

EDITORIAL:

A member recently wrote in to say that quite a lot has been said about the Society's preserved loco 'BARBER'. This locomotive, which was the property of the Harrogate Gas Works until two or three years back, was presented to the Society for preservation due to the fact that it is now the only known narrow gauge loco in existence built by T. Green & Son Ltd., of Leeds. Our correspondent remarked that a lot has been said about it, but not all members will be familiar with the main details as to year of building etc.

So it is proposed to give a few details as far as the Editor's memory will allow him to:-

Locomotive "BARBER" - Built by: T. Green & Son Ltd., Leeds, 1908. Works No.441.
Type: 0-6-2 Saddle Tank. Gauge: 2'0". Owners:- Harrogate Gas Works.
Drvq.Whls: 2'6" dia. Trlg.Whls: 1'6" dia.

Anyone further interested in this loco with a view to modelling etc., can obtain drawings of this and also of the Rolling Stock used on this line all drawn to a uniform scale of 8 mm/ft. from:- P.S. HALTON, 18, Eden Crescent, LEEDS, 4.

A sister engine to "BARBER", named "MASHAM", was constructed around the same time and which was used in the work of constructing the Harrogate Water Works Reservoirs at Colsterdale was also of the same gauge etc. Unfortunately the fate of this loco is now rather obscured in the mists of time.

Preservation work on "BARBER" is still progressing, and working parties are made up each week when a session is put in on re-painting etc. Help in this respect is still very urgently needed and anyone, particularly in the LEEDS area, who has an odd hour or so spare on a Sunday morning or Tuesday evening, will they please contact the Chairman, Mr. E.G. Cope, 10 Piece Wood Road, Tinsill, LEEDS, 16., or present themselves at the disused Leeds Corporation Tramways Sub-Station in Copley Hill (just below the Motive Power Depot) LEEDS, 12, at 10.30 a.m. on Sundays or 7.30 p.m. on Tuesdays.

Also, no items of interest news or anything else for that matter has been received for inclusion in the NewsSheet, except from the odd one or two 'regulars', for some considerable time.....no comment!

Ed.

LONDON & SOUTH EAST AREA ANNOUNCEMENTS:

The R.A.F. recently claimed our Area Rep: W.J.K. Davies, and until further notice this work will be carried on by the very capable hand of Clifford H. John, 23, Crossway, West Ealing, LONDON, W.13.

The book produced by this area on the Furzebrook Line, will be on sale shortly. Price at meetings will be 2/6d. By post it will greatly assist matters if sufficient remittance be included to cover the cost of return postage and packing as the post free price has yet to be announced.

IMPORTANT: Will members please note, that as from 1st January, 1958, ALL future meetings of this Area will be held at 'THE RAILWAY TAVERN' in Liverpool Street, E.C.2. (opposite Broad Street Station). The meeting on 18th January will be the first to be held at the new venue and will start at 7.0 p.m. consisting of two lectures given by Society Members - 'Some Narrow Gauge Passenger Carrying Lines' by G.R. Hatherhull, and 'Steam Trams' by G.T. Whewy. Both to be illustrated by the Episcope.

ANNUAL GENERAL MEETING:

The next A.G.M. which is to be held in LEEDS at the Y.M.C.A., Albion Place, LEEDS, 1, will be started at 2.30 p.m. on Saturday, 25th January, and will close at approximately 8.30 p.m. As many members as possible are asked to attend.

Nominations are as follows:-

ORGANISING SECRETARY	- Vacant
Treasurer & Membership Secretary:	P.S.Halton
Editor:	P.G.Brennand
Preservation Secretary:	E.G.Cope or P.G.B.
Librarian	R.P.Lee

also required are three Ordinary Members.

Photographic Competition - Entries to:- R.N. Redman, 11, Outwood Walk, HORSFORTH, Leeds. One Week before A.G.M.

TAL-Y-LLYN NOTES:

These notes are unfortunately rather behind hand due to lack of space in the last issue, but anyhow here goes! Better late than never!

Locomotives, No.1. 'Talyllyn' is now completely stripped down in the works of one of the members of the Midland Area of the T.R.P.S. who have made themselves responsible for the overhaul of this loco.

TAL-Y-LLYN NOTES: (continued)

News about No.2. 'Dolgoch', is that when sufficient funds are available it will have to have a complete overhaul and be re-built.

No.3. 'Sir Haydn' and No.4. 'Edward Thomas' are on regular passenger working.

No.5. 'Midlander', is at work at Towyn, and is usually to be found on P.W. and Work Trains.

Coaching Stock: Replacement headstocks are now in use on one of the T.R. Coaches, and window frames have been repaired in others.

Work has been put in on the reconstruction of the former Glyn Valley Tramway Coach, by two members of the Midland Area of the T.R.P.S. The finish will be in the colours of the old G.V.T.

General:- A footbridge has been erected over the track in the cutting west of Dolgoch Station which will provide an easier approach to the falls from the station.

Weed killer has been sprayed over about 80% of the track. About 50 yards of track have been replaced beyond the points at Abergynolwyn to facilitate the turn round of trains.

Repairs have been carried out to the roof of the loco shed at Pendre.

There is a proposal to erect an entirely new Carriage Shed at the vicinity of the 'Barn', the additional accommodation is, of course, badly needed.

THE DOLGARROG RAILWAY:

This 2'0" gauge railway is situated in the Vale of Conway about 5 miles N.W. of Llanwrat. From the bottom of the valley all that can be seen is a disused 2'0" gauge incline which runs alongside the Hydro-Electric pipeline leading to the Aluminium Works at Dolgarrog.

The top can be reached by a 1,000 ft. climb at an incline of about 1 in 1, or by a circuitous route which is a road 'Unsuitable for Motors' from Dolgarrog.

The line is used for connecting the stores at the incline top with the reservoirs at Llyn Cowlyd, and is over 3 miles long. A works train runs up in the morning and returns in the evening, hauled by a Simplex Loco. The reservoir maintenance workers arrive at the incline top by Land Rover and complete their journey by rail.

The line starts over a little bridge, then twists and turns under the Hydro-Electric pipes, passes through a wood and then into open country, turning right up the Affon Ddu Valley.

When the last visit to the works was made, deliveries were being completed of 2'0" gauge railway equipment to John Laing, Contractors, for use on a reservoir contract in this area for the C.E.A. Unfortunately the location was not discovered, but the equipment consisted of brand new track, Ruston Diesel locos and Decauville tracks, etc.

We are very much indebted to Society Member G.H. Blenkhorn of Huddersfield, for his very interesting account of a line in the Welsh Mountains that is more than likely unknown to most of our members, the Editor included.

NEW ARRIVAL ON THE FFESTINIOG:

As reported by Society Member N.E. Danger, a while back, a strange loco has put in an appearance at the Ffestiniog H.Q. '...looking like a Peckett...' This loco is one of Pecketts 0-6-0 tanks is 2'0" gauge and was formerly to be seen working alongside 'Barber' at the works of the Harrogate Gas Works from whence it has come. This line recently closed down completely and went over to the usual 'Enemy' road transport. The line owned two steam locos and also a 0-6-0 Diesel built by the Drewry Car Co. As far as is known, the diesel is still at Harrogate and the belief is that it is awaiting a buyer.

THE REFERENCE DEPARTMENT:

Recently received by our Chairman, Mr. E.G. Cope, from Society Member K.E. Hartley of Selby, were a bundle of magazines, amongst those in the Model Engineer, were the following articles dating back to the 1931-32 period.

GOLDEN ACRE PARK (Leeds) 20" Gauge; Mablethorpe (No gauge stated); Gt. Yarmouth (1'3" gauge); North Bay, Scarborough (1'8" gauge); Fairbourne (1'3" gauge); Ravenglass & Eskdale (1'3") Rhomney, Hythe & Dymchurch (1'3" gauge); Southend (Kursall, 1'3" gauge).

In addition were the following extracts from the 'Locomotive':-

July 1913 - The Torrington & Marland Lt. Rly. (Illus.Art.)

May, 1925 - The Ashover Light Rly. (" ")