; 9.00 a.m., 10.25 a.m. 1.30 p.m. 2.10 p.m. 3.10 p.m., 4.00 pm., 4.45 p.m. and 5.50 p.m.

Work is progressing steadily on loco No. 2 Boiler pressure has been set at 120 lbs/ sq. in.

Coaching stock list. (All coaches are 4-wheel, unless otherwise stated)

|         |   |  |                |
|---------|---|--|----------------|
| No. 1   | 1st Cl. Brown Marshall  | Original Stock.                                      | 18 seats.      |
| No. 2   | 3rd. Cl. " "  | " "  | " "            |
| No. 3.  | Compo. (3rd, 3rd, 1st.)   | Brown Marshall.                                      | " "            |
| No. 4.  | 3rd. Cl. Lancaster Wagon Co.                                      | " "  | " "            |
| No. 5.  | Brake (with booking office compt.)                                | "  | Brown Marshall |
| No. 6.  | " (ex-Corris Rly.)  | G.W.R. 8754  |                |
| No. 7.  | Open (ex-Penrhyn Rly. 1953)                                       | Roof fitted 1953, removed 1955.                      | 18 seats       |
| No. 8.  | " ( " " " )   | Penrhyn 'P'  | 18 seats       |
| No. 9.  | Six compt. bogie. Frame, Allens of Tipton 1954.                   | Body Pendre, 1955                                    |                |
|         |   | (Ran during 1954 with Penrhyn open bodies 'C' & 'D') | 48 seats.      |
| No. 10. | Bogie, five compts. & guard. Frame, Allens of Tipton 1954,        | Body Pendre,   | 40 seats.      |
| No. 11. | Open. Frame new in 1955, Pendre, Body ex-Penrhyn 'D'              |  | 18 seats       |
| No. 12. | " " " " " " " "   | " " " "  | " 'C' "        |
| No. 13. | " New 1957. Pendre.   |  | 24 seats.      |
| No. 14. | Two compartment 1st. Cl. ex-Glyn Valley Tramway. In service 1958. |  | 16 seats.      |

New open bodies of the larger type as fitted to No. 13 are now (Easter) at Pendre for fitting on to Nos. 11 and 12 in place of their ex-Penrhyn bodies, which are in very poor condition. Nos. provisionally allocated to coaches not yet in service are: No. 15, ex-Glyn Valley coach. No. 16 Kerr Stuart bogie coach No. 17, Corris bogie coach.

CONT....

CORRECTION Mr. E.K. Stretch would like to apologise for a mistake he made in his report on the travels on the Irish Narrow Gauge lines he made during the Summer and which was published in the Sept./Oct. News-sheet;

Mr. Stretch stated that Donegal Railcar No.10 was ex-Castlederg & Victoria Bridge. This was incorrect, the railcar in question is, of course, ex-Clogher Valley.

Thank you Mr. Stretch.

Mr. Stretch would also like to comment on Mr. Davies' remarks re. the Vale of Rheidol .... 'I think if he had travelled on any other day but Saturday, he would have found the train packed. Saturday is always a slack day, not only on the V of R, but also on the Festiniog and the Talylyn. It is for this reason that the Talylyn does not run on Saturday morning. Even Bank Holiday Saturday is no exception to the general rule that Saturday is the slackest day of the week.'

FOOTNOTE We would apologise for the late arrival of this issue, which was held over so that the Committee changes decided on November 1st could be included. We look forward to a bumper issue for Jan./Feb. 1959.

Ed.