

NARROW GAUGE NEWS.

1957/4.

EDITORIAL.

At the Committee Meeting held on June 7th., it was proposed that a duplicator be purchased. This was approved and the machine, duly purchased at a cost, including equipment enabling us to go into production almost immediately, of £26.10.0d. This was thought to be a necessary investment due to the increasing charges, of commercial duplicating etc. It will, we hope, prove to be an asset to the Society, due to the fact that it will enable us to speed up production of Newsheet, and Magazine issues, also any other duplicating work which may arise from time to time not only in the Leeds area, but also in any of the other areas of the Society, if required.

It was calculated that within a period of approximately 12 months, the machine will be well on the way to paying for itself in the saving of various costs arising out of the original methods of producing the Newsheets.

I sincerely hope that members will bear with us that the acquisition of this duplicator has been a wise and timely choice. In due course we are hoping to produce a MONTHLY Newsheet, something that we have been hoping to do for some considerable time. Ed.

LONDON & S.E. AREA MEETING.

On the 5th. Oct. 1957, at 7p.m. Mr P.J. Kelly is to give a talk on 'Some Swiss Narrow Gauge Rlys'

REPORT FROM FFESTINIOG RAILWAY.

According to a report recently heard, a survey is to be carried out to find an alternative route to the Moelwyn Tunnel. This will almost certainly entail the driving of a new bore at some future date.

LETTER FROM SOCIETY MEMBER M.E. BUNCH.

Recently Mr Bunch spent some time in Northern Ireland, and in company with D.J. Hyson, another Member, spent a day on the Donegal Section, from Strabane to Stranorlar, Railbus No 15 was the means of transport, and whilst at Stranorlar, loco No 4 was seen shunting what was to become the 11 30a m goods to Strabane, ex 11 10 a m mixed train; Permission was granted to travel on this train, where at one point a speed of 30 mph was attained.

At Stranorlar, was noted the cab and side tanks of the now scrapped No 2. Along to Letterkenny, hauled by No. 11 also goods, was the next stage, track on this section has recently been subject to some re-sleeping, and is now quite tidy, though rather lacking in ballast on these sections.

Over to the Isle of Man next where Mr Bunch spent a few days, and did a spot of observing on the systems there. Five or six locos per day are the rule, and trains vary in length from one to five coaches.

On the Manx Electric, only two cars are required daily. Nos. 3, 5, 6, 10 and 14 were the locos travelled behind and speeds of up to 40 mph were frequently attained.

The Foxdale Branch is now in complete disuse and it appears doubtful as to whether anything could use it now.

THE NORTH SOMERSET LIGHT RAILWAY SCHEME.

Extracts from a recent letter from Member N.E. Danger;

It is understood that the proposed new Narrow Gauge Light Railway will take the course of the former standard gauge Weston, Clevedon and Portishead Light Rly. therefore the condition of the original right of way will no doubt be of some interest. At the Weston end the station site is still intact, as to the next two miles of track, it is in poor condition. It has been encroached upon in various spots and the infamous Bristol Road Crossing is now the site of a traffic round-about. In Worle, an electricity sub-station lies across the route, but from there on to the river bank, and possibly beyond, it is still intact.

It is also understood that Worle Town is to become the southern terminus, and with the frequent bus service this should be a better proposition from the passenger angle than the old terminus, two miles nearer the centre of Weston.

So far there is no sign of activity at this end of the route.

NEWS ITEMS.

Trains Illustrated, Summer Annual, Ill. Art. Isle of Man Rly. also, Ill. Art. Irish Railways. (E&D)

- THE ENGINEER, July 12th, Ill. Art. Ffestiniog Rly. (S)
- MODEL ENGINEER, July 11th, Ill. Art. on Narrow Gauge Locos. (S)
- RAILWAY MAGAZINE, July, 1957, Ill. Art. on Ffestiniog Rly. (S), Narrow Gauge Rly. Museum at Towyn, (Article & photo of 'RUSSELL', also Guinness Rly. 0-4-0. (S) Ill. Art. Manx Electric Rly., (E)..
- MODEL RLY. NEWS, Aug. '57, Drawing of Isle of Man Rly. 3-plank Open Wagon (Drop-RAILWAY MODELLER, July, '57, The Narrow Gauge Lock, Pt. 11, Deals with track-work etc., on Vale of Rheidol Line, also track diagrams of Lynton, Barnstaple & Bladmoor Stations, L & B Rly.
- TRAINS (U.S.A.) Jan. '57, Ill. Art. on Talylllyn Rly. (S)
- TRAINS (U.S.A.) Mar. '57, Ill. Art. on East Broad Top R.R. (36" gauge) also photo of Colorado & Southern R.R. 2-8-0 No. 58 on Boreas Pass. (S) also photo of National Rlys. of Mexico loco. No. 261 at San Lazaro, (36" G, S)
- TRAINS (U.S.A.) Ill. Art. on D & R.G.W. 3' gauge Cumbre Pass during blizzard of 1957 (Feb) (S), also two (2) photos of Edaville R.R. 2-4-4T No. 7, and Art. (S) (The preceding items are in the April issue of Trains)
- TRAINS (U.S.A.), June '57, Ill. Art. on Mount Washington Rly. (4'7", Only just N.C.
- TRAINS (U.S.A.), July '57, Art. stating that the Silverton Branch of the 3ft. G. D & R.G.W. has increased the seating capacity on the U.S.A.'s last regular narrow gauge train, 'The Silverton', to carry 400 passengers, and that it carried 23,845 passengers last year.
- TRAINS (U.S.A.) Aug. '57, Photo of Edaville Rly. 2-4-4T No 7. at South Carver, Me.
- MODEL RAILROADER (U.S.A.) June '57, Sandy River & Rangely Lakes R.R. Drawing of 2-4-4-T No. 9. also, Billerica & Bedford Combine No. ? Both 2'0" gauge. (S)

From Society Member Mr R.E. Cunningham came a letter recently to say that at the sands end of the Ramsgate Tunnel Rly., operations had ceased due to a fall in the tunnel on March 15th. last. A further letter states that, at Whit-suntide, the line was still blocked.

In the same letter were the following snippets of interest; FROM GYSLTE LIME WORKS. (17 1/2" G.) These works appear to be completely abandoned now, the railway connecting the quarries with the works is still intact, though in a derelict condition. A number of wagons are to be seen at various spots along the line.

WELSHPOOL & LLANFAIR LIGHT RAILWAY. Welshpool was visited over the white end, and loco No. 322 was seen in the loco shed well greased for storage. The number plates were absent though. All rolling stock was in the yard at Welshpool, wheels and axles from scrapped stock also being there. Most vehicles, including the three vans were still intact. A short section of track has been lifted from the old narrow gauge passenger terminus, the line being cut back as far as the level crossing over the road separating the narrow gauge from the standard gauge yards.

PARISH'S SAND PIT, ERITH, KENT. (4' 0") This line, which was used to convey sand from a large pit to a jetty on the side of the Thames, has recently been closed. The two steam locos are still intact, reposing in the loco shed. The wagons all end-tippers are in the quarry, and it is indicated that they are still in use, hauled around by nothing less than a PETROL ROAD TRACTOR!

A start has been made on track lifting.

Thanks must go out to Mr Cunningham for his very interesting information, and it is to be hoped that other members will take heart from this and carry on the good work in the future by keeping us informed of ANYTHING that may be of interest, whether it be 'old' news or 'new' news. Ed.

PENRHYN QUARRY.

The Editor wishes to contact anybody who has either photos, drawings, plans etc. of this very interesting system. This line happens to be the Ed's favourite British system and therefore it will be specially appreciated if any one of you has anything to offer they would either loan, sell or write and let me know what you know. All letters (IF any are received) will be acknowledged.. Ed.

In a letter from the Rev. E. Stanley Peters, mention is made of a new Brake Wheel, in 4mm and 7mm scales, suitable for Narrow Gauge models produced by K's of London, Price; 1/6d per doz.

Also, the Rev. Peters states that the only narrow gauge loco at present operating in Northern Ireland, is the Peckett 0-4-0T owned by the British Aluminium Co., at its Larne Plant. The sister engine to this one is to be found in the Belfast Transport Museum. It is also illustrated in D.B. McNeill's book, 'Ulster Tramways and Light Railways.'