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EDITORIAL.

As you will have noticed we have included with this issue, a note to the effect that due to the old stumbling block, outside sources, the production of the first of our bi-annual magazines, has been delayed. Now a word or two about some of our difficulties; The disclosure of these has been suggested to me to be published, by a prominent member of our London & E.M. Area, not as a 'let out' or a set of lame excuses, but to bring to the Society Members' notice the reasons for delay and also the alleged 'poor quality' of the Newsheets of late.

Firstly, this is a pure and simple part-time job, and believe me, it is growing to the proportions of a full-time one, as my wife and family will readily testify to, be that as it may, the time available for concentration on the 'Sheets and Mags. are governed by the pressure of full-time work, as is the case with us all. Secondly, do not let it be thought that I am trying to pass both the 'buck' and the job on to someone else, far from it I enjoy it immensely, and to be honest wouldn't care to let it go to anyone else, just yet anyhow. Thirdly, the 'poor quality' of the Newsheets cannot be entirely placed on the doorstep of the Editor, or Editorial Committee what we want is NEWS from outside the Committee's circle, I rather forcibly stressed this point in the last issue, which I must admit was put to print in a bit of a rage, needless to say, I received a letter from the aforesaid Member who whilst sympathising with the obvious difficulties, etc., made it clear that it wasn't any good grumbling, and playing 'Hell' with the members, but to let them, that's YOU! know of the difficulties entailed in the job. One of my main difficulties of late has been having to borrow a typewriter from about three different sources and having to return them at short notice, even now this 'Sheet is being typed out on a machine that has GOT to be returned in about three hours time!

Now before I finish with my 'ramblings' let me just ASK YOU AGAIN, let us have your comments, suggestions, news, and any comments you wish to make that will go towards the making of a REGULAR Newsheet, one that we can turn out every MONTH! And one that will be readable as well as informative.

REMEMBER chaps without your help there just can NOT be a Newsheet or a Magazine either.

Mag. Editor Tom Spink, would like to receive articles for his December production NOW, so's we can get weaving and get it into shape for the end of the year. The first Magazine will probably be ready to dispatch before this 'Sheet is on its' way.

Ed.

News Editor's address will be found at the top of the page, and will be found there every issue from now on.

Magazine Editor's name and address is; Mr T.H. Spink, 37, Leeds Road, WAKEFIELD, Yorkshire.

NEWS FROM THE FESTINING RAILWAY SOCIETY.

To hand is the latest report from this Society.

On the front cover of this issue (The F.R.S. one of course) is a photo of the 0-4-4-0 Double Fairlie, 'TALIESIN', in its grey primer, well since this shot was taken both 'TALIESIN' and 'PRINCE' have been re-painted in the following colour schemes; applicable to both locos;

GREEN: Tank sides, cab sides and tender ('PRINCE')

LINING: 2" black border with reverse corners round all green panels, with a 1/2" red line between the black and the green. There is also a red line round the footplate valance.

BLACK: Tank and boiler tops, cab fronts and below footplates.

CREAM: Cab interiors.

Coats of Arms transfers appear on tender sides ('PRINCE') and on the cab sides on 'TALIESIN'.

'TALIESIN' has also been fitted with Welshpool couplers.

It was recently observed that 'PRINCE' is the only loco built by George England with curved links. Normally Allan Straight Link Motion has, as the name implies, straight links, this probably accounts for the bad valve events when 'PRINCE' has been notched up. A new set of straight links has

been unearthed at Boston Lodge, and these are being machined and planned to be fitted to 'PRINCE'.

Coach No. 20 is well on the way to returning to traffic, exterior painting is almost complete and glass transfers have been fitted to the doors. It is intended that the boxes be changed as the wheels are well worn.

Penrhyn Station has had its first coat of paint in years. Re-sleeping has been carried out recently and the Penrhyn-Minfford section has received particular attention. Track clearance is now complete up to, and just beyond Cei Mawr.

Traffic was heavy at Easter and Whitsuntide, and the number of passengers carried so far this season is well in excess of the corresponding figures for 1956.

FESTINIOG RAILWAY TIMETABLE.

1957.

Wednesday, 5th June to Saturday, 28th September inclusive, week-days only. Also Sunday, 9th June and Sunday 4th August.

UP TRAINS.

Portmadoc.....	11.00A	12.00A	2.00	3.00	4.00	5.00	7.30B
Minfford.....	11.12	12.12	2.12	3.12	4.12	5.12	7.42
Penrhyndeudraeth.....	11.20	12.20	2.20	3.20	4.20	5.20	7.50
Tan-y-Bwlch.....							
Dduallt.....							
Tan-y-Grisiau.....							
Blaenau Ffestiniog...							

Service temporarily suspended.

DOWN TRAINS.

Blaenau Ffestiniog...							
Tan-y-Grisiau.....							
Dduallt.....							
Tan-y-Bwlch.....							
Penrhyndeudraeth.....	11.30A	12.30A	2.30	3.30	4.30	5.30	8.00B
Minfford.....	11.38	12.38	2.38	3.38	4.38	5.38	8.08
Portmadoc.....	11.50	12.50	2.50	3.50	4.50	5.50	8.20

Service temporarily suspended.

- A. Weekdays only, 15th July - 7th September also Whit Monday.
 - B. Tuesdays, Wednesdays, Thursdays and Saturdays, 10th July - 7th September, also Whit Saturday and Whit Monday.
- All trains call at Pen Cob, Boston Lodge, and Pen-y-Bryn halts by request. The above timetable is taken from the official one issued by the Festiniog Railway Company.

LONDON & S.E. AREA MEETINGS.

Saturday, Oct. 5th, 1957, 'Narrow Gauge Railways of Switzerland', by Phillip J. Kelly.

Saturday, Nov. 16th., 'Modelling' by M.E. Bunch.

Both these meetings are at the Ship Tavern, Worswood St., E.C.3 (Near Liverpool St. Station) starting at 7.00 P.M.

DIESEL ON THE R.H. & D.R.

A.G. Ellis of Canterbury sends us some information on a Diesel loco recently seen on test on the R.H. & D.R.

"..... I picked the right day for once, and was there to see the test run of a 0-4-400 Diesel loco. However, rest assured, there is no danger of the R.H. & D.R. scrapping its steam power. The diesel is being stored at Hythe, by an arrangement between Capt. Howey and the owners, and it is for sale.

The test run was on behalf of a prospective buyer. The engine was built by, or at the Royal Anchor Miniature Railway at Liphook, Hants., but since the gauge of that railway seems to be only 10 1/2", I am wondering why they should build a 15" gauge machine. It is actually lettered ROYAL ANCHOR at both ends which has puzzled a number of people who did not know of the Royal Anchor Miniature Railway.

Footnote; Mr C.H. John, our London & S.E. Area Agent informs us that the Diesel Loco mentioned above, is intended for the purchase by a Foreign buyer.

ACKNOWLEDGEMENT

Our grateful thanks to Mr. D. Clayton of Birmingham for his generous donation to the Preservation Fund which will go towards the preservation of 'BARBAR'.