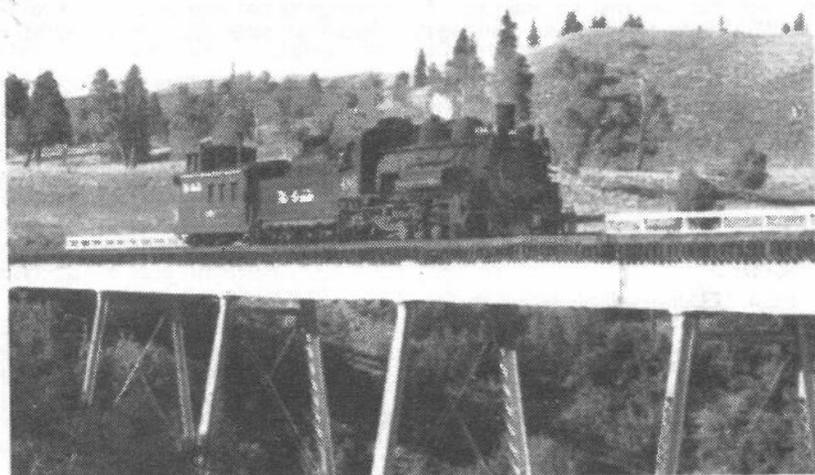


THE NARROW GAUGE



Photo

J. F. Haran, Denver

THE NARROW GAUGE RAILWAY SOCIETY

No. 13 August 1955

"THE NARROW GAUGE"

Issued by the Narrow Gauge Railway Society, Leeds, Yorkshire, England.

[No.13]

June/July 1955 (*)

(* : Cover printed 'August 1955')

Jumping The Fence!

Some of our readers may have expressed surprise that we claimed to have improved the last issue of the magazine, reason being that a rushed printing job resulted in the front page reproduction not being up to standard. By that time the inside pages had been printed; it is hoped that, by the time these words are in print, a better quality block will have been prepared for the cover of this issue.

N.G.R.S. Meeting Proposed meeting in Leeds on Saturday 1st October. Details yet to be finalised, but will probably be an afternoon discussion/film-strip show, followed by tea at the Majestic Cinema. Inclusive cost this year 4/-. Postal order and s.a.e. to the Assistant Hon. Secretary if you intend to be present (Note - new address on p.2)

Badges Any member who still has one of the orange button badges is asked to return it IMMEDIATELY to the Hon. Secretary, stating if new type - (probable cost 3/-) is required.

Exhibitions All members are asked to watch for opportunities where the Society may be represented at exhibitions. Publicity material is in course of preparation and stock should be ready by September.

Changes of Address In connection with the announcement on p.5 of the March/April issue, will all members please note the following alterations to addresses :

E.G.Cope, 10 Piece Wood Road, Tinshill Lane, Leeds 16.

R.N.Redman, 11 Outwood Walk, Horsforth, Leeds.

District Representation Mr. D.Lloyd, 32 Cavendish Road, Chorlton-cum-Hardy, Manchester 21, has been appointed Hon. District Agent for East Lancashire. Will all members in Manchester, Stockport and Altrincham areas please contact Mr. Lloyd as soon as possible regarding meetings etc.

Welshpool & Llanfair Railway Special Saturday 20th August 1955.

Tickets (2/6d. and s.a.e.) from Mr. Woolhouse, "Laxfield", Fotherby, Louth, Lincs., from whom further particulars may be obtained.

Congratulations are extended to the Assistant Hon. Secretary Mr. R.N.Redman on the occasion of his marriage on June 4th.

Overheard at a meeting "What is the NGRS for?" - "To persuade British Railways to push the lines a bit closer together".

Message from the Hon. Secretary

Many of you will be wondering why things have been, to you, a 'bit quiet' up H.Q. way just lately, as there are quite a few letters waiting to be answered, some beginning to collect cobwebs I fear! However, cobwebs are often synonymous with narrow-gauge railways (notably those in certain cartoons). Things have been very far from quiet and I thought you might like to know the reasons :-

- a) Change of Hon. Treasurer has resulted in a 'financial standstill' until the new Hon. Treasurer has taken over, owing to prior demands of examination finals.
- b) the recent wedding of the Assistant Hon. Secretary was preceded by a period when even the mention of the words 'narrow-gauge railways' was enough to upset the proverbial apple-cart (or slate wagon, if you prefer it!).
- c) the prolonged transfer of the Society's H.Q. to the new address has been the main cause of the temporary suspension of all NGRS administration, and I hope members will appreciate this. Nightly journeys for a period of 8-10 weeks to a different locality for the purposes of painting and decoration, sometimes by bus, sometimes by train, most times by van (we don't talk about the two breakdowns, by the way) have hardly left enough time to read the many interesting letters that I have received.

I hope that by the time this issue is in your hands, that things are back to normal. Anyone who has had to 'house-move', keeping the old one going whilst the new one is being prepared for habitation, will appreciate the difficulties.

To cap it all, the rail strike has caused the cancellation of the Welshpool trip until a later date, and has considerably delayed the production of the magazine, owing to the number of rail 'journeys' involved in the latter. However, I hope you will all understand that you are not forgotten or being ignored. Time is at a premium at the moment, so please bear with us until we are 'back to normal'.

Sincerely, E.G.Cope, Hon. Secretary.

Drawings

are now available of the 0-6-2ST "Barber" (Harrogate Gas Works) price 3/- for the two sheets. Postal Orders, made out to Mr. P.S.Halton at Leeds 4 Post Office and NOT crossed, should be sent with s.a.e. to Mr. Halton at 18 Eden Crescent, Leeds 4, if anyone is interested in making a model of this unique locomotive.

Reference Department

Odd items of narrow-gauge interest continue to be added to the Ref. Dept. One of our members now OHMS in Northern Ireland has recently sent us some very interesting photographs taken on the County Donegal Railway, and as we go to press, a letter has been received from him, extract as follows :

".....you may have seen in the papers last week about the go-slow bus strike of the U.T.A. This has meant that a Sunday School excursion from Strabane to Portrush would have to be cancelled on June 30th unless transport could be had between Strabane and the U.T.A. railway station at 'Derry. So the Strabane - 'Derry narrow-gauge line was re-opened and the C.D.R. ran a 14-coach double-headed train down in the morning and back in the evening. The engines returned to Strabane during the day....." He gives the coach numbers (53, 17, 12, 14, 38, 40, 13, 32, 16, 15, 28, 57, 59, 58) but was unable to see the locos due to being on duty during the evening. He also mentions that a small amount of track has been renewed outside Strabane on the Donegal line, and that Railbus No. 10 has had the seating increased to 29 by removal of the rear sliding door and a bench seat placed right across the back.

Narrow Gauge in Sussex

Early in 1951, one of our members located a narrow-gauge railway in Sussex, which he christened the "Cuckmere Valley Light Railway" for want of a better name. The line, which is to all intents and purposes 2'0" gauge, serves for the transportation of shingle from the beach at the river mouth to the Seaford-Eastbourne road, where it is loaded onto lorries. The motive power consists of two standard Simplex diesel locos, one being held in reserve, and the shingle is transported in Hudson side-tippers. A more detailed account of the line has been published in the S.E. District News-Sheet, and as the member concerned (Mr. D.J. Hyson) and his friend and helper Mr. M.E. Bunch, are both away in the forces at the moment, any member who is interested in this line should contact the S.E. District Agent for details (a set of photos is in the Ref. Dept.).

M.R.C. 1955 Exhibition

The Model Railway Club's Annual Exhibition was held at the Central Hall, Westminster, between April 12th and 16th - just too late for a report to be included in the previous issue of the magazine.

Although the interest of the exhibition is entirely confined to model railways, as distinct from their prototypes, nevertheless a study of the models on view is rewarding because it indicates the trend of railway interests. In this connection I am pleased to report that narrow-gauge interests are greatly to the fore these days and that narrow-gauge modelling is certainly commanding the attention of a greater number of people than hitherto.

The exhibition comprises not only M.R.C. members models, but also visiting clubs' exhibits, so that narrow-gauge models were scattered about in various places. There were, for example, some fine models on the visitors section including, in 0-Gauge, a Welshpool & Llanfair loco and passenger train, and a Lynton & Barnstaple loco. Also, on the M.R.C.'s American Stand was an unfinished Denver & Rio Grande Western loco in 4mm scale, the size of which compared very favourably with standard-gauge locos on show! The D&RGW narrow-gauge section is 3'0"-gauge and a photo of one of their locos appears on the front cover of this issue.

But the bulk of the narrow-gauge models on show were on the M.R.C.'s narrow-gauge group's stand - including a complete D&RGW train, also in 4mm. As the present writer is not only the M.R.C.'s narrow-gauge steward, but also a member of the NGRS, he saw to it that the Society was well-represented at the show! Most of the models on the static stand were, curiously enough, to 4mm scale, in spite of the alleged 'difficulty' of modelling narrow-gauge prototypes in this scale; but not all, 0-Gauge was also represented as well as 16mm on 32mm-gauge track, this combination being represented by two superb Vale of Rheidol models, both locos and both, surprisingly, designed for 2-rail operation.

The following railways were represented : Vale of Rheidol, Festiniog, Isle of Man, Lynton & Barnstaple, Southwold, Talylyn, Glyn Valley, Clogher Valley, Schull & Skibereen, D&RGW, and free-lance models as well. In addition there was a working layout, scale 4mm, gauge 12mm, worked by Isle of Man rolling-stock, two Isle of Man locos, a Ballymena & Larne 2-4-2T and a Schull & Skibereen 4-4-0T. This makes a total representation of twelve different lines, not counting the free-lance models or the quarry line trucks also on the stand.

So I think I can say that narrow-gauge interests are very much alive and flourishing in the modelling world; and if any NGRS members visit next year's exhibition this is an advance note to make themselves known at the narrow-gauge stand. A Society such as ours is of necessity scattered as to its membership, so let us lose no opportunity of contacting each other whenever we can.

D.A. Boreham.

London and S.E. District Meetings

The following meetings have been arranged at the Ship Tavern, Worwood Street, London, near Liverpool Street Station:

Saturday 6th August - 7.30 p.m. to 9 p.m. Club Night

Saturday 1st October - R.H.D.R. 1925-1955, by C.H. John, London Agent.

Saturday 3rd December - Modelling, by D.A. Boreham.

All members in the London and S.E. Districts are asked to give these meetings their support, and anyone who, although living outside the actual districts, can get along to the meetings, is cordially invited to do so.

Liaison with Other Societies

In view of the aims of the Talylyn Railway Preservation Society and the Festiniog Railway Society, all members are asked to give all the support they can to these two Societies, and extend invitations to their members to join in any of our activities where practicable.

Tal Y Llyn Railway

We give below a summary of train services which will operate until 24th September, weekdays only :

Towyn (W) dep. 10.25 a.m. (SX) and 3.0 p.m., stopping at intermediate stations and arriving Abergynolwyn 11.20 a.m. and 3.55 p.m.

Towyn (W) dep. 2.10 p.m. (B) calling at Dolgoch 2.40 p.m. and Abergynolwyn 2.55 p.m. only.

Abergynolwyn dep 11.50 a.m. (SX) and 5.0 p.m. stopping at intermediate stations and arriving Towyn (W) 12.40 p.m. and 5.50 p.m.

Abergynolwyn dep 4.40 p.m. (B) calling at Dolgoch 5.0 p.m. and Towyn (W) only arriving 5.30 p.m.

SX - Saturdays excepted B - runs 20th July to 3rd September only

Timetable leaflets are available price 3d each post free, from Mr. R.K. Cope, Hon. Publicity Officer, "Brynglas", Beckman Road, Pedmore, Stourbridge, Worcs.

The [Talylyn] Track Fund is still open in case anyone has the odd bob or two to spare! All NGRS members are urged to contribute to this vital cause - Hon. Treasurer of the TRPS is Mr. P.J. Garland, 36 Waterloo Street, Birmingham 2.

A new signal has been erected at Pendre (GWR style) and the Wharf Road bridge is completed. "Dolgoch" is still away for repairs, and a weed-killing tank wagon, built by the N.W. Area of the TRPS, is in service. A new range of tickets has been introduced; anyone desiring old ones should contact the TRPS London Area Secretary, Mr. T.R. Robertson, 23 Portway, Ewell, Surrey.

Front Cover Photograph

This was taken last year by Mr. John F. Horan, a director of the Denver Society of Model Railroaders, whose H.Q. is located at Denver Union Station. The photo shows loco No. 486 and a

caboose crossing Tobate Trestle on the Cumbries Pass line. Mr. P.S.Halton, who has been in touch with Mr. Horan, has supplied a few brief notes :

D & R G W No. 486 - one of ten locomotives built by the Baldwin Locomotive Company in 1925. Second-heaviest narrow-gauge locos on this system. All in service except No. 485 which was damaged in a fall into Salida turntable pit and scrapped this year.

The class is divided between the 200-mile Alamosa-Durango Branch in Colorado and the 21-mile Monarch Branch near Salida. On the former they are used on general freight duties and on the latter for transporting limestone from huge quarries. On the latter duty, four double-headed trips a day are run.

Nine larger 2-8-2's, the 490 class, and four smaller 2-8-2's complete the Rio Grande's narrow-gauge loco stock :

464	1903 Baldwin
473/76/78	1923 Alco
480-84/86-89	1925 Baldwin
490-95/97-99	1928/30 - rebuilt from standard-gauge 2-8-0's

Any other D&RGW fans in the NGRS are asked to contact Mr. Halton, by the way. We should like to know how much interest there is amongst our members in American narrow-gauge.

Festiniog

As we go to press, we learn that "Prince" is nearing completion, and that two coaches, F.R. Brake/Third No. 5 (now renumbered 12) and W.H.R. No. 23, have been repainted in the new livery of green (lower panels) and ivory (upper panels), with dark red ends. Some of the coaches have been renumbered to obviate the confusion caused by several vehicles carrying the same number.

Work is progressing on the track, and re-sleeping of the joints on the Cob is nearing completion.

There is no official opening date as yet, and we understand that the opening of the railway to the public is dependent on how soon "Prince" is finished. In view of the C.E.A. hydro-electric scheme, it is anticipated that a new station will be built south of the tunnel.

The Festiniog Railway Society still requires financial and other assistance; address your enquiries as under :

General - L.A.Heath Humphrys, Penywern House, Penywern Road, London S.W.5.

Voluntary Assistance - A.G.W.Garraway, c/o Festiniog Railway Co., Boston Lodge, Penrhyndeudraeth, Merioneth.

Furzebrook

We understand that the 2'8"-gauge system at Furzebrook is to be replaced by motor transport, and that "Secundus" may be preserved. Anyone who requires more concise details should write to the S.E.District Agent, Mr. W.J.K.Davies, Merton Court, Sidcup, Kent.

Special Note to NGRS Members

Membership Lists are now available from the Hon. Secretary on receipt of an s.a.e. without extra charge.

"The Rectangular Box"

"Ah", said the engineer, "they all come to take photographs of this, but they never look at that!". "This" was a sturdy 0-4-0 Peckett tank engine, now looking sad as it slowly rusted away. "That" was a compact diesel locomotive which, by comparison, looked most un-interesting.

It was a story which has been repeated many times; the steam locomotives continued to give good service until the inevitable day when they became due for replacement. Then the diesels came - "maintenance easier, better running, more economical" - so it was said.

The steam locomotive has an irresistible fascination, and for many of us the diminutive narrow-gauge types have an even greater attraction. We do not care to be reminded that they are fast disappearing. The diesels that have replaced them have no appeal, they are just "mechanical rectangular boxes".

But there is another side to this, you know. Even if the steam engine is being replaced by an unattractive diesel, at least the latter does prolong the life of the narrow-gauge system. We must all know of systems which are being kept going by diesels and isn't that at least something to be thankful for? No, think again - don't be too hard on the diesel.

R.Sharp.

Welshpool & Llanfair Light Railway

A brief note on the editorial desk, from one of our members, suggests that "Earl" is to receive a new firebox so that present demands of traffic on the branch can be met. Anyone able to confirm this?

Back Cover

All we know about "Ada" is that it was the first narrow-gauge locomotive built by W.G.Bagnall Ltd. Brief details as under, supplied by P.F.Dyer :

Built April 1877 for W.Rees. Cylinders 4" x 6" (not known whether one or two), Gauge 1'10", wheelbase 4'3".

It may be that someone knows a bit more about this locomotive, the second on Messrs. Bagnalls' books, if so we shall be pleased to hear from them.

New Magazine

"IRISH RAILFANS NEWS", issued quarterly. Obtainable from L.Hyland, 40 Old Finglas Road, Glasnevin, Dublin, Eire, from whom subscription rates are available. A well-produced duplicated magazine of value to all who are interested in Irish railways, whether standard or narrow-gauge.

Urgently Needed - more money to provide for the welfare of the two locomotives we are preserving ("Barber" at Harrogate and our own 0-4-0ST "Peter" at Stafford). Contributions to the Preservation Fund should be sent to :

Mr. J.M.Birdsell, Hon. Treasurer, NGRS., 7 Broomhill Drive, Leeds 17.

Advertisements

(1d. per word, minimum 12 words)

WANTED URGENTLY - loan or purchase, ANY unpublished material relating to Glyn Valley Tramway. Photos, liveries, timetables, posters, dimensions, etc. Please contact S.E.District Agent.

Owing to pressure on space, Mr. Attwood's article on West Country Mineral Lines has had to be held over until the next issue. Further delay on getting the magazine. out is on account of waiting for Festiniog news.

Cover printed by (A.M.Cook, York)(deleted). Trinity Press, Leeds.