

1958/1

Printed and Published by the Narrow Gauge Railway Society, at the Editor's address:- 37, Norwich Avenue, Hunslet Carr, Leeds, 10. News Editor:- P.G. Brennand.

EDITORIAL: Due to an unfortunate mistake on my part last month I stated that Mr. C.H. John, had taken over the LONDON & SOUTH EAST AREA Agency from Mr. W.J.K. Davies, who had been Agent for this Area up to the time of his entry into the R.A.F. some while ago, an actual fact this was not the case, as W.J.K. Davies was the Agent for the S.E. Area ONLY whilst C.H. John was the London Agent. Therefore, as I have been asked to make this clear I would point out that these two Areas are now combined into ONE and are now in the care of Clifford John as stated in the last issue.

My sincerest of apologies to Mr. John for any inconvenience that I may have caused him or to his Area and may I take this opportunity of wishing him all the very best of good luck and success in his leadership of these two combined Areas which he has done so ably in the past with the London Area.

Ed.

Starting with the present issue of the News-sheet it is now intended to go into monthly production as we have promised for some time now. This is being made possible by a little bit of 'streamlining' at the Leeds end and, as laid down at the last Committee Meeting held on 3rd January, the following few rules have been made with regard to the collating and editing of material etc. All items for intended publication to be in the hands of the News Editor by the 7th of the month. This will enable us to edit and print the 'sheet by about the 20th and they should then be in the post to Members by, at the latest, the 26th-28th of the same month.

Regarding the bi-annual Magazine, material should be with the Editor by no later than the 1st May and the 1st November. This will allow the script to be ready by the 10th June and 10th December and by the end of these two months the Magazine should also be on its way out.

Your help is URGENTLY required in connection with both the Magazine and the News-sheet, as without your help neither can go into production and it would be desirable to have at hand a goodly supply of articles etc., of interesting and unusual systems, lines, etc. In this way we should be able to bring light to bear on the disappearing acts of narrow gauge lines, locos and equipment, whether they be at home or abroad.

In conclusion may I take this opportunity of wishing all members a very happy and prosperous New Year.

P.G. BRENNAND, - NEWS EDITOR

LONDON & SOUTH EAST AREA NOTES: Clifford John, already made known to you as being the Agent for this Area, has asked for it to be announced that the book on the Furzebrook Line entitled, 'PIKE BROS., FAYLE & CO. LTD.' Published by the N.G.R.S. as Handbook No.1. is on sale at the moderate cost of 3/- Post Free, and at meetings the price is 2/6d. All enquiries for the booklet should be made to Mr. C.H. John, 23, Crossway, West Ealing, LONDON, W.13., and to simplify matters ALL Postal Orders to be made out to Mr. John.

The next Meeting in this Area will be the Annual General Meeting (not to be confused with the main one in Leeds) to be held at THE RAILWAY TAVERN, LIVERPOOL STREET, E.C.2., on Saturday, 22nd March at 7.0 p.m. Members are asked to bring along their latest photos for display on the Episcopa which will be in use after the formal meeting.

SUBSCRIPTIONS: As members will no doubt be aware, the Annual Subscriptions are now due and it would be greatly appreciated if these were to be forwarded at the earliest date convenient. The Sub. remains the same as previous i.e. 10/- per annum per member. They should be sent to:-

THE TREASURER & MEMBERSHIP SECRETARY,
P.S. Halton,
18, Eden Crescent,
LEEDS, 4.

Thank You!!!

INFORMATION REQUIRED: Does anyone know of any articles etc., or have any information whatsoever regarding the railway from RUTHIN to CERIG-Y-DRUDION? Incorporated about 1870, it was approximately 5 miles in length. If any member has any knowledge of this line would they please contact:-

Mr. E. Gresty,
174, Aberford Road,
STANLEY, Nr. Wakefield.

SOCIETY HANDBOOK NO.1. As mentioned in another part of this issue, the Society has recently published a handbook on the Furzebrook Line, of Messrs. Pike Bros., Fayle & Co. Ltd. The gauge of this line is 2' 8". Compiled by W.J.K. Davies it is a 'must' for all narrow gauge enthusiasts as this little book goes into the subject of the lines' history, working, rolling stock, motive power etc., quite fully in such a small volume. Containing 33 pages of text including six sketch maps, a guide and route map, and also nine finely reproduced photos on and inside the covers, it is good value at the price and the proceeds are towards Society Funds. Other booklets are in course of preparation and announcements will be made from time to time on the progress and dates of publication etc.

RUSSIAN CHILDREN'S PIONEER RAILWAYS: In the Model Engineer for 5/12/57 was an article fully illustrated with 9 photos on Russian Narrow Gauge Railways. Called Children's Pioneer Railways, due to the fact that they are operated solely by children UNDER 15 YEARS OF AGE. There are 34 of these railways in Russia, and the one described was laid to a gauge of 75 cm (2' 6"). The locos are all 0-8-0's built in Finland during 1947. The article also states that they seem to be built for timber haulage. 'They appear to be well worth further examination', this is how Society Member P. MYATT of North Harrow, Middx. ends his letter telling us about these very intriguing systems.

Thank you, Mr. Myatt, and does anyone else have any 'Gen' on these lines at all?

COUNTY DONEGAL RAILWAY: Extracts from a letter from Society Member, M.E. BUNCH, of Pershore, Wilts.

19.12.57. Arrived at Strabane at 10.30 a.m. 'Phoenix' shunting. Coaches 17 and 30 in yard. Caught Railbus 18 at Strabane on what should have been the 11.35 to Stranorlar and actually departed at 12.07. Goods in opposite direction hauled by loco No.5. passed at Castle Finn, arrived at Stranorlar 12.50. At East side of Stranorlar station were found the following chasis; 33, 34, 39, 46, 50, 51 & 52, of which Nos. 33 and 46 had only recently been stripped of their bodies.

Returned to Strabane, dep. 3.15. arrived. 3.57. once again passing the goods at Castle Finn, but in time to see the Letterkenny goods in Strabane. This was hauled by loco No.2. which was believed scrapped but was in fact only having extensive firebox repairs, necessitating removal of side-tanks and cab (see Issue 1957/4). Additional coach at Strabane brought down on the mid-day goods for Stranorlar were: Nos. 14, 15, 16 & 56.

NOTES: The following stock was repainted in 1957; Loco No.2., Trailer No.3., and Railcar No.20., Coaches No.30 on 10/57 and No.56 on 8/57.

23/12/57. Arrived at Strabane 1.30 p.m. Locos 5 and 6, Railcars 12 and 19 and 'Phoenix' dotted about the precincts, also Coaches 12, 13 & 58 in addition to those on the 19th.

- 1.45 p.m. Railcar 10 with Trailer 3 arr. from Stranorlar.
- 2.06 p.m. Railcar 14 'Light' from Stranorlar.
- 2.47 p.m. Loco 2, 11 vehicles and bogie coach from Letterkenny.
- 2.56 p.m. Railcars 10 & 14 with two vans dep. for Stranorlar.
- 3.06 p.m. Railcar 19 with coach 30 and two vans for Letterkenny.
- 3.20 p.m. Loco 5, 9 vehicles, bogie brake and Railcar 12 dep. for Stranorlar.
- 4.25 p.m. Railcar 15, coach 30 and one van arr. from Stranorlar.
- 4.35 p.m. Railcar 18 and 2 vans from Stranorlar.
- 4.40 p.m. Loco 2, 5 vehicles and bogie brake to Letterkenny.

Then at 4.45 p.m. I had to leave on the G.N.R. to Derry, loco 6 although in steam was never used and about 4.00 p.m. it retired to the shed.

One more point, on 2nd December the C.D.R. made application to the Dail to close the Ballyshannon Branch with ultimate abandonment in view. The present service on the branch is three daily workings with an extra on Saturdays with irregular workings at the Ballyshannon end. No regular goods service at all.

Thank you, Mr. Bunch, for an interesting letter.

NARROW GAUGE WATER TOWERS IN FRANCE: Mr. Myatt also lets us know that in the Model Railway News for January, 1958, there is an illustrated article on modelling water towers as found on French Narrow Gauge Railways.