

# **THE NARROW GAUGE**

## **illustrated**

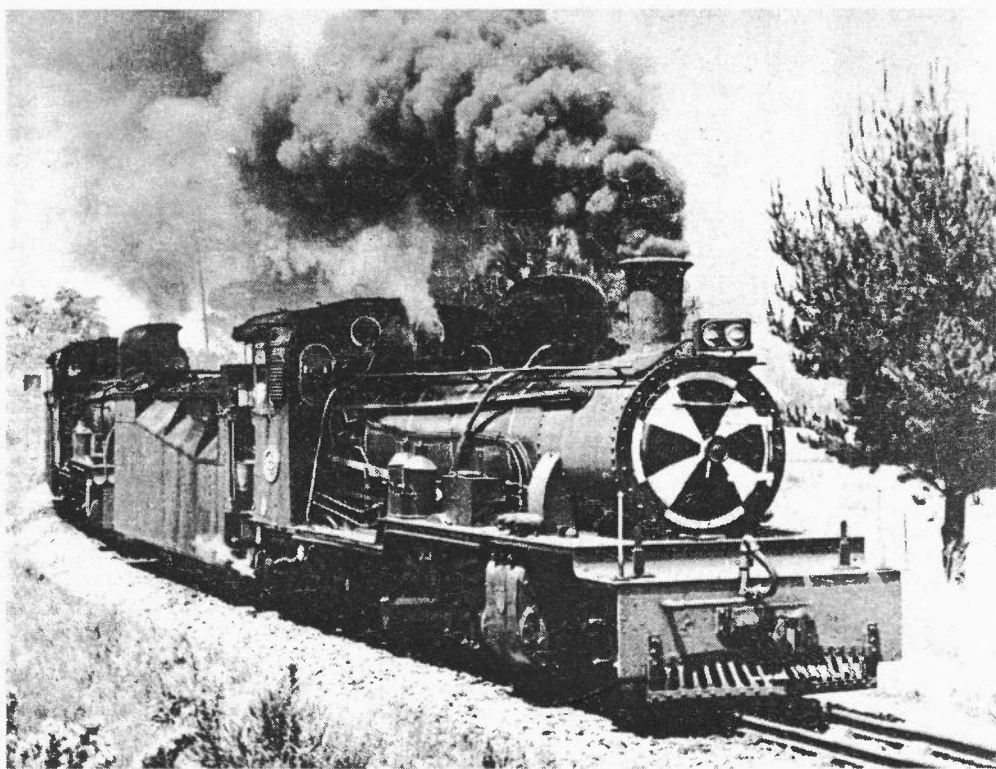
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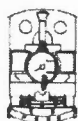
**No62**

**AUTUMN 1972**

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**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!) are always made very welcome.

### The NARROW GAUGE - Illustrated.

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**(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.**

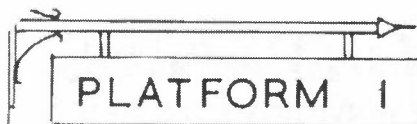
### OUR FRONT COVER :

*N.G.I. GRAND ANNUAL PHOTOGRAPHIC COMPETITION 1971/72,*

*1st Prize — Category A (Narrow Gauge Steam)*

*Awarded to Mr. N. Mardell of Port Elizabeth, South Africa,*

*Photo : South African Railways Class NG 15 No. 134 2-8-2 tender locomotive leading a double headed freight train out of Van Staadens station on the 2ft gauge Avontuur line, travelling towards Van Staadens Bridge, the highest narrow gauge bridge in the World, 30th October 1971.*



# IM.G.1.62 FEATURING :

The Small Companies ...	...	2
Wagonry .....	...	5
In The News .....	...	6
British N.G. Loco Register	...	8
Ex Works.....	...	13
Ye Olde Companies	...	14
The Narrow Lines of Industry	...	16
Retrospect.....	...	19
Narrow Gauge Pictorial ...	Centre	
(N.G.I. Grand Annual Photo Competition, 1971/72)	Six Pages	
Narrow Gauge International	.....	26
The Narrower Gauges ...	.....	32
Collector's Piece.....	.....	34
Dusty Catalogues.....	.....	35
Tram Depot .....	.....	35
Narrow Gauge Modeller	...	36
Correspondence Junction	.....	37
"NGL. :- Narrow in name.	Broad	in scope".

In this issue we come to the fourth part of the BRITISH N.G. LOCOMOTIVE REGISTER. This series is fast becoming recognised as an important source of reference and indeed a great deal of research goes into this work, much new material having already come to light and published for the first time in N.G.I. Some future parts will be very involved and some quite extensive — whilst certain others still remain steeped in mystery .... All known specialists of the respective builders are contacted as a matter of policy, as are some of the actual owners of the machines where information is not to hand — or suspect. However this series will be the more accurate with YOUR co-operation — please do respond to the appeals for information and photographs for this very worthwhile project.

To date we have featured FLETCHER JENNINGS, ORENSTEIN & KOPPEL, PECKETT & HIBBERD. Make sure you have all these issues before the back numbers run out — and we look forward to your contributions towards part 5: KERR STUART.

There would appear to be some misunderstanding over our publishing of lengthy articles : we are as ever always pleased to consider ANY material (long or short) for inclusion in N.G.I, but in order to maintain the variety of content it may be necessary to

serialize some lengthy material and only the really extensive work on a given subject would be that put forward for the Society "Handbook Series". It is worth noting that compared with the old-style "N.G." Magazine, "N.G.I." can cope with nearly double the words per page (e.g. N.G. 58/26 - 575 words, N.G.I. 61/9 — 1000 words) so our articles are no shorter than before — and of course there are more of them !

Your attention is drawn to the loose leaf Advertising Slip enclosed with this issue and you are urged to give the N.G.I. Classified Columns your support. Very favourable reaction has been forthcoming from those already published and many items have changed hands. MEMBERS ! - At only 1p per word can you really afford NOT to take advantage of this facility ?

Have you ordered your copy of the "N.G. NEWS INDEX" ? The publication of this now gives you access to your own complete encyclopaedia of reference to worldwide events on N.G. Railways. Fully cross-referenced and incorporating 88 issues of "N.G. NEWS" and 12 issues of the predecessor "N.G.R.S. NEWS" - over 15 years of information tabulated in one publication.

Only a limited number have been printed — so its first come, first served ! Now available from Pete Briddon, 30 Avenue South, Surbiton, Surrey, KT5 8PJ. at only 30p.

Spare a thought for the hard work put in by our Distribution Team, Cliff and Doreen Lawson, who ensure a quick turn-round at Tring so that all copies are on their way to you the day after receipt from our printer. Please note: Queries re, damaged copies or non-receipt should be made to Tring and not to the Editorial address — thank you.

Apologies are due to G. R. Thomson for the unfortunate mis-spelling of his name (N.G.I. 61/2) [R.P.M. : 7/72]

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, whenever possible, be accompanied with GLOSSY, CON-TRASTY, 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.

# THE SMALL COMPANIES

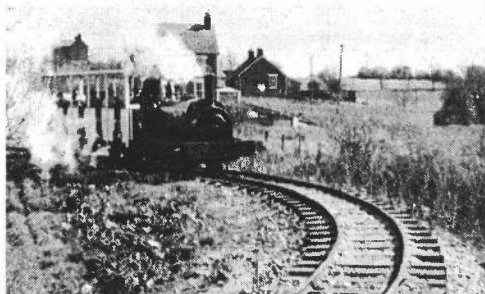
A SERIES DEVOTED TO THE 'PRESERVATION MOVEMENT'

## (Hampshire Narrow Gauge Railway Society)

by Paul Hitchcock

**Gauge:** 1ft11½in **Situation:** Durley, between Southampton and Bishops Waltham.

*0-4-0ST CLOISTER, (Hunslet 542 of 1891) 'steaming round the bend' with a toastrack coach during rehearsals for the inaugural train over the newly bridged stream, 8/4/72 (Pete Nicholson)*



The H.N.G.R.S. was formed in 1961 to promote the construction of a public narrow gauge railway in Hampshire following the precedent set by the Welsh lines, but over the years has modified these original aims and has now become a group of people building and operating a railway simply for their own pleasure without regard to maintaining a regular public service. Thus the Society has been able to achieve more since it started operations at Durley than it could possibly have done if it had an obligation to run a scheduled service elsewhere.

With the advantage of a slightly earlier start than most similar organisations the H.N.G.R.S. was in the fortunate position to acquire a Bagnall 0-4-0ST from the Dorothea Slate Quarries at Nantlle (Caerns) for only £30 in 1961, albeit in extremely poor condition. Looking back at these early days with the advantage of hindsight, it is obvious that the H.N.G.R.S. should have gone all out to acquire further steam locomotives when they were still available and relatively cheap, but this was not done and much effort was put instead into fund raising for the purchase of an operating site. Prolonged negotiations for this unfortunately proved abortive.

The next two locomotives were bought from Dinorwic Quarries in 1962 by the Society's President and placed on loan. These were Barclay 1995 of 1931 and "Cloister" Hunslet 542 of 1891. At a later date the Barclay was transferred to Mr. J. M. Baldock of Liphook (NGI. 59/1) and "Cloister" most generously given to the Society together with two excellent bogie toastrack coaches from the Ramsgate Tunnel Railway. In the mean time the Society had also acquired the last survivor of the fleet of petrol engined Motor Rail Simplexes from Fawley Refinery through the generosity of [IM.G.I./62]

Esso Petroleum and another petrol Simplex from Hall and Co. of Brambridge was donated by a group of members.

After the collapse of negotiations to acquire the former B.R. Botley-Bishop's Waltham branch line as an operating site the Society entered into a dormant phase of 'readjustment'. The end of this phase came about abruptly with the need to vacate the original headquarters at Bishopstoke and the transfer of operations, — thanks to the hospitality of the current Vice-Chairman and his wife — to the present workshops at Durley. Galvanised by this, restoration work re-commenced, firstly on the workshop buildings and secondly on the stock.

Restoration work on "Cloister" involved slight firebox repairs, regauging, (carried out by the Hunslet Engine Co.) re-machining of valve rods and bushes together with the provision of new expansion links and die blocks. Work was also done on the injectors and boiler fittings generally. Refitting was a gricers dream, numbers from many Dinorwic locomotives being revealed although no evidence could be found to substantiate the theory that "Cloister" is really "Wild Aster" in disguise, as no parts at all from the latter were encountered. The vast majority of the important parts such as boiler, cylinders, axleboxes and rods are stamped 542.

One of the two Ramsgate coaches has since been fully restored and with "Cloister" currently forms the train used for the periodic Steam Days. Reserve motive power is provided by the ex-Esso Motor Rail petrol locomotive, although during the period when the latter's magneto ignition was being replaced by a coil and battery system, the Society was in the unusual position of having only steam motive power available.

The present track is the first stage of a new layout to replace one which proved inadequate to cope with continued use by six ton steam locomotives. Rail used comes mainly from the Pen-yr-Orsedd quarry at Nantlle and is of 30lb section spiked on baseplates to ex-B.R. sleepers sawn in half and laid on graded shingle. Maximum gradient on the line is 1 in 50 and the minimum curve radius is 65ft. Of special interest amongst the pointwork fabricated by the Society is the double slip on the shed road.

Eventually there will be a continuous irregular oval of track, which involves the construction of two culverts across a small stream. One such culvert has been built and an approach embankment formed, this involving much manual labour. Track laying is in progress over this section at the time of writing.

The construction of the first culvert was quite a task considering that very little mechanical assistance was used. Basically the work involved building three parallel tunnels comprising of old oil drums laid end to end with the tops and bottoms cut out and then surrounded by concrete. To do this, the wet and heavy clay soil had to be dug out to a level beneath the existing stream bed which, at the half-way stage was diverted for a distance of approximately fifty yards along a new permanent channel to allow excavation to proceed for one of the tubes. Fortunately the stream dried up at the crucial time owing to the dry summer and it was relatively easy to divert it to the new channel and to fill in the old bed.

After completion of the tunnels, abutments were constructed out of concrete blocks and the earth fill was commenced across the bridge and over the approaches on either side. This was one of

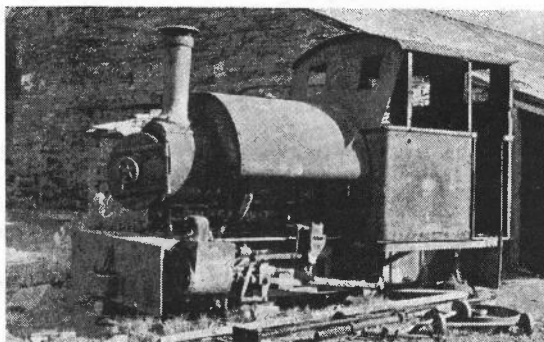
those jobs which are not particularly enjoyable at the time, but which give cause for satisfaction when they are done.

Present work on the mechanical side includes the rebuilding of the Bagnall "Wendy" and the restoration of the ex-Hall & Co. Simplex. Attempts are also being made to obtain a further diesel locomotive.

The H.N.G.R.S. does not restrict itself merely to restoring and 'playing' with narrow gauge equipment. Apart from the usual meetings, we arrange social evenings and organised outings which help wives and lady friends to feel perhaps a little less neglected than would otherwise be the case!

Mention should also be made of one of the Society's more unlikely possessions, — the carriage portion of Drummond's 1899 4-2-4T Inspection Saloon (originally No. 733, Class F.9 and nicknamed "The Bug"). Latterly this saw service as a hut at Eastleigh Carriage Works, but it now rests on a concrete plinth at Durley. When restored and repainted in L.S.W.R. colours No. 58s (as it finished up in 1940) will be used as a clubroom.

Visitors to the H.N.G.R.S. workshops at Durley are very welcome but should remember that the railway is situated in the backland of a private house and it may not always be convenient for them to call without prior notification. A telephone call to Durley 331 or an S.A.E. to the Honorary Secretary, Mr. J. G. Davis, 57, Alresford Road, Winchester, Hants will bring you full details of forthcoming Open Days. [Travel is at own risk; tickets are issued on occasions in return for donations. Those in use recently were hand typed on thin white card about 2/3 the size of an Edmondson ticket.] [NGN Refs : 55/11, 63/11, 69/12, 73/11 & 78.]



WENDY (Bagnall 2091) at the Dorothea Slate Quarry, Nantlle, in 1961 before removal to Hampshire for restoration, (H.N.G.R.S.) [N.G.I./62]

## **LOCOMOTIVE & ROLLING STOCK LIST. (AS AT JULY 1972)**

**CLOISTER** Hunslet 542 Built 1891 0-4-0 Saddle Tank. Regauged from 1ft 10 $\frac{3}{4}$ in. and overhauled 1968. Maroon livery. Ex Dinorwic Slate Quarries Co. Ltd, Llanberis, Caerns 8/62.

**LADY MORRISON** Hunslet 1842 Built 1936 0-4-2 Saddle Tank. Undergoing overhaul including conversion from 3ft gauge. Ex British Aluminium Co. Ltd, Lochaber Works, Fort William, Inverness-shire 11/69. (Owned by the Society Vice-Chairman and his wife, Mr and Mrs B. Curl.)

**WENDY** Bagnall 2091 Built 1919 0-4-0 Saddle Tank. Undergoing restoration. Ex Dorothea Slate Quarry Co. Ltd, Nantlle, Caerns 1961.

**2, AGWI PET** Motor Rail 4724 Built 1939 4-wheel petrol. 2-cylinder Dorman PE 20HP engine. Cab fitted, blue and maroon livery. Ex Esso Petroleum Co., Ltd, Fawley, Hants 11/61.

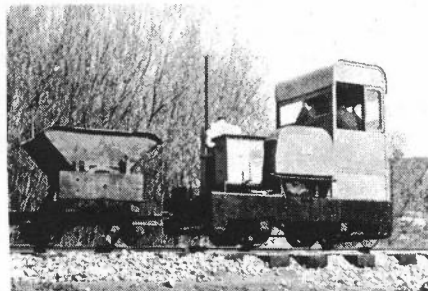
**BRAMBRIDGE HALL** Motor Rail 5226 Built 1935 4-wheel petrol. 4-cylinder Dorman 20-30HP engine. Undergoing restoration. Ex Hall & Co. Ltd. Highbridge Gravel Pit, Brambridge, Hants c1965.

Orenstein & Koppel 4013 Built c1930 Type RL1A 4-wheel diesel. 1-cylinder Orenstein 11 HP engine. Awaiting restoration. Ex A. M. Keef, Cote, Oxon 1971. (Owned by Mr and Mrs B. Curl.)

Orenstein & Koppel 5125 Built c1935 Type RL1B 4-wheel diesel. 1-cylinder Orenstein 11HP engine. Awaiting restoration. Ex A. M. Keef, Cote, Oxon 1971. (Owned by Mr and Mrs B. Curl.)

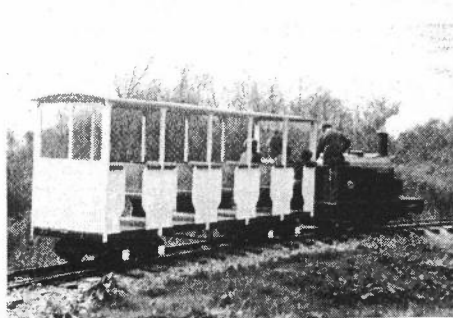
Two bogie toastrack semi-open coaches; Built English Electric 1936. One brake fitted, with 24 seats and one 30 seater un-braked. Latter restored 1968-69. Teak bodies, welded steel underframes, coll sprung roller bearing bogies with welded frames. Ex Ramsgate Tunnel Railway, Kent.

Various skips and flat wagons; built by Hudson, Wm Jones, Arthur Koppel etc.



**'AGWI Pet'** (Nickname given by employees of the former A.G.W.I. (now Esso) oil refinery at Fawley) Motor Rail 4724, returns the end-tipper for a further supply of ballast during last minute preparations prior to the opening ceremony of the culvert 8/4/72. The engine of this loco is fitted with a water bath exhaust conditioner, which gives excellent steam locomotive effects! The cab was added by the H.N.G.R.S., who also equipped it in 1971 with coil ignition.

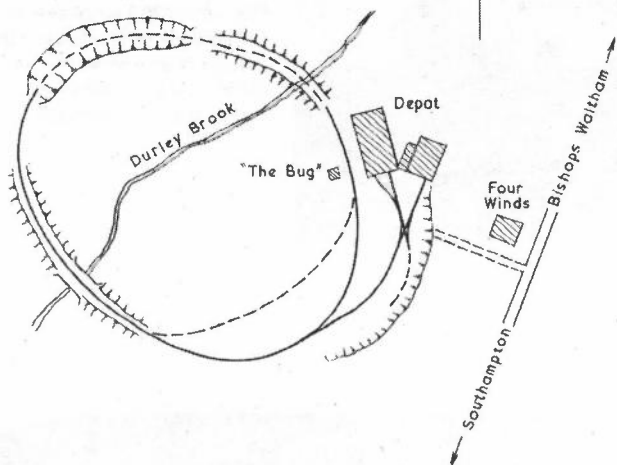
(Pete Nicholson)



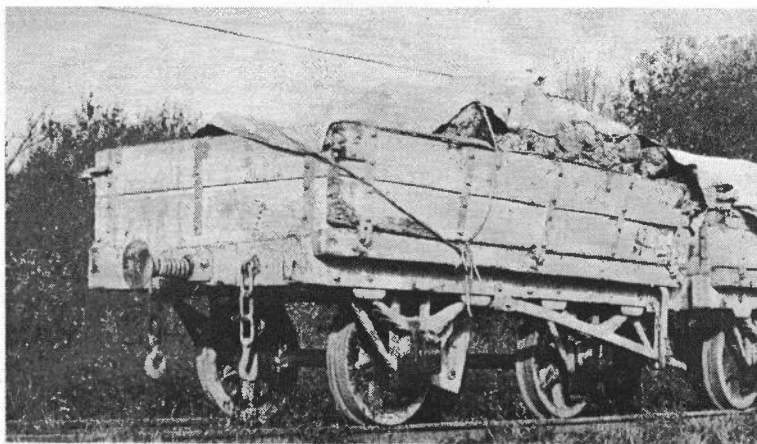
The restored coach (built English Electric, 1936) from the closed Ramsgate Tunnel Railway is a very attractive and useful vehicle. It is depicted here heading for the present 'end of line' with CLOISTER (Hunslet 542) in charge.

(Pete Nicholson)

HAMPSHIRE NARROW GAUGE RAILWAY SOCIETY  
DURLEY, HAMPSHIRE

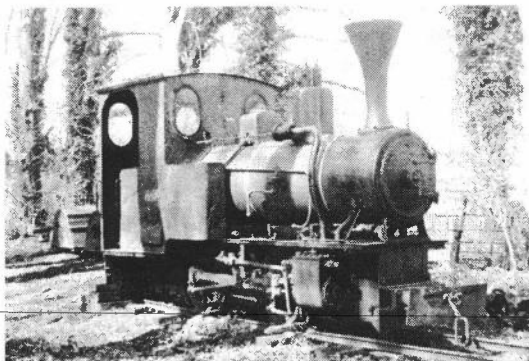


## WAGONRY



**NORTH DEVON CLAY CO. LTD., PETERS MAR LAND, Nr, TORRINGTON, DEVON.** Gauge 3ft. One of the antique wooden clay wagons seen in use on 1/11/1970. This well known system closed at the end of that week and most of these wagons were burnt very soon after. (NGN 69/16). [IM.GJ./62]



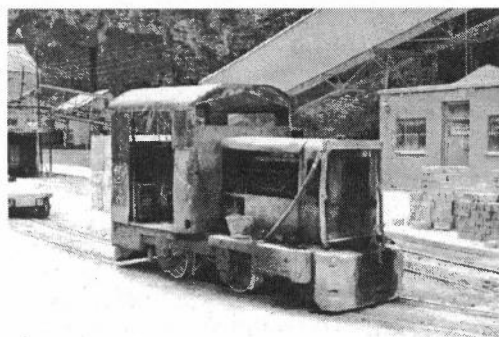
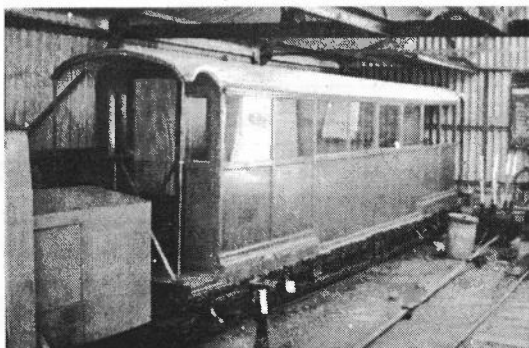


A much travelled immigrant — Orenstein & Koppel 12722 of 1936, DN9 class 0-4-0WT was imported from Germany by Bressingham Steam Museum in 1970 (NGN 67/11) but having proved too large was exchanged for the similar but smaller EIGIAU (NGN 75/12 & NGI 60/11-14). Following this it was stored for a time then moved again to join Tony Hill's other locos at Llanberis where it is now dismantled for a complete overhaul.

(Pete Nicholson)

The extensive renovation being undertaken of the former Sand Hutton Light Railway coach is progressing at North Sea Lane station on the Lincolnshire Coast Light Railway. Although originally 1ft 6in gauge it still appears a large vehicle on its replacement 2ft gauge underframe. It was rescued from Harton, Yorks in 1967 having served as a cricket pavilion for many years and had been allowed to fall into a dreadful state of disrepair.

(Pete Nicholson)



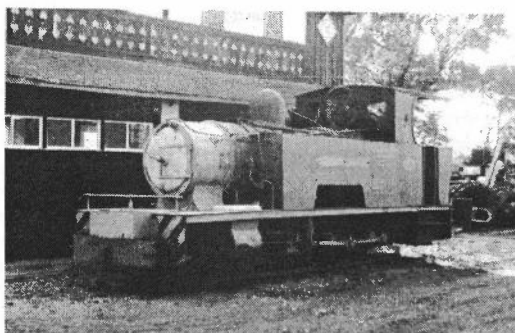
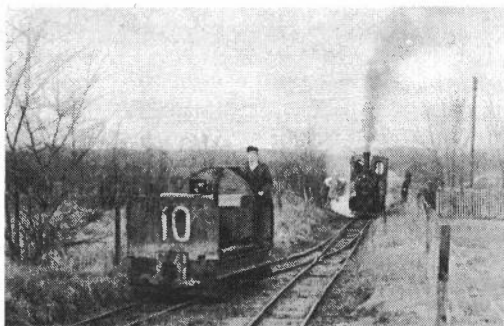
SNOWDON MOUNTAIN RAILWAY, LLANBERIS, CAERNS. (NGN 75/7) One of the most surprising transfers in recent years has been the 4-wheel Diesel, Ruston 283869, 1949 a 48DL from Kneeshaw Lupton & Co. Ltd., Llanddulas, Denbighs. — where it was photographed in July 1969. It is now owned by the Colwyn Bay & District Model Engineering Society and is to be adapted from its present 2ft 10½ins gauge to the Snowdons 2ft 7½ins — for use in the yards at Llanberis.

(Pete Nicholson)



Leedon Loop on the Leighton Buzzard N.G. Railway. No. 10, the "Breadbin-cab" Motor Rail (7956) and P. C. ALLEN (Orenstein & Koppel 5834) having towed their train out from Pages Park in reverse now run-round for the return journey in forward gear. The Motor Rail has been loaned to the Leighton Buzzard N.G.R.S. by British Industrial Sand Ltd., (NGN 72/10) and as soon as it can be spared from its duties is to be painted and named after the managing director of B.I.S., — HAYDN TAYLOR.

(Pete Nicholson)

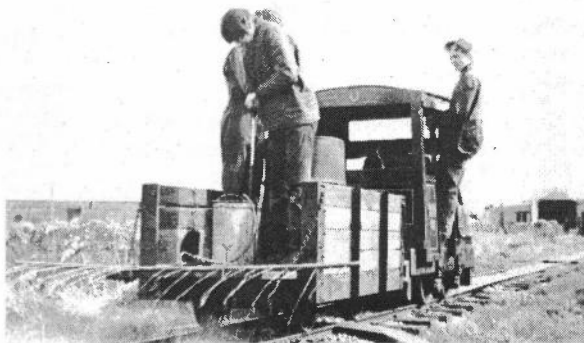


A very interesting import this year has been the 2ft 10½in gauge Bagnall 4-4-0T which is currently stored in the depot of Ben Turner & Son (Tractors) Ltd Ripley, Surrey (NGN77/7). Its identity has not been revealed other than it was "built in 1945" and has running number '23' on the cabside. However, it is believed to be 2820 of 1944 ROBERT ARMSTRONG from Tongaat Sugar Co., Natal. S. Africa (NG.46/10, 47/1 & 9).

(H. T Caffyns)

The 'Small Companies' have been hard at work this summer keeping their tracks weed-free. This picture depicts the primitive Weed Spraying Unit of The West Lancs Light Railway (NGI.59/2-7) and being hauled here by CLWYD (Ruston 264251)

(Graham Fairhurst)



# BRITISH NARROW GAUGE LOCOMOTIVE REGISTER

(compiled by the society Hon.

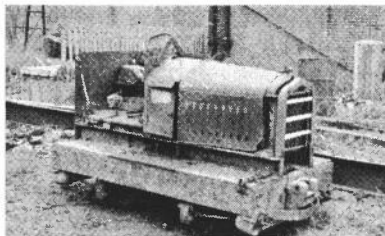
Records Officer-Pete Nicholson)

PART 4. F. C. HIBBERD & CO. LTD, Coronation Road, Park Royal, London IM.W.10.

'Planet' is a trade name which originates from the period just after the First World War when Kent Construction & Engineering Co. Ltd started supplying locomotives from their works at Ashford, Kent. Initially these were Motor Rail 'Simplex' and Baldwin petrol locos acquired from the War Department for reconditioning and resale. Further designs were developed until closure of the works in 1926 when production was passed to Stableford & Co. of Coalville, Leics. for the next two years, then going to Bedford Engineering Ltd until they too failed in 1932.

F. C. Hibberd & Co. Ltd having been formed in c1927 continued the 'Planet' line and in 1932 acquired the patterns, drawings etc. from James & Fredk Howard Ltd of Bedford who had been building internal combustion locos from about 1923. Hibberd moved to Coronation Road in July 1932 and from the outset i/c locos only were built — and as well as perpetuating Kent Construction and Howard models increased the range with developments of these and entirely new designs. A very wide range of locomotives was therefore made available for gauges 1ft 6in to 5ft 6in, from 8HP to 165HP and with a good choice of power units. Locos could of course also be supplied to fulfill special requirements.

A large proportion of production was for the export market this accounting for about 75% of the output in later years. During the '50s locos were distributed through Thomas Hill (Rotherham) Ltd. In 1963 the Company became part of the Butterley Group and production was moved to the works of the Butterley Co. Ltd, Ripley Derbyshire. F. C. Hibberd & Co. Ltd still retains its independent identity however and has offices in London.



No. 1568 (10HP type) of 'Kent Construction' design this is the oldest known loco of Hibberd manufacture — Oct 1927. This loco outlived similar machines at A.P.C.M. Ltd, Murston Brickworks, Kent Acquired for preservation it is shown here awaiting collection on 22/1/72, when it was moved to Brockham Museum. (Pete Nicholson)

Most standardised classes were given a definite designation, the others (and for publicity purposes — all types) only the horse power and weight were quoted. e.g. the 'Y' model was described as '8HP 1½Ton model'. Both these features were variable for many designs being dependant on engine installed and size of ballast weights fitted — if any. Where a class designation was allotted, this was displayed on the loco — such as on the axle box covers or sand box lids as well as appearing in 'Spare Parts Booklets' and 'Instruction Manuals'. All locos were advertised using the name 'Planet' excepting the "Simplex" type which was described as such. These were the bow framed design of Motor Rail Ltd origin and were supplied with either petrol or diesel engines, but all U.K. survivors now have diesel engines installed.

The very varied range of locos produced over the years is well represented by the 68 known examples in the British Isles today. Perhaps the loco most worthy of note is No. 3307 — this being the machine delivered new to the Ashover Light Railway in 1948 and currently in regular use on sea defence work in Essex.

Class	Y	DY	10HP	'1934' 10/14HP	20HP	20 'SIMPLEX'	SIMPLEX' 20/24HP
Horse Power	8	9	10	14-16	20	20	20
Type	4wPetrol	4wDiesel	4wPetrol	4wDiesel	4wDiesel	4wPetrol	4wDiesel
Length (overall)	8ft	8ft	8ft	9ft6in	9ft10in	9ft1in	8ft11in
Width	3ft6in	3ft6in	4ft1in	3ft9in	—	4ft10in	4ft10in
Height (top bonnet)	4ft3in	4ft7in	4ft2in	4ft9in	5ft	4ft9in	4ft6in
Weight	1½T	1½T	1½T	2½T	4T	2½T	2½T
Wheel Diameter	1ft3in	1ft3in	1ft3in	1ft5in	1ft5½in	1ft5in	1ft5½in
Wheelbase	2ft6in	2ft6in	3ft1in	3ft	3ft3in	3ft9½in	3ft6½in
No. of Speeds	3	3	2	2 or 3	3	—	2
Engine	4cyl.Ford E93A.	1cyl. Lister FR	4cyl. Meadows 4EC.	2cyl. Lister. CE	2cyl. National	2cyl. Dorman 2JOR	(See Note.) cont'd

contd. ....

Class	(i)	30HP	37HP	38HP 'MINES'	6NG	SCN 77.5HP	105HP
Horse Power	16:20   22.5	—	37	38	50	75	102
Type	4wDiesel	4wDiesel	4wDiesel	4wDiesel	4wDiesel	4wDiesel	4wDiesel
Length (overall)	8ft6¼in   9ft	12ft3in	12ft9in	11ft	12ft1in	13ft2in	14ft2in
Width	3ft10in	3ft10in	4ft	3ft2in	3ft10in	5ft6in	5ft9in
Height <sup>(top bonnet)</sup>	5ft3½in	5ft8in	5ft10in	4ft9in	5ft9in	8ft8in	—
Weight	2½-3½T	—	7¼T	5T	6½T	10-12T	—
Wheel Diameter	1ft5½in	1ft5½in	1ft8in	1ft5in	1ft6in	—	2ft
Wheelbase	2ft8in   3ft	3ft9in	3ft	3ft	3ft9in	—	—
No. of Speeds	2	3	2	2	3	—	—
Engine	2cyl.	—	3cyl.	4cyl.	6cyl.	4cyl.	6cyl.
	National   Lister	Fordson	National	Dorman 4DS	Perkins P6	Dorman 4DL	Gardner 6LW

## NOTES ON CLASSES

**Y and DY** Dimensions are for locos of gauges 1ft6in — 2ft6in. 2027 has a wheelbase of 3ft and maximum width of 4ft. 3679 has a maximum width of 4ft6in. Some locos supplied with a Ford10-21 HP petrol engine.

**10HP** Kent Construction design. Dimensions are for 1ft6in - 2ft6in gauge locos -1861 is wider.

**'1934'** 2025 is a 2-speed model and has a 14HP Lister CE24/13D engine. 2201 is a 3-speed model and has a 16HP Lister 24/18 engine.

**20** Kent Construction 'Simplex' design with plate frames.

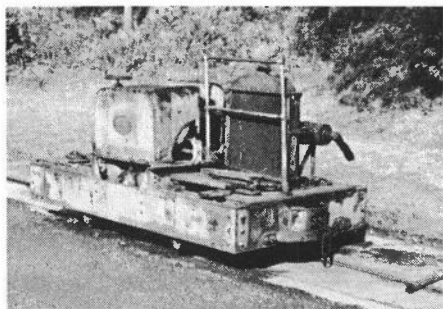
**'SIMPLEX' 20/24HP** Motor Rail bow or 'bent' frame type. Engines currently installed are of varied make and type Dorman, Lister, National (the majority), and Paxman Ricardo. etc.

**(i)** This is three different classes of locos all with identical outward appearance (often referred to as the "Orenstein & Koppel type") and only slight dimensional differences. The '14-16HP 2½Ton model' and '20-24HP 2¾ or 3½Ton model' had unspecified 2-cylinder British diesel engines but the '22HP 3¼Ton model' had a 2-cylinder Lister diesel engine. 3982 and 3983 are 3¼Ton locos with 23BHP Perkins P3/152 engines and 3787 has a 23/25HP Lister engine. (3467 is 4ft10in wide.)

**30HP** The two locos in this class have modern Fordson tractor radiators and bonnets. They have had Fordson replacement engines fitted.

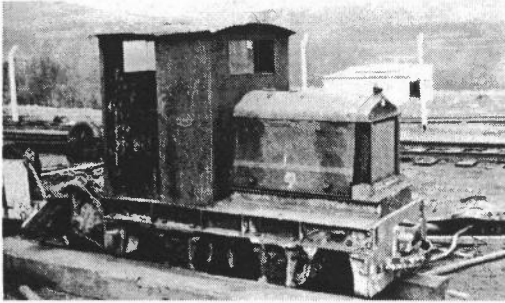
**38HP 'MINES'.** These locos can be reduced in length to 7ft 6¼in by removal of their ends, front and rear, to ease access to mines.

**105HP** Supplied originally with a Foden FD6 2-stroke diesel engine. 3687, the sole example in Britain, has been rebuilt to suit Festiniog requirements including a reduction in height and increase of wheelbase from 4ft 6in.



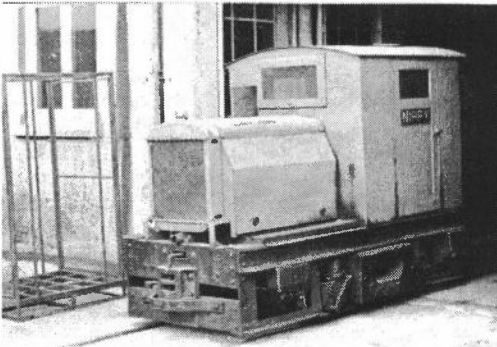
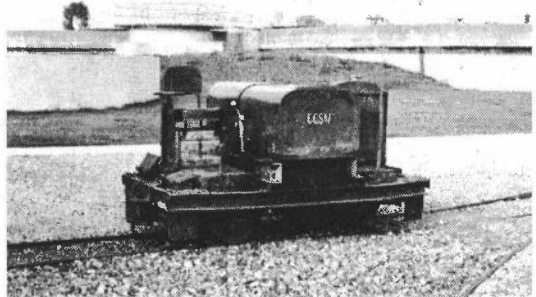
No. 1767 ('SIMPLEX' 20 type) Previously incorrectly recorded as 1757, this loco is one of the Kent Construction "Simplex" design and is thus the same as that which ran on the Rye & Chamber Tramway. 1767 is depicted at Sheffield Corporation Water Works Dept, Langsett Reservoir, Yorks 27/9/69. It was subsequently donated to the Wey Valley Light Railway, Farnham, Surrey (NGI. 60/18-21) where it is currently undergoing restoration.  
(Pete Nicholson)

No.	YEAR	CLASS	GAUGE	OWNER, LOCATION & RUNNING IDENTITY (JULY 1972)					
1568	1927	10HP	2ft	R. P. Morris, c/o Brockham Museum, Dorking, Surrey.	3446	1950	37HP	1ft10in	Arthur Guinness Son & Co. (Dublin) Ltd, St. James's Gate, Dublin. [31]
1747	1931	10HP	1ft11½in	P. D. Nicholson, c/o M. E. Engineering Ltd, Cricklewood, Gr. London.	3447	1950	37HP	1ft10in	Arthur Guinness Son & Co. (Dublin) Ltd, St. James's Gate, Dublin. [36]
1767	1931	20	2ft	Wey Valley Light Railway, Farnham, Surrey.	3449	1950	37HP	1ft10in	Arthur Guinness Son & Co. (Dublin) Ltd, St. James's Gate, Dublin. [35]
1777	1931	20	2ft	West Lancs Light Railway, Hesketh Bank, Lancs.	3465	1954	Y	2ft	Ashton-under-Lyne Corporation Plantation Farm Sewage Works, Dukinfield, Cheshire. [ALD. HAGUE]
1830	1933	Y	2ft	P. D. Nicholson, 17 Crosslands Road, West Ewell, Surrey.	3467	—	(i)	3ft	National Coal Board, Arncliffe Salvage Centre, [BL1122] Gorebridge, Midlothian.
1861	1934	10HP	2ft11in	Lime Firms Ltd, Pantyrodin Limeworks, Llandybïe, Carns.	3502	1954	38HP'MINES'	2ft	A. M. Keef, Cote Farm, Cote, Oxon. [RL6]
1881	1934	Y	2ft	R. P. Morris, 193 Main Road, Longfield, Kent [1881]	3545	1952	38HP'MINES'	2ft6in	Martindale Plant Ltd, Chorley, Lancs.
1887	1934	'SIMPLEX'	2ft	Creekmoor Light Railway, Creekmoor, Nr. Poole, Dorset. [No. 1, SAMSON]	3582	1954	38HP'MINES'	2ft	Imperial Smelting Co. Ltd, Avonmouth, Glos.
1896	1935	'SIMPLEX'	2ft	J. J. A. Evans, Treacrell Mill, Trebulet, Cornwall.	3627	1953	Y	2ft	City of Bradford Water Pollution Control Dept., North Bierley Sewage Works, Oakenshaw, Yorks.
1980	1936	'SIMPLEX'	2ft	City of Chichester Sewage Dept, Appledram Lane, Chichester Sussex. [1980]	3679	1953	DY	3ft9in	Dismantling & Engineering (Midlands) Ltd, Blackheath, Worcs.
1985	1936	'SIMPLEX'	2ft6in	Richardsons Moss Litter Co. Ltd, Solway Moss, Longtown, Cumb.	3687	1954	105HP	1ft11½in	Festiniog Railway Co., Boston Lodge, Nr. Porthmadog, Merion. [UPNOR CASTLE]
2014	1936	20HP	3ft	Shanes Castle Railway, Antrim. [NIPPY]	3719	1954	(i)	900mm	Irish Peat Development Co. Ltd, Maghera, Co. Armagh.
2025	1937	'1934'	2ft	P. D. Nicholson, c/o Brockham Museum, Dorking, Surrey.	3734	1955	6NG	2ft9½in	N.C.B. Cwm Colliery, Llantwit Fardre, Glamorgan. [3/521/58]
2027	1936	Y	3ft	Isle of Man Harbour Commissioners, Queens Pier Tramway, Ramsey, Isle of Man.	3735	1955	6NG	2ft9½in	N.C.B. Cwm Colliery, Llantwit Fardre, Glamorgan. [3/521/173]
2051	1937	'SIMPLEX'	2ft	London Brick Co. Ltd, Kempston Hardwick Brickworks, Beds.	3753	1955	38HP'MINES'	2ft6in	Martindale Plant Ltd, Chorley, Lancs.
2196	—	—	2ft6in	Ministry of Defence, R.N.A.D. Trecwn, Pembrokeshire. [54]	3756	1955	DY	2ft	Richardsons Moss Litter Co. Ltd, Nutberry Moss, Eastriggs, Dumfriess.
2201	1939	'1934'	2ft	Greater London Council, Hogsmill Valley Sewage Works, Gr. London. [3]	3787	1956	(i)	2ft	Thurrock U.D.C., Marsh Farm Sewage Works, Tilbury, Essex.
2306	1940	'SIMPLEX'	2ft	Erin Peat Products Ltd, Birr, Co. Offaly.	3831	1957	SCN	2ft6in	Ministry of Defence, R.N.A.D., Crombie, Fife. [AD497]
2405	—	'SIMPLEX'	2ft	Pound, Shipowners & Shipbreakers (Portsmouth) Ltd, Portsmouth, Hants.	3915	1959	30HP	2ft	Ford Motor Co. Ltd, Imperial Foundry, Leamington Spa, Works. [5]
2408	1941	'SIMPLEX'	2ft6in	Richardsons Moss Litter Co. Ltd, Solway Moss, Longtown, Cumb.	3916	1959	30HP	2ft	Ford Motor Co. Ltd, Imperial Foundry, Leamington Spa, Works. [4]
2418	—	'SIMPLEX'	2ft	Pound, Shipowners & Shipbreakers (Portsmouth) Ltd, Portsmouth, Hants.	3982	1962	(i)	2ft6in	Ministry of Public Building & Works, Hoo Ness Island, Kent. [1]
2514	—	(i)	2ft	Butterley & Blaby Brick Coys Ltd, Blaby Brickworks, Leics.	3983	1963	(i)	2ft6in	Ministry of Public Building & Works, Hoo Ness Island, Kent. [2]
2525	—	(i)	2ft	J. Gardner, Dove Holes Station, Derbys.	3989	—	(i)	2ft	Comhlucht Siuicre Eireann Teo, Gowie Farm, Ballyforan, Co. Galway. [5]
2528	—	(i)	2ft	A. Streeter & Co. Ltd, Catteshall Wharf, Godalming, Surrey. [SOU/2/11/51., 395]	3990	1962	—	Std(orig 3ft6in)	A.P.C.M. Ltd, Norman Works, Cherry Hinton, Cambs.
2556	1946	(i)	2ft	Liverpool Corporation Waterworks, Llanfords Hall, Oswestry, Shropshire.	4008	1963	DY	2ft	Sanders & Foster Ltd, Stratford, Gr. London.
2586	—	'SIMPLEX'	2ft	M. E. Engineering Ltd, Cricklewood, Gr. London.	—	—	'1934'	2ft	Norwest Construction Co. Ltd, Nr. Netherton, Lancs. [DL461]
3116	1946	Y	2ft	Drusillas Ltd, Alfriston, Sussex. [HIGHLAND WATCH]	—	—	'SIMPLEX'	2ft	M. E. Engineering Ltd, Cricklewood, Gr. London.
3255	1948	37HP	1ft10in	Arthur Guinness Son & Co. (Dublin) Ltd, St. James's Gate, Dublin. [26]	—	—	'SIMPLEX'	2ft	J. Gardner, Dove Holes Station, Derbys. new works.
3307	1948	6NG	2ft	R. G. O'dell Ltd, Westwick Wharf, Canvey Island, Essex.	—	—	'SIMPLEX'	2ft	Western Industries (Boyle) Ltd, Keelgoose Limestone Quarry, Boyle, Co. Roscommon.
3424	1949	Y	2ft	R. P. Morris, 193 Main Road, Longfield, Kent. [3424]	—	—	'SIMPLEX'	2ft	A. M. Keef, Cote Farm, Cote, Oxon.
3444	1950	37HP	1ft10in	Arthur Guinness Son & Co. (Dublin) Ltd, St. James's Gate, Dublin. [32]	—	—	(i)	2ft	

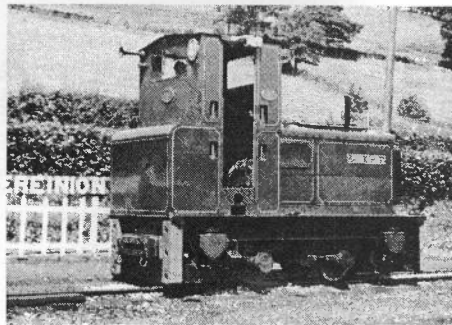
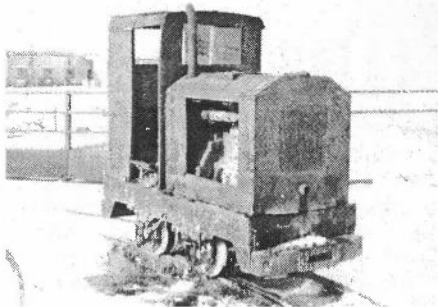


No.3627 (Y model) City of Bradford Water Pollution Control Dept, stored this petrol loco for many years in the open at Esholt Sewage Works, (where photographed), but was recently transferred to North Bierley Sewage Works, Oakenshaw where it is now standby to a Motor Rail diesel.  
(Sydney Leleux)

No. 1980 ('SIMPLEX' 20/24 HP). A very good example of a bow-framed Hibberd "Simplex" is this well kept machine which still sees regular use at City of Chichester Sewage Dept, Appledram Lane, Chichester, Sussex. It is painted in dark green livery and carries the running number '1980' on the bonnet-side away from the camera.  
(Pete Nicholson)



No.2014 (20HP class) NIPPY, of distinct Howard characteristics, is posed here at Ministry of Power, Safety in Mines Establishment, Harpur Hill, Buxton, Derbyshire a couple of years before shipment to Northern Ireland and the Shanes Castle Railway at Antrim.



No.2525. Now cast aside as scrap, this loco is one at the three so called "Orenstein" types due to its general outward appearance and type of gear-change. It is seen standing out of use in the snow on 27/2/70 at Staveley Lime Products Ltd, Beswicks Limeworks, Nr. Buxton Derbys.

(Pete Nicholson)

No.3687. (105HP class) The most powerful Hibberd in Britain UPNOR CASTLE in original condition at Llanfair Caereinion on the Welshpool and Llanfair Light Railway in 1966. It has since been considerably modified following sale to the Festiniog Railway in February 1968.

(Courtesy Photomatic Ltd)

#### NOTES ON LOCOS

- 1881 Regauged from 1ft 8in, 1972.
- 2196 This is a passenger rail-car and is fitted with a 2-cylinder Coventry Cub diesel engine. Main frame is of 'Howard' design.
- 3307 Re-engined with a Ruston 3VR0L 27/30HP diesel unit.
- 3424 Regauged from 1ft 8in, 1972.
- 3465 A4-cylinder B.M.C. diesel engine being installed Summer 1972.
- 3990 Regauged from 3ft 6in
- (Norwest Const.) Original engine replaced by a larger diesel unit.

#### FURTHER REFERENCES: 'N.G: 45/24- (37HP class)

Brockham News, Vol.3 Nos 1 & 2 - (Ymodel)

Industrial Railway Record, No.14. (B.L.C.-I.L.I.S.)

The Ashover Light Railway. (Oakwood Press) - (6NG class)

The Welshpool & Llanfair Light Railway. (David & Charles)-(105HP class)

#### ACKNOWLEDGEMENTS TO:

P. M. Briddon, A. M. Keef, S. A. Leieux, R. P. Morris, R. Pearman, E. S. Tonks (I.R.S.) A. J. Wilson and Arthur Guinness Son & Co (Dublin) Ltd.



#### AREMINDER...

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).

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NEXT ISSUE (WINTER 1972/3) PART 5 - KERR STUART. 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).

# EX WORKS...

EX WORKS .... 1933.

W.G. BAGNALL LTD. No. 2480.

2ft. 6in. GAUGE

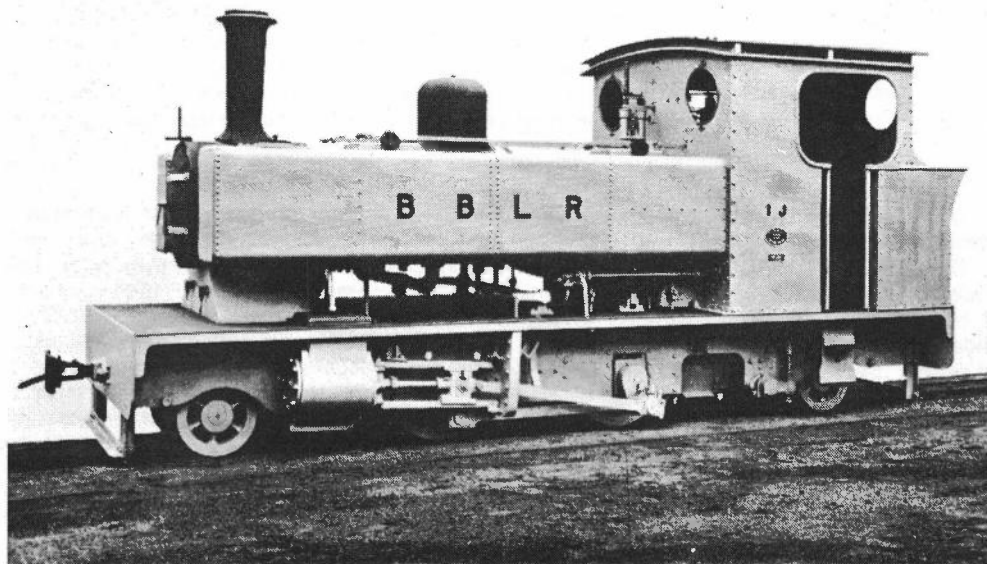
2-4-2PT Numbered 1J. Delivered free on board Liverpool 23/2/1933. Ordered by T. A. Martin Ltd. 6/11/1932 for use on the Baraset Basirhat Light Railway, India.

Cylinders	9½ x 14in	Heating surface	— tubes	236sq.ft.
Driving wheels	2ft 6in		firebox	42sq.ft
Leading and trailing wheels	1ft 9in		Total	278sq.ft
Fixed wheelbase	4ft 9in	Grate area		8.35sq.ft
Total wheel base	16ft 1 in	Working pressure		160psi
Water capacity	375 galls	Weight in working order		18¼ tons
Fuel capacity	54cu.ft	Tractive effort @ 85% W.P.		5710 lbs

Fitted with Bagnall-Price valve gear and two No.5 M/M injectors. Copper firebox and brass tubes. Cost £1160. Two repeat orders received No.2505 "2J" 3/1934 and 2523 "3J" 2/1935.

Note : outside frames and adjustable axleboxes (wedges), Double cab roof fitted for use in hot climate. Sandboxes recessed in pannier tank. Small amount of movement for leading and trailing trucks.

The Calcutta firm of T. A. Martin Ltd. acted as managing agents for quite a number of Indian narrow gauge railways. They are now part of the large Martin Burn organisation. ALLAN BAKER.





# YE OLDE COMPANIES



Last days for G.W.R. No. 1212. This, the original Davies & Metcalfe 2-6-2T for the V. of R. was brought down from Wales in 1932 and is pictured here at Swindon Works in 1933. No. 1212 suffered the 'torch' on 9/3/35.  
(Courtesy Photomatic Ltd)

Four years later .....

RECOLLECTIONS OF THE VALE OF RHEIDOL, (1939)

Norman Danger

The year 1939 was notable for a wonderful summer. Not perhaps, what everyone would recall about, THAT year, but those long hot days of seemingly endless sunshine were days of drawn-out suspense for one schoolboy, anxiously wondering about the long-promised holiday in Wales that had been postponed, and then cancelled, and was now being mooted again. Rumours of war meant nothing when the final decision came; the holiday was "on". So with life resuming its rosy hue we set out (by Great Western train) for the fabled land of "toy" railways, gravity trains and double Fairlies.

The first sight of the Vale of Rheidol line was

disappointing. It came into view from the compartment window before one realized what it was, and just as quickly seemed to veer away again. No trains, nothing moving, just two or three little open wagons bearing large white letters "GW". True they did not look so tiny, or so odd, as the very mysterious wagons (and vans), also marked "GW", that had been briefly glimpsed at the unpronounceable Machynlleth. Those startling apparitions could not have been Rheidol stock; the map proved it! The map came from a Great Western timetable and showed every halt and station on that company's system, but provided no clue to the mystery. "Could we go back there, to find out all about them?"

Alas ! Arrival in Aberystwyth put an end to all hopes of such new discoveries. Even a schoolboy could hardly miss the air of alarm about the • bewildered queues at the booking and enquiry offices, and the freshly slapped-up posters proclaiming "NATIONAL EMERGENCY". "No through coaches beyond Shrewsbury" they said "No connexions beyond Oswestry at Welshpool". From the last Monday in August only four trains would run on the Cambrian main line, stopping at all stations to and from Shrewsbury. The "Cambrian Coast Express" was cut off at a stroke, together with all the summertime expresses to Birmingham and Crewe and beyond. The lines were being cleared for evacuation specials bringing the schoolchildren of Manchester and Merseyside to the sanctuary of the Cambrian Coast.

But all was not yet lost ! The station staff confirmed that the Rheidol line would be running for a few more hours, at least, on that last Saturday of August 1939, before closing down "until further notice". There would still be time to catch the 6.05 to Devils Bridge, due 7.10 and returning thence at 7.30 to reach Aberystwyth at 8.30 (in Great Western days, when trains were booked to cross at Capel Bangor, the ascending one was allowed an extra 5 minutes for its journey).

So we duly returned from our hotel to the station, and made our way to the narrow-gauge train waiting "outside", at the terminus to which the Great Western had extended the Rheidol line in 1925.

After 30 years the impression remains of a train typical of the GWR at that period : a drab, if not very dirty, locomotive, certainly more black than green and a rake of spotlessly-clean coaches in the familiar "chocolate and cream". The roofs of the 1938 stock were white, contrasting with the grey of the 1923 open-sided coaches. The austerity of the interiors came as a surprise. So did the livery of the guards vans, smoky brown all over, whereas all the publicity pictures at Aberystwyth station showed vans in two colours to match the passenger coaches. Clearly those were pre-1938 photographs.

The train was quite well filled, open and closed coaches alike. After leaving the terminus and being flagged across a quiet road, we ran into a field, unfenced from the track, at the far side of which a few coaches stood amid the long grass. This desolate area was the overgrown yard of the little railway's original terminus; (after the war the site was covered by a Crosville bus garage, which hemmed the line in between blank walls, after the manner of the Lynton and Barnstaple's route out of Barnstaple.) Next came the excitement of the

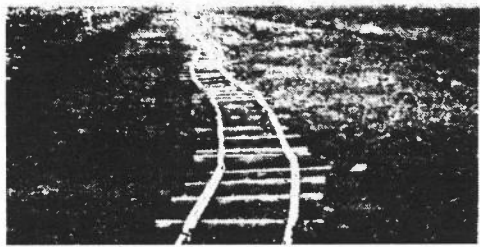
engine sheds, alongside which another massive 2-6-2T was shunting more coaches along a riverbank siding. "Used to go right down to the harbour" said the guard. "Now it only runs as far as the Carriage Shed". — And grinding round the sharp curve the little train gave us a fleeting glimpse of a typically Great Western corrugated-iron shed, with double doors and curved roof, quite unlike the pointed gables of the engine sheds.

At the next sharp curve the Manchester & Milford line passed above, and then another familiar Great Western feature was recognized : a fixed distant. But the proportions of both arm and post revealed its pre-grouping origin.

Now the line straightened out, and across the flat riverside meadows our pace seemed a mere crawl. The quarter-mile posts soon showed that our speed was not far short of what was then customary on the RH & DR, but how very much slower it seemed on the 1ft 11 $\frac{1}{2}$ in gauge than on the 15ins. across Romney Marsh. To break the monotony of our slow progress toward the hills and the scenery for which the Rheidol line was famous, there were three brief interludes. First, the wagons at the transhipment siding : they did not look so tiny from this viewpoint, just scaled-down versions of the traditional British railway wagon. They had nothing of the squat, square, alien appearance of those mysterious oddities at Machynlleth. Next, the stop at Llanbadarn to pick up a few passengers and soon afterwards the crossing of the river. Then there was absolutely nothing to relieve the tedium until we swung into the crossing loop at Capel Bangor. While the porter-signalman exchanged the single-line tokens, we quickly changed trains. We did not know that these were the last trains ever to cross at Capel Bangor, or that the train we had left would be the last to run on the Vale of Rheidol for almost 6 years. Gone was the chance of seeing the mountain scenery so often featured in the photochrom pictures which decorated Great Western compartments; gone too, the prospect of discovering the narrow gauge railways of the Cambrian Coast. With these thoughts in mind, the 20-minute return journey was soon over. (How very much briefer return journeys always are !)

Now we were back among the notices that all through trains were cancelled, that only a skeleton service of slow trains would begin to run on Monday. Getting home began to look a bit of a problem. But the Great Western NEVER let its customers down. To provide an escape route for trapped tourists, a passenger service would be run the next day on the Carmarthen line — the first Sunday service since the GWR acquired the Manchester & Milford Railway in 1912. What an unexpected route to explore ! But that is another story.....

# THE NARROW LINES OF INDUSTRY



THE BREDONVALE LINE (Bredonvale Products Ltd., Defford, Worcs.) by

JOHN TENNENT

Following publication in N.G.I. No. 60 of a photograph of the Bredonvale petrol locomotive, I thought that readers might be interested to know something of the railway on which it worked. This was one of the last of the few narrow gauge lines that were to be found in Worcestershire. The little railway was situated near the pleasant banks of the river Avon, not far from the bridge, carrying the main Bristol to Birmingham line of the former Midland Railway over the river. But so small and compact was the railway that it was not visible from rail, river or the near-by road. The line was constructed about 1946, by Mr. Tom Messenger, to serve a small concrete products works, of which he was proprietor. The railway was very much a home built affair: Light flat bottom rails were laid on home made concrete sleepers to a gauge of 2ft, the sleepers were cast with lead strips into which the rail securing bolts were screwed. Whilst being suitable for the first home built locomotive, the rails were not strong enough to bear the weight of the second locomotive, a Ruston diesel, and heavier section rail had to be obtained when this loco arrived. The do-it-yourself image was even extended to the point levers which were fabricated on site to improve the kick-over 'jubilee' type points which were in use. The function of the railway was to convey the newly cast concrete products, (building blocks, fencing posts etc.), first to a curing tunnel and then onto a loading dock for transhipment into lorries. The line commenced alongside a vibrating table in the casting shed, where the concrete mix was vibrated and settled down into a compact mass in the moulds. The track then doubled and entered the curing tunnel which was lined with heating pipes. The castings would be left several days to cure in the tunnel and then be hauled round onto the loading dock. A projected extension from the dock back round to

the casting shed to form a complete circle was not built, but work was commenced and a line sloping from the dock together with a point in the casting shed were installed before the idea was given up. A siding connected to the main line by a wagon turntable was later installed from the drying tunnel into the mixing shed so that the mixed concrete could be conveyed to the vibrating table by rail. An all metal hopper wagon for this traffic had just been completed when Mr. Messenger fell ill and the works closed down in the early 1960's.

Besides the hopper there were six other wagons on the railway, all were built at Bredonvale, only the wheels and axleboxes being purchased. Four were flats, one was drop-sided and the other was a mould wagon, a flat metal frame on wheels with clamps to hold the moulds in place. All these wagons were four wheelers.

The two locomotives were shedded in the end of the curing tunnel, the doors of which had to be supplemented by heavy sheets of canvas, held down with concrete blocks, to keep out the rabbits which were attracted by the warm dark tunnel. Both locomotives have interesting histories, the home built machine (c1950), has an engine from a Gwynn motorcar of about 1924, which had seen service in a motorboat before being installed in the locomotive. There are only two gears, (forward and reverse), and the worm and chain drive gives a top speed of about 4 m.p.h., It was common practice in the early days to start the locomotive at one end of the line and leave it to run round all on its own, someone else stopping it at the other end, its slow speed making it ideal for this type of work. It has been reported elsewhere that this loco was named "Bredonvale" but this was not so, it never carried a name at Bredonvale, but it was called "Tish" by the workmen, after a racehorse which crossed its legs, the crossed struts which hold the overhead starting gear, reminding them of the horse. The loco, was taken out of service some time after the arrival of the Ruston and lay derelict for over six years. It was during this time that the photograph (N.G.I. 60/19) was taken. In 1967 the loco, was restored to working order, a bonnet fitted to cover the previously exposed engine, and the green livery improved with the addition of red buffer beams and silver radiator. The cone clutch however was faulty and spares could not be obtained; this problem was overcome in a novel way, a ram being fitted to hold the clutch surfaces together, operated by a foot pedal, (a hand lever was originally fitted, but was replaced when it was discovered that three hands were needed to drive the loco!) this had to be depressed the whole

time the loco was in motion, i.e. the exact opposite to a normal clutch arrangement.

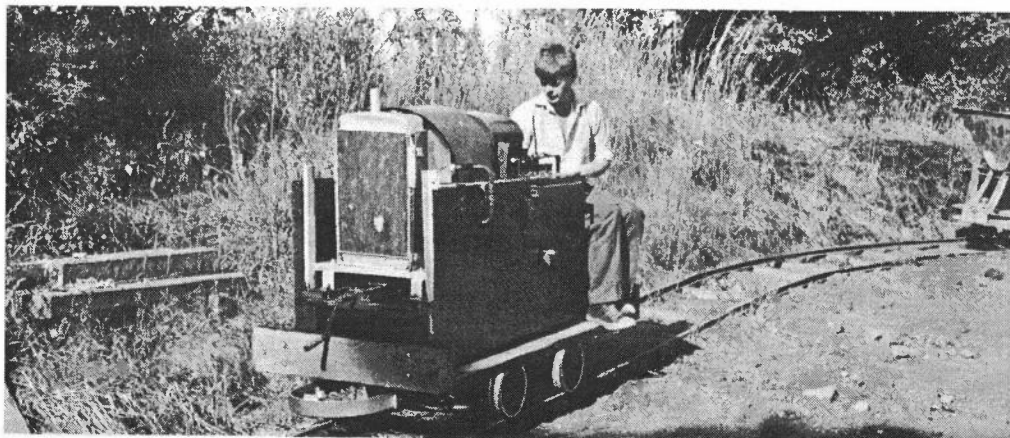
The Ruston & Hornsby diesel was also painted green but of a much lighter shade. Neither loco sported a cab the low headroom of the curing tunnel precluding such luxuries. The Ruston was works no. 229655 and came to Bredonvale from Amalgamated Roadstone Corp. in November 1959. Mr. Keith Farmer has been able to supply me with the following details of its previous wanderings : It was believed delivered new to Allington Quarry near Maidstone Kent in 1944. This quarry originally belonged to Chittenden and Simmons but was later taken over by the British Quarrying Co. who on 31/10/47 became The Amalgamated Roadstone Corporation Ltd. Meanwhile 229655 passed to Lydd Beach Shingle Works in February 1953, then to Borough Green Quarries at an unknown date and finally to Penlee Quarries, Newlyn, Cornwall in September 1955. All the above being branches of A.R.C. Ltd.

From Penlee it was sent to the Malvern Central Workshops of A.R.C. in May 1958, and from there direct to Bredonvale. It was in good running order when it arrived.

To get back to the story of the railway; After closure the works fell into a deep slumber and the line soon disappeared under a luxuriant carpet of grass which covered yard and loading dock alike. Mr. Messenger slowly recovered his health, but decided that he was getting too old for the heavy work of the casting shed, and that it was time he retired. However being an enthusiast, (he has had several articles published on railway matters in

the railway and local press), he decided to retain the railway and with the help of his nephew proceeded to adapt it to serve the small estate surrounding the bungalow, which he had built close by the Works. And so the railway commenced a second and somewhat different career.....

A riverside area between the Works and the Main Line railway had been let to a sailing club, which commenced to build a club house and slipways. To aid in this construction work an extension of the railway was put in hand, several sidings being lifted to provide the rail. The new line laid alongside the road to the club house, was used to deliver concrete and other building materials. The land hereabouts is soft in nature and unsuitable for heavy vehicles so the railway was the obvious answer to the transport problems. Mixed concrete was produced in the Works, which came to life again for a short period, and was delivered direct to the site by means of a rope worked incline. This was a temporary line laid from and at right angles to the "end of track", down the slope to the river bank. On arrival of a train consisting of the Ruston and hopper wagon, the pair were uncoupled and a long wire rope interposed between them. The loco then drew away to take up the slack, and the wagon was hand pushed onto the incline, the rope being passed round a capstan at the incline head in the process. Then as the loco returned to the incline head the wagon was lowered to the river bank. During two weekends nearly 25 tons of mixed concrete were delivered without incident. The hopper wagon carrying a complete mix of 8 cwt from the Works to the site every 15 minutes.



Resplendent in green, red and silver livery — the home-built "Bredonvale" machine on a trial run following the restoration at Defford in 1967. (R. W. Tennent)



Ruston 229655 (20DL) pulls away from the 'end of track' with a heavily laden firewood train for the Works.  
(R.W.Tennent)

In addition general supplies were also delivered by rail and 30 train loads of brick waste weighing over 100 tons, which had been part of the old loading dock, were transported to lay a car park. For this work three side tipping wagons were hired from the Birmingham Corporation Water Dept., Hollywaste Depot, near Cleobury Mortimer, Shropshire.

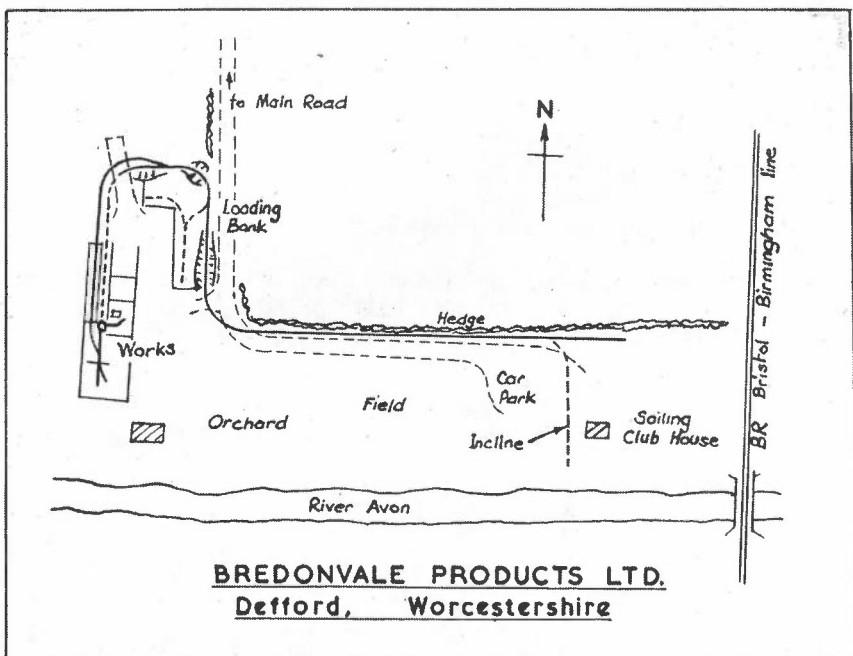
On completion of this work the incline was lifted and this rails used to further extend the line towards the Main Line railway. This was used to transport wood fuel resulting from the trimming of the riverside willows. This was collected with a Land Rover and trailer, and loaded onto flat wagons at "end of track" for the short rail journey to the Works. Of course it could have gone all the way behind the Land Rover, but that would not have been playing the game!

There were plans for a further extension of the line and the construction of a passenger carriage but sadly this was not to be, as Mr. Messenger fell sick once more, and after a long illness passed away early in 1970.

Miss Russel, Mr. Messengers cousin, to whom the estate had been left, did not want the railway to go to a scrap man, and asked me if I could find someone who would give it a good home. Mr. Bill

Morris was at that time looking for more stock and rail for his Bromyard Railways project, and needed no persuading to buy. He purchased the entire line save for the home-built loco, which had been promised to a vintage car enthusiast for its motor. In the event however the car man did not take up the option and the loco, went to the Wey Valley L.R. as recorded in NGL 60. (Had the engine been removed the chassis was to have gone to Bromyard to be re-engined.) The track was lifted during May and June 1970 and taken with the stock to Bromyard. Mr. Bill Morris also collects vintage stationary diesel engines, and so the works cement mixer accompanied the railway to its new home. The home-built loco, did not leave till later in the year. The Ruston was soon put to work at Bromyard together with an identical loco, from Worcester Sewage Works, with a works number only a few digits removed from its own. The green livery has now been changed for blue, a standard Ruston cab fitted, and the name "PRINCESS" painted on the sides.

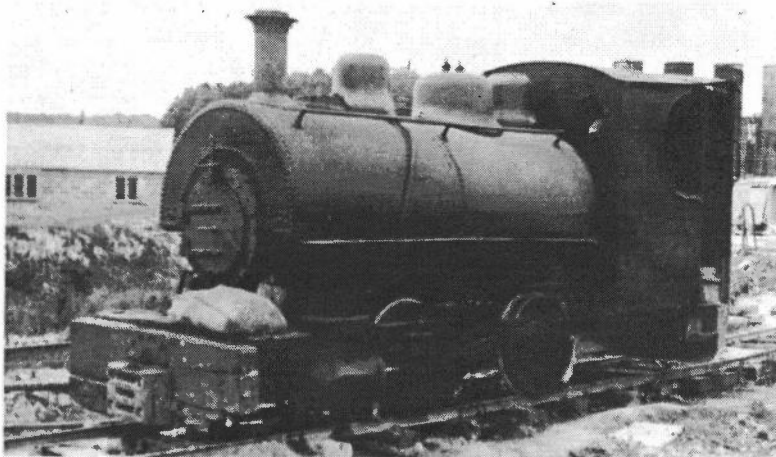
Earlier this year the estate was sold and so the final chapter has been written in the history of Bredonvale Products and its railway. Happily though it was one of the few railways to close where **everything** was preserved.



## RETROSPECT

**ASSOCIATED PORTLAND CEMENT MANUFACTURERS LTD., HOLBOROUGH CHALK  
QUARRY, SNODLAND, KENT.**

**Gauge 3ft.**



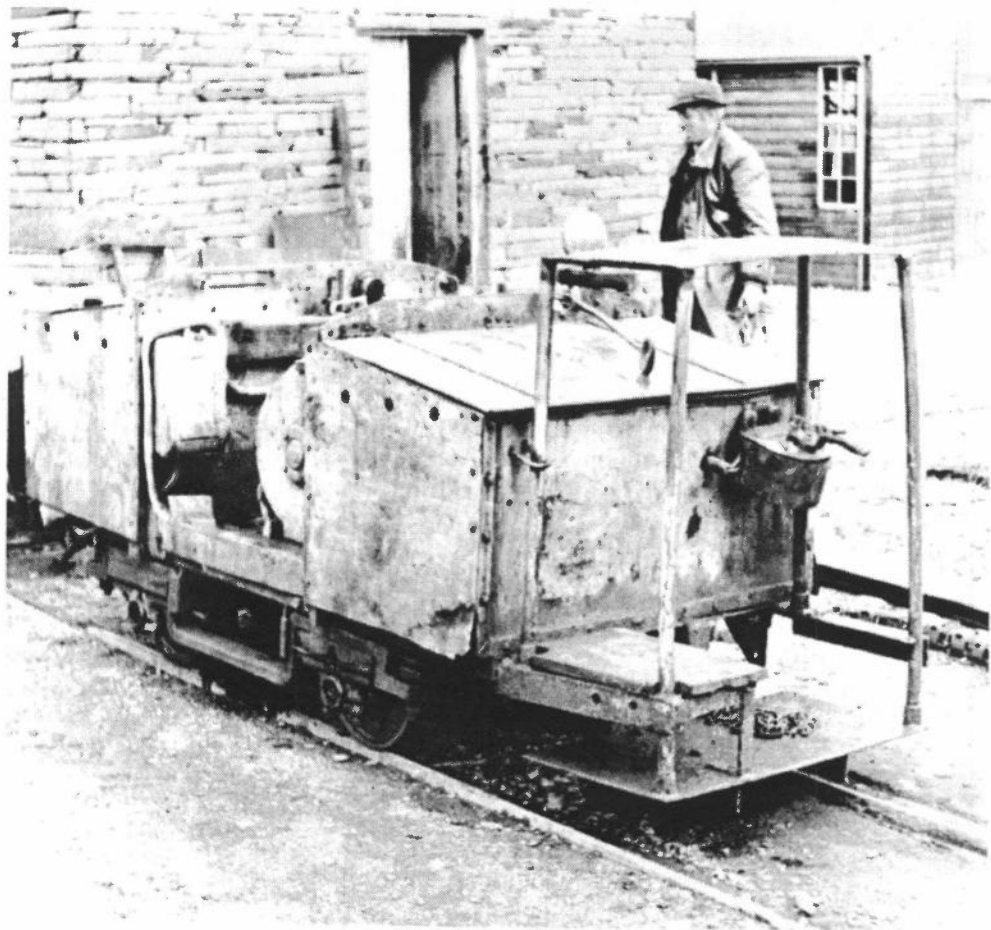
*This Canadian 0-4-0ST built by Montreal Locomotive Works Ltd (No.54933) in 1917, arrived in South East England in 1928 and was allocated to Holborough until scrapped in 1953. (The line serving the quarry was converted to standard gauge the following year).*



# NARROW GAUGE PICTORIAL

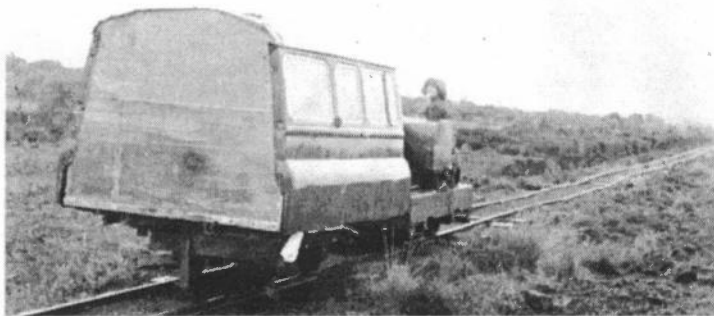
Edited by MICHAEL JACOB

And Featuring the Results of the N.G.I. GRAND ANNUAL  
PHOTOGRAPHIC COMPETITION, 1971/72.  
(see inside rear cover for further details)



*1st Prize - Category C (Narrow Gauge Electric) Awarded to Mr. Peter Briddon of Surbiton, Surrey. Photo : Aberllefenni Slate Quarries Ltd., near Corn's, Merioneth. 2'3" gauge vintage Brush 4-wheeled battery-electric locomotive, August 1971.*

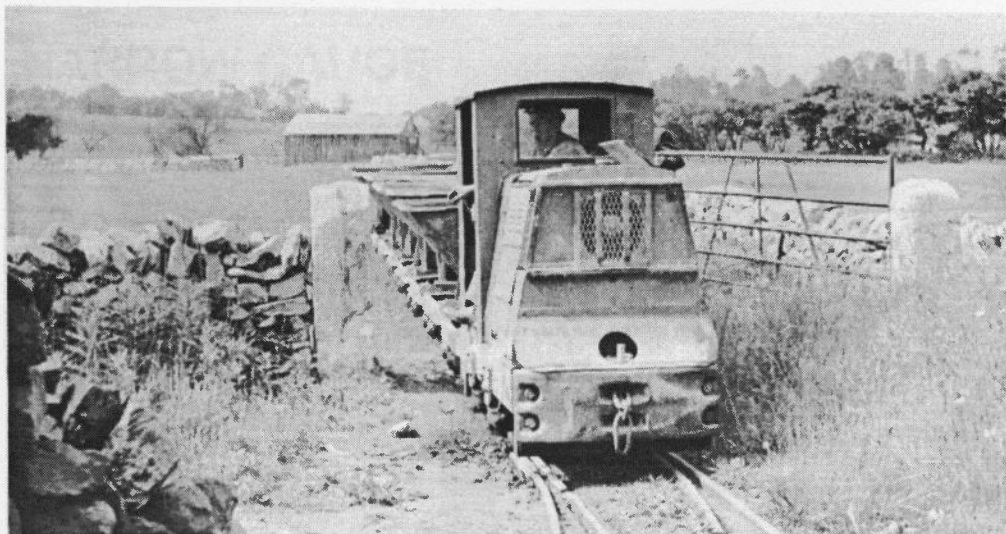




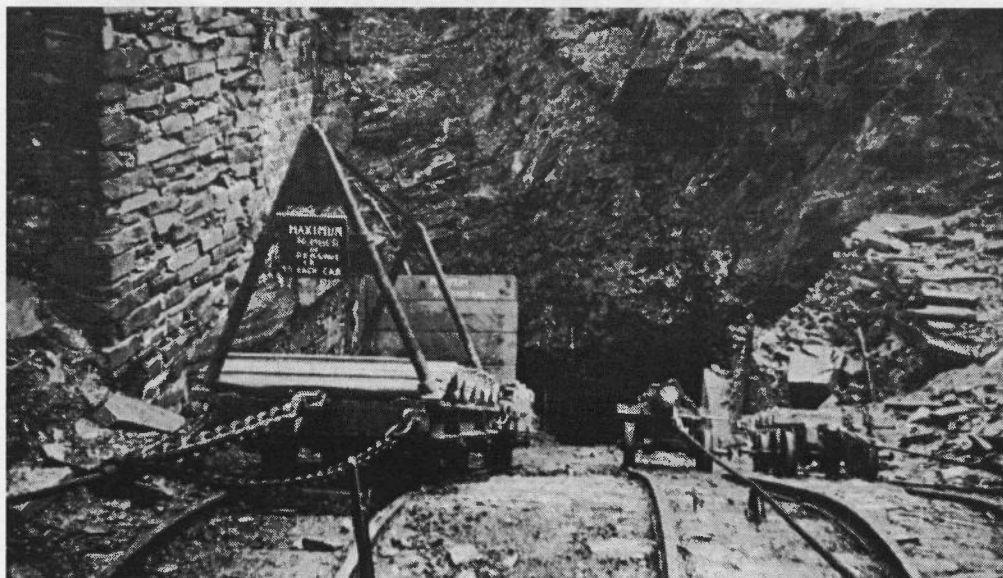
*1st Prize - Category D (Narrow Gauge Rolling Stock) Awarded to Mr. Pete Nicholson of Epsom, Surrey. Photo : Cumberland Moss Litter Industries Ltd., Anthorn, Cumberland. 2ft gauge. A Bedford Van body mounted on a skip chassis serves as personnel transport. A young driver on a Motor Rail "Simplex" 4 wheeled diesel gives fellow workers a hair raising ride across the moss l 18th June 1971.*



*2nd Place — Category B (Narrow Gauge Internal Combustion) By : Mr. Peter Briddon of Surbiton, Surrey. Photo : 33/40 HP Ruston 198297 built 1939. 4-wheeled diesel on the 2ft gauge at Croesor Quarry (Cooke's Explosives Ltd.,) Merioneth, N. Wales, August 1971.*



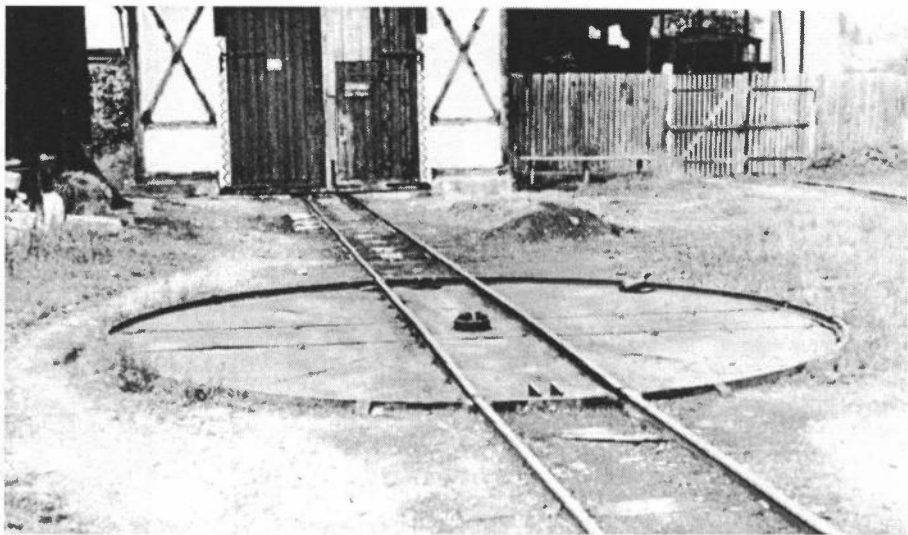
*1st Prize — Category B (Narrow Gauge Internal Combustion) Awarded to Mr. Alan Bowler of Eastwood, Notts. Photo : Friden Brickworks, (Derbyshire Silica Firebrick Co. Ltd.) 2ft gauge Nr. Hartington, Derbs. 4-wheeled diesel locomotive, Ruston 30DL No.237914 built in 1946, approaching the works with a train of empty skips in May 1964.*



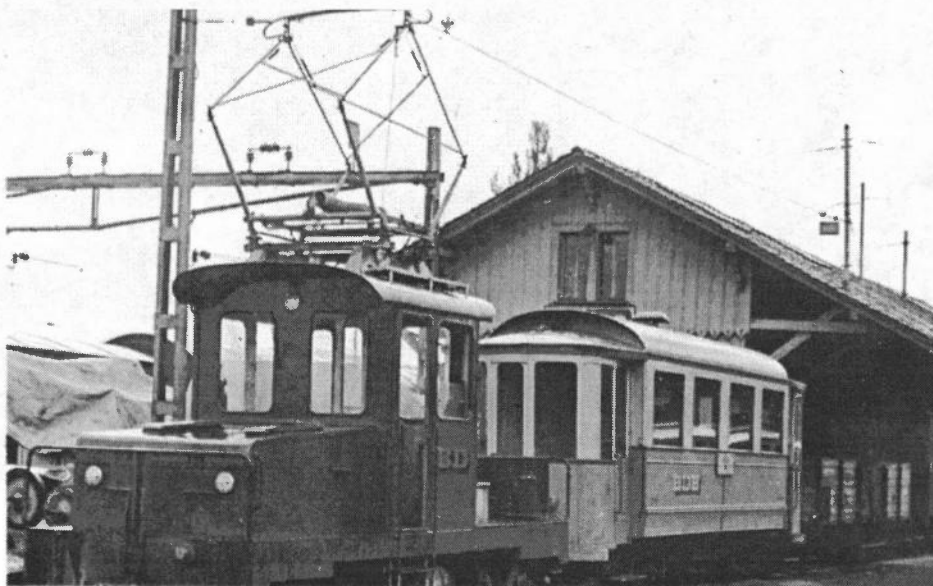
*2nd Place - Category D (Narrow Gauge Rolling Stock) By : Mr. Chris Down of Bristol. Photo : Incline passenger car and slab bogies on the 2ft gauge at Maen Offeren Slate Quarry Co. Ltd., Blaenau Ffestiniog; Merioneth. 3rd June 1971.*



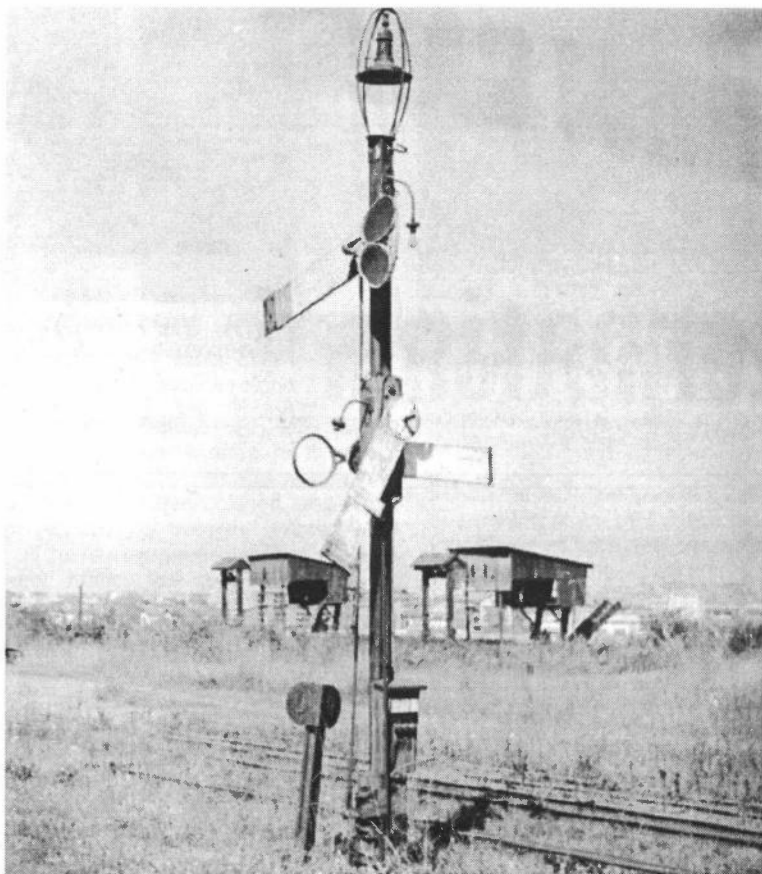
2nd Place - Category A (Narrow Gauge Steam) By: Mr. P. J. Shoesmith of Birmingham. Photo: Festiniog Railway 1ft 11½in gauge, in N. Wales. EARL OF MERIONETH/IARLL MEIRIONYDD 0-4-4-0T Fairlie (built by the FR in 1885) at Tan-y-Bwlch on a Portmadoc to Dduallt train, 23rd August 1970.



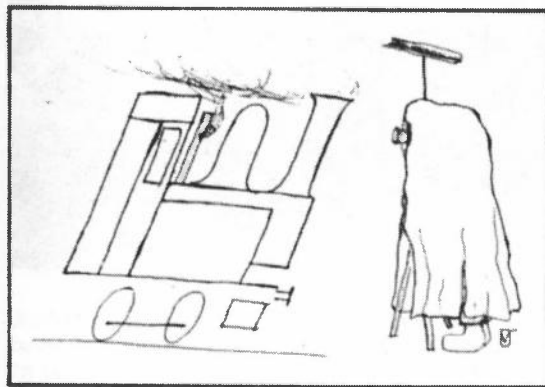
1st Prize — Category E (Narrow Gauge Permanent Fixtures) Awarded to Mr. Michael **Spellen** of Neuss, West Germany. Photo : The turntable outside the loco shed at Mauterdorf on the 760mm gauge Murtalbahn (StLB) in Austria. 3rd September 1969.



2nd Place - Category C (Narrow Gauge Electric) By: Mr. P. J. Shoesmith of Birmingham. Photo : Bremgarten Dietikon, Switzerland. Metre gauge 900v DC. Locomotive No. 1 with trailer and goods vehicles on a wet morning at Dietikon. 6th September 1968.



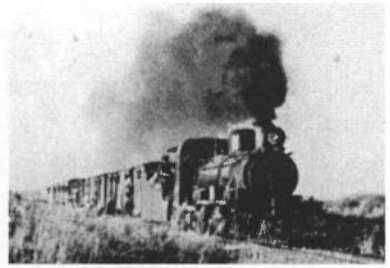
2nd Place — Category E (Narrow Gauge Permanent Fixtures) By : Mr. Alan Bowler of Eastwood, Notts. Photo : The FC. Sestao — Galdames starts here ! This signal controls entry from the main line to the yards, the yards to main line, AND shed roads to the yards, on this 3ft 9½in gauge line in N. Spain. September 1967.



Please keep those cameras clicking  
— and those entries rolling in.....!  
[M.A.G J. 7/72]



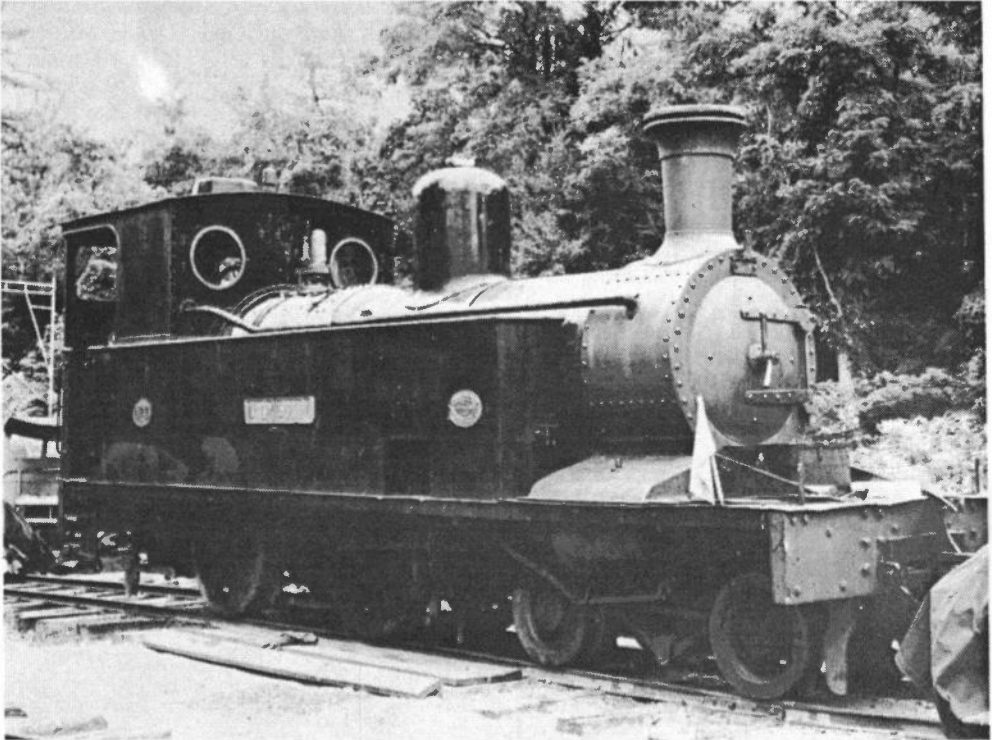
# NARROW GAUGE International



**SOUTH AFRICAN RAILWAYS** -An NG15 class 2-8-2 heading a dozen bogie vehicles along the 360 mile Otavi branch line. c1960 Photo credit : S.A.R.

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## U.S.A.



*"Many miles from home", ex CAVAN & LEITRIM RAILWAY, EIRE. 3ft gauge 4-4-0T No.3 LADY EDITH (Stephenson 2612 of 1887) - following export to the U.S.A. in 1960 and pictured here on the Pine Creek Railroad, Allaire State Park, Farmingdale, New Jersey. (Ron Cox collection)*

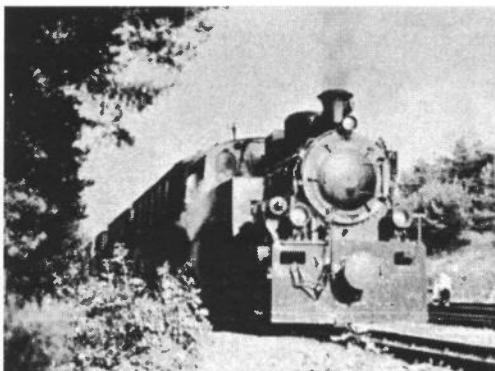
## W. Germany

### Metre Gauge in The Black Forest

*M.E.G. 101 (Krauss-Maffei 17627 of 1949) an 0-4-0T, heads the last steam train on 19/9/70. (Helmut Mochel)*

The Mittelbadische Eisenbahnen A.G. (MEG) once possessed a network of more than 110 kilometres of narrow-gauge lines. Following World War II many lines have been closed, and today only 42 km survive. As from the Winter 1970 Timetable, all the narrow-gauge lines were closed to passenger traffic; the section Rastatt — Schwarzach closing on 15th April 1970, and Buhl-Schwarzach-Freistett on 27th September. Now only goods trains operate on these routes.

On 19th September 1970, railway enthusiasts from many European countries travelled by special train with the last steam locomotive of the MEG over the whole network. This last steam loco. (Number 101, built Krauss-Maffei 17627 of 1949, 0-4-0T) was subsequently sold to 'Eurovapor' an association of railway enthusiasts and transported to Switzerland in 1971, - to be



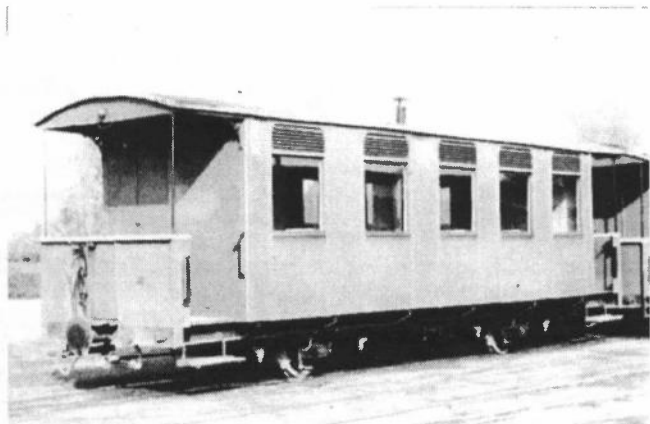
used for special trains on the Solothurn — Zollikofen — Bern — Bahn.

In Autumn 1970 the following vehicles were in the possession of the MEG: two diesel locomotives, four diesel railcars, ten passenger carriages, 12 wagons for freight — and 36 wagons used for the transportation of standard gauge vehicles. After the passenger service was closed in 1970, all the carriages and two diesel railcars (T12. and T14.) were sold to other German metre-gauge lines, (this included the ex-Zell Todtnau coaches 81-3 and both railcars to the Juister Inselbahn.)

There are proposals to close the narrow-gauge lines entirely and to build and extend new standard gauge lines. The line from Buhl to Schwarzach will be rebuilt first and will cost some 17.5 million DM., but this will not be realised until after 1972.



*3rd Class (Child) Edmondson card ticket (buff with white strip at top). Issued at Scherzheim. (Courtesy Michael Jacob)*



*4 wheel end-balcony coach No. Bi 59 standing at Schwarzach, (Helmut Mochel)*





T5, one of the earlier 4 wheel Diesel Railcars -now scrapped.  
(Helmut Mochel)



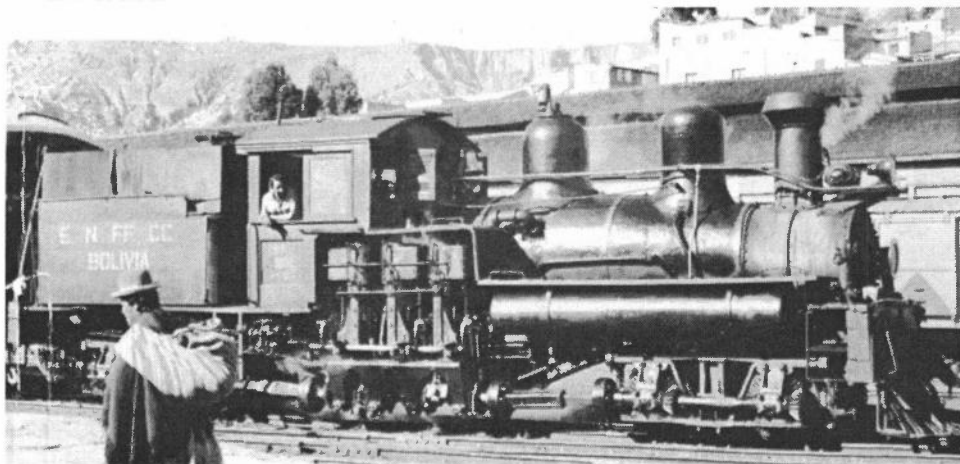
Transporter Bogiesladen with Standard Gauge wagonry, standing in factory siding near Schwarzach.  
(Helmut Mochel)

### Locomotives and Railcars of the Mittelbadische Eisenbahnen (1970)

Number	Builder	Date	Wheels	Notes
V 22 01	Gmeinder	1957	4w. Diesel	Ex Deutsche Bundesbahn, 1957
V29 01	Jung	1952	8w. Diesel	
T7	Orenstein & Koppel/Gotha	1939	4w. Diesel Railcar	
T12	Wismar	1938	8w. Diesel Railcar	Sold to Inselbahn Juist, 1970
T13	Wismar	1941	8w. Diesel Railcar	Sold to Inselbahn Juist, 1970
T14	Fuchs/Heidelberg	1955	8w. Diesel Railcar	

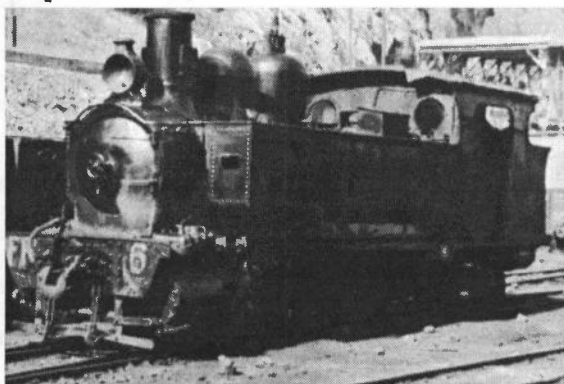
NB : \* Map of System — see supplementary drawing sheet with this issue.

## Bolivia



*Empresa Nacional de Ferrocarriles, Bolivia, (Metre gauge). No.508 at La Paz, Bolivia in Nov. 1971 2 Truck Shay, built LIMA 2933 of 1917.*  
(Dr. Roy Christian)

# Spain



## through N. Spain

with PETER LEMMEY

### Part One

*Metre gauge La Robia Railway (Ferrocarril de la Robia) 0-6-4T No.6 SANTANDER (Franco-Beige 800 ? of 1892) on hire to Hulleras de Sabero y Anexas, September 1970.*

*(Peter Lemmey)*

The Northern coastal area of Spain and the Cantabrian range of mountains lying immediately to the South were for many years a happy hunting ground for the traveller in search of thriving steam-worked narrow gauge lines. Readers of Allen and Wheeler's fascinating book 'Steam on the Sierra' will know of the variety of beautifully maintained metre gauge engines which operated on the Santander — Bilbao, the Cantabrian, the Vasco-Asturiana, and the similar contiguous systems which serve the hinterland of Spain's Biscay Coast.

During the 1960s, however, steam operation on the majority of these lines diminished from universality to the point of virtual extinction, so that today of the large systems only, the Ponferrada - Villablino railway relies solely on steam. Nonetheless, here and there in the area and chiefly on the purely industrial lines, steam still survives and in some cases flourishes; this article will, I hope, show the sort of steam activity that I found while travelling through Northern Spain in September 1970.

The La Robla Railway (Ferrocarril de la Robla) is a metre gauge line of over 200 route miles length which connects Leon and La Robla and a number of coalfields in the Cantabrian Mountains with the Biscay Coast at Bilbao. The more southerly of the two termini, the city of Leon, lies on the flat arid tableland of Central Spain, and between there and Bilbao (Concordia) the railway follows a lonely and exiguous course through the barren slopes of the Sierra.

The railway today is almost entirely dieselized with large bogie units from Alco and Alsthom, and its remarkable stud of steam locomotives has been put out to grass. At the town of Cistierna on the bare and craggy southern slopes of the Cantabrian Mountains there is outside the old steam shed a typical locomotive graveyard containing what once must have been some of Europe's most impressive narrow-gauge motive power, including Alsacienne Pacifics from Tunisia and 2-8-2Ts built in Czechoslovakia. Other locos rusting away include some very elderly Sharp Stewart 2-6-2TS which would have looked at home on some of the 3ft lines in Ireland, as well as an example of the 2-8-0 type which the Swiss Locomotive & Machine Works of Winterthur built originally for the Rhaetian Railway. (Incidentally, the day before arriving at Cistierna I had come across another of this type. No. 104 'Jose de Aresti', in use as yard pilot at Guardo, a little way down the line towards the coast.) The only steam locomotive in good working order in the shed at Cistierna was a small Franco-Beige 0-6-2T named 'El Carrion', but this did not turn a wheel during the two days I was there.

However, the virtual monopoly of diesel activity at Cistierna is broken several times a day by comings and goings on the branch line that runs from Cistierna up the valley of the R.Esla to the coalmines and screening plant of the Hulleras de Sabero, about 3 miles to the North.



*Hulleras de Sabero y Anexas (Metre gauge) No. 10, EL ESLA (Sharp Stewart 3343 of 1885) 0-6-0T, and No. 13 VALDERRVEDA (Sharp Stewart 4018 of 1894) 2-6-2T (the latter on hire from Ferrocarril de la Robla). Sabero Screens in September 1967. (Ron Cox)*

The Sabero company owns the branch line, and to run it they keep a locomotive at Sabero which they hire from the La Robla Railway. This engine works the morning and evening pitmen's train, as well as a number of transfer coal workings during the day. During my visit to Sabero, the engine on hire was FR No. 6 'Santander', an 0-6-4T built by Franco-Beige in 1892 as a 0-6-2T and converted at some later date. Coal is brought down from the pits to the screens at the end of the branch by a fleet of huge lorries, a task once performed by a 600mm railway system; however as is well known a few years ago this track was lifted and the locos exported to Britain. (NGI 60/18). The company retains three small tank locomotives to shunt the metre-gauge yard at Sabero — No. 5 'Vega Barrio' is a 0-4-0T by Couillet which sports a red-and-white candy-striped buffer-beam; No. 11 is a chunky 0-6-0T allegedly home-made at Cistierna, and thirdly 'El Esla', a charming Sharp Stewart 0-6-0T of 1884. This last was in the workshops during my visit, and I was encouraged to note that despite its age, it was being given a heavy overhaul.

The staff at the Sabero plant had been forewarned by letter of the arrival of a car-load of foreigners at their gates, and after we had introduced ourselves to 'el Jefe' in his office, a driver was duly assigned to guide us around the works. He proved most helpful, having the shunters run up and down the yard, and also showing us two little Porter 0-4-2STs and a Cockerill 0-4-0 vertical boilered machine derelict in a small shed a short distance down the line.

At about 11.00 hrs. 'Santander' ambled off down the line to Cistierna, pushing a single flat wagon,

— to collect the Sabero men's lunch-boxes! Accepting the offer of a foot-plate ride, I was intrigued by the 0-6-4T's strange rolling gait as it trundled along, (and particularly the way the cab side-sheets creaked up and down independently of the foot-plate!) On arrival at Cistierna, the wives and families of the Sabero work-force clustered around the engine, loading the wagon with the massive wooden lunch-boxes before we returned up the valley.

Before taking our leave of the Sabero company, we were asked by some of the locomen about the fate of the 600mm locos from Sabero which had been sent to the U.K. But as we in Britain have yet to be favoured with permission to see the Sabero tanks, I could only make vague assurances as to their well-being, which nonetheless were well received.

Some thirty miles West of Cistierna on the La Robla main line is the junction of Matallana, where the line divides, one track continuing Westward along the lower slopes of the Cantabrians to the town of La Robla itself, the other route heading away South over the Plain to Leon, a line which was not opened till 1923. However, at Matallana there is also a short spur running North from the station, round behind the village and up to a coal washery owned by a concern calling itself Vasco-Leonesa SA.

Matallana and the washery lie among poplar-fringed upland pastures in the steep-sided valley of the R.Torio. The metre-gauge rails leading up the valley from the junction were covered in a film of rust, and so I was not very hopeful of finding

anything in action at the washery. A very brief inspection of the yard at Vasco-Leonesa revealed a dumpy St. Leonard 0-6-0T, with very short wheel-base, sitting inactive in the sunshine, with a similar locomotive near the coal chutes. It appeared that most of the coal was now leaving the washery by lorry.

However, the pits where the coal is mined lie another four miles or so up the Torio valley towards the village of Vegacervera, and the coal is brought down to the screens by one of the most delightful little lines I have ever come across. This is a 550mm gauge railway operated by a pair of tiny 0-4-2STs of unmistakeably English appearance. These engines are named "Santa Lucia" and "Santa Ana" and were built by Hudswell Clarke in 1903, — and still carry their large polished brass plates to prove it! A similar type of loco used to work at Hook Norton in Oxfordshire some years ago, but to be confronted by two beautifully maintained examples of the design so far off the beaten track in Spain came as a great and welcome surprise. On the day of our visit, "Santa Ana" was in steam, and we spent a very

pleasant couple of hours watching the little 0-4-2ST shuttle back and forth along the line with its train of coal hoppers, no sooner unloading one train of coal than returning up the valley for the next.

The 550mm line leaves the surroundings of the washery and heads Northwards on a ledge along the side of the valley, at one point on its way skirting round the back of a hamlet among the chicken coops, and here and there tottering across rickety viaducts over tributary streams before reaching the pits. The engine takes water from a pipe sticking out of the side of a retaining bank half way up the line, and for the whole journey the high peaks of the Sierra Cantabrica are visible, overshadowing the valley; indeed this whole setup was in its way quite remarkable, and we only just got there in time, as I understand that this working ceased in October '70.

(To be continued ...)

NB \* Map of Area — see supplementary drawing sheet with this issue.



Vasco-Leonesa S.A. (550mm gauge) SANTAANA, 0-4-2ST (Hudswell Clarke 640 of 1903) drifting downhill with a train of loaded coal hoppers, September 1970.

(D. H. Wilson

# THE NARROWER GAUGES

FEATURING THE 7¼" - 21" MINIATURES



by Rich Leithead

The 4-4-2 'Little Giant KING GEORGE, {built by Bassett-Lowke No.21 of 1912), steaming through the 33 yard tunnel in the Summer of '72.  
(Rich Leithead)

Whorlton Lido, a popular beauty spot in the "Nicholas Nickleby" country, is a 14 acre amphitheatre surrounded by wooded hillsides on the South bank of the River Tees, providing natural amenities and ample scope for "dignified minor pursuits" for the people of the industrial North-East. Adjacent to the picturesque and historic Tees Suspension Bridge, on the Yorkshire/Durham border, this delightful park forms the sylvan setting for the newest 15" gauge railway in this country — the Whorlton Lido Railway.

The line opened at Easter 1971 after a full year of construction work, which included extensive excavations into the hillside and rocky outcrops at the Southern boundary, ensuring that the railway blends with the natural beauty of the lido. New 20lb FB rail is used on the main line with 16lb rail for the siding and shed roads, and heavy duty steel sleepers are in use throughout. Two 80' radius curves at either end of the lido are connected to form the main route, which winding through cuttings and woodland, gives a continuous run of over ½ mile.

The station is served by a slow loop, with a fast line running parallel for non-stopping trains running in the reverse direction. A tunnel some 33 yards long, built on the 'cut & cover' principle routes the line through a limestone outcrop near this point, and other features of the line include embankments and a level crossing. Signalling, together with other lineside equipment, is currently being installed in readiness for the 1972 season.

The operating season starts on Good Friday, and continues every weekend and Bank Holiday until

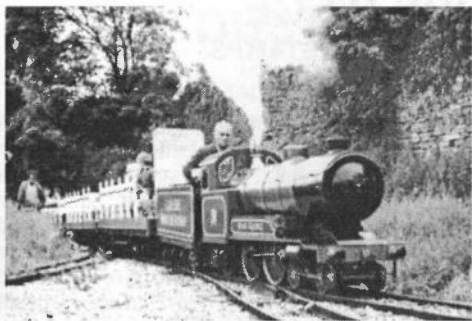
the end of September, whilst a daily service runs during the 3 holiday months June, July and August. Admission to the Lido is 20p, for car and occupants, and the train fare is 10p, with children occupying a seat at half price.

There are 3 coaches in use on the line, with a 4th currently under construction. New and purpose built, they are 12 seater open type, mounted on two 4-wheel bogies and running on roller bearings. The well known and historic locomotive in use is one of W. J. Bassett-Lowke's masterpieces in ¼ scale, the "Little Giant class 20" KING GEORGE. Its identity has been defined as No. 21 of 1912, supplied new to the Llewellyn (later Lakeside) Miniature Railway at Southport, Lancs, and which was later rebuilt there following damage by fire in 1931. After many years service at Southport it was auctioned by Christies in 1969, and arrived at Whorlton after a short period in the care of Mr. A. B. Mason of Burnham Market. The Lakeside livery of light green with white lining is retained, although opportunity will be taken in due course to alter lettering on the tender and cabsides to suit the present location. Minor mechanical difficulties having been overcome, KING GEORGE is now in first class condition — and it is intended to obtain a further loco when a suitable one becomes available.

\*The proprietors have generously offered to extend the facility of trial running to any interested owner of a 15" gauge loco.

(Acknowledgements due to the proprietor Mr. Ray Dunn, for information.)

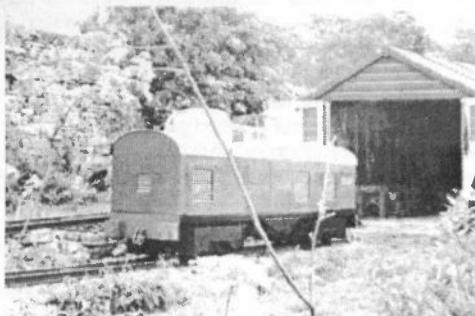
[NGN. Refs : 67/5, & 69/10] N B : \*Track Plan — see supplementary drawing sheet with this issue.



LEFT : Still portraying 'Lakeside Minature Railway' on the tender; atlantic KING GEORGE approaching Whorlton Lido Station, with a lightly loaded passenger rake. (Rich Leithead)

STOPPRESS.....!

A Bo Bo petrol loco arrived on the line recently and is named WENDY. The chassis was built by a local firm and sent to Coleby-Simkin Engineering of Stapleford Park, Leics, for completion. Outside the Engine Shed, July 1972. (Rich Leithead)



2-4-2 KATIE at Fairbourne 16/5/71. A builders number had not been recorded for this loco before as it has not always carried a plate like the other Guest-built locos on the Fairbourne Railway. The cabside plate in this photo appears to read "14 of 1954". However, SYLVIA the BoBo diesel hydraulic is known to be Guest "14 of 1961" - and further investigation has revealed that the building date of KATIE has previously been published as 1950, 1956 and 1959 ! When was KATIE built and what is her correct number — does anyone know? (Photo : P. J. Shoesmith)



# COLLECTORS PIECE

## ITEMS 15-18 : RAILWAY LETTER STAMPS.

The Railway Letter Service dates back to 1/1/1891 when an agreement was made between "Her Majesty's Postmaster General and Certain Railway Companies" for them to carry letters for a fee. However as The Crown has a monopoly of the postal service, an ordinary postage stamp must be affixed to the letter in addition to the railway company's stamp — even if the letter is posted at and collected from, stations on the railway.

Apart from some of the Irish railways such arrangements did not concern any narrow gauge railways in this country until 23/5/57 when the Tallylyn Railway, being a statutory railway

company was given authority by the P.M.G. for the conveyance of 'Railway Letters'. The fee, which is set by the Post Office and NOT the railway company, was at that time 11d. Since then four other companies have gained similar authority and have issued their own stamps. Together (and with the increases in fee and decimalisation !) there have been a considerable variety of different stamp issues during the past few years. The other railways which have embarked upon Philately for supplementary revenue are : Festiniog Railway (28/5/69); Ravenglass & Eskdale Railway (1/7/69); Vale of Rheidol Railway (29/7/70) and Isle of Man Railway (7/7/71).

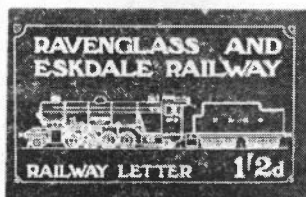


**ITEM 16: Ravenglass & Eskdale Railway.** The first stamp was priced at 1/2d although by the time it was issued the fee had been increased to 1/3d and a 1d surcharge was therefore necessary. This stamp measured 76mm x 44mm, imperforate and was a white outline of RIVER MITE on a black background. Subsequent issues have been of more colourful and conventional design.

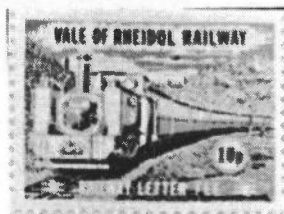
**ITEM 15 : Tallylyn Railway.** Being "first in the field" the T.R. has had by far the greatest number of different stamps issued, most being multi-colour pictorial designs. However two stamps were produced to the standard form as laid down by the G.P.O. for main line railway companies; these were the 1d, crimson and 6d blue (32mm x 34mm). These have been used in conjunction with other issues when an increase in fee has taken place.



**ITEM 18 : Vale of Rheidol Railway.** British Railways, Machynlleth Station, Mont., keeps collectors informed of new stamps and commemorative covers by means of circulars/order forms. Two decimal values have now replaced the previous over-printed '£sd' stamps. The 10p (blue & red) was issued last year and depicts No. 9 PRINCE OF WALES and train, while the 5p was issued 5/7/72 and shows the route of the railway depicted on a map of the Aberystwyth area.



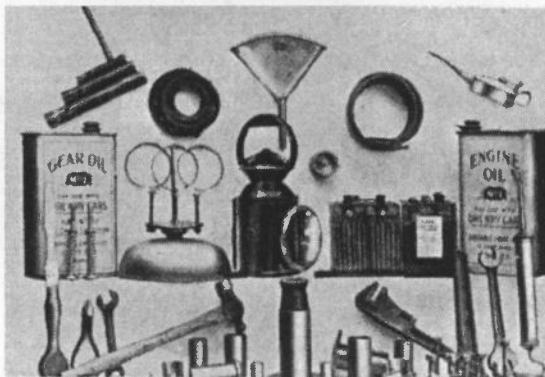
**ITEM 17 : Isle of Man Victorian Steam Railway.** This, the most recent railway to 'join the ranks' issued two stamps of somewhat crude printing and design, imperforate, about 50mm x 36mm. The 5p has a blue train on a grey spotted background, whilst the 7p has a red train on a yellow spotted background.





# DUSTY CATALOGUES

THE DREWRY CAR CO. LTD., LONDON.  
CATALOGUE OF RAILWAY MOTOR CARS ; 1908



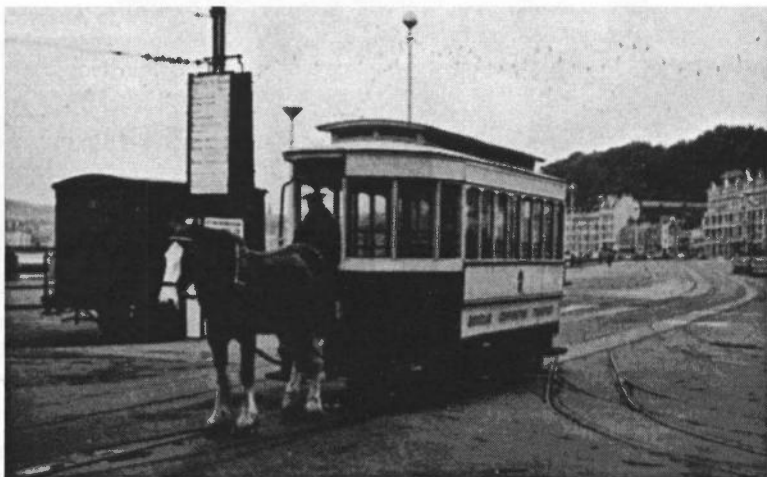
EQUIPMENT/SPARE PARTS ETC., AS SUPPLIED WITH EACH CAR.

- |                               |                                            |
|-------------------------------|--------------------------------------------|
| 1 Tri-colour tail lamp        | 1 Clutch lining                            |
| 1 Loud-toned foot gong        | 1 Set piston rings, valves, springs etc.   |
| 1 Complete outfit tools       | 1 Refit high & low tension wire            |
| 1 Gallon "Drewry" engine oil  | 1 Carburettor float                        |
| 1 Gallon "Drewry" gearbox oil | 1 Set bushes (complete)                    |
| 1 Spare accumulator           | Assortment nuts, bolts, pins, washers etc. |

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## TRAM DEPOT

DOUGLAS CORPORATION TRANSPORT DEPARTMENT, ISLE OF MAN.  
Gauge 3ft 1.625 miles

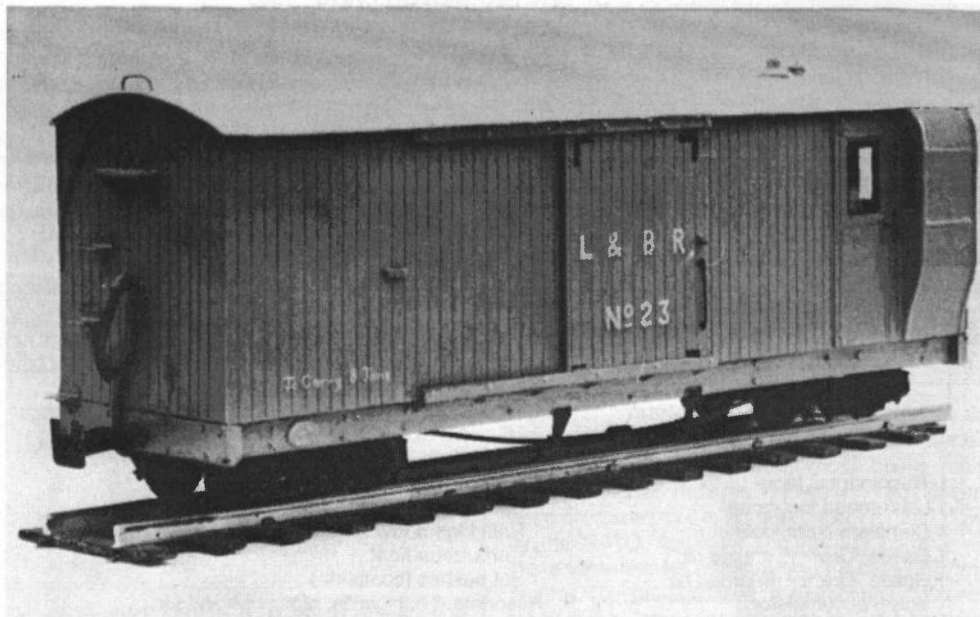


Since August 1876 'Hay burners' have operated this well known service which runs from Victoria Pier to Derby Castle along the sea front at Douglas — a unique survivor of a bygone age. This undertaking maintains 31 4-wheel tramcars, of varying vintage and design (each seating 30-40) — and a stable of no less than 60 horses !

(Courtesy

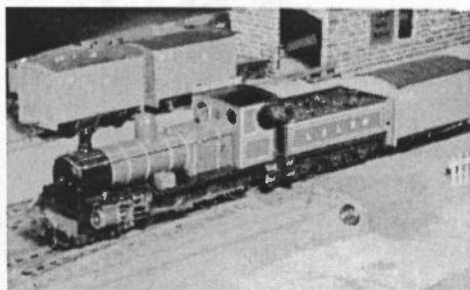
# NARROW GAUGE MODELLER

EDITED BY BILL STRICKLAND, HON. MODELLING SECRETARY



From GEOFF HEWITT.....

Lynton & Barnstaple Railway, Van No.23, 7mm scale 16.5mm track. 1mm ply sides. 1/4" ply floor and ends. K's casting for bogie side frames. Coupling from K's with tinplate buffing face and wire "spring". Lettering by hand



Above: From ALISTAIR PARSONS

Londonderry & Lough Swilly Railway 4-8-0 No. 12 (Hudswell Clarke 747) on Dr. M. A. Taylor's layout at Oadby, Leics.

(Dr. M. A. Taylor)

I managed to make it to Aberystwyth over the Spring Bank Holiday and while my wife made the most of the glorious sunshine and the ozone (why no seagulls?) I counted rivets and used quite a lot of film. The V. of R. engine kit project is now well under way and to date I have raised well over the first 1000 "pimples" on my pattern plates — all the right size and in the right places!

Would modellers wishing to make direct contact with others having the same subject interests, (for swapping/trading information etc) please write to me (S.A.E's please) as the master file is rather out of date; I will then process this information and circulate relevant copies to those asking for introductions, etc.....

\*Can you help . . . ? Photographs/information of World War 1 American War Dept. 4-6-0T and 2-6-2T steam locos required for future Society project. [W.A.D.S: 7/72]

## Correspondence Junction

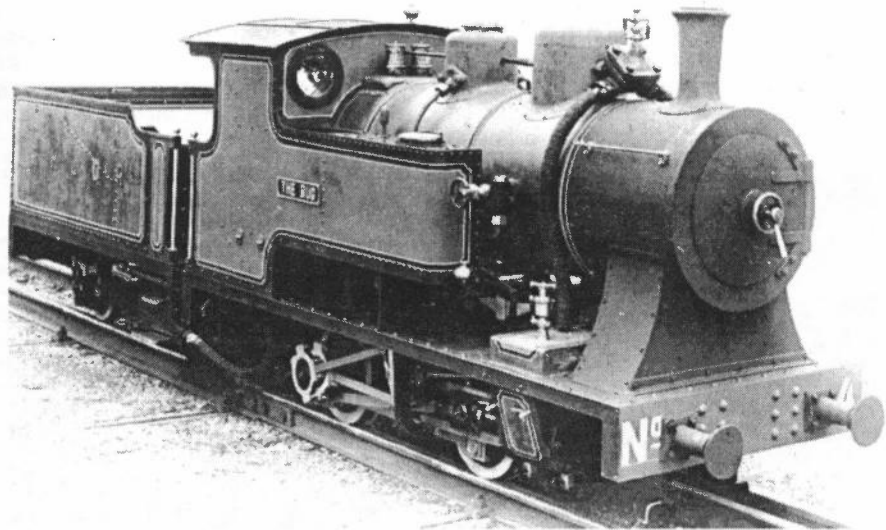
Thank you NORMAN DANGER for the following observations...

With reference to Boot Station ["Collectors Piece" item 12] NGL.61/33; Closure in 1922 agrees with McGowan Gradon's "Ratty" — p. 19 and with the detailed historical map of the R. & E.R. published in a 1948 "Railway Magazine". However, W.J.K Davies' official history which has been much more carefully researched, states that the 15in gauge reached Boot in 1917 but closed after the 1918 season. The service was then curtailed to Beckfoot until the first Dalegarth terminus opened in 1922.

BRIAN ABRA with some good news .... According to NGL. 59/33 "The Bug", (Krauss 8378 - formerly R.H.D.R. No. 4.) was finally cut up after laying in a derelict state for some years in the scrap yard of John Eastwood, Belfast. Although Mike Kennard and others went to considerable length to find out the true state of affairs, it now seems that he and others who also checked on the fate of the engine were mis-informed, as "The Bug" arrived back at New Romney on 19th May 1972!

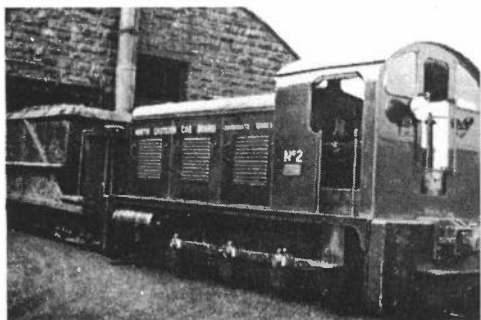
I understand that she had been purchased from the yard by an unknown person some time ago and was subsequently bought by Bill McAlpine, the new Chairman of the R.H. & D.R. Co.

Unfortunately, the tender has been scrapped leaving only the engine which is in VERY poor condition, having been stripped of all fittings and the cab being badly crushed due to the loco, being under many tons of scrap metal for many years. However, some initial work has been done and it is hoped eventually to put it back into working order. No doubt many enthusiasts will rejoice that "The Bug" has returned home, particularly members of the R.H.D.R. Association, who at one time had thought attempting the acquisition and preservation of this historic engine themselves.



MICHEL JACOT sends us.....  
this works photograph of R.H. & D.R. No. 4, THE BUG

(Courtesy George Barlow)



H. T. CAFFYNS sends this further picture..... of the Se/ukwe-Peak Light Railway loco depicted in NG1.61/25. Baguley-Drewry 2262 is seen here at N.E.Gas Board, Harrogate Works, Yorkshire.

ALLAN BAKER comments.....

This loco passed through the hands of W. G. Bagnall Ltd prior to going to Rhodesia. It was purchased by Bagnalls on the 20th March 1958 taken to Stafford where it was rebuilt and fitted with a Gardner 102hp 6LW diesel engine. She has a 6'0" wheelbase and 2'0" dia wheels. Given the Bagnall works number 3152 she was duly despatched to Rhodesia on the 18th January 1960, via Jacks Fencing agents.

CLIFTON FLEWITT sends us details of the 'addition to stock' of No. 1 at Stradbally (NGI. 61/12-15)

Acquired for a nominal figure from Irish C.E.C.A. Ltd, Allenwood Carbon Factory, Co. Kildare (NGN. 77/11) following our inspection 25/3/72, we took delivery of Hunslet 2280 of 1941, 4-wheel diesel on 27/5/72 (NGN. 78). The ESB at Allenwood Power Station very kindly crane loaded it for us, so that job took just a few minutes in contrast to the antics required at Stradbally to unload it from the low-loader by temporary track and sleeper packing. However after four hours of hard labour and at least two derailments we had it safely on our rails ! We then adjourned for tea — and then tried to start it. We failed altogether to hand-start it, probably because we lack the knack and the engine lacks a working decompression device.

Neither could it be started by allowing it to coast downhill by gravity as the wheels locked and caused it to lose momentum. We finally succeeded by towing it with a tractor and dosing it with "Easi-Start" at the right moment. (This is a procedure not to be recommended — dire consequences for the drive chains !) The original McLaren 25/32HP engine was replaced by a Perkins P3 when rebuilt (and regauged) by Thomas Mitchell Ltd of Bolton, in 1965 (NGN. 41/10). It is interesting to note that when converted from 600mm gauge the sand-pipes were NOT regauged!

A number of defects are currently being made good and it is envisaged that electric starting will be fitted in due course. Accomodation will be in an extension of the existing shed.

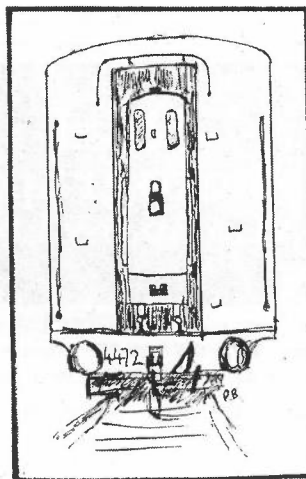


Its that **Decauville** again ! (NGI.61/22-24) **RON COX** sends us this depressing picture of the latest known position — depicted here in June 1970 (and still there Nov. 1971). The two locos -Decauville 509 and Orenstein 2261 now beginning to rust away at Volos Brickworks, N. Greece.

"Whitsun In the Waldviertel" (N.G.I. 61/26-8)  
 LANCE KING says.....

I can now confirm that 18156 is the correct builder's number of 2095.12, although the builder is strictly SIMMERING-GRAZ PAUKER, A.G., Floridsdorf works. The builder of four of the other diesels should, read Simmering, not Sinnering. For the record there are also a couple of small mis-spellings of place names in the text : Alt Nagelberg appears incorrectly as Alt Nagelburg throughout, whilst Bohmziel should be Bohmzeil, these two errors also appearing on the map. & KEITH STRETCH.....

You cannot have "a Rollbocke" ! The singular is "Rollbock", and there is no "e" in the middle. "Rollbock" literally means "travelling frame" or "travelling horse", where "horse" is used in the same sense as in clothes-horse, saw-horse, etc.



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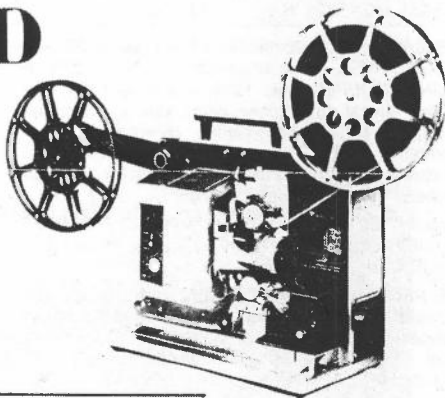
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Free NEWS REPORT FORMS are always available from the H.R.O. on receipt of a foolscap S.A.E. These pro-formas are specially designed to assist both members and society officers—does away with the need for letter writing when you want to send us some 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."

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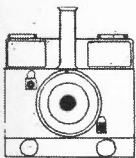
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# N.G. I. Grand Annual Photographic Competition

I am pleased to announce that an overwhelming total of 370 entries were received for the 1971/72 Competition, which was judged by those members present at the Leeds AGM on 20.5.72 and I would like to thank everyone for their most encouraging support in making the Competition such a tremendous success. I would also like to thank our Founder Member, Eric Cope, who presented the prizes for the winning entries - which are included in the N.G. PICTORIAL photo feature (pages 20-25) of this issue.

## CONGRATULATIONS TO THE WINNERS!!

Category A (175 entries) 1st prize : Neil Mardell of Port Elizabeth, South Africa.  
Category B (88 entries) 1st prize : Alan Bowler of Eastwood, Notts.  
Category C (28 entries) 1st prize : Peter Briddon of Surbiton, Surrey.  
Category D (38 entries) 1st prize : Pete Nicholson of Epsom, Surrey.  
Category E (41 entries) 1st prize : Mike Spellen of Neuss, West Germany.

\* PRIZES AWARDED : £15 was sponsored by NGRS members and five £3 vouchers duly presented — these to be exchanged for goods, from the Hon. Publications Officer.

Although 370 entries does seem a very large number, remember this still does not make an average of one entry per member, so let us ensure that this figure is passed long before the 1972/73 Competition is judged.

Please sort out your pictures — old or new — NOW ! and despatch them to the COMPETITION ORGANISER :

Michael Jacob, 77 Parkhill Road, Bexley, Kent. DAB 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.

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. Tramcars.)
  - 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 prizes for the above categories.**

Judging will be a highlight of the 22nd 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. personality — by invitation.

## FOR YOUR AMUSEMENT AND EDUCATION

### **"KNOW YOUR KNARROW GAUGE"**

"K.Y.K.G." N.G.I. 61 - The Answer :

Rye & Camber Tramway; GOLF LINKS STATION, 2 miles from Rye. This was the original terminus — situated across the Rother directly opposite Rye Harbour Village. It was closed (along with the line) in 1939, but the building still stands to this day, somewhat modified — and complete with adjacent 3ft gauge trackwork In situ. (Maurice Billington)

**"K.Y.K.G." N.G.I. 62. Identify this! 45-----▶**



## SOCIETY SALES LINES

N.G.I. 62 :- "RAILWAY SCENE"



Owing to the considerable interest shown in this magazine the Hon. Publications Officer is pleased to publish this list of the back issue content.

Back numbers are now available for all issues 1968-71 at 20p each; for the 1972 issues the price was increased to 25p. \* 1972 subscriptions available - £1.30 for six issues.

- 1/68. British railway preservation 1967. Report from Poland. Central American steam. Enthusiasts Guide:- Oporto, Gerona, Kemi.
- 2/68. The Kleinbahn Kulungsborn-Bad Doberan (DR). Renfe modernisation, Prague motive power guide. Enthusiasts Guide :- Cologne, Eskiltuna.
- 3/68. Vascongados Electrics. Report from Finland. N.G. closures in E. Germany. OBB steam guide Enthusiasts Guide :- Stockholm.
- 4/68 R.C.T.S. tour of Roumania. Lavina-Rioseco, Spain. Train travel in Norway. Enthusiasts Guide :- Madrid.
- 5/68 Turkey Tour, Pt I. VEB Strausberger Eisenbahn. Enthusiasts Guide :- Steam in North Italy.
- 6/68 Early Swedish diesel electrics Turkey tour Pt II. Portugal, steam locations. Enthusiasts Guide Vienna.
- 1/69 British preservation 1968. N.G. Railways of Yugoslavia. Danish steam guide. Enthusiasts Guide:- Berne.
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- 2/70 SZD Transcaucasian region. SJ electrics survey. Harz Winter. Train & taxi to Jerusalem. Enthusiasts Guide :- Oslo.
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- 4/70 CF du Bas-Congo Katanga. Brazilian bulletin. South German steam. Enthusiasts Guide :- Geneva.
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On receipt of 20p RALPH MARTIN will be pleased to send you a bronze and green LAPEL BADGE, pin fitting, depicting the Society 'LYNTON & BARNSTAPLE' motif.....available to N.G.R.S. members only. P.O./Cheques to the Membership Secretary, 27 Oakenbank Crescent, Huddersfield, Yorks. HD5 8LQ.