



NARROW GAUGE NEWS

Issue No. 5 September 1961

PUBLISHED BY
THE NARROW GAUGE RAILWAY SOCIETY

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

EDITORIAL As a change from the usual round of grumbles and groans issuing forth from the Editorial Chair, I would like to take this opportunity to extend my thanks to all the many members who have taken the time off to write and send in their literary contributions towards making a really full issue - to such an extent that it has been necessary to omit a number of items, temporarily, due to having on hand far more material to work at than it has ever been known in the time that I have held down the job. Therefore the articles not published in this issue will appear in the next one.

- Ed.

AREA NOTES & NEWS.

LONDON & S.E. AREA NOTES. As usual the Area meetings "adjourned for the Summer recess" but resume on September 16th with the customary Members' Evening to open the season. As usual it is hoped that members will make this a success by bringing colour slides and photographs of this year's activities in the narrow-gauge field. On October 21st we shall welcome the Hon. Secretary, Mike Swift, who has kindly agreed to travel to London to give us a colour-slide show entitled "Industrial Miscellany", and both these meetings will be held as usual at the M.R.C. Headquarters, Keen House, 4-8, Calshot Street, London, N.1. at 6-30 for 7-00pm.

On the 15th July the Area Committee were very pleased to meet Mike Swift, the Secretary, to discuss matters arising from the Society A.G.M., and after an extremely pleasant meeting it was agreed that the NGRS should benefit greatly from these personal "get-togethers" of members.

The Area is proposing to hold an Anniversary Dinner to which all members, wives, sweethearts, friends, would be welcome to attend, the date to be in October or November. Members are asked to write to Don Boreham, 135, Manderville Road, Northolt, Middlesex as soon as possible suggesting dates, times and venue, which would be convenient for the dinner. It is expected that the dinner would cost in the region of 15/-.

A visit is being arranged on Saturday 2nd September to the Motor Rail ("Simplex") locomotive works at Bedford and to the 1'11½" gauge vertical boilered locomotive "Chaloner" of 1877 being restored by Mr. A.E. Fisher, of King's Langley. The trip is in conjunction with the Welshpool & Llanfair Light Railway Preservation Co. Ltd. and members wishing to participate should contact D.S. Pickles, 295, Ladysmith Road, Enfield, Middlesex, at once.

LEEDS AREA The Area Secretary is once again arranging a comprehensive programme for the coming season and details will be circulated to Area members shortly. The first meeting will be held on Friday October 6th when Mike Swift will present a general colour-slide show (following his European tour!): on November 3rd Ken Hartley will present an illustrated talk on the "Sand Houtton Light Railway". Meetings will continue to be held at Headingley Hill Congregational Church Rooms (Cumberland Road entrance), commencing 7-30pm prompt. Note: the meetings will now be held on the FIRST FRIDAY in the month.

THE SOCIETY WILL AGAIN BE HAVING A STAND AT THE LEEDS MODEL RAILWAY SOCIETY'S EXHIBITION AT THE CORN EXCHANGE, LEEDS, ON OCTOBER 26th, 27th AND 28th. Two local members are constructing a narrow-gauge mountain railway for part of the stand but we do need MORE NEW MODELS for display. Anyone, anywhere, who is willing to send a model loco, wagon, carriage or item of lineside interest - in fact ANYTHING of narrow-gauge railway interest to enhance the stand is asked to please drop a line NOW

to E.G.Cope, 28, New Street, Southowram, near Halifax, Yorkshire, giving full details (i.e. size, insurance value, etc) not later than October 1st, so that necessary arrangements can be made re collection, etc. Please do your best to support us this year: from fine-scale to cocoa-tin & bent wire - how about it, chaps?

E.G.Cope.

BIRMINGHAM AREA AND NORTH-WEST AREA. No news as yet from Area Secs. as to what their plans are for the Autumn and Winter seasons.

PRESERVATION NOTES AND NEWS

By P.S.Halton.

The following notes are a brief synopsis of the progress in this field of narrow-gauge railway activity in the North:

"Peter", 0-4-OST. Almost ready for running on the Lincs.Coast Light Rly. but work held up temporarily due to missing boiler tube (B.R. to search for an find!)

"Barber", 0-6-2ST. All parts back in place on loco. and it is hoped that the Museum Coach-Painter will be available shortly for the lining-out process. The beading on the cab cut-out is to be draw filed and polished to enhance the appearance.

"Jack", 0-4-OWT. Almost complete is the main bulk of the cleaning, and a start will be made on the re-painting just as soon as "Barber" is finished (not long now!). The wheels have been dropped and this has made it possible to get at the inside of the frames and to the rest of the undergear too, so this should enable a first rate job to be made. (We hadn't anyone flat, or thin, enough to crawl under "Barber").

"Lord Granby", 0-4-OST. Awaiting attention. Smokebox in a deplorable state and will take a lot of camouflaging as it is almost rusted through. Rest of loco. in pretty good condition. Estimate that it will be at least a year before work can be started on it.

W.D.4-w.wagon ex-Nocton Estate Lt.Rly., at present on Lincs.Coast line - have been presented with sketch of solebar required for this vehicle by Mike Swift with a request to "get cracking"; this will take time as PSH doesn't have an anvil and forge in his "Do-it-Yourself" kit at home: however, it will be done later this year.

General. The Society is to be on the Industrial Locomotive Preservation Joint Committee. Others sitting on it will represent the following: Birmingham Loco.Club, Industrial Loco.Society, The Railway Correspondence & Travel Society and The Stephenson Loco. Society. Object is to co-ordinate ideas in order that the most effective effort can be made. It is only advising, but it should prove a great boon to the various societies in helping them to form their preservation policies. The wheels are only just beginning to turn: members will be kept fully informed as and when news is available. (Members with suggestions are advised to drop a line to Mr.Halton as the first move is to pool these, and sort them out in order of preference for consideration (and action !) by the individual Societies) Financial commitments will be stationery and postage only.

RAILWAY NEWS.

Festiniog Railway. P.G.Forster reports that north of Ddualt water has now reached the top of the blocked-up Moelwyn Tunnel and trackbed between there and Tan-y-Crisiau, most of which has been converted into a works road, is now partly submerged. Colin Betts also mentions that No.10 "Merddin Emrys" is now back in service but, in July at any rate, was still in works' brown livery. According to the F.R.Magazine "after a great struggle by the loco staff she went under her own steam during the evening of Friday 21st April." Reports are, at present, conflicting as to whether or not the loco will have the cab replaced.

Tal-y-Llyn Railway. Colin Betts also mentions that the boiler of No.6 "Douglas" arrived back at Towyn on Tuesday July 18th, having been despatched from Hunslet's works (Leeds) the previous Friday. It was unloaded on Thursday 20th July.

WELSHPOOL & LLANFAIR LIGHT RAILWAY

By Colin Betts

Bit by bit members of the preservation company have been getting on with the job of getting their track in order and solving the rolling stock (passenger) problem. For them, Friday 28th July was an historic occasion for on that day "The Earl" was returned to Welshpool from Oswestry sheds. A few days previously two passenger coaches from the Admiralty Chattenden & Upnor Light Railway arrived together with five flat bogie wagons. The previous weekend a working party had laid

(/ passenger. Apologies from the typist!)

100 ft. of temporary track alongside the standard gauge siding in Welshpool old yard to link up with the 2'6" track to Raven Square. (The track in the narrow-gauge yard had been lifted some months previously to provide a car-park).

A number of the Company's directors, including the Chairman, Lieutenant Colonel Sir Thomas Salt, Bart., witnessed the slewing of the locomotive and rolling stock from the standard gauge wagons on to the temporary narrow gauge track by means of a steam crane. Representatives of the local papers and a number of members were also present.

As soon as "The Earl" had been lowered on to the track steam was raised and after lunch "The Earl" propelled the passenger stock to the loop at Golfa where, at the time of writing, it is temporarily stored.

Despite the fact that the track has not been used for almost five years by a steam locomotive the journey was performed without incident although there was a good deal of initial slipping. The gauge of the track through the town had been previously checked and the only trouble experienced was at Raven Square where the gauge was found to be tight. With care, however, this crossing was negotiated without incident, and a second journey down into the town was made to recover the flat wagons on which will probably be built toast rack seats.

Irish Notes. Michael Bunch states that, at Strabane on July 10th last County Donegal Rly. locos No. 4 & 5, with coaches No's 12, 15, 16, 17, 23, 30, 40, 47, 53 and 56 were still awaiting shipment to the USA. The locos were looking very rusty but the coaching stock still appeared in reasonable condition. Railcars 19 and 20, purchased by the Isle of Man Railway, were shipped direct from Londonderry by special sailing, as there is no normal direct sailing. (Mr. Bunch has a query: When sailing from Stranraer to Larne, the boat passes some old jetties about half-way down Lock Ryan, before reaching the open sea. Standing on one of these jetties were two small engines. Are they narrow gauge? Well, does anyone know?????).

A.F. Craig's. The mystery over the gauge of this line has now been solved. Iain Frew visited the line, albeit armed to the teeth with a good steel rule, on the night of July 26th. and made the following discovery: according to the firm, the gauge is definitely 2'8". The TRACK, however, is 3'1½", or 3'2", and the locomotive only keeps to the rails due to exceedingly wide treads on the wheels. Mr. Frew extends his apologies to all we Sassenachs, however, for being a "wee bit oot" over the gauge. He also had some good news about two Scottish industrial lines which are probably little-known down South (in England, that is):-

BEOCH TRAMWAY. This is 2'10" gauge and boasts a triple track main line, connecting the Beoch Group of collieries with the nearest road and main line railway at Pennyvenie, Dalmellington, Ayrshire. One track is used by passenger trains, having been re-laid recently with ex-BR bull-head rail. Hunslet have recently supplied a new diesel which hauls the 4-wheel aluminium-bodied coaches. New flat-bottom rail has just been delivered for the standard gauge lines, and complete relaying of the two freight tracks will take place shortly.

ANGLO-AUSTRAL MINES. At Cronberry, Ayrshire, the 2'0" gauge diesel-operated line between Gaswater and Burnside mines has taken on a new lease of life having been re-sleepered and generally improved quite recently.

In a second letter only just received from Iain Frew he has this to say regarding Mr. D. Joy's note on a Granton (Edinburgh) narrow-gauge loco being preserved: - "...this loco has been acquired by Mr. Farr, President of the Scottish Traction Engine Society. The loco was lying in the Wardie Garage, Ferry Road West, Edinburgh, 5, recently, and may still be there." From August 24th, Mr. Frew's new address is: 12, Cavendish Drive, Newton Mearns, Glasgow

FAIRBOURNE RAILWAY. Keith Stretch visited the line on July 9th and it was apparently in a very prosperous position. During last winter rather crude-looking fixed-distant signals have been installed a short distance from both termini, together with a home signal at the Ferry. at the Fairbourne Terminus, small colour light signals have been erected to show automatically in either direction positions of all

(/ A.F. Craig's: loco. indeed has a gauge of only 2'8")

points on the main running line, also the position of the traverser at the dead-end. Two new bogie coaches, all-enclosed, have been built, each seating 12 passengers in 3 compartments, fitted with sliding doors. The line now possesses a good selection of motive-power, addition to date being 4-6-2 No. 57251 "Ernest W. Twining" built 1949 by G.S. Engineering Co., Stourbridge, Works No. 10, normally operating at Dudley Zoo. The long-awaited outside-framed 2-4-2 was expected to be delivered "soon". An addition to the internal-combustion stock is an outside frame 0-6-0 with coupled wheels, sporting a fully enclosed cab, named "Rachel" (G.S. Engineering Co. No. 15 of 1959). The Bo-Bo "Dingo" is in fairly regular service, in particular on Sundays when only one steam loco. is used. Of the two Lister's, "Whippit Quick" looks rather forlorn, glass missing from the rear windows, and "Gwril", minus any form of superstructure, and reduced to a mere "tractor", stands inside the covered station.

ISLE OF MAN According to a report in "Modern Tramway", the Donegal railcars are intended for winter service on the Port Erin line: an ex-Donegal turntable is to be installed at Port Erin; another turntable (probably the one from St. John's) is scheduled for installation at Douglas. If this report is true, it seems odd that both railcars will be required for the one line: one would imagine that better use could be made of them by running one on the Port Erin line and the other on the Ramsey line.

Little change has been made in the full summer timetable from last summer. This was operative from July 3rd, re-opening of the Peel line was operative from 22nd May. Port Erin has five down and six up trains: from 17th July there are one down and two up trains more, creating a more unbalanced service. An innovation is an up express, Port Erin dep. 3-50pm (w.e.f. 17th July), calling only at Ballasalla (to cross a down train). This is followed ten minutes later by a stopping train. The down "semi-fast" at 10 am is again "Castletown first-stop" this year. One down train omits Colby and an up-train omits Port Soderick. On the Ramsey line there are three trains in each direction, two down and one up conveying portions to or from Peel: also two down and one up trains serving the Peel line only, and one local from Peel to St. John's. The morning local (SX) from Ramsey to Kirk Michael is as last year, though it is usually suspended during school holidays, no mention being made of this. Union Mills station no longer appears in the timetable.

-K. Stretch.

GROUDLE GLEN The new operators have painted "Polar Bear" and six coaches in a silver and blue livery. The other two coaches need heavy repairs. The 1896 loco "Sea Lion" has emerged from hiding and may be sent to Bagnall's for complete overhaul and replacement of missing parts. An enquiry had been received from the USA to purchase engines and stock. (Information, sent by H. Holdsworth, is an extract from "Modern Tramway", June 1961, page 165).

The Manx Government have re-appointed an "Inspector of Seasonal Railways" - suggest Mike Swift gets his name down for this job!

F.C.E. REUS - SALOU. Ken Hartley visited Spain this year (June) and brought back the following impressions:

"...This 5-mile long metre gauge line is Spain's shortest narrow-gauge public railway and observations revealed that all the week-day services are worked by one or the other of the two "Billard" bogie diesel railcars, although, on Fiesta Days when traffic is heavy, it is understood that the steam locos are still sometimes pressed into service.

The company is a private concern, despite the fact that the railcars are lettered "Estado", and are of the same standard design, with a two-tone green finish, as used on the E.S.A., Tortosa-La Cava, Puertollana, etc., lines. They are, in fact, on loan to the R-s, and would appear to be a useful innovation. For use with them, there are two 3-coach sets of the old "Falcon" 4-wheelers, but even these are insufficient at times. Altogether, there are sixteen "Falcon" coaches - quaint little vehicles, seating 14 inside and allowing 5 standing on each end platform. Additionally there is a

much more modern set of 4-wheelers, No's 31-34, which seat 32 on transverse seats, with 9 standing on each platform. With one exception these coaches are all 3rd Class and are painted light brown with brass numbers. The odd vehicle is a solitary "Falcon", 2nd Class, painted dark green. There is also a very plain small brown van for cycles, etc.

On Fiesta Days, there is an hourly service from 7-30am to 10-15pm (both inclusive), ex-Reus: on weekdays, two early morning and one early afternoon services are omitted. All trains appear to be very well patronised but goods traffic is no longer worked and only 8 vehicles - 4 vans and 4 low-sided wagons (open) were seen. These were painted in the same light brown as the coaches.

The three active steam locos - all "Falcon"'s - 0-6-2 No. 4, and 0-4-0's Nos. 5 and 6, appeared to be in good order, and were lined-up alongside the Repair Shop, outside. They are painted black, with the side-tanks double-lined in green, and red buffer beams and running plate edging. This livery suits them very well and the little 0-4-0's remind one immediately of the Drummond dock-shunters at Southampton. Incidentally, they closely resemble some metre-gauge Bagnall's which were often seen working on the Gibraltar Dockyard Railway during World War II.

The fourth loco, No. 3, also a "Falcon", seems to be an older design altogether with the inside cylinders set high up in the frames behind the smokebox, and driving (apparently) on to an intermediate shaft. This unique loco is shortly to be scrapped, No's 1 and 2 having gone already, of course.

The two "Billard" railcars - Estado No's 2127 - 8, originally seated 33, but some seats have been removed, as standing passengers take up less space than seated ones. The headquarters of the Company are at "Reus Mercancias", where are situated the offices, goods shed, loco and car shed and repair shop. This station is very close to Reus terminus, which is located in a little side street named "Calle Tomas Bergada". Between Reus Mercancias and the outer terminus there are half a dozen halts - miniature platforms, devoid of nameboard, seats, etc., but sometimes with a small building adjacent. At halt No 5 there is a long passing loop, with a "platform" perhaps 30'0" long and less than 2'0" wide, between the two sets of rails.

Salou terminus is a picturesque tree-shaded station with a simple layout, which includes a Goods Shed and siding at right angles to the main line and alongside a R.E.N.F.E. siding. There is also a small disused loco shed with adjoining brick-built water tower. The Reus-Salou runs for much of its route alongside the tree-lined road between these two towns, and is substantially straight - there is some curvature near and in the cutting some little distance before Salou is reached. A P.W. gang was engaged on re-sleepering a section of track near No. 4 halt. Flat bottom rail is used, secured by coach screws to timber sleepers, and the running is fairly smooth. Although Reus and Salou are served by the R.E.N.F.E., trains are few, and the quickest way is to use the half-hourly trolleybus service between Tarragona and Reus: it is, however, an utterly shattering experience and not recommended for weaker types!

(NB. Ken Hartley has a fairly varied selection of views on the R-S)

NEWS-SHEET PUBLICATION DATES Dates for the rest of 1961 are:

Publication: October 15th. Closing date for articles: Sept. 25th.
 -"- December 1st. " " " " : November 9th.

Postage rates are increased from Nov. 1st, therefore the despatch cost for the news-sheet will be 2½d per issue after that date.

NARROW-GAUGE IN "BOYS OWN PAPER", by Colin Betts.

There was a Narrow Gauge Supplement in the August 1961 issue. The text, which has no particular merit, was written by Mr. Cecil J. Allen and covered both narrow gauge and miniature railways. There were numerous illustrations of all the well-known lines. The most that could be said for the Supplement is that it would be useful to any boy who had never seen Railway Roundabout on television.

PUBLICATIONS - There are still a number of copies of ABC of Narrow Gauge Railways and ABC of Miniature Railways available from the Hon. Publications officer as detailed previously.

Membership Additions: (a) Ordinary Members):

Bannister, K., 44, Drake Road, Rayners Lane, HARROW, Middlesex.
Bentley, F., 10, Moorlands Drive, Brierfield, NELSON, Lancashire.
Brough, Squadr. Ldr. J. I., H.Q., F.E.A.F., Changi, SINGAPORE, 17.
Carter, Miss A. C., 54, Craignish Avenue, Norbury, LONDON, S.W. 16.
D. Clayton, 3, Lodge Road, Hockley, BIRMINGHAM, 18.
Emerson, E. A., 22, Belton Grove, Birchcliffe, HUDDERSFIELD, Yorkshire.
Gurley, N. F., 105, Hempstead Road, WATFORD, Herts.
Hollis, C. E., 35, Burgh Heath Road, EPSOM, Surrey.
Lanham, J. G., c/o Mrs. Battye, 23, Thorpe Ave., Fieldhouse, HOLMFIRTH, (Yorkshire).
Lawson-Finch, M., 10, Willow Ave., SWANLEY, Kent.
Olley, F. C., 36, Butt Field View, St. ALBANS, Herts.
Peacock, K. R., 13, Kearsley Terrace, LEEDS, 10.
Tyrrell, R. M., 12, Heathview Gardens, LONDON, S.W. 15.
Wilkinson, M. J., 16, Rochester Road, Earlsdon, COVENTRY, Warks.
Woodhouse, D., 17, South Road, SMETHWICK, 41, Staffs.

Junior Members:

Wood, P. J., 7, Vicar's Close, WELLS, Somerset.

Changes of address:

L. 10. Cox, V. J., Great Moor Farm, Great Moor, PATTINGHAM, Staffs.
L. 20. Dawson, J. B., 28, Elmcroft Road, Forest Hall, NEWCASTLE-UPON-
Miles, J. C., 44, Portman Road, King's Heath, BIRMINGHAM, 14. (TYNE.
Frew, I. D. O., 12, Cavendish Drive, Newton Mearns, GLASGOW.

NOTE: The addresses of Mr. Swift, Mr. Welsh and Mr. Cope are incorrect as shown in the last issue of the magazine: correct addresses have been shown in the membership list already issued.

OUR MEMBER SAM HERRINGTON by Colin Betts.

Sam Herrington is a signalman on the New York Central Railroad at Signal Tower 46 on the eastern outskirts of Buffalo. He also runs a miniature railway, which has featured in Narrow Gauge News on a previous occasion, and by any standards he is a remarkable man. He built his own house, laid down a mile of 4" gauge track in Boulder Park and builds locomotives and carriages in the basement of his house. Last year, when the owners of the Park became envious of the success of his railway and put up the rent, he gave them notice, tore up the track, raised a 30,000 loan from the Bank and started up in opposition across the road. That is why the Boulder Park Railroad has become the Indian Falls Railroad.

Sam recently hit the news in another way. He was taking over Tower 46 just about midnight on Friday 2nd June from Paul E. Buss. Both men were down at track level, Paul was on his way to a car park, and Sam was about to deliver a "slow" order to an east-bound freight. This involved handing up to the train crew a large hoop like those used in this country for single line working. Sam turned round and saw that Paul had tripped and fallen into the path of the on-coming train. In a flash he pulled him clear of the track, so saving his life.

THE FIRST NARROW-GAUGE SLEEPERS Arthur G. Wells adds a further contribution to this subject which follow closely previous contributions, but has the following bibliography which may be of interest to those wishing to delve further into this intriguing subject:-

Minimum Gauge Railways, by Sir Arthur Percival Heywood (1898), Third Edition, Chapters II, V & VI.
The Locomotive, Vol. XLV III (1942) p. 130.

Well, that's the end of the line this issue: items held over for your future enjoyment include notes on Margate Miniature Rly., Dreamland Miniature Railway, Margate, an interesting review of a new "must" for the library, "Railroads in the Woods", and extracts of a recently-published article in the W&LRCo.'s magazine dealing with the preservation work now being carried out on our own O-4-OWT "Jack". It is hoped to include notes on a new narrow-gauge line in Yorkshire also.
