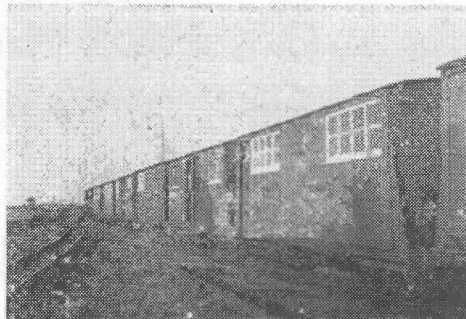
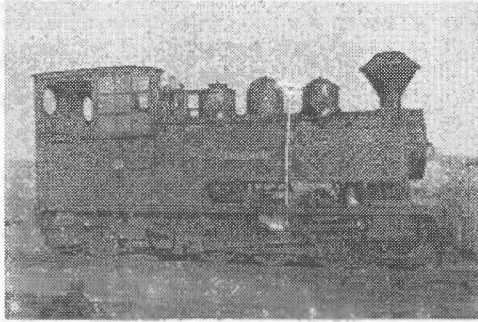


THE NARROW GAUGE



THE NARROW GAUGE RAILWAY SOCIETY

No.12 MArch - April 1955

Model Engineering Rep. - P.S.Halton, 18 Eden Crescent, Burley, Leeds 4.

Industrial Rep. - K.Lister, 95 Dewsbury Road, Leeds 11.

Magazine Asst. & Chairman - T.H.Spink, 37 Eldon Terrace, Leeds Road, Wakefield,
Yorks.

Assistant Librarian - A.S.Dunning, 41 Longdon Avenue, Beaumont Park,
Huddersfield, Yorks.

Technical Adviser - P.G.Brennand, 37 Norwich Avenue, Hunslet Carr, Leeds 10.

Communications to Officers and members of the Committee will be welcome, but PLEASE remember to send a stamp, or s.a.e. for reply, or your letter may get overlooked!

Information - requests for information on matters concerning narrow-gauge railways should now be sent to the Librarian or Asst. Librarian (see previous page for names and addresses) and not to the Hon. Secretary. Only matters concerning administration will be dealt with by the Hon. Secretary or Assistant Hon. Secretary.

Remittances should in all cases be made out to the Society and crossed, and not to individuals unless otherwise indicated.

Holidays - if any member is going abroad this year may we appeal now for a souvenir? It may sound cheeky; but quite possibly a narrow-gauge railway (e.g. Jenbach - Aachensee, near Innsbruck), may be traversed during just such a holiday. So? Well, a photograph, if accompanied by adequate supporting information, might be just what we want for the front cover (but, please, no chair-lifts or cable-ways!). By the way, we are running a PHOTOGRAPHIC COMPETITION later this year - details can be obtained from the Asst. Hon. Secretary (address on p.5) - don't forget the s.a.e.!

Badges The orange-coloured button badges are no longer authorised and any member still in possession of one MUST return it immediately to the Hon. Secretary. The design is to be taken over as a Company mark and no longer applies to the Society. Credit will be allowed against the cost of a new one in due course.

Talking of Festiniog (and we were, on page 2) rumours from Portmadoc lead us to think that our reputation is being sullied by certain of our members while visiting Boston Lodge. The attention of all members is drawn to the last Regulation on their Membership Cards. We would suggest that members with a conscience who have any serviceable equipment belonging to the railway should return same anonymously to the Festiniog Railway Company.

Darjeeling-Himalaya Railway If any member has any photos of this line, or knows where the official book issued by the railway can be obtained, will they please contact Mr.T.H. Spink, address on p.4.

Meeting - the next 'quarterly' social meeting of Society members will take place in Sheffield on Saturday 23rd April at 2.30 p.m. at the VICTORIA HALL, Norfolk Street, (near the Town Hall). The meeting will last until 7.30 p.m. with a short illustrated talk after tea.

Will all members who can possibly manage to come along please send a postcard confirming their intention to attend, as soon as possible, to the Asst. Hon. Secretary, (address on p.5). THIS IS MOST IMPORTANT.

Royal Honour was accorded to a sugar plantation narrow-gauge locomotive when it was 'presented', so to speak, to H.R.H. Princess Margaret during her tour of the West Indies. (BBC TV NEWS & Newsreel, Saturday 19th February). We are trying to find out more about the locomotive in question.

Reference Department

Members will see (p.5) that R.P.Lee, MB, Ch.B, has taken over the Reference Department and is being assisted by Mr. A.S.Dunning of Huddersfield.

We are pleased to acknowledge the following major additions to the Reference Department :-

LIGHT RAILWAY HANDBOOK (1954 Edition), R.W.Kidner. (Donated by author)

IRISH RAILWAY RECORD SOCIETY AUTUMN 1954 JOURNAL - containing article on the West Clare Railway by our Dublin member L. Hyland (who donated the issue)

50 JAHRE BRIENZ-ROTHERN-BAHN 1892-1942. A record of the Brienz-Rothern undertaking in Brienz, Switzerland. Illustrated, historical publication 64 pp, text in German. (Donated by the railway)

Many other interesting additions to the Reference Dept. have been made from time to time. A new list is in course of preparation and should be ready in two to three weeks time after you read this notice. Send s.a.e. to the Librarian or Asst. Librarian for a copy.

Hon. Treasurer When the present Hon. Secretary decided to create the NGRS in November 1951 (whilst in hospital, incidentally) he was helped in no small way by a friend, Mr. D.F.Nichols, who ultimately became the Hon. Treasurer. Recent promotion in the legal profession has made it necessary for Mr. Nichols to hand over to Mr. J.M.Birdsell, who will be Hon. Treasurer as from 25th March 1955. Mr. Nichols has kindly offered to continue membership and act as our 'Hon. Legal Adviser'. Our grateful thanks are due to him for the valuable part he has played in helping the Society to get established.

Narrow Gauge in the West

D.G.Attwood

It has been said that the mineral railway is the ancestor of all railways. This statement probably conjures up thoughts of the collieries of the North East but it should not be forgotten that the counties of Devon and Cornwall were centres of metalliferous mining from very early days. Although few are still at work, a number of narrow-gauge systems were built to serve mines and quarries in both counties and several are within reach of the Western Region main line. If therefore, in our imagination we travel westwards from Taunton we have hardly entered Devon before, on the north side of the line, can be seen the towering faces of Burlescombe Quarries. Just west of Burlescombe Station a standard-gauge branch, now disused, leads to the quarries where a 3'0"-gauge system, operated by diesels, is still in existence.

Further west, just before entering Newton Abbott, the train crosses the disused Stever Canal, which was connected with Haytor Quarries by an ancient horse-worked tramway of 4'0" gauge, on which the track and even the points were of the same stone which the tramway was built to carry.

Continuing our journey, we find, a mile or so beyond Bittorf Station, the lower terminus of a little-known line, the Redlake Tramway. On a gauge of 3'0" this line ran some 7 ½ miles northwards, into the heart of Dartmoor, to serve china clay workings. Two orthodox steam locomotives and an

Atkinson-Walker steam tractor were employed at various times, and besides coal, sand, etc., workmen were carried in primitive coaches as the railway was almost the only means of access to the workings.

Although the track was lifted some twenty years ago, the ballast is still in position, indeed the writer walked over a portion of it several years ago. From the lower terminus the track site may be seen curving sharply away from the clay dries, now used by a tractor firm, and climbing the slopes of Western Beacon by means of a rope-worked incline, at the head of which may still be seen the remains of the winding house, beyond which the locomotives worked.

Crossing the River Tamar into Cornwall, and continuing our journey as far as St. Austell, we approach the site of the old St Austell & Pentewan Railway, a 2'6"-gauge line some four miles long, running from Pentewan to a point near St. Austell. At the present time, china clay is being dug in the St. Austell area but in bygone days a fair amount of metalliferous mining was also carried on, and the St.Austell - Pentewan line carried a fair amount of mineral traffic of various kinds. On special occasions the railway was not averse to taking a Sunday School outing down to Pentewan in open wagons (specially cleaned for the occasion, one hoppers) for a 'Tay drink'.

Traffic was not exceptionally heavy, for although the line possessed two tender engines they only owned one tender! These two engines, "Pentewan" and "Trewithan", both Manning Wardle 0-6-0's, would have delighted the heart of Rowland Emmet with their very low-pitched boilers, tall thin chimneys, and big cabs. There were also two other locomotives, "Canopus", a 0-6-2ST (Manning Wardle) and "Pioneer", a Yorkshire Engine Company 2-6-2PT (ex Chattenden & Upnor Railway).

The railway was closed and dismantled about 1916, but a system worked by two diesels, still exists in the harbour area at Pentewan.

(to be continued)

This month's talking point : Forging Ahead!

If any bouquets are going spare, the S.E.Area Agent deserves one for the efforts he is making to keep S.E.Area members in touch. A simple two-sided 'News-sheet' is now being circulated to all S.E.Area members and judging by the first two issues received at H.Q., it is a very creditable effort. We cannot stress too strongly the need for local members to support such a venture, by sending Mr. Davies odd bits of news. If, for instance, you see or hear of any narrow-gauge lines anywhere, (e.g. river maintenance, quarries, construction work etc.) it is NEWS and providing you check your facts (and remember the regulations on your Membership Card when gathering such facts!) we can use it either in the 'News-sheet' or (if outside the S.E.Area) in the magazine.

It's now up to YOU! By the way, the S.E.Area are contemplating further trips to narrow-gauge lines similar to one undertaken by a small party of members last year when they visited North Wales. Anyone living in the S.E.Area (including London) who is interested, is asked to contact the S.E.Area Agent (see page 3) in order to ascertain the amount of support that can be expected. Don't forget the s.a.e.!

Prizewinning Models at the private members' exhibition at Manchester last December were two Festiniog Railway passenger vehicles made by D.Lloyd, of Manchester. We hope to illustrate these in a future issue of the Magazine. Mr. Lloyd was presented with the N.G.R.S. Cup after Mr. Chettle of Manchester Model Railway Society had judged the many excellent models which were on display.

Front Cover photographs are by one of our members, Mr. F.J.McMillan of Hayes, Middlesex, and depict (top) the 0-6-2T locomotive "Triumph" built by W.G.Bagnall Ltd in 1934 for Bowater Lloyd's 2'6" line at Sittingbourne, Kent. The lower photo shows workmen's coaches in use on the line; both photos were taken at Ridham. Further details of this line can be obtained either from Mr.

McMillan (220 Station Road, Hayes, Middlesex), the S.E.Area Agent Mr. W.J.K.Davies, or (for locomotive details only) from the Society's Librarian.

Back Cover photograph, by courtesy of the Editor of the B.R.(L.M.Region) Magazine, shows the new electric railcar and trailer on the Chamonix - Montenvers Railway mentioned in our last issue.

Proposed Visits

- a) Sunday, 15th May. Lincolnshire potato railway. S.a.e. for details to W.Woolhouse, "Laxfield", Fotherby, Louth, Lincs. (details not yet finalied).
- b) Saturday 4th June. Welshpool & Llanfair Railway. S.a.e. for details to Assts. Hon. Secretary (see page 5) or to Mr. Woolhouse as above. (details not yet finalised).

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