



THE NARROW GAUGE



THE NARROW GAUGE RAILWAY SOCIETY

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Editorial

We feel that an apology is due to those of you who receive copies of this magazine which have not been printed very well. Due to circumstances beyond our control this issue has had to be produced by rather primitive methods, on a portable typewriter and a very old flat-bed duplicator. We are doing our best to remedy these faults; the alternative was commercial reproduction but the high cost entailed has so far precluded this particular form of production.

Details of the AGM will be found on page 6 of this issue. We hope that as many members as possible will attend, and make it a really representative gathering. In the meantime may we draw your attention to the notes re nominations on page 12.

We quite regularly receive requests for information on narrow-gauge subjects which cannot be directly answered by our Reference Dept. In many cases we have been able to put the enquirer in touch with someone who we know is 'well-up' in the matter in question. Occasionally we are unable to perform this service. We [*illegible*] that this could be overcome through the pages of your magazine, and also help bring members into closer touch with one another. If YOU have any queries, please write. Please state if you wish your address to be inserted for direct reply, or enclose sufficient postage to cover the cost of forwarding any replies. In either case, our Ref. Dept. would benefit from any information thus received, so please do not forget to let them know also.

Cover Photograph

This shows Bagnall 0-6-2T "Triumph" (2511/34) of Bowater-Lloyd's Paper Mills, Sittingbourne, shunting at Ridham Docks. Note the spark-arrester fitted to the chimney.

Belgian and Dutch Trams

K. E. Hartley

Twenty-five years ago Belgium and Holland held far more of interest to narrow-gauge enthusiasts than they do today. For many years previously, the two countries had had an extensive network of metre-gauge light railways or tramways, which were of course worked by steam, with the engines generally of enclosed tram loco design. In due course electrification appeared, and in Belgium many of the lines became more or less like long-distance tram[way]s. Nevertheless, even in 1931 steam was not uncommon there, whilst in Holland there was a good deal of it to be seen.

The picture is very different today; I doubt if a steam-hauled trains (goods) is to be found on the Belgian S.N.C.V. (Societe Nationale des Chemin de Fer Vicinaux), although some lines in the Ardennes use diesel 'tram-engines'. Elsewhere, all is now electrically-hauled. In Holland all railways suffered very severely during the last war, and this fact, together with the

great development of bus travel, has resulted in the disappearance of most of the Dutch tramways. Exception must be made, of course, to the R.T.M. (Rotterdamsche Tramweg Maatschappij) which continues to operate a quite extensive system, and also used steam for much of its traffic, although the inevitable 'autorail' probably works half of the passenger services.

Harking back to 1931: in the summer of that year of depression, 'short time', and shallow wage packets, I decided to make my initial trip to the Continent, and finally settled on a week on the Belgian coast, at Heyst-sur-Mer. The Belgian State Railways (on fenced-in tracks) and the S.N.C.V. both ran through the centre of this pleasant little resort. The narrow gauge ran westwards to Zeebrugge, Ostend, and France, and eastwards to Knocke and Holland, and was electrified. The rolling-stock was of the standard cream-painted, four-wheel, type, and trains usually consisted of one motor car and two (often three) trailers. The track, apart from in the towns, ran either to one side of the road or, in one part, on its own land; consequently trains made quite a respectable speed en-route, and one got quite a thrill riding on the open end-platforms of the coaches.

I made the return trip to Ostend one afternoon, and was fortunately able to snap a steam tram loco and train of vans sedately ambling through the streets near the main railway station, but unluckily I was unable to get any details of maker etc. Also to be seen was a short four-wheeled electric mail van, painted cream, whilst another vehicle of similar design, but painted light grey, was noted hauling some wagons. These latter appeared to be of two types, both four-wheeled, viz. low-sided opens and box vans, and were painted grey. On some of the S.N.C.V. lines, long double-bogie cars were used, often with a bogie trailer, and of course these vehicles ran very smoothly compared with the four-wheel ones.

The steam tram-locos were, I believe, very old. They were fully enclosed and could be driven from either end. The livery was dark green, and some of the engines sported what had once been polished copper chimney-tops. The passenger cars were also dark green, and appeared to be smaller and shorter than the electric trailers - they much resembled some coaches used on the 3'0"-gauge Schull & Skibbereen Railway in South-west Ireland. One morning, whilst cycling from Heyst to Bruges, I encountered one of these steam trams in full cry, bellowing warning blasts on its whistle as it hurried its string of cars along the road-side.

Occasionally, and a trifle disconcertingly, these roadside lines crossed over to the other side, hence one had to be careful not to become too absorbed in the loco! I do not recall seeing any tram stations, but at one or two points I noticed a crossing loop, with a line leading off to a siding coyly hiding behind a hedge.

(to be continued)

The following 2 ¼ x 3 ¼ prints are available price 4d each from Mr. Hartley at 43 Doncaster Road, Selby.

129. Steam tram loco and vans, Ostend.

130. Electric mail van, Ostend.

131. Single-deck tram and three trailers, near Heyst.

Information Please

1) Henschel 60cm. Pacifics

Mr. H.T.Crittenden, of Norfolk, Virginia, has asked us for any information about two 60cm.-gauge 4-6-2 locos built in 1914 by Henschel & Sohn for the Otavi Mining & Railway Co., of South-West Africa. Builders numbers were 12829 and 12830, and they were despatched

from Kassel on June 2nd 1914, being shipped from one of the German ports consigned to Swakopmund.

No further trace has been found of them, and it is not known whether they are on the sea bottom, or if they were 'diverted' anywhere after the outbreak of war on August 4th that year. Mr. Crittenden is also asking for any details of the two 2-2-2ST locos on the same line.

Replies to the Editor.

2) Real Photographs Co.

Has any member in the Liverpool area any knowledge of the present whereabouts of a business trading under the above name prior to 1939, at Cooper's Buildings, Church Street, Liverpool? Or of any firm in the district which acquired the stock of the above? A considerable number of negatives of overseas railways is involved.

Replies to the Editor.

3) Hebridean Railways

Has anyone any information on old narrow-gauge lines in this area, other than the three references in "Skye and the Inner Hebrides" by A.A.MacGregor?

Replies to C.H.John, address on p.11

4) West Country Mineral Lines

Information is required about the narrow-gauge line which runs from Devon Great Consols Mines (near Gunnislake) to Morwellham Quay, and is used for the conveyance of tin ore.

Replies to Mr. J.A.Cordingley, The Clock House, Braintree, Essex.

Mr. Allan Parker of Oswestry writes, in an open letter to the 'Model Engineer' dated August 9th: "Would people interested in forming a Society to save the Welshpool & Llanfair Light Railway please contact the Clerk to the Parish Council of Llanfair Caereinion."

Irish News Items

from the Irish Railfans' News, July 1956

West Clare Filming

Kilkee Station - renamed 'Dunfail' for the occasion - was the location used for one 'leaf' of the film "Three Leaves of a Shamrock" (now to be called "The Rising of the Moon", according to the TV 'Picture Parade' of July 24th - Ed.) Star of the production was loco 5C, newly painted black with silver and yellow lining, and named "Viceroy", which, with carriages 7 and 27 (renumbered 145 and 178) and a goods wagon fitted as a brake van, formed a train on the "Ballyscran & Dunfail Railway" for the occasion. 5C is the last steam loco to remain on the West Clare Section and, although in steam for the filming, was towed to Kilkee behind one of the new diesel-mechanical locos.

CDRJC Railcar Repaired

Railcar No. 19 has been returned to traffic after a visit to the Stranolar Works where it underwent a complete overhaul and was repainted throughout. The cream and red striped device which formerly adorned the front of this car has, however, been replaced by a cream 'V' motif similar to that on car No. 20.

Sunday Excursions

There are no regular Sunday trains on the CDRJC except a church working between Ballyshannon and Rossnowlagh. During the summer months occasional excursions operate between Strabane and Rossnowlagh and back. Certain other excursions are run, forming part of the GNR "Hills of Donegal" tour from Belfast, and this year eight such are scheduled. Passengers travel by GNR to Strabane, thence to Ballyshannon via the CDR, and return by the GNR branch from Bundoran after a break at the latter point. The CDRJC works these services by steam, or by two railcars coupled, according to traffic requirements.

ADVERTISEMENT : A new Ian Allan book is due out during the autumn, called 'Narrow Gauge'. It can be obtained from C.R.Model Railways, 10 Piece Wood Road, Tinshill Lane, Leeds 16 price 18/-, post extra.

Annual General Meeting, 1956

This will be held at the Kingsley Hotel, Bloomsbury Way, London WC1 (nearest Underground Station is Holborn) at 2.30 p.m. on Saturday December 1st. The agenda is as follows :

2.30 to 5.30 :

1. Summary of 1955; matters arising
2. Hon. Secretary's Report
3. Hon. Treasurer's Report
4. Area Agents' Reports
5. Preservation (locomotives etc.)
6. Publicity (magazines, exhibitions etc.)
7. Election of Officers and Committee for 1957
8. Any other business

6.30 to 9.30 :

Film Show. It is hoped to include "The Wrecker", an early film which includes scenes shot on the former Basingstoke & Alton Light Railway, and we shall be very pleased to welcome members of other societies who wish to come along.

It will be of assistance if members who intend to be present could advise the London Agent in advance.

During the AGM a private show of members' models of narrow-gauge railway locos., rolling stock etc., will be judged, and the NGRS CUP awarded to the winner. Models should be sent not later than November 24th to Mr. D.A.Boreham, 10b Ealing Road, Northolt, Middlesex. POSTAGE SHOULD BE INCLUDED FOR THE RETURN OF THE MODELS AFTERWARDS. INSURANCE IS THE RESPONSIBILITY OF THE OWNER IN THIS CASE.

Photographic Competition

This will again be held in conjunction with the AGM, and members should submit their entries NOW. Entry fee is 1/- (in aid of the Preservation Fund) and members may submit up to six photographs (postcard size minimum, please) for this amount. Nothing must appear on the front of the photo to indicate ownership, and no photograph which has won an award in ANY competition may be submitted. Postal Orders to be made payable to the Society and crossed.

Make sure your name and any other details you may think necessary, are on the BACK of each photo, and send them NOT LATER THAN SATURDAY 3RD NOVEMBER to the S.E.Area Agent (address on p.11), ENCLOSING AN S.A.E. FOR RETURN OF THE PHOTOS AFTER THE COMPETITION. The prize-winning photos remain the property of the Society for publication in the magazine. Prizes will be awarded for the best photo and a runner-up, in the opinion of the judges.

Exhibitions

We have a stand at the Leeds Model Railway Society's Exhibition on Thurs.-Sat. 25th - 27th October, and would welcome any narrow-gauge railway models. Offers of loan of these please to the Model Eng. Rep. (address on p.11). Please indicate insurance value and include postage for return.

We also hope to exhibit at Manchester in December and offers of assistance re loan of models and help on the stand should be addressed to Mr. B.A.Hill, 38 Rawpool Gardens, Royal Oak, Wythenshawe, Manchester, as soon as possible (please enclose s.a.e. to assist Mr. Hill).

Your support for the above is very urgently required, if you CAN help in any way please do so.

Subscriptions

These are due on November 1st unless you joined during September or October. If you joined in June, July or August, 5/- of your sub. is credited to 1957, so you only pay 5/- next time. ALL RENEWALS TO THE HON. SECRETARY THIS TIME PLEASE, and all postal orders to be made out to the Society, not to individuals, and crossed.

We very much regret that, due to lack of space, we have had to omit several articles [from] this issue. Among those missing are a report on the M.E..Exhibition, a visit to the Bowater Lloyd's line, and a description of the C.D.R. wagon in the centre supplement.

A Cyprus Mineral Railway (Part 2)

D.J.Hyson

At Vasilikos the minerals are unloaded, processed, and loaded onto ships by means of either the aerial ropeway or barges. The ropeway stretches over 1000ft. out to sea, enabling direct loading of large vessels direct from the plant.

The layout is at two levels; on the upper are two unloading sidings and the repair shops, [the latter] capable of housing two diesel locos. The lower level is more elaborate, consisting of a passing loop and weighbridge, and a five-track marshalling yard, the easternmost track of which serves as the tipping point for loaded trucks. The fuelling point is situated on the westernmost track. The high and low levels join beyond a level crossing after leaving the yard.

The branch line to Kalavassos quarry leaves the main line about 2 ¾ miles from Vasilikos, crossing the river by a single-span bridge, after which the line makes a 180° turn and climbs for about half a mile up a gradient of 1 in 20-30 along a shelf cut into the cliff. To the right is a sheer drop to the foaming river in winter, and a dry rock bed in summer. When the line gains the top of the cliff it turns left, still climbing, and finally levels off some 100ft. above the main line level. A further mile of track brings the line to the sorting sidings at Kalavassos Quarry, which consist of three parallel tracks becoming one again at the further end of a shallow cutting. From here, two tracks diverge and continue for about a hundred yards in gradually deepening cuttings, finally plunging into tunnels about two hundred yards long which lead to the loading hoppers.

The main line bears left from the junction with the quarry line, traversing cultivated land on a fairly level course for nearly a mile to where the valley narrows considerably, and the track crosses the river on a two-span bridge on a reverse curve. Here the railway and the Zyyi-Kalavassos road are running parallel. The line crosses the road on the level and shortly afterwards, a passing loop and Kalavassos village are reached.

Immediately after this, the line passes through a shallow cutting, crosses a road on the level, and takes up a position half-way up the cliff face with the river on the left, for about half a mile to where the valley splits, the railway taking the right fork. Here the track is about thirty feet above the river, and for the next 1¼ miles maintains a fairly level and gently winding course up the valley.

At about 5½ miles from Vasilikos the character of the countryside changes; the valley narrows, leaving barely enough room for both railway and river, and cultivation ceases. The white rock hills which have been part of the scenery all the way so far, give way to bleak dark grey hills, bare of vegetation apart from an occasional tree or bush. The river twists and turns, the track does the same, the trains screeching and groaning as they round the sharp bends and climb slowly through the steep-walled cuttings. Finally the railway crosses the river and the gradient steepens, causing the locos to change to a lower gear before reaching the three-track marshalling yard at Drapia. The valley floor appears fairly wide here, but this has been made so by the constant tipping of spoil from the mine, which has gradually pushed the river across the valley.

The layout at Drapia is fairly simple, consisting of a siding to a loading hopper (the rock being carried by lorries from the quarries to the hopper) and a siding leading into the mine. Drapia, which is the nearest village, is about three-quarters of a mile away as the crow flies.

Since the first part of this article went to press, additional information has been received from the Hellenic Mining Company of Nicosia :

The main line was constructed between 1.9.37 and 1.9.38; the branch line was added in 1946. The length of the main line is 12 kilometres.

Locos No. 1 and 2 are 'Montania' diesels, type RLS. Weight is approximately 12 tons, 80 hp. Overall length is 4860mm, width 1500mm, height 2400mm. They were built by Orenstein & Koppel, Berlin, in 1938.

Locos No. 3 and 8 are Plymouths, Model JCD.D13000, of 145 hp., weight approximately 12 tons, overall length 5590mm, width 1480mm, and height 2430mm. They were ordered in 1946 from the Pressed Steel Car. Co. of Pittsburgh.

Loco No. 9 is an O&K Type MV6 of 108 hp., overall length 5530mm, width 1900mm, height 2420mm.

There are also a few details of the trucks, from which it appears that the Hudson side-tippers may be surplus ex-WD equipment obtained from either France or Holland, or both. Mr. Hyson has about sixty photographs of the line and its rolling stock etc. Anyone who wishes for further information should send an s.a.e. to him at 123 Warren Drive, Tolworth, Surbiton, Surrey.

On behalf of Mr. Hyson and the Society I would like to express our thanks for the great assistance given to him by the Hellenic Mining Company and its staff. Ed.

Isle of Man Railway

A short report in the 'Railway Gazette' of May 11th 1956 on the AGM of the Company, gives the passenger receipts for 1955 as £63,457, the total receipts being £83,904; working expenses were £73,956. It is rather interesting to compare these figures with those published in 1896 (from 'Light Railways' by J.C.Mackay) - these are £20,767, £26,343 and £12,631 respectively.

ADVERTISEMENT

Obsolete tickets from various British, Irish and Continental railways etc. Send s.a.e. for details to Mr. J.C.James, 4 Lonvias Drive, Huyton, Liverpool.

N.G.R.S. Officers and Committee

Hon. Secretary : E.G.Cope, 10 Piece Wood Road, Tinshill Lane, Leeds 16.

Asst. Hon. Secretary : R.N.Redman, 11 Outwood Walk, Horsforth, Leeds.

Hon. Treasurer : J.M.Birdsell, 7 Broomhill Drive, Leeds 17.

Chairman : A.S.Dunning, 41 Longden Avenue, Beaumont Park, Huddersfield.

Hon. Librarian : R.P.Lee, The Willows, Fenay Bridge, Huddersfield.

Model Eng. Rep. : P.S.Halton, 18 Eden Crescent, Leeds 4.

Technical Rep. : P.G.Brennand, 37 Norwich Avenue, Hunslet Carr, Leeds 10.

Liaison Officer : K.Lister, 95 Dewsbury Road, Leeds 11.

Magazine Editor : T.H.Spink, 37 Leeds Road, Wakefield.

London and S.E. Areas - Forthcoming Meetings

Meetings open at 7.15 p.m. and start at 7.45 p.m., and are held at the Ship Tavern, Wormwood Street, London EC2 (near Liverpool Street).

Saturday, 17th November : The Railways of the Isle of Man, by D.A.Boreham.

Saturday, 12th January : A Photographic Miscellany, by J.Davies.

London Agent : C.H.John, 5 Lavington Road, West Ealing, London W13.

S.E.Area Agent : W.J.K.Davies, Merton Court, Sidcup, Kent.

Please remember to enclose an s.a.e. in all correspondence with any of the Society's officers.

Some Recent Items of Narrow-Gauge Interest

Colliery Engineering, May : Surface and underground 3ft-gauge railway at Yorkshire Main Colliery, Doncaster - article.

Engineering, 1st June : Festiniog Railway - illustrated article.

Railway Gazette, 22nd June : Manx Electric and Snaefell Mountain Rwy - photos.

Coming Events in Britain, July : Vale of Rheidol Rwy. - article and photos.

The Locomotive, July : South Australia Rwy at Port (*illegible*), 3'6"-gauge - photo.

The Autocar, 6th July : Darjeeling-Himalayan Rwy. - photo.

Railway World, July : Romney Hythe & Dymchurch Rwy - article.

Aug. : Festiniog Rwy - illus article.

Model Railway Constructor, Aug. : British Narrow Gauge Rolling Stock - illus.article.

I.C.I.Magazine, Aug. : Talylyn Rwy - article and 2pp colour photo.

The Sphere, 15th Sept. : Branch lines - Talylyn, Festiniog and Snowdon - article.

Administration

The Hon. Secretary regrets that, due to continued indisposition, he will be unable to attend to any correspondence for a few weeks at least, and apologises to those of you who may be waiting for replies to letters. In the meantime, enquiries should be directed to the appropriate officer or member of the committee (except subs renewals).

Nominations

for the following positions are invited for the 1957 period - Hon. Secretary, Asst. Hon. Secretary, Hon. Treasurer and six members of the Committee, from whom are chosen - Model Eng. Rep., Hon. Librarian, Technical Rep. (in connection with locos etc.) Liaison Officer, Magazine Editor and Chairman. All nominations to be in the hands of the Asst. Hon. Secretary by Saturday 27th November.

Back Cover Photo

Narrow-gauge diesel railcars which have been supplied by the Italian Fiat Company, Turin, to the Indian State Railways for interurban service. Block by courtesy of 'European Railways'.