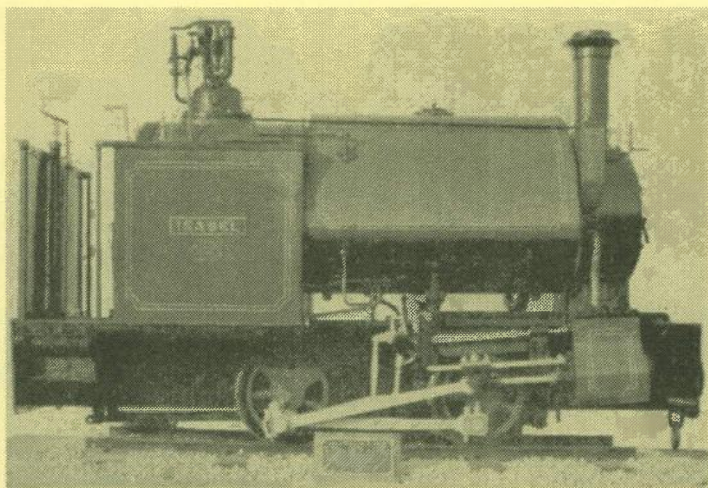


THE NARROW GAUGE



THE NARROW GAUGE RAILWAY SOCIETY

No. 24 Summer 1959

THE NARROW GAUGE

(Official Magazine of the Narrow Gauge Railway Society)

Editor : W.J.K.Davies, Merton Court, Sidcup, Kent.

No. 24

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We are very grateful to all those who have helped to produce this magazine, especially to J.I.C.Boyd, E.S.Tonks, "Model Engineer" and Ruston & Hornsby for the loan of blocks; and to the original owners of the photos for permission to use them.

Cover Picture :- Bagnall 0-4-0ST "*Isobel*" as a War Memorial outside Bagnall's Works. This loco was formerly at Cliffe Hill, and the NGRS had a hand in persuading Bagnall's to preserve it.

Block : Model Engineer

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Editorial

For the first time since I became Editor of this magazine, we have had as many articles as we can handle. We have, in fact, had to enlarge it by four pages to get them all in, and I would like to thank all those who have written articles for us. Please carry on with the good work. There is so much of interest to be discovered in the narrow-gauge field (often literally!).

With the summer upon us, now is the time to get out and about with notebooks and camera. Have you a narrow-gauge industrial line near you? Why not look into it? Some, now very drab, lines have fascinating histories. Are you taking a holiday near a living or dead narrow-gauge line? Why not measure up, sketch and photograph what is left, especially the buildings which, all too often, go unrecorded. Going abroad? Please find out all you can about any lines you visit, especially their present-day condition, layouts, stock, etc., - and don't forget notes on 'how to get there'. We are hoping to publish a series of guides to foreign lines, so any gen You can pick up is of value.....perhaps you might even write us one yourself...

With regard to this issue, once again we have used electronic stencil reproduction fairly liberally. (*Compilers Note : As stated in a previous issue, this method gives extremely poor reproduction, so poor that it has not been possible to copy the results into these re-prints. We have however included drawings and those photos which were originally printed on art paper. L.L.*) One or two people complained of the quality of those used last time but it was generally agreed at the AGM that 'half a loaf is better than no bread' and we cannot afford blocks. I have also, rather reluctantly, dropped the modelling article to make room for more prototype material, which I think is probably of more use to modellers than general articles on 'my layout'. The established modelling magazines seem more appropriate for these. Lastly, please note the closing date for articles for the next issue is October 20th. Good Hunting!

Journeys on the Narrow Gauge : No. 3 - Glyn Valley Tramway
(2' 4 1/2" gauge)

A.E.Rimmer

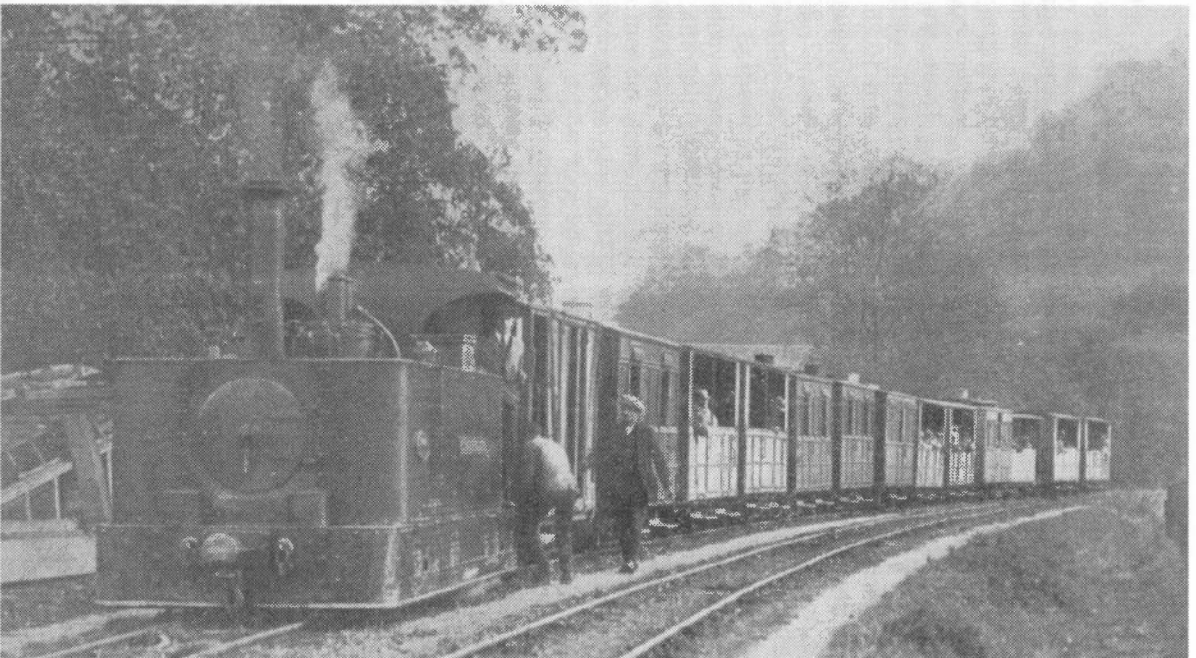
The poster invited one to "Take a trip down the beautiful Ceiriog Valley on the toy train" and the G.W.R. ran special trips with through bookings to Glyn from the surrounding area. We were staying at Llangollen and had walked over the Berwyn Range to Glyn Ceiriog.

This was my first journey on, and indeed my first glimpse of, the narrow gauge. In due course the train arrived, with a long string of empty slate trucks in the rear. The locomotive, 0-4-2T No. 3 "Glyn", took some empty wagons up to the quarry at Pandy and was away for some time. Eventually she returned with a string of loaded slate wagons for Chirk, and, after some shunting to get the wagons at the rear of the train, we left at about 5 p.m., nearly thirty minutes late. This train, the 4.30 p.m. from Glyn, was the regular daily 'slate run'.

The journey normally took 40 minutes, and despite the fact that all stock was four-wheeled, the riding was quite good, as the track was laid with heavy flat-bottom rail of 50lb. to the yard.

The line descended gradually with varying grades to Pontfaen, crossing the River Ceiriog between Glyn and Dolywern and again just outside Dolywern Station. The booking office/brake van was used by passengers joining the train at intermediate stations. Although it was August, the train was only half full, and we were travelling in a compartment coach which was upholstered and quite comfortable. The open coaches were always popular, but on this particular day they were empty as it had started to rain before we left Glyn.

The last part of the journey involved a climb of 1 in 40 from Pontfaen towards Chirk, and the locomotive was involved in a cinder-throwing display as she mounted the grade, which eased slightly near the top. We finally ran into Chirk Station at about 5.45 p.m. We had planned to travel back to Llangollen by canal barge but as the train was late, we had missed the boat and had to return by main line train via Ruabon. The circular trip was very popular and a special train was often run by the GVT for parties of over ten persons.



A long passenger train in Glyn Goods Yard, behind "*Sir Theodore*".
The date is August 1926.

Photo : H.C.Casserley. Block courtesy J.I.C.Boyd.

A visit to the Cambresis

E.K.Stretch

Amongst the rapidly declining number of French metre-gauge railways, only the Chemins de Fer Cambresis remain faithful to steam. The first sections were opened in 1881 and eventually the company operated 120km of line. The only section now in operation is the 28km from Denain to Caudry. There are four passenger trains daily in each direction, all steam-operated, leaving Denain at 6.26 a.m., 2.25 p.m. 4.35 p.m. and 10.25 p.m. (respectively train no's 23, 25, 29 and 27) and leaving Chaudry at 4.15 a.m., 5.45 a.m., 12.15 p.m. and 8.15 p.m. (no's 22, 20, 24 and 26). Journey time is just under 1 ½ hours; trains 20 and 29 do not run on Sundays.

At Denain, a grim mining town of 10,000 population, ten km. west of Valenciennes, the Cambresis trains start from a crumbling bay platform in the SNCF station, a small but extremely modern affair on the northern edge of the town. The only accommodation provided for the Cambresis is a run-round loop and a siding. An attempt to buy a Cambresis ticket at the booking office is met with the remark "That's nothing to do with us". At all stations and halts on the Cambresis, tickets are sold on the train by the guard from a machine resembling the "Autographic" used by certain British bus companies. Boarding point, destination and type of ticket, and the fare, are written in by hand and a carbon copy retained in the machine. The vast majority of passengers however, are regular travellers with season tickets; there is only one class - 2nd.

On a recent visit, I caught the 2.25 p.m. at Denain. This was made up of five coaches and a van; another five coaches and a van were in the siding for the 4.35 p.m. The passenger stock is on bogies and most of the coaches have end platforms. The older vehicles are very dark and gloomy, with only seven small and widely spaced windows per side, though a later type has twelve windows per side, quite large and separated only by window pillars of normal size.

.....(*line omitted in original text*).... very large spring mounted upside down on each side of the bogie. All the end-platform coaches, except for one or two with guard's and luggage compartments, have accommodation for 48 passengers on wooden seats arranged back-to-back in pairs on either side of a

centre gangway - an arrangement ideally suited to the large amount of card playing amongst the regular passengers. Lighting is by three extremely small bulbs of the size normally fitted in bicycle headlamps.

There is a third variety of coach, which has folding doors a short distance from the ends, and no platforms; only No.Cfy4 appears to be in use, but another one, with a luggage compartment, is lying unserviceable at Caudry.

Locomotives and passenger stock are painted the usual French unlined green. Goods stock, which is entirely four-wheeled, is completely devoid of paint, and has the numbers 'branded' on the sides. Sometimes the inscriptions 'Cambresis', 'CB', or 'CFC' can be faintly seen. Some goods stock seems to have been obtained second-hand from the Societe Generale des Chemins de Fer Economiques, as 'SE' is cast on the axleboxes.

At the head of the 2.35 p.m. was 2-6-0T No. 31, built by Piquet of Lyon in 1912. There was no sign of any train crew, but shortly before departure time a noise like a demented motor-cycle heralded the approach of a small, wooden-bodied, four-wheel petrol rail-car, numbered AUT.1, and now used for permanent-way work. The train crew descended from this contraption, which then hurriedly disappeared in the direction of Caudry, hauling a wagon full of earth.

Shortly afterwards we followed along the uneven track; for 1 ½ km. The Cambresis runs westwards on the same embankment as the SNCF line from Valenciennes and Denain to Cambrai, and then turns sharply south and descends to ground level. Just before the divergence, both railways cross by a bridge the standard-gauge line of the Houilleres Nationales (French Coal Board) from Somain to Peruwelz in Belgium, which over most of its length has eight passenger trains daily in each direction and at Denain has a bigger and more central station than the SNCF.

Half a kilometre after leaving the SNCF, the Cambresis comes to the first of its many completely unprotected level-crossings. At this one is a halt known as Fosse-Renard, of which the only indication is a small sign like a bus stop reading "Arret du Train". Vast crowds of workmen got on here and at the succeeding two stops; finally the train was absolutely packed, and it is of course this

heavy workmen's traffic which accounts for the continued operation of the line and its curious timetable, organised to fit factory and mine shifts.

One kilometre beyond Fosse-Renard comes another halt, Bessemer, where the railway crosses on the level not only the main road but also the metre-gauge electric tramway from Valenciennes to Louches via Denain. (It is worth noting here that the Valenciennes trams are owned and worked by a railway company, the Chemins de Fer Economiques du Nord, [which] operates what are officially described as trains, and provided two classes of accommodation until 1955. Until very recently the line was physically connected at Quievrain with the Belgian Vicinal lines, though the removal of 500m. of track has now broken this link).

Beyond Bessemer, the Cambresis line climbs onto an embankment and, shortly after crossing a busy standard-gauge mineral line by a bridge, stops at the halt of Vieux-Louches, where there are several sidings. 2-8-2T No. 42, built by Louvet in 1948, was shunting here, and would eventually haul the 4.35 p.m. train. AUT-1, still with the wagon of earth, was also in the sidings. Our own loco picked up three wagons full of coal and attached them to the front of the passenger coaches.

After Vieux-Louches, two mineral lines are crossed and then industry is left behind and the line enters undulating agricultural country. To keep earthworks to a minimum there are frequent changes of gradient, and the line is hardly ever straight, though there are very few sharp curves and it keeps closely to its southerly course.

One kilometre beyond Vieux-Louches, and 5km. from Denain, comes the first real station, Douchy. Like most Cambresis stations, the building is now merely a house, with only a waiting room open to the public. There is a loop, almost completely overgrown. Douchy-Halte (6km.) a completely unmarked stopping place at the level crossing over main road N.29, is much nearer the village and is used much more. Noyelles-sur-Selle (8km.) is a station very similar to Douchy, with grass-grown sidings and loop. So is Avesnes-le-Sec (12km.) but shortly before the latter is Avesnes-le-Sec Halte, at a level crossing and possessing a

corrugated iron shelter. As at Douchy, the halt is more conveniently situated than the station.

The next station, again similar, is at Villers-en-Cauchies (15km.) but after this comes a much larger station, St. Aubert (17km.). The station here is on a hillside some 40 feet above the village; there are several sidings showing signs of use and even containing a passenger coach. There was once an engine shed but this is now adapted for other uses. A branch line 5km. long, from St. Aubert to Solesmes, was closed many years ago; it was owned by the Cs. de F. Economiques but worked by the Cambresis.

About a kilometre beyond St. Aubert, the single-line SNCF branch from Cambrai to Solesmes is crossed on the level; the only signals on the Cambresis were here, but they are now removed although the signalbox, a very small one, remains. On the Cambresis the crossing is now protected by lozenge-shaped boards announcing a 6kmph speed restriction, whilst on the SNCF, which appears completely disused, an "Arret Absolu" (red and white squared board) signal is standing between the rails.

Just beyond the crossing comes the halt of St. Aubert Sucrierie, with sidings to the sugar refinery. Beyond this the country is slightly more hilly and there are several considerable cuttings and embankments. At Saint-Vaast (19km.) the halt, which has a concrete shelter, is in a cutting immediately before a level crossing with the village street. St. Hilaire (20km.) has a loop and several sidings.

At the approach to Quievy (23km.), the next station, there is quite a high embankment with a bridge over the road. The station has a loop and siding, and then comes a cutting spanned by a road bridge. At Bethencourt (26km.) there is the usual building, loop and siding, and soon afterwards, Caudry comes into sight ahead. The straight long road N.39 is crossed on the level to the accompaniment of prolonged whistling; the roadside line from La Groise came in on the left here, and continued alongside as a separate single track round the right-hand curve into Caudry-Cambresis. Part of this track remains as a siding.

Caudry-Cambresis is the railway headquarters of the Company (though the Head Office is in Cambrai). There is a loco shed and workshops, and a complicated track layout mostly filled with

disused rolling-stock, some of which is used annually at the time of the sugar-beet harvest. The passenger train stops in the middle of the tangle of sidings as the platform road is full of wagons and is now without a run-round owing to the removal of the points at the west end. Incidentally, the layout includes a scissors crossover one end of which is prolonged as a double-slip diamond!

In the engine shed was No. 30, another 2-6-0T and sister to No. 31, also built by Piquet in 1912. Also there in steam was 2-8-2T No. 40 which like No. 42 was built in 1948 by Louvet (Works No. 1294), and was intended for a colonial railway but never delivered. There was a third similar locomotive (No.41) but this was destroyed by a boiler explosion a few years ago. These 2-8-2T's are massive locomotives and probably rather heavy for the Cambresis. There also exists, I believe, another 2-6-0T, No. 33 (Corpet-Louvet 1913) and I have been told that the Company recently obtained yet another 2-6-0T second-hand, but neither of these were to be seen; they were presumably inside the workshops.

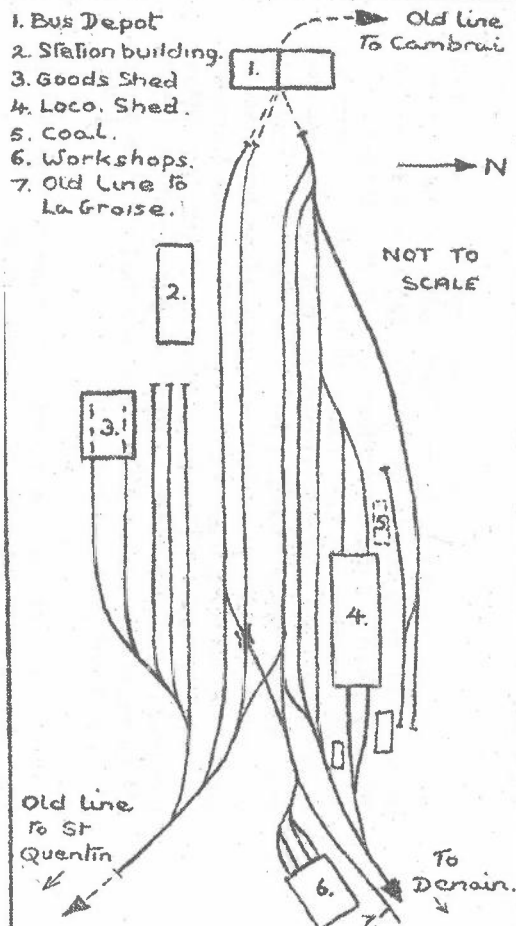
Also scattered about the sidings were several rail-cars, all fourwheelers, in various states of decay. AUT.2, a wooden-bodied vehicle similar to AUT.1, was in a very bad state, and a similar but slightly larger car, AUT.4, was not much better. A much larger car, something like a tram in general layout, was in an even worse state amongst grass and bushes, with no number visible.

Standing outside the workshops however, were two cars painted grey which seemed capable of motion. AUT.13 was a metal-bodied car, about fifteen feet long and mainly luggage space, but generally similar to the wooden cars AUT.1 and AUT.2. This was coupled to a three-compartment four-wheeled coach of restricted height and width. The other was an EXTREMELY tiny car, AUT.23, only about 3'6" wide, 6' long and 5' high, with wheels about 18" diameter at the extreme corners; this was coupled to an enormous crane.

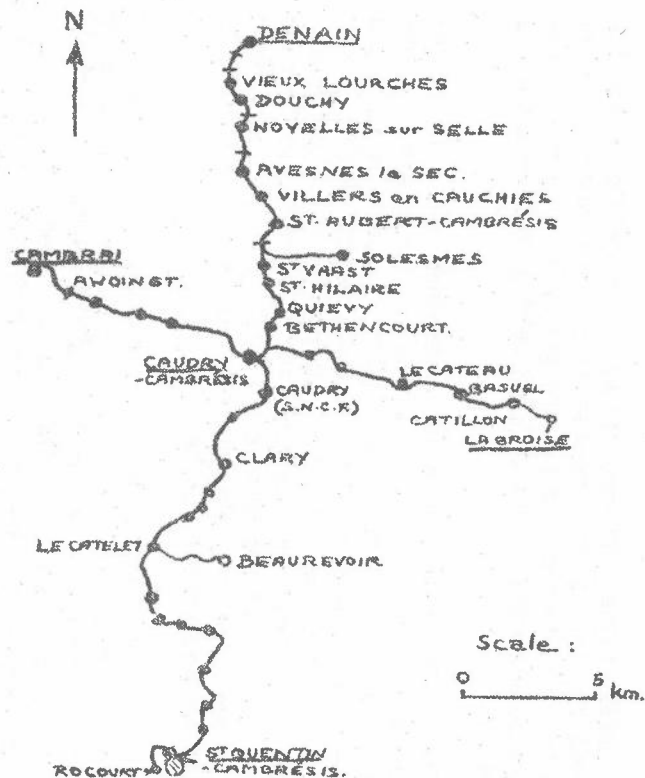
To conclude, a few remarks about the other lines of the Cambresis may be of interest. The east-west line was laid almost entirely at the roadside and officially classed as a tramway. Starting at Cambrai-Cambresis (the station still exists as a bus station and parcels depot) it joined the main road N39 just outside the town, at Awoingt, and followed it to Caudry (12km.) changing from the

CAUDRY - CAMBRESIS

1. Bus Depot
2. Station building.
3. Goods Shed
4. Loco. Shed.
5. Coal.
6. Workshops.
7. Old Line to La Groise.



ROUTE of the CHEMINS de FER CAMBRÉSIS.



N.B. For the sake of clarity, halt names and the names of some stations on the closed lines have been omitted.

south side to the north about half way. It entered Caudry from the west after running along the street for a short distance. Its former entrance to the station is now blocked by a corrugated-iron bus garage and workshop, the company being quite an extensive bus operator.

The La Groise line, as already mentioned, ran alongside the Denain line for a short distance, and then turned east along the south edge of N39. At Le Cateau (8km.) it made a detour around the south of the town and then followed the road again to Basuel (11km.) which was avoided by a loop to the north, as had also occurred at Beaumont and Inchy (4km.). From Basuel the north side of the road was followed to Catillon (17km.) the town being avoided to the north, after which the road was again followed for the last three km. to La Groise.

The St. Quentin line left the east end of Caudry - Cambresis like the Denain and La Groise lines but turned immediately south instead of north. After 2km. it crossed the SNCF by a bridge a short distance east of the SNCF station. There was formerly an interchange siding here, and the Cambresis still has a small office in the goods yard. Then the line follows an extremely meandering course for 47km. to St. Quentin, with about sixteen intermediate stations, of which Le Catelet (22km. from Caudry-Cambresis) was the most important. There was also a 5km. branch from Le Catelet to Beaufort.

The station at St. Quentin-Cambresis was right at the north end of the town, just by the Cemetery Tram Terminus (the extremely decrepit standard-gauge trams of St. Quentin were abandoned on 25th May 1956), but trains continued for 2km. around the north of the town, crossing two main roads on the level, to a terminus tucked away in a corner of St. Quentin-Rocourt Station on the west side. Rocourt was also used by the Chemins de Fers Secondaires du Nord-Est and the Voies Ferrées d'Interet Local, both standard gauge. The Nord-Est was absorbed by the Regie des Transports de l'Aisne in 1950, and the passenger service (to Ham, 29km.) withdrawn in February 1955; the VFIL changed its name in 1955 to Exploitations Ferroviaires et Routieres, and the passenger service to Achiet (69km.) was withdrawn.

Following complete closure of part of this latter line, the remnant was transferred to the RTA. (For a short time after the 1914-18

War, the Velu - Bertincourt - St. Quentin, as the VFIL was then known, was operated on the 60cm. gauge as a result of almost complete wartime destruction). From Rocourt it was a further 2km. to the SNCF (Gare du Nord) at the south end of the town, so in the days of passenger service the traveller from Cambresis to the SNCF at St. Quentin would probably find it quicker to alight at St. Quentin - Cambresis and take a tram!

Passenger service on the Cambresis lines to Cambrai, La Groise and St. Quentin was withdrawn several years ago but goods traffic remained until more recently; the greater part of the Cambrai and La Groise lines was still in occasional use six years ago but both have now been totally dismantled. The St. Quentin line was still open for occasional traffic in 1955 (though the track had been removed for the last kilometre into Rocourt) but it has since been closed, and presumably dismantled.

Standard Items of Industrial Narrow Gauge Equipment

No. 1 : Ruston & Hornsby Diesel Locomotives

G.R.Hatherill

Note. This article is the first of a series. Their purpose is to clear up the confusion in some peoples minds as to the differences between various makes of locomotives and stock.

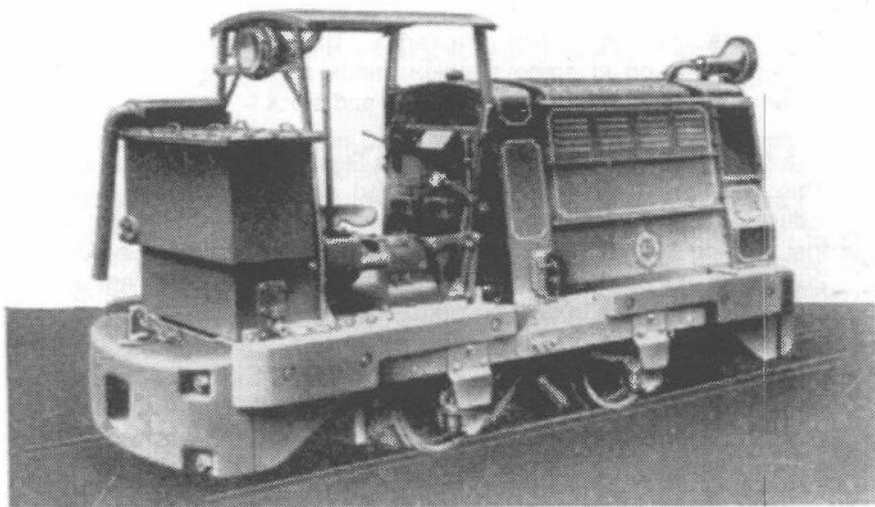
The first type we shall examine is the Ruston diesel locomotive. This is a very common machine and will be found in most industrial applications. The type seen on most small installations is that ranging from 11hp to 44hp. The drawing shows a pre-war 16-20hp loco - probably the most popular size for general haulage in gravel pits, quarries and brickworks. The other sizes are similar in general appearance.

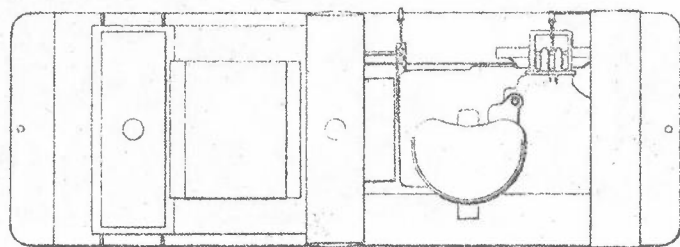
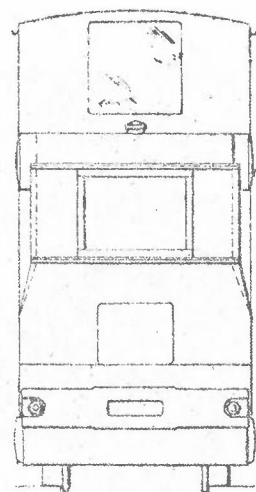
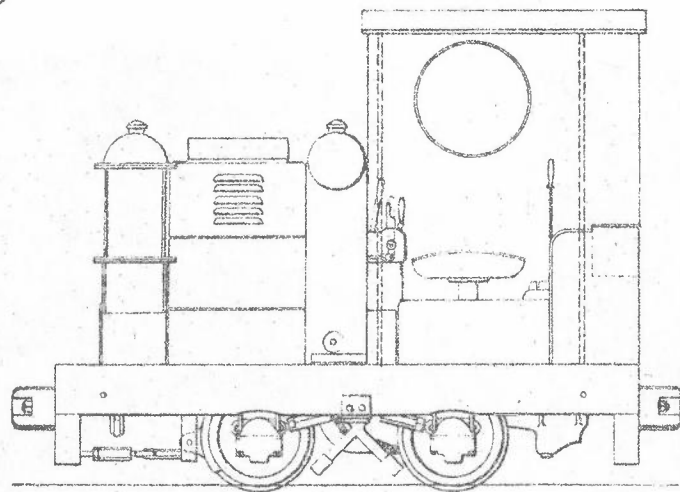
Up until the last war, the Ruston had a square engine housing topped by two circular tanks and a ventilation cover. The front tank is in fact the radiator top, and the rear one the fuel tank. Cabs were not fitted to all locos, but were, and still are, supplied as extras, the usual pattern having a porthole on the left side and an entrance on the right, with small square windows at front and rear. Earlier cabs had a delightful 'keyhole'- shaped opening.

The postwar locos have been considerably 'streamlined'. All tanks and fittings being under the bonnet. The frames are similar to the old type, being made from heavy angle steel facing inwards, although they are slightly longer. On gauges over 24" the frames have an extension outwards at the bottom edge in the shape of a box-section to carry the springs, as there is insufficient room between them in the wider gauges.

Makers details are found on a small oval plate in the cab, or to the left of the drivers seat on the rear of the bonnet if no cab is fitted.

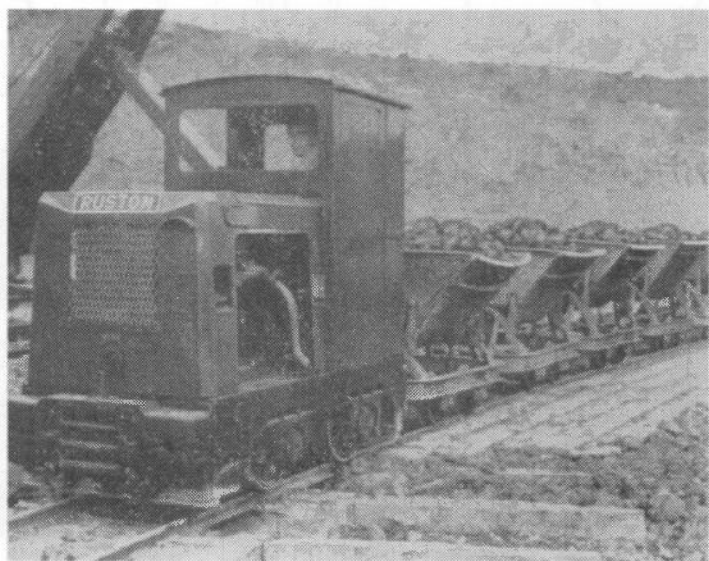
The illustrations (blocks courtesy Ruston & Hornsby Ltd) show various types of Ruston diesels in different industrial settings throughout the world.





NARROW GAUGE
RAILWAY SOCIETY
DRG. NO NC2-0/L13

RUSTON & HORNSBY 16/20 H.P. DIESEL LOCOMOTIVE (2 $\frac{3}{4}$ Tons model)





THE ROUTE is about two miles in length and comprises a large tract of land where the creek and river are excavated and loaded with logs. At the end of the line a small station is located.



A.P.C.M. Ltd : Sittingbourne Works

A. Travis and D. Bailey

(4'3" gauge)

Upon looking at an Ordnance Survey map of Sittingbourne and the surroundings, it can be seen that there are numerous industrial railways in the area. Many of these are of great interest to the enthusiast, and one such line is the 4'3"-gauge system of A.P.C.M. at Sittingbourne.

This line appears to have been opened in 1934 since in that year its first locomotive, an Andrew Barclay 0-4-0ST, arrived. Like many of its sister lines in the area, the railway was constructed to help the world-famous cement industry of the lower Thames basin. Most of the area consists of swampy alluvial land and there are great areas of shale or river mud which is a substance of great value to the cement industry. The railway was constructed to join one of these deposits to the nearby Murston Works of A.P.C.M. Owing to the swampy nature of the ground, the route chosen was somewhat long and winding.

THE ROUTE is about two miles in length and commences at a large mud pit where the chalk-mud mixture is excavated and placed in a set of wagons. At the pit, the remains of a single siding can still be seen, and a truncated part of it is still in use for storing disused wagons. After turning a curve, the line continues its leisurely way amid several swampy fields. It soon crosses a stream and a small wood comes in sight to the left of the line. A road is crossed and the line continues for another half mile or so with few deviations. Large sections of track have recently been re-sleepered on this section.

At the end of the half-mile stretch, a small farm is passed, a road is crossed and the line curves round and begins a short rise in a shallow cutting towards the works, which is reached after crossing another road. At the entrance to the works, the remains of a short siding are still in existence, and the line curves, with a siding leading off to the loco shed, which consists of a small green-painted corrugated-iron building. This shed is too small for both the present engines, so the steam loco, which is spare, is kept inside and the diesel left outside.

The main line crosses a small road and then forms a loop, at the end of which is a small, electrically-operated rope-worked incline. At the top of the incline is a tipping machine; as the wagons have no tipping facilities they are turned completely over to remove their contents.

The method of working this last section of line is as follows :- the loco brings a set of about half-a-dozen wagons into one line of the loop, reverses onto the other line and pushes an empty set of wagons to the pit for refilling. The set of loaded wagons is split in two and an empty wagon fitted with a haulage rope is let down the incline and takes the first set up for tipping. When this process is complete, the empty wagons are let down into the siding, being stopped by forcing a block of wood between the spokes of one of the wheels. When all the wagons are unloaded, the loco enters the loop with a loaded train and the process is repeated. Trains are worked by a crew of two - driver and guard. The job of the so-called guard is to assist in the shunting and to warn road users of the approaching train by means of a red and blue flag.

LOCOS : the first loco to run on the line was an Andrew Barclay 0-4-0ST (1679/20) named "*Wouldham*". This loco originally worked at B.P.C.M.'s Peters Works at Wouldham Hall, but in 1934 she was transferred to Lee's Works to join her sisters "*Lee*" and "*Holborough*". A few months later, in the same year, she was transferred to Sittingbourne, where she is still working. She is a good-looking little engine, although in recent years she has been somewhat knocked about, and appears in an unlined apple-green livery which is partly concealed under grease stains and spatters of mud. Buffer beams, dumb buffers and valences are in red. When the diesel came in 1949, "*Wouldham*" was relegated to the shed as spare engine, although in this capacity she is used, on average, twice a week, due of course to the diesel breaking down regularly.

The second loco to work on the line was "*Venture*", an 0-4-0ST of 1913 built by Manning Wardle (Wks./No. 1835). This loco arrived from Peter's Works, where she had worked since new, in 1935, and was scrapped in 1949 when the diesel came. It seems strange that 4'3" was adopted for this line because both locos were built to a gauge of 4'3 1/2", this necessitating the skimming of the wheel flanges before they were used at Sittingbourne.

In 1949, when "*Venture*" was showing signs of wear, a third loco was ordered, this time a 4w diesel from F.C.Hibberd & Co. No 3373 arrived in the latter months of that year. This 'machine' bears a livery of bottle-green (very much weathered down), lined out in white, and appears to be very much the worse for wear.

Working is carried on 24 hours a day and therefore the locos have to have lighting facilities. "*Wouldham*" carries on her left-hand running plate a petrol-engined generating set with a battery which supplies a small headlamp fixed at the base of the chimney; the diesel carries similar apparatus.

WAGONS. There are about twenty wagons on the system (three or four being abandoned) all of the same design. They are probably of local origin and are box-shaped, having four wheels with inside bearings, and steel bodies. They are not painted in any way but bear a 'livery' of thick rust, spattered with mud! The wheels have curved spokes and a diameter of 1'11 ½". Coupling is effected by simple link and chain which is protected by a small beam on either side. At the bottom of the incline is a small four-wheel flat wagon with a tray filled with concrete; this was probably the original rope-haulage wagon.

The line is well worth a visit but please write for permission first. In conclusion, we would like to thank Mr. Marshall for readily granting us permission to visit the line, and to members of staff who so patiently answered our questions.

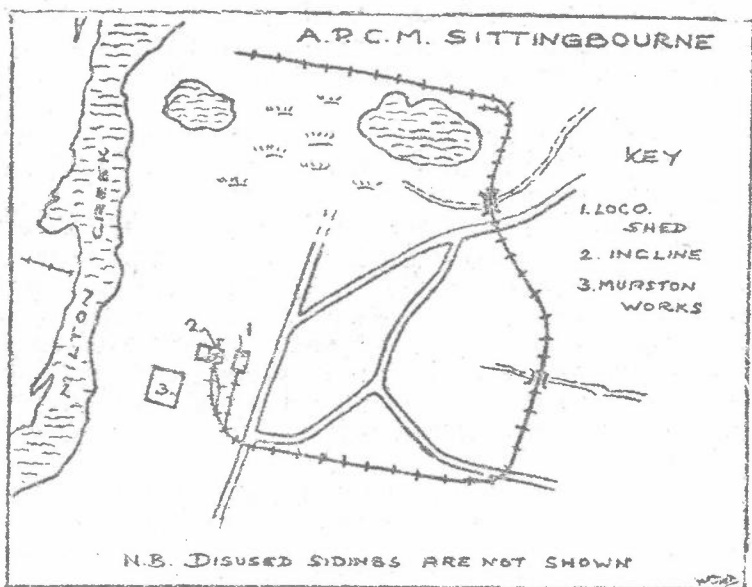
We hope to publish the second part of this article in the next issue, giving drawings, dimensions and photographs of locos and stock.



Illustration above shows "Wouldham" and train at Sittingbourne.

Photo F.Pugh, block E.S.Tonks.

Sketch of the APCM line at Sittingbourne



BOOK REVIEWS

by the Editor

THE IRONSTONE RAILWAYS AND TRAMWAYS OF THE MIDLANDS, by E.S.Tonks. 316pp., many maps and photos, index.

Locomotive Publishing Co. 45/-.

One might say that this does for the Midland ironstone lines what Fayle did for the Irish narrow gauge. As a work of reference it is superb, and it is also very readable. Each line is described quite fully, with notes on history, locos if any, stock and route, and the text is backed up with comprehensive maps and layout plans together with over 130 photographs, including two full-page colour plates.

There are chapters on the technical and historical background of the industry, and the lines are grouped under nine geographical areas, supplemented by an index by firm. It is a pleasure to see some really original research for once, and we can heartily recommend this book as the best value in railway books we have seen for a long time.

THE FESTINIOG RAILWAY VOLUME 2, 1890-1959, by J.I.C.Boyd. 250pp., 47 photos, numerous drawings, plans and maps. Index to both volumes. Oakwood Press 30/-.

Here is the long-awaited second part of the FR history. As the author says, it is highly unlikely that any other minor railway will need a 2-volume history, but the FR is worth it - and this book completes the story very well. The story of the lines trials and tribulations in the 1920's and 30's is related at some length - it quite shook your reviewer! The Welsh Highland is fairly adequately covered from the beginning of its career, and a reasonable amount of space is given to the post-war revival. There may be small quibbles (I have one over the WD data!) but then every specialist can quibble where his own subject is concerned. The book is well worth 30/-.

Other New Books : "Some Industrial Railways of Ireland" by W.McGrath. 96pp. Photos, obtainable from the author at Bellvue Park, Cork. 7/-.