NARROW GAUGE NEWS.


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 £2610. Od. 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 Newsheets 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 14 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 & C.E. AREA MEETING.

On the 5th Oct 1967 at 7 p.m. Mr P.J. Kelly is to give a talk on 'Some Swiss Narrow Gauge Railways' and a report from Foxtail Branch.

REPORT FROM PLESTINICO 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. Hayson, 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 Stramme, 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-sleepering, and is now quite tisy, 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 Foxtail 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 R.B. Danger;

It is understood that the proposed new Narrow Gauge Light Railway will take the course of the former standard gauge Weston, Clevedon and Fortishead Light Ry, therefore the condition of the original right of way will no doubt be of some interest. Just to Weston end the station site is still intact, as to the next two miles for 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 to the centre of Weston.

So far there is no sign of activity at this end of the route.
Trains Illustrated, Summer Annual, Ill. Art. Isle of Man Rly also Ill. Art. Irish Railways. (2d)

THE ENGINEER, July 15th, Ill. Art. Festiniog Rly. (G)

MODEL ENGINEER, July 11th, Ill. Art. on Single Gauge Locos. (S)

RAILWAY MAGAZINE, July 19, 1897, Ill. Art. on Festiniog Rly. (G), Narrow Gauge Rly. Museum at Towyn, Art. also Guineas Rly. 0-4-0. (G)

ILL. Art. Manx Electric Rly. (G).

MODEL RLY. NEWS, Aug. 5, '97, Drawing of Isle of Man Rly. 3-plank Open Wagon (Drop RAILWAY MODELLER, July, '97, The Narrow Gauge Loco. (P). Ill. Art. Decks with track-etc. on Vale of Rheidal Line, also track diagrams of Lynton, Barnstaple & Ilfracombe Stations (8). & B.R.

TRAITS (U.S.A.), Jan. '97, Ill. Art. on Talyllyn Rly. (S)

TRAITS, (2) Mar. '97, Ill. Art. on East Broad Top R.R. (36 gauge) also photo of Colorado & Southern R.R. 2-8-0 No. 56 on Bureau Pass. (S) also photo of Nation Rlys. of Mexico loco No. 261 at San Lazaro (36. G-B)

TRAITS (U.S.A.), July, '97, Ill. Art. on Uncle R.O.W.3 gauge Cumbre Pass during autumn of 1867 also two (2) photos of Edsville R.R. 2-4-4T No. 7, and Art. (2d) (In preceding items are in the April Issue of Traits)

TRAITS (U.S.A.), June 57, Ill. Art. on Mount Washington Rly. (4'7), only just N.R.

TRAITS (U.S.A.), July '97, Ill. Art. stating that the Silverton Branch of the 3ft. 0 & D.R. 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 23,945 passengers last year.

TRAITS(U.S.A.), Aug. '97, Photo of Edsville R.R. 2-4-4T No. 7 at South Carver, Ill. Art. (S)

MODEL RAILROADER (U.S.A.), June '97, Sandy River & Rangeley Lakes R.R. Drawing & Plan of engine to this one is to be sent to the reader along the line.

WELSHPOOL & Llangollen LIGHT RAILWAY. Welshpool was visited over the white summit line, and loco No. 982 was seen in the loop shed. All tracks are to be opened for storage. The designs and intentions are being fixed.

SMITHS SAND PIT, BRINTON, KENT. (4'0). This line, which was used to convey sand from the smith's works to the pit, has recently been closed.

PARISH'S SAND PIT, BRINTON, KENT. (4'0). This line, which was used to convey sand from a large pit to a jetty on the side of the River, is being opened for use.

The Editor wishes to contact anybody who has either photos, drawings, plans etc., of this very interesting narrow gauge system. This line happens to be the Rev. E. Stanley Peters, mention is made of a new narrow gauge loco at press-operations 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 the D.B. McNeill book, 'Ulster Tramways and Light Railways.'