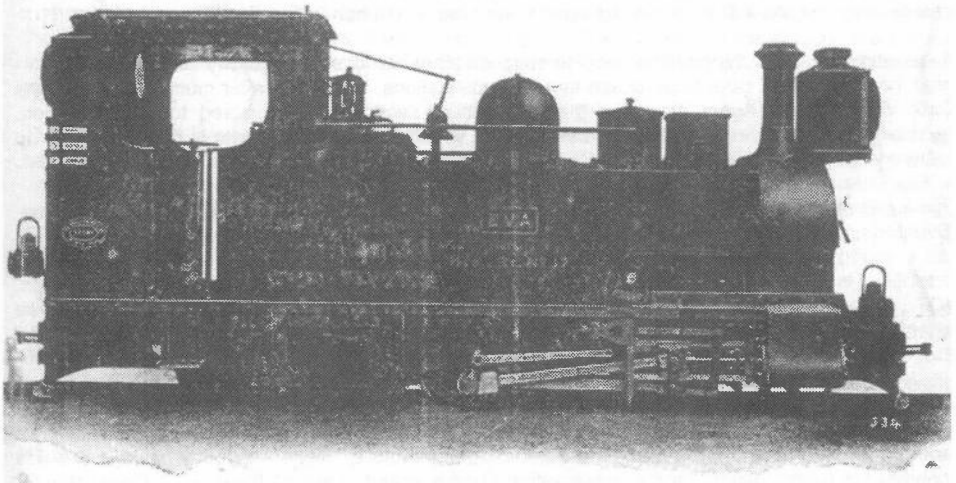


THE NARROW GAUGE



HOWRAH AMTAH RAILWAY. LOCO No. 17

HUNSLY ENGINE CO. LTD.

THE NARROW GAUGE RAILWAY SOCIETY

No. 10

Magazine Our apologies for the emergency back cover on the last issue. A last-minute technical difficulty in block-reproduction could not be overcome before the printer's holiday, so to avoid delay it was decided to whistle up a sketch [*too indistinct to reproduce*], stick it on the back and get the magazine out to you. And it was ONLY a sketch, not a drawing, as has been suggested by someone (rather critically, we understand). Talking of drawings, some excellent blueprints are now available from the Model Engineering Representative. Send s.a.e. for a complete list (address on p.6).

Subscriptions have been kept low so that any one who already pays larger sums to other railway study groups should not be denied the opportunity of joining us as they have strong narrow-gauge interests. However, at the meeting in Leeds on 14th August, it was unanimously decided that the time has come when we must "stand on our [own] feet" so to speak. It was intended to raise the annual sub. from 3/- to 5/- as from 1st November to cover the cost of despatch of the magazine (larger size envelopes, to avoid the mutilation of photographs by folding, cost double the amount hitherto paid).

However, one Birkenhead member proposed that, as we are essentially a Society for the benefit of narrow-gauge enthusiasts, we should cease to worry about members having obligations to other study-organisations, and raise our sub. to 21/- per annum, whilst another Wirral member proposed that it should only be raised to 7/6d. It was then pointed out that, if an increase was envisaged to 5/- anyway, then the extra amount gained in the latter case would hardly be adequate.

There were now other things to be considered, such as exhibitions and publicity, and particularly the need for a reserve of cash to purchase any rare publications. Therefore, after much discussion, the North West District Agent proposed that the annual subscription be raised to 10/-, the Hon. Secretary and the Librarian supporting the proposal with the proviso that a rate of 5/- for member up to the age of 18 be applied.

These views were seconded by a Sheffield member, and generally agreed on by the meeting. (Overseas member would only be called upon to pay the reduced subscription). In this issue you will find a voting slip - please complete it and return to the Hon. Secretary NOT LATER THAN 21st October. It is most essential that all members (other than Life Members) should complete the slips. **NOTE** :- in view of the foregoing, no subscriptions must be sent in until a decision has been made regarding the revised rate. Members will be notified by post when and if this takes effect as soon after the above date as possible.

Preservation Fund As we go to press the fund is £134.11.0 short of the target. Our loco may need a few more new tubes than was originally thought, and there is every possibility that it might be required for highly honourable work in the not-too-distant future. (Note:- anybody having bona-fide schemes for raising money for the Preservation Fund is asked to submit them to the Committee for approval. Send to the Assistant Secretary, R.N.Redman, 16 Hawks Nest Gardens West, Leeds.)

Festiniog Railway Society All communications regarding the Festiniog Railway should be addressed to the Assistant Secretary of the Festiniog Railway Society, L.A. Heath Humphreys Esq., Penywern House, 13 Penywern Road, Earls Court, London S.W.5. Incidentally, all offers of help, however small, will be welcome to the Festiniog Railway Society (see next page).

Ashover Light Railway The two coaches which have stood for some years near the Midland main line, high up on the bank in the works area, have been moved to the Sports Ground, we are informed.

The Festiniog Railway

We get many enquiries about the Festiniog Railway, so we asked the Assistant Secretary of the Festiniog Railway Society to let us have some gen. He writes :-

"It is very pleasant to hear of the NGRS's offer of 'every assistance' (#) to the Festiniog Railway Society and I am sure that this will be appreciated. I am also certain that the Festiniog Railway will not need any introduction to most members of the NGRS, nor need they be reminded of the Railway's long and interesting life.

As many of you know, the railway ceased to operate passenger services in 1939, at the outbreak of war, but continued to operate goods services until 1946, when the quarries were not in a position to guarantee minimum train loads to Minfford, and the F.R. directors at that time did not find it possible to raise the small amount of capital then required to put the line back into order for passenger traffic, the decision was taken to close the line.

In the years that followed, several people made unsuccessful attempts to reopen the railway. In 1951 the Festiniog Railway Society was formed to investigate the problem properly, and as a result of their efforts they have been able to steer the control of the Railway Company into the hands of enthusiasts, with whom the Society will work in close co-operation. The FRS will be represented on the Company's Board of Directors, thereby ensuring that the interests of the Society are carefully preserved, and that all the practical and technical potential of the Society is made available to the railway.

The railway was inspected on 18th August by Col. D. McMullen of the Ministry of Transport, who gave valuable advice on the numerous points of interest. The inspection, made in the pouring rain, was partly rail-borne to a point about a mile and a quarter above Penrhyndeudraeth and the remainder, including an inspection of Boston Lodge, on foot. For the inspection of the line a large section of the track was partially cleared of the undergrowth, and it is hoped that the Boston Lodge - Minfford section will be completely cleared by the time you are reading this article.

It is hoped to start re-opening the railway in part next year, but this will depend entirely on the response to the appeal for funds which, it is hoped, will soon take place. The Society is confident that the railway will, after the neglect of war and post-war years has been overcome, and the tourist traffic from North Wales resorts re-developed to its pre-war density, be able to cover its operating expenditure, as it did before the war. This will leave the Society in a position where it can concentrate on the replacement, modernisation and preservation where necessary, of the old and obsolete equipment."

(#) : made in the name of the Society by your Hon. Secretary to the Hon. Secretary of the Festiniog Railway Society.

Reference Department

Over 300 photographs are now in the Reference Department including a recent donation of 52 Festiniog and 22 Talylyn by Glyn Jones, Prestatyn (Life Member). Incidentally, Mr. Jones seeks a photo of a 1926-pattern Snowdon Mountain Railway signal. Can anyone help?

Badges are available, 1/- each plus 2 ½d. postage, from the Hon. Treasurer, D.F.Nichols, 16 Hare Park Mount, Farnley, Leeds.

Information Wanted

Mr. A.J.Thomas, 12 Gladstone Street, Concord, N.S.W., Australia, seeks general information on the Isle of Man and Ravenglass & Eskdale Railways. Any member who specialises in these two systems is asked to contact Mr. Thomas direct.

Mr. A. Pratt, 58 Middleton Hall Road, Kings Norton, Birmingham 30, would like to contact anyone who is modelling to 16mm scale on 'O' gauge track. Letters direct to Mr. Pratt please.

Mr. R.L.Davidson 93 Earlsparke Avenue, Glasgow S.3 wishes to contact any member having photographs, drawings or other information about the 15"-gauge Heywood locomotives.

Mr. A.J.Powell, Toll Gate, Moira, Burton-on-Trent, appeals for any pre-1945 photos, etc., of the Tralee & Dingle Railway, also tickets, timetables, etc.

Mr. C.H.John 5 Lavington Road, West Ealing, London W.13 will be pleased to answer any queries about the Romney, Hythe & Dymchurch Railway.

Anyone having detailed information about narrow-gauge railways in the Isle of Skye should contact the Hon. Secretary.

EDITORIAL NOTE : Owing to the importance of the Festiniog Report, one or two articles sent in for this issue have been put back until later.

Increased subscription rate may mean your own narrow gauge photos could be published in the magazine. Vote Now !

District News

Leeds district members are now preparing for the October Leeds Model Railway Society's exhibition at the Corn Exchange (28th-30th). Offers of help, including the loan of models, should be sent to the Model Engineering Representative, P.S.Halton, 18 Eden Crescent, Leeds 4, Insurance Value of models should be declared.

An interesting visit to Ledston Luck Colliery near Leeds was made by members from Liverpool, Manchester, Leeds and Selby on 14th August. After the layout and terminal working system had been explained to them, the party was conveyed to Peckfield Colliery and back over the 2'6"-gauge line which connects the collieries. Motive power was a 100hp. Huwood-Hudswell 0-6-0 diesel locomotive, No.4, and the passenger accommodation consisted of a 3½-ton mine car, the latter being mounted on four 14"-diameter wheels with leaf springing and Timken roller bearings. Details of the line and notes on the rolling stock can be obtained from the Ref. Dept.

A meeting was held in the afternoon of the same date in the B.R. Recreation Room, Leeds City Station. Main items discussed have been dealt with elsewhere in this issue. A number of very creditable models were on show. We were pleased to welcome a comparatively new member, Mr.

J.K.Hartley of Sheffield, who though badly disabled through war service, was able to get along to the meeting.

The North West District (formerly Lancs & Cheshire Area) meeting on 17th July was poorly attended; however an interesting visit to the Liverpool Overhead Railway took place, and in the afternoon, during a general discussion on narrow-gauge topics, Mr. J.B.Horne of West Derby, Liverpool, produced some interesting photographs of local "sand" railways in the Liverpool area (Details from the Hon. Secretary if anyone is interested). A train also ran on the layout, incidentally !

MONTHLY MEETINGS of the N.W.District are proposed in Manchester, dependent on the securing of a suitable venue. Whilst such meetings have to be financially self-supporting, it is an encouraging move which we hope will be followed elsewhere. Hitherto, a number of Liverpool and Manchester members have held informal meetings at each others homes (unofficially styling themselves the "Two Cities Group"), the last being at D.Lloyd's, in Chorlton-cum-Hardy, where track running on his Festiniog layout was followed by the showing of a series of slides depicting, amongst other things, the Festiniog Railway - a speciality of Mr. Lloyd's.

The ANNUAL GENERAL MEETING OF THE Society will take place in Manchester on Saturday 4th December, at 2.30 p.m. A private exhibition of member's modelling efforts (everything from signals to sandboxes, we hope) will precede the business part of the meeting, the latter being followed by an auction of members' surplus model railway equipment. It is most essential that EVERY member who is a modeller should send at least one example of his work to this "exhibition" - if he can bring it personally, so much the better. One important thing - if you know now that you are likely to be attending, please notify the N.W.Area District Agent (Capt. Thos. E.Corlett, 53 Plane Tree Road, Bebington, Cheshire) NOW. He will notify you of the actual place where we are meeting - it is hoped that we shall have the same place as last year in Lower Moseley Street. If you are sending, or bringing models, please notify Mr. B.A.Hill, 38 Rawpool Gardens, Royal Oak, Wythenshawe, Manchester, so that cards can be prepared, showing the following information - scale, gauge of prototype, any commercial parts used, home-built parts, method of construction (e.g. card) and your name, membership number and age if under 21. All models will be judged and a prize awarded BUT it need not necessarily be a super-detailed job that will win.

A SPECIAL ITEM ON THE BUSINESS AGENDA AT THE A.G.M. WILL AFFECT THE FUTURE POLICY AND ADMINISTRATION OF THE SOCIETY. The following members offer themselves for re-election in the various positions noted :-

E.G.Cope, Hon. Secretary (Founder)
R.N.Redman, Hon. Librarian and Assistant Secretary
D.F.Nichols, Hon. Treasurer
P.S.Halton, Model Engineering Representative
K.Lister, Industrial Representative
T.H.Spink, Assistant Magazine Editor
R.P.Lee, J.M.Birdsell - Committee Members

Nominations for any of the above positions should be submitted to the Hon. Secretary before 25th November.

It is absolutely essential that as many members as possible should be present at the meeting.

Leek & Manifold Valley Railway

Members will be interested to know that a plate off locomotive No.1 exists at the Railway Club in London.

Issued by the NARROW GAUGE RAILWAY SOCIETY. Cover printed by A.Cook, York.

Compilers note :- this volume comprises Issues 7 - 10 of THE NARROW GAUGE. Issue 7 was dated Christmas 1953 but did not actually carry a sequential number; Issues 8-10 did carry numbers but were undated, though they all appeared during 1954. As with Issues 1-6, obvious spelling mistakes have been corrected but otherwise the material is reproduced as per the original. Lawson Little, 9/04.