



# THE NARROW GAUGE



**THE NARROW GAUGE RAILWAY SOCIETY**

# THE NARROW GAUGE RAILWAY SOCIETY

## Hon. Secretary

Mike Swift,  
47 Birchington Avenue,  
Birchcliffe, Huddersfield

## Hon. Editor

Henry Holdsworth,  
76 Tower Lane,  
Leeds 12

## Hon. Membership Secretary

Jack Buckler,  
123 HowdencloUGH Road,  
Bruntcliffe, Nr. Leeds

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## Editorial

May we take the opportunity to remind our readers that subscription renewals should be sent to our Membership Secretary as soon as possible now (if you haven't already done so!) A renewal form and "interest quiz" was sent in the last issue, early renewal ensures a continuity in Magazines and Newsheets.

Can YOU bring a new member into the Society? We believe the printed matter we send out is alone worth the subscription without the other benefits of membership, and an increased circulation would reduce the cost per item, so balancing OUR budget.

The popular PHOTOGRAPHIC CONTEST will run in 1968, with two prizes of a years subscription to the winners. The subject of Narrow Gauge interest, can be anywhere at any time, the only rule is that all photographs entered remain the property of the Society and can be published in the magazine. Photos postcard size and over reproduce the best, so out cameras and have a go!

Best Wishes

HENRY HOLDSWORTH.

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## Cover Photo and pages 1 and 3.

'ISIBUTO' a sister engine to 'TONGAAT' described in the last magazine.

Photographs by Charles Lewis, donated to NGRS library by Mr. J. L. Butler.

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# *Letters to the Editor*

SHAPWICK PEAT and REDLAND PIPE/NORCON LTD.

— Readers Comments

FROM - THE EDITOR.

The publication of SHAPWICK PEAT 1959 and NORCON LTD. in the last magazine brought some sharp criticism, and the Editor feels a word of explanation is due.

The first item was submitted to my predecessors some time ago, hence the title stressed 1959. An interesting account of the accident was sent in by Sydney LELEUX, whilst our Records Officer Rich Morris has filled us in with loco details to date. It appears the second line is more generally known as Redland Pipes Ltd. and a revised layout sketch by Mr. Butler is now shown.

Mr. Butler also drew my attention to the superb photos of "ISIBUTO" a sister engine of "TONGAAT" described in the last issue, and I have pleasure in printing them with acknowledgement to Mr. Charles Lewis, they show the shed scene at Torgaat. The photos were given to the N.G.R.S. library by Mr. Butler - Many thanks!!

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From:- Andrew Wilson, Carlton, Nottingham.

Reference "SHAPWICK PEAT 1959" in the last issue of the magazine, the line is one of several operated in the district by Eclipse Peat Co. Ltd.

Great Plains Works described in the article is now closed and the peat is taken by a new connecting line to Broomfield Works, Ashcott (on the Meare to Ashcott Road) for processing and bagging.

Broomfield Works, the local headquarters of the firm also has an older rail system to diggings to the east, the line from Great Plains however terminates at a tipping dock on the opposite side of the road to the works, in order to avoid a level crossing, and lorries shuttle back and forth.

Pools Heath Works, Burtle, some three or four miles away, also has a rail system with one loco - L 10498 Type RT.

There is also another Shapwick Works currently served by lorries (but one time rail worked with a Lister) at another location in the district.



Most of the machines mentioned have now been scrapped, the present roster of eleven locos is distributed as follows:-

AUGUST 1967

Great Plain Works.	In derelict building
RH 222097	(1946) 20 DL. Cab fitted(out of use.)

Broomfield Works.	In open.
L 42494	Type R
L 50888	Type R
LB 55070	1967 with canopy
Plus a home built loco.	

Broomfield Works.	In shed by dock.
L 26366	Type RT with canopy
L 34758	Type R " "
L 37170	Type R
L 51989	Type RM3.
Plus a home built loco.	

L = R. A. Lister & Co. Ltd.

LB = Lister Blackstone Rail Traction Ltd.

RH = Ruston & Hornsby Ltd.

The two home built locos by Mr. R. J. Summers, the company engineer, utilise conventional skip frames, Lister engines, transmission and other parts.

All locos are four wheel diesel, some have been converted from Petrol, all in green livery.

A note about Lister locos - all are of similar construction - see 2nd photo page 12, the different classes refer to type of engine originally installed and the size of the ballast weights. Type R and RT (prewar) had single and twin cylinder motor cycle engines respectively.

The canopy consists of a full length roof supported on four tubular pillars.

Previous mentions NG News 39 page 6, No. 40 page 3.

(Information from R. Morris, D. Semmens, S. Robinson.)

From:- Sydney Leleux, Bingley, Yorkshire.

An extract from "Railway Pictorial and Locomotive Review"  
May 1950:-

Narrow-gauge "Ditchings"

.....The other derailment occurred on Friday, 19th August of last year, on a length of railway that has been exceptionally free from mishaps of any kind - the Glastonbury to Bridgwater and Burnham-on-Sea branch of the former S. & D.J.R. The actual scene of the trouble was at Ashcott, about 3 miles west of Glastonbury. The 8 a.m. train from that place was proceeding normally on its way when it came into violent collision with a diesel tractor hauling a train of small narrow-gauge wagons over the level crossing to the Eclipse Peat Company's factory. The engine involved was L.M.R.O-6-0, No. 3260, and after the impact became derailed and came to rest deep in the mud of a small stream.

This accident was unusual inasmuch as it was found impossible to rerail the engine, without the great expense of pile-driving to make a solid base over the peaty bog, to allow for a heavy crane being erected near the locomotive, the front end of which was 35' from the railway. It was therefore decided to cut the engine into comparatively small pieces which could be handled by a crane from the lineside.

A sleeper platform was built on the ground between the line and the waterway and a mobile diesel excavator fitted up as a crane, was placed upon the platform. This crane could only lift up to four tons with the jib at maximum height. The waterway was diverted round the engine and tender and a mobile pump installed to keep the water as low as possible.

The problem was to cut the engine and tender into pieces of not more than four tons weight, gradually digging out the mud and pumping out the water as work progressed. A gang of eight men was employed, four of these being engaged with oxy-acetylene blow pipes for cutting the steel work, and in addition there was a gang of engineer's men for digging out the mud, etc. The engine and part of the tender lay in water and mud which reached almost to the top of the boiler, which meant that the wheels were about 10' down.

Work went on from 25th September until Sunday, 2nd October, when at 4.15 p.m. the last piece was removed and loaded. And the cutting up, removing and loading of the locomotive and tender had taken eight days of approximately eleven hours per day with eight men, which can be considered a very good job of work. During the work 65 cylinders of oxygen and 18 cylinders of acetylene were used.

## REDLAND PIPE/NORCON LTD.

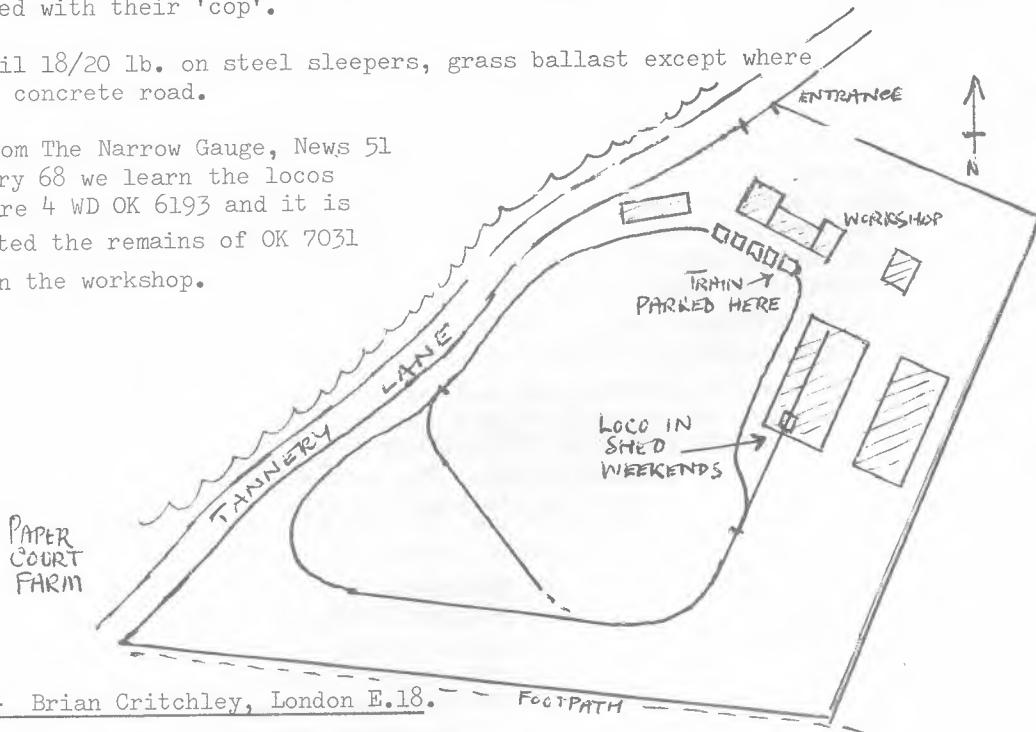
From:- Mr. J. L. Butler, Ripley, Surrey.

The title of the Company has been REDLAND PIPES for the last few years, this may explain the difficulty with the Post Office.

A revised site map is appended, generally the loco is left outside during the week attached to its train, but is often stabled in the large shed at weekends. Because so called "enthusiasts" have given the place their attention, what was a pleasant easy-going line to see is now increasingly difficult with concrete posts and fences across the vantage points. No doubt the goons responsible were well satisfied with their 'cop'.

Rail 18/20 lb. on steel sleepers, grass ballast except where laid in concrete road.

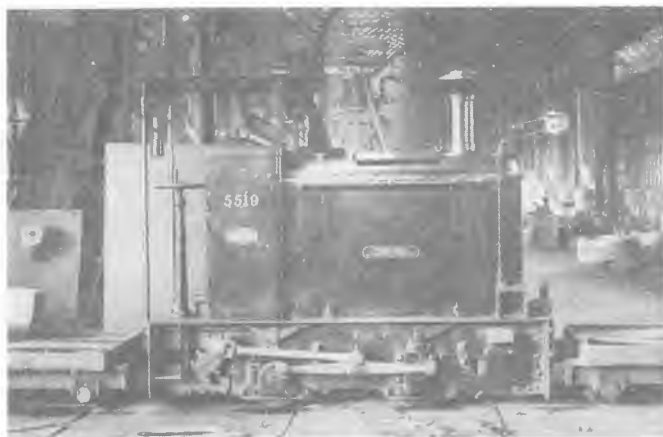
From The Narrow Gauge, News 51 February 68 we learn the locos here are 4 WD OK 6193 and it is suggested the remains of OK 7031 lays in the workshop.



From:- Brian Critchley, London E.18.

Further to Ken Hartley's article on the Horwich Works narrow gauge system (Narrow Gauge No. 41) and Ron Redman's subsequent letter regarding Hudswell Clarke D.563/30, (Narrow Gauge No. 42) I am enclosing a photograph (reproduced by kind permission of Colling Turner) which shows this locomotive at Crewe Works. It will be seen that at this stage in its career the locomotive is carrying the running number 5519 (presumably re-numbered ZM9 on transfer to Horwich) and bears the name "CREWE". The small wording on the nameplate appears to read "DECr. 1930". Note the addition of the warning klaxon fitted to the rear cab support.





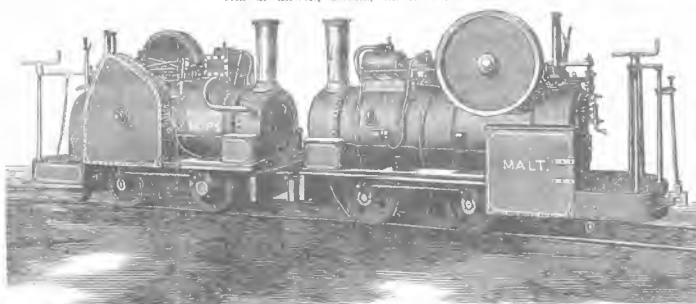

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THE ENGINEER.

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SMALL GEARED LOCOMOTIVES.

MR. S. LEWIN, POOLE, ENGINEER.



From:- Ivo Peters, Bath.

I thought members would be interested in the photo I took recently of 'MUFFIN', a really delightful 15" gauge loco which has just been delivered to the Andersons who run a miniature line at Longleat, Lord Bath's estate in Wiltshire.

Designed by Mr. David Curwen 'Muffin' was built by the Berwyn Engineering Co. and I had the good fortune to be present when she was handed over and put through her initial steaming trials, which she passed with flying colours.

The line at Longleat is being considerably extended and will be one of the most attractive miniature systems in the country when completed.

To:- Adrian Stapleton-Garner, London, W.14.

Congratulations from Bill Strickland and the rest of the N.G.R.S. modellers on winning an award from the M.R.C. for his 7 mm Glyn Valley Tramway loco "Sir Theodore" shown here.

Don Boreham also collected an award for his Fiji locomotive shown in NG 45 (September 67). Sorry we got your name wrong Adrian in the last magazine.

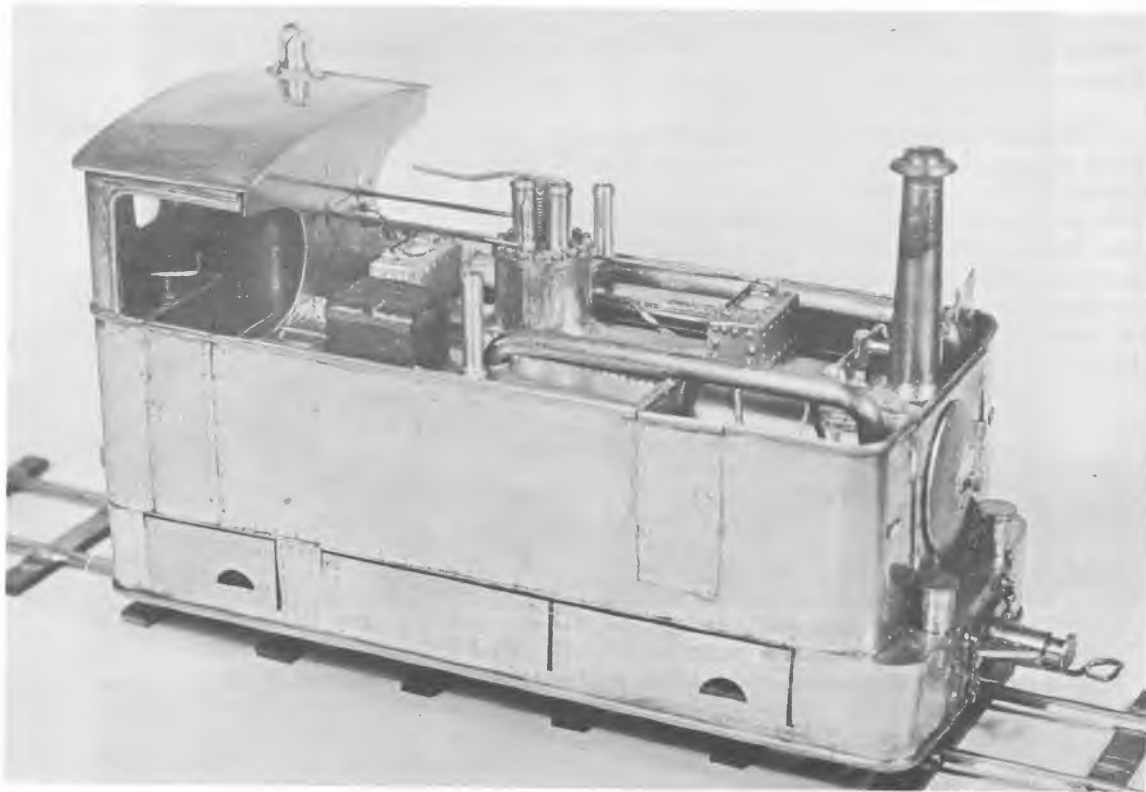
From:- Trevor Polding, Huddersfield.

Sends a reproduction of a makers illustration and details of two locos built for Messrs. GUINNESS AND CO. DUBLIN by MR. S. LEWIN of POOLE, Dorset in 1877.

**SPECIFICATION:-**

One cylinder 6 $\frac{1}{4}$ " diam. x 8" stroke, motion conveyed to wheels by gearing 280 RPM of engine produce 6 MPH.  
Engine could be declutched for driving other machinery.  
Pressure 140 lb. sq. inch, radial rear drawbar, 22" gauge, 12' min. radius curve. Could climb 1 in 30 with 16 tons load.

Height 6', Width 4', Length with footplate removed to fit in hoist 8'. Well tank and side bunker. 31/8/1877.



From:- Allan C. Baker, Newcastle, Staffs.

One or two points may interest readers.  
"TONGAAT". The Tongaat Sugar Co. Ltd. was registered in 1899 and was the largest of its kind in Africa and second largest in the Commonwealth. In 1953 750,000 tons of cane were processed to make 92,000 tons of sugar. 40% of this was transported over the railway system which consisted of two unconnected systems with a total route mileage of about 90 miles. The system has always been worked by Bagnall locos of which there has been a total of 14. Their first engine was Bagnall No. 1800 delivered in 1906 a 2-4-OT with 9 x 14" cylinders, later sold to Rustenburg Platinum Mines Ltd. and scrapped, she also was named "TONGAAT". Next came two 4-4-OTs with inside frames and 9 x 14" cylinders Nos. 1873 of 1907 named "SUCCESS" and 1929 of 1910 "REPEAT". The next engine mentioned in the article, "SINEMBE", was the prototype for the remaining 10 and I enclose a photo of her when new at Bagnalls. There was also one more engine that does not appear in your list, No. 2647 of 1942 "EDWARD SAUNDERS". No. 2820 had her name changed to "ROBERT ARMSTRONG" and carried a Bagnall works plate with the No. 2826 in error. The track gauge should be 2'0 $\frac{1}{2}$ " not 2'0".

"SUCCESS", "REPEAT" and "TONGAAT" (2479) were withdrawn prior to the closing of the line.

Secondly regarding the Hadswell Clarke engine "SYDNEY" on the back cover (Mag. No. 46). For some time I have been at pains to identify the enclosed photo of a H.C. 0-6-0 with tender lettered C.S.R. Co. Ltd. This is I believe the COLONIAL SUGAR REFINERY CO. LTD. of Fiji. Could this be the same C.S.R. that "SYDNEY" went to? The engine has very similar lines. The interesting point is that the photo came from Bagnalls and had been printed by their official photographer!! though they never supplied any locos to the Colonial Sugar Refiners. I would welcome readers comments.

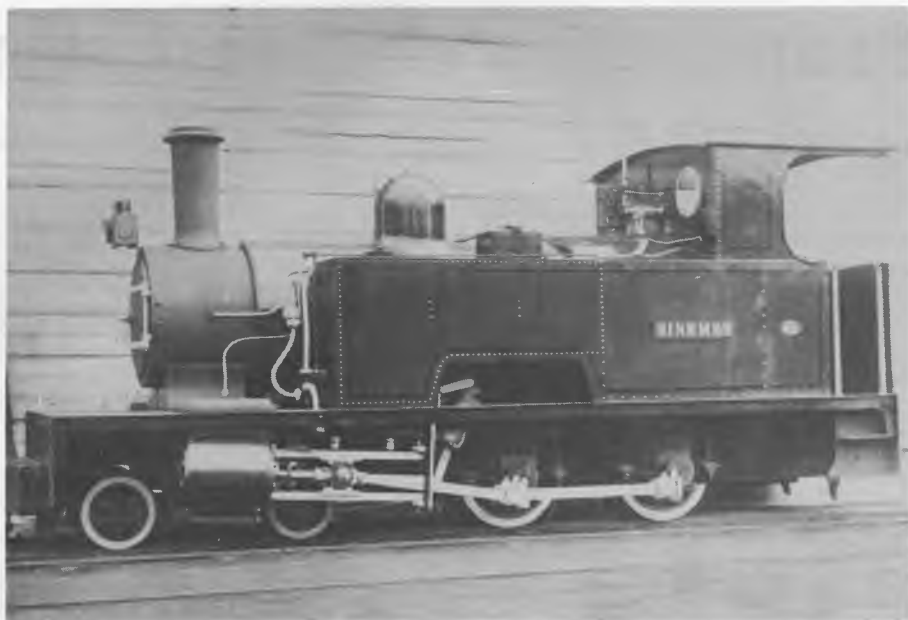
From:- Brian Webb, Scarborough.

Since writing the article on the N.B.L. 0-8-ODH the following additional information has come to light. The 855 h.p. locos for East African Rlys were in addition to being the largest and most powerful rigid frame locos built by British builders, the largest diesels exported by N.B.L. The engines in these locos were of the N.B.L.-M.A.N. type but due to manufacturing difficulties they were imported from the M.A.N. works at Augsburg in Germany. N.B.L. had taken up the M.A.N. licence and converted the old Atlas works to build them which had not seen much use for some time. It was of course the unfortunate experience in making M.A.N. engines and the more complex types of Voith transmissions which caused the failure of N.B.L. in 1962, even though by that time most of the problems had been resolved.

It is of interest here to note that at present Andrew Barclay Sons & Co. Ltd. are building at Kilmarnock a new batch of 0-8-ODH (22 in number) for E.A.R. These units are of 690 h.p. and have two Cummins engines and Twin disc transmissions. Drive being by Cardan shafts to the inner axles which have axle mounted final drive units.

A number of features are interchangeable with the N.B.L. built 83 and 84 class locos such as the wheel sets. These new locos are class 86.

The East African Rly locos are Metre gauge not 3'6" as stated but are in common with the larger English Electric built main line locos convertible to the African Railways standard gauge of 3'6".



# THE BRITISH NARROW GAUGE I/C LOCOMOTIVE

## Part 6

By Brian Webb

The first internal combustion locomotives to be built by the Newcastle upon Tyne firm of R. & W. Hawthorn, Leslie & Company was this rather neat little design for the 2'6" gauge in 1915.

The firm had projected a number of designs for I/C locomotives from about 1912, including a 1000 h.p. main line petrol electric or thermo electric double bogie unit for the Trans-Australian railway as early as 1914, but had not for various reasons actually built any until the subject chosen here.

Carrying works numbers 3107 - 29 and supplied numbered 61 - 83 in painted cabside numbers, and with numbers B747 - 69 on brass labels in their cabs, the locos were sent to Egypt for use by the R.O.D. there to War Office orders. The writer does not know the significance of the number series or their subsequent fate, and must at this time go down as victims of the Great War.

The engines were Gardner marine type water cooled petrol units with 4 cyls and rated at 55 h.p. at 600 r.p.m.

The transmission incorporated a friction clutch of the disc type with a gearbox giving three speeds in both directions.

Mechanical details were: weight  $8\frac{3}{4}$  tons, wheel diameter 2'3", wheelbase 5'0", fuel capacity 73 galls (reserve tank 2 galls), water capacity 45 galls.

Two very similar locos were built for industrial service in Portugal in 1924 and 1928 for 1'11 $\frac{5}{8}$ " gauge.

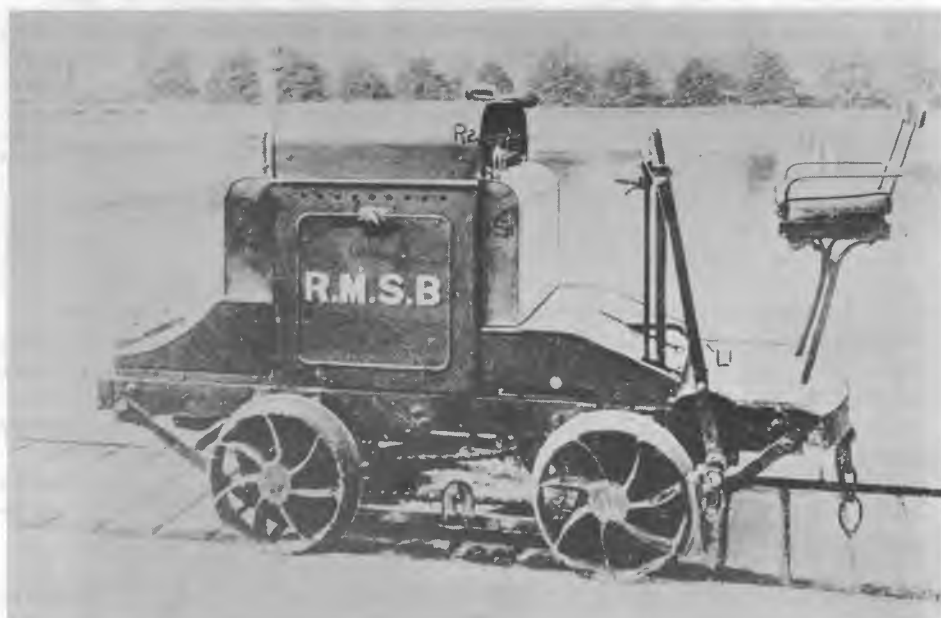
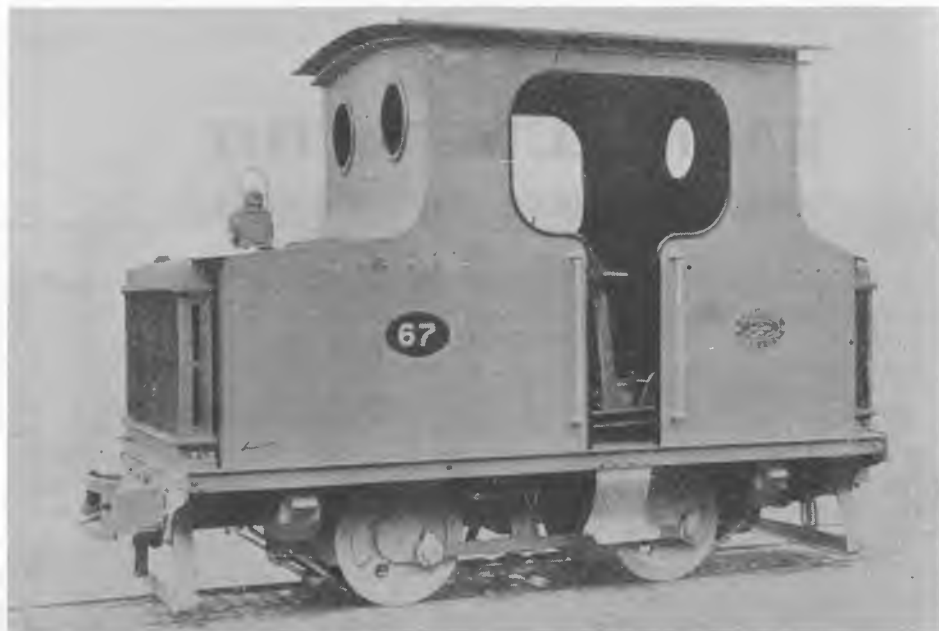
### THE BLAKE PETROL TRACTOR OF 1902

The firm of F. C. Blake of Kew Gardens, London built the rather obscure locomotive illustrated in 1902.

It was built to the specification and requirements of a Mr. William Fairley for use on the 2'9" gauge railway at Richmond Main Sewerage Board, Mortlake.

Power came from a 2 cyl vertical Blake petrol engine rated at 7 h.p. which drove the leading axle by chain gearing, both axles being chain coupled. The locomotive weighed 15 c.w.t.

Beyond this the writer can go no further but some reader may be able to comment further on the machine.



# **“PETER”**

## **BAGNALL 2067 of 1917**

Drawing Bill Strickland

Notes John Townsend

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Bagnall No. 2067 must be one of the most travelled narrow gauge locomotives in the country and can even boast a short period of moving at over 50 m.p.h. - albeit on the back of a lorry down the M.1.

The locomotive dates back to 1917 when it was built at Stafford as one of a series for the Ministry of Munitions. No records survive but it is believed to have been operated by the Air Ministry for a short while before being sent to the Cliffe Hill Granite Co. Ltd. at Markfield, near Leicester in 1919. Here it operated on the extensive 2' gauge quarry system along with a miscellaneous selection of other locomotives, including eight other Bagnalls, until March of 1948 when the system was replaced by road transport.

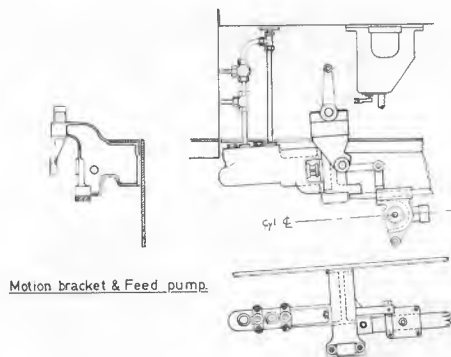
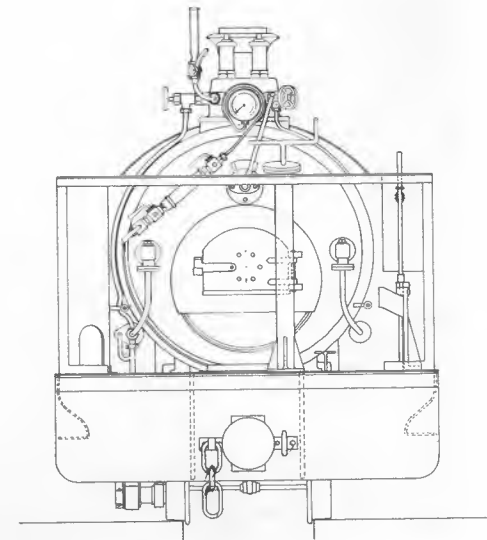
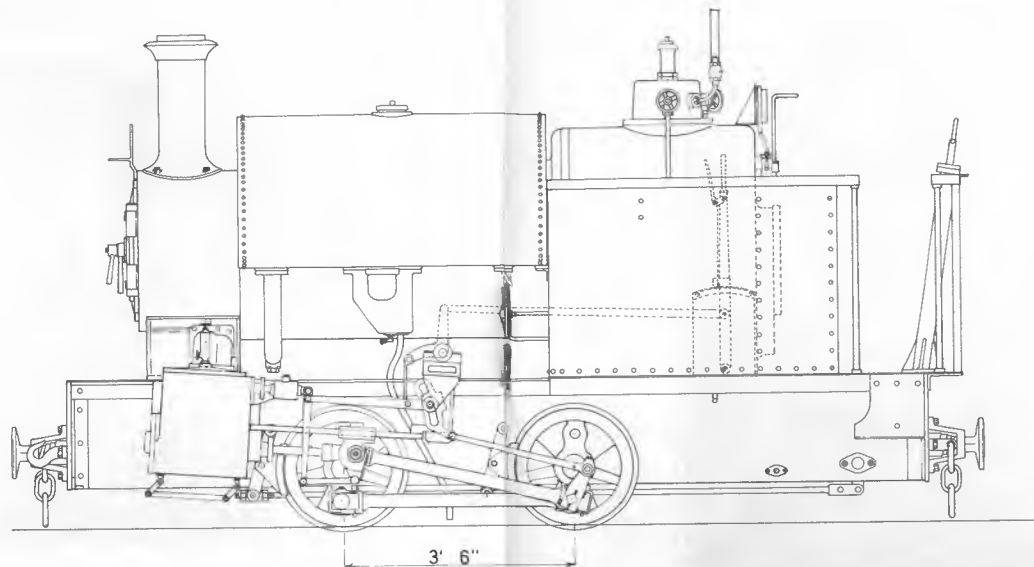
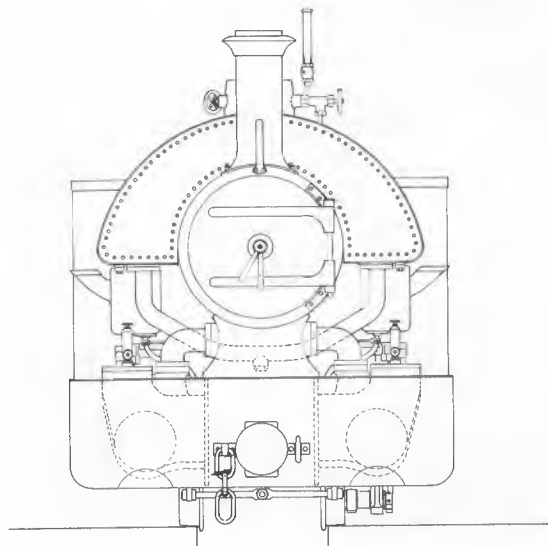
In 1953 the locomotive was presented to the Narrow Gauge Railway Society and in February of the following year it was transported to the Bagnall Works where it was intended to have the engine put back to working order at an estimated cost of £144. There was talk of putting PETER on loan to the Festiniog Railway for reconstruction work as they were relying on the Simplex alone at the time but this was not followed up and from this time there were proposals for several different destinations for the locomotive including Huddersfield and the War Department, as its presence at Stafford was proving somewhat of an embarrassment and it was becoming increasingly obvious that the cost of restoration would not be easily found.

In March 1958 it was moved to the works of Geo. Cohens at Stanningley, midway between Leeds and Bradford and it was at this time that the scheme for the construction of the Lincolnshire Coast Light Railway was being finalised and in October of the same year PETER travelled east to Louth where a number of spares were obtained for restoration, and the possibility of fitting trailing wheels was considered. However, the purchase of JURASSIC made the further additional expense which would be required to put PETER into working order seem out of proportion.

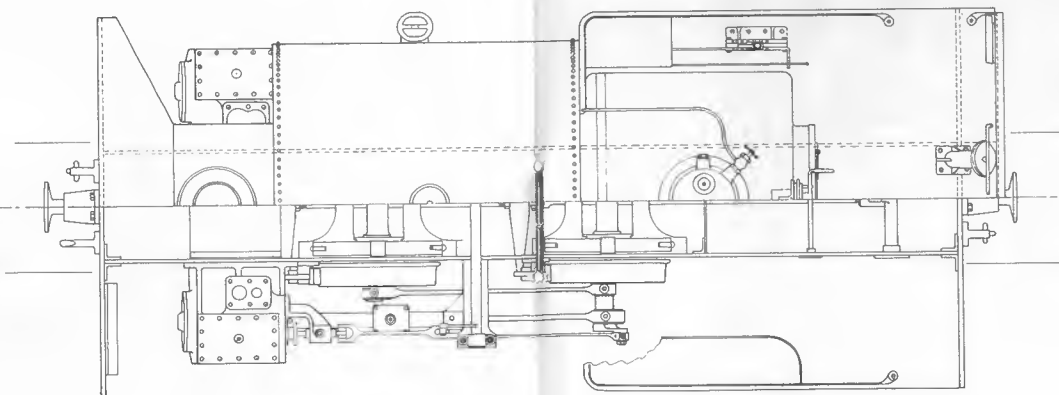
Meanwhile the late Peter Preston, an NGRS member and Managing Director of the Cliffe Hill company (after whose father or grandfather the locomotive had been originally named) indicated that the company would be interested in re-acquiring PETER for restoration themselves in a limited form for exhibition outside their







Motion bracket & Feed pump.



**W.G.BAGNALL Ltd, 0-4-0 S.T. "PETER"**  
**Works N° 2067 — 1917**

GAUGE 2' 0". WHEELS 1' 9½" dia.  
 CYLINDERS 7" BORE X 12" STROKE.  
 HEATING SURFACE — TUBES 115 sq. ft.  
 FIREBOX 13 " "  
 TOTAL 128 " "  
 GRATE AREA 4.2 " "  
 WORKING PRESSURE 150 lbs P.S.I.  
 WATER — 150 GALLONS. FUEL 7 CU. FT.  
 WEIGHT IN WORKING ORDER 7¾ TONS  
 TRACTIVE EFFORT AT 75% B.P. 3080 LBS

*Not Duffell*  
 Feb 1918



works. In view of this the Society agreed to let the company have back the locomotive which was returned to Markfield in May of 1963. However, following the death of Peter Preston and the subsequent take-over of the company by Tarmac Ltd. the plan for exhibition was shelved and in May of 1965 the company agreed that PETER might once again be moved, this time to the Museum site at Brockham. Subsequently this transport was carried out (via the M.1.) and the full story of this was related in Newsletters Nos. 38 and 39.

At once work recommenced on the locomotive. The boiler was removed and the wheels taken away to be re-turned to a correct profile. At the same time the opportunity was taken to white-metal the bearings and skim these and to attend to other repairs to the running and brake gear, and also to rebush and repaint many of the valve gear parts. Since very few drawings were now available of details of PETER it was necessary to spend many hours making new drawings for items which would be required, principally a new tank, bunkers and cab floor and many small spares were also acquired to replace those missing on the bare bones of PETER which arrived at Brockham. There are also a considerable number of essential spares still at Louth which will need to be purchased to complete the work. The opportunity has been taken however to purchase a new set of tubes at a very low price.

With the arrival of POLAR BEAR in June of 1967 in a much more complete state work has been temporarily halted on PETER but since it is hoped to have the former back in steam towards the end of this year restoration of PETER can again commence and it will be working and fully restored in a relatively short while.

### Photographs

Bagnall Official Photos.

1. No. 2081 similar loco to 'PETER' and
2. No. 2584 a smaller version.
3. 'PETER' on arrival at BROCKHAM MUSEUM.
4. 'PETER' at CLIFFE HILL (3 & 4 courtesy of TONY DELLER).

### Drawings

$\frac{3}{4}$ " to 1 ft. prints of Bill Stricklands superb drawing can be obtained from Colin Wilson, 32 Crown Road, Portislade, Sussex.

Price 3/6d + 6d postage.

# VOYAGE OF DISCOVERY

FRANCE 1959

Michael J. Hodgson

One of the disadvantages of living in these modern times is that it is now rarely possible to savour that combination of tense excitement and anticipation that comes to one on the discovery of a hitherto unknown narrow gauge line, and when this discovery comes together with steam locomotion, then truly one has climbed the narrow gauge Mount Olympus!

While this statement is generally true of the British Isles, it is certainly far less so, the further one journeys from these islands and in fact, much remains to be discovered even in comparatively close France. Perhaps the following recollection of a holiday of mine with an unexpected climax may stir some pioneering spirit in the reader's breast.

It was at the close of August in the glorious summer of 1959 that my friend and I set out on a 125 cc scooter for a 14 day tour of the Continent, with the Dolomites and the Riviera our main objectives.

The second evening saw us at St. Quentin, once home of a narrow gauge tram, but my companion unmoved by anything to do with rails did not sentimentalise over these traces or at that sweeping embankment near our youth hostel which was all that was left of the C.F. du Cambresis. So we passed on, stopping at Langres of "crémaillère" fame, through Basle and Zurich of the metre gauge trams, Davos of Rhaetian renown and over into Italy. Bolyano revealed another narrow gauge tram and our first glimpse of the mighty Dolomites.

As the scooter steadily climbed through the wood carving centre of Ortisei towards the summit of the Sella Pass we saw the afternoon train of the Val Gardena line slowly descending the numerous curves towards Chuisa. And so after a passing glance at the Cortina-Dobbiaco line, we sped down to the Plains of Lombardy and a much closer acquaintance with the Genoese trams.

It was a relief to relax from the tiring driving for two days on the beach at Juan-les-Pins, but all too soon we were heading over the Alpes Maritimes towards Paris.

It was on our penultimate day in France that we set out at 7.30 a.m. from the decrepit Lyon youth hostel and rattled over the cobbles between the disused tram rails en route for Fontainebleau 275 miles away. We had had no breakfast and had decided to stop on the road for our rolls and jam.

By 10 o'clock we were becoming decidedly peckish but the 'Route Nationale 6' by passes most villages. Soon we were forced to turn off, and thus we came to a narrow gauge level crossing and the headquarters of the Grandes Tuleries de Bourgogne at Chagny.

The works consisted of a rather unusual large courtyard with buildings all round the perimeter and the shed immediately inside the entrance gates.

The main stock on view consisted of O-8-O tanks of Deutsche Feldbahn origin quite clean in their black livery, but it was by penetrating the deep gloom of the shed that the most interesting item was revealed.



It was a small O-4-OT by F. Wiednecht of Paris. It was in quite good condition although obviously withdrawn from service. Wiednecht has always been something of a mystery builder, his known production was small and he did not appear to use any works numbers. Unfortunately our stay at this interesting place was necessarily shortened by our tight schedule and many questions remained unanswered.

The tourist guides will tell you that Chagny is 15.7 Km. from Chalons-sur-Saone and that it has a 12th century priory church with a Romanesque nave, but I shall always remember it for its intriguing narrow gauge railway.

So when you are next motoring down a poplar lined string-straight continental highway, in a hurry for the mountains or the sea, turn off it, you may find, as I did, some interesting things just "off the road."

# LOCOMOTIVES SEEN ON SEPTEMBER 11th 1959.

Lambert Freres et Compagnie, Grande Tuileries de Bourgogne, Chagny.

Gauge: 60 cm.

Length of Line approx. 6 Km.

384	0.8.OT	OC	Henschel 13442/15	(a)	
408	0.8.OT	OC	Henschel 13552/15	(b)	
1290	0.8.OT	OC	OK/Arthur Koppel		
			Repaired Joussain et Govery	(c)	
			Lagny (Seine et Marne)		
			1290.		
	0.8.OT		? OK or Krauss.		
			Rebuilt Joussain et Dhe 8627/18	(c)	
	0.4.OT		F. Weidnecht, Paris.	(d)	Withdrawn by /59.

(a) Ex DFB 384. (b) Ex DFB 408. (c) ? ex DFB. (d) ? unknown.

# LOCOMOTIVES REPORTED HERE BY OTHER SOURCES

The author is indebted to Mr. N. A. Needle (BLC-ILIS) for this information.

0.8.OT	OC	Krauss 6999/14, 16 or 17	(a)	(1)
?		Baldwin ?/17		
?		OK 13324/39		
?		Baldwin 5071/18*		
2.6.2T		Baldwin 46261/17	(b)	

(a) Ex Brunner & Marchand, Bovay (S. & O.) after 6/53 purchased from Office Cherifien des Phosphates, Algeria originally DFB (743 or 867).

(b) Ex U.S.A. TC 5006.

\*Impossible date for this works no.

(1) To C.F. Touristique  
de Meyzieu No. 4  
LA BOURGOGNE 7/62.

Line closed 7/62.

See 23

# Welsh Wanderings 1930

Ken Hartley

The year following my visit to Ravensglass - that is, 1930 - I spent my weeks holiday cycling in North Wales, with a view to seeing what I could of the narrow gauge railways there.

Since this is no place to describe the tour itself, I will merely say that, apart from noting the N/G electrified line serving the Manchester Waterworks and reservoirs between Woodhead and Tintwistle (on which there was no sign of life, or rolling stock), Colwyn Bay was the first place at which anything of note was seen, viz: the Llandudno and Colwyn Bay Electric Railway, with its long, single-decker bogie cars.

Now in those days, there was no threat of the line closing down - neither was I specially interested in "electrics". So I didn't collect any "snaps" in Colwyn Bay - a thing now to be regretted, of course.

Pleasant riding took me to Bettws-y-coed, but afterwards, bad weather and lack of time precluded a visit to the Snowdon Mountain Railway - even the mountain itself was almost invisible. And so it was at Beddgelert that the track of the Welsh Highland Railway led me, via the Pass of Aberglaslyn, towards Portmadoc; but even here, at the "New" station, I failed to see any W.H.R. train. Certainly, there were posters inviting one to see the finest scenery in N. Wales, riding on British steel and burning British coal, instead of travelling on imported rubber and petrol - but I just wasn't there at the right time.

(Continued overleaf)

## FURTHER INFORMATION

(Continued from page 22)

On closure the stock was 384,408 and one other 0.8.OT probably the OK/A. Koppel and the Wiednecht loco. BUT Krauss 6999 was purchased from here. This information from French sources.

The Association Lyonnais registered certain locos here including the Wiednecht - ALPAY No. 7426. I noted this number. The other locos stated by them to be stock are all those in the second list as follows:-

### ALPAY No.

2190	Baldwin/17.
4218	Krauss 6999 (Brunner and Marchand No. LV 377)
4287	OK 13324
8720	Baldwin 5071
12990	Baldwin 46261.



However, in Portmadoc itself, I discovered the flour mill siding, where there were some Festiniog Railway vans being loaded, and where, also, I found the 6-wheel all-steel van, with semi-circular roof. These were duly photographed, and then I made my way to the harbour. Here I found the O-4-OST "Welsh Pony" by the water tank, and had a few words with her driver, Mr. Morris Davies.

Four-wheeled quarrymen's coaches, as well as a selection of more modern bogie stock, near the Customs House, demanded inspection; and here, too, "Prince" - another O-4-OST with tender - was busy sorting out some of the many goods and slate trucks. However, since Barmouth was to be my sleeping-place that night, I pressed on, along the embankment ("The Cob", I believe, is its local name), to Boston Lodge. All seemed very quiet here, so with nobody to say me nay, I took a picture of the breakdown crane, in the yard, along with some rather woe-begone rolling stock, and old loco boilers. I was disappointed not to see any sign of the famous "Fairlie" engines.

The next day, I walked across the well-known timber viaduct over the Mawddach estuary, and after climbing part-way up Cader Idris, presently made my way back to Arthog, where I took the G.W.R. O-4-2T - powered auto-train to Fairbourne station, anxiously wondering the while if I would be too late to see anything of the Fairbourne Miniature Railway. Luck was with me, for there, beyond the minute station close by the G.W.R. line, was the Bassett-Lowke 15" gauge 4-4-2 "Court Louis" and train of five open four-wheel coaches. The loco was painted a fairly dark green, but the passenger vehicles were weather-beaten and almost devoid of paint.

The station, which had a very low platform, and a tiny "booking office", all enclosed by white-painted fencing, appeared to be used more for storing the coaches and sundry oddments than as a starting place for the train. The crossing loop lay just beyond the station. Near here were the remains of the notorious Heywood O-4-OT "Katie", the chassis of which was now reduced to a four-wheel wagon, of sorts. At this time, there existed two gauges, 15" and 18", but the latter extended only part-way - a little beyond "Golf Club Halt"; and the famous Bagnall-built 18" gauge G.N.R. - style 4-2-2 "No. 1" was but little used. I suspect that, among other things, she was lacking in adhesion weight.

It seemed as though I would be unable to get a picture of this unique loco, as she was parked away at the rear of the engine shed (which was long enough to house both locos, and boasted an inspection pit); but the driver of "Count Louis" - a tall, auburn-haired young man, wearing a blue boiler-suit, and goggles - very kindly said "Oh! we'll push it out for you!" And we jolly well did, and kept the train waiting a minute or two while the precious snap was taken! It is a pity that the result was rather poor, but the light was none too good.

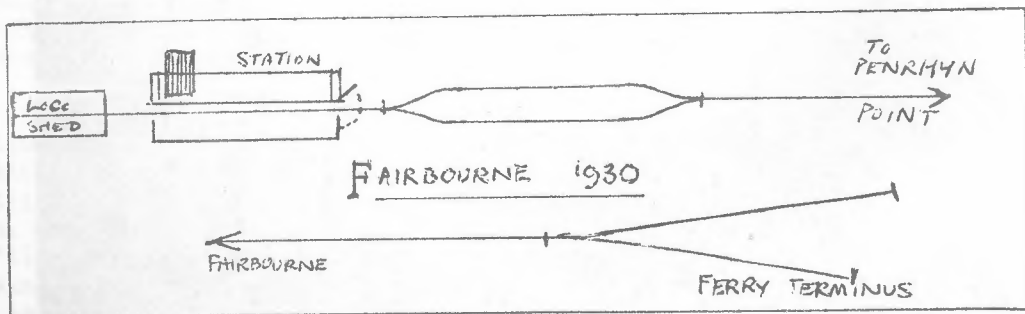


After parking the "Stirling", we joined the waiting train, and set off for the Ferry. Travelling was somewhat slow and bumpy, and as we drew nearer the outer terminus, we had to stop once or twice while the train crew shovelled the drifting sand from the track. Apparently this was a common procedure.

However, in time, we did arrive at the terminus, which had merely a short spur on to which the loco was run while the cars were shunted past by hand - the return trip being performed "tender first", of course.

A couple of days later found me riding out of Llangollen, in the direction of Chirk, but before reaching the station there, a halt was made to admire the very beautiful entrance gates to Chirk Castle, reputed to have been made by a blind blacksmith and his wife. Things were very quiet at the station, and no engines were to be seen. Some wagons were being unloaded in the goods yard, and beyond the station, on a loop line in a shallow cutting, stood a varied assortment of Glyn Valley Tramway passenger stock. Photos were taken, but unluckily, were not 100% successful.

Once again, time was pressing, and I could not afford to go further up the valley - there is a limit to what can be done in one beggarly week of cycling and sight-seeing. So I left Chirk, and eventually, nearing Chester, came across the final wisp of "narrow gauge" seen on the tour - the Duke of Westminster's 15" gauge Eaton Hall line, where it crossed the Wrexham - Chester road, en route to Balderton station. Little was visible on either side, due to the heavy foliage, and no stock of any description was seen. Not until many years later did I learn that a branch from the "main" line ran parallel to the road for several hundred yards, to serve the estate sawmill, etc. - but on the wrong side of a thick hedge! And so an interesting week, and 250 miles cycling, neared the end - it could have been better, of course: but even as it was, I saw much which - alas! - is now no longer to be seen.





# ISLE OF MAN 1967

Peter Halton

Henry Holdsworth

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The opportunity of spending three and a half days in the Island early September was quickly seized and a smooth flight from Yeadon landed us there in 40 minutes, on Sunday evening 3/9/67.

On Monday morning we were soon savouring the Narrow Gauge scene at Douglas Station where we found

No. 8	FENELLA	BP 3610/1894
No. 11	MAITLAND	BP 4663/1905
No. 12	HUTCHINSON	BP 5126/1908

outside the shed in steam, resplendent in their new green livery. Inside the shed we could just see No. 5 MENA BP 1417/1874.

At 9.30 the Donegal Railcars in red and cream livery departed for Peel, we purchased a two day runabout ticket for 15/- and boarded the three coach train for Ramsey due out at 10.00.

The guard informed us that one of the locos had failed (No. 11) and our train would depart at 10.20, taking the Peel passengers to St. Johns, there to be met by the Railcars. A talk with the fireman on No. 12 revealed injector troubles on No. 11, and the news that No. 15 "Caledonia" was in steam and would take the afternoon train south.

The Ramsey train with No. 12 left at 10.25, very well filled, passing Crosby we could only see one Fowler Steam Roller in the depot there (two years ago there were two Fowlers and a Marshall).

At St. Johns we were delighted to see our old friend resplendent in a new Stationmasters hat with bags of scrambled egg - directing folk from one train to another, waving the section staff about in his usual cheery way. The diesels pulled out whilst Mrs. Stationmaster opened the gates, and we soon left for Ramsey.

The coast run is always interesting, but we were surprised to see Glen Wyllyn derelict, long grass grew over the bowling greens, swings and boats had gone, and the restaurant shuttered.

We eventually arrived at Ramsey at 12.05, and just had time to look at the Manx Northern Coach in the siding before returning to Douglas, arriving three-quarters of an hour late at 13.35.

A snatched lunch in the Station Buffet and we were down the platform to photograph an immaculate No. 15 Caledonia (Dubs 2178 of 1885 Ex MNR No. 4)

outside the shed, she backed on to the three coach train for Castletown, reasonably well patronised.

We left at 14.10 and soon it appeared No. 15 was making heavy weather of the long gradient up to Port Soderick. Panting and wheezing we staggered up at little more than walking pace, once over the top things became easier, and after a stop for a "blow up" eventually arrived at Castletown at 15.05 (25 late).

A gas main along the right of way to Port Erin had not been filled in and consolidated, so buses met the train for passengers to the Port.

After the engine had run round, been photographed from every angle and been watered, we set off on the return trip at 15.20 arriving Douglas 16.10 (35 m. late).

It may be a happy arrangement to catch the train from the new Ronaldsway Airport halt at the start of a holiday, but a risk to take a train at the end!!

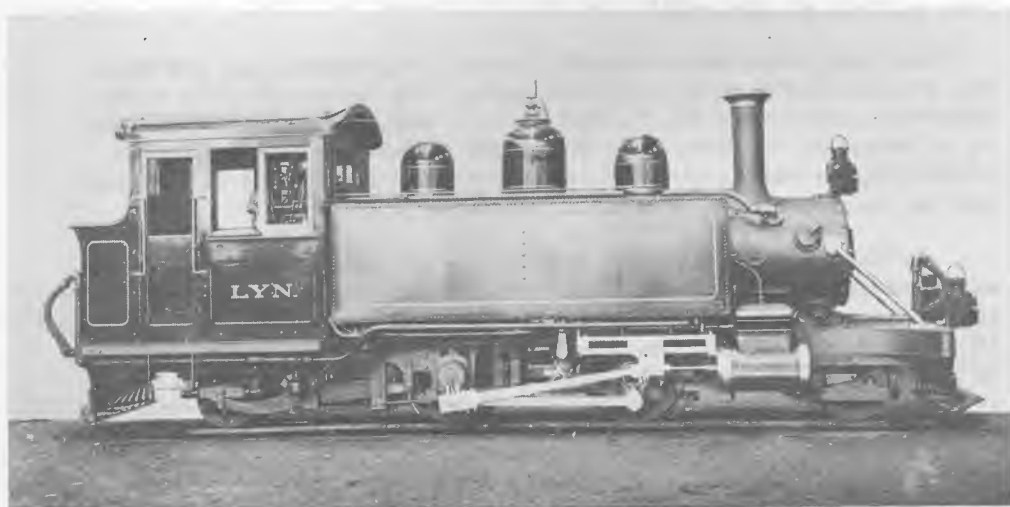
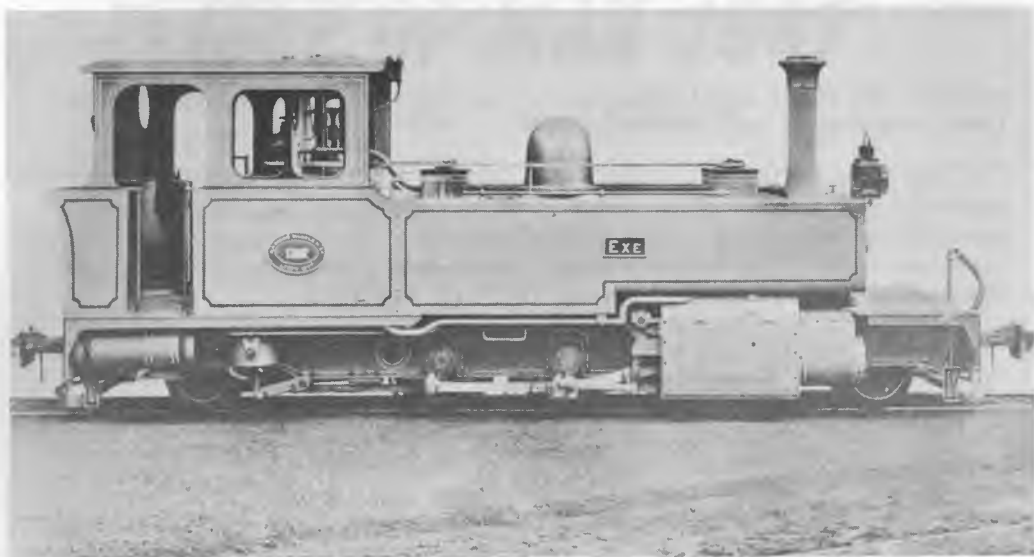
We understand that after the opening ceremonies on 3rd June No. 15 had laid dormant until Saturday, 2nd September when on her first passenger trip she failed at Port Soderick and the fire had to be dropped. We were very fortunate to be there on her first round trip to Castletown - we were told the first time in 40 years she had been used for timetable passenger working.

As the return train was shown as a through working to Peel we enquired about this at Douglas. The cheerful young guard came back to say he had made arrangements for us to go forward by BUS!! Later it was decided to send No. 15 and three coaches to Crosby to meet up there with the Railcars, which would then return to Peel to collect any passengers awaiting the last train of the day schedule at 17.15.

So again we were off behind No. 15, and then changed to the Diesels at Crosby for a bumpy ride to Peel. A quick turn round left us only time to visit the "Gents" and we were off 20 minutes late for Douglas arriving there 18.10.

So we covered the system in one day, showed a profit of about 9/6d. over the 15/- cost of the ticket (but we did buy £8 worth of crests, slides and posters, etc., for the Leeds area members) so I. of M.R. showed a profit I hope!

(Continued inside back cover)



# **PROPOSED HUNSLET LOCOS**

## **for THE LYNTON & BARNSTAPLE RAILWAY**

*Courtesy of Geoffrey Horsman*

*Drawings by Barrie McFarlane*

In August 1896 tenders were invited by the Board of the Lynton and Barnstaple Railway Co. for the supply of three Locomotives to the line.

A month later the tender from Brush Engineering, Loughborough was accepted at £880 each, completion by 31st March, 1897 being a condition.

The contract was never signed as negotiations broke down, and eventually Manning Wardle and Co. of Leeds were successful in their tender for the famous 2.6.2. tank locomotives at a price of £1,100 each.

Despite the strike at that time by the Amalgamated Society of Engineers the locos were ready on time, before the Contractors had finished the line in fact, and were put into store.

When the Company required quickly a fourth loco the year after opening they were forced to go to Baldwins who quickly built the 2.4.2. tank 'Lyn' as no builder in this country could give a suitable delivery promise.

We are fortunate that Geoffrey Horsman whilst checking some old Hunslet files came across the three drawings, reproduced here by Barrie McFarlane, and knowing the Editors interest in the L. & B. gave permission to have them published.

As a comparison we show opposite the official works photos of EXE and LYN and their dimensions overleaf.



PROPOSED LOCOMOTIVES

FOR THE LYNTON AND BARNSTAPLE RAILWAY

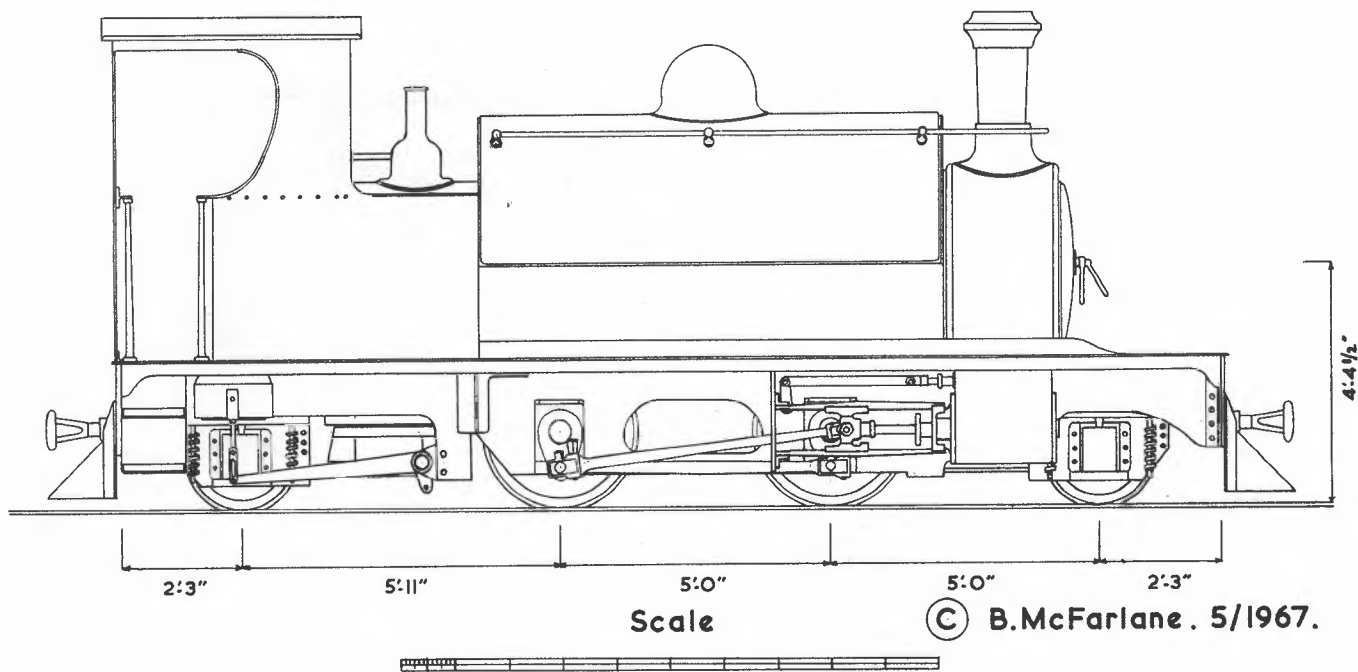
THE HUNSLET ENGINE CO. LEEDS 1896

Ref. No.	4.4.0 Side Tank TN 7323 14/10/96	2.4.2 Saddle Tank TN 7324 14/10/96	2.4.2 Side Tank TN 7330 22/10/96
Cylinders	10½" x 16"	10½" x 16"	10½" x 16"
Coupled Wheels	33"	33"	33"
Bogie Wheels	20"	24"	24"
Tank Capacity	450 galls.	450 galls.	450 galls.
Fuel space	25 cu. ft.	22 cu. ft.	25 cu. ft.
Heating Surface			
Tubes	356 sq.ft.(104)	380 sq.ft.(90)	380 sq.ft.(90)
Firebox	45 sq.ft.	36 sq.ft.	36 sq.ft.
Grate area	7½ sq.ft.	7½ sq.ft.	7½ sq.ft.
Weight full	19 tons	18½ tons	19 tons

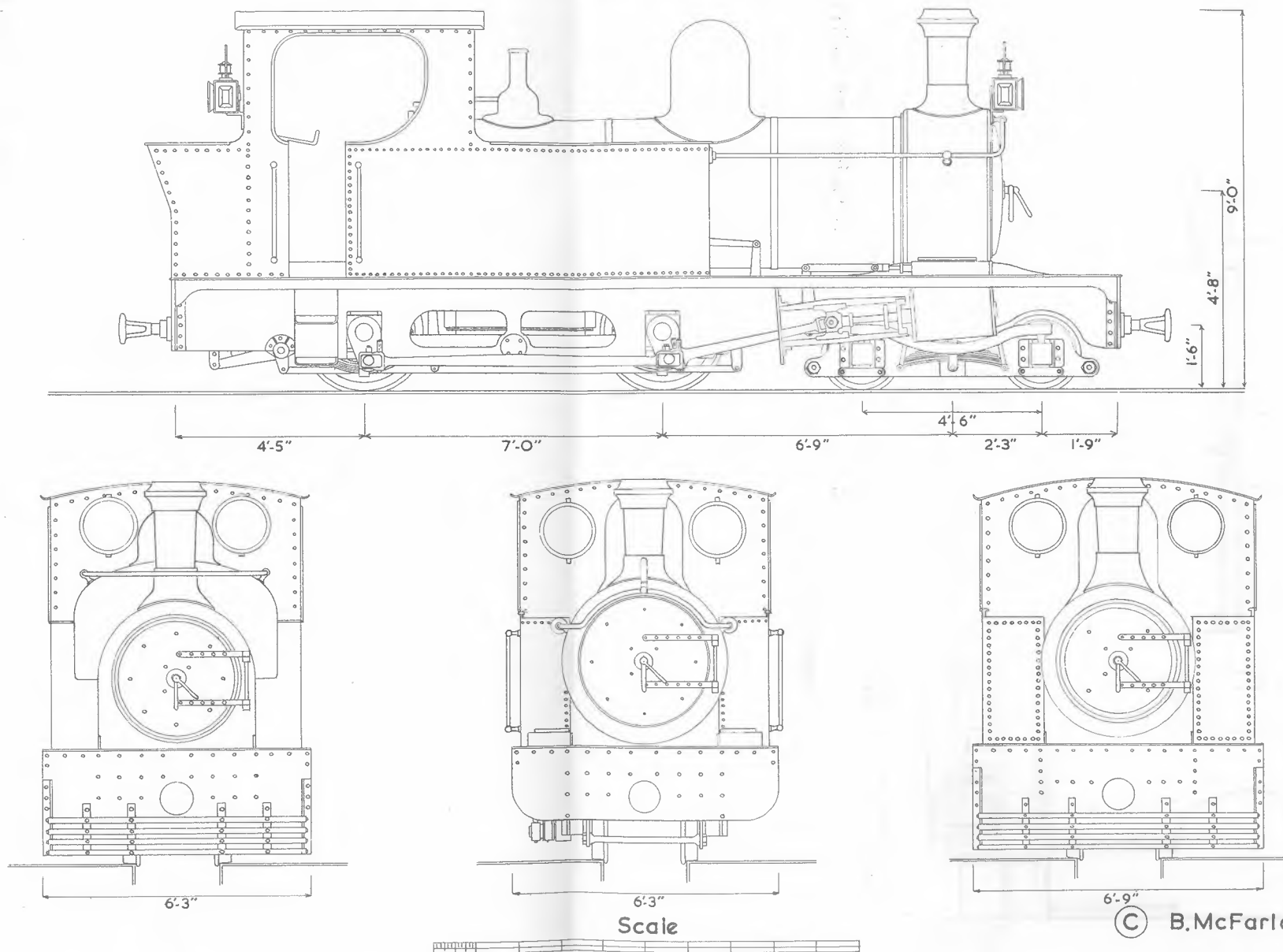
*for comparison*

	MANNING WARDLE & CO. LEEDS - 1897 Nos. 1361 'YEO' 1362 'EXE' 1363 'TAW'	BALDWIN LOCOMOTIVE WORKS 1898 No. 15965 'LYN'
Cylinders	2.6.2 Side Tank 10½" x 16"	2.4.2 Side Tank 10" x 16"
Coupled Wheels	33"	33"
Bogie Wheels	24"	22"
Boiler Pressure	160 lbs.	180 lbs.
Tank Capacity	550 galls.	800 galls.
Heating Surface	383 sq. ft.	379 sq. ft.
Length	27 feet	28 feet
Wheelbase overall	17'9"	17'7"
Wheelbase coupled	6'6"	5'
Weight	27¼ tons	?

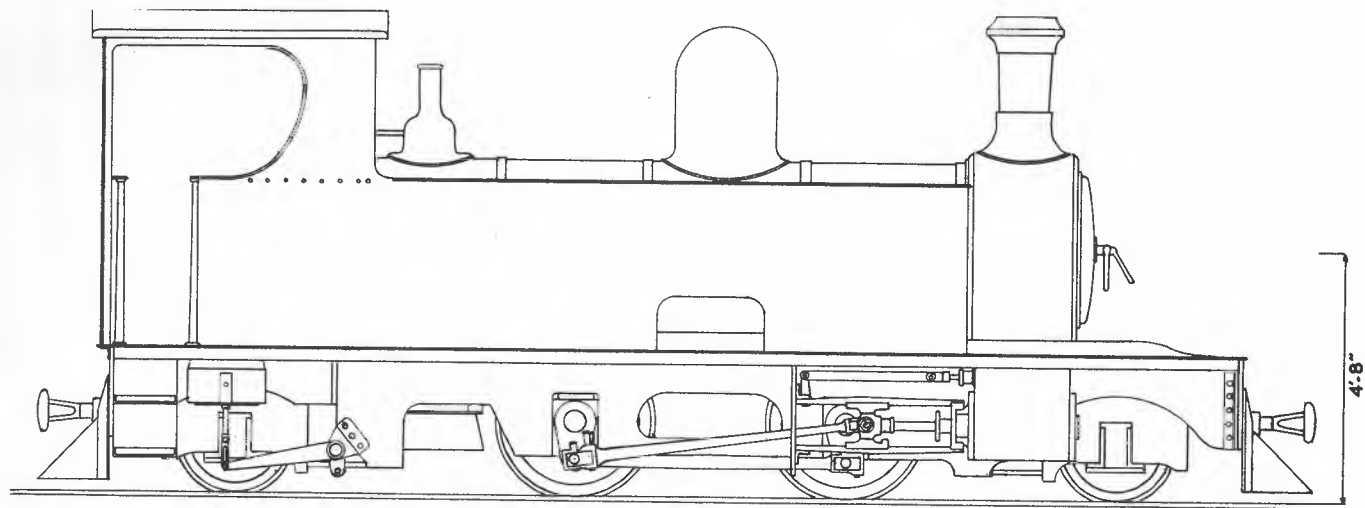
# LYNTON & BARNSTAPLE RAILWAY.



LYNTON & BARNSTAPLE RAILWAY  
Proposed locomotives



These drawings are based on official designs prepared by the Hunslet Engine Co. when tendering for the Lynton & Barnstaple Railway locomotive contract. The tender was not accepted by the L. & B.R. Drawings obtained by kind arrangement with G. Horsman Esq.



2'3"

6'3"

5'0"

5'0"

2'3"

4'8"

Scale



B McFarlane 12/1967



(Continued from page 29)

The following day was Manx Electric day. Grey, heavy rain spoiled it, and Douglas prom. was closed at midday due to heavy seas washing seaweed and shingle up and across the roadway.

Electric Car No. 20 (Winter Saloon) took us to Ramsey on another 15/- runabout ticket - we returned after a brief inspection of the Pier railway with its Planet diesel and Whickam trolley on car No. 19 (1899) to Laxey, after a break travelled in real luxury to Douglas in Trailer 58 (1904) closed saloon, individual blue plush seats, and extremely smooth riding.

On Wednesday, a glorious sunny morning, we had a look around Douglas Shed (MER) and then rode on the front balcony of toastrack car 26 as far as Groudle Glen - now "closed" until gale and vandal damage can be cleared up by the new owners Onchan Village Commissioners.

We got through to see the tragic remains of the Railway, four coaches in the station have been demolished, and two other tipped down an embankment. "Sea Lion" still sits in its "nest" surrounded by bushes now minus chimney and any loose fittings, the old loco shed has been demolished but most of the track is still in position.

Then MER Car No. 2 - 1893 Saloon (longitudinal seating) came along for Laxey, from there Snaefell Car 4 took us up the mountain (2034 ft.) but it was cold and breezy up top so we returned on No. 3 fairly soon.

A look round Laxey sheds revealed the two Air Ministry railcars in yellow and black colour scheme both Whickams, the 1951 being Petrol, the 1957 Diesel.

A tower wagon, a flat, and a disused open centre maintenance car (body only) stood in a siding, whilst in the shed one of the cars was having its brake shoes replaced during the lunch break.

The centre Fell rail is used as a safety guide rail on the way up and for braking purposes on the downward run.

We missed an evening excursion to Peel on the IOMR thinking the diesels would run it, but at midnight we heard a loco whistling for the crossing gates at Quarter Bridge and later in Douglas Station, and then regretted not going.

On Thursday morning we photographed the morning departures from Douglas (No. 11 now back in service) and after a talk with the General Manager, Sir Phillip Wombwell, we purchased "shed tickets" for 2/- each and set out to see the works, etc.

Nos. 5, 8, 11, 12 were out in service leaving No. 15 in the shed with fire lit as standby loco for the day. These five locos and No. 10 have the new apple green livery (which is needing a good clean down now - we didn't see a polished dome amongst the lot).

In the workshop we found No. 10 G. H. WOOD (BP 4662 of 1905) having its buffer beam repaired after the slight collision at Union Mills and No. 13 KISSACK (5382 of 1910) in old red livery being prepared for re-boilering this winter.

After inspecting the old horizontal engine which used to drive the shafting and the pump for the water tanks, we were taken across to the corrugated iron long shed behind the signal box, and there in the gloom of the four track shed we saw a wonderful line up of locos. Apparently all have been pulled out, inspected and defects listed, most have boiler troubles of course. We walked along the line -

No. 3	PENDER	BP 1255 of 1873	
1	SUTHERLAND	1253 of 1873	
14	THORNHILL	2028 of 1880	(Ex MNR No. 3)
6	PEVERIL	1524 of 1875	
4	LOCH	1416 of 1874	
9	DOUGLAS	3815 of 1896	with works plates on the cab.

The frames and parts of No. 7 ("TYNWALD" 2038 of 1880) and the frames only of No. 2 ("DERBY" 1254 of 1873) were alongside a 4 W. crane wagon and runner, a long wheelbase open fish wagon and a 4 wheel Manx Northern van, several other goods vehicles and Governor Lochs coach completed the line up, with

No. 16	MANNIN	No. 6296 of 1926
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right behind the doors together with a full size hardboard carnival mock up of a loco which puzzled us for a moment!!

Loco people complaining bitterly about the quality of the Templenewsam coal that was shipped over instead of Welsh steam - its gaseous and tarry, and makes thick brown smoke - more slack than coal.

And so we had to leave the Island, promising ourselves a return trip in a couple of years time perhaps, when the new management have had time to find their feet.

We noted the friendly atmosphere on both the steam and electric railways and would like to thank all those people who made our visit so enjoyable.

Will YOU go to the Island **this** year and give your support to the Railway?