



# NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

EDITOR: M. MALLETT, 21 HEATH MOUNT, LEEDS, 11.

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The Agenda for the Thirteenth Annual General Meeting are enclosed with this News. We look forward to meeting many many members at this event.

Also enclosed is your membership renewal form. Please send this in as soon as possible as delay only causes extra work to fall on Society Officers.

## North West Area.

Members living in the North West and surrounding areas are invited to attend a meeting on Saturday, April 11th. This will be held at 32, Corkland Road, Chorlton, MANCHESTER, 21, at 7.30 p.m. A filmshow of the British Narrow Gauge will be given, followed by a discussion of area business. Refreshments will be served.

Members are again requested to contact Mr. Lloyd at the above address stating their support. Act now and bring the Society back into the North West.

## London & Southern Area.

Acting Area Secretary: S.T.Holliday, 7, Wordsworth Parade, Green Lanes, LONDON. N.8.

The meeting on **January 29th** had to be cancelled at short notice. Our apologies to any member who was inconvenienced by this unfortunate event.

On February 26th, Mr. A.M.Barnes of the Welshpool & Llanfair Light Railway Preservation Co.Ltd., (and of the N.G.R.S.) gave a talk entitled "The Welshpool & Llanfair Light Railway - Past, Present and Future." Mr. Barnes gave a short history of the railway, then illustrated the work of the preservation Company with a comprehensive collection of slides, which gave an impressive review of the splendid results being achieved. It is a pity that so few members bothered to attend this really first class evening.

Important Note: It is regretted that owing to difficulties in obtaining meeting places, no more meetings will be held in this series. The meeting on April 29th is cancelled. We hope, however, to have a full series of meetings starting next September.

## Yorkshire Area.

Area Secretary: R.N.Redman, 11, Outwood Walk, Horsforth, Nr. LEEDS.

FRIDAY: May 1st. "100 Years of the Hunslet Engine Co." by Geoff Horsman. This meeting will be held in the Top Buffet, Y.M.C.A., Albion Street, LEEDS. 1.

On February 7th we were entertained by Mike Swift to a tour of the Spanish Narrow Gauge lines, which as usual proved to be very interesting.

On March 6th we were very fortunate to be treated to a talk on the Leek & Manifold Valley Light Railway by Dr. J.R.Hollick, which was well attended by some 25 members. Dr. Hollick described the line and its history in exhaustive detail, and displayed many views from his fine collection of photographs of the line.

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## Brockham Christmas Dinner.

G.K.Rhodes.

Twenty one volunteers and friends squeezed into the home of John Townsend on Sunday, January 5th for the Second Annual Brockham Christmas Dinner. We were particularly pleased to welcome the three members of the Newsletter distribution staff who had travelled up from the 'Deep South' (Yeovil) in a 2-2-0T built by Austins in the 1930's. When everyone had taken their places on chairs that had been largely begged or borrowed the command 'nosh' was given, and we tucked into such local delicacies as Kiln Krumble, and Woodworm Waffles. The wine list told us we could savour the bouquet of Molotov Cocktail, and Chateau Broders (with apologies to Keith Broderick). The hard work of our three excellent chefs was very soon consumed, and we moved round for the a mammoth slide show.

When all were seated, comfortably or otherwise, the time honoured Brockham custom of extracting money began. This took the form of a raffle and an auction, which helped to put £6.10.0. in the Brockham till. Our Sales Manager, Andrew Neale, then took the reins,



and proceeded to sell books to everyone who wanted them, or in a few cases, who had already got them!

The selection of slides varied from Southern Sapin to Northern Scotland, via Brockham, the most interesting being a set of (?) traffic lights, by Phil Cooper.

At about 11 p.m. the fire was dropped from the projector, and the projectionist dropped from fatigue, and the members prepared to go home. The Dorset dare-devils wrapped themselves up in a mountain of coats, and as their car - with less than half a gallon of petrol - was pushed up the road until it started, a voice from somewhere inside an overcoat shouted 'See you on a working party'. We sincerely hope we will. Our thanks are due to Mrs. Townsend, Mrs. Langley, and Mrs. Rhodes, who helped prepare the food.

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The New Jersey Museum of Transportation Inc. - A pioneer American Narrow Gauge Museum.

In tracing its ancestry back to 1952, the New Jersey Museum of Transportation is thus among the first of the operating steam locomotive museums in the United States. Dating from the acquisition of a Baldwin sand and gravel pit engine and one flat car with seats, the organisation grew steadily as to skills, membership, and equipment. During the first decade of operations, near Freehold, N.J., relatively little effort was made to increase membership or build new track. New equipment was added from time to time, however, and the major portion of effort was devoted to repairing, refurbishing, and maintaining whatever was added to the collection. The Pine Creek Railroad, as it was then known, was the first museum to use a Lima Shay geared locomotive - a 30 ton coal burner rescued from a West Virginia logging camp. An ancient coach was discovered in the wilds of Pennsylvania, and a 'depot' from the same era on the Jersey Central was brought into use as a combined museum and ticket office. A 30" gauge industrial switch engine was donated by the Anaconda Copper Company, and a 42" gauge coal mine engine came from the Lehigh Coal Co. Also among the recent acquisitions is the former Cavan & Leitrim 4-4-OT, the only operating Robert Stephenson & Co. engine in the United States. It is the object of the Museum not only to restore and maintain these engines and cars, but also to operate them for the education and enjoyment of the public. The latter aim is rapidly becoming a reality through the construction of a mile of 3'0" gauge track near the deserted village of Allaires, located about two miles east of Farmingdale on Route No. 524. Initially operations at the new site may become possible during the spring of 1964, though to do so the Museum will require all the help it can muster. (The above has been reprinted from a Museum news brief supplied by E.T.Mead.)

Baldwin Narrow Gauge Locomotives: Part 1.

by I. Stechenson.

Early passenger engines of the Denver & Rio Grande.

The first passenger locomotives of the D. & R.G. were in fact among the first locomotives on the line. These engines were of the 2-4-0 type, and four were ordered in 1871. They had 9"x 16" cylinders, 40" driving wheels, and weighed 25,000 lbs. The boiler and outer firebox were of iron, as were the tubes, but the inner firebox was of steel, with a grate area of 6.35 sq. ft. The total heating surface of the boiler was 283 sq. ft. Bituminous coal was used as fuel, and water was fed to the boiler by an injector and a crosshead driven pump. The short smokebox was crowned by a large 'diamond stack', with a small round sand dome immediately behind it. The steam dome, which carried the whistle and safety valves was mounted at the firebox end of the boiler in front of the wooden cab. The tender was a small four wheeled affair and carried some 500 galls of water in addition to coal.

These engines were the passenger haulers of the line until 1876, when they were replaced by four 4-4-0's. When the road opened the 2-4-0's had to make the trip from Denver to Colorado Springs in 5 hours, at an average speed of 15 m.p.h. By the spring of 1876 the company realised that the 2-4-0's were too light for the work, and were also rough ride rs and unsteady on the track, so an order was placed with Baldwin for three 4-4-0's. The 4-4-0's were larger, with 11"x 16" cylinders, and 45" drivers. A 40" diameter parallel boiler, again of iron, was fitted, and a steel inner firebox. The new 'varnish' engines weighed 36,000 lbs. in working order, and were fitted with a bogie tender of 1000 galls. water capacity.

The demoted 2-4-0's were used as shunting engines until their demise in 1888, by which time the 4-4-0's were also worn out and were scrapped too, except for 17 GREENHORN, which was sold out of service.

Wks.No.	Date.	Road No.	Name.	
2459	1871	1	MONTEZUMA	Scrapped 7/1888 ( First loco on D.& R.G.)
2566	1871	4	CORTEZ	Scrapped 7/1888.
2613	1871	6	UTE	Sold to Colorado Eastern R.R. Scrapped 1915.
2617	1871	7	DEL NORTE	Scrapped 11/1888.



# Welshpool & Llanfair Light.

The 1964 Timetable is now to hand and gives the following services:-

	(March 27th - June 5th )			(June 6th to September 27th.)		
Llanfair Caereinion	dep: 11A45.	2.30.	4B00.	11.25.	2C30.	4.25.
Castle Caereinion	arr: 12A15.	3.00.	4B30.	11.55.	3.00.	4.55.
Sylfaen	arr: -	-	-	12.05.	3.10.	5.05.
Sylfaen	dep: -	-	-	12.15.	3C20.	5.10.
Castle Caereinion	dep: 12A25.	3.10.	4B40.	12.25.	3C30.	5.20.
Llanfair Caereinion	arr: 12A55.	3.40.	5B10.	12.55.	4C00.	5.50.

A - Commences May 16th. B - Runs March 27th-30th, and from May 16th.

C - Runs daily from July 2 8th to August 14th.

Trains run Saturdays, Sundays, and Bank Holidays ONLY except as skown in note C.

Fares: Llanfair - Castle return 3/-. Llanfair - Sylfaen return 3/6.

The season got off to a rather inauspicious start due to the very cold and dismal weather over the Easter weekend. However, trains ran at 2.30 and 4.00 from Good Friday to Easter Monday, and a total of 578 passengers were carried during the period, a lowe r number than during the same period last year, when Easter came later in the year.

## Vale of Rheidol Railway.

"Guardian"

On April 1st Mr.A.B.Arundale, Manager of the Chester Division of B.R.(L.M.R.), which is now responsible for the V.of R., visited Devils Bridge to vie w the line, and comment on its prospects for the coming year. He congratulated the committee which had been formed to boost traffic, for their efforts had resulted in an increase in passenge rs from 27,000 in 1962 to 34,000 in 1963. However, he said that although this might be just sufficient to make the line pay, it did not provide anything in reserve for the much needed renewal of rolling stock, which was now "Very elderly". He also issued a challenge to the Committee to build up last years efforts to obtain a further 3,000 passengers and make the target for 1964 37,000. One can only hope that this figure will be reached, as this may prompt B.R. to do something about the rolling stock, which has looked very tatty during the last couple of years. In view of the age of most of the F.R. and T.R. stock, the comments on the 'very elderly' V.of R. stock (built in 1938) are somewhat surprising!

## Ravenglass & Eskdale Railway.

"Guardian"

While the F.R. is planning its deviation, the R.& E. has gone quietly along and built one, though not on quite such a grand scale. A new cutting, 12 ft. deep, and 380 yds. long, has been built at Hollinhead, between Beckfoot and Dalegarth to cut out a severe reve rse curve which had been criticised by the Inspecting Officer when the 3'0" gauge line was being inspected in the 1870's. The work of building the cutting has cost £3,000. The first train through was hauled by RIVER IRT, on Good Friday, and was driven by Mr. Colin Gilbert, Managing Director of the R.& E.R. The cutting has now been named "Gilberts Cutting".

## Romney Hythe & Dymchurch Railway.

"London Evening Standard".

The Worlds Smallest Railway will not die with its founder. This is guarenteed by the widow of Capt.Howey, who built the railway in 1926. Mrs. Howey says: "Certainly I don't intend to see it close, It was built by my husband and I want to keep it running. It will be open as usual at Easter. Last year was not a particularly good one for the railway, but there are no plans to s ell it. If an offer came up and was accepted, it would only be on condition that the railway was kept going".

## Visit to Sand Hutton.

by Ken Hartley & Ron Bridge.

On Feb. 22nd a visit was paid to the Sand Hutton area. The small bridge over the Stank Beck at White Sike Cottages is still in good condition, but the larger "Forth Bridge" at Sand Hutton has lost some of its standard gauge rail girders. A certain amount of tidying up in the adjacent spinney, plus the leafless state of the trees, afforded hitherto unseen aspects of this portion of the line. The old depot building has deteriorated very considerably since our last visit - part of one end, and a portion of the clerestory have fallen down, some sheeting is adrift, and despite extra brick buttresses, the brick base is bulging ominously. The same sad state of affairs applies to the old coach, at Harton. Doors ha ve disappeared, some of the flooring has fallen apart, and almost all the panelling on the 'rear' side of the body has rotted away. Preservation would now be practically impossible, and it seems unlikely that these two major relics can last much longer.

STOP PRESS: We regret the late appearance of this News due to several factors, one being illness in the typing section, and the need to hold the typing of the balance sheet until the auditors had seen the books. We hope it hasn't caused any inconvenience, particularly to N.W. Area members waiting for the meeting notice on page one.



Blaenau Ffestiniog.

M. Swift.

A quick visit on Easter Monday revealed that the standard gauge connection, which has been under construction for so long, has at last been completed, with track laid, and ballasted only requiring signalling ( already partly installed) before it is ready for use. All the plant on the job, including the two B.R. owned Ruston diesels, was removed about Christmas, soon after the job was complete. The 2'0" gauge track from the L.N.W. yard through towards Duffws is still intact, and appears to be in use, though with no slate coming down either incline it seems very doubtful if it actually is. The incline from Duffws to Votty is in the process of being lifted at the moment, the job being about 2/3rds. complete. In the quarry itself more track lifting has taken place, and only short sections now remain. The clearing of the slate mill is complete, but plant is still coming out of the mine for scrapping, hauled by the ancient Ruston 4wD 171902/34. A curiosity lying in the yard was a manriding wagon for use of inclines in the mine. This is a long 4 wheel wagon, with a stepped floor, and handrail running down the centre.

Penrhyn Quarries.

Things were fairly quiet on Easter Tuesday, as the quarries started up after the holidays, and a smaller number of steam locos were at work than expected. As usual, NESTA was sizzling up on the windy plateau of the top level, running waste out for tipping, but on the level below ( Frith ), where there are normally two locos busy working the tips, and keeping two slate mills supplied there was a very quiet scene. Instead of two Barclays shooting about, there was only a rather grimy WINIFRED standing by the weighhouse, and gurgling contentedly to herself. The reason for the grimy state is the fact that WINIFRED is now relegated to spare engine, and like many old narrow gauge locos, she tends to be rather dribbly, especially when she has to stand about a lot. This is no problem when the winds are from the south, as the sooty dribbles are carried away, but when the wind is from the north - as it was that day - the dribbles are blown back over tank and dome making her rather a mess. WINIFRED came up from the "Red Lion" shed on the main level about a fortnight ago to replace CEGIN which had to go into shops for boiler inspection. Then shortly before Easter GLYDER, working the same level, dropped a plug, and was taken down to "Red Lion" for repair. She should have returned during the Thursday before Easter, but failed to show up. In the meantime 5 4wD Ruston 222072 was fouling the atmosphere, fortunately well away from WINIFRED, and vainly attempting to do GLYDER's work. As MARCHLYN was also in shops for boiler inspection ( carried out every nine months now ) there was no other available replacement. On the tipping level below (Twlldwndwr) the solitary engine at work was OGWEN, buisly running tubs from the incline head to the tips.

A very brief look in the shops revealed that SGT. MURPHY was still awaiting transfer to the Lincolnshire Coast Light.

York City Sewage Works, Naburn.

by Ken Hartley & Ron Bridge.

On Saturday, Feb. 22nd, a brief visit was paid to the York City Sewage Works, which stretches for a considerable distance alongside the secondary road between York and Selby. Serving the older portion of the plant is a 2'0" gauge railway, totalling approximately one mile of track. Time did not permit us to explore the whole system, but we visited the lofty red brick engine shed, which forms part of the main block of buildings. Here we found - much to our surprise - three locos, all fairly old but mechanically sound. Steam traction has never been used, and what is probably the original loco, a "Simplex" 4wPetrol, not now used as it is too costly on fuel, we were told! The other two are early type 16/20 h.p. 2 cylinder Ruston 4wDiesels, without cabs. 187081/37 was acquired second hand, and 187105/37(?) was new to Naburn. Despite their age these locos continue to give every satisfaction, and are well spoken of by the staff. They would, however, look better for a coat of paint! Rolling stock consists of 30 Hudson steel side tip wagons, in excellent condition - two in fact were brand new. The wagons are always kept well painted to counteract the corrosive effects of the sludge which forms their normal load. The whole set-up has a well built and well maintained appearance associated with a well run municipal establishment. It should be mentioned that the locos do not usually work on Saturdays, when only a skeleton staff is on duty. This explains why, on many journeys through Naburn during the past 25-30 years, on only two occasions has an engine been observed. Nor can very much of the line be seen from outside the works, though there is a rather photogenic loading bank, gene rally complete with a train of loaded "Jubilee's", right by the road side.

Chesterfield Corp. Sewage Works.

by Mike Swift.

A visit early in March revealed extensive works in progress to modernise the works. This has resulted in the lifting of parts of the track while the works are in progress, but when the new plant is complete the rail system is to be extended to serve it. The main use of the line, which is of course 2'0" gauge, is to work sludge from

the screens to the top of a huge tip which completely overshadows the whole works. This results in a very steeply graded line. The two locos are spotlessly kept, and are kept in a small two road shed with a flat roof. The locos are both cabless Ruston 4wD's, 170369/34, and 297054/50. There were two other locos here recently, but these have now gone.

Austrian Narrow Gauge as at 31st. Dec. 1962.

"Eisenbahn" per E.K.Stretch.

	Gauge (mm)	Length (Km)	Locomotives			Railcars		Pass.	Goods
			St.	El.	Di.	El.	Dies.	Coaches.	vehicles.
Austrian Federal (OBB)	760	490.04	51	16	31	-	-	244	1024
Austrian Federal (OBB)	*1000	15.6	11	-	-	-	-	16	4
Achenseebahn	*1000	6.8.	3	-	-	-	-	6	7
Gmunden-Vorchdorf (a)	1000	14.8	-	-	-	3	-	5	5
Mixnitz-St.Erhard (b)	760	10.9	-	3	-	1	-	5	43
Payerbach-Hirschwang (c)	760	6.1	-	3	-	2	-	4	60
Styrian Govt. Rly.	760	153.5	21	-	3	-	-	9	53
Stubaitalbahn (d)	1000	18.3	-	-	-	4	-	6	16
Vocklamarkt-Attersee (a)	1000	13.7	-	-	-	4	-	6	48
Zillertalbahn	760	31.7	5	-	2	-	1	24	53
Totals		761.4	91	22	36	14	1	325	1294.

\* Rack railways / 91.4 km. electrified.

(a) Operated by Stern & Hafferl, or Gmunden.

(b) Operated by the Styrian Govt. Rlys.

(c) Since closed to passengers.

(d) Subsidiary of Innsbruck Transport Co.

Note: The figures for the rolling stock of the Styrian Govt. Rlys are incredibly low for the mileage and number of the locos. There may be an error in the original table from which this list was copied.

Stern & Hafferl also operate several standard gauge lines, totalling 109.5 km. (all electric), and two tramways (2.6 km. of 1000 mm gauge, and 9.8 km. of 900 mm. gauge). The Styrian Govt Rlys. also operate 47.4 km. of standard gauge (of which 32.5 km. is electric.) The Austrian Federal also operate 5435.1 km. of standard gauge, of which 1875 km. is electrified.

Oldham Corp. Sewage Works.

Mike Swift, Ron Redman & Terry Stanhope paid a call here in mid February to see if the vintage I.C. locos were still about, but a quick look in the old shed confirmed our worst fears - the Hudswell ptrol had gone! The Hudswell was a 1930 built 4wP loco, just about the last of the type, and had been sold for scrap, and cut up on the spot by an Oldham scrap dealer in 1962. However, the McEwan Pratt 0-4-0Petrol was still here, though someone had ripped off both its 1917 builders plates. This loco has had a very chequered career, and it is amazing that it has survived so long. The sewage works originally had a 25 h.p. Baguley loco, but about 1925 this required repairs, and the McEwan Pratt, which had been used on construction work at the adjacent Sla cks Valley Power Station during the early 1920's, was brought over to replace the Baguley. However, being only 10 h.p., it did not prove powerful enough on the banks, and was not used after about 1927. It is in rather poor shape after its years of disuse, but has not been scrapped, as someone in Oldham wishes to preserve it!

In the workshops are the two more recent Hunslet locos, the 21 h.p. 4wD 6012/60, which arrived now in 1961, and is finished in the standard cream with green trim, and has a low pillar cab. The earlier loco is another 4wD 2820/43, painted plain green, which was withdrawn from service when the new loco arrived.

Manchester Corp. Waterworks, Tintwistle.

by Mike Swift.

I picked a brilliant, but bitterly cold day at the end of February to visit the 3'0" gauge M.C.W.W. line serving the Longdendale Reservoirs, and found the line out of action - though only temporarily. As the winter has been generally mild, there has not been the disruption of work that happened last year, and the main task tackled has been the relaying of the track. This was started in September 1963, at the end of Bottoms Lodge yard, and the gang of six men have worked forward and renovated the whole line as far as a point some 200-300 yards above Rhodeswood, a total distance of about two miles. All the rails have been lifted, and if necessary replaced with 70 lb. F.B. rail from stocks. Sleepers have been replaced where required, and where drainage was bad new broken stone ballast has been laid. Some 2000 sleepers have been put in. The line is now in first class order, even though it had not been touched for four years previously. The Ruston 4wD, now painted blue and silver, has been out with the coach and a steel flat taking rails and sleepers out to the relaying gangs each morning, and returning with the scrap materials at night.

Metre Gauge in Tunisia: 1963.

The Societe Nationale de Chemins de Fer Tunisiens runs a total of 640 miles of metre gauge in addition to its standard gauge network, the former being concentrated in the south east, consisting of a main line south from Tunis to the ports of Sousse and Sfax (where connection is made with the Sfax-Gafsa Railway) and two long branches running inland to serve the iron and phosphate mining areas. A few short branches serves individual towns and mines. The two inland branches were connected in 1940 by a strategic line running parallel to the Algerian border, but this was closed in 1959., together with a short branch near Tunis, serving a brown coal mine opened in 1941. These two closures reduced the route mileage by 50. The entire system; with the exception of the ten mile stretch from Tunis-Ville to Hamman-Lif, on which a fairly extensive suburban service is worked on double track; is single track.

Steam traction has always been at a disadvantage in North Africa, as water is scarce and of poor quality, while coal has to be imported, and it is not surprising that large numbers of diesels were introduced soon after the Second World War. The system claimed to be fully dieselised by 1952, but in actual fact one or two steam locos are still used in the Tunis yards and at the loco works. In 1949 the metre gauge was worked by 172 steam locos and 12 railcars, but since that time railcars have taken over passenger services entirely, and the freight working has been given over to diesel locos. The current stock position is as follows:-

12	Two car artic. railcars	400 h.p.	De. Dietrich & Cie.	1937.
12	Diesel electric railcars (6)	600 h.p.	Decauvill S.A.	1951 - 52.
		(6) 300 h.p.		
12	Diesel hydraulic r/cars	700 h.p.	M.A.N. a.g.	1961 - 62.
2	Co-CoDE locos	635 h.p.	Marine & D'Homecourt	1938.
	( ex. C.F. Algeriens 1949, for mineral traffic.)			
27	Bo-BoDE locos	600 h.p.	Alsthom & Cie	1950 - 52.
11	? DE shunting locos	400 h.p.	?	1958.
6	B-BDH locos	950 h.p.	Deutz	On Order.

The C. F. de Sfax a Gafsa operates a total of 273 miles of metre gauge serving the phosphate mines in the south of the country, and has replaced its 1949 stock of 92 steam locos with about 34 diesels, the main types of which are shown below. Four old railcars are available for passenger traffic, but a fair number of mixed trains are also worked.

4	Railcars	? h.p.	Brissonneau & Lotz	c.1935.
6	Bp-BoDE locos	380 h.p.	Whitcomb, U.S.A.	1946.
6	Bo-BoDE locos	600 h.p.	G.E.C., U.S.A.	1962.
17	Bo-BoDE locos	600 h.p.	Alsthom & Cie	1952.
2	Co-CoDE locos	(?)1425 h.p.	General Motors, U.S.A.	1963.

The concession of the operating company, the Cie. des Phosphates et du Chemin de Fer de Gafsa, is due to expire in 1966, and the line will then be nationalised and amalgamated with the C.F. Tunisiens.

AUSTRALIA: Colac- Beech Forest, Victorian Railways. 2'6" gauge. by P.K. McLeod.

Colac yard presented a much overgrown scene on a recent visit, and some 15-20 bogie wagons were rusting in the yard. The track is in fair condition though much overgrown in some places, and blocked by fallen trees. Sellibrand yard is also very overgrown, and the only things left are the two water tanks and a couple of sheds. Beech Forest is overgrown in some places, but the station buildings, coal stage, water tank and track are still in situ. The line from here to Weeaprounah is intact but heavily overgrown, while the section onward to Crowes ( 10 miles) was dismantled in February 1961.

"Want Rail Station" from a Melbourne Newspaper.

"The railways have called for tenders for ten stations on the old Colac - Weeaprounah narrow gauge line. The line closed in 1962 is to be torn up soon following legislation last September authorising dismantling of the line.

"Included in the package deal are platforms, locomotive sheds, toilet blocks, and coal stages.

"The only things now for sale are the station nameboards, but the railways have not said why.

Any member interested in a genuine Aussie N.G. station is asked to contact Victorian Railways at their head office in Melbourne.



STILL MORE new steam.

from Sadaaki Takaagi.

At the end of 1963, the Japanese firm of Shin Mitsubishi Heavy Industries Ltd., turned out ten new narrow gauge steam locos from their Mihara Engineering Works. The locos are their D51 type 750 m.m. gauge 2-10-2 tender locos, a development of a Baldwin design and adopted as one of Mitsubishi's standard models for narrow gauge lines. The order was placed by the Argentine Government Coal Authority, and is likely to be the last export order for steam power for Japan.

The locomotives are so perfectly proportioned that without a guide as to their size they look like standard gauge, and even a  $\frac{3}{4}$  front view makes them look about metre gauge. The loco has a sheet steel cowcatcher, centre buckeye couplers, electric head lights with generator before the chimney, which is a finely shaped casting of very english appearance. The boiler is surmounted by an elongated combined sand and steam dome, and twin pop valves crown the firebox. German type smoke deflectors are fitted on each side of the smokebox ( these were not fitted on an earlier order for the same locos by the same authority), and these extend down as far as the high running plate. The boiler has a wide firebox, fed by automatic stoker from the tender. The cab is very large and slung low down so that steps are hardly needed. The tender is carried on two 6 wheel bogies, and has high sides running almost to the rear end. Livery is black with a broad white band on tender, cab, running, and handrails. The tender is lettered R.F.I.R.T. with the number ( believed to be in the 102 - 111 series) below.

The dimensions of these magnificent pieces of narrow gauge steam power are set out below - and there is nothing narrow gauge about these:-

Gauge: 750 m.m. ( 2'5 $\frac{1}{2}$ " ).

Cyls(2): 420 mm x 440 mm (16 $\frac{1}{2}$ " x 17 $\frac{3}{8}$ " ) Walschearts gear and piston valves.

Driving wheels: 850 m.m. ( 2'9 $\frac{1}{2}$ " ) Carrying wheels: 570 mm. ( 1'10 $\frac{1}{2}$ " )

Boiler: 1321 mm dia. x 4200 mm between tubeplates. ( 4'4" dia x 13'9 $\frac{3}{8}$ " bet. t'plates.)

Grate Area: 2.43 sq.m. ( 26 sq.ft.) Boiler press: 14 kg/sq.cm. (199 p.s.i.)

Tubes: 108 - 51 mm dia x 4200 mm lg. ( 2" dia x 13'9 $\frac{3}{8}$ " long)

Superheater flues: 18 - 133 mm dia x 4200 mm lg. ( 5 $\frac{1}{4}$ " dia x 13'9 $\frac{3}{8}$ " long).

Heating surfaces: Firebox 10.2 sq.m. 110 sq. ft.

Tubes 63.4 sq.m. 682 sq. ft.

Superheater 30.3 sq.m. 326 sq. ft.

Total 103.9 sq.m. 1118 sq. ft.

Weight (loco only) in working order : 48 tons 10 cwt. Adhesive Weight: 38 tons.

Water capacity: 10.5 cu.m. (2300 galls.)

Coal capacity: 12 tons.

Overall height: 3050 m.m. (10'0 $\frac{1}{8}$ " ) Length over buffers: 19.025 m. (62'4 $\frac{1}{8}$ " )

Tractive effort at 85% boiler pressure: 10,870 kg. (23,973 lb.)

We hope to obtain more details of this class of locomotive for an article in the magazine, probably with a drawing, and photographs if these can be obtained.

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#### Information wanted.

What happened to the three locomotives of the FAR TOTTERING & OYSTERCREEK RAILWAY, the Emmet railway which ran at Battersea Pleasure Gardens during Festival of Britain year - 1951? (A.G.Wells, 64,Martyrs Field Road, CANTERBURY, Kent.)

#### Photos available.

Set 1 - Seven p.c.'s of E.E.Baguley Steam locos: 4/- post free. ) both sets ordered

Set 2 - Four p.c.'s of Harrogate Gas Works locos: 2/6 post free.) together 6/-.

The above from R.N.Redman, 11, Outwood Walk,Horsforth, Nr. LEEDS.

BWS/1 WB 2-4-OF UNIQUE

BWS/4 WB 0-4-4-OT MONARCH

BWS/2 KS 0-4-2ST EXCELSIOR

BWS/5 WB 0-6-2T TRIUMPH

BWS/3 MW 0-6-2T CHEVALLIER

BWS/6 WB 0-6-2T SUPERB

The set above - 4/- post free, each card ordered seperately 9d. post free, half plates 1/6 each, whole plates 2/6 each. All p.o.'s and cheques to be made payable to the Brockham Museum Fund.

Order from: A. NEALE, 24, Erridge Road, Merton Park, LONDON, S.W.19.

#### We have great pleasure in welcoming the following new members:

C.THELWELL-SMITH, 8,Marvels Lane, Grove Park, Lee, LONDON. S.E.18.

(Junior).

R. F. BEHN, 758,Reeder Road, Richmond, BRITISH COLUMBIA.

R. COX, 28, Victoria Park Avenue, Kirkstall, LEEDS. 5.

D.L.EDWARDS, 8, Elmar Road, LIVERPOOL, 17.

R.J.MARRIOTT, 5, Victoria Road, Leigh-on-Sea, Essex.

#### Changes of address.

R.D.BUTTERELL, Railway View, Leckford, Nr. Stockbridge, Hants.

R.S.MOORE, 4, Church Row, Chedworth, CHELTENHAM, Gloucs.