



The **NARROW GAUGE** — illustrated

30p

No 61

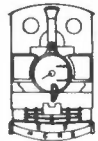
SUMMER 1972



NARROW GAUGE RAILWAY SOCIETY



NARROW GAUGE RAILWAY SOCIETY



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SEE "N.G. NEWS" FOR DETAILS OF REGULAR MEETINGS, VISITS ETC - TO WHICH ALL MEMBERS
(AND PROSPECTIVE ONES I) ARE ALWAYS MADE VERY WELCOME.

The NARROW GAUGE - Illustrated. (Published by the Narrow Gauge Railway Society.)

COMPILATION, EDITING & ADVERTISING : Rich Morris, 193 Main Road, Longfield, Dartford, Kent.
(Longfield 3792)

ASSISTED BY : Michael Jacob, Pete Nicholson & Andrew Wilson.
DISTRIBUTION TEAM : Cliff & Doreen Lawson, 11 Okeley Lane, Highfield Estate, Tring, Herts. (Tring 4780)
ASSISTED BY : Ken Bettis.
N.G.I. No. 61 : June 1972, Copyright N.G.R.S.
PRESS DATE FOR N.G.I. No. 62 : 15th July 1972.
PRINTED BY : Hadfield Print Services, 41/43 Pikes Lane, Glossop, Derbys. SK13 8ED

Affiliated to :-

BROCKHAM NARROW GAUGE & INDUSTRIAL RAILWAY MUSEUM
(Founded by N.G.R.S. 1961)
THE TRANSPORT TRUST
NEW ZEALAND RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY

And associated with other information and preservation organisations throughout the World.

OUR FRONT COVER : *Volos Brickworks in Northern Greece, May 1968 : DECAUVILLE 509 - making hard work of some empty skips after tipping spoil into an old clay pit. This little 0-4-0T would surely be ideal for one of our many 'Small Companies' in the U.K., being of 1ft. 11½in. gauge, VERY small dimensions and a feather-weight at 3-4 tons. Now out of use and potentially available to YOU ! (Contact Editor N.G.I. for further details and see also pages 22-24) (Alan Bowler)*

PLATFORM 1

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"N.G.I.: — Narrow in name,
Broad in scope."

Further complimentary letters continue to arrive — now from all over the World and we are indeed pleased to have filled an apparent void in available literature on this ever increasing field of railway interest.

We are now striving to increase the circulation of N.G.I. as we are very dependant upon the incoming revenue from : new members, outside sales and advertising to ensure regular delivery of a 40-plus page quality magazine to your door. We are also relying on this income to pursue our next objective — COLOUR PHOTOGRAPHY and we hope to branch into this exciting aspect of magazine production very soon.

All members can help to make this reality the sooner and we therefore ask you to introduce your friends to N.G.I. — but do not lend this copy to them, you might just not see it again ! Instead take an order on their behalf and ensure that it is another copy SOLD.

You may be able to promote bulk sales to other Societies or Groups that you support ? Generous discount rates (up to 25% on orders of 15 or over) can benefit ALL parties concerned, perhaps helping

your preservation project increase its funds. N.G.I. can always be obtained from RON COX by return of post ! Standing orders are especially welcome and ensures copies 'hot off the press' for you or your bookstall every time.

As to actual contributions to the magazine content it should be noted that our policy of ensuring the quality of photographic reproduction being maintained does not enable us to use colour prints, colour slides OR black and white copies of same. This is unfortunate and we fully appreciate the wealth of colour material available; many members today going in for colour only. Could we perhaps suggest that you also go for B & W at the same time ? — for the benefit of your magazine and thus your fellow members. So please take along that SECOND camera and load it with B & W film ! (If preferred negatives only can be submitted to us which, if suitable, can be printed-up by our own 'Photographic Department'.) Even with the prospect of our using colour in the future N.G.I. will always need mostly black and white.

After considerable deliberation as to members requirements and difficulties/cost involved it has been decided to provide our Supplementary Drawing Sheet (SDS) loose in this and subsequent issues of N.G.I. Those members preferring this fixed should therefore arrange to attach it into the magazine if and as they want.

Apologies for errors are again due : on the SDS in N.G.I. 60 'KENNETH P. Moore' should read 'DENIS P. Moore' and Fred Harris should read Fred Marriss (sorry Fred!) Also, 60/18 the photo captions are transposed. No.3 is an 0-6-0T and the photo credits are correctly due to Alan Bowler. Finally, 60/35 WANGONTRY (!) should be WAGONRY.

Society Secretaries please note ! Your Society could benefit from affiliation with the N.G.R.S. — details on request from our Hon. Secretary Mike Swift. [R.P.M. 4/72]

Please note We can only publish the material we have to hand at respective Press Dates — future issues are therefore largely in YOUR hands. Articles should be relatively short and whenever possible accompanied with GLOSSY, CONTRASTY, BLACK & WHITE PHOTOGRAPHS — (and DRAWINGS where applicable). If you have material relating to Railways between 7½ins and 4ft 7½ins gauge, it will be best appreciated in N.G.I. — the Magazine for the N.G. specialist.

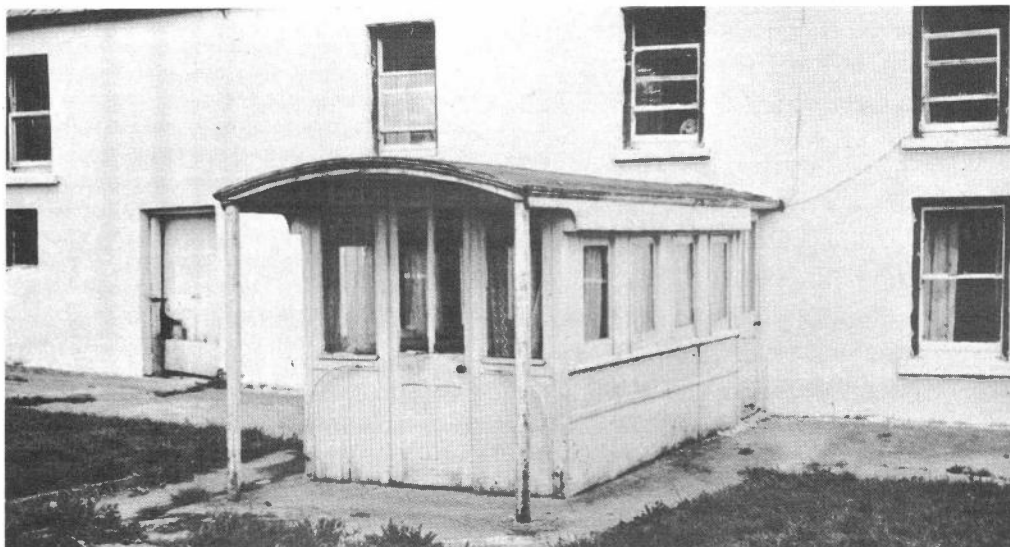
*We will always be pleased to consider a 'free plug' for advertiser's material by publication of suitable photos, drawings, etc. on any aspect relating to N.G. railways.

RESEARCH DEPARTMENT

RELICS OF THE SCHULL AND SKIBBEREEN LIGHT RAILWAY, EIRE.

(3ft Gauge — opened 1886 ; closed 1946)

Research undertaken by G.R. Thompson, on site 1970



Half of S. & S. Coach No. 6. Now in use as extended porch on farmhouse near Skibbereen, Co. Cork.
(G.R. Thompson)

Readers will remember that NG 54/17 told of my discovery of Schull and Skibbereen Coach Number 7. This I found lying in a field near Bantry, and at the time it was thought to be in three parts, however more recent evidence would indicate that the third section was, in fact, part of a four-wheeler also lying in the same field.

The site was revisited in August 1970 and to my surprise I discovered Coach Number 7 had disappeared. Naturally I thought that it had been broken up and that I had made my drawing in the nick of time. However, this was not the case, and enquiries locally revealed that it had been "sold to a man living near Cork". Some further detective work revealed that it was now in the hands of a Mr. Russell Wynn at Killbrittain Castle, County Cork. It is safely stored at the Castle, but as yet it has not been possible to commence restoration.

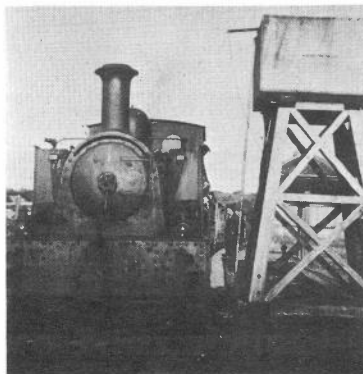
On the same visit to Ireland I located several other pieces of Schull and Skibbereen Rolling Stock, most of them due to the kind guidance of Mr. J. I. C. Boyd. One of them turned out to be half of the other bogie coach, Number 6. This is used as an extended porch to the front door of a farm house near Skibbereen, (I was told that the other half is used for a similar purpose nearby).

Another interesting find was the remains of 1st. Class Carriage Number 2. I was given a clue to its whereabouts by a local and it proved the highlight of my search. It was most difficult to find as it was well off the beaten track on a mountain-side. In use as a sheep shelter, it had obviously been exposed to the weather for some years. However, on the lee-ward side the green paint of the C.I.E. was still visible and even the letter '1' on one of the doors, also remains of net curtains on the windows were in evidence. It appeared that at some time prior to being a sheep shelter it had been used for human habitation.

More interesting finds were still in store for me. Mr. Joe Newman of Schull (grandson of Dan O'Donovan one-time station master at Schull) located a maker's photograph of Peckett 1085; S. & S. locomotive GABRIEL. From this it has been possible to prepare a scale drawing, and this accompanies this article. Some doubt had been expressed as to whether the loco shown was in fact the one delivered to the Schull and Skibbereen. It was thought that it might have been an identical loco built for export and had the name of the Schull and Skibbereen painted on it merely for photographing. It is definitely the real thing, however, as close examination reveals the number 1085 on the motion pin above the slide bars.

Miss. J. O'Donovan, daughter of the previously mentioned station master told me of an Englishman by the name of Wilfred Briggs who had a great love of the "steam tram". He had spent some time on the line just after the Second World War, and doubtless he would have taken photographs but, alas, it was known he had died quite a number of years ago. I was undaunted and further investigations found that his widow was living at an address in the South of England. Mrs. Briggs was most helpful and dug out some photographs. Although not of very high quality they are of very great interest, I understand they were all taken in the Summer of 1946; — One of them, a view of Coach Number 2 just after a repaint, has the date 5/8/46 clearly visible on the under frame, and it was most satisfactory to have found such a photograph and the remains of the actual vehicle all within a few weeks. Drawings of this Coach and several Vans are being prepared and will be submitted for publication in N.G.I. in due course.

N.B. : *See also supplementary drawing sheet with this issue.

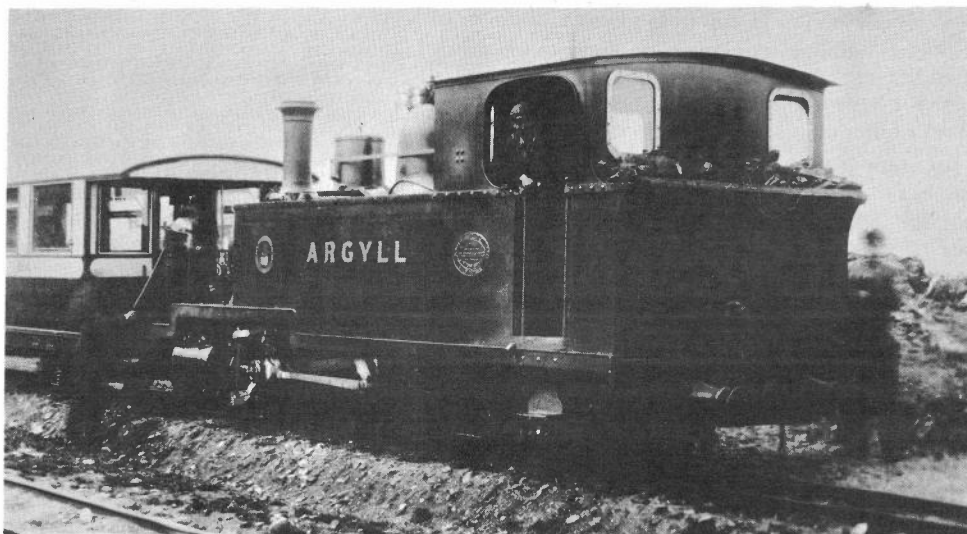


A rather faded but very rare picture of S. & S. (ex Cork & Muskerry Lt. Rly.) 0-4-4T Class EN1 No.6s (T. Green 200 of 1893) — seen here at Ballydehob, August 1946. Thus disproving the view that she was unable to work on the S. & S. due to her overall dimensions being out of gauge. It seems more than likely that when she first arrived from the C. & M. she WAS found to be a little on the large size, but was subsequently modified (perhaps at Inchicore), when the state of Nos 3 and 4 made this necessary in order to carry on a train service.

(Photo : Late Wilfred Briggs)

RETROSPECT

CAMPBELTOWN & MACHRIHANISH LIGHT RAILWAY, ARGYLL, SCOTLAND
Gauge 2ft 3 ins

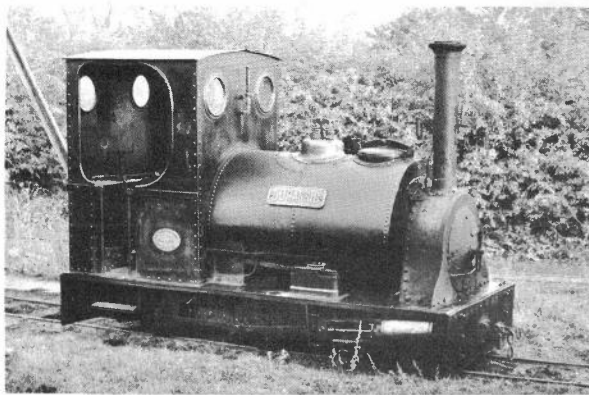


Scottish Narrow Gauge : 0-6-2T ARGYLL (BARCLAY 1049 of 1906) in olive green livery —4th of five locos to work on this remote 6 mile line in the Mull of Kintyre. 20 ton ARGYLL is depicted here at Machrihanish coupled to end-balcony saloon No. 4. Line opened to passengers 17-8-06 and closed in September 1931 (to all traffic in November 1932). ARGYLL was scrapped on site in 1933.

BRITISH NARROW GAUGE LOCOMOTIVE REGISTER

(COMPILED BY THE SOCIETY HON.
RECORDS OFFICER)

PART. 3. PECKETT & SONS LTD., Atlas Locomotive Works, St. George, Bristol, Glos.



No. 1008 ('JURASSIC' Class) One of the three surviving 1ft 11½in gauge 0-6-0ST; Posing at the Southam Works of the Rugby Portland Cement Co, Ltd., in 1956. 'JURASSIC' was rescued for preservation in 1961 and is now operated by the Lincolnshire Coast Light Railway at Humberston, Nr. Cleethorpes.
(Courtesy, Photomatic Ltd.)

The Peckett family entered the locomotive building business in 1880 when they took over the firm of Fox, Walker & Co. who had established the Atlas Locomotive Works in 1864. These works were enlarged by Thomas Peckett until they eventually occupied a total of 14 acres, 5 of which were under cover. Thomas Peckett died in 1890 but his four sons — and later his grandsons — continued with the family business, it becoming a private, limited liability company in February 1914. When the works was closed in October 1961 the Company Chairman was W. T. Peckett and R. F. Peckett a Director.

From the time that Pecketts assumed control, production was centred almost exclusively on small locos for industrial use and the standardisation policy of their predecessors was continued to good advantage. Edwin Walker had gone (in 1881) to The Avonside Engine Co. Ltd, situated nearby, and this resulted in the two companys producing locos with distinct similarities in

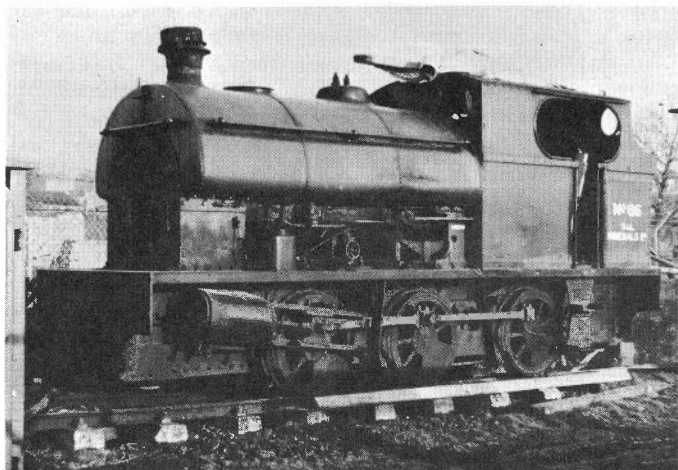
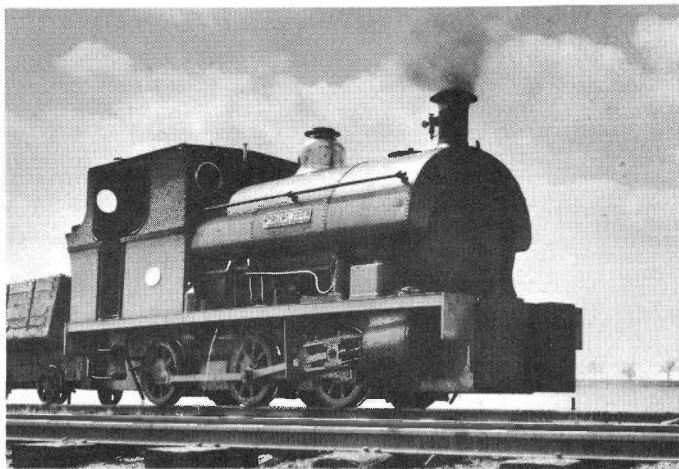
appearance. Saddle tank locos with very neat lines, adorned with polished domes and copper capped chimneys were built in large numbers over very many years. Locos were built in gauges 1ft 6in upwards and supplied to a total of 23 different countries.

All locos built were given class names or numbers, standard types having a letter and number designation while non standard designs were given a name or were classified by their cylinder size. In many cases it was possible to adapt a standard design to meet the requirement and these were referred to as 'Specials'. Variation of gauge did not qualify for classification as 'Special' e.g. the unusually gauged Lee Moor locos being simply 'M4's. However the 'R4' type of which 2029 is designated a 'Special' is, surprisingly, an 0-4-0 design in its standard form !

The twelve surviving examples are of seven different classes and are an interesting and varied selection of locos in size, appearance and age.

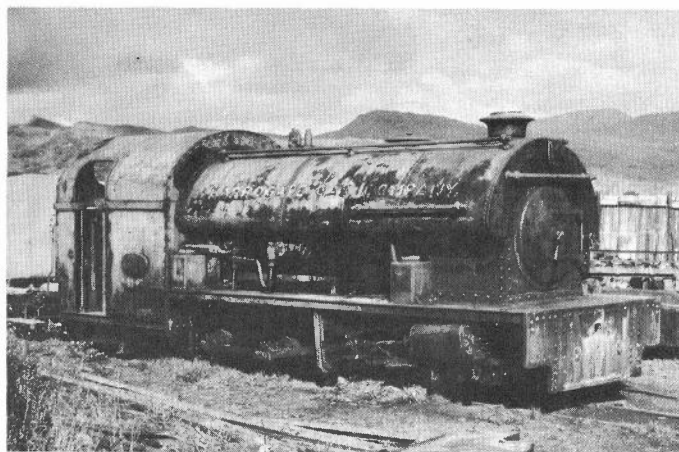
Class	M4	M7	SPL.R4	SPL.9½in	11in	'JURASSIC'	'ALUMINIUM'
Type	0-4-0ST	0-6-0ST	0-6-0ST	0-6-0ST	0-6-0ST	0-6-0ST	0-4-0T
Length	18ft8in	22ft	25ft10in	20ft 1in	22ft2in	12ft6in	11ft8½in
Width	7ft	6ft3in	6ft3in	6ft 3in	6ft3in	5ft3in	5ft1in
Height	10ft4in	9ft11in	9ft9in	7ft 9½in	10ft2in	8ft5in	8ft7in
Weight (Working order)	13½T	24T	—	—	20T	7½T	7T
Wheel Diameter	2ft6in	3ft	3ft0½in	2ft3½in	2ft9in	1ft8in	1ft8in
Wheelbase	5ft	9ft	9ft6in	6ft 5in	10ft	6ft6in	3ft3in
Cylinders	10x14in	10x18in	12x20in	9½x14in	11½x16in	7x10in	7x10in
Traction Effort @ 85% W.P.	6800lbs	6800lbs	—	7810lbs	7750lbs	3332lbs	3332lbs

No. 1316 (11in. Class) Now in the care of Brockham Museum, Dorking, 3ft SCALDWELL is seen here working a train of wooden side tipplers for its previous owners Staveley Minerals Ltd, Scaldwell Ironstone Quarries. (Ivo Peters)



No. 1871 (M7. Class) Another 0-6-0ST from the Ironstone industry – “No. 86” (3ft 3³/₈ in gauge) originated from Stewarts & Lloyds Minerals Ltd, Wellingborough. This 24 ton machine was acquired for preservation and moved to Kettering in 1967. It is still there today, as pictured – awaiting full restoration. (Pete Nicholson)

No. 2050 (Special 9½in. Class) The Festiniog Railway is host to this unique machine formerly of N.E.G.B. Harrogate Gas Works in Yorkshire. Seen here out of use at Boston Lodge, Nr. Porthmadog – we look forward to the day she will be seen running into Blaenau Ffestiniog ! (Ivo Peters)



No.	YEAR	CLASS	GAUGE	OWNER, LOCATION & RUNNING IDENTITY (APRIL 1972)
783	1899	M4	4ft6in	Lee Moor Tramway Pres. Soc., Torycombe, Devon. [LEE MOOR No. 1]
784	1899	M4	4ft6in	The National Trust, Saltram House, Plympton, Devon. [LEE MOOR No.2]
1008	1903	'JURASSIC'	1ft11½in	Lincolnshire Coast Lt. Rly., Humberston, Lincs [JURASSIC]
1026	1904	'ALUMINIUM'	3ft	Shanes Castle Railway, Antrim. [No.1, TYRONE]
1097	1906	'ALUMINIUM'	3ft	City of Belfast Transport Museum, Belfast. [2]
1270	1911	'JURASSIC'	1ft11½in	J. B. Latham, "Channings", Kettlewell Hill, Woking, Surrey. [TRIASSIC]
1316	1913	11in	3ft	Brockham Museum Association, Dorking, Surrey. [SCALDWELL]
1327	1913	'JURASSIC'	1ft11½in	A. J. Hills, Gilfach Ddu, Llanberis, Caerns. [MESOZOIC]
1870	1934	M7	1 Metre	W. K. Plunkett, c/o Yorkshire Dales Railway Society, Embsay Station, Skipton, Yorks. [BANSHEE]
1871	1934	M7	1 Metre	John R. Billowes Ltd, Pytchley Industrial Estate, Kettering, Northants. [No.86]
2029	1942	SPL.R4	1 Metre	R. F. Cann, "The Poplars", Thrapston Road, Finedon, Northants. [No.87]
2050	1944	SPL.9½in	1ft11½in	Festiniog Railway Co. Boston Lodge, Nr. Porthmadog

NOTES : 784 is owned by E.C.L.P. & Co. Ltd. and is on permanent loan to the National Trust. 2050 was regauged from 2ft. by the F.R. Co. in 1957.

FURTHER REFERENCES : N.G. 37/10 & 40/6 ('Jurassic' and 'Aluminium' Classes)

B.L.C.—I.L.I.S. Bulletin No.94

Model Railway News, Feb. 1966 (11in. Class).

ACKNOWLEDGEMENTS TO : Lee Moor T.P.S., S.A. Leleux, I. Peters, K. Plant, W.K. Plunkett & R. West.

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NEXT ISSUE (AUTUMN 1972) PART 4 — HIBBERD ('PLANET') All contributions relating to this builder to the H.R.O. as soon as possible please, (remembering that the series is restricted to existing locos in the British Isles).

A REMINDER . . .

Members are invited to submit material-photos (not necessarily recent but good quality black & white) and/or technical data of locos for inclusion in future parts. Additional and corrective information on published items is also welcomed. The records are being compiled for ALL builders simultaneously-(it is proposed to ultimately publish the cumulative parts in one book suitably brought up to date with information subsequently received and illustrated with further photos and drawings).

EX WORKS...

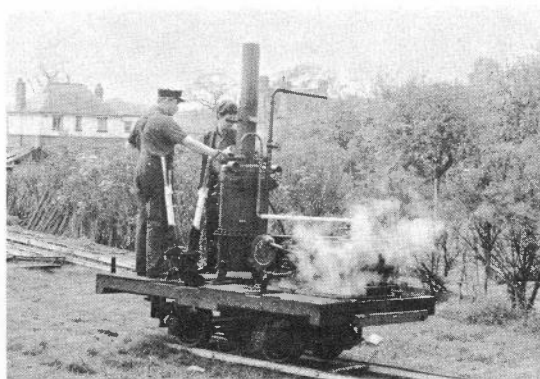
EX WORKS . . . 1970

UMBERSLADE STEAM & RLY

WORKS No.1 2ft Gauge

No.1 in action on the Society A.G.M. visit of 16/5/70. Subsequently was fitted with canopy.) NGN Refs : 56/7, 63/11, 64/9 & 68/16.

(Photo : Pete Nicholson)



JACK MARSHALL, UMERSLADE LIGHT RAILWAY, SPRING LANE, HOCKLEY HEATH, WARKS.

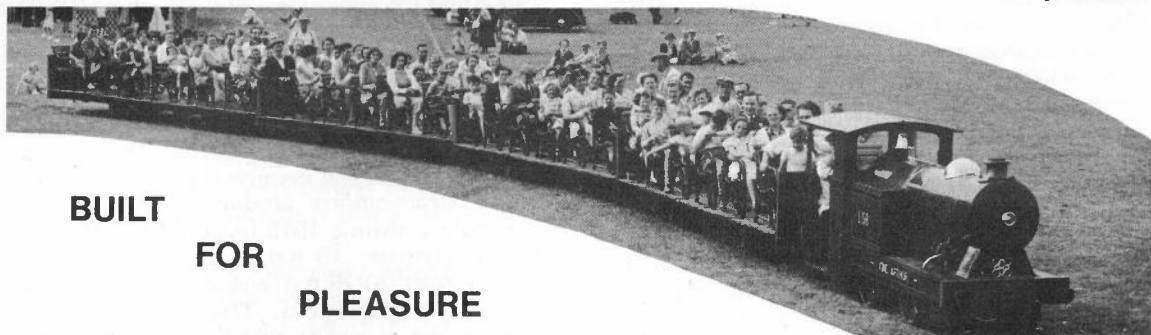
Steam Unit : (Originally compressed air winch engine) Built c1897 by J. H. Wilson, Liverpool; Two 4in. x 8in. cylinders.

Boiler : MERRYWEATHER VALIANT Size 'B' vertical.

Frame : 'Home Built' by J. Marshall.

Running & Brake Gear : Ex Motor Rail Diesel Loco No. 5917 of 1936 (regauged from 1ft. 9in).

Transmission : Originally chain drive to one axle, later to both axles.



BUILT FOR PLEASURE

ABOVE : KING ARTHUR. A Perkins publicity shot depicting No. 2043 just after rebuilding with 25HP Diesel engine. A happy scene on the Lake Side Railway, Wicksteed Park, Kettering.

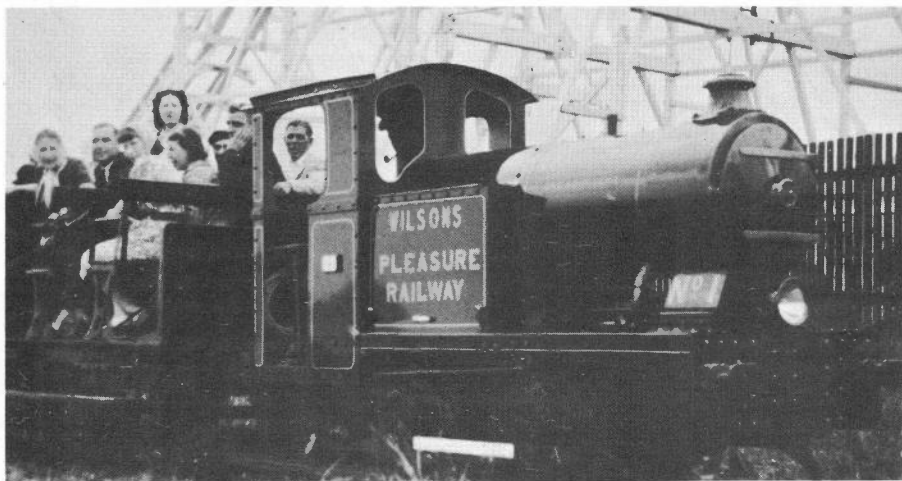
(Courtesy Baguley-Drewry Ltd.)

"It is a steam locomotive. It's one of these modern ones that looks like a diesel". This was the opinion of a badge-bedecked expert after examining the Standard Gauge Baguley at Dinting Railway Centre a few years ago. He had got it completely wrong, of course : it is an old petrol locomotive that looks like a steam locomotive ! But the very fact that he got it wrong gives us a clue to the success of the later Baguley steam-outline locomotives. For these quite realistic machines are completely orthodox and make no mechanical sacrifices for the sake of appearance.

The fact that many early Baguley petrol locomotives possessed this "steam" appearance was quite accidental and resulted from the use of large cylindrical cooling water tanks instead of radiators. In the first design of this type, exemplified by No.646 at Longfield (NGN 26/6; 30/5; 33/4 and 36/4) the resemblance was tenuous but in the later

design, first used in 1919 for the Timber Supplies Dept. it was much stronger. Although these designs were obsolete by the time the steam-outline locomotives appeared they did enable Baguley to produce a realistic outline by modernising the mechanical parts and adding a few dummy boiler mountings. For those who would like to compare the original with the variant, Trentham Park's GOLSPIE is the steam-outline equivalent of No.774 (See NG41/16).

Eleven Baguley steam-outline locomotives were built at Burton-on-Trent between 1928 and 1946 five by Baguley (Engineers) Ltd. and the remainder by their successors E. E. Baguley Ltd. All were of 2ft gauge (with the exception of No.1797 in its original form) and with one possible exception, all survive today; Nine of them still in regular service and one preserved.



No. 3024 The only known picture of DREADNOUGHT working on Wilsons Pleasure Railway, Allhallows-on-Sea, Kent. Now de-named and on Walton-on-the-Naze Pier in Essex. (Note: No Jackshaft)
(Courtesy Baguley-Drewry Ltd.)

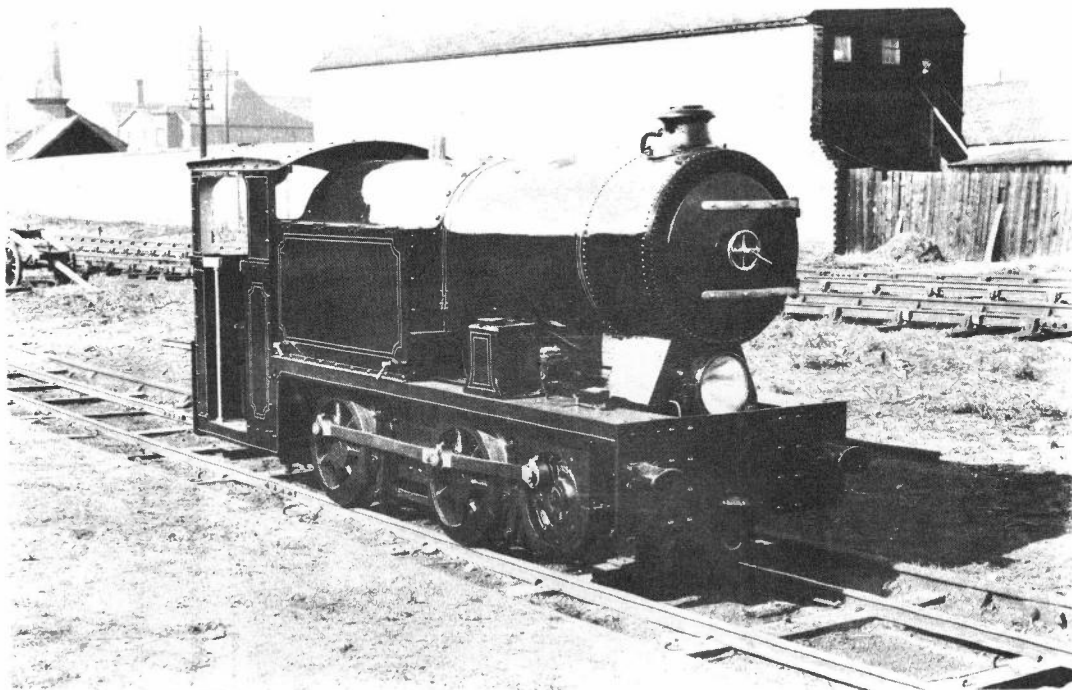
No.1695 The grounds of Lilleshall Abbey in Shropshire were opened to the public at Easter 1928 and one of the new attractions was the 'Lilleshall & Woodland Railway'. (Some references give 'Lilleshall Abbey Woodland Railway'). A locomotive was ordered from Baguley by the Lilleshall agent, J. Brookes of Smethwick. It was first proposed to build a WDLR-type 10h.p. locomotive fitted with a cab and chimney of similar design to those fitted to the smaller steam locomotives, but in response to a request to make it look 'more realistic' (!) the whole profile was lowered, completely spoiling what could have been a very attractive machine. It was also decided to fit a two-cylinder 16 h.p. engine and modern transmission in place of the 10 h.p. unit on the grounds that the locomotive would otherwise be under-powered. This was not a successful move, for the 16 h.p. engine had already proved troublesome in other applications and No.1695 was no exception.

At the end of the 1928 season it was decided to improve the L & W R, and this resulted in another, slightly larger locomotive to take over the regular duties from 1695. The original locomotive still appeared from time to time — and one of its spells of duty coincided with a visit to Lilleshall by a young lad named Boston; it was the first n.g. locomotive he ever saw !

With the outbreak of World War II the gardens closed and the railway was put into store. No.1695 remained in the shed until May 1967 when it was purchased by member the Rev. E. R. Boston and taken to Cadeby Rectory for preservation.

Nos. 1769, 1797, 2042 and 2043. The second Lilleshall locomotive was No.1769. This was much more successful and became the prototype for all future steam-outline products. In this design the more authentic 1919 layout was adopted and the two-cylinder 16 h.p. engine replaced by the four-cylinder 20/25 h.p. engine used in railcar and automobile applications. This was easily the best Baguley petrol engine design with an impressive record of service in many countries. No.1769 proved adequate for all duties at Lilleshall until 1939, when it was put into store. In October 1952 it was sold to Alton Towers for the new railway there.

No.1797 was a 1ft 8in gauge version of 1769 built to the order of Pat Collins Jnr., son of the famous Walsall showman. It is believed that Collins intended to use the locomotive at Colwyn Bay, where he had an amusement park, but in the event the order was cancelled and the locomotive stayed at Burton. It was sold with the effects of Baguley (Engineers) Ltd. in 1931 and eventually passed to E. E. Baguley Ltd., by whom it was rebuilt as their No.2083.



No.2085. A Makers photograph — ex works 1935. 2ft gauge for Trentham Gardens were named GOLSPIE. 0-4-0 Petrol, 40HP.

The last pair of locomotives built to this design were 2042 and 2043 for Wicksteed Park, Kettering and are among the best-known products of Baguley (Engineers) Ltd. It was originally intended to paint them cream with red trimmings but wiser counsels prevailed and they were turned out in a dignified Midland Red, which colour has been maintained ever since. Two, perhaps three, generations of children must have ridden behind them and for many it was undoubtedly their first experience of rail travel!

(2083), 2085 and 3014 Unquestionably the finest line-up of Baguley steam-outline locomotives is that at Trentham Gardens, where the mile-long railway offers plenty of scope for their appreciation. The first, supplied for the opening of the line, is No.1797 rebuilt to 2ft gauge and spuriously numbered 2083. It soon proved to be underpowered for this line, being able to haul only four coaches without the necessity of changing gear to ascend the gradients. Nevertheless it has remained a useful member of the Trentham stud to the present day and is now the only steam-outline Baguley in regular service powered by a petrol engine.

A larger locomotive was therefore required — to haul seven coaches without changing gear (and, equally important, to stop them safely!) To meet these requirements No.2085 was designed. In my opinion GOLSPIE represents the ultimate in steam-outline locomotives, combining the compact, purposeful appearance of a large steam locomotive with the essential simplicity and straightforwardness of a good i.c. locomotive. The resemblance to steam practice is closer than might be imagined at first sight, for not only does the "boiler" contain hot water, but warm air from a radiator under the bonnet is taken through a tube inside the water tank and led out of the chimney. The original engine in GOLSPIE was a 40 h.p. four-cylinder Baguley.

When a third locomotive was ordered for Trentham in 1938 it was clearly the intention to go one better than GOLSPIE. The result was an attractive 0-6-0 locomotive powered by the same 40 h.p. engine. DUNROBIN is therefore the biggest steam-outline Baguley and represented the ultimate in design of the type. It was the last locomotive to be built with a Baguley petrol engine and also the last steam-outline locomotive with jackshaft drive.

Nos.3024, 3232, 3235 and 3236 These four locomotives were ordered by R. J. Lakin of Streatham on behalf of a number of different customers. No.3024 was built in 1939 for Wilson's Pleasure Railway at Allhallows-on-Sea, Kent. It represented a departure from previous practice in

abandoning jackshaft drive and using a proprietary engine. There is little doubt that the coupling and drive rods on the earlier locomotives add greatly to their appeal and that from a purely visual aspect No.3024 and her sisters looked wrong without the jackshaft. The engine was a Ford industrial unit of 24 h.p.. No.3024 can have seen little service on Wilson's line and after the War was sold to the New Walton Pier Co., Walton-on-the-Naze with whom she is still in service.

The remaining three locomotives were ordered in 1946 and were virtually copies of 3024 but with Perkins diesel engines. No.3232 is the only one unaccounted for today, it was recorded at Hope Bank Zoo, Honley, Nr. Huddersfield in 1948 and at Derby in 1951. It was last seen in use on a line at Markeaton Park, Derby being noted there only a year or so back.

The other pair went to Butlins Ltd., (one to Filey the other to Sheerness-on-Sea) and have remained in service with them ever since. No.3236, the Sheerness locomotive, was subsequently transferred to Clacton when the camp there was opened.

NEW WINE IN OLD BOTTLES. Since the War most of the petrol-engined locomotives have been fitted with replacement diesel units usually when their original engines wore out. Apart from this there has been no major alterations to any of the locomotives.

No.1797 alias 2083 was the first one to lose its Baguley engine. This was replaced by a 40 h.p. Meadows petrol engine in 1946 to bring its performance more into line with that of the larger locomotives. In this form it survives today.

The early 1950's saw a number of re-enginings. The Wicksteed Park locomotives were, perhaps predictably, the first to wear out their engines and in 1951 enquiries were made about a new locomotive of similar design to 2042 and 2043 but fitted with a Perkins P4 diesel engine. It is interesting to note that this locomotive, which would have been No.3372, was to have had jackshaft drive. It was decided, however, that the existing locomotives could be fitted with Perkins P3 engines at less expense and with equal effect. No.2043 was duly rebuilt in March 1952 and No.2042 in January 1953. 1952 also saw the Ford engine in No.3024 replaced by a Lister FR2 diesel unit. This change was carried out by the owners whereas all others were done at Burton.

The 40 h.p. Baguley engines proved a little more durable and it was not until 1961 that GOLSPIE and DUNROBIN received diesel engines. Being much heavier locomotives it was felt that they could use more power and the replacement engines were 60 h.p. by Perkins.



No.3014. Outside Baguleys Uxbridge Street Works in pouring rain, 1938. This unique 0-6-0 Petrol machine was the third loco built for the Trentham Gardens line. (Engine covers removed for this Makers photograph of DUNROBIN).

The last 20 h.p. Baguley engine to be replaced was that in No.1769, which had of course spent thirteen years in store. This was taken out in October 1964 and replaced by a Perkins 3.152 diesel engine.

It was usual for Baguley to supply the rolling stock with the locomotive and most of the vehicles hauled by these locomotives are of Baguley design and construction. The early lines, e.g. Lilleshall and Wicksteed Park, were opened using four-wheeled cars, some with Baguley bodies, some supplied as chassis. Most if not all these four-

wheeled chassis survive today. Later vehicles were 18ft long bogie cars, sometimes allocated separate works numbers in the locomotive list (to confuse historians?). Thus loco No.3014 was supplied with cars numbered 3015/6, 3024 with Nos.3025/6, 3232 with Nos.3233/4 and Nos. 3235 and 3236 with Nos. 3237-40. In each case the former number was braked and the latter unbraked. Additional chassis have been supplied from time to time.

Locomotive List :

BAGULEY (ENGINEERS) LTD.

No.	Year	Engine	Owner, Location & Running Identity (April 1972)
1695	1929	16H.P, 2cyl Baguley	Rev. E. R. Boston, Cadeby Light Railway, Cadeby, Leics. [L.A.W.R.]
1769	1930	27HP, 3cyl Perkins 3.152.	Alton Towers Railway, Nr. Leek, Staffs. [ALTONIA]
1797	1930	40HP, 4cyl Meadows 4EL/AV.	Trentham Gardens, Stoke-on-Trent, Staffs. [BRORA] (Rebuilt as No.2083 in 1934. Originally 1ft8in gauge)
2042	1931	25HP, 3cyl Perkins P3T	Wicksteed Park, Lake Side Railway, Kettering, Northants. [LADY OF THE LAKE]
2043	1931	25HP, 3cyl Perkins P3T	Wicksteed Park Lake Side Railway Kettering, Northants. [KING ARTHUR]

E. E. BAGULEY LTD.

2083 — see 1797 in Baguley (Engineers) List

2085 1935 60HP, 4cyl Perkins 4.270

Trentham Gardens, Stoke-on-Trent, Staffs,
[GOLSPIE]

3014 1938 60HP, 4cyl Perkins 4.270

Trentham Gardens, Stoke-on-Trent, Staffs,
[DUNROBIN]

3024 1939 24HP, 2cyl Lister FR2

New Walton Pier Co, Walton-on-the-Naze, Essex.
[No.1 DREADNOUGHT] (Name no longer carried)
(Current location unknown)

3232 1946 34HP, 4cyl Perkins PB4

3235 1946 34HP, 4cyl Perkins PB4

3236 1946 34HP, 4cyl Perkins PB4

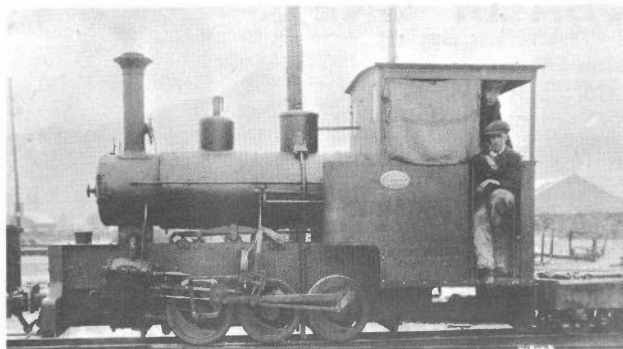
Butlins Ltd, Filey Holiday Camp, Nr. Filey, Yorks.
Butlins Ltd, Clacton Holiday Camp, Essex.

All are 0-4-0 except 3014 which is an 0-6-0 and all now have diesel engines except 1695 and 1797 which have petrol.

LOCO - BIOGRAPHY

HUDSWELL, CLARKE & CO. LTD. No. 1643

ALISTAIR PARSONS



No.1643 in 1936 : on the main level at Penrhyn Slate Quarries. Note : as then un-named; BRONLLWYD plates attached the following year. (Courtesy Real Photographs Co. Ltd.)

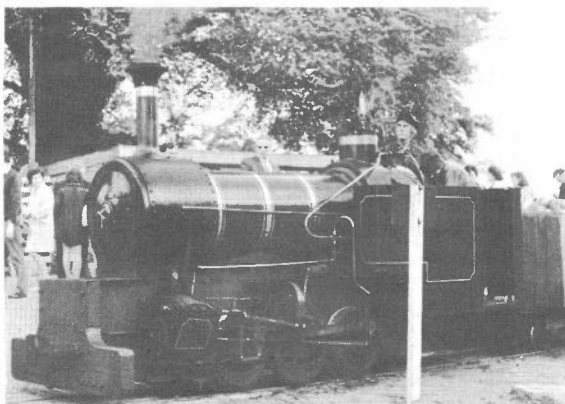
- 1930 Loco built as 0-6-0 Well Tank to 600mm gauge at the Railway Foundry in Jack Lane, Leeds. Ex works 23rd October and sold to Surrey County Council — numbered "CP 39" and used on various contracts over the next three/four years.
- 1934 Advertised for sale — standing at Guildford. Purchased by Lord Penrhyn's Slate Quarries, Bethesda, Caerns. in December for £95.
- 1935 Regauged to 1ft 10 $\frac{3}{4}$ in and minor repairs undertaken including the fabrication and fitting of a cast iron front buffer beam. In March put to work up in the quarries, — on the main level.
- 1937 January saw her back in the workshops for protracted repairs lasting until October 6th, when (now displaying "BRONLLWYD" nameplates) she was returned to the quarries.
- 1943 The first major repairs for six years came in May when the boiler was retubed with steel tubes.
- 1949 Recorded as 'withdrawn from service with defective boiler'.
- 1951 Remained intact until 14th August when cannibalised for her boiler which was taken for the loco "PAMELA" (Hunslet 920).
- 1966 The remains still lay on the scrap road alongside the workshops at Coed-y-Parc, Bethesda. Acquired by Norfolk enthusiast Mr. Alan Bloom in January and subsequently conveyed to Bressingham Hall, nr. Diss.
- 1969 A drastic rebuild ! Given the boiler off "STANHOPE", (another ex Penrhyn machine — Kerr Stuart 2395) and new smoke box fitted.
- 1972 "BRONLLWYD" can be seen today in immaculate condition, resplendent in gleaming red paint and burnished brasswork, and is a regular performer at Bressingham. In rebuilt form No.1643 runs very well — long may she continue to do so !

STATISTICS

Weight in working order : 6T 17cwt
 Tractive Effort : 2880lbs
 Boiler Pressure : 180lbs psi (later 160lbs)
 Cylinders : 6 $\frac{1}{2}$ in x 12in
 Wheelbase : 4ft 2in
 Wheel Diameter : 1ft 11in (Centre pair flangeless)
 Sharpest curve recommended : 35ft radius.

No.1643 in 1970 : at Bressingham. Owner Alan Bloom at the controls of the rebuilt loco.

(Rich Leithead)



THE SMALL COMPANIES

A SERIES DEVOTED TO THE 'PRESERVATION MOVEMENT'

THE STRADBALLY LINE

1966-72. (Irish Steam Preservation Society – Railway Division) by Clifton Flewitt.

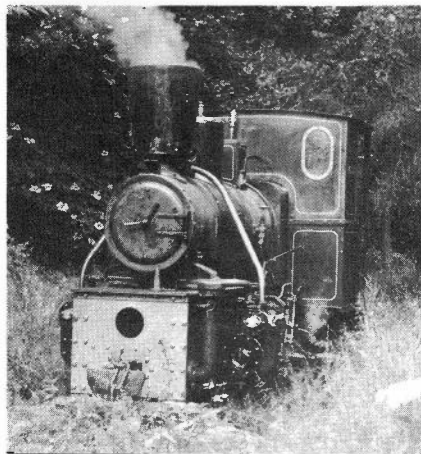
Situation : Stradbally, Co. Laois, Eire, (8 miles from Athy; 6 miles from Portlaoise) Gauge : 3ft

Stradbally IS served by public transport – this consisting of three buses each way each week ! (on the Dublin) – Kilkenny route.) Prior to the coming of the 'Steam Centre', the town was very little known. Now there is the annual National Traction Engine Rally promoted by the Irish Steam Preservation Society and in addition, the Irish Steam and Early Transport Museum has been established in the town. The Rally is staged in the grounds of Stradbally Hall, by kind permission of the Cosby family, and the Railway is located in the same estate. There was no railway on the site before, so we had to break virgin woodland before starting operations.

We started in a small way in 1966, when the I.S.P.S. acquired Guinness loco No.15, a 1ft 10in gauge machine built by William Spence of Dublin. The first year, we placed this loco on static display at the Annual Rally, propped upon blocks and in steam 'just turning over' but for the following year's Rally some rail was obtained from Guinness's together with the coaches of the 'Guinness Visitor's Train' and No.15 was set to work up and down giving rides to the children. An appeal to CIE resulted in a ¼ mile of 85lb. bull-head rail on permanent loan, together with sleepers and chairs, etc. Some of this was laid as an extension of the Guinness tram-rail, but the results were far from happy. No.15 has narrow, tramway-profile tyres with very shallow flanges and when returning from its very first sortie up the bull-head track, became badly derailed. It was evident that this was a most serious problem and in addition, its brakes (steam only) were somewhat treacherous AND the loco was considered dangerously top-heavy for sleeper track.

Towards the end of 1968, it became known that Bord na Mona were at last prepared to dispose of their three stored 3ft. gauge steam locos from the Clonsast system, where they had had a brief career (1949/50) drawing turf from the bog to Portarlinton Power Station. The ISPS tendered successfully for Barclay 2264 of 1949 (BnM No.2) and this was delivered to Stradbally in early March 1969.

Meanwhile, the Guinness loco had been removed from the site to the Society's Museum. This in itself was quite an adventure, for the loco has no brakes when out of steam, and to move such a



Spring 1970 : No.2 (Barclay 2264) "shunting in the jungle".
(A. G. Walsh)

machine on to a low-loader was just a little dangerous. We survived, – and learned a few useful tricks in the process. More important still, we learned just a little more about the local personalities !

Mention of personalities raises fond memories of the late Col. C. S. Kidd, first President of the ISPS, who until his sudden and untimely death in January 1970, was the rarely disputed "King of Steam" in Ireland. He was a big man in every way, tall in stature, mighty in girth and irrepressible in his pursuit of steam in all its forms and uses. He had the ability to charm birds off the trees and to coax hesitant owners to part with their machines at small cost, not for his own gain, but to stock a comprehensive museum for posterity in Ireland.

The delivery of No.2264 was a memorable occasion. It was a cold, dry day and to provide an extra spectacle for the Press, the Colonel turned up on his Foster Traction Engine. This was a blessing, for the low-loader could not enter the site unaided. It had to be double-headed by the Traction Engine, and its winch was used with good effect to complete the manoeuvres until eventually the loco was safe on the first few lengths of 3ft. gauge track.

With this arrival our work really began in earnest. With CIE's co-operation the bull-head rail was disposed of for scrap and an equivalent length of 74lb. flat-bottomed rail was purchased from CIE with the proceeds, together with 5 sets of points. About 300 yards of this were laid from the loco shed to a point in the woods at which

local enthusiasm for track-laying faded out. In retrospect, this was not surprising, for much of their energy had been exhausted with the previous bull-head antics. That stuff is not for amateur laying and the lifting of it after a short time was another source of frustration. The initial 300 yard stretch therefore had to suffice for both the 1969 and 1970 Rallies, and this did enable us to operate No.2264 and prove that we were genuinely dedicated to the cause. This, in our case, had required many virtues, including the desire to work for long hours in the open and suffer all the indignation weather and winged pests could inflict. To be fair, it must be said that the Stradbally weather has usually been kind when we were there and Mrs. Dunne's lunches and teas are more than a fringe benefit. No.2264 is an adaption of Barclay's standard class "E" light tank loco — the main departure from the standard design being the use of piston rather than slide valves. An 0-4-0 well tank with 2ft. diameter driving wheels and cylinders 8½in x 12in, she weighs 9 tons 1 cwt. empty, and 10 tons 15 cwt. in running order.



August 1969 : "Rough and ready" track as first laid. Platelayers from C.I.E. have since smoothed the curve and levelled out the humps. The tree on the left of the track was felled in July 1971.
(A. G. Walsh)

The origins of this loco are shrouded in mystery, for nobody seems to know why it, or its 2 sisters, were ever ordered. It was not at all suitable for its duties, for its haulage capacity — 240 tons on level track — overwhelmed the capacity of the Power Station fuel intake system. This led to long periods standing around waiting for the wagons to be unloaded, and in practice the less powerful 40DL Ruston Diesels were more in keeping with the job. Being much lighter, they could also penetrate the lightest-laid temporary track alongside the cutting faces which was 'out of bounds' to the steam locos. Then there was the question of their burning turf and another mystery about the design — they were fitted with coal-burning fire boxes, and in her new home she burns coal and steams very well on it. Turf is quite a satisfactory fuel IF sufficient can be kept burning all at once, but it is very light and produces vast quantities of ash. This can conceal smouldering fragments for very long periods, and so is a great fire hazard. Spark arrester chimneys, something like mis-shapen dustbins, were fitted and topped with a wire mesh in an effort to prevent the fire being showered through the chimney. Whatever success these might have had, the ash-pans were quite inadequate for turf-burning and frequent fires were caused by their overflowing. In any peat bog, fire is a constant and major hazard, and so the steam locos were little more than a menace.

On delivery, we found this loco to be in good mechanical condition, and have not undertaken any major modifications to the loco as yet. It was originally fitted with battery operated electric lights, but these fittings were soon removed and traditional oil lamps substituted ! We have also tried various whistles; these include one from a GWR pannier tank, and latterly a triple chime similar to a B.R. "Britannia" Class. We are also in the process of replacing the chimney with a conventional one (to a Barclay design). This will have a copper top ring and it should improve the loco's appearance greatly, to say nothing of the improvements to its steaming capabilities.

Priority is now being given to the restoration of rail-car No.C39 (Wickham 6861), this being acquired in 1971 from the Timahoe works of Bord na Mona. These tiny units are known on Bord na Mona as "Foremen's Buggies" — and came in succession to pedal propelled quadricycles. In their turn, most of these Wickhams have been superseded on these duties by conventional 'scrambler' motorcycles. The original engines were JAP 600cc. single cylinder 4-stroke petrol. — unfortunately, in our case, this unit is a total write-off. However we have found a replacement, but its internal condition is as yet unknown. As

our line is now too long for hand propulsion of loads of materials, early restoration of our railcar is essential. While steam working has many attractions, it is an expensive and time consuming luxury when used for construction work. We are also anxious to add to stock a serviceable 3ft. gauge diesel loco, when one can be found.

The I.S.P.S. are also custodians of "No.5", formerly a CIE 5ft 3in gauge petrol Inspection Car (Baguley-Drewry 1495). It was one of our earlier acquisitions and we have thoughts of its conversion to 3ft. gauge in the distant future (however its massive construction will not lend itself to this treatment easily). In the meantime, it has served us very well as a store/booking office/souvenir stall. Its shabby appearance — which is now receiving overdue attention — has belied its general sound body condition.

Up to the present, our quest for passenger rolling stock has not been crowned with much success, and we have been dependent upon the goodwill of Bord na Mona who have loaned us

either their bogie toastrack from Clonsast or, more recently, the two four-wheelers from Coolnamona. While we greatly appreciate this kind assistance, we are nevertheless severely handicapped through not having our own coaches. So far this has prevented us from operating a proper service, apart from the Annual Rally days (and also in April 1971 for a Special Enthusiast's Visit). If we had our own coaches, we could operate regularly and so raise more funds. In an effort to construct a coach, we obtained two bogie turf wagons from the Irish Peat Development Co. at Annaghmore, Co. Armagh, but unfortunately, their wheels were found to have too narrow a tread to run safely through our former main line points, and so this idea requires re-thinking. (It also appears that they are NOT 3ft. gauge as expected, but 900mm. gauge!) Bord na Mona are unable to sell us any suitable vehicles as they are still expanding their railways and are themselves short of rolling stock for their own purposes. However, they have kindly donated four ancient bogie bolsters and a useful 4-wheel flat.



Summer 1970 : "Awaiting rescue" — Railcar C.39 (Wickham 6861) as 'put out to grass' at Timahoe by Bord na Mona (Robin Pearman)

LOCOMOTIVE & RAIL-CAR LIST (AS AT APRIL 1972)

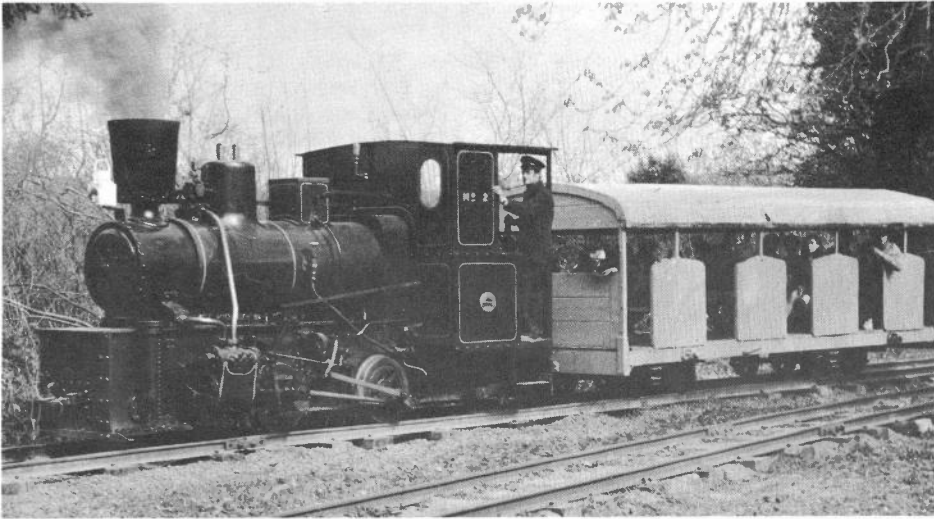
(Compiled N.G.R.S. — H.R.O.)

- No.2. Barclay 2264. Built 1949 0-4-0 Well tank. An adaption of the 'E' class
Ex Bord na Mona, Clonsast, Co. Offaly, March 1969.
- C39. Wickham 6861. 4 wheel petrol rail-car. Single cylinder J.A.P. engine
Ex Bord na Mona, Timahoe, Co. Kildare, 1971.
- No.5. Baguley-Drewry 1495. Built 1927 4-wheel petrol inspection car.
Ex C.I.E. No.5.5ft 3in gauge. Acquired for conversion to 3ft gauge.

MUSEUM EXHIBITS :

0-6-0 Built Thos Kennan & Son, Dublin 1855. 1ft 9in gauge. Scale model of a G.W.R. 7ft gauge loco. On loan from Trinity College, Engineering Dept, Dublin.

0-4-0 Built Spence 1912. 1ft 10in gauge. Geoghegan design for use with 5ft 3in 'gauge converter bogie'. Ex Arthur Guinness, Son & Co. (Dublin) Ltd, St. James's Gate Brewery, Dublin. Numbered "15", originally "22".



April 1971 : "Exploring the new loop" – only finished the day before ! 0-4-0WT No.2 – Barclay 2264 – (the second turf burner supplied to Bord na Mona in 1949) and the bogie toastrack coach on loan to the I.S.P.S. from BnM Clonsast. (A. G. Walsh)

In the field of track-laying, our fortunes have taken a turn for the better. Having been stuck at our 1969 railhead for two successive seasons, opinions differed widely over the ways and means open to us to extend and improve the line. Fate intervened when we were introduced to the Chief Permanent Way inspector of CIE. All we asked for was his opinion on the safety of the existing line and on the best method of extending it. In the event he not only told us HOW the work could be done, but offered to find volunteer CIE plate-layers to do most of the work for us – under his personal supervision ! This is a luxury which I am sure very few comparable groups have been able to enjoy. The improvements and ballasting of the existing line, and the laying of a new run-round loop were thus undertaken very professionally. More recently, the line has been pushed onwards a further 100 yards, using up in the process most of the GS&WR 74lb. rail. The next task will be to lay some 150 yards of 55lb, ex-West Donegal Railway track, which was acquired from a contractor, and we furthermore propose a siding alongside the loco shed.

These tasks will exhaust our present rail stocks, except for three sets of points which we intend to keep in reserve for future developments. Our plans are for a line shaped like a tennis racquet – the length of the track will be about $\frac{3}{4}$ mile, but the total proposed will give a potential non-stop run of some $1\frac{1}{4}$ miles.

We also have hidden away, the timber booking office from Killester Halt in Dublin, – partially dismantled. We hope this can one day be re-

assembled to something like its original appearance, and used accordingly.

The number of passengers carried has reached 2,300 on a dry Sunday with the prospect of our being able to attract an even bigger crowd if the train had a larger capacity. We intend to organise regular "Open Days" as soon as the carriage problem is solved.

Like all such projects, the pace of future progress will be largely dictated by the availability of finance for capital expenditure and the unending support of volunteer labour. If any reader is able to contribute equipment towards improvements on the line this will be most welcome.

Finally, may I add that we are proud to be a Group Member of the Narrow Gauge Railway Society and a Full Member of the Association of Railway Preservation Societies.

If YOU are interested in paying us a visit, you will be made very welcome. The 1972 Rally will be held on 5th, 6th & 7th August and at the time of writing this will be the only definite passenger operation this year.

The loco will be steamed on other odd occasions and prospective visitors are invited to **write beforehand** to Mr. A.G. WALSH at 19 Silverwood Road, DUBLIN 14, for further details.

[Tickets issued are ordinary plain roll type printed by 'Ivy'. Two different – Adult (grey) at 10p and Child (red) 5p.]

NB : * **Map of Area** – see supplementary drawing sheet with this issue.

[NGN Refs : 58/8, 64/10, 67/9, 69/11, 70/19, 75/12]

THE NARROW LINES OF INDUSTRY



No.57 (Clayton 5590/F) – one of the Battery locos, emerging from the tunnel with six skips of spoil at 'Contract 120' on the bank of Loch Ness, 10/6/71. (Pete Nicholson)

THE FOYERS PROJECT

PETE NICHOLSON

Foyers is situated about mid-way along the south east bank of Loch Ness, Inverness-shire, 20 miles south west of Inverness. It is a name long associated with narrow gauge railways due to the former presence of the British Aluminium Company's factory. From the earliest days much N.G. activity has been witnessed as the contractors had used railways in the construction of the British Aluminium plant. This incorporated what was one of the first hydro-electric projects in Britain, brought into operation in 1895 to serve the power requirements of the factory. This factory was closed down in 1967 and the last loco on site, an 1899 0-4-0T Barclay – No.840, was then despatched to the Scottish Railway Preservation Society's centre at Falkirk in Stirlingshire.

Only a couple of years passed before Foyers was to become the scene of N.G. activity again, this time with several railways in the area, and

certainly being more intensively operated than any line hitherto. These are being used in the construction of the Foyers Pumped Storage Hydro-Electric Project for the North of Scotland Hydro-Electric Board.

In 1967 the N.S.H.B. decided to utilise Loch Ness and Loch Mhor as the lower and upper storage reservoirs for hydro-electric power generation combined with pumped storage. Two vertical, reversible pump, turbine generators, each rated for an output of 150 MW would be installed (compared with the 3.5 MW of the B.A.C. Power Station), and a new power station would be situated on the bank of Loch Ness. Power is thus created by water flowing from the upper to lower reservoir, which is pumped back to the upper reservoir when power requirements are at a minimum.

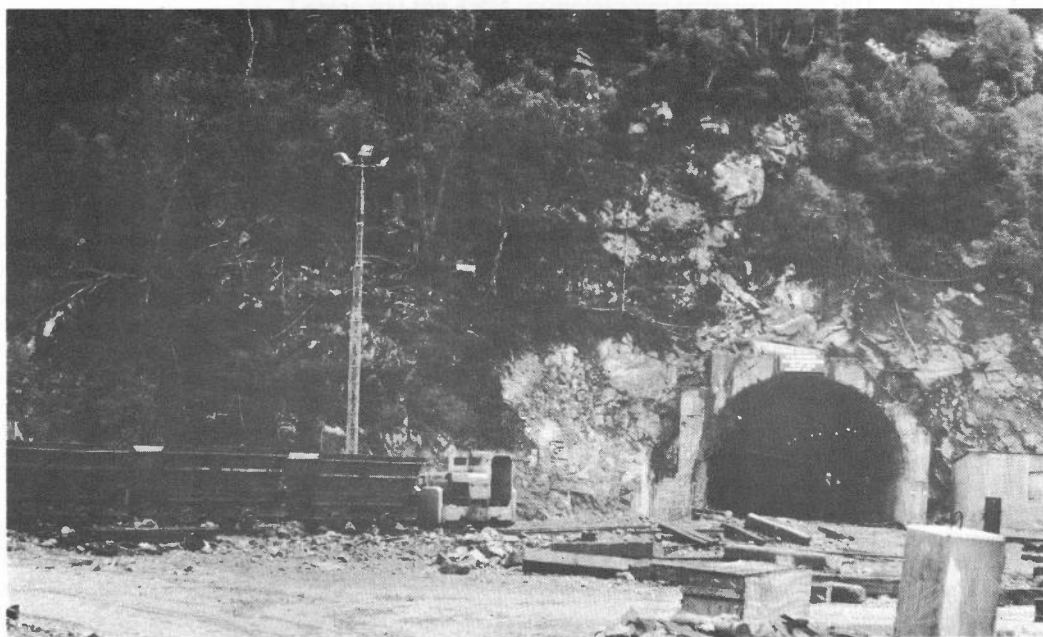
The present scheme was started in Autumn 1969 and is scheduled for completion during 1973, the Power Station coming on to 'full load' by Spring 1974. The cost of the project will be £11 million of which £8 million is on the civil engineering works. It is the latter which is involving very extensive use of rail transport to remove the vast quantities of spoil excavated from the 2½ miles of horizontal tunnels and vertical shafts connecting the two lochs. Water from Loch Mhor will descend a drop shaft 113 ft deep, pass through a low pressure tunnel approx. 9,500 ft in length to a vertical surge shaft which is 125 ft deep. Above this is a 60ft diameter surge chamber which acts as a 'safety valve' so that the undesirable hydrostatic pressures do not build up when the flow of water is shut off. From the base of the surge shaft a high pressure system leads to the Power Station, approx. 1,400 ft away, the final section being divided into two steel lined tunnels to feed the two turbines. The water is then discharged into Loch Ness via further short tunnels.

The contract for driving the low-pressure tunnel was originally awarded to Duncan Logan (Construction) Ltd. but they had only completed 500 ft before going into liquidation in May 1970. This work then passed to Edmund Nuttall, Sons & Co.

(London) Ltd. who were already the contractors for the high-pressure tunnels.

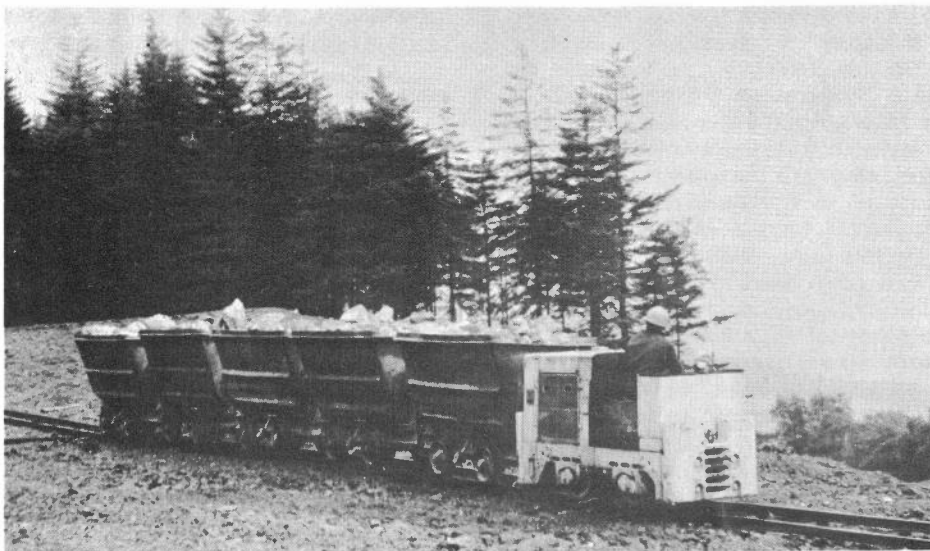
In Summer 1971 there were four sites where trains came into the open for the tipping of spoil, or 'muck'. A 2ft gauge line was in operation on the high-pressure section, 'Contract 120,' where the track emerged from the tunnel and ran for a few hundred feet, curving through 90 deg. to run parallel with the edge of Loch Ness. Spoil was tipped directly into the Loch, the track being re-aligned as necessary. The recently tipped spoil does not provide a firm trackbed with the result that on at least one occasion it has subsided under the weight of a train. On that occasion the loco, a Clayton 4 wheel battery electric, Nuttalls "No. 52", was itself tipped into the drink. The loss of the loco was considered to be far less important than the delay in construction work which would be created by its recovery; it was therefore abandoned — the rest of the muck being tipped on top of it!

This line has been operated exclusively with 4 ton Claytons, all of order/works No.5590. — they can be individually identified by the Contractor's plant number carried on a small plate in the driver's footplate-well. Trains are made up of five or six 'U' skips; loaded wagons being hauled out — empties being pushed back to the working face within.



Picturesque Gleann Liath (or' Contract 121A') where 72HP Motor Rail 60.S.393 BETTY is to be seen shuttling large (3ft gauge) skips at high speed from the tunnel mouth to a nearby tipping dock. (The tunnel itself is operated by Battery locos — a change of motive power taking place just inside the adit.)

(Pete Nicholson)



"Push and Pull amongst the pine trees". Ruston LBT Diesel No.7002/0467/2 propelling rock spoil to the hillside tip at 'Contract 119A'. (Pete Nicholson)

The next site up is 'Contract 119A,' a 300ft long upper access adit driven into the hillside to enable work to be undertaken on the surge chamber. This was being operated with a Ruston 4 wheel diesel, the only such loco on the job. In white livery and cabless it is of the LBT class, No.7002/0467/2 built 1967. This had arrived at the site on 9th June, 1971, the day prior to my visit, but was already hard at work propelling five loaded skips along the two foot to the spoil tip.

The greatest activity is in Gleann Liath, 'Contract 121A', where the low-pressure tunnel breaks into the open on either side of the Glen. The two portions of the tunnel will ultimately be joined by a pipeline on the surface but currently provides a handy exit for spoil trains. On one side a 2ft gauge line is operated with a solitary Wingrove hauling a four-skip train which empties its contents just outside the tunnel mouth, and this is cleared away by an excavator. A second identical loco stands by as 'spare'.

On the other side of the Glen is the 3ft gauge line, the operation of which is the most interesting on the Project. Spoil trains are hauled from the working face by battery locos which never actually emerge from the tunnel as they stop and uncouple just inside. (This tunnel has double track with run-round facilities near the entrance.) The trains are then propelled from here to the tipping dock, several hundred yards away — on an inclined track, by a 72HP Motor Rail (Simplex) 4 wheel diesel. This loco, No. 60-S-393 was ordered specially for this job and is cab fitted, in yellow livery with the name "BETTY" on the bonnet side. The spoil,

once tipped, is shovelled into lorries for conveyance down the hillside to Loch Ness. With three Wingroves and one Greenbat shuttling from the working face to the exit, the 'Simplex' is kept extremely busy, the returning empties entering the tunnel at alarming speeds — and derailments are not unknown !

The loco maintenance facilities and the battery charging station are situated in the Glen on the opposite side of the tunnels to the tipping dock. A couple of battery locos were here as standbys with a third dismantled. The standby diesel, also here, was a very rare 'U' series Motor Rail, No.110.U.083.

With the very latest tunnelling equipment in use, work has progressed at an average of 100ft a week through the granite. Work is, of course, in progress 24 hours a day with two 12 hour shifts, and by December 1971 the main tunnel system was virtually complete. Further tunnels are now being constructed to divert the Rivers E and Fechlin to provide additional water to Loch Mhor.

This major project has resulted in some very interesting rail systems, intensively operated, — and in attractive scenery. It is very pleasing to see such a modern scheme relying on narrow gauge railways for its execution !

Acknowledgements are due to Andrew Wilson for providing the technical data relating to the construction work. [NGN Ref : 67/17]

NB : * **Map of Project** — see supplementary drawing sheet with this issue.

Locomotives on site at 10th June 1971

Battery electric locos :

CLAYTON. 4Ton Type. Plant Nos. "55", "56", "57", "EN58" and "60". 2ft gauge. These are some of a batch of 9 locos purchased for the Ely-Ouse, Essex Water Scheme NGN65/18) and are numbered 5590/A to 5590/I, although suffix letters are not carried on the plates. "52" is now 'permanently on site' being the loco which was lost in Loch Ness.

GREENWOOD & BATLEY. 420245/1 1970
420245/2 1970
Purchased new for this contract. 3ft gauge.

WINGROVE & ROGERS. W527 Type

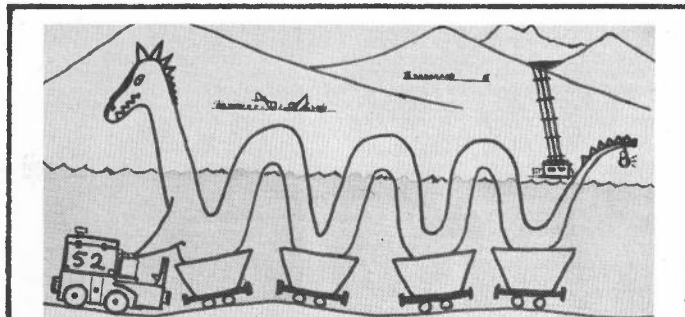
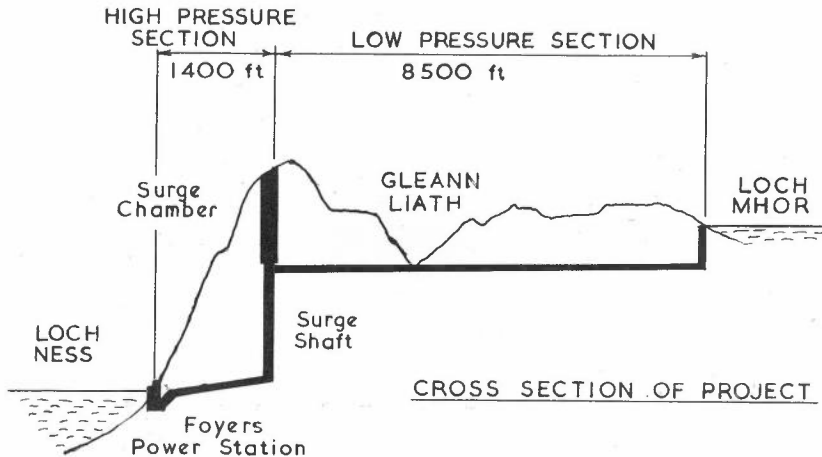
D6892	1964	"45"	3ft gauge
D6893	1964	"6"	3ft gauge
D6894	1964	"3"	3ft gauge
D6895	1964	"2"	3ft gauge
D6896	1964	—	2ft gauge
D6897	1964	"50""8"	2ft gauge
D6898	1964	"7"	3ft gauge

Used on various contracts in the past. All originally 2ft gauge.

Diesel locos :

MOTOR RAIL 72 H.P. 60.S.393 1970 "BETTY" 3ft gauge. New for this contract.
110.U.083 1970 "3" 3ft gauge. Hydrokinetic transmission. One of four such locos purchased for the Mersey Tunnel II construction. Regauged from 2ft.

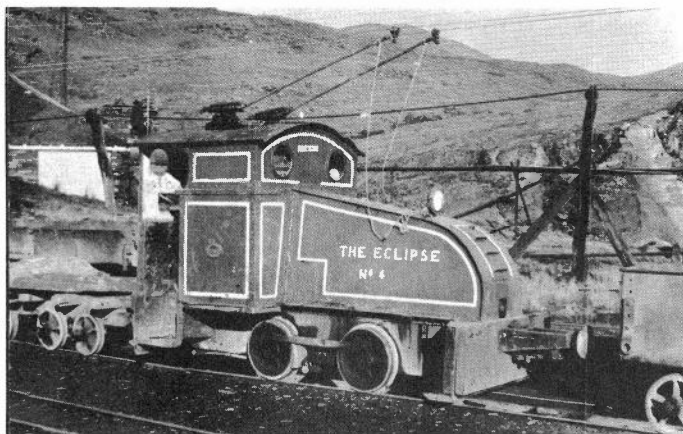
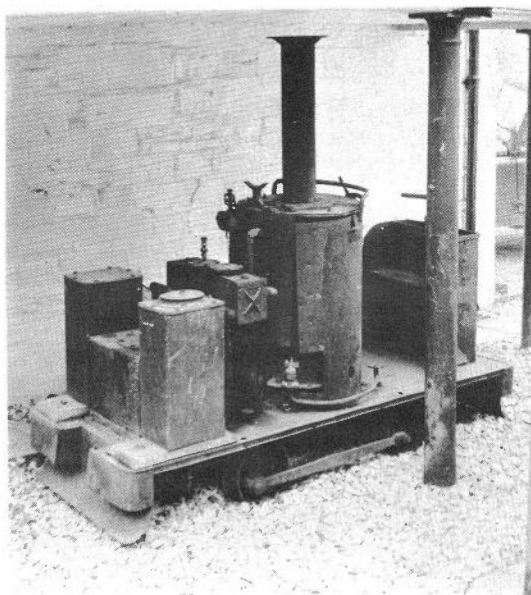
RUSTON & HORNSBY. LBT Type
7002/0467/2 1967 2ft gauge.



IN THE NEWS

REDSTONE was built in 1905 for a garden railway at the home of the Darbishes of Penmaenmawr, (Darbishes Ltd, later part of Penmaenmawr and Welsh Granite). It ran there on about 200 yards of 1ft 11½in gauge track. In 1925 Mr.C.S. Darbshire had the loco taken to his home, "Plas-yr-Eifl" at Trevor and stored it in an outhouse where it remained for the next 46 years !

Following Mr. Darbshire's death last winter, the loco was acquired by member Tony Hills and moved to "Glan-y-Bala", Llanberis — the guest house advertised on page 40 of this issue — and she is pictured there 3/4/72 by Pete Nicholson. Restoration to working order is proposed in the VERY near future. [NGN 61/9 & 76/6]

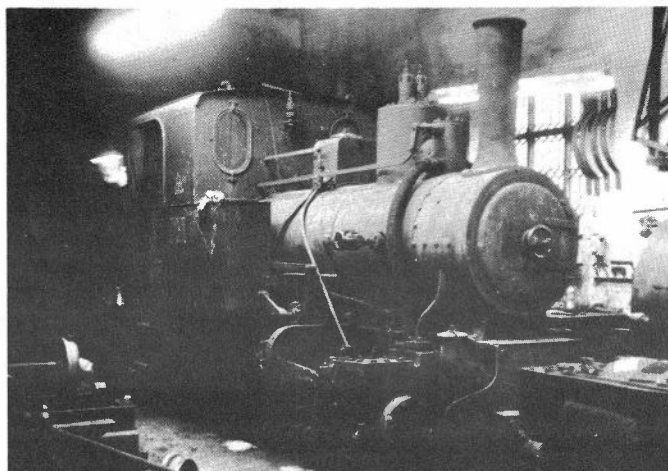


A near unique scene in the British Isles today — overhead wire electrification on the N.G. No.4, *THE ECLIPSE* a 1927 conversion of an 0-4-0ST steam loco (BAGNALL 1568 of 1899) still sees regular service at J.W. GREAVES & SONS LTD., Llechwedd Slate Mines, Blaenau Ffestiniog, Merioneth. (Note double flanged wheels on wagonry.)

(Pete Nicholson)

Latest addition to the stud of the Llanberis Lake Railway is of outstanding interest as this recent import represents the sole example of Arn. Jung Steam Motive Power in the British Isles. No.7509 of 1937 is depicted here in the gloom of the Gilfach Ddu workshops on 2/4/72.(NGN 75/11)

(Pete Nicholson)





"Diesel in the sea !"

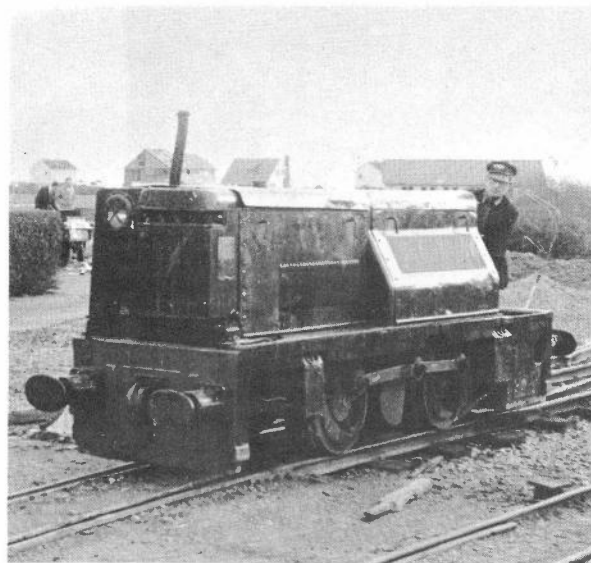
A.R.C., Penlee Quarry, Newlyn, Penzance, Cornwall. A somewhat amusing incident occurred here on 7/2/72 when 2ft Ruston 200748 (33/40HP) left the rails on the South Pier and plunged about 20ft into the harbour. The driver jumped clear and was unhurt while the wagons remained on the track. A crane later lifted the loco back onto the quayside. This machine has subsequently been re-engined and is now running again. (NGN 56/14)

(Peter Dale)

"Diesel in the air !"

C. & F. Construction Co. Ltd, Wakefield, Yorks. Member Pete Briddon's 20HP Hudson-Hunslet No.1974 (1939) photographed 'during lift off' from Wakefield 19/2/72 en route to the Wey Valley Light Railway, Farnham (NGI. 60/18 and page 36 of this issue). [NGN 76/7].

(Pete Briddon)



"Diesel in captivity !"

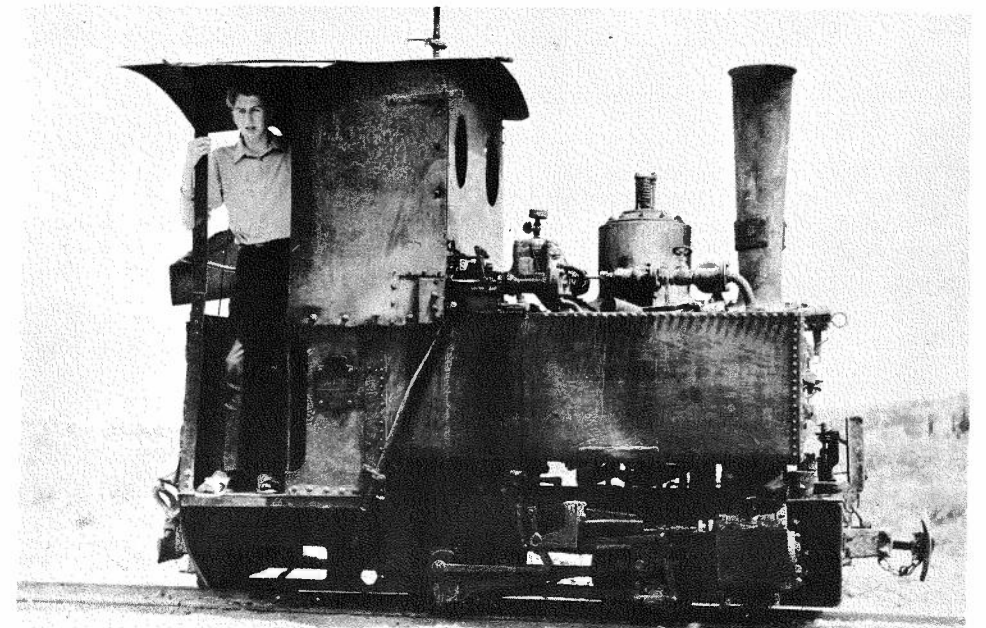
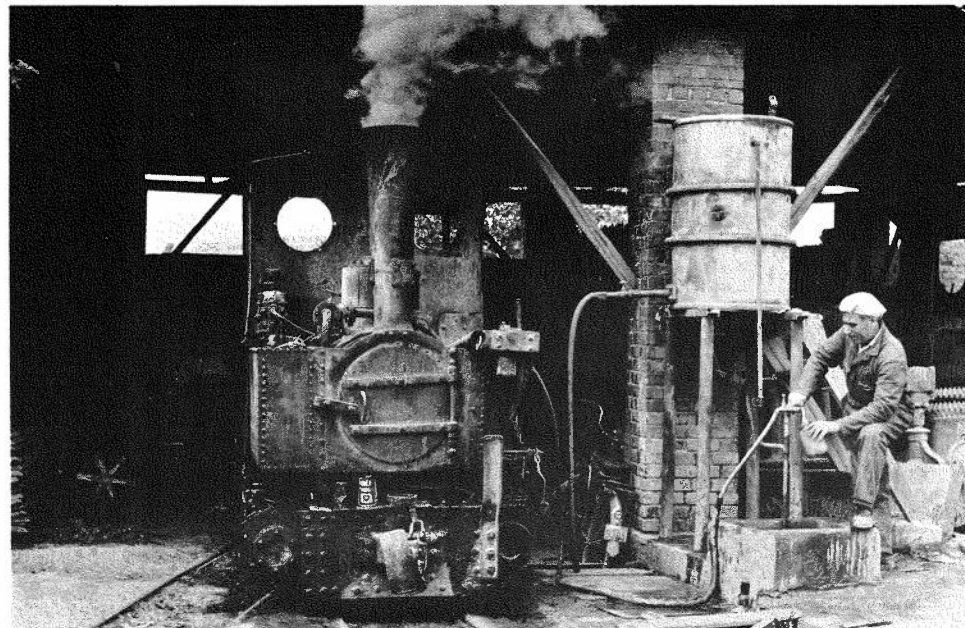
Tallylyn Railway. The T.R.'s latest acquisition was put to work during 1971 : Hunslet 65h.p. 'Mines type' 0-4-0 Diesel No. 4136 of 1950, seen here shunting Towyn Wharf in April 1972. No. 4136 was purchased from O'Sullivan Bros. Ltd. Manchester, previously having served at N.C.B., Huncoat Colliery in Lancashire. Full restoration (with new cab) will be undertaken in due course and she will be designated "T.R. No. 9". (NGN 69/8)

(Pete Nicholson)

NARROW GAUGE PICTORIAL

*DELIGHTFUL
DIMINUTIVE
DECAUVILLE — Northern Greece*

*This little French built 0-4-OT ran between the
Brickworks and Claypits of Volos until 1970.
We feature Decauville 509 in May 1968:
1) Train running through the streets of Volos.
2) Engine on shed watering up, and 3) At the
Claypit, with our photographer Alan Bowler on
the footplate!*



NARROW GAUGE International



JAPANESE STATE RAILWAYS Pacific C57-127 at Saga, December 1970.

Greece

VOLOS BRICKWORKS — the story behind our front cover and centre page spread.

by . . . Ron Cox.

(Visited May 1968, June 1970 and November 1971. All photographs were taken on the May 1968 visit).

The Brickworks is situated $\frac{1}{4}$ mile from the C.E.H. station at Volos. Loco stock during our visits consisted of :—

Decauville 509 1912 0-4-0T (Working)
Orenstein & Koppel 2261 1912 0-4-0WT (Derelict)

Gauge is 600mm (1ft 11 $\frac{1}{2}$ in)

The line was reported closed in the January 1968 edition of 'European Railways' and it was therefore a very pleasant surprise to find it working !

Description of line

Starting under the brick kilns at the Volos works the line passed **through** the main workshops and out of the workshops gate into the street, immediately the line passes over a river bed by means of a modern concrete bridge, then on down the middle of the street until it crosses the main Volos to Mikrothivia road. It then runs down the side of a secondary road and after $\frac{1}{4}$ mile passed a gipsy encampment and ran down into the fields. After a mile run thro' the fields, it crosses two further rivers once again on virtually new concrete bridges. Arriving at the clay beds the line split into **five** different sidings, these clay beds were completely hand worked ! The line was, as far

as we could see 100% Decauville material, certainly all the rolling stock (skips) were all Decauville, (except a couple of home-built flat trolleys).

Method of working

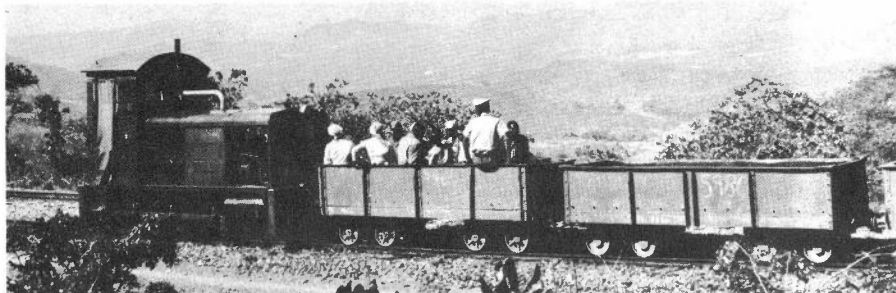
Departing the main works, the first train of the day must have been quite impressive, taking a **double** train of empties (usually 20 skips) down to the clay beds, the last vehicle of the train being a flat trolley on which were heaped the picks and shovels. On reaching the clay beds the train was split into two and shunted into the working roads. Usually the train was manhandled along most of the length of these sidings owing to the extremely light rail. At Mid-day the first half of the train is worked back to the brick kilns. On reaching the works the loco is coaled watered and has its fire cleaned, — after this everyone has a kip ! Approx. 14.00 hrs. the loco runs light back to the clay beds festooned with eight or nine diggers (Human type).

Tub filling takes the whole afternoon and then at 17.00-17.30 hrs the train is marshalled and runs back to the works, the loco being bedded down for the night within the workshops.

Rhodesia

A BRITISH INDUSTRIAL DISCOVERED AT SELUKWE IN 1966 (SELUKWE-PEAK LIGHT RAILWAY/Rhodesia Chrome Mines Ltd).

Frank Jux

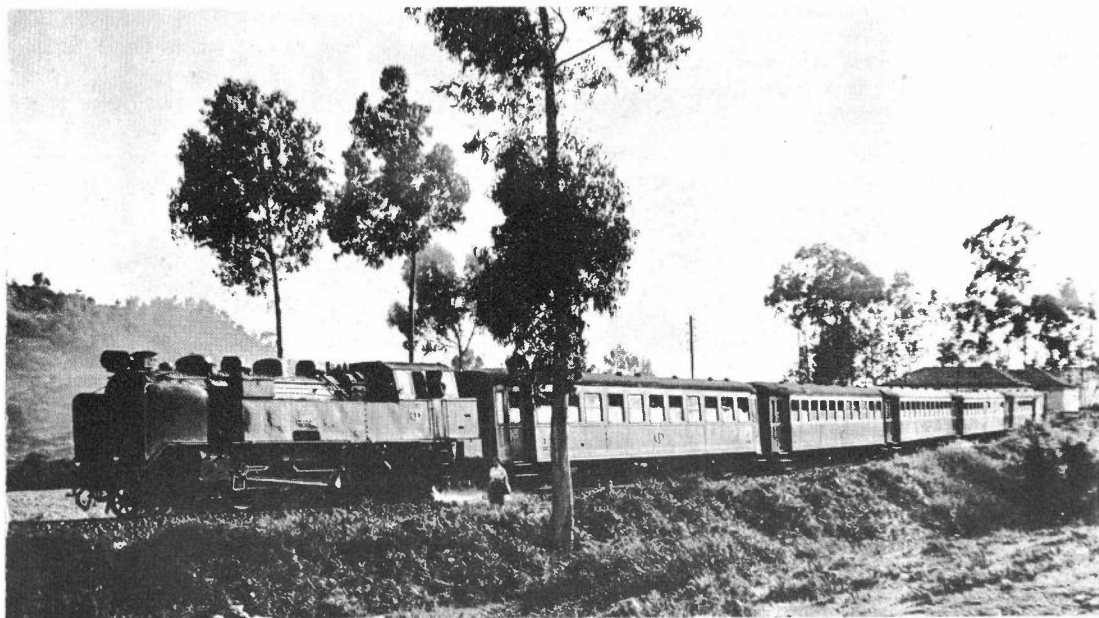


2ft gauge Baguley-Drewry 2262 of 1949 (ex N. E. Gas Board, Harrogate Gas Works, Yorkshire) in passing loop near Peak, 1966. Note extended cab fitted in Rhodesia (Frank Jux).

Selukwe was originally a gold-mining town, and we stayed at the Grand Hotel which obviously dated from those times ! Currently the town depends on the chrome mines which the SPLR serves, and which lie on both sides of the town. The 6 mile line to Peak is especially scenic, and winds along a ridge of hills overlooking an escarpment; its position brings rainfall to an otherwise dry district, and the area looked green and pleasant after miles of dusty countryside awaiting the rains. We obtained permission to ride the train, albeit on a bench in an unsprung ore wagon, and set out behind a Baguley-Drewry 0-6-0

Diesel coupled next to the passenger wagons, so giving us first call on the exhaust fumes as it ground uphill ! This diesel bore only a dealers plate, but subsequent investigation showed that its former owners were no other than Harrogate Gasworks. (Would that we had found BARBER instead !) Other British motive power on main line work comprised two Hudswell-Clarke Diesels one an unusual double unit. Unfortunately a wagon derailment delayed our return journey, although giving us further photographic opportunities, but we returned to Gwelo well pleased with our outing.

Portugal



Evening train from Povoia de Varzim to Oporto leaving Vila do Conde June 1967. Hauled by C.P. 2-8-2T, E144 (Henschel 21878 of 1931, Metre gauge) (P. Shoesmith).

Austria

"WHITSUN IN THE WALDVIERTEL"

O.B.B. — AUSTRIAN FEDERAL RAILWAYS (WALDVIERTELBAHN)

by PETER LEMMEY

O.B.B. 298.207 (Krauss 5329) a 760mm gauge 0-6-2T halts a passenger train on the Gross Gerungs line to take on water. (Otto Böhner)

You probably won't have heard of the Waldviertel unless you are a continental railway enthusiast, and perhaps not even then. It is a virtually unvisited region of Austria tucked away in the far North of the country up against the Czechoslovakian frontier. The great majority of visitors to Austria make for the Alps and the Tyrol, and it can only be a few travellers, riding perhaps in the 'Sanssouci' or 'Vindobona' express from Prague to Vienna, who have looked out of the coach window at Gmünd and seen the narrow gauge tracks of the Waldviertelbahn in the forecourt of the station buildings.

Gmünd is the headquarters of the three 760mm lines of the Waldviertelbahn which run out to Gross Gerungs, Litschau, and Heidenreichstein (see map), a total route length in all of about fifty miles for the whole system. The two northern branches run through a flattish landscape of pastures and conifer woods, while the line to Gross Gerungs makes its way South through wilder hill country, winding for much of the way through the forests from which derives much of the railway's freight traffic.

Whit Saturday 1971 in that part of Austria was damp and misty. We were approaching the Waldviertelbahn from the East, having motored over from Zwettl along a series of stony woodland tracks, and we expected to make our first contact with the 760mm system at Gross Gerungs. As we slipped and slid uncertainly, down through swirling cloud from the surrounding hills, into the little town, we decided to make the station our first port of call, where we would expect to find



the afternoon diesel passenger working to Gmünd waiting to depart. Having done our homework with various railway journals before leaving England, we knew that the passenger services were hauled by diesel locos, and that the freights were mainly in the hands of some Engerth-type 0-8+4s built by Krauss in the early years of the century.

Approaching the station, it became obvious that something unusual was afoot as rising up in the misty air from behind the station building was a tall column of steam! Since no freights run at the week-end, we realised we must have stumbled upon a rare steam passenger working. Sure enough, a closer inspection revealed Krauss 2-cyl. compound 0-6-2T No.298.207 making ready to leave with five four-wheelers for Gmünd. This little locomotive, the only one of its type on the line and the last compound 0-6-2T on the O.B.B., should by all accounts have been dormant in the back of the shed at Gmünd, and we were a bit mystified as to what it was doing out on the line on a passenger working.

By chance, we met a German friend, Otto Böhner of Stuttgart, on the train and he explained that the usual big 2091 Class Bo-Bo diesel had had to be withdrawn for repairs after a collision on a level-crossing, and so the 0-6-2T was deputising in its absence, on the passenger workings as the smaller diesels could not cover all the rostered services. This was a most welcome piece of luck as far as we were concerned, and on the days following we were able to get a number of photos of the little compound in action on various parts of the line, hauling up to as many as eight coaches.

WALDVIERTELBAHN

LOCO STOCK AS AT 31st DECEMBER 1971 (Courtesy John Bell, Lance King & Fred Pugh)

298.207	Krauss	5329	1905	0-6-2T
399.01	Krauss	5431	1906	0-8+4
399.02	Krauss	5432	1906	0-8+4
399.03	Krauss	5433	1906	0-8+4
399.04	Krauss	5434	1906	0-8+4
399.05	Krauss	5924	1908	0-8+4
399.06	Krauss	5925	1908	0-8+4
2091.09	Sinnering	66764	1940	2-4-2D. Elec.
2091.10	Sinnering	66765	1940	2-4-2D. Elec.
2092.04	Windhoff	759	1943	0-6-0Diesel*
2095.12	Floridsdorf	18156?	1961	Bo-BoD. Hydraulic
2190.01	Sinnering	65328	1934	4wDiesel
2190.02	Sinnering	65329	1934	4wDiesel

* Ex FELDBAHN HFM 13988

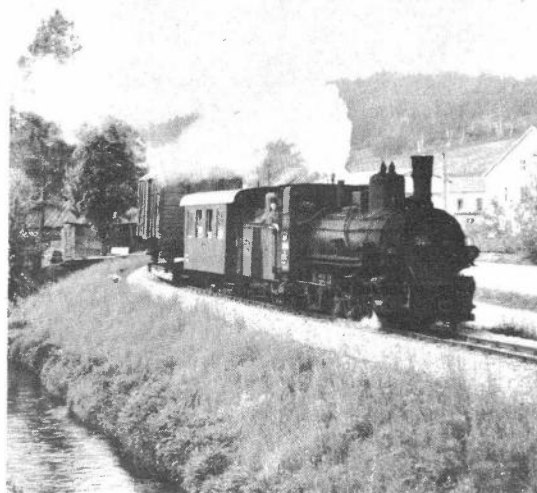
0-8+4 ENGERTH type locos — 0-8-0 articulated with 4 wheel tender.

Leaving Gross Gerungs, the narrow gauge and the main road climb beside each other up into the forest as far as Langschlag, a picturesque stone-built village. From here the railway heads off North through the hills while the road takes a much longer route round to the West, eventually re-joining the 760mm at Steinbach. From Steinbach to Weitra road and rail run together through a valley, the railway approaching Weitra station over a handsome viaduct. This is all a very pleasant pastoral region of Austria, and Weitra in particular has been put on the railway enthusiast map because of what are known as the Weitra 'loops'. "Be sure not to miss the Weitra loops" the cognoscenti had told us before we left England. What with this advance build-up, I had expected to find a sort of miniature St Gotthard formation, but in reality the line only sprawls down the side of a hill from Weitra to Alt Weitra in desperately undramatic fashion. On the whole, I think Weitra viaduct is better entertainment value. Anyway, beyond Alt Weitra the line runs into Gmünd across a flat expanse of arable, past the occasional little hamlet, and under the main standard gauge line to Czechoslovakia, before curving round into the narrow gauge station at Gmünd, which boasts all of one short platform and no shelter at all except a couple of small chestnut trees. If it's raining, arriving passengers have to sprint as best they can across the road through the puddles to the shelter of the main-line booking hall, if they want to keep dry.

The town of Gmünd stands right on the border with Czechoslovakia, separated by a stream, a wire fence (and presumably a minefield, although I didn't care to test this out!) and with the town of Česká Velenice on the other side. At one time,

the 760mm ran into a station at Česká Velenice, and where the line from Gross Gerungs now turns East into Gmünd station there is still a disused triangular junction with an overgrown spur leading off into Czechoslovakia.

Beyond the station at Gmünd the narrow gauge metals run on over a level-crossing to a goods yard and loco shed shared with the standard gauge. The steam allocation on the narrow gauge side of the depot consists of the sole 0-6-2T and five of the lines six Engerth-type 0-8+4s of Class 399.



399.04 (Krauss 5434) an 'Engerth' type 0-8+4, heads a train through Langschlag en route for Gross Gerungs. (Note S. G. wagon on transporter).
(D. H. Wilson)

These are fascinating engines, having a form of articulated tender, and they could be described as 0-8-0s or 0-8+4s — they are quite sturdy machines and much of their work consists of hauling trains of standard gauge wagons perched on transporters.

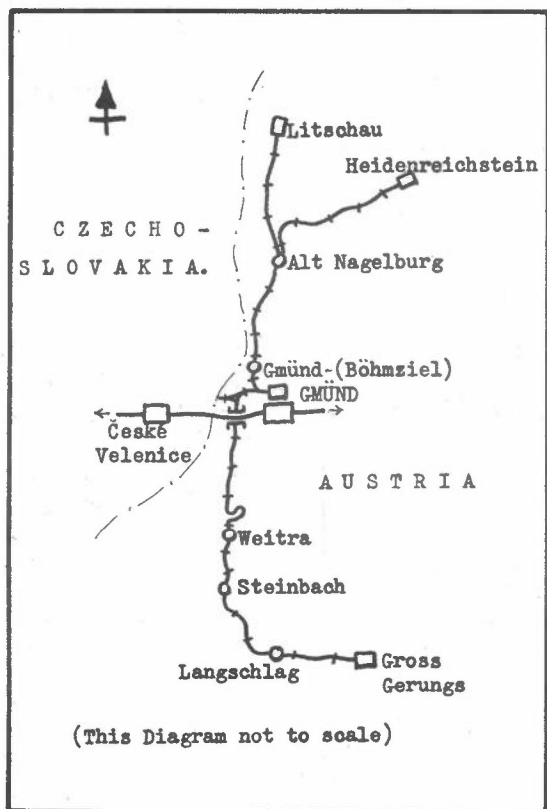
The passenger train departures from Gmünd on the N.G. are generally timed to connect with main line arrivals, and in the early evening, trains leave for all three narrow gauge termini almost simultaneously. As there is only one platform, the three trains have to line up nose-to-tail, the Litschau and Heidenreichstein portions diesel-hauled in front (they run as one train as far as Alt Nagelburg, the loco of the Heidenreichstein section sandwiched in the middle) with the steam train to Gross Gerungs behind.

The part of the town of Gmünd which lies away from the railway station is a pleasant area of wide streets and old squares, and the line North to Alt Nagelburg etc, skirts round the western side of the town past a halt at Böhmziel before running away into the fields parallel with the frontier. This part of the line had to be re-aligned after the war, so that it now runs entirely in Austria, but even so, there is at least one place on the journey where Czechoslovakia is literally only a stone's throw from the train window. For most of

the way to Alt Nagelburg the line trundles across the open countryside, but enters a deep pine wood a short distance before the junction. A timber yard and glass works here provide much of the freight traffic on this part of the system, the glass works necessitating enormous standard gauge bogie tank-wagons being wheeled gingerly up from Gmünd with a rolleböcke under either end.

From Alt Nagelburg, the Litschau and Heidenreichstein branches head away side by side on a double track formation for about a mile before curving off on their separate ways, and as the two afternoon mixed trains are booked to leave Alt Nagelburg at the same time there is the inevitable race along the parallel stretch, although there is plenty of smoke and whistling on the part of both engines, the effect is mildly ridiculous in that the top speed is no more than 25 m.p.h. !

The Waldviertelbahn is not Austria's best known narrow gauge line, but if it continues in operation to anything like the extent we saw it in Whitsun 1971 it will certainly be worth a few days of anybody's time exploring it. We were lucky in that there was more steam activity than usual when we were there, but even in more normal circumstances there is still much of interest going on, both in the way of steam and diesel operation.



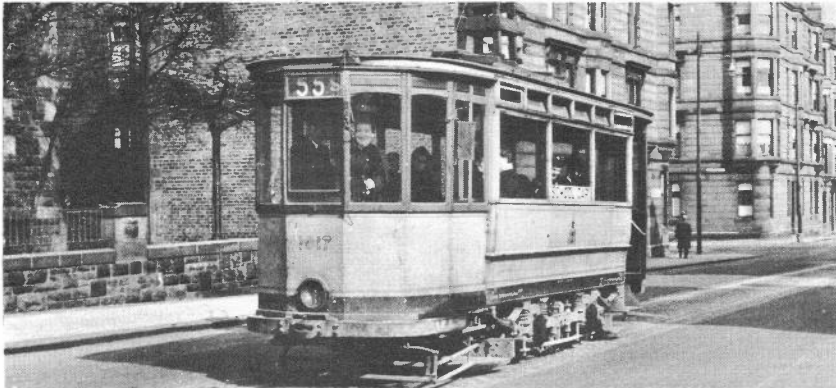
399.06 (Krauss 5925) 0-8+4 bound for Heidenreichstein. 298.207 (Krauss 5329) 0-6-2T bound for Litschau.

Afternoon meeting of mixed trains at Alt Nagelburg Junction.

(D. H. Wilson)

TRAM DEPOT

4ft. 7 $\frac{1}{2}$ in. Gauge. GLASGOW CORPORATION TRAMWAYS (G.C.T.D) GLASGOW, LARNARKS, SCOTLAND. System Closed 4/9/62



Just qualifying for inclusion in NGI is No. 1017 (orig. PAISLEY D.T.17) – a single decker (21 seats) operating as a "School Car" on route 55s in Coplaw Street, 8/4/58, No.1017 was built in 1904 and ran on a Brush 4 wheel truck (Type AA 6½). It had B.T.H. O.K.45B. electrical equipment. (This car, minus truck now resides in a Cambuslang garden – in use as a meeting room/summer house for the Scottish T.M.S.).

(Photo courtesy T.M.S./R.J.S. Wiseman)

You will probably need convincing that 4ft.7 $\frac{1}{2}$ in. gauge tramways should be considered narrow gauge, especially as these were laid to suit standard gauge railway vehicles. So – a word of explanation from ANDREW WILSON :

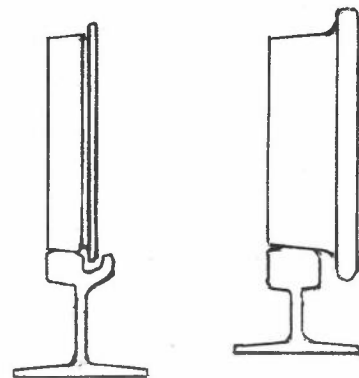
The difference in gauge arises because British street tramways used a narrow groove in their rails and the flanges of their wheels were made smaller than those used by ordinary railways.

The accompanying diagram shows how railway wheel flanges have greater clearances from the rails than were possible on street tramways and in fact the flanges of railway vehicles would not fit in the grooves of tramway track to the same nominal gauge. In a few towns it was intended to operate railway wagons over the street tramways and the most practicable answer was to lay the tramway track a little narrower so that its grooves were at the right spacing for railway wheel flanges.

Consequently the tramways of Glasgow, Portsmouth and Huddersfield were laid to 4ft 7 $\frac{1}{2}$ in gauge. The electric locomotives and 'main line' wagons of the **Fairfield Shipyard** for many years shared Glasgow Corporation's tramway tracks, while railway wagons were operated over a piece of the Portsmouth system for a short time, but the Huddersfield management had second thoughts about towing railway wagons through the streets of their hilly city and instead they fitted coal wagon bodies on a couple of electric tram chassis. There was one other example of a 'compromise gauge' tramway in the British Isles which was

indisputably narrow – this was in Cork, Ireland, where the tramways were laid to 2ft 11 $\frac{1}{2}$ in gauge in order to allow through working of railway wagons between the termini of the 3ft gauge lines of the Cork & Muskerry and the Cork Blackrock & Passage Railways. However, in practice the connections between tramway and railways were never made.

Editor's Note : We will NOT be perpetuating THIS gauge very often !



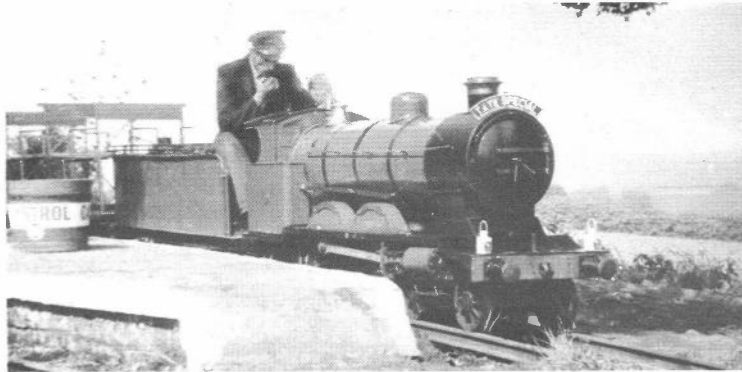
Tramway

Railway

(See also page 32 of this issue)

THE NARROWER GAUGES

FEATURING THE 7½" – 21" MINIATURES



"Pride of the N.E.R.", Atlantic LITTLE GIANT (Bassett-Lowke of 1905) at Central Station, awaiting patronage for another run of the TATE SPECIAL. (A. Belshaw)

THE NORTH EASTERN RAILWAY

Rich Leithead

Mr. Tom Tate of Haswell, Co. Durham was unaware of the origins of the 15" gauge 'Atlantic' loco ROBIN HOOD, when he discovered it completely derelict in the abandoned amusement park at South Shields in 1964. But despite the boiler being badly corroded, motion seized, and with the tender rusted through, he bought the loco. It was not until rebuilding was underway at Haswell that it was discovered that this was none other than the famous pioneer Bassett-Lowke loco LITTLE GIANT. Many eager hands helped to restore the machine and build the line on which it runs today – The North Eastern Railway.

Mr. Tate's primary interest however lies in the field of steam road traction, and the railway is thus amateur operated by a group of volunteer enthusiasts who take their name from the line.

The half mile of 15" gauge runs between North Park Station and Westwood Station, in the grounds of Haswell Lodge, and was opened to passengers, officially, at Whitsun 1971.

From Westwood the line climbs at 1 in 100 through the woods, crossing a dry stone embankment before reaching the level at Bank Top Station. The gradient then drops away at 1 in 75 down the bank, (which has a maximum grade of 1 in 60) towards the level crossing with the main drive in front of the Lodge, where the track levels again before reaching Central Station, the main station on the line.

Here the signal box is situated on the island platform, and here also is the junction with the railway's only branch siding.

Central Station is the passing loop for the line, being almost midway along it. It is built on a curve, and the minimum radius curve on the line is achieved on the up line passing loop at this point, being approx. 40ft. radius

The curve continues until the loco shed is passed, and then comes a long straight running alongside the estate road, due North, for almost 400 yards and climbing a 1 in 125 gradient to North Park Station.

The loco shed branch leaves the down main line at the North end of Central Station, and running parallel crosses the estate road to the Lodge before reaching one of the line's three turntables which gives access to two shed roads and a siding beside the shed. Also direct from the turntable is the workshop branch, running westwards to the shops at the Lodge itself.

Throughout the system rail used is mostly from local industrial sources and is 25-30 lb, f.b. spiked direct to wooden sleepers.

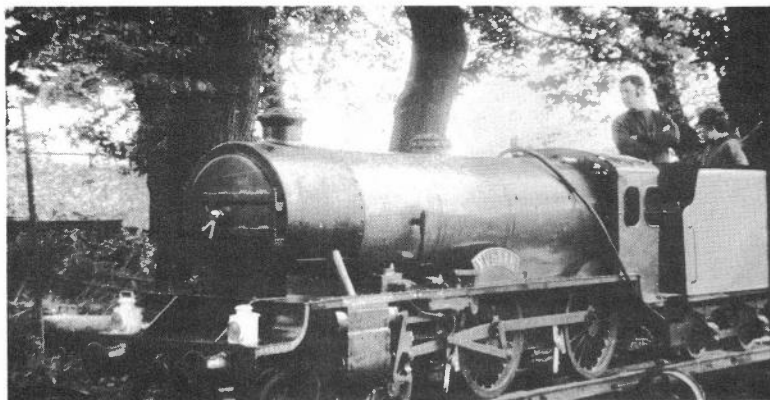
The Central signal box controls the northern section and the loco shed and workshop branches, but a new signal box, straddling the line, is being constructed just West of Bank Top Station and this will eventually control Bank Top and Westwood Stations. There are eight full size semaphore signals at Central, including three doll gantry, all ex NER, LNER, or BR., and trains operate on the 'one engine in steam' principle using two sections – North and West, with Central as the passing loop; so that in a normal sequence, when an up (southbound) train has cleared Central, a down train is released onto the northern section, and on it's return to Central the West section is clear and the run to Westwood is completed non-stop.

Journey time is 10-15 minutes, and trains run at this interval between 11.00 and 18.00hrs on Saturdays, Sundays and Bank Holidays from Easter to September, (and on further Sundays, weather permitting, until the end of October).

Projected extensions include a new (shorter) route, on the north side of the Lodge, complementing the existing one between the terminal stations,

and including a tunnel; also a new (longer) route between Westwood and Central traversing a viaduct.

Rolling stock consists of two train-sets in operation : firstly, two 24-seat articulated coaches, and secondly a 'quarter scale' goods train, adapted to seat 28 passengers, these are **all** to be rebuilt as bogie stock.



The 4-4-0 YVETTE (L.N.E.R. 'Shire' class built c1942) moving off the turntable outside the loco shed Nr. Haswell Lodge.
(A. Belshaw)

The railway has a unique and highly interesting fleet of locomotives :—

LITTLE GIANT

4-4-2 Bassett-Lowke No.10 of 1905

Built for miniature Railways of Great Britain Ltd., and operated on the Blackpool Miniature Railway, and later, bearing at various times the names **LITTLE ELEPHANT**, **BABY BUNCE** and **ROBIN HOOD**, at Halifax Zoo and Sunny Vale Pleasure Gardens (NG 50/6) and at Arbroath and South Shields. Rebuilt in 1923, and again by Mr. Tate in 1965 after which trials were run on the Ravensglass & Eskdale Railway in that year.

BLACOLVESLEY

4-4-4 Petrol Bassett-Lowke 1909

Built for Mr. C. W. Bartholomew's Blakesley Hall Railway in Northants where it was used regularly until his death, being sold in 1943 to Mr. W. Younger of Porteland, Co. Durham, who ran the line in Bull Park, Newcastle as well as one at his home. It ran under the name of **YVONNE**, and later ran on the Saltburn M.R. with the name **ELIZABETH** before being purchased by Mr. Tate in 1968. Now restored in North Eastern Railway livery with original name.

YVETTE

4-4-0 W. Younger c1942

Originally commenced by Mr. Younger, mentioned above, but the loco was unfinished at the time of

his death. It has been completed at Haswell following purchase in 1970. It is a ¼ scale LNER 'Shire' class.

ROYAL SCOT

4-6-0 Carland Engineering Co. (date not known)

Operated formerly on the Seaburn M.R. first as a steam loco and later powered by a diesel electric engine. It was obtained in 1971 and still runs with i/c power although it is to be fitted with a new boiler 're-steamed' and restored to LMSR crimson lake livery.

Also in the stock list is a 4-wheel petrol railcar built by NER member Roy Blackwell c1971.

Trains are normally powered by **BLACOLVESLEY**, **YVETTE** or **ROYAL SCOT**, with **LITTLE GIANT** reserved for special occasions.

The major highlight of the coming season will be the trials in June of Mr. Stewart's **FLYING SCOTSMAN** built by the Washington Sheet Metal Works and currently nearing completion (all 22ft. 6 inches of it !).

For much of the above information I am indebted to Mr. A. Belshaw, S & T Superintendent of the North Eastern Railway.

(NGN Refs : 57/8, 64/6, 66/8 and 73/7)

N.B. : **Track Plan** — see supplementary drawing sheet with this issue.

DUSTY CATALOGUES

M.E. ENGINEERING LTD, London: Leaflet c1937



PIN AND COUPLING HOOKS
Code Word : Cohok



BUFFER
Code Word : Bufar



CAST IRON AXLE BOXES
For Outside and Inside Journals of all sizes.
Code Words : Outside—Bocas
Inside—Bocin



FISH PLATES
For 12 lbs. to 30 lbs. Track
Code Word : Fisha



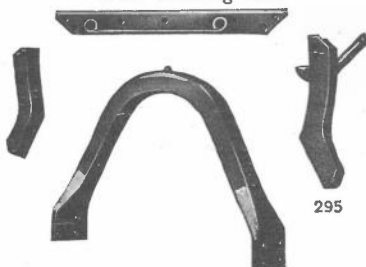
TROUGH SLEEPERS
For 12 lbs. to 30 lbs. Track
Code Word : Slero



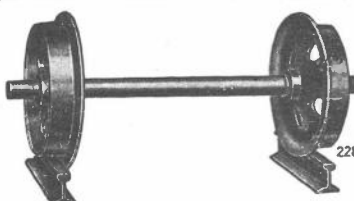
CORRUGATED SLEEPERS
For 12 lbs. to 30 lbs. Track
Code Word : Sleo

SPARE PARTS FOR TIPPING WAGONS & TRACKS

Repair your damaged Wagons and Tracks. Do not leave them standing idle.



CRADLES, ROCKERS, BODY FASTENERS
Code Words: Crada Crade Cradi



SETS OF WHEELS AND AXLES
For Outside and Inside Journals
From 14" to 30" Gauge
Code Words : Inside—Whint Outside—Whout



HOPPER FASTENER
Code Word : Hopfa

BRAKE AND BRAKE SHOE
Code Words : Braba, Brabe



"BANDION SUPER" PRESS STEEL
Unbreakable Axle Boxes, for Outside and Inside Journals.
Code Words: Outside, Aban
Inside, Iced

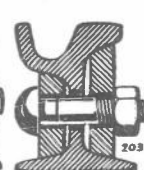
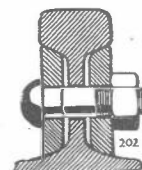


THE "BANDION" GREASE GUN
Code Word : Gregu



CAGES for Cast-Iron and "Bandion" Pressed Steel AXLE BOXES
Code Word : Cagas

FISH BOLTS & NUTS	Sizes in inches Dia. x Length under head	Weight per 1,000 in lbs.	For Rails Weighing lbs. per yard	Code Word
351	$\frac{1}{2} \times \frac{3}{16}$	80	8—10	Finut
	$\frac{1}{2} \times \frac{1}{2}$	92	12—16	Finut
	$\frac{1}{2} \times \frac{3}{4}$	126	16—20	Finut
	$\frac{3}{4} \times \frac{1}{2}$	132	20—24	Finut
	$\frac{3}{4} \times \frac{3}{4}$	192	24—28	Finut
	$\frac{3}{4} \times 2$	385	30—36	Finut
and all other sizes				
214	$1 \frac{1}{8} \times \frac{1}{2}$	95	12	Clira
	$1 \frac{1}{2} \times \frac{1}{2}$	130	20	Clire
	$1 \frac{3}{4} \times \frac{1}{2}$	187	24	Cliri
	$1 \frac{1}{2} \times \frac{3}{4}$	260	36	Cliro
	and all other sizes			
DOG SPIKES	$\frac{1}{2} \times \frac{1}{2}$	88	8—10	Dospa
	$\frac{1}{2} \times \frac{3}{4}$	165	14—20	Dospe
	$\frac{1}{2} \times 1$	176	20—24	Dospi
	$\frac{1}{2} \times 1 \frac{1}{2}$	386	40—50	Dospo
	and all other sizes			
213	$\frac{1}{2} \times \frac{1}{2}$	83	12	Cipna
	$\frac{1}{2} \times \frac{3}{4}$	111	20	Cipne
	$\frac{1}{2} \times 1$	174	24	Cipno
	$\frac{1}{2} \times 1 \frac{1}{2}$	328	36	Cipni
	and all other sizes			



All sizes of **FLAT BOTTOM, BULLHEAD AND TRAMWAY RAILS**
Code Words: Flara, Bulra, Trara

COLLECTORS PIECE

ITEMS 11-14. SOME MORE HISTORICAL GEMS & A PHILATELIC COVER.

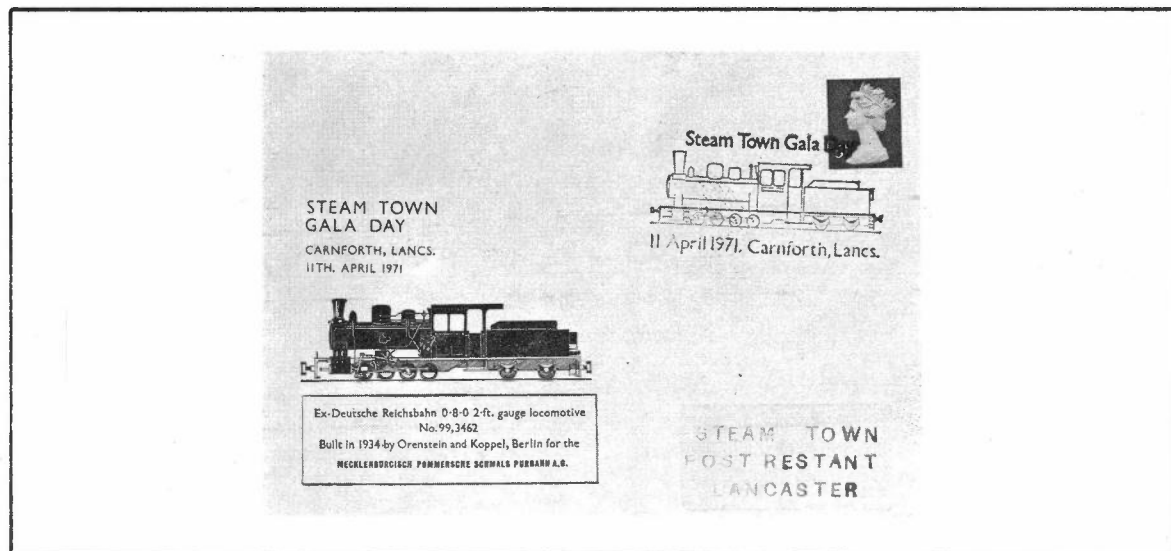


ITEM. 11: Londonderry & Lough Swilly Rly. Ireland. A 2d. Stamp used for despatch of letters by rail. 'Orangy-red' print on white paper.

ITEM. 12. Ravenglass & Eskdale Railway, Cumberland. A purple Edmondson card ticket issued in 1907 at Boot Station — a terminus (7¹/₈m) closed in favour of Dalegarth (7m) in 1922. Line connected with the Furness Railway (later L.M. S.R. & B.R.) at Ravenglass. Originally 3ft gauge, converted to 15in miniature in 1915.



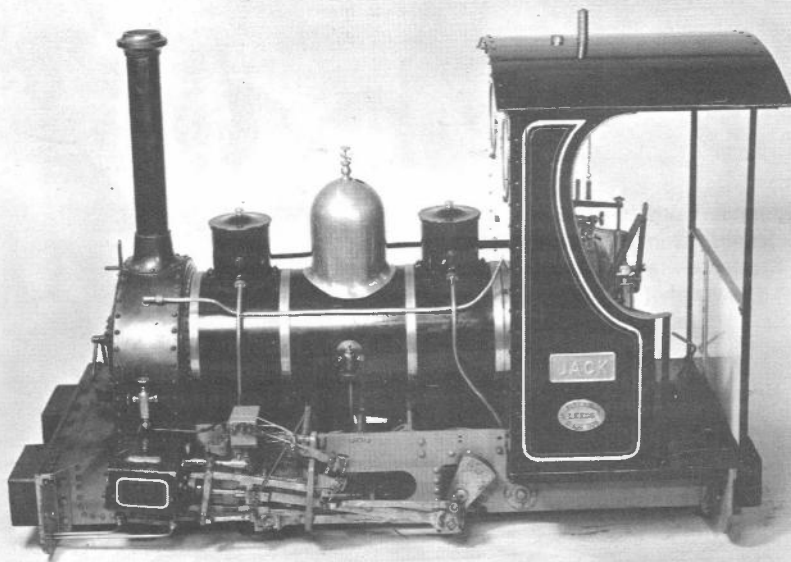
ITEM. 13. Cavan Leitrim and Roscommon Light Railway and Tramway, Eire. Label for consigning luggage to Newry, G.N.R.(I.) Title of Railway was shortened to Cavan & Leitrim Railway in 1895 and was subsequently operated by the G.S.R. and C.I.E. 3ft gauge, open 1887–1959.



ITEM. 14. Steam Town, Carnforth, Lancs. Railway Centre Philatelic Commemorative Cover issued in conjunction with the STEAM TOWN GALA DAY on 11/4/71 and featuring the then newly arrived 600mm gauge Orenstein & Koppel 12518 ex D.R. 0-8-0 No. 99.3462. (NGI.59/9)

NARROW GAUGE MODELLER

EDITED BY BILL STRICKLAND, HON. MODELLING SECRETARY



More pictures of members models.

ABOVE : from ROGER MARSH

'JACK' HUNSLET No. 684 of 1898, 0-4-0WT.

This loco was the forerunner of the well known Sand Hutton Light Railway locos, but was smaller, less powerful and about a ton lighter.

The model is $\frac{1}{4}$ full size but is to 5" gauge instead of the correct 4 $\frac{1}{2}$ ". This was preferable to using an odd scale as it was possible to divide the 1' 6" gauge prototype dimensions more easily.

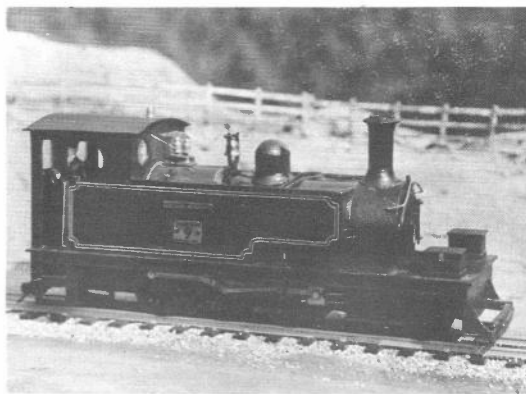
This loco spent most of its running life on a 7 $\frac{1}{4}$ " gauge converter truck which was quite successful.

Roger sold the model in 1958 and it is now a painter's 'Studio ornament'.

(Photo by A.C. Cooper Ltd., Mayfair. Courtesy Christie, Manson and Woods, St. James's)

RIGHT : another from DAVID PINNIGER

A Tralee & Dingle type Hunslet 2-6-0T with freelance livery and designated No.9 THE EARL OF KERRY. To 7mm scale and with Plasticard body on a Triang chassis.



Re that V. of R. engine kit mentioned in NGI. 60/34; as we go to press I have had enquiries for 10 which is nearly half the minimum number required to 'make my time' & I will be writing to these people direct very shortly. There is also an interest in a smaller engine — preferably an 0-4-0T 'quarry type'; by the time a few more letters arrive something more definite may emerge.

[W.A.D.S: 4/72]

Correspondence Junction

NARROW GAUGE IN THE MINES OF CORNWALL, 1970 (NGI. 59/18)

MIKE MESSENGER brings his article up to date . . .

South Crofty had three new arrivals delivered during 1970/71; Clayton 5525, and Hunslets 7083 and 7084.

As anticipated the line to Robinsons Shaft from the Mill went out of use during 1970 and the substantial ore bins at the shaft have already gone, although some track is still in place. I do not think I was quite right in saying the mine is a wholly owned subsidiary of Siamese Tin as the shares are still being quoted. Furthermore the name has been changed to 'St Piran Mining' but no-one uses this locally.

At Wheal Jane the new No. 2 shaft (unofficially called Thyssen's shaft) is complete and eventually a network of tracks will connect both shafts on the surface with the workshops. Clemow's will be for ore-haulage only and conveyors run from here to

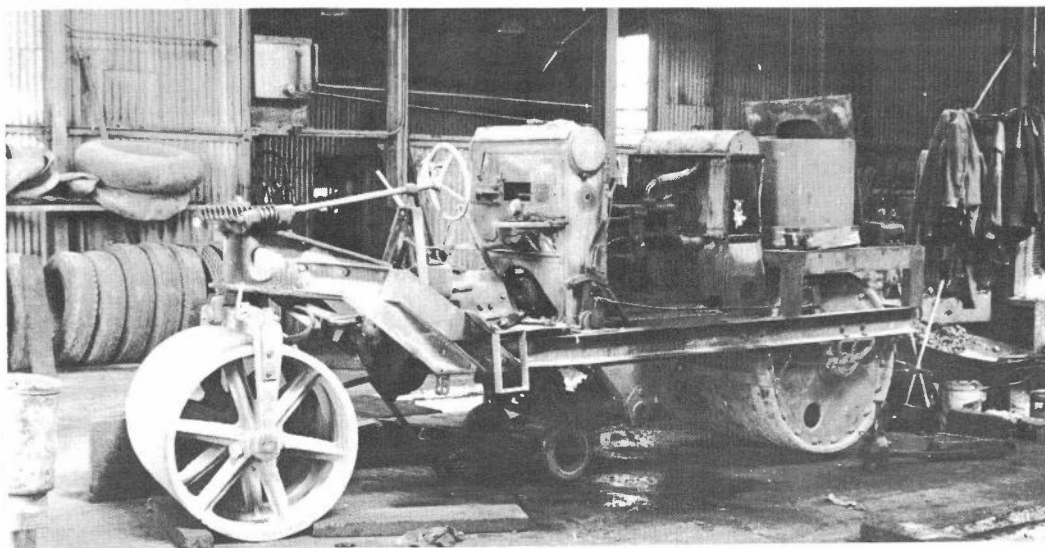
the mill. Underground the shafts are already connected; high speed haulage roads laid with 50lb rail linking the stopes with Clemow's, and all is very efficient. The mine is, of course, now in commercial production.

At Mount Wellington too, their shaft is now complete and exploration is continuing westwards in the direction of the old United Mines. The Cornwall Tin & Mining Corporation is working the mine and Thyssen (Great Britain) Ltd are the contractors. Thyssens have a couple of battery locos (600mm) underground.

I am told there are locos underground at Levant but whether these belong to St Just Mining Services or Geevor is not yet known. The two work very closely together and the levels are probably connected.

Recent arrivals at Wheal Jane were three new 4 wheel Claytons numbered 5839A, B and C all dated 1971.

Although Wheal Jane, and now Pendarves, have gone ahead and in spite of several millions being invested all is not rosy in tin mining. Much depends on keeping costs down or steady, owing to the fact that tin has a fixed international price. Rumour has it that Wellington is to cease development for three months. So what the future holds no-one can foretell. . . .



AN ODDITY sent in by H. T. CAFFYNS

R. BRIGGS & SONS LTD, BANKFIELD QUARRIES, CHATBURN, LANCS. A most unusual 'conversion' was made by this Company c1958 when they rebuilt a 2ft gauge Ruston 4-wheel diesel into a road roller utilizing rollers from a former Blackpool Corporation steam roller. The entire loco has been used — (with the obvious exception of the wheels) — frame, bulkheads, engine, gearbox and transmission all being incorporated!

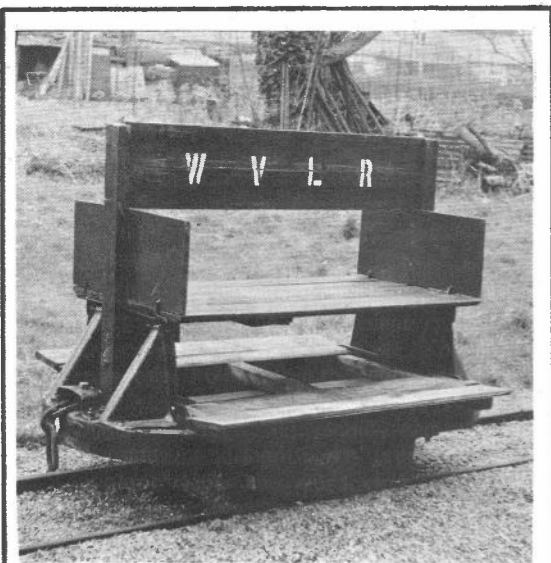
EX WORKS-Bagnall No. 1941. (NGI. 59/8 & 60/36)

Correspondence is still coming in on various inside cylinder Bagnalls and it is now known that a considerable number were built.

ALLAN BAKER, who supplied the original text sums up

The wording should perhaps have read : "This loco is unique in being as far as is known, the only inside cylinder loco built by Bagnall that was fitted with a modified arrangement of the Bagnall-Price valve gear". In other words she was the only inside cylinder Bagnall with modified Bagnall-Price valve gear !

Several early Bagnalls had inside cylinders like "Brick" the cylinders being placed between the axles and driving the leading axle, (even standard locos had this arrangement). However the Somerset Mineral Syndicate loco mentioned by P. A. Davey is not "Brick". Careful study of the engraving (NGI. 60/36) and comparison of it with the photos of the Somerset Mineral loco will show that the two are not the same. All the engines fitted with cylinders between the axles had a very long wheelbase to accommodate them, the Somerset Mineral loco is a short wheelbase job of later origin. "Brick" is thought to have been sold by Beckenham and Penge Brickworks in 1887, to the Ravenhill Patent Brick and Tile Works in Belfast, although I have been unable to prove or disprove this.



Other do-it-yourself 'Small Companies' might be interested in this picture of a W.V.L.R. 'Passenger Carriage' — as constructed from a conventional Jubilee skip chassis ! (Pete Nicholson)

The Somerset Mineral loco is now believed to have been Bagnall 300 ordered in January 1880 — a 2ft gauge 0-4-0 named TERRIER and delivered in June 1880 to (it is thought) W. B. Beauchamp, Winsor Hill Quarries, Somerset. This loco was later acquired by the Brendon Hill people who sent it to Bagnalls 1907-08 for repairs, and it later returned, working until closure of the quarries in 1910 when she was sold for scrap.

(The other Bagnall mentioned; No.265, was built for H. Fotherby & Son and not H. Fotherby as stated).

The Wey Valley Light Railway, (1970-72)

(NGI. 60/18)

PETE BRIDDON reports further to his article . . .

Although winter has stopped the permanent way department, there have been considerable changes on the motive power side. Work on the Brendonvale loco progresses, and is largely involved with putting various aspects of the transmission on a more conventional technical basis, and this loco may see service later in the year. Four more Wickhams have been purchased, though only two have arrived at the time of writing, Nos. 3031 and 3032. 2971 is now being converted to a brake van, and 3287 to a hand powered 'line trolley'. It is now planned to 'loco-fy' either 3031 or 3032.

Lister 6299 was finally returned to Brockham on the 19th February, employing the same lorry that had delivered the latest arrival, 'Hudson-Hunslet' 1974 of 1939 (see page 21 of this issue). This is the second loco to have been rescued from Yorkshire for use on the WVLR, having been in a Wakefield contractors yard for nearly ten years. The other ex Yorks. loco, Hibberd 1757 (of 1931, not as per text) is now being overhauled.

By the time this appears in print the other two Wickhams should have arrived (Nos. 3030 and 3033) and in addition, there should also be the frame of Motor Rail 997, which, though it will remain the property of Rob Pearman, is on indefinite loan, to myself. It is proposed to fit this 1918 'bow frame' with a 'brake 3rd' body — Leighton Buzzard NGR style !

Temporary lines are again being planned :— for the Farnham Town Show at the end of August, and a traction engine rally in the Liphook area during the summer. Motive power will comprise the Thakeham loco, and the Brendonvale when available.

M. LAWSON FINCH writes

After making a fairly big search, I have unearthed an original copy of the Lynton & Barnstaple sale catalogue which gives the name of the auctioneers — Fuller, Horsey Sons & Cassell, who to this day carry on their business as industrial auctioneers — but at their new address : 10 Lloyds Avenue, London E.C.3.

ALLAN PRATT continues

Lot No.6 in the catalogue stated : "A 2-6-2 outside cylinder Side Tank Locomotive "LEW" (No.188) by Manning Wardle & Co., 1ft 11½in. gauge, wheel base 17ft. 9in., driving wheels 2ft. 9in. diameter, length overall 27ft. 0in., width over platform 6ft. 7in., cylinder 10½in. x 16in., boiler fitted copper fire box, seventy five 1½in. steel tubes, tank capacity 550 gallons, vacuum and hand brakes, total weight (working order) 27¼ tons, 11 spare mouthpiece protectors".

What the last item is I cannot say !! Lot 7 was "YEO", 8 "TAW", 9 "EXE", and 10 a spare boiler; 11 and 12 were sundry spares and Lot 13 was "LYN".

From MIKE BISHOP

Messrs Fuller, Horsey Sons & Cassell were contacted several years ago when the man who had wielded the hammer was still working for them. Unfortunately their records relating to the sale were lost in the Blitz.

Incidentally, according to Baldwins, "LYN" was the 19th member of her class, perhaps some sister engine remains intact somewhere around the world ?

and PETER LEE

Several years ago I was told that Manchester Education Department had a Standard geography book in which was a photograph of a plantation on which appeared the missing LEW, there was no mention of the locomotive origin in the caption and I have no reason to doubt my informants ability to recognise LEW, but I had not better mention him by name as he handed in his geography textbook one page light — no prizes for guessing which page !

MICHAEL JACOB adds

It is very encouraging to have received a number of letters expressing considerable interest in my article about LEW. I must thank those who have written for sending in some interesting information and I would be most pleased to receive further letters from readers. (Is it even possible that one of our readers might have been present at the actual auction?) Any scrap of information or comment might bring us nearer to the day when LEW may be discovered — and recovered !



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Member wishes to contact another member or members who would be willing and able to give him INFORMATION on specific locos by : Manning Wardle, Barclay, Avonside, Vulcan, North British (and predecessors), Hawthorn Leslie, R. Stephenson & Hawthorn, Fowler, Aveling Porter, Hughes/Falcon/Brush, and Peckett. All postage refunded. J. F. Hamlin, 7 Tenby Close, The Lawns, Swindon, Wilts.

10¼in GAUGE. ANYTHING 10¼in Wanted — Locos, Carriages, Track. Doyle, 227 Kingsway, Manchester. M19 2WB 061-224 4602.

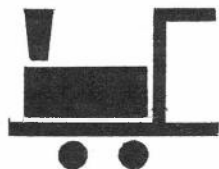
Wanted : "THE IRONSTONE RAILWAYS & TRAMWAYS OF THE MIDLANDS" by Tonks — a good price paid. Box.No. 6102

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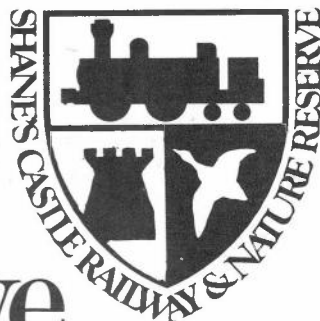
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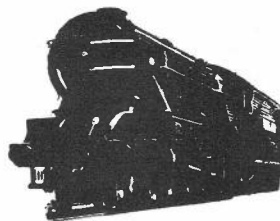
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To enjoy the many facilities we offer . . . N.G.I. Quarterly; N.G.N. Bi-monthly; use of our extensive specialised Library; information from the Records Dept; the services of our Modelling Secretary and participation in Meetings and Visits . . . please address your letters to : Ralph Martin, 27 Oakenbank Crescent, Huddersfield, Yorks, HD5 8LQ — enclosing £1.50 — **FULL MEMBERSHIP FEE.**

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NARROW GAUGE NEWS "The recognised news centre of N.G. railways" — regularly published the first week in February, April, June, August, October and December. Each issue has at least 18 pages, crammed with news from a world of 'great little trains'.

Edited by Ivan Stephenson and including material compiled by the Hon. Records Officer, Pete Nicholson.

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THE RECORDS DEPARTMENT exists to supply members with information and to accept news from members for "feeding" to both N.G.I. and N.G.N. editors. It is vital that these records (and thus Society publications) be kept right up to date. This is wholly dependent on members incoming reports, so please do not leave it to 'the other chap' and never assume 'we know already' — — we would rather hear six times than not at all !

Free **NEWS REPORT FORMS** are always available from the H.R.O. on receipt of a foolscap S.A.E. These pro-formas are specially designed to assist both members and society officers — does away with the need for letter writing when you want to send us some news quickly . . . or . . . perhaps you simply do not like writing at all ! ? If so, the H.R.O. will be pleased to accept **ANY** news by telephone. You can now ring the '**NEWS-DESK HOTLINE**' 01-393 9520 any evening 19.00 — 22.00hrs (ask for Pete). Make a note of his number now !.

"Let us ALL share **YOUR** news and views."

There are still gaps in the N.G.R.S. **LIBRARY** shelves — perhaps you can help to fill some of them? Hundreds upon hundreds of files, books, drawings, photos etc, have been maintained for the benefit of us all by our Librarian Peter Lee — since the earliest days of the Society. Peter is dependent on members regularly sending in relevant published works — books, newspaper cuttings, society magazines etc, etc, (photostat copies are just as acceptable if you wish to retain originals !). In order to keep this unique collection as complete and up to date as possible **ABSOLUTELY ANY REFERENCE WHATSOEVER** to N.G. should be included, so that future authors and researchers need look no further for published information on narrow gauge subjects.

A reminder that all items in the Library are available on loan — to members only — for a period of one month. Outward payment, plus a small packing charge, to be paid when returning the parcel.

N.G.I. Grand Annual Photographic Competition

As we go to press we have approx. 350 entries on hand for the 1971/72 Competition. This is very encouraging for the future and we are pleased that the new Competition has already proved so worthwhile and resulted in a large stock of photographic material becoming available for future issues of N.G.I. and for the Library.

A very big "THANK YOU" to all contestants and contributors — your interest and co-operation is very much appreciated. It is now the holiday season and there are plenty of opportunities to put your cameras to good use again, so we invite YOU to join colleagues in participating in the 1972/73 Competition — please don't wait until the last week before sending in your entries. Help to keep up a steady flow of photos arriving throughout the year by sending them as soon as possible to the Competition Organizer :

Michael Jacob, 77 Parkhill Road, Bexley, Kent. DA5 1JB.

All entries submitted must be **Black & White (not colour)**, glossy prints, ideally of at least postcard size and fully captioned on the reverse. All entries will be subject to inclusion in "N.G.I." at any time following declaration of the Competition results — and unless their return is specifically requested, will be retained for inclusion in the Society's Photographic Library.

Entries can be submitted from — N.G. Passenger — Pleasure — Miniature — Industrial or Contractors Lines — Builders Works — Private Preservation or Museums

- British or Overseas —
- Current or Historical —
- In use, out of use, or even derelict !

Categories open to entries, 1972/73

- A) Scene depicting N.G. Steam
- B) Scene depicting N.G. I/C (Diesel, petrol, etc . . .)
- C) Scene depicting N.G. Electric (inc. N.G. Trams).
- D) Scene depicting an item of N.G. Rolling Stock.
- E) Scene depicting A 'permanent fixture' of N.G. interest. (Building/Trackwork/Signalling/etc. . .)

(All photos must have been taken personally by the member submitting the entry)

We would particularly like to hear from any member, group, society or company willing to sponsor any of the prizes for the above categories.

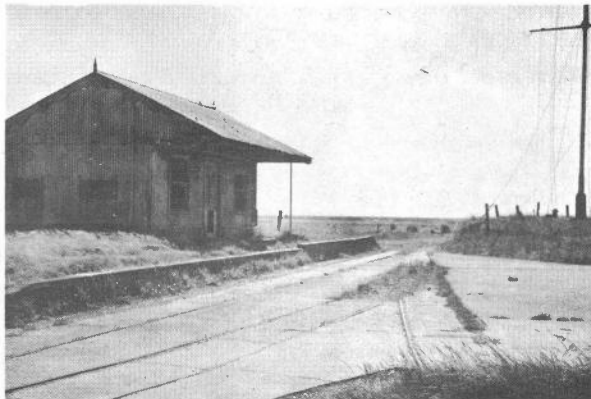
Judging will be a highlight of the Society A.G.M. to be held at Stoke-on-Trent on 19/5/73. Winning entries will be selected by those members present, and the presentation of prizes will be by a well known N.G.R.S. personality — by invitation.

**RESULTS OF THE 1971/72 COMPETITION WILL BE PUBLISHED IN OUR NEXT ISSUE.
BEST WISHES AND HEARTY CONGRATULATIONS TO THE WINNERS !!**

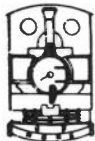
FOR YOUR AMUSEMENT AND EDUCATION . . . "KNOW YOUR KNARROW GAUGE"

"K.Y.K.G." N.G.I. 60 — The Answer :

Romney Hythe & Dymchurch Railway
No. 4 THE BUG (Krauss 8378 of 1926),
0-4-0PTT, 1ft 3in gauge (See NGI. 59/33).
(Makers photo, courtesy George Barlow).



"K.Y.K.G." N.G.I. 61
Identify this Station.
(Answer next time)



SOCIETY SALES LINES



N.G.I. 61 :- MODEL MAKERS MARKET

All prices quoted are post free, and are subject to alteration, charges due will be those ruling at time of despatch. (Order acknowledgements will only be sent if an SAE is enclosed.)

The following publications are available through the NGRS publications service, as indeed are most current titles, world-wide. !

'Using the Small Lathe' — guidance on the finer points of turning.	60p
'Foundry Work for the Amateur' — casting and pouring explained	40p
'Painting and Lining Models' — All the wrinkles on how to get straight lines.	30p
'Three Dimensional Projection Drawing'	25p
'Building a Steam Engine From Castings' — How to build a 'Stuart' IOV model.	15p
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'How to Work Sheet Metal' — would you like to Flange & Swag ! its all here	30p
'Micrometers, Slide Gauge and Calipers'	25p
'Miniature Landscape Modelling'	75p
'Miniature Locomotive Construction'	75p
'Miniature Building Construction'	75p
'Outdoor Model Railways' — steam powered outdoor lines	£2.00
'Manual of Model Steam Locomotive Construction'	£2.00
'Simple Model Locomotive Building' — how to build LBSC 'Tich'	£2.50
'Model Locomotive Valve Gears'	90p
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'Model Locomotive Boilers'	£1.75
'Showmans Road Engines' — in depth, publication on 'Burrell' engines	£3.75
'Modern Manual for Drivers of Steam Road Vehicles'	£1.05
'Narrow Gauge Model Railways'	£1.50

++ Publications are also available on most other popular modelling pastimes.

Other publications in stock and ready for immediate mailing.

'Preserved Locomotives of the British Isles'	75p
'Bowaters Sittingbourne Railway' — an enlarged edition of the NGRS handbook.	65p
'Bowaters Sittingbourne Railway in Pictures'	25p
'Railways of the Isle of Man' — priced at 12½p which is acceptable in stamps !	
'Yorkshire Railways' — at 3p; if ordered alone 5½p. (Stamps again accepted).	
'Railway Scene' — all back numbers of this popular magazine are in stock at 25p each.	
'South American Steam' — at £1.85, by return of post !	

NGRS Publications.

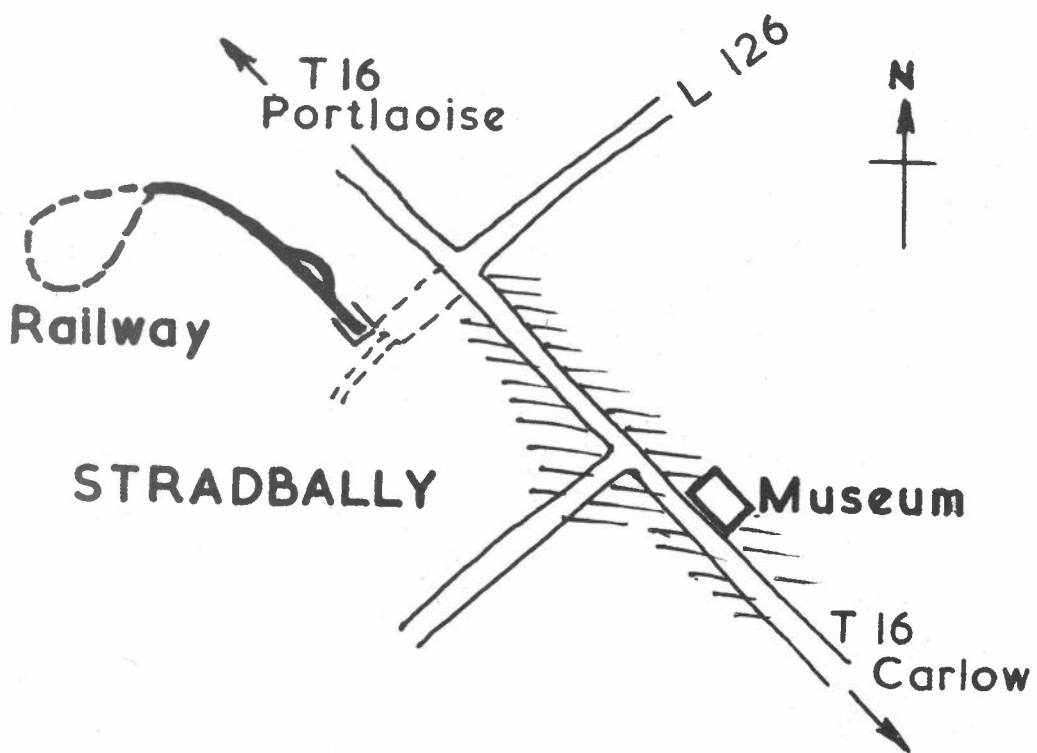
'The Narrow Gauge' Back numbers available from Stock :- 44 — 51 — 52 — 53 — 55 — 57 — 58, all at 25p each.

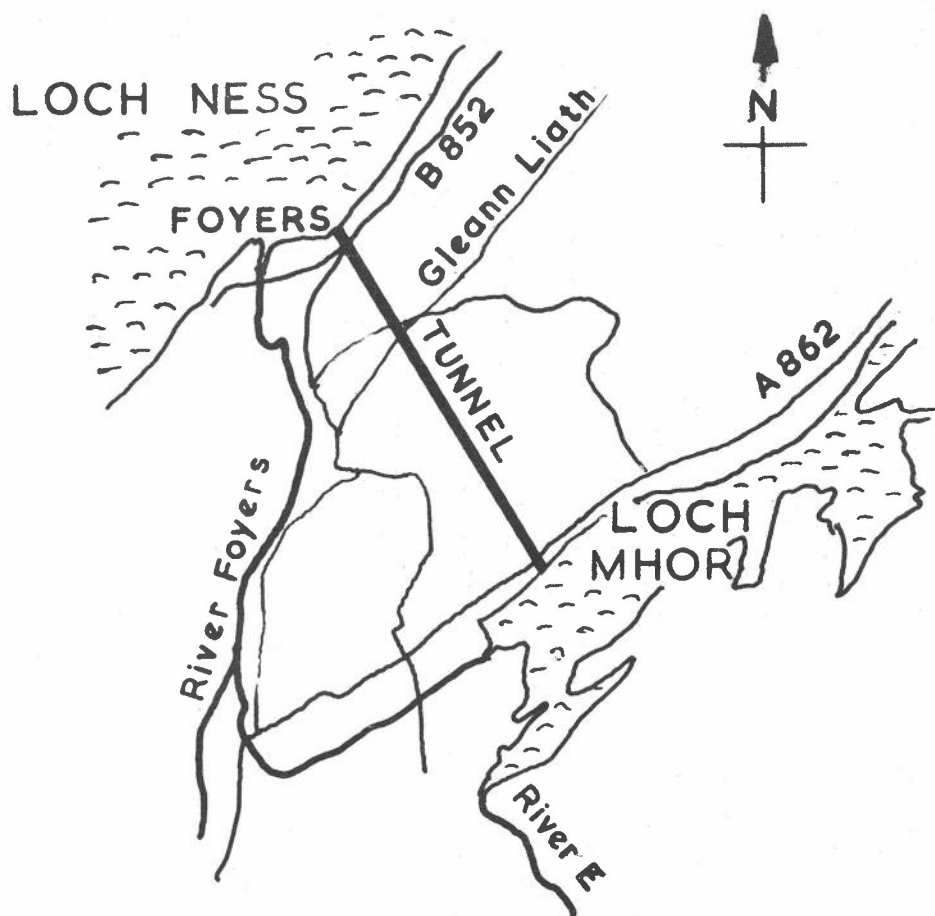
'The Narrow Gauge-Illustrated' For those unlucky people who missed the first issue of our new magazine : N.G.I. No. 59 is now available at 30p per copy, (only a hundred of the reprints remain, so its first come — first served !)

Binding Service.

Binders are currently in stock for 'Narrow Gauge News', price 48p., and NEW !! (Delivery expected mid September) — "EASIBINDERS" for the 'Narrow Gauge Illustrated' at £1.00 each. If you require one (or two !) please send me 50p deposit NOW.

All available through NGRS Hon. Publications Officer; Ron Cox, 11 Frederick Road, Stapleford, Notts. NG9 7FT.





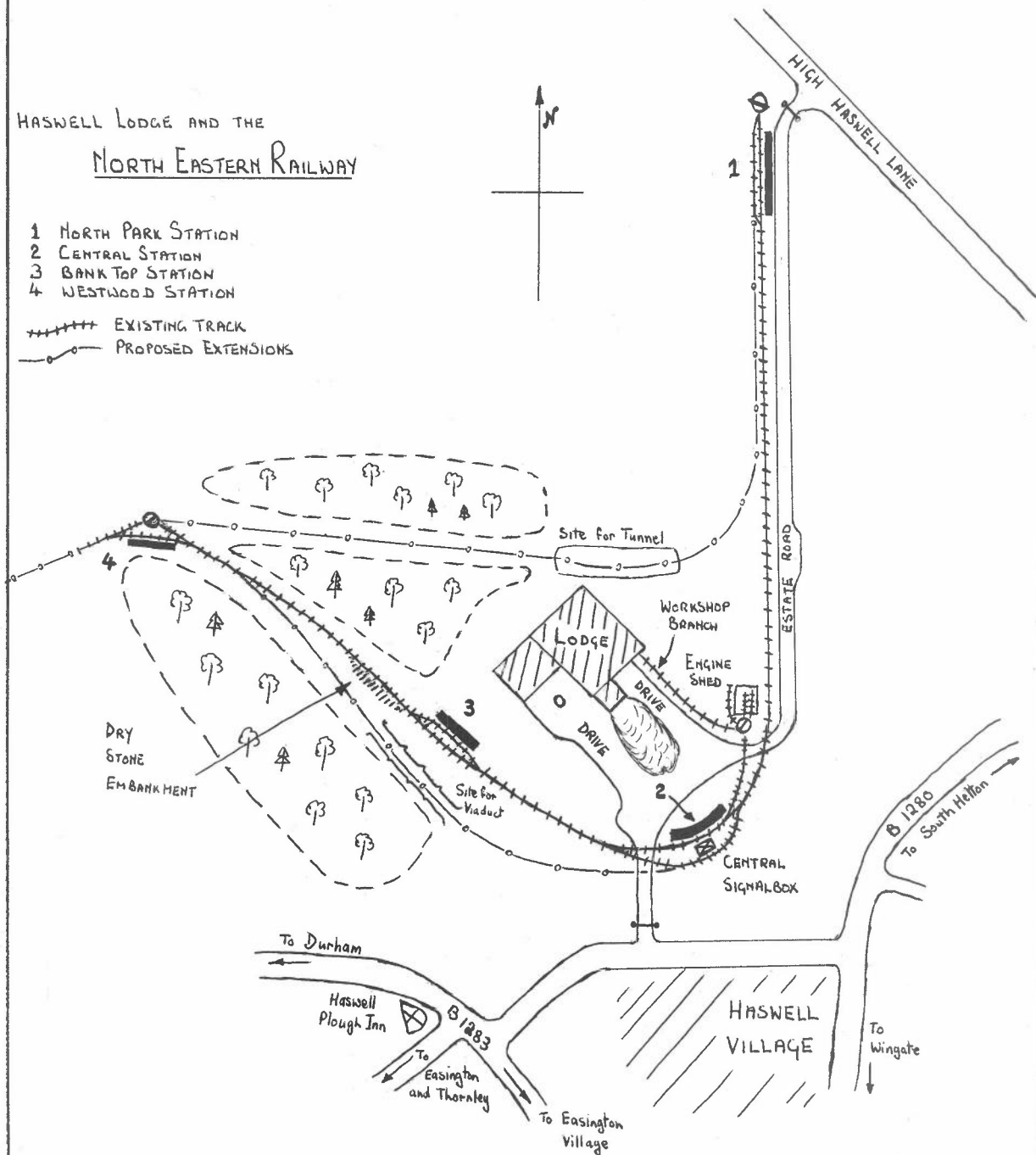
MAP OF PROJECT

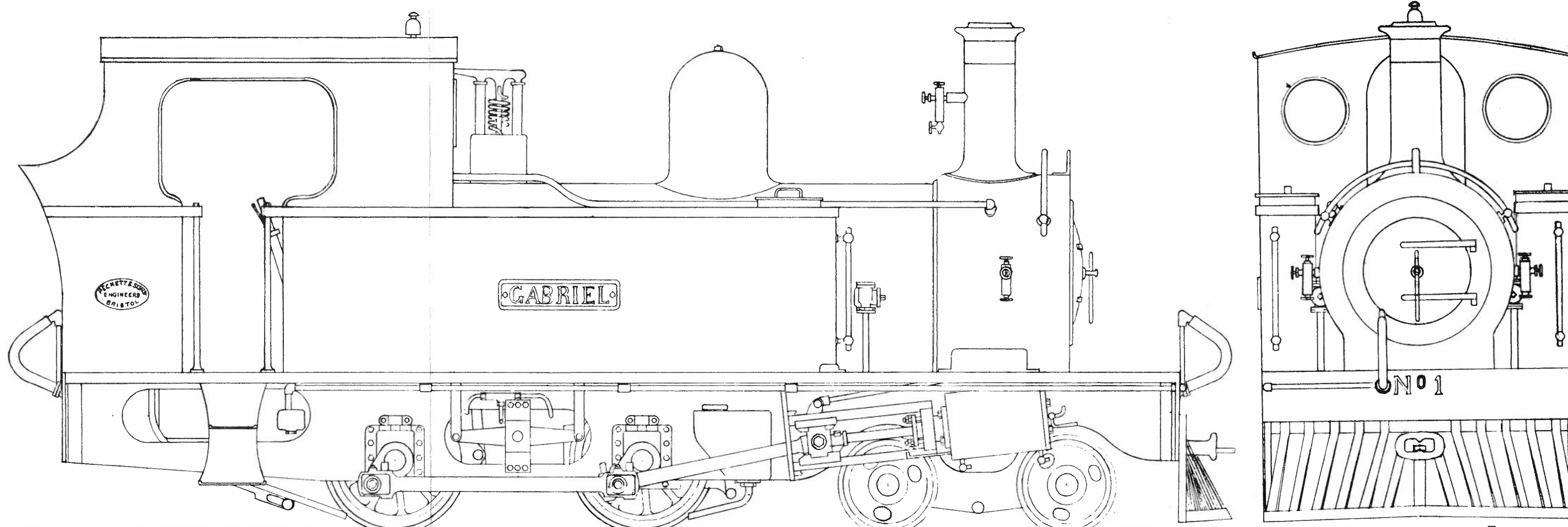
HASWELL LODGE AND THE

NORTH EASTERN RAILWAY

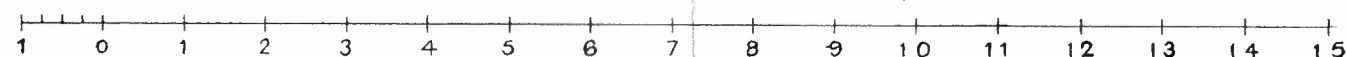
- 1 NORTH PARK STATION
- 2 CENTRAL STATION
- 3 BANK TOP STATION
- 4 WESTWOOD STATION

+++++ EXISTING TRACK
 ---o--- PROPOSED EXTENSIONS





SCALE IN FEET.



4-4-0 TANK LOCOMOTIVE Nº1 GABRIEL.

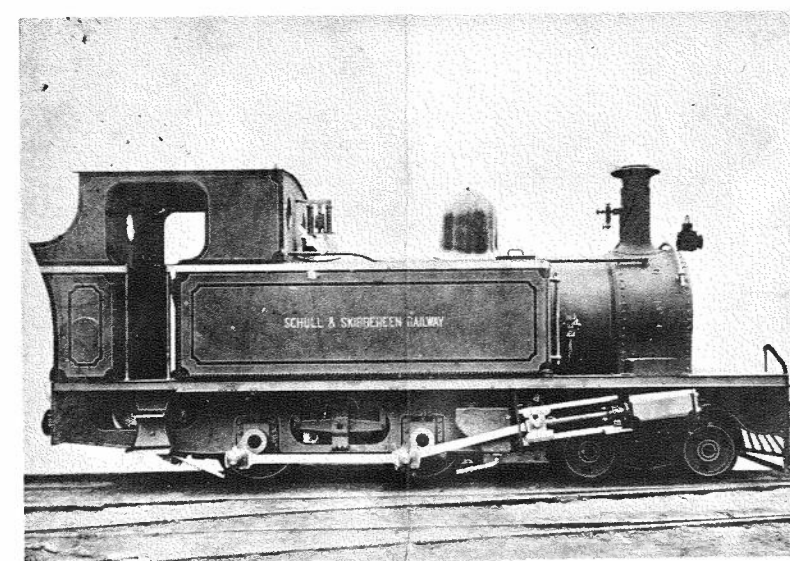
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