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A MESSAGE 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 point out to our readers that even though we can expect to be critical 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, MA.R.S 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 perhaps 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 known and we at this end of the line will be the judges 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 informed as Britain was in 1940-45 by 'The Few', this state of affairs, is, as I say the least, a poor way in which to edit any type of reading matter.

All correspondence should be addressed to:

G. Brennand, 37, Norwich Avenue, Hunslet, Leeds 10.

PRELIMINARY NOTES.

The T. Green 0-6-25% 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 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 PRELIMINARY SECRETARY, J. F. R. H. M. AT, 11 Outwood Walk, Leeds 10, and advice him as to the most suitable periods for which you are available.

Items which are urgently required are as follows: (i) PARAFFIN. (ii) VERNIERS. (iii) APPLE GREEN. (iv) SIGNAL RED. (v) BLACK. (vi) MOSS. (vii) TORCH LIGHTS, BRUSHES, PAINT, LININGS etc., anyone who is willing to supply or loan any of these items would be most pleased to contact J. F. R. H. M. At. 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 F. O.'s etc., should be crossed to the Society.

J. M. Cope, Chairman.

Considerable difficulty is being experienced in finding the ex-Cliffe-Hill (ex-Ministry of Munitions) 0-4-0ST loco 'Foster' stored. It is still in the works yard at Hanover Dagnall, and is now, unfortunately providing a source of embarrassment to them. Anyone i. the ILANDS AREA willing to find suitable storage space for it will please get in touch with J. M. Cope or J. A. R. H. M. At.

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 Selby Iron Works at Bradford and was handed over by the Midland Railway Company after having been used by the C.N. as a coal bin at their C.I. Road at Manningham Station.

CONGRATULATIONS TO:

M.E. on his recent marriage. Also to J. M. Cope on his forthcoming marriage.

O. J. on his forthcoming marriage.

ORGANISATION:

At the A.G.M. last December it was decided that the number of visits per year be reduced to 12. This step was taken due to the very poor response to visits in the past. Suggestions received in contact with the ORGANISING SECRETARY.

G. BRENNAND.
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 overgrown 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 line works near Ballymena a pile of 5'0" gauge sleepers seen, also an old 4-wheel tramway (single deck or cut-out double-deck?), complete with socket for trolley pole. All attempts at tracing origin have failed as 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.

Glenariff: 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. Ships were the standard metal variety. Giant's Causeway: Causeway terminus of high concrete, gabled, corrugated iron gate 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.S. road depot with new garage. Goods shed in use still. Station building is used 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-3'0"& R.H. bogie coaches, plus two standard gauge (5'0") bodies on m.g. underframes are parked on site. 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. Argyll Station used for agricultural purposes. Berrick in use as house by old employees now working on main line. On farm near Ballymoney 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. 160 Cl. 4-6-2-2-6-6-4 Beyer Garr. and 930 Cl. 2-8-4 and U.S. built 2-8-2 (3); illus. of West Clare 0-6-2T No. 50 on s.s. with engine at Ennis. (G) note on dis-integration of West Clare section of C.I.E. (note on Royal visit to R.H.D.R. note on Talyllyn line, diesel loco "Midlander" note on Festiniog line, activities during A.G.M.

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

Railway Modeller: May '57. Illus. art. on Vale of Rheidal Railway. Railway Magazine: June '57. Illus. art. on Festiniog Railway; Illus. art. on Narrow Gauge Museum at Towyn; photo of diesel set on North British Govt. Railways. Illus. art. on Hank Electric Railway (now nationalised by the Hank Government according to a report in the Yorkshire Evening Post on June 30 '57).

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

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