

NARROW GAUGE NEWS.

1958/2.

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EDITORIAL A word or two about the Annual General Meeting, held in Leeds, on the 25th January, last. At this A.G.M. there were present SEVEN members, to be joined later by another member, at the evening session. Apart from the fact that the meeting had been given decent advance publicity in the News Sheet, the only people who attended from out of the Leeds area were one from the Manchester district, who nearly always turns up at Society functions, and a member from Nottingham. The rest were from within the Leeds City Boundaries. What happened? Were members put off by the weather, or is the interest in Society matters of secondary importance these days? We know that quite a few are working Saturday afternoons, but not everyone does. But it does seem to be bordering on the lethargic side of things when two members between them can travel about 200 miles there and back to attend and others 'on the doorstep' as it were don't even drop us a line to excuse themselves.

Anyway, the next A.G.M. is to be held in NOTTINGHAM, on Saturday, 3rd MAY, 1958, details to be announced later. We are hoping that with the weather being more stable at this time of the year and with Nottingham being probably nearer to the centre of the Country, this will encourage a greater turn-up. There is also the possibility of a visit, in the morning, to one or more of the narrow gauge lines which abound in this particular area.

More details regarding the new date of the A.G.M. etc, can be found in the Minutes which will be available shortly.

The Secretary wishes it to be known that when communicating with Committee Members, will members who desire a reply please enclose a Stamped Addressed Envelope, thank you.

THE SALZKA (MERCUT) LOCAL-RAILWAY As most members will probably be aware, this Austrian narrow-gauge line was closed completely on 30th September, 1957, after about sixty years of service. Mr. E.C. Cope, our Preservation Sec. has sent along an article on the history, construction and equipment of the railway which in a condensed form will be published in the News Sheet in the near future. Also Mr. Cope states that an illustrated article appears in the Nov/Dec. issue of European Railways in which photos of the railway and of a protest march through Salzburg appear. A committee has apparently been set up to present a petition for the re-opening of the line, and information will be given later if and when we can obtain further details.

RAVEN LASS & ESKDALE RAILWAY. Mr. S. Buck of Seascale, Cumberland, sends in some interesting information regarding the R & E/R.

(i) Layout at Dalegarth is now altered, loop now extends to Boot cottages, (Site of original 15" gauge station) with the crossover on the bridge.

(ii) 'River site' has been dismantled. Two 4-6-0 chassis believed sold to Southport Miniature Railway.

(iii) Boiler pressures on 'ESK' and 'IRT' now set at 160 - 165 lbs. sq. in.

(iv) Chassis (0-3-0) 'River Esk's steam tender now reposing at back of Ravenslass Shed.

(v) Crushing plant at Urthwaite being transferred to Beckfoot Quarry 4'-8 1/2" section removed completely, some of these rails are believed to have been used on the N.G. section.

(vi) Coaches are now painted a light green, with black trim and

underframes - all covered vehicles - most 4-wheelers are scrapped, but amount of bogie opens has increased to at least 22 vehicles.

(vii) Six top hoppers sold to R.N 7 D.R. bogies have since been returned and are now under some new home built coaches. Very good trade is done on summer Sundays, but traffic is a little thin when it rains, (not surprising, as all stock is open.)

As an experiment, a service, about two trains each way per day, was run last season for about a month before Whitsun, normal opening day, but was poorly patronised, and it is doubtful if this will be repeated. However, the line is thriving, and when the granite quarries reopen it should be in existence for some considerable time to come.

LONDON & SOUTH EAST AREA NOTES. Mr. C.H. John, the Agent, has sent along a copy of a circular which he has sent to the various magazines with regard to recent activities at the London end;

'Our first meeting for 1958 was held at our new venue, 'The Railway Tavern' in Liverpool St. on Saturday 18th January. We were very pleased to welcome a record number of 28 members and visitors. There is, however, plenty of room for more as the room in use will easily accommodate 100. The first speaker, Mr. C. Hatherill, gave his usual witty description of his photographs which were displayed on the episcopa. Many interesting narrow gauge passenger subjects were seen. Another member, Mr. G.T. Wheway, followed with a most informative description of Steam Trams, most of which are now defunct, and the drawings and photographs displayed, gave us a very clear picture of their history from their inception to the present day.

On March 22nd. we shall be meeting again at the Railway Tavern for the area A.C.N. We are looking forward very much to seeing a large number of our members at this important meeting, we shall gather at 7.00p.m. Members are asked to bring along their latest photographs so that they can be displayed on the episcopa after the formal meeting is finished.

Our booklet on Messrs. Pike, Fayle & Co. Ltd's lines may now be purchased at 3s. 0d post free from the Area Agent, C.H. John, 23 Crossway, West Ealing, W.13. A list of drawings which can also be purchased, is included with the booklet, but on a separate sheet.

Other news from the L & S/E Area, is that they had an unstaffed stand at the Southall Railway Club Exhibition from 28th Dec. to 5th Jan. This contained an 8' x 4' display board, for photos, drawings and posters, describing our work, including preservation.

Models from the collections of Messrs. D. Boreham and F.J. McMillan were also on show. Mr. McMillan is the London Area Exhibition Manager and he is ably arranged the stand. Mr. C. Hatherill is the exhibition Manager for the S.E. Area.

All but two of the lecture dates have been filled for this year and the Area would welcome offers for talks of general interest. Any ideas, suggestions, or offers etc., for the lectures on these two nights can be sent to Mr. C.H. John.

Mr. Paul Wyatt of Harrow provides us with the following information he has recently seen in various Magazines; Model Engr. 16-1-58 Cover photo, 0-10-0 T. German State Riys. Postbag; Illustrated Photo and letter, the photo is of Clogher Valley No. 2 with railway personnel Article; Illustrated of 3' 6" gauge waggons built by Head Wrightson Ltd., of Teesdale. These are for carrying loads of 120 tons, huge 20 wheel monsters for the transport of transformers they are used for the Rhodesian Railways in conjunction with Hydro-Electric schemes in Rhodesia and Nyasaland.

Model Engr. 30-1-58. Photo taken in 1921 at Port Dinorwic, of Hunslet built 0-4-0 S.T. Model Railway News. Feb./58; Drawings and description of how to build model of French N.G. Pedestal Tank. (Same author as last month's Water Tower model.) Railway Modeller, Feb./58; Part 5 of Rick Green's article 'The Narrow Gauge Look'.

