

# *The* **NARROW GAUGE**



No. 38 MAY 1965

**THE NARROW GAUGE RAILWAY SOCIETY**

# THE NARROW GAUGE RAILWAY SOCIETY

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## CONTENTS

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MAGAZINE 38

CADEBY LIGHT RAILWAY	Rev. E.R. Boston	2
A MEMORABLE WEEKEND	Ken Hartley	5
SOUTH AFRICAN SURVEY (Part II - Goldfields)	Frank Jux	7
A DAY WITH JURASSIC	Chris Bates	10
LOUGH SWILLY 4-8-0 LOCOMOTIVE	Peter Halton Ron Redman	12
SHANGHAI & WOOSUNG	Ron Redman	16
LETTERS TO THE EDITOR		24
WELSHPOOL & LLANFAIR		29

# EDITORIAL

28th April 1965

I should like to thank most sincerely the numerous people who took the trouble to write such kind letters after publication of Magazine No. 37. To hide my blushes I have extracted for publication the constructive points from some of these letters and I hope my other friends will realise their letters were in no way less appreciated.

What is more encouraging is the response to my appeal for articles, I think we can safely promise a varied menu for the next two 1965 issues.

We had quite a chuckle in Leeds when our local paper ran a short article on the closing of Arthington station in Wharfedale. Safely tucked away there is Terry Stanhope's  $4\frac{3}{4}$  ton steam 0-4-0 locl from the Scottish Gas Board, it was described as a 50 year old Narrow Gauge locomotive to run on twenty-two foot six track in some editions of the paper!! Another clanger a week or two later described the Harrogate Gasworks Loco 'BARBER' as being disposed of to the Ffestiniog Narrow Gauge Railway at Portmadoc, but friend Bob Schofield quickly put that record right.

We have no less than SIX articles in hand from Ken Hartley, what varied experience he has had! They range from Hunslet to Yugoslavia, Horwich, Spain, Saltburn, and one of the most interesting is 'Welsh Wanderings (1930 Vintage)'. Now I hear he is investigating a local standard gauge Colliery Line at Aberford, so I have given him six months respite to get it out of his system!!!

A series of short articles on Petrol Locomotives is promised, the first photographs are very interesting and will appear next issue when we shall also have a photo story on the rebuilding of the Scarborough Miniature locos after the serious accident there.

Can YOU send a contribution to our pages? I want to plan at least two issues ahead in future so that publication dates can be kept to. We particularly need the shorter articles with a good photograph or two which will fit in anywhere in the magazine.

Lastly, the correspondence column is a 'forum' for the exchange of information, the views of the correspondents are not always the same as the Editor's but we shall be liberally minded and print any interesting letters you care to send in.

Best wishes,

HENRY HOLDSWORTH

# THE CADEBY LIGHT RAILWAY

By Rev. E. R. Boston

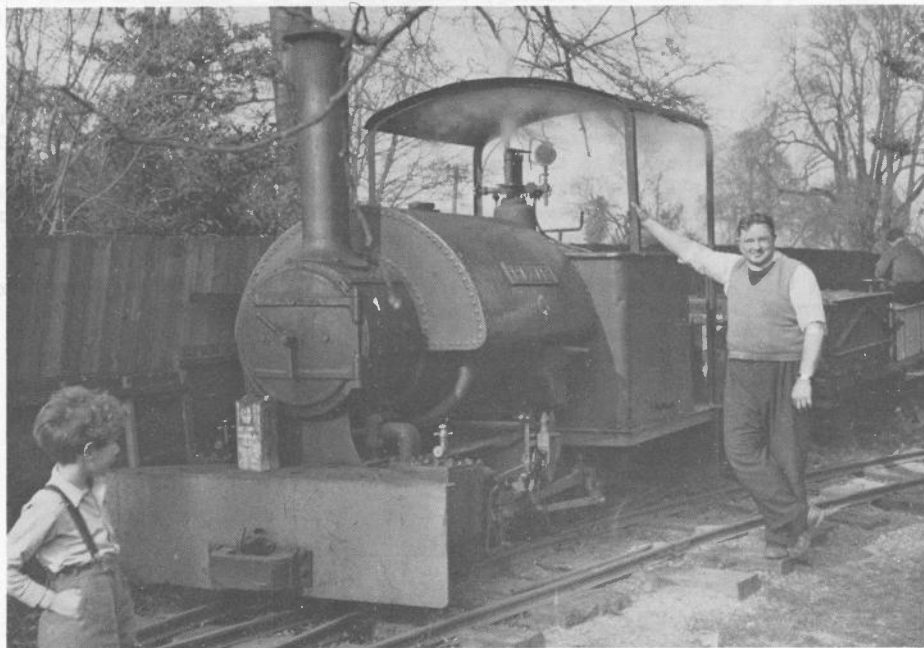
The genesis of the idea came many years ago when I decided that if ever I got a holiday from parish work I would like to do a week's platelaying on either the Ffestiniog Railway or the Talylllyn, but things seem to indicate that I should be a very old man before I got that much time off. So when I was appointed here and for the first time in my life had a garden of any size, I thought that a garden railway based on Narrow Gauge prototype would fit in perfectly. After making several enquiries I suddenly woke up to the fact that the real thing would be as cheap, and, if I could get a locomotive, almost as easy. The local railway enthusiasts, particularly Maurice Billington, helped in the design and the local traction engine men on the technical engineering side. The Rectory garden seemed to lend itself perfectly to the project so we really began to look round.

It was about this time that a group of us went over to Cranford and having at last gained access to Pixie's shed became the victims of love at first sight. Fourteen months of long drawn out negotiations followed resulting at last in triumph and one rainy Saturday in May, 1962, the engine was loaded at the quarry and the next week delivered to the Rectory on a specially made low loader trailer belonging to one of the members. She was finally shunted into position by my steam roller with the assistance of most of the enthusiasts in the district and almost all the parishioners.

Meanwhile, the track party had attacked the garden and cleared a path through the brushwood under the trees eight feet wide. Ballast was obtained from a local quarry and the rail from Cranford. We had a sweltering Saturday there in June, lifting rail and stacking sleepers, and the transport was in the hands of a member of the Market Harborough Traction Engine Club. Slowly the track bed extended and on more than one occasion we had a party of local clergy loading and barrowing ballast, and by winter about half of the line was completed. The snow then called a halt to outside work.

The engineering department had not been idle while this was going on. The loco had been stripped and new slide bars on both sides made, the motion repinned and a fresh crosshead fitted. New fire bars were obtained and the engine completely repainted. On the Saturday before Palm Sunday, 1963, the engine was first tested in steam, having passed a 250 lbs per sq. inch hydraulic boiler test the week before. Although most of the glands were only finger tight she behaved beautifully riding quite smoothly over the 75 yards of track that the P.W. department allowed to be used. The engine was steamed on several occasions in that year and attracted so much local interest that it was decided in 1964 to run on a regular and advertised date so that everyone who was interested could share in the operation. During the summer of 1963 the track was extended by 50 yards, giving a run of 125 yards and a point was put in leading to a short spur to the loco shed.

Official photographs R.J. Knight Esq.





The main work on 1964, apart from the operation of the regular monthly service, was the removal of a fair sized tree across the two foot at the end of the line, and the extension of the track for another 70 yards on an embankment and a sharp curve. The line is now within five yards of its full extent, the site limiting any further extension of the main line. This year, besides running the regular service on the first Saturday of each month (second in July and August), we are hoping to tidy up the line generally and build the loco shed and stations.

With regard to details - 2090 Pixie is one of a batch of five small 2' gauge locos built by Bagnalls of Stafford in 1919. One other interesting fact is that of the five, four are preserved. 2087 now belongs to Mr. Arthur Smith of Henley in Arden, and has been beautifully restored. 2088 is now in the Science Museum at Birmingham. 2090 is working the Cadeby Light Railway, and 2091 is in the possession of the Hampshire Narrow Gauge Railway Society.

The cylinders are 6" x 9". The driving wheels 1'7" in diameter and set at 3'6" centres. The saddle tank holds 100 galls (and takes half an hour to fill from a hose pipe on the kitchen tap). There is a total heating surface of 89 sq.ft. of which the 39 tubes account for 80. The grate area is 3.25 sq.ft.

The boiler barrel is 4'3" long by 2'1 $\frac{5}{8}$ " diameter. The outer shell of the circular fire box is 2'6" long by 3'0 $\frac{3}{4}$ " across and the inner box 2'5 $\frac{7}{8}$ " long by 1'9" in diameter. The working pressure is officially 150 but we can do all the work needed on the C.L.R. on 80 and the engine is set to blow off at 110.

Hand brakes actuated by a screw lever work on all wheels and lubrication is by displacement lubricators mounted on each steam chest. The controls consist of Brake, Reversing Lever with three notches each way, blower, two injectors, regulator and sanding gear. There are the usual steam and water gauges and of course the whistle. The engine is rather slow in steaming, taking from 2 $\frac{1}{2}$  to 3 hours from cold, but once in steam is very economical and easy to fire. In a days running she uses about 3 cwt. of coal and 200 galls of water.

The stock of the line falls into two groups. First come the two sawn off Jubilee trucks with all the superstructure removed that we obtained from the quarry, and then the three passenger wagons that came from the R.A.F. line at Fauld. These are ordinary goods trucks with temporary seats fitted. Two are wooden sided. One with a screw brake is all of metal. They weigh about 15 cwt. each and ride very freely. Incidentally, the loco weighs 5 tons in working order and can be levered back on the track with a length of rail and some sleepers.

I hope this gives you some idea of the picture. I enclose a rough map showing the location of the Church Rectory and Railway.

\* \* \* \* \*

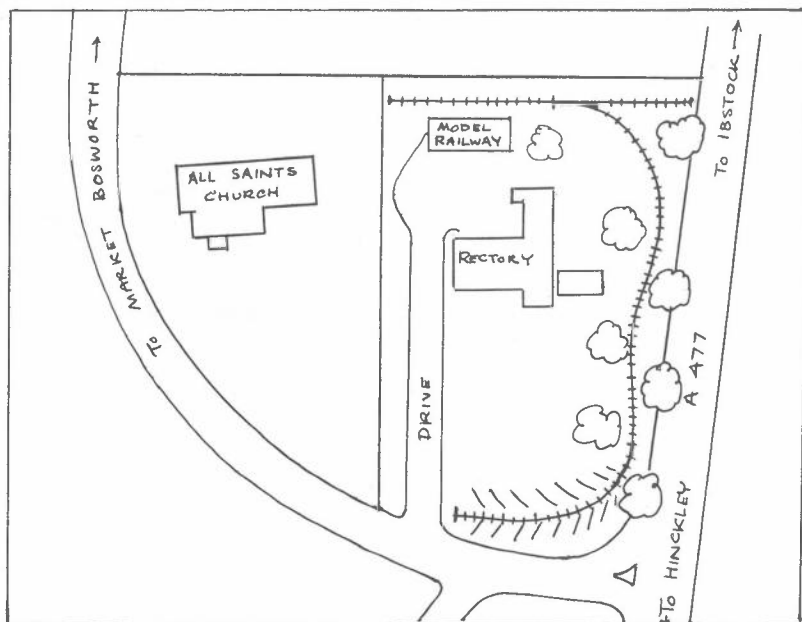
# A MEMORABLE WEEKEND

By Ken Hartley

The week-end of September 19/20th, 1964, was, railwaywise, probably the highlight of my year. Actually it had been arranged with Maurice Billington that I should visit him at Nuneaton on the Saturday morning, and that we should both go over to Cadeby in the afternoon so that I could meet the Rev. E.R. Boston, M.A. ("Teddy" to all his friends) and see his 2'0" gauge BAGNALL 0-4-0 ST "PIXIE" and other "gear".

Accordingly I got up at 5.30 a.m. on the Saturday, and at 7.5 a.m. headed the Vespa south and thanks to precise details from Maurice I pulled up at his home, 120 miles distant, at 11 a.m.

The next four hours sped by rapidly as we talked and examined books and photographs, and of course fed. At 3 p.m. we both boarded the Vespa and soon covered the 10 miles to Cadeby Rectory. My first glimpse of it showed "the best rolled drive in the country" to be lined on one side with several Traction Engines and Steam Rollers - "leftovers" from a recent rally organised by Teddy. The hissing of steam somewhere in the foliage proclaimed that "PIXIE" was in action, if invisible. So we proceeded up the drive, between Rollers and cars, and had just got off the scooter when a loud screeching of metal on metal impelled us to dash through the shrubbery and come face to face with a de-railment, only a 4 wheel wagon however! Ted, in shirt sleeves, grey pullover and "dog collar" was just easing "PIXIE" and another wagon forward and the P.W. gang, with a jack, soon had matters put right.



While they were doing this, I was introduced to E.R.B. - it had been arranged that I stayed the night with him, this had been fixed up by Maurice, who had also called up various N.G.R.S. members for me to meet and natter with. In fact, it was rather a gala week-end, for by rights the railway shouldn't have been running that Saturday, but it certainly was! There was really quite a small crowd and Ted was kept busy running up and down the line with visitors - small boys on the open wagons, adults usually on the footplate, as space permitted! Nearly all the latter, including a lady, had a go on "the handle". I had my turn and enjoyed it immensely - far better than operating a "diesel"!

Presently a second de-railment halted traffic and on investigating it was discovered that the outer rail on a curve was "low". So, since a sleeper had also got cracked, an augmented P.W. gang put in a new one and spent quite some time in "packing" under such sleepers as required it. There were almost too many helpers - there was a "waiting list" for shovels, bars etc! However, the line was finally declared fit and running continued until dusk.

Nobody apparently worried about food, but from time to time little groups would retire to Ted's kitchen where an uncomplaining lady brewed relays of tea. One of my outstanding impressions was the way in which everybody was made to feel at home (and did in fact appear to be - very much so!)

While the railway - the Cadeby Light - was perhaps the attraction, Ted's 9 h.p. single-cylinder "FOSTER" Agricultural Engine (No.14593/'27) "FIERY ELIAS" and his 10 ton AVELING & PORTER single-cylinder Steam Roller (No.5163/'03) "THISTLEDOWN" (lovely name!) ex Leicester C.C. also got their share of attention, even though not in steam.

Then there was the Model Railway Shed, 20'0" x 40'0", packed practically solid with a complex and fully "scenic-ised" "00" gauge railway, based on G.W.R. practice, circa 1930. Together with quite a sizeable N/G lay-out, utilising "TT" track and representing features of the I.M.R. Southwold etc., as well as Continental practice.

Inside the Rectory was an enthusiasts dream, for there were shelves and shelves of railway books, old and new, British and foreign, and some were rare volumes too. There were sets of all the well-known "full-size" and model magazines and I'd say every post-war book on railways ever published - I just hadn't time to even read all the titles alone!

Several very attractive paintings of scenes on the late lamented Southwold Railway decorated the walls of two or maybe three rooms, and a complete 4 m.m. scale lay-out of Southwold Station occupied one end of Ted's study. This was a particularly appealing piece of work and had captured the "atmosphere" of the old 3'0" gauge line very well. There were many other 4 m.m. models dotted about the various rooms.

About 8.30 we were treated to a first class slide show on I.M.R. Welsh and one hundred black and white on the S.A.R. 2' lines, we carried on nattering until at 1 a.m. fires were drawn and we retired for the night.



# SOUTH AFRICAN SURVEY

## Part II RAILS ON THE RAND

By Frank Jux

Reading a history of the gold mines of S.Africa is most interesting, and serves to show what industry can do to change a country's history. In 1886 (not too long ago by most standards) Johannesburg didn't exist. Industry in South Africa was virtually non-existent. The Boer population of the British colonies had moved inland away from British rule, and wanted little but independence. There had been a few gold strikes in the area, but as elsewhere these didn't last too long. However in 1886 gold bearing strata was discovered at Langlaagte near what is now Johannesburg. The story from then on is too long to include, but it can be read in "The Gold Miners" a book published in S.Africa by Purnell & Sons and written by A.P.Cartwright. Suffice it to say that gold-mining is S.Africa's most important industry, the size of which may be judged by the fact that Western Deep Levels, one of the post war mines, and the largest gold mine in the world cost over £27 million to put into production.

"The Gold Miners" lists 42 major producing mines on the Rand (the area reaching east and west from Johannesburg) apart from a number of small producers. The bulk of the larger mines operate their own rail systems, mainly to haul ore from outlying shafts to the central crushing plant. It takes something like 3 tons of ore (depending on the mine) to be crushed and processed to produce one ounce of gold, so there is little danger of loss on the way, or hold-ups by bandits. Other traffic comprises machinery, coal and native workmen. Natives were brought into the area to work in the mines and housed in special compounds; transport to outlying shafts is provided by several of the mines using coaches brought second-hand from the S.A. Railways or specially built in the mine workshops.

Only one mine has narrow gauge on the surface to an appreciable extent. This is the (1) Sub-Nigel Co., a name glimpsed in England in a Drewry catalogue. But contrary to form, the work of shunting ore cars over the 2'6" gauge system, is handled by two Hudswell Clarke built 0-6-0 Tanks carrying Hudson plates, and one post war Orenstein & Koppel 0-6-0 Well Tank. The Drewry is reserved as spare. The livery? - A sparkling golden brown! Other mines have relegated gauges less than 3'6" to the menial or frivolous tasks. Both Luipaardsvlei and Vogelstruisfontein Gold Mines keep a 2'0" gauge Orenstein 0-4-OT to haul Christmas specials and paint them in bright liveries.

The other mines have 3'6" systems of varying lengths and species. A few have electric traction, like Luipaardsvlei, with big double bogie loco's. converted from 2'0" gauge (believe it or not); and the defunct mine at Modderfontein did have two Armstrong Whitworth built loco's. now departed to unknown parts. But mostly they have steam. The S.A.R. have sold loco's second-hand to almost every mine, mostly 0-6-4T's and 4-8-2T's, but with a 4-6-0 to the New Kleinfontein Co. at Benoni. British builders have produced special designs, some, it must be admitted, based on loco's supplied to

the S.A.R. North British sold many 4-8-2T's and some of the enlarged 4-8-4T versions. Bagnalls tried a 4-8-2T and odd 0-8-0T and 2-6-2T's but without the same success. Avonsides tried a 4-8-2T, but once again these are rare. Hawthorn Leslie a few 4-6-2T's, and other British, American and European firms sold an occasional locomotive. But North British undoubtedly ruled the roost, with many of the ex S.A.R. loco's built by Nielson, Nielson Reid, Dubs and North British themselves.

Probably the largest and most interesting of the systems is that operated by East Rand Proprietary Mines (E.R.P.M.), an amalgamation of several smaller companies. It has a central loco depot operating one 0-6-0T, two 4-8-4T's, two 4-8-2T's and three 4-6-2T's by North British, one 4-6-2T by Barclay and two 4-6-2T's by Hawthorn Leslie as well as a steam roller and traction engine (with crane).

It runs a passenger service for the native mine workers with some battered ex main-line stock, usually hauled by one of the 4-6-2T's. In common with most mine lines it crosses several public roads on the level as well as a few by overbridge. While most of the loco's are kept clean, the pride of the line are the 4-8-4T's, with gleaming brass and (at present on one of them) fresh paint; one American visitor to the country postponed S.A.R. visits to ride one and get the smell of steam!

Let me also point out that, the newest mines opened, have had diesel or electric traction - some no rail system at all - so it is unlikely that we shall see any more steam for the mines. Indeed, the closure of the older mines is gradually reducing the number of steam loco's left.



SUB NIGEL CO. This loco is believed to be an O-4-O Fowler No. 20274 (Editor)

All photos by Frank Jux



GROOTVLEI PTY. MINES

DAGGAFONTEIN  
No. 2 4-8-2



EAST RAND PROPRIETARY MINES  
No. 9 4-8-2 DUBS 4125/02

# A DAY WITH JURASSIC

By Chris. Bates

Rural railways are almost a thing of the past, but not quite, let us take a trip to that most rural part of England - Lincolnshire.

Standing by the fence at the side of the Lincs Coast Light Railway we see a plume of steam approaching and eventually "Jurassic" the Company's 62 year old pride and joy potters into view, pulling one coach with half a dozen passengers aboard, at a steady 10 m.p.h. The green loco is a six coupled saddle tank with a large cab, prominent safety valves and a tall black chimney. Manned by a spritely driver and a teenage fireman who is cursing a pair of jammed injectors. Rumbling along behind the loco is a blue and cream coach restored after years of disuse on the Ashover Light Railway.

All too soon the train arrives at Humberstone Beach, there is a clank from the loose couplings as the platform is reached, and the passengers alight to examine "Jurassic". With great pride the fireman shows the admirers the various controls, carefully omitting the "touchy injectors".

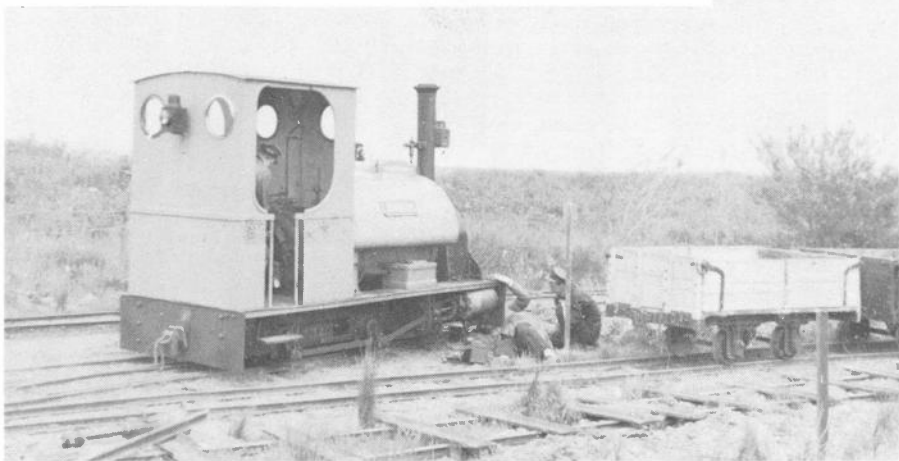
A whistle from the guard is met by a blast from "Jurassic", the driver puts her in reverse, shuts down the blower and opens up the regulator for the return trip propelling the coach to North Sea Lane. Arrival there is met by looks of amazement, cries of "look Mum it's the Rocket" and "eh lad someone's pinched our colliery loco" greet the Pecket, often called the most beautiful narrow gauge loco and having had the pleasure many times of stoking her and the occasional drive, I will not dispute the statement.

Steam isn't generated without coal and water, by this time Driver Green has decided his engine needs coaling up so from the far end of the station yard the Ruston 1933 diesel drags two 4 wheel wagons, one loaded with coal the other with volunteers, who eagerly pass coal into the loco's small bunker. No time for water this time as the coach has rapidly filled with passengers. "Next time be ready with that hose" as with a wheeze and a clank she sets off to Beach again.

By night the L.C.L.R. assumes the atmosphere of a sleepy country station capable of quickly bursting into life, "Jurassic" simmers quietly to herself, a whisp of steam from below the footplate and from the safety valves, the coach has a feeble electric light glowing in the roof as a group of people stroll up and purchase tickets. Soon the train creeps off past the seats, the posters and the green signal light. A paraffin lamp warns trespassers of her approach and shows the bobbing tail of a hare along the tracks.

Closing time and as "Jurassic" reverses a swinging lamp gives a glimpse of the way into the shed - injectors on, firebars out, brakes on, shed doors locked. "Let's be off" shouts a voice and after tickets are cashed and station lamps doused, the gate shuts for the last time on another day.

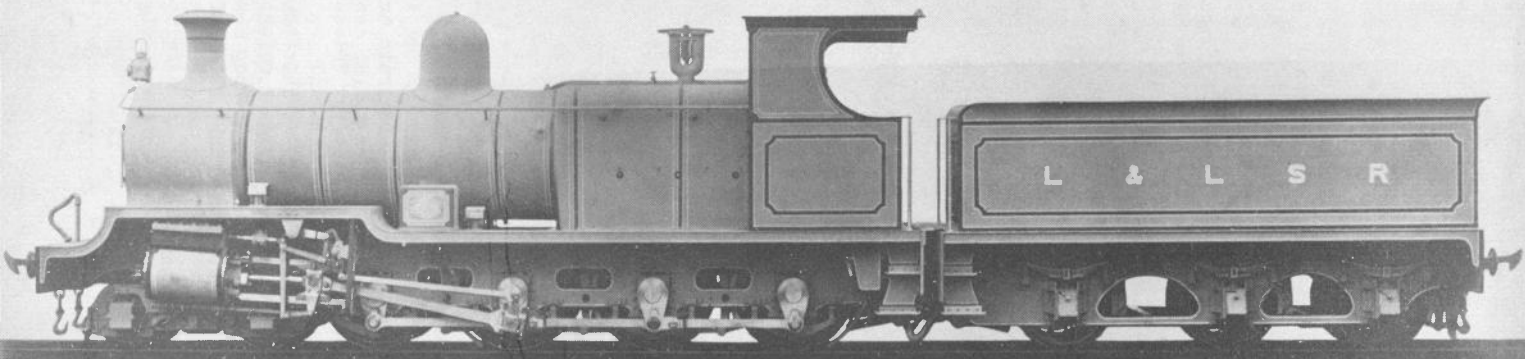
In closing, colour slides of the loco and rolling stock (3/-) enamel badges (2/6) and a brief history of the line (3d) can be obtained from Mr. W. Woolhouse, Laxfield, Fotherby, LOUTH. Annual subscription to the Society is 3/-, details from Mr. C. Bates, 67 Kingsway, Boston, Lincs - please write!



"All change, this is Beach". "Jurassic" and train arrive at Humberston Beach Station on the L.C.L.R. The sag in the ex-A.L.R. coach has long been remedied by the use of tie-bars.

Lower - "Where's that steam coming from". A shot taken in June 1962 of "Jurassic" soon after she had arrived on the L.C.L.R. On his back is Director John Burdett of Louth, to his right Doug Hewson of Kirton Lindsey and keeping his eye on the fire, John (Mick) Allen of Hull.

Photos by Brian Hastings, Crowle.





## The Narrow Gauge Locomotives of Hudswell Clarke & Co. Ltd.

# The Lough-Swilly Tender Locomotives

Part 3 By R. N. Redman, drawing by P. S. Halton.

When the 3'0" gauge Londonderry & Lough Swilly Railway opened its extension line to Burtonport in 1903 through nearly 50 miles of the wild and desolate country in North Donegal, it soon became apparent that more powerful engines were required to work the mixed trains over the long hard run of 74 miles from Londonderry to Burtonport.

The restriction on axle loading with the necessity for carrying water and fuel for a double run over the line resulted in the general design and specification being prepared by the Company for two 4-8-0 tender locomotives. These were to be the first locomotives in Ireland with Belpare fireboxes and Walshaerts valve gear and the only narrow gauge tender engines ever to work in the country.

The contract for drawing out and constructing the locos was placed with Hudswell Clark & Co., their quotation being £2,675 each. The excellent job they made of the engines can be judged from the official works photograph. (The photograph is in shop grey). The final finish is recorded as "pea green" lined black and white, topped off with 4 coats of best engine Copal varnish. They carried Works numbers 746 and 747 and road numbers 11 and 12 respectively, both had the date 1905 on the Works plates but in fact 746 left the Works on December 18th, 1905, and 747 on January 15th, 1906.

One of the old hands at the Works recalled for me some years back the days the locos left the Works, when they had to be hauled on low trailers to the Hunslet goods yard by teams of railway horses, a job he remembered that went off with very little fuss as the teams responded to the hand signals by the foreman. It's a great pity the whole scene was not recorded on film.

Number 11 (746) was rebuilt with a new boiler in 1921, it was finally scrapped in 1933 after being partly stripped in the early 1930s to keep No. 12 going. No 12 (747) worked the Burtonport train to the end and was even used on lifting trains when Cohens were doing their worst in 1940. It then languished in Letterkenny shed for many years apart from being towed out for railway enthusiasts to photograph from time to time. It was finally sold to McConnell Metals of Belfast for scrap in 1953. It has several major overhauls and rebuilt with a spare boiler in 1925, but was virtually as built as regards external appearances.

### SPECIFICATION AS NEW BOTH LOCOMOTIVES

Works numbers 746 and 747. Road numbers 11 and 12

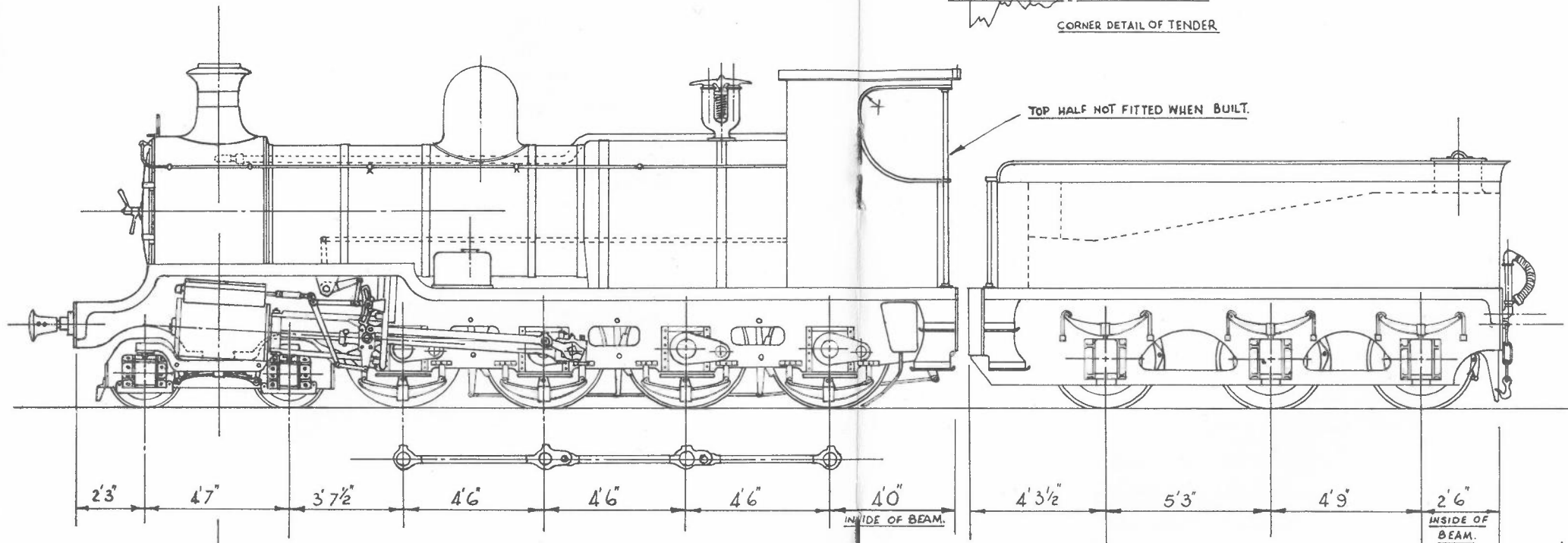
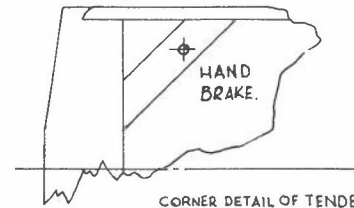
Type 4-8-0 Tender. Gauge 3'0" Cylinders 15½" x 22" outside

Wheel diameters - Driving 3'9" Bogie 2'2" Tender 3'0"

Heating surface - 1,005 sq.ft. Tender capacity - 4 tons Coal & 1500 gall water

Weight Engine and Tender in full working order - 58 tons 3 cwts.

Tractive effort @ 85% Boiler pressure = 17,000 lbs.

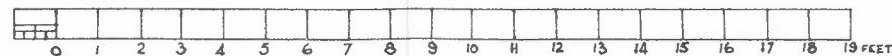
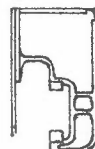
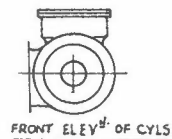
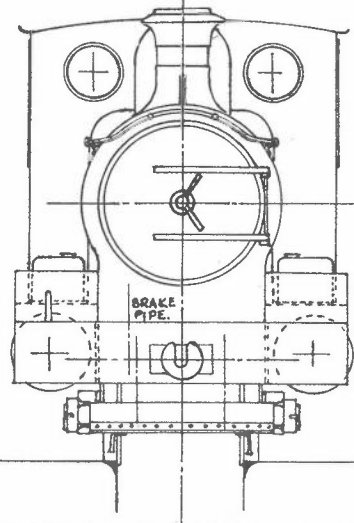


# LONDONDERRY & LOUGH SWILLY RAILWAY

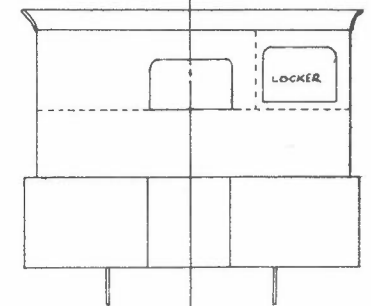
LOCOMOTIVES N° 11 & 12

4 - 8 - 0

HUDSWELL CLARKE 746/7 OF 1905



CYLINDER CRS 6'4¾"  
O.S. DISTANCE OF FRAMES 4'1⅞"  
WIDTH OVER FOOTPLATE 8'0"  
WIDTH OVER CAB 7'4½"  
RAIL TO TOP OF CHIMNEY 11'0"



Drawn by P.S. Halton



# ***THE SHANGHAI and WOOSUNG RAILWAY*** ***the first in CHINA***

**By R. N. Redman**

## Author's acknowledgement

This article has been compiled from a book published in 1878 by Richard C. Rapier, entitled "Remunerative Railways for New Countries".

## **PART TWO**

### **"RISE AND FALL"**

On the 30th May 1876, the first main line engine arrived from Ransom & Rapier's named "CELESTIAL EMPIRE". It was an 0-6-0 side tank locomotive weighing 9 tons in full working order, large indeed compared to the tiny "PIONEER". In a few days the engine was erected and made its first run on June 12th, to Kangwan. The trip averaged 25 m.p.h. a fair turn of speed for a six-coupled engine with only 27" diameter wheels.

The first six carriages were next to arrive in June, details of them are somewhat vague apart from them being four-wheelers and arranged as:-

One first class 15'0" long, seating 16 passengers

One second class 15'0" long, seating 18 passengers

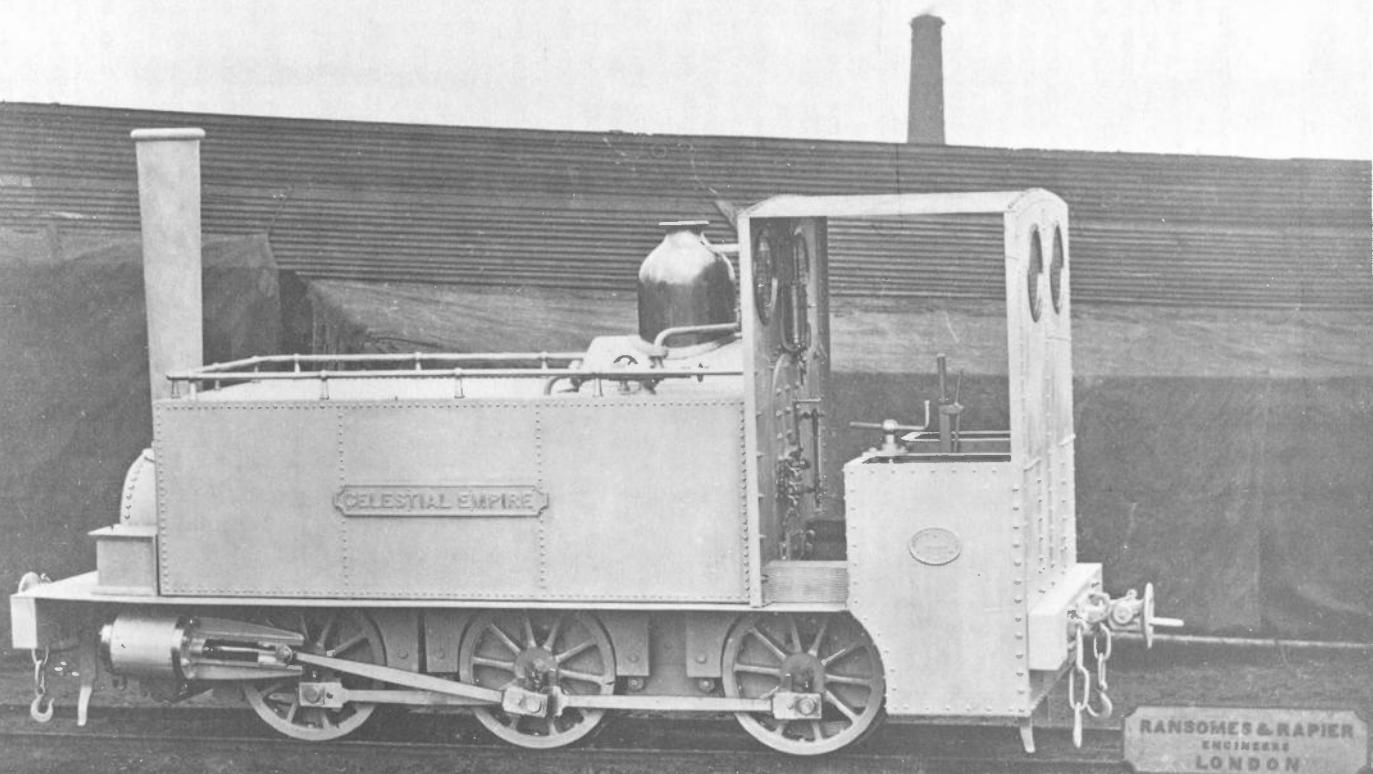
Four third class 18'0" long, seating 96 passengers

Total - 136 passengers

Three classes were arranged for as it was known that very few would be willing to pay very expensive rates while the masses had very little money indeed so it seemed logical to arrange for an intermediate class. Experience gained from operation soon made it obvious that a third class only train would have been best. Average proportions were found to be - two first, two second to eighty third class passengers.

The freight stock consisted of 12 wagons measuring 10'0" x 5'0" x 1'6" weighing 25 cwt. empty and equal to a gross load of 5 tons, see photograph of "Flowery Land" on show at Ransome's Works (with a rather large workman testing the wagons spring gear!)

The opening of the railway was fixed for Saturday, July 1st, but on the 30th June a special was arranged for about 150 European residents in the area. The train finally worked over the 5 miles from Shanghai to Kangwan with a load of about 200 invited guests at a speed of 15 m.p.h. After the short ride the Company and the Contractors were all toasted with refreshments provided at Kangwan. The proceedings on the actual opening day for the general public were not so typically British. The Chinese were able to travel free for the first day, so the line was just about over-run with would-be passengers, pushing and jostling for all the available space. The day passed off well without any serious trouble and on Monday the railway started in earnest and receipts were recorded at once as "being of a most satisfactory character".



Nº65

The reports over the telegraph to England prompted the Directors to arrange an official dinner for the 20th July, to celebrate this first railway foothold in the Empire of China. This dinner must have got off to a good start for just prior to the festivities the telegraph brought a demand from the railway for another set of carriages. The Directors no doubt in a good mood and pleased with the returns, placed the order and these were despatched as soon as possible.

The train service called for six trains per day each way, or alternatively as many trains as could be worked with one engine in steam between 7 a.m. and 6 p.m. The trains must have been well patronised by the Chinese locals when it was reported that the third class carriages averaged a full load all day. On festivals and holidays it was common for a train of 130 seats to move away with 250 passengers and leave as many behind on the station waiting for the next run.

It was not long before the British and Chinese press were putting forward suggestions about the need for an immediate extension of the line to Soochow and all the staff were confident this would be carried out in the very near future.

Trouble hit the railway on August 3rd, when an unfortunate lunatic committed suicide on the line. The following is a recorded report graphically described by one of the Chinese brakemen on the train:

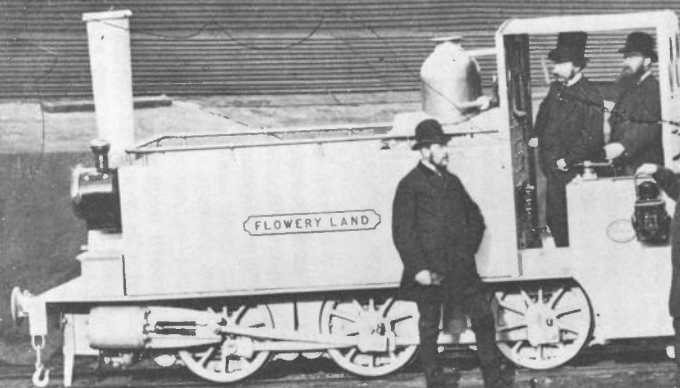
"Me have see one piecey Chinaman. Me tink he all same belong. Soldier man, he makee walkee on the Lailway. All the same time my piecey train come that side. Mr. Ban-kas makee that engine whistle plenty long time. Then he makee go off Lailway little time. My tink he must wantshee makee die, caus he makee come that side number two time. My have see that piecey engine hit he. My have all same time puttee on brake - makee that train stop, Chop-chop" (quickly).

It was true the brakeman had done his job well and the train did pull up in a matter of yards. It transpired the suicide had stepped off the line after the noise of the whistle only to step back again when the locomotive was about six yards from him, several witnesses were able to clear up this matter beyond any dispute.

The case was reported to the Taotai who came back with the comforting news that he knew up to 500 men anxious to commit suicide on the railway, an alarming state of affairs, but only to be expected in a country where suicide was a very common crime in those days. As it happened no other cases were ever reported.

For some unusual reason no one came forward to try and extract money from the Company, he was not identified and appeared to have been without means and friends in the world, perhaps this was his reason for ending it all. He was dressed as a soldier and the Company was relieved to find he had not been hired for the purpose of causing trouble for the railway. It was, however, felt advisable to put the driver on trial but he was acquitted and costs given against the Court.

Just prior to this an Englishman by the name of Margary had been murdered and the general opinion among the high ranking Chinese was "we have killed one of your men and you have killed one of ours" and that matters were balanced. This attitude rather alarmed the Railway Committee as they naturally wondered what would happen should a serious accident occur at any time and it was decided to close the railway on the 23rd August, until negotiations had cleared up the unsettled position prevailing at the time.



Nº 68



In the month of September, Mr. Wade (later Sir Thomas Wade) completed the Chefoo convention and entered into negotiations on the future of the line. It had been his idea to close the railway for a time but it was soon clear that this had not been the best policy, after all the promoters had bought the land and surely had a right to lay their rails and run their own trains on their own property, but as the line had been closed prior to international discussion this placed the complete undertaking at the mercy of the Chinese.

The terms finally agreed by both sides were that the Chinese provincial Government should purchase the railway at a price corresponding to its cost in three half-yearly instalments and that until it was completely paid for the Company was to carry on working the line. Most of the arrangements were the result of hard work by Mr. Mayers, Secretary of the British Legation.

The first instalment was then paid and this left the line with one years practical work, but the contract had one big drawback, it was to be passenger only and this deprived the Company of about half its possible income.

It was hoped that ownership by the Chinese would have a good effect on the future of the line and that they would take more interest in the undertaking as we know, this was not so. All that happened was a long and rather elaborate proclamation under the heading of the "Woosung Road Co. Ltd., by the FengTaotai and Superintendent of Customs". This document explained the position to the general public and set out a number of obvious rules, such as not travelling on the train without a ticket and all the other usual regulations and such like petty restrictions.

One point of interest and worth noting was a restriction on personal luggage likely to cause inconvenience to other passengers, this was aimed at the local market gardeners, who after selling their produce in the town returned with their baskets full of manure.

The new timetable was also included in the document and was an improved version, it noted "a full number of good cash will be demanded" (exchange 1200 cash per dollar.) This cash problem caused some trouble at times, the copper "cash" in use at the time was of such minute value that 1200 had to be counted for a single ticket. This involved considerable labour and on many occasions four or five booking clerks were required at the Shanghai station.

The second opening of the line was on December 1st, this time the full distance to Woosung, and this time many of the high-ranking Chinese attended to soak up the champagne provided by the English Company.

The engine and carriage position was still limited even though the second main line engine "FLOWERY LAND" had been delivered at an unrecorded date, and as the journey lasted just over half an hour the set train could only make seven double trips a day. The general interval between trains being two hours, it was recorded that "time was not of so much importance with the Chinese as it is in Europe" and was after all supposed to be a suburban traffic timetable.

Just after the line re-opened one of the drivers had a shock with the first train of the morning when he arrived at Woosung to find a great crowd of angry people on the line. He decided there were too many to be would-be suicides so he opened the throttle

and the crowd at once opened out to disclose a mound of ballast on the track, fortunately it was not too high and the train ploughed its way through without a bad accident. It was later found that the crowd had been standing in the station to register disapproval at the platelayers who came from the Kangwan area. It was originally organised so that the villagers along the line provided men for their own stretch of line and its earthworks only to avoid any future labour clashes, but after the line was finished the number of men required had dropped to only a few skilled workers and this was now giving trouble.

The conductor of the train cleared up the trouble as the train returned from Woosung, he locked up two or three of the ringleaders in the dispute in a carriage and handed them over for the law to take over at Shanghai prison. This had a rapid effect on the morale of the other rioters and no more trouble of this nature was recorded.

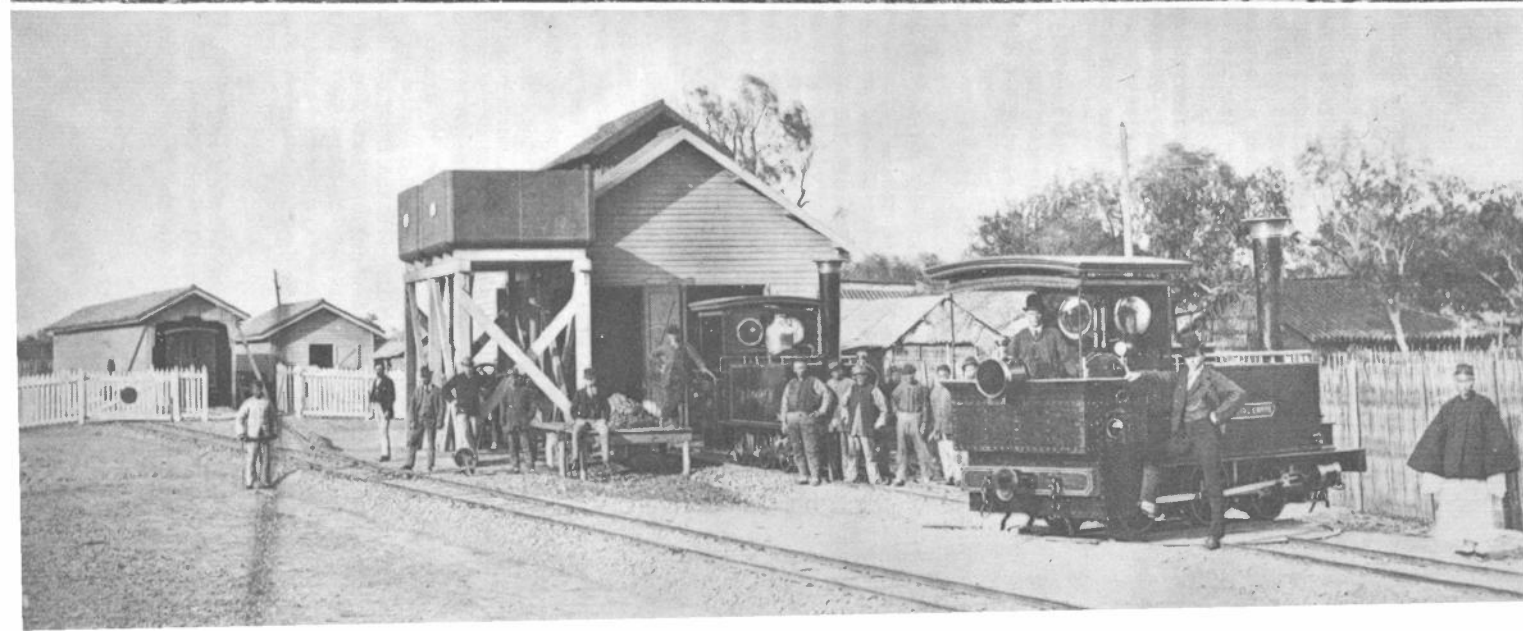
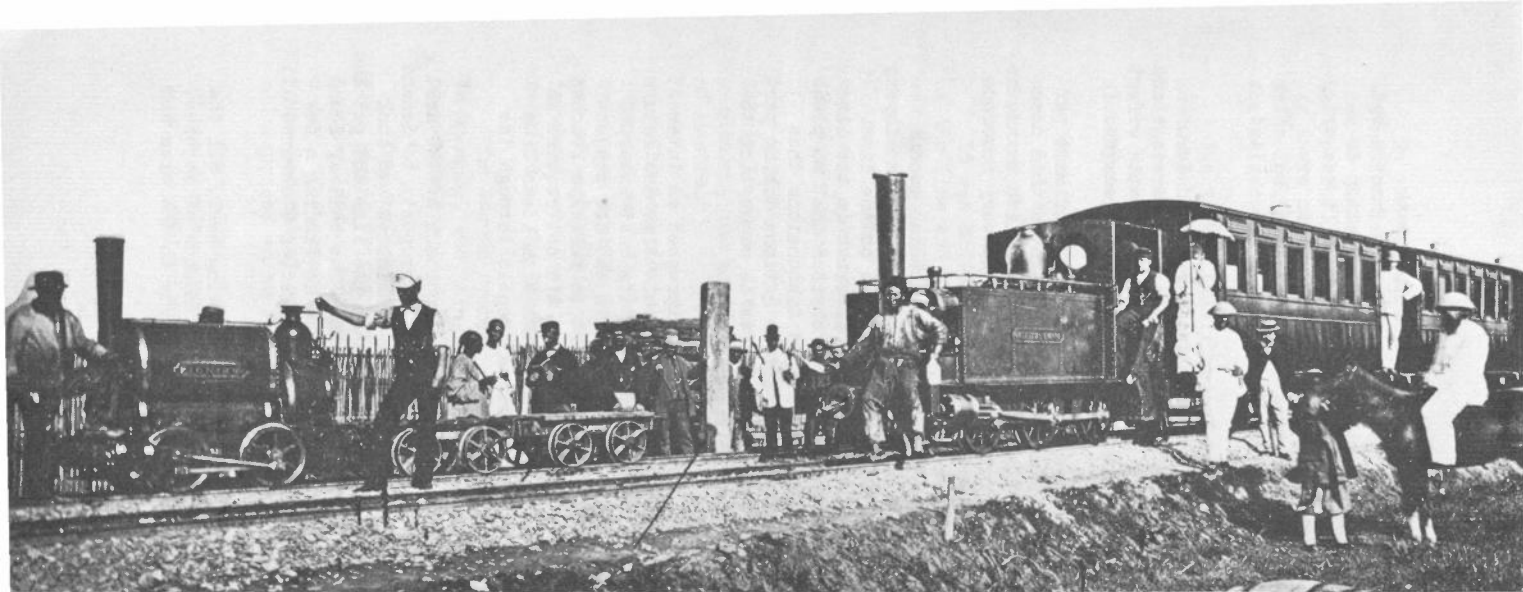
The trains continued to run smoothly, giving a return of up to £27 per mile per week on many weeks, equal to most English lines of the period, although in this case only one locomotive was in service at a time! The line was short by English standards and the expenses were high due to the highly paid English staff and the very numerous local gatemen who were required in large numbers near Shanghai.

It is recorded that the Chinese showed great aptitude and soon became good railwaymen, some of them became passable as fitters as well as firemen and platelayers etc. After a few months the Company felt like spending less and less on the line, they could have done with more locos and stock but the expected interest in the line by Chinese shareholders had not materialised and it soon became obvious that no plans had been made for the future after the final payment. Prolonged discussions then started at all levels with the Consuls and Governments of various nations taking part and making representations on the subject, one of them went so far as suggesting the stopping of the railway would be regarded as a "most unfriendly act".

In the spring of 1877 the Governor of Formosa, Ting Putai, expressed an interest in having a railway from one end of the Island to the other. At this time the return from lines in Formosa had not the attraction of the mainland with its vast untapped trade possibilities and no one seemed to place a lot of interest in the new project. However, it was not long before the news of Ting Putai's interest in railways reached the ears of the Trotai who suggested that as they had a line they did not require in China, why not move it lock, stock and barrel to Formosa, but even with ideas like this in the air the line continued running without any serious trouble through the spring and summer of 1877.

One house was burned down by sparks from the engine; on the approach of the next train about 1,000 people congregated on the line near the burnt out property to demand money. No one would give the homeless family shelter as it was considered bad luck until after rain had fallen, but they were all willing to stand on the line and put the "squeeze" on the railway to help the family extract a few dollars. The railway found them a roof for three days, then it rained and they had no trouble in finding a new place near their old home with the very generous compensation awarded, £90 covered all his demands.

The time for the handing over of the line was now rapidly drawing near, all the locals were interested in the future and if there would be a continuance of service. Contrary to expectations the line had brought comparative prosperity to the area and



rather than throwing the boat and barrow men out of work, it had doubled their employment. The railway worked well regardless of weather conditions and had the added advantage of letting village men take their produce fresh to market and made it possible to get the best prices in Shanghai. There was a reluctance on the part of the tradespeople to clash with the local authority but a petition was forwarded to the Viceroy asking for help in saving the line if at all possible.

It had been arranged that the last train would run from Woosung at one o'clock on the 20th October. Like all last trains it was the longest and most heavily laden to traverse the line in its short history. The line was packed on all sides by crowds of spectators. At two o'clock the last instalment was paid, but the formal handing over was postponed until Monday, the 22nd. A special train was arranged for the Mandarins but they as usual declined and went by chair, the journey to Woosung taking 3 hours.

So ended probably the first railway to be worked at a good profit for twelve months, then purchased in hard cash for the express purpose of closing it!!

Just after the closing Woosung had reverted to passenger boats and on October 25th, at 3 a.m. two of the boats having just arrived off Kao-Chiaou were both capsized after a sudden squall, the hundred and odd passengers being swept away by the strong tide. A sad ending that could have been averted with a sensible approach to the railway but as Mr. Rapier recorded "sometimes the worst medicine has the best effects".

\* \* \* \* \*

Details of Locomotives - "CELESTIAL EMPIRE" and "FLOWERY LAND"

Gauge 2'6" 0-6-0 Side Tank Engines Cost approx £900 each  
Cylinders 8" x 1" outside. Wheels 2'3" diameter. Wheelbase 8'6"  
Weight in working order 9 tons. Designed to work on 25 lbs per yard rail.  
Grate area 4 square feet. Heating surface 210 square feet.

My thanks to Ransome & Rapier for help with illustrations etc.

PHOTOGRAPH - PAGE 17

"CELESTIAL EMPIRE" at Ransomes, Waterside Works  
(Note - Cast slide bars and back cylinder cover in one piece casting, very unusual practice!)

PHOTOGRAPH - PAGE 19

"FLOWERY LAND" and wagons at Ransome's Works. (Note the two loco fitters!)

PHOTOGRAPHS - PAGE 22

TOP "THE PIONEER" and "CELESTIAL EMPIRE" on the opening day. (Note the driver walks by the side of the tiny "PIONEER" locomotive and the rather primitive flat cars used for moving rails during construction I think!)

BOTTOM The two main line engines at Shanghai engine shed, carriage sheds at the rear.

# LETTERS to the EDITOR

FROM - KEN PLANT, SHEFFIELD

Congratulations on your first magazine. We railway enthusiasts are not always keen on modern techniques but I don't think that any member will regret the scrapping of the old steam duplicator in favour of the electric litho printer. At last we can actually see the whole of the drawings and illustrations.

I found Frank Jux's article on South Africa most interesting. There seem to be one or two misprints of place names - on page 4 line 2 should read Empangeni, line 29 Tongaat, line 33 Gledhow. On page 2 (five lines from the bottom) Niposa should read M'posa and I think Umlhali might well be Umthali. Is the latter the home of the de Jagers tramway? On page 3 it should be noted that A & W. Smith & Co. Ltd., and Findlay, Durham & Brodie were only agents. Avonside 1837 was supplied new for £2,145 on 16.3.1920 to the Zululand Sugar Milling Co. Ltd., Empangeni, and 1624 new to Sir J.L. Hulett & Sons Ltd., Felixton Manor Estate. It may be of interest to note that on Hunslet 2005 the steam brake acted on all wheels but the handbrake on the hind wheels only.

I understand that the Mr. Overbosch mentioned in the first paragraph on page 5 is a tram expert.

\* \* \* \* \*

FROM - ANDREW NEALE, LONDON

With reference to the article in issue No.33 of the "Narrow Gauge" on Andrew Barclay Well Tank Locomotives, two of the 25 W.D. Barclays were purchased by Surrey County Council for use on the construction of the Guildford bypass during 1930-34. At least one of these two locos, S.C.C. No.GP55 (AB 1535/17) was afterwards used by the S.C.C. on the construction of the Caterham bypass, finally ceasing work in late 1936.

The following additional notes on the Schafsergbahn (described in issue No.36) may also be of interest. The six Krauss 0-4-2T's carry O.B.B. Nos. 699, 101-106 and their Works Nos. are respectively - 2744/93, 2745/93, 2822/93, 2823/93, 3032/94 and 3033/94. The rolling stock consists of six coaches painted either blue or green and two 4 wheel open wagons fitted with a brakesman's platform and screw brake at one end. Unfortunately, 1963 was the last year of all steam working on the line, for in 1964 two new diesel railcars arrived for trials and if these are successful further units will be ordered and steam traction will cease.

\* \* \* \* \*

FROM - 590, LONDON

I enjoyed the article on the Lynton & Barnstaple Railway. However, one small mistake which did creep in concerns the coach at Snapper Halt. The coach was in fact

No. 6991 (L & B.1) and not 6993 (L & B.15) which is now in service on the Ffestiniog Railway as No. 14, although regrettably it now bears little resemblance to its original condition. (Editors bows his head in shame!)

Turning to your correspondent "7586", can he really be serious about his views on locomotive preservation? Surely if everyone in the past had felt that a locomotive which was unsteampable was unworthy of being preserved, then a large part of the country's museums would be empty. No, "7586", a locomotive even if "dead and cold" can convey more of the atmosphere of a line than an illustrated history book.

\* \* \* \* \*

FROM - JOHN PRIDEAUX, LONDON W 14.

With regard to the fate of the LYNTON & BARNSTAPLE Manning Wardle Loco "LEW" I am afraid I cannot help much. There is a note in a R.C.T.S. magazine of 1936 reporting that she had been seen passing through Reading en route for Brazil, so it does appear that she was definitely shipped out. However, once in Brazil all trace is lost. A friend of mine wrote to a contact of his, who is one of the few Brazilian enthusiasts, to see if he had any information, but he could not help overmuch. He mentioned that it was quite probable that she was brought out but unlikely that she went to a coffee plantation. They do have a very considerable mileage of 60 c.m. there, with all sorts of interesting locos, Hunslet first war 4-6-OTs, Baldwin moguls etc.

One line of enquiry which I did not follow up personally, since I had been assured that it has already been done, was the loco builders. As you probably know there is a persistent report that "LEW" went back to Manning's for overhaul before being shipped to Brazil. This would, of course, be impossible since Mannings went into liquidation ten years before, but she could have gone to Stephenson's or Kitsons who both held Manning Wardle goodwill at various periods. I believe Hunslet and English Electric share the goodwill at the moment. This could be well worth following up if you felt so inclined, especially since I would not vouch for the reliability of my previous contact.

\* \* \* \* \*

FROM - "DECAUVILLE", SURREY

The letter from "7586" in the "Narrow Gauge" No.37 was most interesting, and I can agree entirely with his view, though perhaps a "dead and cold" engine is better than nothing at all. However, may I express my views on another subject, that of the Narrow Gauge enthusiast in general?

It seems to me that the essence of narrow gauge today is completely overlooked by the vast majority of enthusiasts, though not through want of trying by the minority. Today's narrow gauge is the Jubilee track, some V-skips and a Simplex or Ruston grinding its way around a sewage works, claypit or factory, but this is entirely ignored by most people. "What lovely scenery" they exclaim as they ride on the Talyllyn, regardless of the fact that the despised diesel lines often have equally scenic surroundings. And they cry out the virtues of the steam loco, despite the fact that there are older, unique petrol locos still in existence. For these preservation societies talk a lot about the atmosphere of the narrow gauge railway, but their lines have lost all their atmosphere, and have no more character than the seaside miniature line, with harassed



parents dragging their children to gape unintelligently at the pretty puff-puff. How much better to visit the out of the way diesel lines, where the staff are amazed that anyone could be interested in their engines, but go out of their way to allow you to see and photograph them, and their surroundings.

So, when you go on your pilgrimage to the Ffestiniog, and pass on the way a grimy Hunslet pushing sludge cake up the sewage works tip, stop, make a note of its identity, take a photo and perhaps a quick sketch of the track layout. Five minutes is not going to make a lot of difference to your worship at the shrine of Boston Lodge, but the notes and photo of the Hunslet will be of great interest if you pass them on to an enlightened friend who is interested in such matters.

\* \* \* \* \*

FROM - NORMAN DANGER, PENARTH

This handsome production with its strong covers is a great improvement. I hope it can be kept up.

As 1965 is the 50th anniversary of the introduction of the 15 inch gauge for serious public transport I hope something about the Ravenglass & Eskdale will appear in the next issue. Down here in the South we hear next to nothing of this line.

\* \* \* \* \*

FROM - ERIC GRETTY, WAKEFIELD

I shall still have something to say at the A.G.M. about the magazine but it will have to change direction a bit as I cannot really fault it. It is an excellent achievement. A bit larger print for my weak eyes and others in the same predicament would help.

I should certainly like to see more articles on Miniature Locos and lines. I would also like to see more on British Narrow Gauge Lines, past and present, and less on the Continental ones. Drawings of the calibre of "Triassic" would be very pleasing.

\* \* \* \* \*

FROM - R.C. BILLINGTON, QUINTON

For my part do not include articles on Miniature Lines as they lack the charm and quaintness I associate with Narrow Gauge Lines.

Would it be possible to combine the short articles in the News-sheet with the magazine, they would be much handier to keep than duplicated sheets and I find it difficult without an index to find information in back numbers of the 'NEWS'.

\* \* \* \* \*

FROM - KEN HARTLEY, SELBY

It's hard to say which is the best feature, but I personally was very glad to see the Woosung Tramway by R.N.R. I always think of this line as a "Southwold try-out" and

of course there were connections between the two projects in various ways.

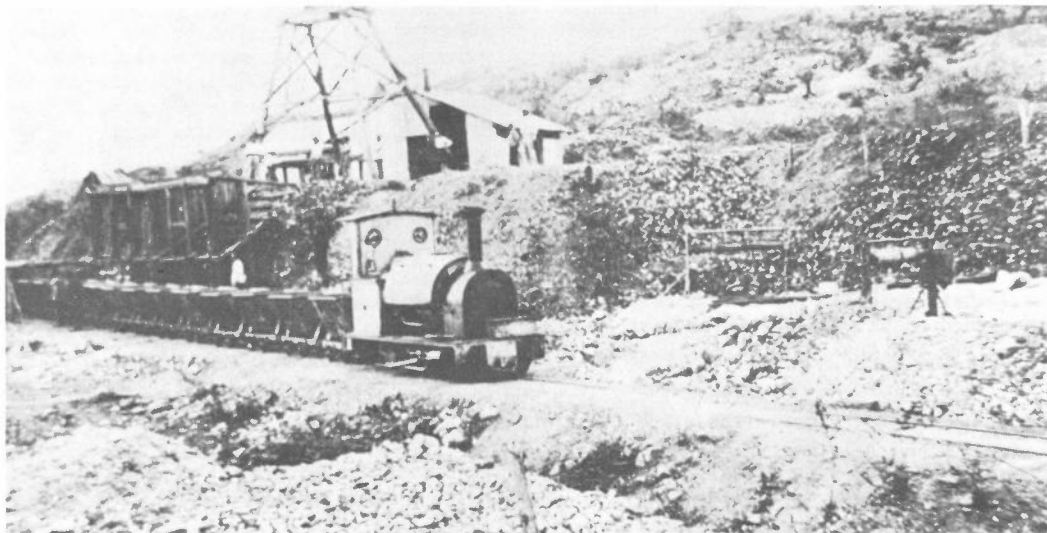
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FROM - R.N. REDMAN, LEEDS

Can any member assist with information on a firm named "LIGHT RAILWAYS LTD". Locomotives have been traced in Australia with the firm's plates but no date, Works numbers noted 2024 to 2027.

They were all 0-4-0 saddle tanks 3'6" gauge, cylinders about  $6\frac{1}{2}$ " x 9", wheels  $18\frac{1}{2}$ " diameter, boiler pressure 150 p.s.i. They were all used on various contracting jobs in South Australia.

On the subject of Australian Industrials, I am after information on the enclosed photograph, all that is known is the line was the COSMOPOLITAN GOLD MINE in the Northern territory. The builder is a mystery as well as the gauge of the line, any assistance would be appreciated.



FROM - J. LAYNE, LEEDS 10

With reference to Mr. J. Eddiscombe's letter in the last magazine, requesting details on the Farthinghoe Locomotive & Engineering Works, perhaps the following information may be of some assistance. First the present name which still retains the Locomotive in the title is not the name of the firm as it was when my Grandfather was indentured in 1858 for at that time it was a Clock Manufacturers owned by two rather eccentric brothers, Amos and Quintas Babbit, the works being known as Crumley Bank Works, situated in Rutland.

The works were split in two, one side under the control of Amos Babbit where wood carving and clock cases were produced, and the Mechanical Side under Quintas Babbit, where the clock mechanisms were assembled. Amos the older of the brothers had developed an interest in the Locomotives through his friendship with a man called Boulton, who had a loco repair works somewhere in Lancashire, and it was he who instigated the erection of the "Babbit" Locomotive in the early 1860's. It would appear that the idea came at a time when Quintas Babbit was in need of a new challenge, having just completed the famous 32 ton five face clock (faces 24 ft. diameter) for the Czar of Russia, which was to be erected in St. Petersburg, to commemorate the Battle of Stovrozpol, and so it was decided that work on the locomotive would commence without delay. So my Grandfather became a Babbit "Loco" Fitter, and ended up as Line Manager, Fitter and sometimes Driver of the Babbit Engine, on the once famous Ferro Carril Trograman & Senilita, a Mountain Railway in Brazil, on the upper reaches of the Xingu tributary.

The information on the locomotive is somewhat difficult to decipher from the diaries, but would appear to be a six wheeled tender engine with inside cylinders and outside Belgian ? (Walschearts) valve gear, the gauge would be, of course, the F.C.T & S. 120 C.M. It was more early American in design than English, having a large wooden ornately carved cab which partly covered the tender this again was constructed above the frame in a hard Australian timber. It was the policy of the Babbits' to construct the Locomotive using timber of suitable strength where possible, to enable all the workmen on the woodworking side of the works to be employed in the construction. All metal parts were produced in the clock side of the works, but were at first too fine a class of finish, more in being with clock workmanship, until Quintas issued a notice informing the workers to remember that they were not now making watches, a saying which I understand still exists in the Locomotive industry to a certain extent.

The Locomotive was finally steamed on an April morning in 1866, and fate struck. The Locomotive cab caught fire, workmen knocking out the burning timber unfortunately threw a piece onto the woodworking shop roof which rapidly demolished a third of the works. This resulted in a note to Quintas from Amos asking if the Locomotives could be steamed elsewhere to avoid any more inconvenience to the Woodworking Shop. The second steaming was successful, and the Locomotive complete with an even more ornate cab with steel roof, finished its test with flying colours.

Painting of the finished locomotive was all done by a somewhat weird character, a shepherd, and a part-time piece clerk who insisted on working alone at night by candlelight, with a free choice of colour scheme. Once again the diaries let me down on the finished scheme, but it would appear that seventeen colours were used, including purple, red, ultramarine, and gold, plus a trace of black.

When the locomotive was shipped to the F.C.T. & S. my Grandfather went out to the line, and the following ten years in his diaries are only concerned with the running of the line, landslides, runaways, new locos etc. As for the Crumley Bank Works, they passed out of control of the Babbit family in the late 1860's, although it was a condition that the new works had "Locomotive" in the title which could account for the name Mr. J. Eddiscombe was interested in.

I trust these random notes by an old member will be of interest and may give Mr. J. Eddiscombe a lead for a more intense research.

Yours etc. Jack Layne



#### WELSHPOOL & LLANFAIR LIGHT RAILWAY

As most of our members will know the bridge over the River Banwy was badly damaged by floods in December 1964. Reconstruction work has already begun and with help from the Royal Engineers it is hoped to re-open the line in June. An estimated cost of £2,750 is needed to put the bridge right, the Company still need £500 of this and donations would be welcome. As reports of the work involved have appeared in various journals without illustrations, we thought a photo of the damage would be of interest in years to come.

Briefly, as their part of the scheme the Army Engineers are planning to:

- (1) Jack up the bridge on two temporary piers of light steel trestling (built up on what are known as "camel's feet" resting on the bottom of the river).
- (2) Demolish the damaged pier.
- (3) Subsequently jack down the bridge after the Company itself has rebuilt the pier.

Will you help them financially? Cheques to D. Leigh, 118 Colmore Row, Birmingham 3.

Photo - Publicity Department, W. & L.L.R.