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1957/3.

A PLEA FROM THE EDITOR.

In recent weeks some rather critical comments have been received with regard to the quality of the items appearing in this Newsheet. I would therefore like to just point out to our readers that even though we can expect to be criticised occasionally, a rather dim view is taken of the members who level such comments at the editing but make no attempt whatsoever to try and remedy this state of affairs by offering useful or constructive ideas, etc., Therefore, might I say that it is up to YOU MEMBERS as well as the Editorial Committee to see that the standard of the Newsheet is brought to a high level AND KEPT THERE! Even if you have never written as much as a line on narrow gauge, due, possibly to thinking that it may not contain items of sufficient interest, dig into your memories and, even though it may only be a couple of lines scribbled on the back of a postcard, let's be knowing and we at this end of the line will be the judges regarding whether or not it will be suitable for inclusion.

Will members also take note that in the forthcoming half-yearly Magazine the Editorial Committee is being kept going - as Britain was in 1940 - by 'The Few', this state of affairs, is, to say the least, a poor way in which to edit any type of reading matter.

ALL correspondence should be addressed to the Editor;

J.G. Brennan, 37, Norwich Avenue, Hunslet Carr, LEEDS 10.

PRESERVATION NOTES.

The T.Green O-6-2ST loco "BARBER" is now in the Leeds Museum Committee's Store, and

certain Committee members have made a start on the process of renovation.

Working parties are in the process of being arranged, on any convenient nights of the week, also Saturday afternoons and Sundays. This is in an effort to speed things up as time is rather an essential matter at the moment. The assistance of ALL local members is requested, please contact the PRESERVATION SECRETARY, Mr R.H. REDMAN, 11 OUTWOOD WALK, HOASPORTH, LEEDS, and advise him as to the most suitable periods for which you are available.

Items which are urgently required are as follows; (i) PARAFFIN, (ii) PRIMER PAINT, (iii) APPLE GREEN, SIGNAL RED, BLACK UNDERCOATS, (iv) EMERALDS IN THE ABOVE MENTIONED COLORS. (v) LOAN OF WIRE BRUSHES, PAINT TUNERS etc., anyone who is willing to supply or loan any of these items would they please contact Mr. Redman. If you are unable to offer any on the spot help, then maybe you would like to send a donation to the Preservation Fund to help in covering the cost of the transportation of "Barber".

Cheques P.O's etc., should be 'crossed' to the Society.

J.G. Cope, Chairman.

Considerable difficulty is being experienced in getting the ex-Cliffe-Hill (ex Ministry of Munitions) O-4-OST loco 'PETER' stored. It is still in the works yard at Messrs. Bagnalls', and is now, unfortunately proving a source of embarrassment to them. Anyone in the MIDLANDS AREA willing to find suitable storage space for it will they please get in touch with Mr. J.G. Cope or Mr. R.H. Redman.

Members may like to know that the Chairman has a 20" gauge wagon stored in his garden. It is a coal/iron vehicle formerly running between a colliery in this area and the old Bowling Iron Works at Bradford and was handed over by the Bradford Railway Circle, after having been used by them as a coal bin at their Club Room at Haminham Station.

CONGRATULATIONS TO;

M.E. Bunch on his recent marriage, also to D.J. Hyson on his forthcoming marriage.

COLLIER VISITS.

At the A.G.M. last December it was decided that the number of visits per year be reduced to TWO. This step was taken due to the very poor response to visits in the past. Any suggestions re visits contact the ORGANISING SECRETARY.

ROYAL VISIT TO R.H.&D.R. If any member was fortunate in being able to secure a photo of the "Royal Train", complete with "Royal Train" headcode, we would be very grateful for a copy for the Library files.

COUNTY ANTRIM NOTES. A few lines on derelict N.G. lines in County Antrim, kindly sent in by W.J.K. Davies:
Ballymena, Cushendall & Red Bay: Retreat/Parkmore section; earthworks in good condition, most over and underbridges dismantled apart from abutments. Line appeared well engineered and substantial. Parkmore Station still in situ, L.M.S. vintage pre-cast concrete building, wooden goods shed appeared to be older. At a line works near Retreat a pile of 3'0" gauge sleepers seen, also an old 4-wheel tramcar (?single deck or out-down double-deck?), complete with socket for trolley pole. All attempts at tracing origin have failed: it is NOT a Giant's Causeway car! Earthworks on Parkmore/Ballymena section in poor condition, enclosed for farm use in instances. Stations appeared to be in position.

Glenarriff: Trackbed of mineral line seen running alongside glen on ledge appeared in fair condition except parts where farm tracks crossed the right of way. A 2'0" gauge line was seen between line-works and the sea at Larne. Skips were the standard metal variety.
Giant's Causeway: Causeway terminus of high ornate, gabled, corrugated iron eas design still standing, ground cleared, trackbed clearly traceable towards Bushmills.

Ballycastle Railway: Station at Ballycastle site clear, viaduct still in place, road end in use as U.T.A. road depot with new garage. Goods shed in use still. Station building in use as road offices and depot manager's house. Engine shed still derelict, once used for running repairs at one end. End of loading dock siding remains intact and two ex-B.C. & R.R. bogie coaches, plus two standard gauge (5'3") bodies on n.g. underframes are parked on . These two bodies are supported at intervals by wood supports. All are painted green and fitted out as camping coaches. One of two lever frames still in place. Trackbed in good condition, most bridges intact, but one, about a mile out, is dismantled. Mile posts still in position, impressions of sleepers plain, parts overgrown. Arney Station used for agricultural purposes. Derreck in use as house by old employee now working on main line. On farm near Ballyray were remains of old 4-wheel saloon coach, origin unknown, but NOT Ballycastle.

NEWS ITEMS Railway Magazine; May '57. Illus. article on County Donegal Railways; illus. of E.A.R. '60' Cl. 4-8-2-2-8-4 Beyer Garr., and '30' Cl. 2-8-4 and U.S.-built 2-8-2(S); illus. of West Clare 0-6-2T No. 5c on s.g. wagon at Ennis. (S); note on dieselisation of West Clare section of C.I.E.; note on Royal visit to R.H.D.R.; note on Tal-y-llyn Rly. diesel loco "Midlander"; note on Festiniog Rly. activities during A.G.M.

Model Railway News; May '57. Illus. art. (details and photos) of Darjeeling and Himalaya 2'0" gauge 0-4-4-0 Garrett; Nepal Govt. 2'6" gauge 2-6-6-2 Garrett, and Mexvi Metro-gauge 4-6-0.

Railway Modeller; May '57; Illus. art on Vale of Rheidol Railway.
Railway Magazine; June '57; Illus. art. on Festiniog Railway; illus. art. on Narrow Gauge Museum at Towyn; photo of diesel set on North Borneo Govt. Railways; illus. art. on Manx Electric Railway (now nationalised by the Manx Government according to a report in the Yorkshire Evening Post on Junelst '57).

APOLOGIES, most sincerely, for a typing error in the the last issue: the meeting at the Griffin Hotel, Leeds, was an S.L.S.-Meeting, to which N.G.R.S. members had been invited.