



# **The NARROW GAUGE**

**30p**

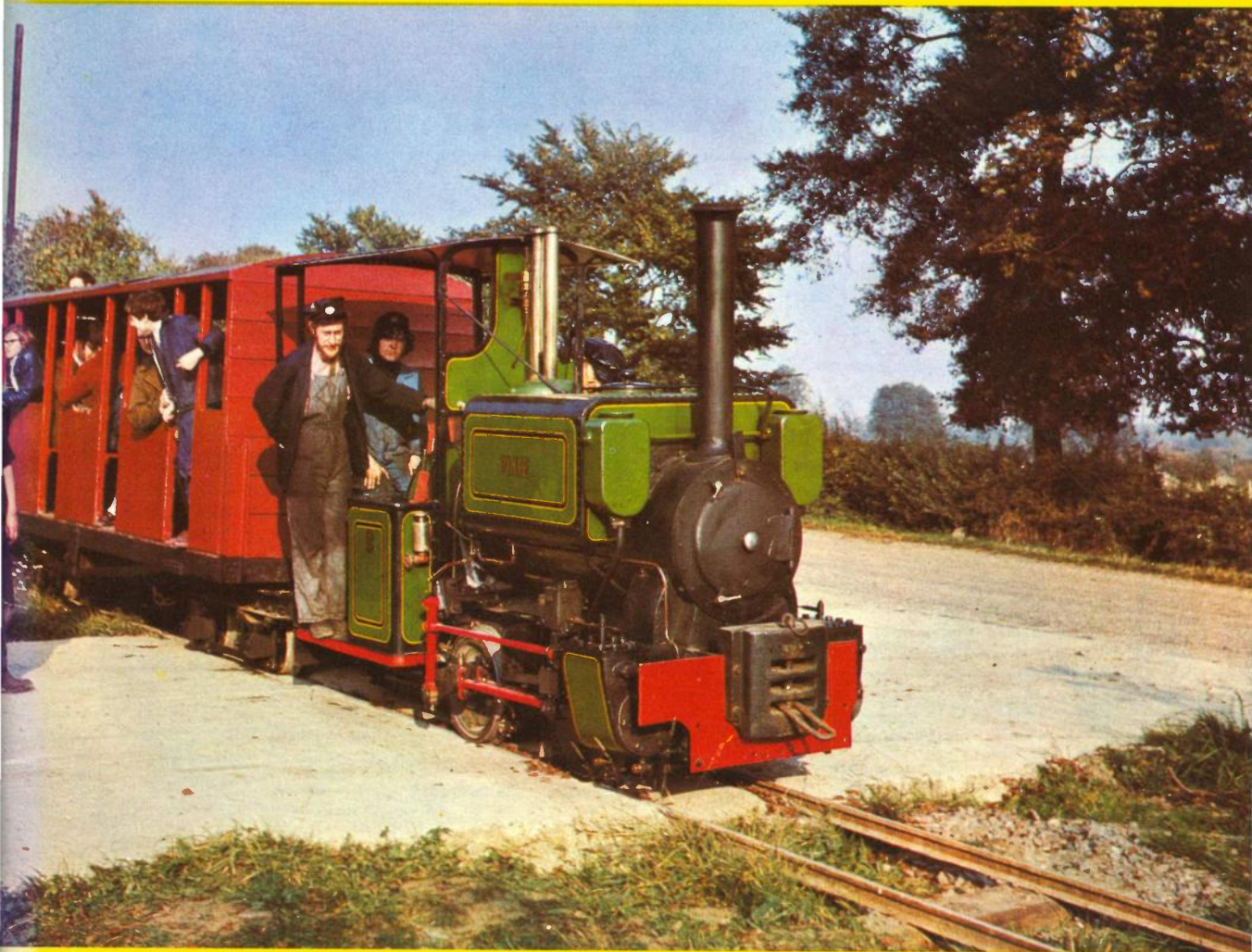
**—illustrated**

---

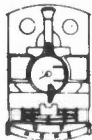
**No. 64**

**SPRING 1973**

---



**NARROW GAUGE RAILWAY SOCIETY**



# NARROW GAUGE RAILWAY SOCIETY

(FOUNDED 1951)



## SOCIETY ADMINISTRATION.

HON. SECRETARY : Mike Swift, 47 Birchington Avenue, Birchencliffe, Huddersfield, Yorks. HD3 3RD  
HON. MEMBERSHIP SECRETARY : Ralph Martin, 27 Oakenbank Crescent, Huddersfield, Yorks. HD5 8LQ  
HON. TREASURER : Geoff Welsh, 9 Derwent Crescent, Kettering, Northants.  
HON. PUBLICATIONS (SALES) OFFICER : Ron Cox, 11 Frederick Road, Stapleford, Notts. NG9 7FT  
HON. LIBRARIAN : Peter Lee, The Sycamores, Golcar, Nr. Huddersfield, Yorks. HD7 4AJ  
HON. MODELLING SECRETARY : Bill Strickland, 55 Whitestile Road, Brentford, Middx. TW8 9NR  
HON. EDITOR "THE NARROW GAUGE — Illustrated" : Rich Morris, 193 Main Road, Longfield, Dartford, Kent.  
HON. EDITOR "NARROW GAUGE NEWS" : Ivan Stephenson, 27 Hillhead Drive, Birstall, Batley, Yorks. WF17 0PA  
HON. RECORDS OFFICER (BRITISH ISLES) : Pete Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey.  
ASSISTANT H.R.O. (OVERSEAS) : Jim Hawkesworth, 44 High View Road, Endon, Stoke-on-Trent, Staffs. ST9 9HS.  
HON. CORRESPONDENCE SECRETARY (RECORDS & N.G.I.) : Andrew Wilson.  
HON. AUDITOR : Brian Kilner INDEX COMPILATION : Pete Briddon and Michael Jacob.

### BRANCH SECRETARIES :

**'NEWS-DESK HOTLINE' 01-393 9520**

EAST MIDLANDS AREA : Graham Holt, 22 Exton Road, Leicester. LE5 4AF  
LONDON & SOUTHERN AREA : Peter Lemmey, Moorswood Cottage, Herons Ghyll, Uckfield, Sussex.  
NORTH STAFFORDSHIRE AREA : Keith Rogers, 68 Maythorne Road, Blurton, Stoke-on-Trent, Staffs.  
SOUTH WESTERN AREA : Alan Mazanowicz, 187 Exwick Road, Exeter, Devon. EX4 2DB  
YORKSHIRE AREA : Ron Redman, 14A Oliver Hill, Horsforth, Leeds, Yorks. LS18 4JF

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

### Affiliations :—

**BROCKHAM NARROW GAUGE & INDUSTRIAL RAILWAY MUSEUM**

(Founded by N.G.R.S. 1961)

**THE TRANSPORT TRUST**

**NEW ZEALAND RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY**

And associated with other information and preservation organisations throughout the World

## THE NARROW GAUGE — ILLUSTRATED

**PUBLISHED BY THE NARROW GAUGE RAILWAY SOCIETY**

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

ASSISTED BY : Michael Jacob, Pete Nicholson & Andrew Wilson.

DISTRIBUTION TEAM : Cliff & Doreen Lawson, 11 Okeley Lane, Highfield Estate, Tring, Herts. (Tring 4780)

ASSISTED BY : Ken Bettis.

**N.G.I. No. 64 : March 1973 Copyright N.G.R.S.**

**PRESS DATE FOR N.G.I. No. 65 : 15th April 1973.**

**PRINTED BY : Hadfield Print Services Ltd., 41/43 Pikes Lane, Glossop, Derbys. SK13 8ED.**

### THE NARROW GAUGE — Illustrated :

**ISSUED FREE TO MEMBERS; £1.50 per annum TO NON-MEMBERS**

The N.G.R.S. invites subscriptions to N.G.I. from our new readers. Please send £1.50 to Ron Cox, Hon. Publications Officer, 11 Frederick Road, Stapleford, Notts NG9 7FT.

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

# PLATFORM 1

*F.C. Alcoy — Gandia, Spain : No.2 VILLALONGA (Beyer Peacock 3276 of 1890) crosses the River Serpis on the outskirts of Gandia, May '68. (Alan Bowler)*



This issue represents a further 'big step forward' for the N.G.R.S. and we are proud to be one of the first Societies in the World to bring its Members a Magazine with a full colour front cover.

However, repetition of this will at present only be possible once a year unless our circulation increases very considerably, and it will be back to black and white next time.

Enormously increased printing costs have enforced a new maximum of 40 pages upon us, and one or two of the regular features have had to be held over from this issue as a result.

Some further changes have been instituted this time — in the light of Members comments and experience gained — we trust these are acceptable to you all.

PLEASE NOTE ! Two important dates for your diary :

May 12th Closing date for our Grand Annual Photo Competition (See inside back cover for full details).

May 19th 22nd Society A.G.M. (at Stoke on Trent).

Both are important to the Society, the Magazine and you the Member. If you enjoy N.G.I. do please give your support for these two occasions.

We regret recent delays to your N.G.I. ....

The last issue — address labels failed to arrive at the Distribution Centre.

This issue — mechanical breakdown at our printers.

[R.P.M. 1/73]

## N.G.I. 64 FEATURING :

<b>The Small Companies</b>	10 Years of Brockham — John Townsend	...	...	...	...	2
<b>British N.G. Loco Register</b>	Ruston & Hornsby (Nos. 160000-199999) — Pete Nicholson	...	...	...	...	8
<b>Retrospect</b>	Appleby Frodingham Steel Co., Cottesmore, No. 350	...	...	...	...	12
<b>Research Department</b>	Tralee & Dingle Railcar — Alistair Parsons	...	...	...	...	13
<b>In the News</b>	Talyllyn No.1 — Ashover Diesel — Southend Pier etc. etc.	...	...	...	...	14
<b>The Narrow Lines of Industry</b>	Steam returns — Michael Jacob	...	...	...	...	16
<b>Narrow Gauge Pictorial</b>	East Sodermanland Railway — Bo Gyllenberg	...	...	...	Centre Pages	
<b>Narrow Gauge International</b>	Yugoslav Adventure, Part One — C. M. Whitehouse	...	...	...	...	22
<b>Wagonry</b>	S.A.R. Dairy Produce Van & Industrial Cable Drum Wagon	...	...	...	...	25
<b>The Narrower Gauges</b>	Two Gauges at Chessington Zoo — Pete Briddon	...	...	...	...	26
<b>Narrow Gauge Modeller</b>	Including 40 Years in the Building by Allan Baker	...	...	...	...	28
<b>Correspondence Junction</b>	Your Letters to the Editor	...	...	...	...	30
<b>Grand Annual Photo Competition</b>	...	...	...	...	...	opp. 40
<b>Know Your Knarrow Gauge</b>	The Popular Picture Puzzle	...	...	...	...	opp. 40
<b>Supplementary Drawing Sheet No. 6</b>	W. & L 0-6-0T and Ruston 16 HP. Diesel	...	...	...	...	Enclosure

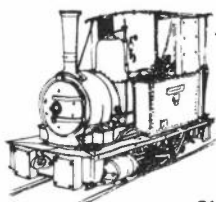
**OUR FRONT COVER :** *Summing up the 'Charm of the Narrow Gauge'. A scene full of character — Stonehenge on the Leighton Buzzard N.G. Railway, September 1972. PIXIE (Kerr Stuart 4260 of 1922, 0-4-0ST) arriving from Mundays Hill with a full compliment of happy travellers. (Alan Bowler)*



# THE SMALL COMPANIES

## Ten Years of BROCKHAM

JOHN TOWNSEND  
(Trustee and Hon. Secretary)



A SERIES DEVOTED TO THE  
'PRESERVATION MOVEMENT'

BROCKHAM NARROW GAUGE &  
INDUSTRIAL RAILWAY MUSEUM

1962 — 1972

(BROCKHAM MUSEUM ASSOCIATION)

Gauge : 2ft & others

Situated : Brockham Quarry, Nr. Dorking, Surrey.



*Yes ! — "in steam at Brockham" 0-6-0ST SCALDWELL (Peckett 1316) tentatively inches its way across hurriedly laid temporary 3ft gauge track shortly after arrival in April 1964.*

*(B.M.A. / A. Neale)*

Twelve years ago quite a number of narrow gauge railway systems in the British Isles could still boast at least one steam locomotive, not all working but in existence in varying conditions. A few individuals had already purchased locomotives for 'back garden' use and many of the preserved lines were already established.

The Yorkshire Area of the NGRS had already given a lead to preservation in the Society by its work in conjunction with the City Museum of securing and commencing the renovation of JACK, BARBER and LORD GRANBY and working on these at Copley Hill Depot. As is usual with most preservation work this was carried out in the main by a faithful few aided by some facilities made available by the Museum authorities.

In the London and Southern Area the example set by the North was not unnoticed and several

Members were on the lookout for a suitable locomotive which would justify preservation and would enable them to make a contribution to the work of the Society in this field.

Fletcher Jennings 0-4-0T TOWNSEND HOOK seemed to meet this need ideally as it was then lying idle at the Betchworth Pits of the Dorking Grey-Stone Lime Co. Ltd. in Surrey. Purchase and transport of the locomotive followed the usual course of appeals, loans etc. except that in this case purchase was made before the Area had any idea where to put it — a minor difficulty ! This was soon overcome by arranging it to be stored and exhibited at Sheffield Park Station on the Bluebell Railway where it was moved on 10th April 1960.

At this time those Members directly involved contemplated only the restoration of the loco-



motive as an aim in itself although various ideas were discussed about the possibility of putting it into steam at Sheffield Park on a short length of track and other locations nearer to London were also considered including several sand and gravel pits.

One of these locations, suggested by the late Major E. W. Taylerson, was at Brockham, almost next door to Betchworth, and a small group of Members and friends visited this to see if it would be suitable. What a derelict area it proved to be on inspection with long-disused buildings and kilns, overgrown trackbeds and chalkpits. However most of the group felt that it would be quite suitable for steaming TOWNSEND HOOK. Of course we ought to have a piece of rolling stock to haul behind it for carrying people and maybe a diesel to drag it out for photography when it could not be steamed . . . . .

Thus the idea of a Museum was born as a means to an end. Within weeks however the end became the chief aim in itself and we realised that there was a need for a Museum which not only showed what a narrow gauge railway was but which also showed what it did. To this it would need to be a 'working' Museum with the actual exhibits recreating the role they played in their original locations, although this was a tremendous change in ambition from simply working one engine.

The rest of the story is fairly common knowledge or at least can be easily obtained from back copies of NGN and Brockham News in the NGRS

Library. It was realised very early that despite high ideals as to what the Museum should present it would be eventually necessary to finance the working of the Museum largely from income derived from visitors and that in order to attract these a basic 'stud' of steam locomotives would need to be collected. TOWNSEND HOOK, PETER, SCALDWELL, POLAR BEAR and GUINNESS No. 23 should meet this need although it is not inconceivable that further steam engines might be acquired by loan or purchase if the opportunities arise and the vehicles in question fit in with the scheme of the Museum. Of course other locomotives slipped out of the net and it is interesting to recall that the Museum could have had at various times during the last ten years if the money had been available; WOOLWICH (£125), KETTERING No. 7 (£200), six of the Dinorwic engines at £500 each, UNA (£200) and HANDY-MAN (£140) but for various reasons did not.

With so many narrow gauge systems in the country undergoing closure or contraction during the decade there was no time to collect money, negotiate for a permanent site and erect suitable display buildings on this. All of these had to be carried out at the same time with a consequent loss of finances and resources to any one given item. Thus TOWNSEND HOOK **could** have been restored and in steam within 3 or 4 years of purchase but at the sacrifice of many of the other locomotives, a loss which would not have been justified.



*This perfect example of a RL1C type Orenstein & Koppel 4 wheel diesel has been completely restored at Brockham. In blue livery and sporting THE MAJOR nameplate, No.7741 descends through the trees hauling the ex R.A.F. Fauld coach and with Roger Thornton at the controls - 26/5/72. (C. F. Bowles)*

At the same time the acquisition of various internal combustion locomotive was not overlooked, it being considered that these were every bit as important to the development of the narrow gauge railway as the steam locomotive and a brief list of these is appended. Many of the 20 items of rolling stock were acquired from the same sources as the locomotives and thus can be authentically exhibited with them. Others are of a universal pattern (eg. the various Hudson built wagons) and could reasonably be found on almost any system. Rolling stock and motive power is however only half the story for these need a *raison d'être* and numerous facilities and ancillary equipment before they can operate and the Brockham Museum aims to show the importance of these by using them where possible in the proper situations. Unfortunately much of the type of equipment which should be considered poses not only difficulty of removal and re-erection but also of transport and thus it has not been possible so far to arrange for the acquisition of wagon-tipping gear, a weighbridge, self-acting incline drum etc but it is hoped these can be considered more seriously in the not too distant future.

Smaller items have been obtained where possible and rail with examples of skid plates, turntables etc will be incorporated into the track formation in an appropriate situation where it can be used.

The most important adjunct to the vehicle exhibits must surely be the 2ft gauge demonstration line because we consider that the importance of being able to see a train of slate wagons in action, a steam locomotive pulling hard up a gradient or a petrol locomotive chugging along with a string of skips cannot be overestimated as these are sights and sounds it will very soon be virtually impossible to find elsewhere.

Originally a small network of lines about the sheds and buildings extending down the standard gauge trackbed to the B.R. mainline was considered and this would have taken a very short time to clear and construct. However surveys showed that the gradients on this would have been too severe to be practical. Further surveys ruled out a semi-circular line curving round the lake to the South of the site and eventually it was decided that a line should be constructed due East through 'virgin territory'. This decision was an acknowledgement that a great deal of constructional work would have to be undertaken and many hundreds of tons of material moved by hand.

Construction followed the usual method of laying temporary 'Jubilee' type track for carrying spoil, constructing embankments etc. and progressively replacing this with 35 lbs/yd rail spiked

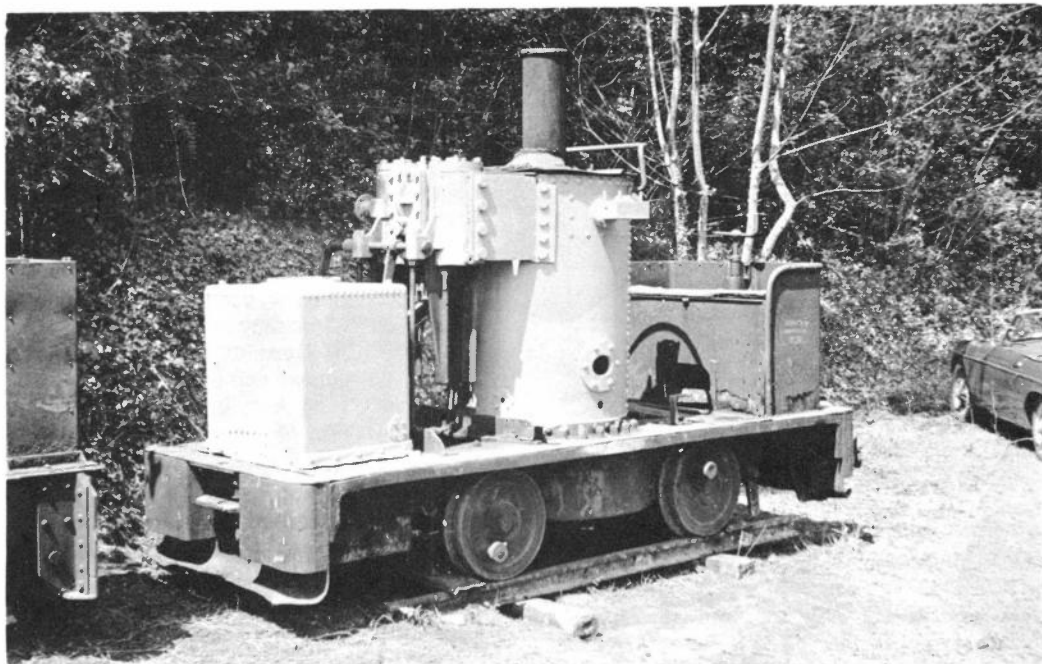
to wooden sleepers. However two main obstacles hindered straightforward construction and meant that, although building of the majority of the line could be accomplished fairly quickly (money and labour permitting) there would be a long initial delay. These obstacles were (1) a cutting roughly 16ft. wide and 7ft. deep and (2) an embankment some 20-25ft high and approximately 75ft. wide at the base, both of them crossing the proposed trackbed roughly at right-angles.

To cross the cutting a two-span bridge was designed and submitted to the local authority. However the application was quickly withdrawn when it was realised that not only would its construction be expensive and time consuming but that if an embankment were substituted for it, it would not only allow room for a longer run-round loop on the base site but would also prove a useful area to dump spoil excavated from the second embankment site (the latter embankment was linked to a brick archway crossing the adjacent Pilgrims Way and is therefore generally known as the Archway Site).

Effectively the proposed line was divided into three by these two barriers and it was essential that the middle section be constructed first to allow for the removal of spoil from the one site to the other. This was accomplished by building a temporary bridge of sleepers, over the cutting so that skips could be pushed to the Archway Site.

Fine so far but then it was realised that digging a cutting through the embankment at the Archway Site would effectively remove support from one side of the arch itself and it would likely collapse, probably on a passing pilgrim! Solution-demolish the arch first of all. Use of explosives was considered and rejected and eventually the embankment over it was dug away and arch removed bit by bit in skips (a good 60 tons of brick and chalk) and this was tipped over the side of the sleeper bridge. Gradually part of the bridge was removed so that tipping could be carried out off the end — and eventually the entire bridge was taken down and replaced by the full embankment.

Nearly two years was spent in demolishing the archway and in digging the pilot cutting through the adjacent embankment. To speed the work digging was also commenced from the East side and for a short time temporary track was laid right through the site of the arch. In March 1970 the two diggings met and the pilot cutting was completed. This was a turning point in the building of the demonstration track because it meant that for the first time locomotives could be used on spoil trains. Up to this time skips were being manhandled along rough track up a 1 in 34 incline for up to 300 ft and, whilst this was not quite an impossible task,



*3ft gauge de Winton LLANFAIR, built 1895 and formerly of Penmaenmawr & Welsh Granite Co. Ltd. currently undergoing restoration at Brockham by the owner — Pete Nicholson.*

it did waste time and labour. Skips can now be loaded directly beneath the digging face, pushed by locomotives to the trackhead (on an embankment about 6ft. high) and tipped off the end. A side-discharging wagon has also been used to widen the embankment and the line can now proceed at a faster rate.

For about another 250 ft the line will remain on a rising embankment (dense 'jungle' having to be cleared before construction could advance) and it will then emerge on a shelf, in woods overlooking fields. 500 ft. will run through this ideal location close to the Pilgrims Way to a run-round loop situated at the junction of two footpaths and for the foreseeable future this will be the terminus of the line. The terrain beyond this however would not preclude a further extension of at least a mile assuming appropriate consent were given but this is a matter for future consideration.

What of the facilities at the Museum itself? We consider every building and every piece of equipment to be part of the Museum because they are all connected with the railways. Buildings are of course the most expensive asset to acquire and we have not been able to provide these as we had wished. The original stables were re-roofed and partly rebuilt to provide a two-road store about 21 ft. long. A further building ('Gould's shed') makes a good workshop and it is here that

POLAR BEAR is being rebuilt and THE MAJOR has been restored. A diesel generator is installed within to provide power and lighting to all the buildings on site. Adjacent to the stables are stores and an office cum mess-room (and the laying on of mains water was the first big task tackled here !)

It is hoped to erect the 7½ ton electric hoist from Guinness's within a year, on a site where it can not only be used to tranship No. 23 in and out of the 'converter bogie' but also to load and unload visiting road vehicles. An appeal was launched to raise £650 required to extend the stables by 800 sq.ft. which will provide covered accommodation for most of the existing locomotives. All of the steelwork and the roof cladding as well as supporting structure has now been purchased and delivered.

Eventually a further large exhibition building will be built to house static exhibits and those not being demonstrated at any particular time. Possibly some of the original kilns will be incorporated to show how railways were used in this industry of particular local interest. Other pieces of equipment will, where possible, be built into a realistic situation where they can be used and the various types of track samples built into the layout allowing exhibits to be moved from this building to the demonstration line or workshops. It is also envisaged that short lengths of track will be laid



to allow for the demonstration of such non-2ft. gauge exhibits as TOWNSEND HOOK and SCALDWELL.

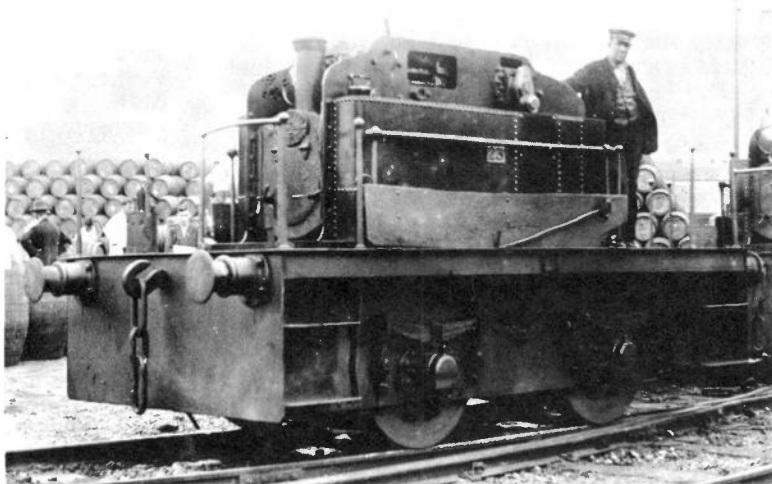
I have so far not mentioned how the Museum is organised and this is a matter that has undergone several changes during the decade. As I stated earlier the original scheme was master-minded by Members of the London and Southern Area of the NGRS and for practical purposes continued to remain so. The bulk of the practical work and raising of most of the money for buying relics and developing the site was carried out by the same handful of Members, but as the scheme progressed it became apparent that it could operate far more effectively as a separate entity to the NGRS, taking its own risks and responsibilities — but still maintaining a close relationship with the Society.

Initially this was put into practice by the formation of the Brockham Museum Association in 1966 which had a representative of the NGRS on its Committee and which held a Lease Agreement with the owners of the site — the Brockham Lime and Hearthstone Co. Ltd. Immediately the Association set about increasing its own Membership, instituting a quarterly Magazine and, above all, adopting a more positive plan of campaign for the future. One of the measures taken in this respect was to ask a group of well-known individuals, authoritative in various aspects of the narrow gauge railway, to advise the Museum which relics in particular it should endeavour to obtain in order that the final collection should be as balanced and representative as possible. The list of recommendations was produced and immediate action was taken to implement those which related to the slate-quarrying industry and which seemed to be the most urgent.

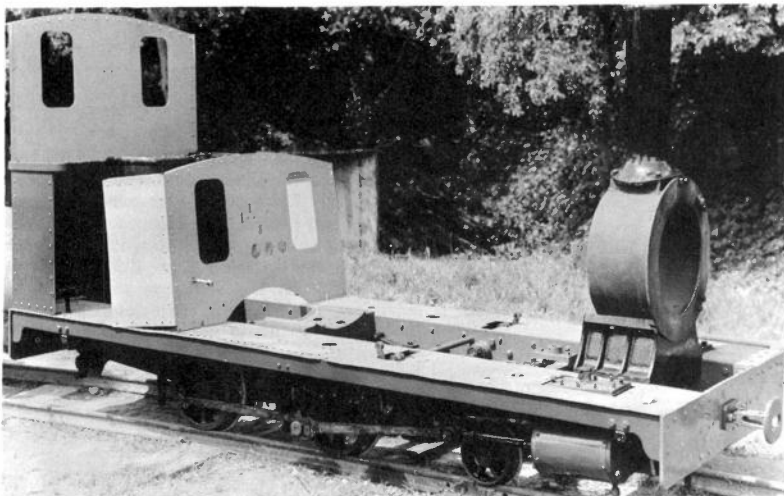
Whilst the Association developed well and progress on the site was more rapid than at any other time it was obvious that an amorphous body of subscription-paying Members run by an elected committee was not substantial enough in law either to hold a binding lease, to ensure the retention of the relics in one collection or to maintain the original aims of the Museum in the future. It was felt this could be best carried out by a non-profit-making educational Trust registered as a Charity. Long discussions and correspondence followed over a period of 3 to 4 years between the Society, Association, Company and Commissioners of Charity. Draft Deed of Trust and a Lease were drawn up, discussed and amended where necessary and at very long last, in April 1972 the Trust came into being.

For practical purposes the Museum is administered by three Trustees appointed by the Association (one of the latter being a nominee of the Company). The Trustees (at present Ted Benn, Anthony Taylerson and myself) will appoint a working committee to carry out the day to day running of the Museum and a majority of this will in practice be Members of the annually elected committee of the Association. The latter body continues to play an essential part without which the Museum could not continue to exist as it provides the voluntary labour, the publicity and the finances to carry out the development of the scheme. Both the Society and the Trustees will be represented on the Committee of the Association and thus there will be maintained the very closest of relationships between all the bodies which should lead to a harmonious working towards the common aim of a valuable living Museum.

*Broad Gauge in N.G.I.? ! Wm. Spence 1ft 10in gauge No. 23 (from Guinness of Ireland) sits inside its 5ft 3in gauge 'Converter Bogie' for shunting the Broad Gauge sidings at St. James's Gate Brewery in Dublin — before acquisition by Brockham Museum.*



*Ex Groudle Glen Railway  
POLAR BEAR (Bagnall 1781 of  
1906). This 2-4-0T has been  
painstakingly restored over the  
past few years and is currently  
receiving attention to the boiler  
before this is added to the frame  
and etceteras already completed.  
(B.M.A.)*



The next ten years? As soon as POLAR BEAR is in steam, work will re-commence on PETER and GUINNESS No. 23. Some work is already being carried out on TOWNSEND HOOK and so we can hope to see at least 4 operating steam locomotives — with SCALDWELL a further possibility if resources increase sufficiently to overhaul it and pay for the occasional steaming.

The most difficult section of the demonstration track is now completed and the rest of it is more straightforward and should be accomplished relatively quickly, availability of materials permitting. A large quantity of 35lb/yd obtained from Irthlingborough in 1966 will not last out until the end of the line and further purchases will be necessary. Further sidings will be laid around the Museum site and in particular a line will be laid from the 3-way point (ex Staveley Minerals Ltd, Scaldwell and converted from 3ft gauge) set into the roadway and leading under the Guinness gantry. Track at this point will be multi-gauge and the positioning of the gantry will permit easy unloading of large items from road vehicles as well as lifting boilers, locomotives, engines etc.

Work on extending the locomotive shed will commence as soon as planning consent is received and this will not only make available covered accommodation for all the locomotives but, equally important, will give much needed room for spares, tools and working! In the meantime the Trustees are investigating means of raising the finances necessary for the largest part of the scheme and that which will be the heart of the Museum — namely the main display building housing static exhibits and displays of equipment not suitable for demonstration.

Another important task has been that of clearing the site for a car park. Space was available

for one holding up to 100 cars adjacent to the Museum and contractors were brought in to carry out the levelling and access construction during 1971. Obviously this was a job that had to be tackled quickly if visitors were to be welcomed in any quantity. Once POLAR BEAR is restored to working order and the demonstration track largely built to full running standards it is envisaged that regular 'steam days' will be organised on an increasing number of occasions — and with more rolling stock as this is available. From the beginning it will be the policy of the Museum to operate diesel and petrol locomotives as well on these days — with industrial stock and not to confine activities to just passenger trains. In the meantime monthly Open Days were commenced last year (on the 3rd Sunday every month until September) and these have proved very popular.

The Museum will be geared to enthusiasts and people interested in railways and industrial history rather than to casual day-trippers with only a train ride in mind. It will be non-profit-making and, we trust, educational — and it should embody the best in current museum and display thinking by having the body of the exhibits working or in realistic situations.

In the past year the Association's aims have attracted many new Members. Of course many more are needed — on the site in restoration and engineering work, away from it at exhibitions and lectures and in the preparation of sales materials or simply on the receiving end of regular Magazines and Bulletins and paying-end of an annual subscription (£1, reduced to 75p for paid-up NGRS Members). If you are interested in joining the Association you are invited to contact the Hon. Membership Secretary: **Noel Kerrigan, Stonecroft Keld Head, Pickering, Yorks.**

\*See also Supplementary Drawing Sheet 6b with this issue — featuring DRAWING OF RUSTON & HORNSBY 166024 PLAN OF MUSEUM SITE and LOCO. LIST.

# BRITISH NARROW GAUGE LOCOMOTIVE REGISTER

(COMPILED BY THE SOCIETY HON.  
RECORDS OFFICER — Pete Nicholson)

## PART 6. RUSTON & HORNSBY LTD, Lincoln.

(No's. 160000-199999).



[This is the first locomotive builder to be dealt with in the Loco. Register series which is too extensive to be covered in one issue. However subsequent numberings will not follow in consecutive issues of N.G.I. and Part 7 will be a (basically) steam builder. Locomotives used by the National Coal Board underground are excluded from the series at present because of insufficient information, but none are known to the H.R.O. which come within the number range of the present article i.e. Rustons 160000 to 199999. It is interesting to record that the number of Ruston locos in existence in Britain today far exceeds that of any other builder]

*Worksplate of the late No. 186310 — a 1938 4-wheel diesel of 2ft gauge, belonging to Alpha Cement Ltd, (Later A.P.C.M.), Cliffe at Hoo Cement Works, Kent.*



Ruston & Hornsby Ltd was formed in 1918 by the amalgamation of Ruston Proctor & Co. Ltd and Richard Hornsby & Sons Ltd. Richard Hornsby's business dated back to 1815 when a small blacksmiths and mill wrights was established in Grantham as Seaman & Hornsby. Richard Seaman retired in 1828 when the Company's name was changed to Richard Hornsby — becoming Richard Hornsby & Sons in 1851 and this a Limited Company in 1880. A very significant development took place in 1891 when the manufacturing rights were taken over — on a royalty basis — of the Ackroyd Stuart oil engine. The first example was built by the firm in 1892.

Ruston Proctor was established in 1840 as mill wrights at Waterside South, in Lincoln, — trading under the name Proctor & Burton which was later changed to Burton & Proctor. Joseph Ruston joined the partnership and the firm was reconstructed as Ruston, Burton & Proctor, Engineers on 1/1/1857. In August it became Ruston Proctor & Co. and that year is regarded as the official founding of Ruston & Hornsby as the centenary of the Company was celebrated in 1957. Ruston Proctor & Co. became a Limited Company in 1899.

The diesel engine manufacturers Davey, Paxman & Co. Ltd of Colchester, Essex became an associated company in the late 1940's and were later combined as Ruston Paxman Diesels Ltd as part of the English Electric Group, and is now a subsidiary of G.E.C. Traction Ltd of Newton-le-Willows, Lancs.

Ruston Proctor built many steam locos but none survive in Britain of any gauge and only one i/c loco is now extant this being 50823 of 1915 the 4 wheel paraffin loco preserved at Longfield, Kent. Hornsby built the first oil engine locomotive in 1896. This incorporated a 20HP Hornsby

Ackroyd engine and carried the works number 1705, this being delivered to Woolwich Arsenal. No. 1705 has been claimed as the first 'diesel' engined loco built anywhere in the World. Regrettably no locos of this builder survive today. Ruston & Hornsby have only ever built **diesel** engined locos the first being 163997 in 1931 and was of 2ft gauge. Many thousands of diesel locos of all gauges from 1ft 6in upwards were built over the next 37 years, production finally ceasing in 1968. A standardised range of locos was made available and for many years these designs were continued being up-dated from time to time to meet the requirements of the day and it was not until the latter years of loco production that any entirely new designs were introduced . . . . .



*No.194784 (44/48HP). A rarely seen and very rarely photographed loco. AMW165 is kept in permanent readiness on the fire-fighting train at M.O.D. Dinton Depot, Wilts and is painted in 'fire — engine red' with white lettering. Like all Rustons owned by the Ministry it is fitted with flame-proofing equipment at the rear  
(H. T. Caffyns)*



All Classes are 4-wheel diesel with water cooled engines and 3-speed gearboxes. Details are not yet available for 12HP (2cyl. Lister engine) and 30HP (3cyl. Ruston engine) classes.

Class	10HP	11/13HP	16HP	16/20HP	18/21HP
Horse Power	10	13	16	20	21
Length (overall)	9ft1½in	8ft11¼in	9ft1¼in	9ft0½in	—
Width	3ft3in	3ft3in	3ft3in	3ft3in	—
Height (top of bonnet)	4ft11in	4ft6¼in	5ft1½in	4ft11in	—
Weight	2½T	2½T	2½T	2½-3¼T	—
Wheel diameter	1ft4in	1ft3in	1ft4in	1ft3in	—
Wheelbase	2ft7½in	2ft5¾in	2ft7½in	2ft7½in	—
Engine	2cyl. Lister	2cyl. Ruston	2cyl. Lister	2cyl. Ruston or Lister	2cyl. Lister

Class	20HP	25/30HP	27/32HP	33/40HP	44/48HP
Horse Power	20	30	32	40	48
Length (overall)	9ft4in	9ft0½in	10ft0in	11ft3½in	11ft3½in
Width	3ft3in	3ft3in	3ft3in	3ft3½in	3ft3½in
Height (top of bonnet)	5ft1½in	5ft1½in	4ft8in	5ft5in	5ft7in
Weight	4T	3¼-4½T	5ft	4½T	5½T
Wheel diameter	1ft4in	1ft3in	1ft3in	—	—
Wheelbase	2ft7½in	2ft7½in	3ft4½in	3ft4¼in	3ft4¼in
Engine	2cyl. Lister	3cyl. Ruston	3cyl. Ruston or Lister	3cyl. Ruston	4cyl. Ruston

#### NOTES ON CLASSES

Horse Power : This is given as the **Maximum** attainable.

Width : As given for 1ft10¼in to 2ft gauge locomotives. 1ft6in to 1ft10½in and 2ft1in to 3ft gauge locomotives are wider — having side extensions to the main frame.

Weight : This is variable for some classes, differing size ballast weights being optional fittings.

No.	YEAR	CLASS	GAUGE	OWNER, LOCATION & RUNNING IDENTITY (JANUARY 1973)
164346	1932	10HP	2ft	West Kent Main Sewerage Board, Long Reach Works, Dartford, Kent.
164350	1934	10HP	2ft	Greater London Council, Enfield Sewage Works, Ponders End, Gr. London.
166010	1934	16HP	2ft6in	M. O'Keeffe, c/o Dowty R.P.S., Ashchurch, Glos.
166021	1933	16HP	2ft	Henry Williamson & Co. Ltd, Broomfleet Brickworks, Nr. Brough, Yorks.
166024	1933	16HP	2ft	Brockham Museum Trust, Nr. Dorking, Surrey. [No.2]
166028	1932	10HP	2ft	West Kent Main Sewerage Board, Long Reach Works, Dartford, Kent.
166045	1933	10HP	2ft1½in	Mr. & Mrs. C. D. Lawson. (Stored in Nottinghamshire)
168790	1933	16HP	2ft2in	British Gypsum Ltd, Glebe Gypsum Mines, Gotham, Notts.
170200	1934	16/20HP	3ft	Whittlesea Central Brick Co. Ltd, No.2 Works, Whittlesey, Cambs.
170369	1934	16/20HP	2ft	Chesterfield Corporation, Whittington Sewage Works, Derbys.
170374	1934	16/20HP	2ft6in	Welshpool & Llanfair Light Railway Pres. Co. Ltd, Llanfair Caereinion, Mont. [No.3]
171901	1934	10HP	2ft	L.S. Beckett Ltd, Bettisfield, Flints.
172892	1934	27/32HP	2ft	A.P.C.M. Ltd, Rodmell Works, Lewes, Sussex.
172901	1935	18/21HP	2ft	Henry Williamson & Co. Ltd, Broomfleet Brickworks, Nr. Brough, Yorks.
174532	1936	10HP	2ft	Richardson's Moss Litter Co. Ltd, Letham Moss, Nr. Airth Station, Stirlings.
174535	1936	12HP	2ft	Maen Offeren Slate Quarry Co. Ltd, Blaenau Ffestiniog, Merion.
174536	1936	12HP	2ft	Maen Offeren Slate Quarry Co. Ltd, Blaenau Ffestiniog, Merion.
174542	1935	18/21HP	2ft	Maen Offeren Slate Quarry Co. Ltd, Blaenau Ffestiniog, Merion.
175116	1935	18/21HP	2ft	West Kent Main Sewerage Board, Long Reach Works, Dartford, Kent.
175127	1935	18/21HP	2ft	Maen Offeren Slate Quarry Co. Ltd, Blaenau Ffestiniog, Merion.
175403	1935	18/21HP	2ft6in	British Steel Corporation, Nettleton Mines Social Club, Holton-le-Moor, Lincs. [CANNONBALL]
175414	1936	18/21HP	2ft	Caernarvonshire Crown Slate Quarries Co. Ltd, Moel Tryfan Slate Quarry, Ceserea, Caerns.
175417	1936	18/21HP	2ft2in	British Gypsum Ltd, Glebe Gypsum Mines, Gotham, Notts.
175418	1936	20HP	2ft	Greenwood Tileries Ltd, Barrow Haven Works, Lincs.
177604	1936	27/32HP	2ft	A.P.C.M. Ltd, Rodmell Works, Lewes, Sussex.
177638	1936	12HP	2ft	Maen Offeren Slate Quarry Co. Ltd, Blaenau Ffestiniog, Merion.
177642	1936	12HP	2ft	Maen Offeren Slate Quarry Co. Ltd, Blaenau Ffestiniog, Merion.
178989	1936	18/21HP	2ft6in	Motherwell Machinery & Scrap Co. Ltd, Inshaw Works, Motherwell, Lanarks [1]
179005	1936	20HP	2ft	Clydeside Constructional Co. Ltd, Bridge of Weir, Renfrews.
179870	1936	20HP	2ft	City of Birmingham Childrens Committee, Shenley Fields Home, Wedley Castle, Birmingham, Warks.
179880	1936	27/32HP	2ft	Creekmoor Light Railway, Creekmoor, Nr. Poole, Dorset. [No.3 BRUNEL]

Continued . . . . .

Continued :-

179889	1936	18/21HP	2ft	A. M. Keef, Cote Farm, Cote, Oxon.
181820	1936	20HP	2ft	Dowty Railway Preservation Society, Ashchurch, Glos. [L5]
181822	1936	20HP	2ft	Henry Williamson & Co. Ltd, Broomfleet Brickworks, Nr. Brough, Yorks.
182137	1936	20HP	1ft11½in	I. W. Hose c/o Bala Lake Railway, Llanuwchllyn Merion.
182138	1936	20HP	1ft10½in	Halkyn District United Mines Ltd, Olwyn Goch Mine, Rhydymwyn, Flints.
182145	1936	12HP	2ft	A. M. Keef, c/o Hills of Swindon Ltd, Devizes Brick & Tile Works, Caenhill, Wilts. [16]
182146	1937	33HP	3ft	Whittlesea Central Brick Co. Ltd, No. 2 Works, Whittlesey, Cambs.
183727	1937	16/20HP	1ft10½in	Halkyn District United Mines Ltd, Olwyn Goch Mine, Rhydymwyn, Flints.
183744	1937	44/48HP	2ft	A.P.C.M. Ltd, Rodmell Works, Lewes, Sussex.
183749	1937	25/30HP	2ft6in	Nobel's Explosives Co. Ltd, Powfoot, Annan, Dumfriess [2]
183773	1937	30HP	2ft	Bressingham Steam Museum, Diss, Norfolk. [No.3]
183774	1937	30HP	2ft	Bressingham Steam Museum, Diss, Norfolk. [No.4]
186304	1937	33/40HP	3ft	Whittlesea Central Brick Co. Ltd, No. 2 Works, Whittlesey, Cambs.
186318	1937	16/20HP	2ft	Island Narrow Gauge Group, Albany Steam Centre, Nr. Newport, Isle of Wight, Hants.
187056	1937	11/13HP	2ft	Haunchwood-Lewis Brick & Tile Ltd, Rosemary Works, Cheslyn Hay, Staffs
187057	1937	11/13HP	1ft8in	Cheadle Moseley Grammar School for Boys, Cheadle Hulme, Cheshire.
187058	1937	33/40HP	2ft	Whittlesea Central Brick Co. Ltd, No.2 Works, Whittlesey, Cambs.
187081	1937	16/20HP	2ft	City of York Sewage Dept., Naburn Sewage Works, York.
187096	1937	11/13HP	2ft11in	Lime Firms Ltd, Pentregwenlais Limeworks, Nr. Llandybie, Carmar.
187100	1937	11/13HP	3ft	Taf Fechan Water Board, Nr. Maerdy, Glamorgan.
187101	1937	16/20HP	2ft	Talbot Garage, Knowle Quarry, Nr. Wenlock Edge, Shropshire.
187102	1937	16/20HP	2ft	Chesterfield Corpn, Whittington Sewage Works, Derbys. [26]
187105	1937	16/20HP	2ft	City of York Sewage Dept., Naburn Sewage Works, York.
189945	1938	25/30HP	2ft	A. M. Keef, Cote Farm, Cote, Oxon.
189958	1937	16/20HP	2ft	National Coal Board, Markham Main Colliery, Armthorpe, Nr. Doncaster, Yorks.
189972	1938	11/13HP	2ft	P. M. Briddon, c/o Wey Valley Light Railway, Farnham, Surrey.
189992	1938	16/20HP	2ft6in	Pentewan Sands Ltd, Pentewan, Cornwall.
191645	1938	16/20HP	1ft10½in	Dinorwic Slate Quarries Co. Ltd, Llanberis, Caerns. [E5]
191646	1938	16/20HP	600mm	Ministry of Defence, Support Weapons Ranges, Lydd, Kent. [LOD758263]
191655	1938	25/30HP	2ft6in	Nobel's Explosives Co. Ltd, Ardeer Factory, Ayr. [3]
191656	1938	25/30HP	2ft6in	Nobel's Explosives Co. Ltd, Ardeer Factory, Ayr. [5]
191657	1938	25/30HP	2ft6in	Nobel's Explosives Co. Ltd, Ardeer Factory, Ayr. [4]
191658	1938	25/30HP	2ft	D. S. F. Refractories Ltd, Friden Brickworks, Newhaven, Nr. Hartington, Derbys.
191676	1938	11/13HP	2ft	A. Guerts & Sons, Longriggend, Lanarks.
191679	1938	11/13HP	2ft	L. S. Beckett Ltd, Moss Cottages, Whixall, Flints.
191680	1938	16/20HP	2ft6in	Welshpool & Llanfair Light Railway Pres. Co. Ltd, Heniarth, Mont.
192861	1939	44/48HP	2ft	A. Barker Ltd, East Common Lane, Scunthorpe, Lincs.
192887	1939	11/13HP	2ft	J. J. Bickerstaffe & Sons (Kirkham) Ltd, Kirkham, Lancs.
192888	1939	11/13HP	2ft3in	Museum of Lincolnshire Life, County Centre, Lincoln.
193974	1938	16/20HP	2ft	Severn River Authority, Hall Green, Nr. Great Malvern, Worcs.
193984	1939	11/13HP	2ft	Smith & Son (Raunds) Ltd, Raunds Manor Brickworks, Northants.
193987	1939	44/48HP	600mm	Ministry of Defence, Air Force Dept, Dinton Depot, Wilts. [AMW166]
194770	1939	44/48HP	600mm	Ministry of Defence, Air Force Dept, Chilmark Depot, Wilts. [161]
194784	1939	44/48HP	600mm	Ministry of Defence, Air Force Dept, Dinton Depot, Wilts. [AMW165 FIRE]
195846	1939	16/20HP	2ft	Lancashire Moss Litter Co. Ltd, Nook Lane Works, Astley, Lancs. [A127]
195849	1939	16/20HP	2ft	Maidenhead Brick & Tile Co. Ltd, Burgess Hill Works, Sussex.
195854	1940	44/48HP	2ft8in	National Coal Board, Comrie Colliery, Saline, Fife.
198237	1939	44/48HP	2ft	National Coal Board, Cynheidre Colliery, Five Roads, Carmar.
198241	1939	25/30HP	2ft	Severn River Authority, Hall Green, Nr. Great Malvern, Worcs.
198251	1939	44/48HP	3ft	Bord na Mona, Clonsast, Co. Offaly. [LM13D]
198267	1939	16/20HP	3ft	National Coal Board, Bargoed Colliery, Bargoed, Mon. [3]
198286	1940	44/48HP	600mm	Ministry of Defence, Air Force Dept, Fauld, Staffs. [AMW No.196]
198287	1940	44/48HP	2ft	City of Bradford Water Dept, Thornton Moor Works, Denholme, Yorks. [AMW197]
198290	1940	44/48HP	3ft	Bord na Mona, Garryhinch, Co. Offaly. [LM14 D]
198297	1939	33/40HP	2ft	Cook's Explosives Ltd, Croesor Slate Quarry, Merion.
198306	1940	11/13HP	Std (orig 2ft)	Pollock Brown & Co. Ltd, Northam Ironworks, Southampton, Hants.
198326	1940	16, 20HP	3ft	Bord na Mona, Littleton, Co. Tipperary. [LM15]

## REMINDER

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

**Right :** No.172892 of the not so common 27/32HP class at A.P.C.M. Rodmell Works, Nr. Lewes, Sussex where it was the standby loco on 30/3/68. This delightful location is still in regular operation (NGN79/15).  
(Pete Nicholson)



**Below :** No.166024 (16HP)  
The subject of our Supplementary Drawing Sheet 6b, this loco is now in the custody of the Brockham Museum Trust and sees regular employment on the Museum Open Days. It served the Colne Valley Water Co., Herts from new until acquired for preservation in February 1968.  
(B.M.A.)



## NOTES ON LOCOS

- 166021, 166028, 181822, 187056, 191679 and 191680. These locos are completely dismantled.
- 170374 Length is 9ft 9¼in having extended buffer beam/ballast weights.
- 171901 Regauged from 2ft 3in and now fitted with an air cooled 12.75 HP Lister engine.
- 174532 Rebuilt with a Lister FR2 engine and various parts (including cab surround) from a 25/32HP Hunslet loco.
- 175403 This has been given a 'steam outline' body and cab.
- 182145 Fitted with a 2 cylinder Armstrong Siddeley engine and 'homebuilt' bonnet. (Gearbox has been removed).
- 187058 Bare frame only — acting as a water tank base. The loco had a new 3ft gauge frame and as such is still extant at Whittlesey.
- 195849 Used off track as a mobile generator.
- 195854 Fitted with a 4 cylinder Gardner engine.
- 198306 The main frame has been widened considerably and is now fitted with a 4 cylinder Fordson engine which has been converted for running on butane gas.





*No.170374 (16/20HP) Probably the best known Ruston in the number range covered by this part of the Register, RAVEN at Llanfair Caereinion on the Welshpool & Llanfair. Since July '67 when this view was taken it has been 'retired' and its nameplates removed. The side extensions to the main-frame are distinctive of locos other than the basic 2ft gauge design. Note also the extended buffer beams (for W & L use) and that brass bell ! (Pete Nicholson)*

FURTHER REFERENCES : 'N.G.' 33/13 — (16HP class)  
 Brockham News, Vol.2 No.3 — (16HP class)  
 Model Railway News, Aug. 1961 — (16/20HP class)

ACKNOWLEDGEMENTS TO : P. M. Briddon, C. D. Lawson, G. M. Morris (Island N.G. Group). R. A. Rainbow (Dowty R.P.S.), E. S. Tonks (I.R.S.), T. L. Waterman and A. J. Wilson.

Special thanks are due to C. D. Lawson for providing the historical information on the Company and its predecessors.

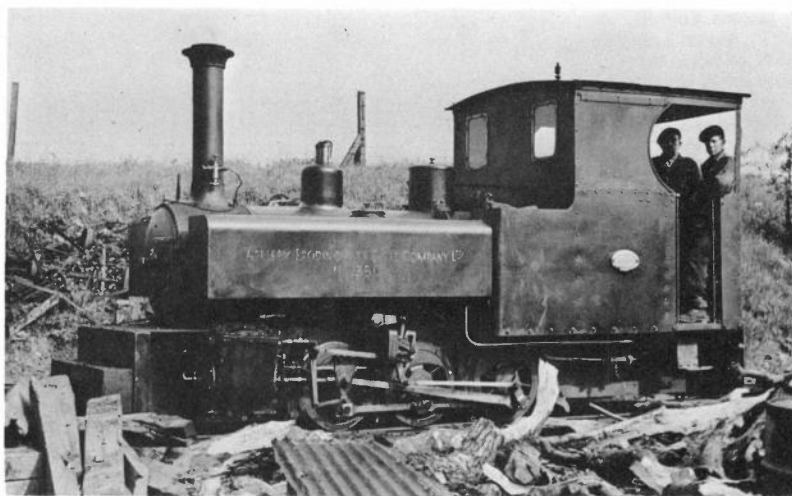
*\*See also Supplementary Drawing Sheet 6b, with this issue.*

*Copyright :— N.G.R.S.*

## RETROSPECT

APPLEBY — FRODINGHAM STEEL CO LTD.

Cottesmore Ironstone Quarries, Rutland. Gauge 3ft.



*No.350 (Hudswell Clarke 1736). The handsome 6 coupled Pannier Tank of 1943 which suffered the torch in 1956.*

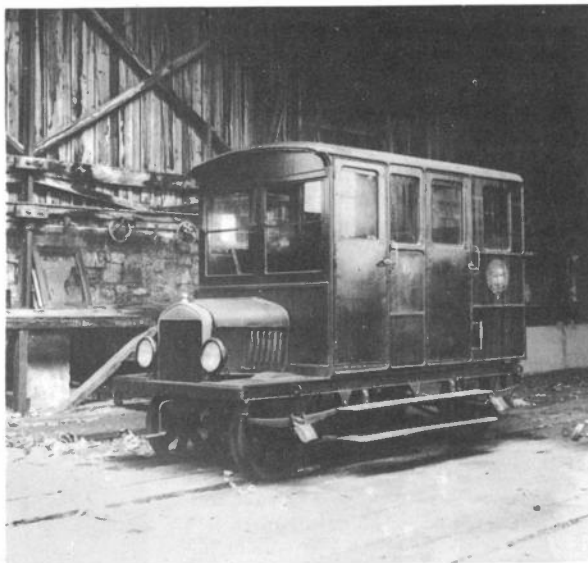
# TRALEE & DINGLE RAIL CAR

(Research undertaken by ALISTAIR PARSONS, 1972)

This little railcar was built in 1922 in the workshops of the Tralee and Dingle Railway ostensibly for inspection of the line. As it was constructed during the time of the "Troubles" one wonders how far the Military Authorities were responsible for its production for patrol purposes in a part of Ireland known to be sympathetic, to say the least, to Sinn Féin.

The Inspection Railcar was originally powered by a Ford Model T petrol engine but in later years the car was re-engined with a more modern Ford engine. It had 2ft diameter wheels. As it had a seating capacity for four passengers including the driver it can be easily visualised how diminutive the car really was; it measured but 6ft wide and 10ft 6in long overall.

It is said that the wheels and chassis were built by the Drewry Car Co. — i.e. Baguley; the spoked wheels are distinctive and obviously of Drewry origin. It would appear that the car was assembled at Tralee from various bits and pieces on hand. After accession to the Great Southern Railways of Ireland the car was transferred to Ennis where it was stationed for the rest of its career. However it still made visits to the Tralee and Dingle and possibly to other narrow gauge lines radiating from Cork up to their closure in 1934. It was used at least twice a year on the West Clare line for inspection purposes. In 1954 it was on the Cavan and Leitrim Railway and made three further visits to the C. & L. in 1959 prior to its closure.



*Tralee & Dingle Railway Inspection Railcar (latterly No. 6 of the Great Southern Railways of Ireland) a 4 wheeled, 'saloon' built in 1922 and pictured here in Ennis Shed, West Clare Railway on 28/8/38.  
(W. A. Camwell)*

Following closure of the West Clare line in February 1961 there was no further use for it and the car was made redundant. In June 1961 it was photographed in a moribund state and a few months later met its fate — cut up for scrap.

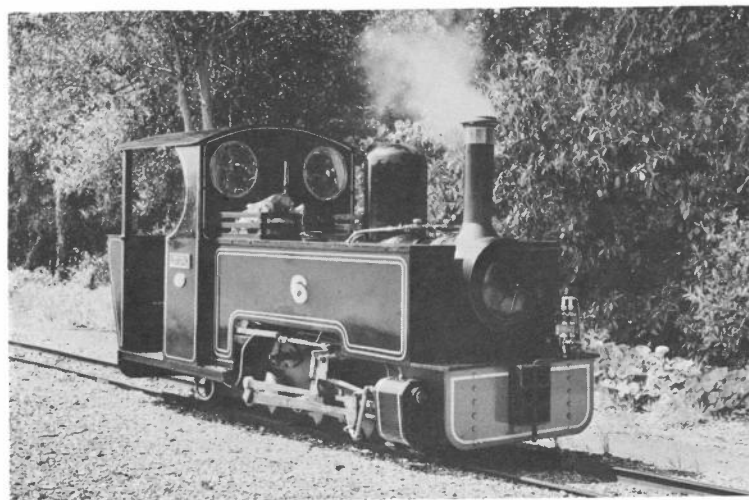
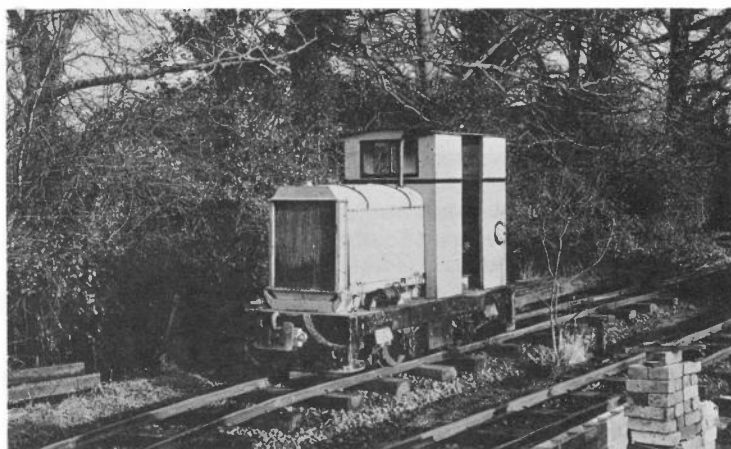


*Having served for 39 years on the T. & D.R.C. & L.R. and W.C.R., No. 6 finished its days (as depicted here 7/6/61) in the yard at Ennis. Following closure of the W.C.R. 1/2/61, No. 6 was 'put out to grass' and before the end of that year was cut up.  
(H. C. Casserley)*



*Talyllyn Railway No.1 on Victoria Embankment, London! The Lord Mayor's Show on 11/11/72 included in the procession a float conveying 0-4-2ST TALLYLLYN on behalf of the Wales Tourist Board. This had come to London 9/11/72 and was understood to have been stored overnight at a high security depot in Bromley, S.E. London, before returning on the 12th. (Pete Nicholson)*

*Ashover Light Railway survivor saved! Hibberd 50HP 4 wheeled "Planet" diesel No.3307 (1948) has thankfully escaped the burners and courtesy of Derrick Plyer of the East Anglia Transport Museum Society is safely in captivity on the "East Suffolk Light Railway", Chapel Road, Carlton Colville, Lowestoft, Suffolk where depicted 14/12/72 — on the run-round loop in Chapel Road Station. (N.G.N.80/11) (Derrick Plyer)*



*15in gauge 0-6-2T No.6 DOUGAL (built Severn-Lamb in 1970) poses for photographer Ivo Peters on the Minirail line at Longleat House, Nr. Warminster, Wilts. This truly Narrow Gauge (as opposed to Miniature \* — loco is destined for 1974 transfer to Lyme Regis for the new 15in line to be constructed upon the ex L.S.W.R. trackbed of the Axminster — Lyme Regis line on the S. E. Devon and Dorset border. (NGN 59/8)*

*\* you get in it — not on it!*



# NEWS

**THE COFFEE POT :** the Merryweather boilered 4 wheeled steamer built by Member D. C. Potter of Dereham, Norfolk, standing at the end of the line at Yaxham Park in 1972. Note sprung axles on wagon frame, solid buffers, water tank and seat at rear, gear change levers . . . and motor car hub disc to the fore ! (NGN 67/10)  
(H. T. Caffyns)



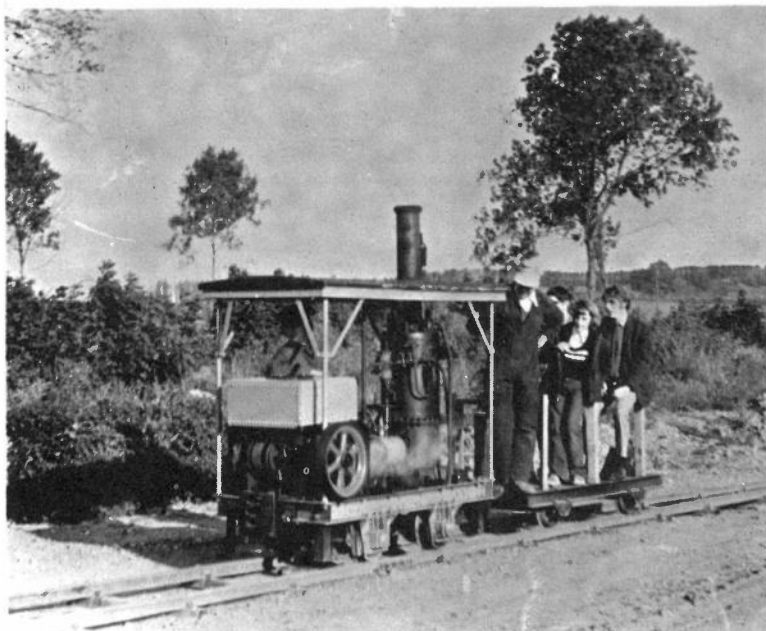
*This Summer 1967 view of Southend Pier Railway depicts the 3ft 6in gauge line when in full operation and when the future appeared secure. However a recent survey of the ageing pier dictated that if the pier itself was to survive the intensively operated railway must go. (NGN 80/9). Future transport along the Worlds longest pier will be an aerial cableway and efforts are now being made to dispose of the 3rd rail electric railway as a going concern. The highest possible figure is being sought and thus the American market is being investigated. (Pete Nicholson)*

**The WASP —** 2ft gauge 4 wheeled petrol Trolley built (and here driven by) Member Andrew Wilson who with friends speed by uninterested race-horses grazing alongside the Waddington Contract line laid along the Darent Valley Nr. Farningham, Kent 14/10/72. (Pete Nicholson)



# STEAM returns to ... THE NARROW LINES of INDUSTRY

By MICHAEL JACOB.



*With your author at the controls and a brick-car of enthusiasts trailing, the STEAM TRAM gets under way for the mile long journey along the Darent Valley 14/10/72.  
(Pete Nicholson)*

The telephone rang. "We have permission to run the Steam Tram on the Darent Valley Railway", was the sensational news relayed to me by the proprietor of the 'Longfield Locollection'.

Let me explain. The Darent Valley Railway was part of a series of contract lines laid along the green valley of the River Darent in North West Kent. The contract was to lay a drainage pipe along the valley and was awarded to A. Waddington & Son Ltd. of North London. Waddington's decided on the use of narrow gauge rail transport, and the story of their activities on the line can be found in NGI 63/15.

From my many visits to the railway, it often occurred to me that it would really be superb if the line from South Darenth to Horton Kirby, some 1½ miles, were operated as a pleasure railway, — especially as there were plans to develop the whole valley as a tourist and recreation centre. It would also be marvellous if a steam locomotive could be run on the line for a day. . . . .

Both seemed terribly remote possibilities, but with the Steam Tram in mind, I wrote to Waddington's enquiring about the latter idea.

"What is this Steam Tram" you will probably be asking by now. Well, very briefly, its history is as follows. Back in 1940, a four-wheeled petrol locomotive emerged from R. A. Lister's works at

Dursley (Glos.) carrying the works number 14005. The loco was sold to Northampton Corporation and spent several years working on a 2ft gauge system, at the Billing Sewage Works. In 1968 14005 was bought by Roy Etherington and moved to John Vernon's farm at Newbold Vernon in Leicestershire. Roy then proceeded on the conversion of Lister 14005 into a vertical-boilered steam locomotive utilising a Merryweather fire-pump boiler and a 'Greens' stationary engine for the cylinder. Upon completion of this work, and trials on the nearby Cadeby Light Railway, the locomotive was sold to Rich Morris in 1971, and moved to join his garden collection at Longfield, Kent. The light weight and ease of transport of this loco — which by now had received the name Steam Tram, — made it potentially suitable for touring other railways. . . . !

So you can imagine how elated we all were when the news came through that Waddington's were keen to have the Steam Tram visit their railway. The date for the 'big day' was soon finalised as Saturday 14th October, 1972, and the mad rush began in order to get everything ready on time (this included the construction of a special trailer to transport the locomotive the 3 miles to the railway).

Saturday the 14th dawned an almost perfect day with a cloudless sky and temperatures rising to

the seventies (fahrenheit). The morning was spent preparing the Steam Tram for its road journey. Our trailer haulage turned up on time, namely Andrew Wilsons Landrover, which duly arrived from Nottingham with his "Wasp", — a tiny petrol-driven homemade rail trolley whose origins lay in a Cumberland peat bog; it is light enough to be thrown in the back of a mini car !

The Steam Tram was loaded on to the new trailer with surprising ease; The Wasp with a brickcar 'coach' was first dropped off at the site, and then the Steam Tram, — all arriving safely, in spite of the fact that the Steam Tram had broken loose on the trailer during transit.

There was quite a reception awaiting the arrival at the Darenth Pits terminus of the line : several railway enthusiasts, many of whom had travelled from afar to witness the event and also many local inhabitants turned out, their curiosity probably aroused by the Steam Trams's Bulleid Pacific whistle !

An impatient half hour was spent lighting up and raising steam and posing the Tram for the local pressmen. Meanwhile, the Wasp had shot off down the line to scout the track ahead of us. Knowing of the Wasp's incredible speed, worries were raised when it and its two passengers hadn't returned after some 15 minutes. The Steam Tram was nearing full pressure when suddenly the Wasp arrived, screeched around the curve and nearly crashed into the steamer. We were perhaps not so confident about the trip when we heard that the Wasp had flown off the track at one place hurling its occupants high into the air ! At this, one of our

visitors immediately armed himself with a crash helmet !

As the driver of the Steam Tram I began to wonder my fate, but deciding to proceed extremely cautiously, I sounded the whistle for the 'all aboard'. Our passengers climbed onto (some half on,) the brickcar, and I screwed the brake off and wound open the regulator, someone turning on the flywheel to get the loco moving off Top Dead Centre. The train jerked into motion with whistle drowning out the barrage of camera clicking, and we seemed to head thankfully in the general direction of the track ahead. I had to open the regulator fully to get the train up the first section of inclined track. We rushed at this rise and began the climb, travelling slower and slower as we rose. The loco started to pulsate and when we were doing under ¼ mile an hour, I wondered if we would ever make it. — No ! — Back we rolled and on went the brake. The pressure had now dropped from 90 to zero pounds per square inch and the water was already at the bottom of the gauge. The chain drive had also mysteriously left the sprockets although it was a simple matter rectifying this.

15 minutes was spent filling the boiler — using the injector which operates by using existing steam pressure and of which we had just about none — and now the fire had nearly gone out which meant lowering the small supply of coal carried in a bin on the brickcar. It had thus taken us about 20 minutes to do about five yards !

However with full pressure once again, and without sounding the whistle which seemed to cause the pressure needle to drop visibly, I again

*End of the line. Looking back along the valley towards South Darenth, the STEAM TRAM being prepared for the return journey.  
(Pete Nicholson)*



let the brakes off and opened up the regulator. At last we chugged to the top of the incline, which was after all only about 10 yards long, rounded a sharp curve and headed out along a relatively level and straight track at a sedate walking pace. We had got about half way along this stretch when I noticed the boiler was almost devoid of water again ! Another session was thus spent coaxing water into the boiler, building the fire up and raising pressure.

Off we set again, and coming to the end of the 'straight' stretch I slowed the train down and stopped to put it into low gear. (You have to stop to change gear for some odd reason). The track now curved sharply over a stream with a waterfall dropping into a fishing lake, and then we were at the top of a steep bending drop into another field. It was here that someone had taken flying lessons with the 'Wasp' earlier on. I had previously wound the handbrake too far, broke it off, and now it was not available for stopping the train ! I eased the train down the slope applying the steam brake (which had on and off positions, nothing in between). So the train stopped and started all the way down, swaying about the track, — which was on a curve made with straight sections and outward camber !. The dangerous part was at the bottom where the track ended and another bit started a few inches away and a few inches higher.

Quite remarkably, the train stayed approximately where the track was and didn't topple over.

A short breather after this for everyone to recover their nerves and to raise pressure, and we set off again along the track which now ran out across a large flat meadow with the River Darent to one side. However, this did not mean that the track was level: The contractors had cut their way across the meadow and the line ran across the bumpy, undulating rock and clay. We had chugged along quite a few yards of track which was quite good going for the loco, but it didn't last for the water had nearly disappeared out of the gauge. After stopping, it was soon discovered that the water tank was empty ! Everyone set off to look for water, and someone soon noticed a pipe leaking water into a marshy area of the field by the track several yards further on.

The driver had gone missing looking for water, so the owner jumped on board and drove his Steam Tram down the line nearer to the supply. I returned to find the train by the marshy pond, now it was realised that there was no bucket to collect the water with. Once again everyone set off looking for some sort of container; needless to say the only bucket found had a large hole in it, — both ends !

Meanwhile, Andrew Wilson had been giving rides on the 'Wasp' to the local youngsters, who eventually hijacked it for themselves and gave each other rides ! This was later recaptured and soon sent speeding back to Darent pits to pick up some buckets (and extra film for cameras).

At some unspecified time later, we puffed off down the line again, over a small rise through a one sided cutting where the track did not seem to touch the ground, and then on to the final stretch with just about enough steam to make it. . . . .

The final couple of yards were up a steep bank, and by then I had gained enough experience to get the train to the top and to the end of the line which was reasonably level. I edged the Steam Tram carefully forward to the very last inch of track and the brake put on.

That was indeed a great moment of jubilation, and the Steam Tram was posed there in the red light and heat of the sun. At one time the track ran about three lengths further on past the front garden of a bungalow almost to the river and a fishing lake. These lengths had been removed prior to our visit and it was probably a wise 'political' move not to have the Steam Tram puffing past this bungalow.

Time was getting on and the sun was getting low, so preparations were made for the return run: water injected, fire built up, pressure raised and the brickcar moved, round to behind the loco. The Steam Tram was then facing boiler first and so it could now be said to be going forwards when we shot down the bank and out across the meadow.

A stop was again made at the marsh pond to fill up with water, and the tricky curved incline climbed again without mishap. However, this had of course consumed all power and a compulsory stop was thus made at the top just above the stream that gushed water into the fishing lake below us. The vivid scene with the setting sun shimmering across the lake and with the Steam Tram silhouetting the red skyline above the tumbling stream was one to be savoured and will always be remembered by its spectators.

Out of coal ! Yet another crisis, so everyone was sent scouring the ground for bits of wood, trees and even twigs. The firebox was crammed full of the wood and the firehole door could not be shut tight due to pieces of branch sticking out. The fire soon roared up and the pressure needle followed suit. So off we set at full speed (walking pace) trundling along the now 'straight' track with the end of the line at last coming into view.

Unfortunately, the faster we went, the faster





*Picturesquely posed near a fishing lake, a thirsty STEAM TRAM takes on yet more water hurriedly scooped out of the lake and fed with an assortment of old buckets via a human chain formed of all hands present !  
(Pete Nicholson)*

the pressure dropped until we ground once again to a halt. Wood didn't burn for anything like as long as coal. Still, there was no choice and the fire was soon roaring away again, the crackling twigs throwing showers of sparks into the air. At one stage, plastic bags found their way into the fire and we were all witness to a fireworks display with flames shooting out of the chimney. 'Oil firing' had proved its point on the Steam Tram causing it to blow off within seconds.

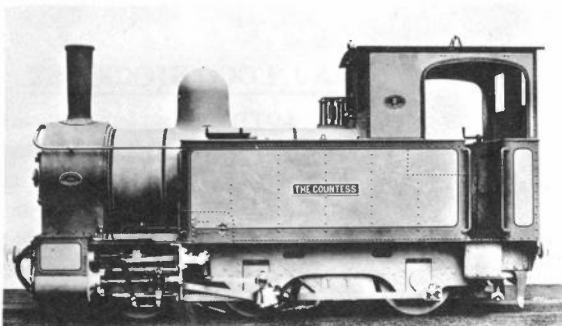
We then decided on a final dash for home on the steam raised, and so it was that the Steam Tram rolled across the little level crossing at Darenth Pits with still enough steam left to let the local kids loose on the Bullied whistle.

By the time the Loco was loaded up, it was quite dark.

Although the standards of railway operation set on that day were not exactly comparable with certain Welsh tourist railways, I think this truly historical event will be remembered with a smile by all those who took part. Indeed a friend who is renowned for his Worldwide tours of railways, remarked that he had never before had so much fun; this probably applied to just about all of us.

I wonder why industry abandoned narrow gauge steam ! . . . . . ?

(NGN. 80/10)



*Our SUPPLEMENTARY DRAWING SHEET 6a, this time features one of the two famous Welshpool & Llanfair 0-6-0Ts. A works photo of No. 2 THE COUNTESS, (Beyer Peacock 3496 of 1903) is included here for reference . . . (W. & L.L.R.P. Co. Ltd.)*

# Sweden

from the  
Camera of

**BO GYLLENBERG**

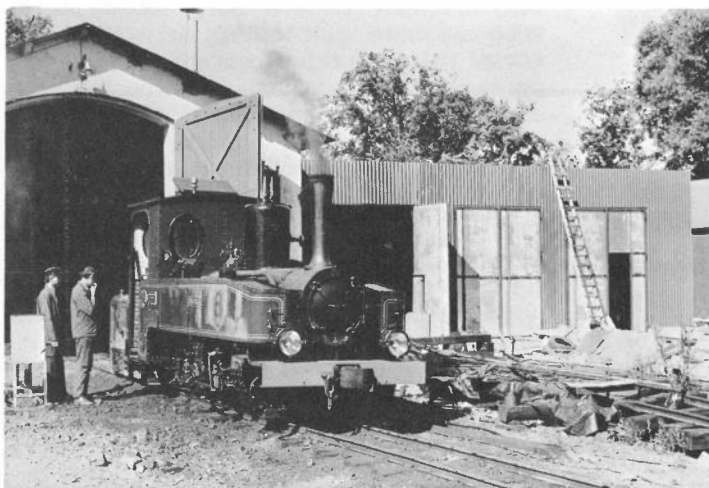


-1

1. The line-up at Mariefred Sheds on 'Members Day' 26/9/72. Locos from the right: Nos. 8, 5, 1, 7.
2. No. 3 with train at Hjorthagen, Sept. 1966.
3. No. 8 at the Mariefred Workshops, Summer 1972.



2-



-3

## O.S.J. LOCO STOCKLIST

No. 1 LOTTA	Orenstein & Koppel
No. 2 VIRA	Motala
No. 3 DYLTA	Orenstein & Koppel
No. 4 K. M. NELSSON	Motala
No. 5 HAMRA	Orenstein & Koppel
No. 6 SMEDJEBACKEN	Orenstein & Koppel
No. 7 HELGENAS	Hudswell Clarke
No. 8 EMSFORS	Chemnitz

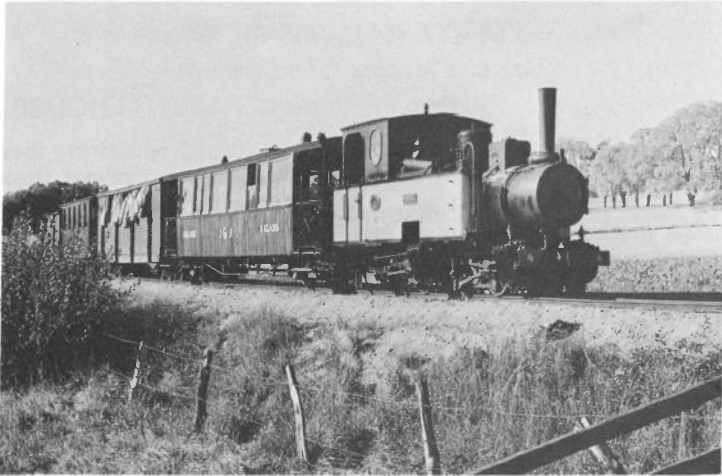
(Also i/c locos — details unknown)

# OSTRA SODERMANLANDS JARNVAG

(EAST SODERMANLAND  
RAILWAY)

600 mm  
GAUGE

4—



4. No. 7 at Mariefreds Angbatsstation  
(Steamboat Station) 26/9/71.

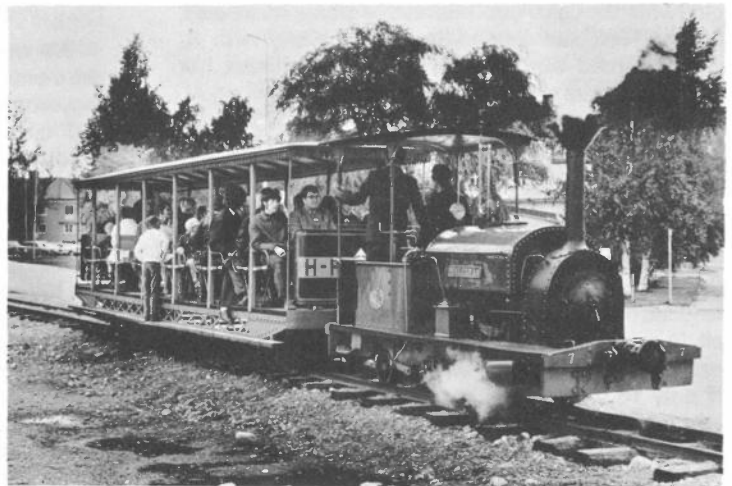
5. No. 4 (now No. 5) with train at  
Hjorthagen, Sept. 1966.

6. No. 7 on the line between Mariefred  
and Angbatsstation, 26/9/71.

('N.G.' Ref : 29/9)

—5

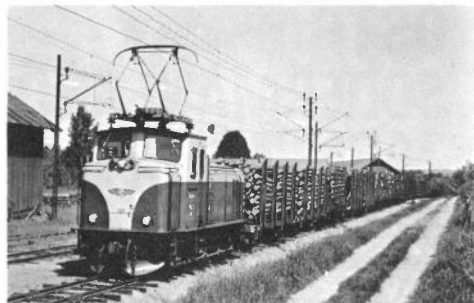
6—



6620	of 1913	0-4-0WT
272	of 1901	2-4-2T
7443	of 1918	0-4-0WT
520	of 1914	2-6-2T
930	of 1902	0-4-4-0T (Mallet)
11970	of 1929	0-4-0WT
346	of 1889	0-4-2ST
4290	of 1919	0-8-0T

# NARROW GAUGE

## International



NORDMARK – KLARALVENS  
RAILWAYS, SWEDEN.  
Loco No. 106, "STORFORS"  
(Built 1966) hauling timbers  
through Ransäter, 7/6/71. (Bo. Gyllenberg)

### YUGOSLAV ADVENTURE [PART ONE]

YUGOSLOVENSKIHZ ZELEZNICA (YUGOSLAVE STATE RAILWAYS).

The 2ft 6in gauge line from Titovo Uzice to Visgrad and Sarajevo

by C. M. WHITEHOUSE.

We were on holiday searching for steam behind the Iron Curtain, and had been rather successful in Roumania; now we had arrived in Belgrade to try our luck on the 2ft 6in narrow gauge line which now runs only from Titovo Uzice to Sarajevo. We arrived by the back door into Belgrade on an overnight train from Bucharest, and to our delight we had an old and dirty 2-6-0 for the Yugoslavian portion, but photography was certainly **not** on with Politzei everywhere – indeed at the border they had even gone so far as to take the end partitions out of the coaches – just in case!

We picked up our guide, a young Yugoslavian girl who thought our interest in trains most odd, but at least she was willing to go along with it, which turned out very fortunate, as without her we **would** have ended up with no pictures.

We had previously arranged a hire car and somehow we managed to bundle five people and an awful lot of luggage and cameras into it, and set off. Hardly had we left than it started to rain, and it really knew how to rain – it came down in buckets and must have been at least 3 inches deep in places. The main problem was that we couldn't find out how the windscreen wipers worked, and all five of us trying to find out at once whilst still driving along did not help at all. In desperation – if only to stop all the back seat drivers clambering all over the dashboard, the driver stopped and we got out to examine. They just were not there! Someone happened to look on the back shelf and

lo and behold, there they were; apparently they are taken off when not in use, to prevent them being stolen. We learnt something new nearly every day on that holiday. . . . .

Titovo Uzice is about 180 Kilometres from Belgrade and the road isn't particularly good, it got dark soon and the rest of the journey was fairly boring, so we were all glad to finally arrive at the hotel only to be told that there was no water! One of the hazards of going off the tourists beaten track – a burst water pipe. We stuffed the luggage in the tiny lift and raced up the stairs to help Natasa (our guide) unload it the other end. We bought some mineral water and had a rather fizzy wash, I and went to bed.

We were all quite thankful for a static bed after so many nights on trains. We had a welcome shower before breakfast – at least the cold water had come on anyway! After breakfast we all toddled down to the narrow gauge station to see what could be arranged. There at last were the gorgeous 83 class 0-8-2's simmering on shed. Titovo Uzice is now the Northern terminus of the 2ft 6in because the section from there to Belgrade has been standard gauged, and it seemed from the earthworks that the rest of the line would eventually suffer a similar fate. One of the 0-8-2's was now shunting wagons in the yard and it made a deliciously deep 'huff-huffing' sound as it went about its business. There were a couple of very dirty coaches in a siding, and several wagons, but nothing actually in the station.





*J.Z. 0-8-2 No. 83.034 poses for your Authors camera, en route for Visegrad 2/7/72.*

Only two classes of engine are now in use on this particular section of line (although it is possible that other classes do exist elsewhere) — the passenger work is entrusted to the 85 class 2-8-2's and the freight and mixed trains to the more common 83 class 0-8-2's. New American diesels are being infiltrated and these seem to work the through passenger trains to Sarajevo with the un-painted aluminium diesel railcar sets, whilst the steam workings seem to be mainly short trips.

We spent about an hour talking with the station officials, negotiating for permission to take photographs, and Natasa really did us proud here; it was much easier for her to be rude when permission was refused, as she was a native of the country. Fortunately we had brought some pictures with us that we had taken on a previous visit in 1968 at Cacak (now, alas, a mere shade of its former self, degraded to one 85 class on freight trips) and these were our breakthrough — it was ludicrous to say that we couldn't take photographs as we had done it before ! After a private conference they decided that, yes it would be possible for us to take photographs, but only where they said — which would presumably be out of the way of the police, as they are really the people who aren't worth crossing. They had arranged for us to have a special coach on the goods train that left at

06.30 the next morning. This was more than we had possibly hoped for and we were all smiles again. Out came the Slivovitch and glasses and we all set to for a drinking session. Half an hour later and slightly befuddled we were led out to the shed and shown with pride all over one of the 0-8-2's — but no pictures. Everything was explained in Yugoslav which poor Natasa had to translate into English — no easy task with injectors and things ! The fireboxes are made of steel, the engines have compensating springs, grease boxes on all flanged drivers, and were superheated — all of which represents a culmination point in Yugoslavian narrow gauge engines. There was also a peculiar device placed in front of the cab on top of the boiler that emitted a continuous stream of steam, but the language problem prevented a too detailed examination and explanation of it — presumably it is some kind of ejector.

There was one 0-8-2 in steam on the shed, and they kindly moved it to where we could see it properly (no photographs though) which entailed crossing the turntable, which was rather rickety to say the least; as the engine put its weight on one end, the other end shot up into the air, and it came down just as fast when the engine was half way across ! We were able to have a look at this in steam, and then were led off into the shed and

works. There was a wheel lathe and wheel drop in the shed absolutely covered in grime, but nevertheless operable; they were slightly larger than those at Boston Lodge on the Festiniog.

There were two locomotives in the works : one of each class. The 83 was standing on one road and it didn't look as if work had yet started on that. The 85 however was stripped down, jacked up and the wheels taken out, they were positioned behind the engine with the hornblocks on, presumably ready to go back in again. We were able to scrutinise this engine : The smoke box door was open and we could see the tube arrangement with the superheater tubes in the centre — the engine will need a new smokebox door ring. The crossheads and slidebars had been remettled and re-machined, and the tender coal-space was red-leaded — straight over the rust ! Why this engine was being overhauled was really rather a mystery because most of the passenger trains are being diesel hauled now — perhaps steam will last a little longer yet? The tour was then over and the rest of the day was ours. We went out for a very good Yugoslav meal.

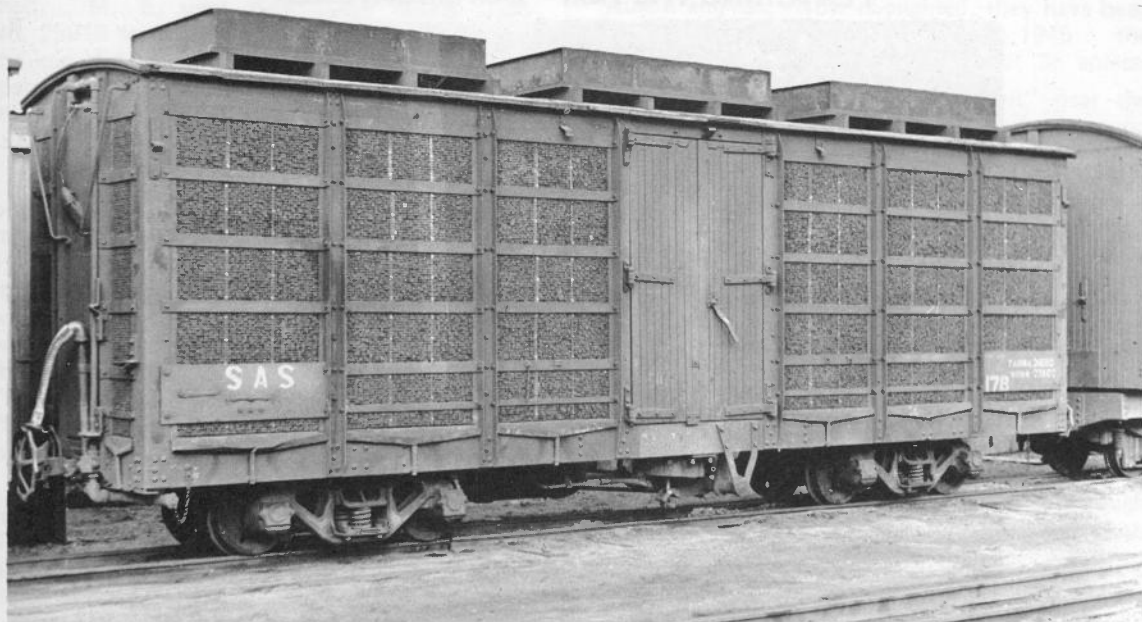
On our return a couple of us decided to go down to the station again and see what, if anything, was happening — without cameras ! It was raining again, although lightly, something I hadn't bargained for; however I managed to borrow an enormous white raincoat several sizes too large. When we got to the station there wasn't anything happening although there was an 83 simmering in a siding in the station with a van. As we were not in any hurry we hung around and waited. Soon

signs of probable activity, people began to arrive. Sure enough within a few minutes a passenger train entered behind an 85 2-8-2 — five coaches and absolutely crammed with local inhabitants clutching food baskets, water bottles and boxes and bags of all kinds and descriptions. It had stopped raining by now, and we just stood there as if we were invisible observers from another World. There was a gentle hiss of steam from the engine and the murmur of voices as the locals climbed off the train. Almost unobserved the 0-8-2 which, up till now, had been in the siding, glided effortlessly out onto the main line and back onto the recently arrived train, and proceeded to shunt it, making the characteristic very quiet deep puffing sound. It lost two of the coaches and gained eleven wagons, and replaced them in the platform line; meanwhile the 2-8-2 had gone onto the shed the back way. Then another but dirtier 85 came off the shed, where it must have been sitting all the time unknown to us, and backed onto the new train. It sat there for ages and we were beginning to wonder why it didn't leave. Then our answer came; a mixed train glided round the curve into the station behind an 83 0-8-2, and no sooner had that arrived than the 2-8-2 left. We had to strain our ears for the noise; it was there alright, but even thirteen bogies didn't seem to tax these magnificent machines. A fabulous sight it made too, wheezing out of the station round the corner and up the hill towards Visegrad. As by then it was nearly 19.30 and supper time, we reluctantly made our way back up the hill to the hotel. [to be continued]



*85.037 (2-8-2) entering Sargan-Vitasi with a local passenger train passes 83.034 on a return freight working. The driver of the latter locomotive has just jumped out of the cab unaware of the approaching train and a quick yell averted disaster ! (C. M. Whitehouse)*

# WAGONRY

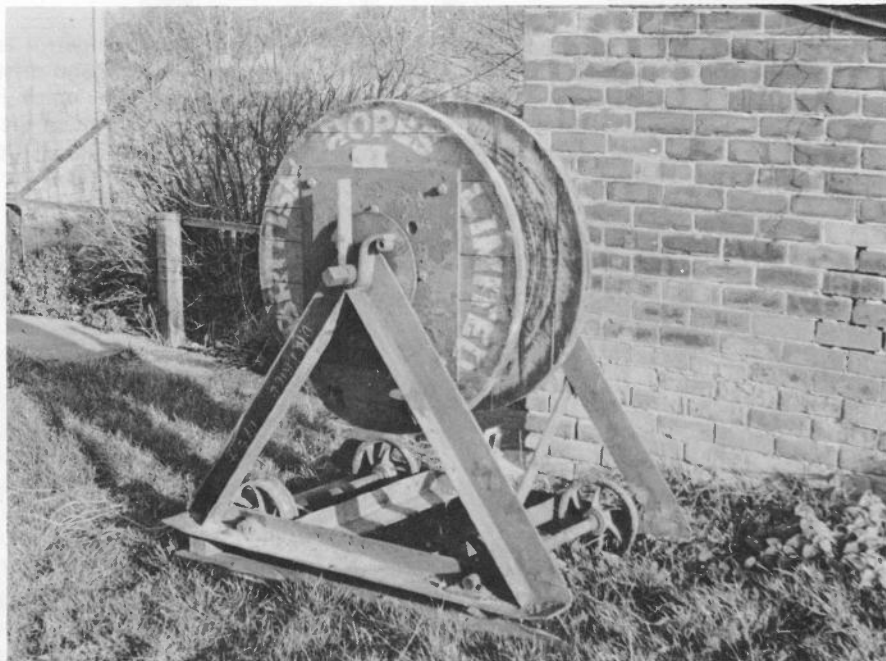


South African Railways Type TZ-6 Van No. 178. Photographed at Port Elizabeth 22/7/72. This is a water-cooled dairy produce van. Water drips from the top tanks into the sides which consist of two wire-mesh screens with a layer of coke in between. Any water that is not evaporated is led away by the lower gutters. As the 3ft 6in gauge version of this van is expected to run in passenger trains it is fitted with coach light jumper cables, a full set of lamp brackets and end doors as is this 'little brother'! (Here the end doors are blanked off).  
(Neil Mardell)

Constructed at J. W. Sheppard's (now British Gypsum Limited) Sheppard Cuckoo Bush (No. 1.) Mill by D. R. Price — (fitter) — in 1954.

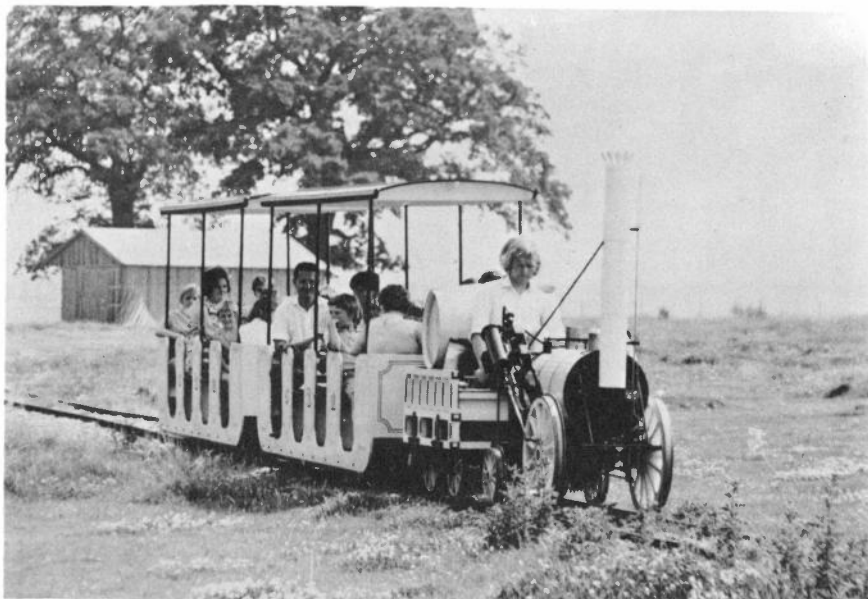
This rather unconventional wagon was employed periodically for the purposes of transferring cables from Mill to Working Face underground on the work's 2ft. 1½in. gauge railway.

This is now to be restored for display in the Cliff & Doreen Lawson Collection at Tring, Herts.  
(N.G.I. 59/35)  
(Pete Nicholson)



# THE NARROWER GAUGES

FEATURING THE 7½in – 24in MINIATURES



*The petrol driven ROCKET built by Jonathan Minns purring round the 24in gauge circuit at Chessington Zoo with two of the three open coaches, July 1971.*  
(Pete Briddon)

## Two Gauges at Chessington Zoo

(CHESSINGTON PASSENGER TRANSPORT BOARD)

PETE BRIDDON

If nothing else, the opening at Easter 1971 of the 'Stephenson's Rocket Railway' at Chessington Zoo in Surrey has proved what an effect the USA has had on a modern child's image of the word 'Rocket'. Gone is the automatic recognition of quaint boilers, long chimneys and large spoked wheels of the very old trains — instead he hears, thinks hard, and imagines a 'Saturn 5' on flanged castors!

Yet Johnathan Minns' 24in gauge 'Rocket' is about as accurate as it could be — except for the lack of steam and instead, the purring of a petrol engine in the tender. Indeed, it is difficult to decide whether to call the 'front bit' a loco at all, for the tender could, and no doubt someday will, work the train without any assistance from the yellow painted 'engine' it pushes ahead of it. Control of the tender is effected by means of two levers placed at the drivers right hand side, one selecting in order — 'Auto-4-3-2-1-Neutral-Reverse' — and, ignominiously — 'Park' (!) the nearer lever selecting brakes when pushed forward and throttle when pulled back.

The 1100c.c. petrol engine is mounted under the water barrel, and drives all four tender wheels via the gearbox, which is mounted immediately underneath it. One of the less fortunate aspects of the design means a restriction of cooling air onto the radiator owing to the tender bodywork — the resultant steam produced when the loco is worked hard is not at all realistic!

The train, also provided by Johnathan Minns' firm, comprises three open type coaches, though only two are normally in use. These too had their teething troubles — owing to their long rigid wheel-base, but this seems now to have been cured. Air brakes are provided on one set of wheels per coach, but are not used; couplings are merely metal bars locked with coupling pins into brackets on the coach underframes — the result is of course that the whole train is started and stopped 'as one' but the automatic gearbox makes this possible without shaking the passengers teeth out!

The track was laid under contract by the well known firm of M. E. Engineering of Cricklewood, using 20lb rail bolted to metal sleepers. The



'layout' forms a simple oval with two sidings into the shed at the station end. The curves have a radius of 120ft, with 40ft on the points into the shed. M. E. used their Lister Diesel Loco No. 25919 for testing and settling the track and the zoo did at one time consider buying it as a spare loco but owing to lack of storage space this idea was not pursued and the loco returned to M. E.'s yard in due course.

The C.P.T.B. is the 'Authority' that operates both the S.R.R. and also a 12in gauge miniature railway within the grounds of the Zoo. The 1ft gauge line was installed just after the last war. It forms an irregular oval around  $\frac{3}{4}$  mile in length, with steep gradients, sharp curves and plenty of wandering pedestrians, for good measure. Over this line two Barnard built 4-4-0s; (once named "Princess Margaret" and "Queen Elizabeth" — "Princess Elizabeth" until the Coronation) toil with trains of two or three bogie toa-track coaches.

Normally one loco and two coaches will be found on this single track, point-less (!) line. Three more coaches will be found grounded nearby, pretending to be public benches. On Bank Holidays however, these coaches form a second set with the other 4-4-0 (based on the GWR "Dukedog" class) which otherwise spends

its time either in the Ticket Office or the nearby "Maintenance Shed". Both locos were built for Paignton Zoo in 1937, and were fitted with 10hp Austin engines. Now re-engined, they have been at the Zoo since their acquisition in 1945 : the coaches, from the same source, seat 36 apiece.

On leaving the "entraining point" near the Circus, the line weaves through side-shows round to a long bank, and on very wet days the locos have been known to be incapable of making this grade — the top of which is the summit of the line, there then follows a long straight section which runs parallel to — and a few feet from — the other C.P.T.B. line.

The contrast between the two lines is startling and indeed to many "The Rocket" is outside their idea of a true miniature. Having only been at the Zoo since 1971 it is in many ways superior to the older line, but is run as an addition to, rather than a replacement of the 12in gauge. Long may these three most unusual locos 'parp' their way through the grounds toiling relentlessly to keep both children and adults happy !

NGN Refs :

24in : 63/9, 68/12 & 72/11

12in : 52/5, 58/17 & 63/9.

**4-4-0 Petrol "Dukedog" PRINCESS MARGARET (Built Barnard of Norwich 5 of 1937) waiting at the station on the 12in. line at Chessington.**  
(Pete Nicholson)



# NARROW GAUGE MODELLER

EDITED BY BILL STRICKLAND, HON. MODELLING SECRETARY



*2½in gauge model of a 2ft 6in 0-4-2ST Bagnall. Construction of W. G. BAGNALL was commenced in the early 1920's and subsequently completed by Mr. S. A. Baker of Newcastle, Staffs in 1963.  
(Allan Baker)*

## 40 Years in the Building

"W. G. Bagnall" is a 1in to 1ft model of one of Bagnalls standard narrow gauge saddle tank locomotives, the actual prototype being on 2ft 6in gauge, the model on 2½in gauge. She is complete with Bagnalls circular firebox and Bagnall-Price valve gear. She was started way back in the early 1920s by one H. E. S. Lorton, at that time an employee of Bagnalls and now living in New Zealand. He never completed the engine and it lay for many years as a box of rusting and unfinished bits. It was eventually acquired, in this condition by my father, S. A. Baker in 1962. We both immediately fell in love with it, and he decided to make an attempt at finishing it — always a difficult job taking over a partly completed model. We managed to trace Mr. Lorton, then still living in Stafford and he, after a search produced the draw-

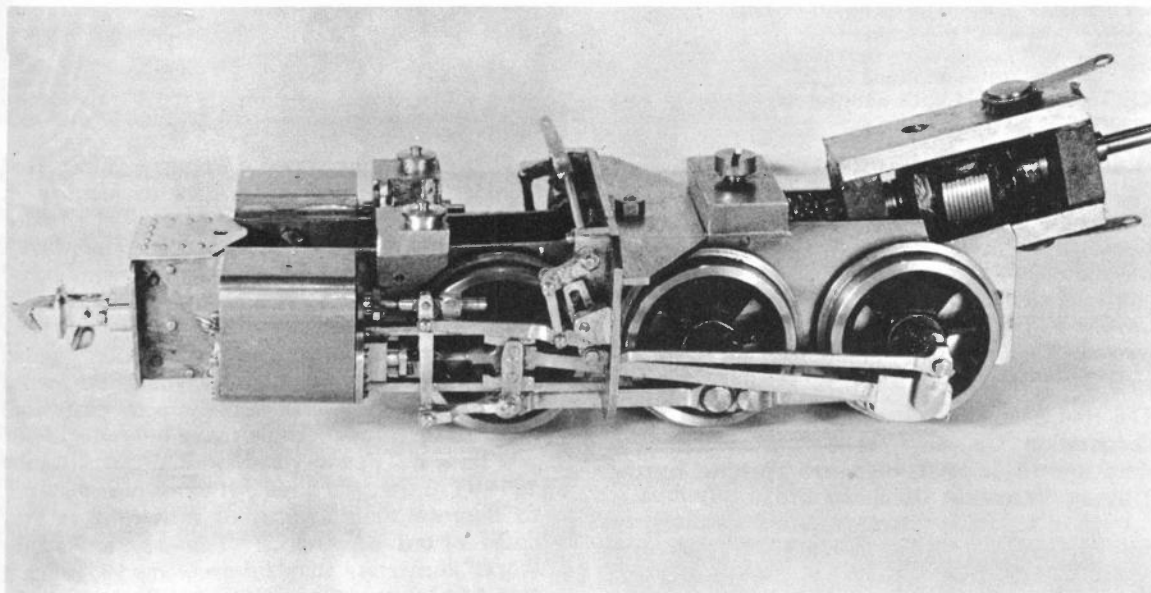
ings of the full size locomotive ! He also told us that most of the castings had in fact been done at Bagnalls. Quite a bit of work ~~was~~ involved including making a new boiler but the model was duly completed the following year. Since that date she has run many hundreds of miles on our local model engineering Societies track, and she 'goes like a bomb' pulling her driver and a couple of children with ease. In fact the last time we steamed her she was pacing a 5in gauge "B1"!! Several refinements are incorporated, never enjoyed by her larger sisters, including superheaters and a mechanical lubricator. The name was my idea, (quite fitting we think !) — and we are now arranging for her works plates to be engraved. . . .

ALLAN C. BAKER.

**VALVE GEARS.** Several queries concerning unrealistic appearance and performance of 'simplified' Walschaerts valve gears which (quote) "flap and wag" in an unprototypical manner. The only answer is (sorry if I have to say it again !) model it properly as it will then look right and work correctly and will enhance all the patient and careful work laying out 'rivets' and getting the correct curves on boiler mountings, there is just as much (if not more) style and character in forms and sections of links and rods and unlike the

chimney it must work even if the donkey is an electric motor. Illustrated is the power bogie of my "Gowrie" model. Hunslet 979 - 1908; all rods and links are properly forked as per prototype and the whole bogie is attached to the main frame with the large screw near the drive worm, and with all the works fully visible. The wheels are bakelite pressure mouldings inside stainless steel tyres and the K's motor with doctored amature is geared 70-1 in two stages.

*Power Bogie of North Wales Narrow Gauge Railways GOWRIE (Hunslet 979) as built by 'yours truly'.  
(Bill Strickland)*




---

---

**ATTENTION** all modellers who use 'fine scale' 0 gauge flat bottom rail ! . . . . .

A colleague in the wire drawing business has informed me that his Company are conducting a viability study with a view to possible manufacture of rail sections in nickel silver.

Will modellers who are interested in 'stocking up' at an 'ex factory' price (the present retail price is

too high for me) please advice me of possible requirements in order that a provisional estimate can be produced for a large bulk order for distribution through the Clubs and Societies. A provisional estimate would be around 10 yards per £1 for orders of thousands of yards; **Club Secretaries please note.**

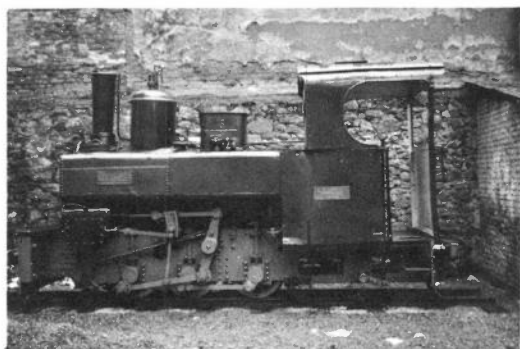
[W.A.D.S.: 1/73]

**The Model Railway Club's Easter Exhibition runs from 24th to 28th April.**

**We have room for more narrow gauge models on the Narrow Gauge stand.**

**Please contact DON. BOREHAM, 135 Mandeville Rd, Northolt, Middx. UB5 4LY  
or Modelling Secretary BILL STRICKLAND.**

# Correspondence Junction



*One of the "Hunosa" 0-6-0PT's from Minas de Aller, Ujo, Spain (NGI.63/24). No.5 (Corpet 542 of 1891) has been secured and restored (2/71) by students at the School of Mining & Technical Engineering at Mieres, where pictured (Maurice Billington) 13/4/71.*

KEITH STRETCH with a minor correction or two to NGI 63.....

1) Small photo at head of page 22 : **Not** "F.C. Secundarios de Castlea"! Should be "FFCC de Castille y Española de FFCC Secundarios" (Castilian Railways and Spanish Secondary Railways Company) (sometimes — in fact, often — abbreviated incorrectly to "FFCC Secundarios de Castille" — but never "Castlea").

2) Answer to "Know Your Knarrow Gauge" in NGI 62, as revealed inside back cover of NGI 63: The Rail Grinder was definitely **knot** (!) Torquay **Corporation** Tramways. The Torquay tramways were **knot** municipal, but were operated by the Torquay Tramways **Company** Ltd.

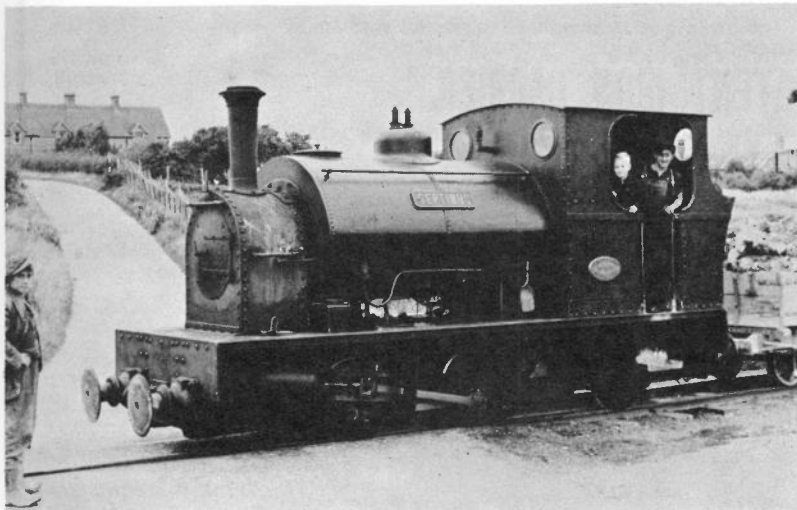


G.E. BADDELEY, B.Com. M.C.I.T. also comments .....

In NGI 62 you illustrated a Woods — Gilbert Rail Planing machine, asking readers to identify it. In NGI 63 you describe this as a "Rail Grinder belonging to Torquay Corporation Tramways". No doubt the difference between a "rail grinder" and a "rail planing machine" is only academic, but Torquay Tramways were owned by a company and were not Municipal as "Corporation" would infer. Moreover, I doubt if they would have owned the machine as several were brought over from America by Woods — Gilbert, at a time when tramway track was in a very bad condition just after the 1914-1918 war, and hired out to various operators, to improve their track until such time as they could "afford new rails. "Tramway & Railway World" illustrates a standard gauge model, which it says had been used at Bolton and Bexley in turn. In connection with the book, "The Tramways of Kent" which I am editing, I have been loaned a photo of a 3ft 6in gauge model working at Margate on the Isle of Thanet Tramways. This could well be the same one as you describe as belonging to Torquay ? .....

*It's that Schull & Skibbreen coach that G. R. Thomson discovered still intact and in use as a sheep shelter (NGI.61/2). No.2 following a C.I.E. repaint being hand propelled at Skibbreen, August 1946. (The late W. Briggs)*





*An undated shot of SEPTIMUS (NGI.63/34) in service at Furzebrook Clay Mines. (Note that 'rural character' on the left!) An anonymous correspondent has informed us that the final fate of this machine was (definitely) "cut up by Joseph Pugsley & Sons Ltd, Bristol in early 1962".*

ALISTAIR PARSONS says . . . . .

My information on this loco is that it was acquired by two Bristol businessmen (S. Jones-Frank and Major W. D. I. Gunn) who founded the North Somerset Light Railway Co. Ltd in the fifties. This was a project to resuscitate part of the old Weston-Clevedon & Portishead Railway. It was to be a 2ft 8in gauge railway between Worle and Clevedon. SEPTIMUS was sent to Peckett's c1956 for overhaul and fitting of vacuum brakes. However the North Somerset Light Railway never reached a practical stage. Presumably in the meantime with Peckett's going out of business SEPTIMUS was liquidated along with Peckett's assets!

NGI. 61/37 "LEW". MARSHALL FAYERS comments . . . . .

That note by Allan Pratt on the Lynton & Barnstaple Railway sale referring to the 11 spare "mouthpiece protectors". I should imagine they mean fire-hole-door protectors. These were segments of cast iron fitted around the bottom of the fire-hole to protect the boiler plate from the wearing action of the firing shovel and firing tools.

& from G. R. THOMSON . . . . .

Collectors Piece. (NGI. 62/34) Items 15 — 18 Railway Letter Stamps.

In this article it is stated: "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 Talyllyn Railway, being a statutory railway company was given authority by the P.M.G. for the conveyance of railway letters."

The Southwold Railway, (guage 3ft.) also had the authority of the P.M.G. to convey letters and issue Railway Letter Stamps. It closed in April, 1929 — i.e. 28 years before the Talyllyn gained this privilege!

#### STILL AVAILABLE :

The 'N.G. NEWS' Index, covering issues from 1957 to No. 77 (June 1972) can be yours, 25p plus postage — 5p British Isles, (Overseas postage on quotation) : Pete Briddon, 30 Avenue South, Surbiton, Surrey, KT5 8PJ.

**OUR BADGE :** Sorry to 'badger' you again but stocks are dwindling — do be sure of yours by sending 25p to RALPH MARTIN who 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.Os./Cheques to the Membership Secretary, 27 Oakenbank Crescent, Huddersfield, Yorks, HD5 8LQ.

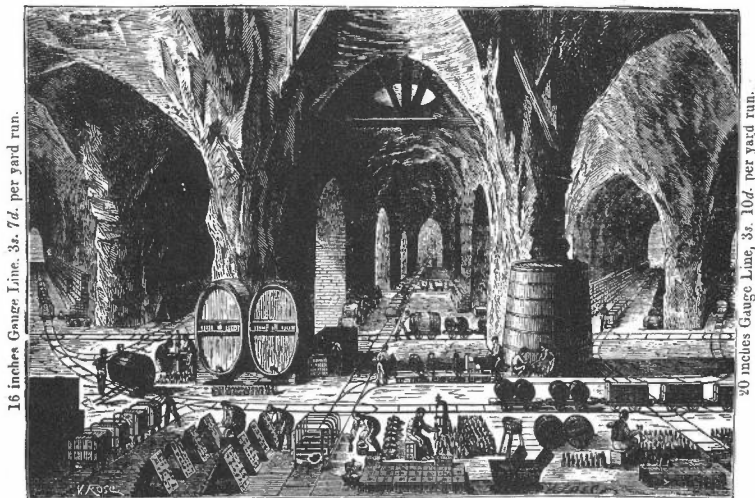
THE STRONGEST & MOST ECONOMICAL FIXED OR PORTABLE RAILWAY.

## DECAUVILLE'S PATENT IRON CARRIER.

During 1876 (1st year) in 8 District Exhibitions: 5 Gold Medals, 1 Rappel, 2 Hors Concours.

During 1877: Angoulême, First Prize, Gold Medal; Compiègne, First Prize, Gold Medal.

Royal Agricultural Society of Ireland at Galway, Silver Medal



16 inches Gauge Line, 3s. 7d. per yard run.

20 inches Gauge Line, 3s. 10d. per yard run.

MANUFACTURED AND SOLD BY  
**DECAUVILLE AÎNÉ, AT PETIT-BOURG (SEINE-ET-OISE), FRANCE.**

225 Applications in Eighteen Months. Illustrated Catalogues free on application. 1512

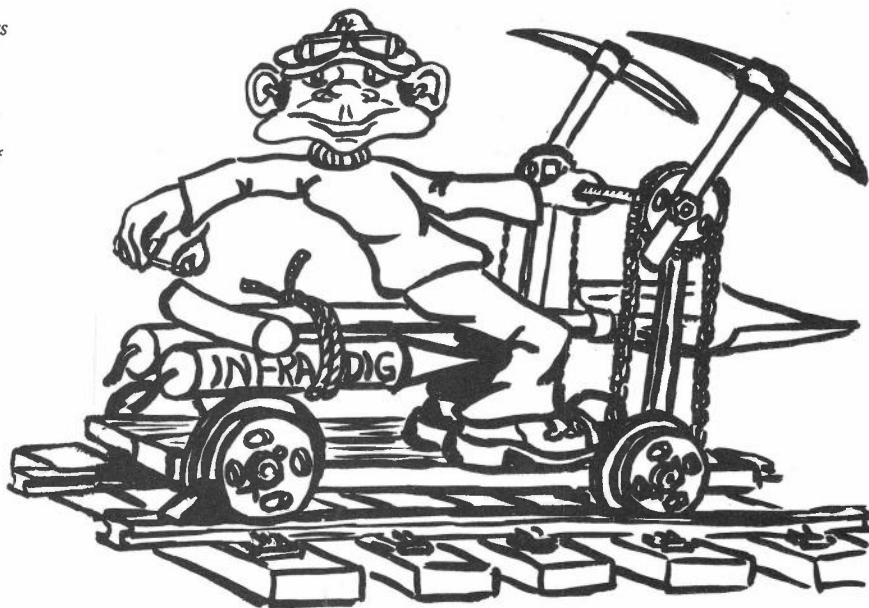
**JOHN FOWLER & Co., Steam Plough Works, Leeds, & 71, Cornhill, London, E.C.**

Manufacturers and Sole Agents for Great Britain and Ireland, are prepared to grant Licences for the Manufacture, and will send Plans, Designs, and full Particulars on application.

*Copy of an original advertisement from 'Engineering' issue of 23rd November 1877. This is most likely one of the first such ads for Decauville and of the reference to the British Agent — and costs. I don't think you can beat N.G. in a wine cellar . . . the mind boggles . . . !*

*[Courtesy : RALPH MARTIN]*

*Acknowledgements to — Peter Garratt BSc (Eng.) of The Association of London Graduates & Students. (The Institution of Civil Engineers)*



ADVERTISING is essential to offset the cost of quality magazine production.

MEMBERS. At only 1p per word you can advertise absolutely anything — from complete Locos, Rolling Stock etc. . . . to Plates, Books, Photos, Slides, Tickets etc . . . etc. Narrow Gauge Standard Gauge, even Broad Gauge !  
[Estimated readership : 1500, increasing]

**RATES : CLASSIFIED COLUMNS**

MEMBERS **PRIVATE ADS** :— 1p per word

NON-MEMBERS & **TRADE** :— 2p per word

(Minimum 10 words-Box No's : 10p extra) [Artwork should be submitted by the Advertiser]

**DISPLAY PANELS**

1/2 Page £4.50 1/4 Page £2.50

1/2 Page £5 1/4 Page £2.50

**DISPLAY PANELS ARE RESTRICTED TO THOSE OF RAILWAY OR RELATED INTEREST.**

\*Special arrangements can also be made for a full page display (£10) and for inserted loose leaflets to be distributed with the Magazine (£10 per issue).

CHEQUES/P.O.'s etc, PLEASE MAKE PAYABLE TO "N.G.R.S."

SEND TO :— (ADVERTISING DEPT.) 193 Main Road, Longfield, Kent.

Closing date for 'Summer 1973' issue (due out June) 22nd April.

**\*PLEASE MENTION 'N.G.I.' WHEN REPLYING TO ADVERTISERS**

**\*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.**

**Wanted Always** :— TICKETS, DOCUMENTS ETC, from 'The Old Companies' — Closed British & Irish especially — any items considered (N.G. **ONLY** and **NOT** Overseas) Good prices paid for rare items. Rich Morris, 193 Main Road, Longfield, Kent.

**Locomotive Nameplates, Workplates, Numberplates, Wanted.** Cash or Exchange. Doyle, 227 Kingsway, Manchester, M19 2WB. 061224 4602.

**British n.g. postcard pics** : Send large s.a.e. for our list of 'current scene' photos, industrial to preservation; all in the broad world of narrow gauge. **NARROTRACK LTD**, 30 Avenue South, Surbiton, Surrey, KT5 8PJ.

Keep up to date with the Irish Railway Scene. Read **"THE IRISH RAILFANS' NEWS"**. All kinds of Irish railways covered; minor, industrial and narrow gauge included. Annual subscriptions, four issues commencing February 1973, 40p. (Britain and Ireland) and 60p in all other countries. Write to 139 Fortfield Road, DUBLIN 6.

**SALE.** Approx 650ft 12/14lb F.B. rail. Suitable for gauges up to 18in. Also 2 Middleton 'Bread-bin' type cabs for Motor Rail 40HP 2DL engined locos. Offers. — Plyer c/o East Anglia Transport Museum, Chapel Road, Carlton Colville, Suffolk.

**Wanted** : CALSHOT R.A.F. RAILWAY (Cooper). LEEK & MANIFOLD VALLEY L.R. ('Manifold'), PENTEWAN RAILWAY, (Lewis) and TRALEE & DINGLE LT. RLY. (Whitehouse/Powell). Very good prices will be paid for these publications. Box No.6302.

**N.G.R.S. PUBLICATIONS . . . . . WANTED : . . .** Magazines (No.36 and prior), N.G. NEWS Nos. 1-22, 25 & 32. State your price !! 17 Crosslands Road, West Ewell, Epsom, Surrey. Tel 01-393 9520.

**FOR SALE** : 8 Railway Magazines, 29 Railway Worlds, 22 M.R.N's, 16 M.R.C's, 79 Railway Modellers. All different ! Do I hear £6 for the lot ? :— Stuart Mackemson, 26 Wilmington Gardens, Barking, Essex. IG11 9TP

**FOR SALE** : 600mm gauge STEAM LOCOMOTIVES, 0-4-0 and 0-6-0 with tenders. Also bogie wagons, vans, timber bolsters, snowploughs. — Complete vehicles or underframes with bogies and coupling gear only. — Write To :— Hills & Bailey Ltd, "Glan-y-bala", Llanberis, Caerns.

**BOILER REPAIRS**, Cylinders rebored, Wheels re-tyred, Complete locomotive rebuilds : — Hills & Bailey Ltd, "Glan-y-bala", Llanberis, Caerns.

**WANTED** : "NARROW GAUGE" Magazines No's 37-42, 45-49 inclusive. Name your price. Michael Jacob, 77 Parkhill Road, Bexley, Kent.

**STEAM PRESERVATIONISTS !!**

**WANTED** : One Barclay and One Bagnall N.G. loco CHIMNEYS. FOR SALE/EXCHANGE One Kerr Stuart CHIMNEY. Details/Prices to R. P. Morris, 193 Main Road, Longfield, Kent.

**WANTED** : CAB for 1941 Ruston & Hornsby 16/20HP 4wDiesel Loco (2ft gauge). Must be in good condition. Box No. 6405.

**I.R.S. INDUSTRIAL POCKET BOOKS WANTED** : 'C' (S. E. England) and 'F' (N. Wales). Box No.6405.

**Always WANTED** : SOUTHWOLD RAILWAY photographs and postcards to buy or borrow for copying. Alan Taylor, 39 Charles Street, Berkhamsted, Herts.

**NGRS Publications.**

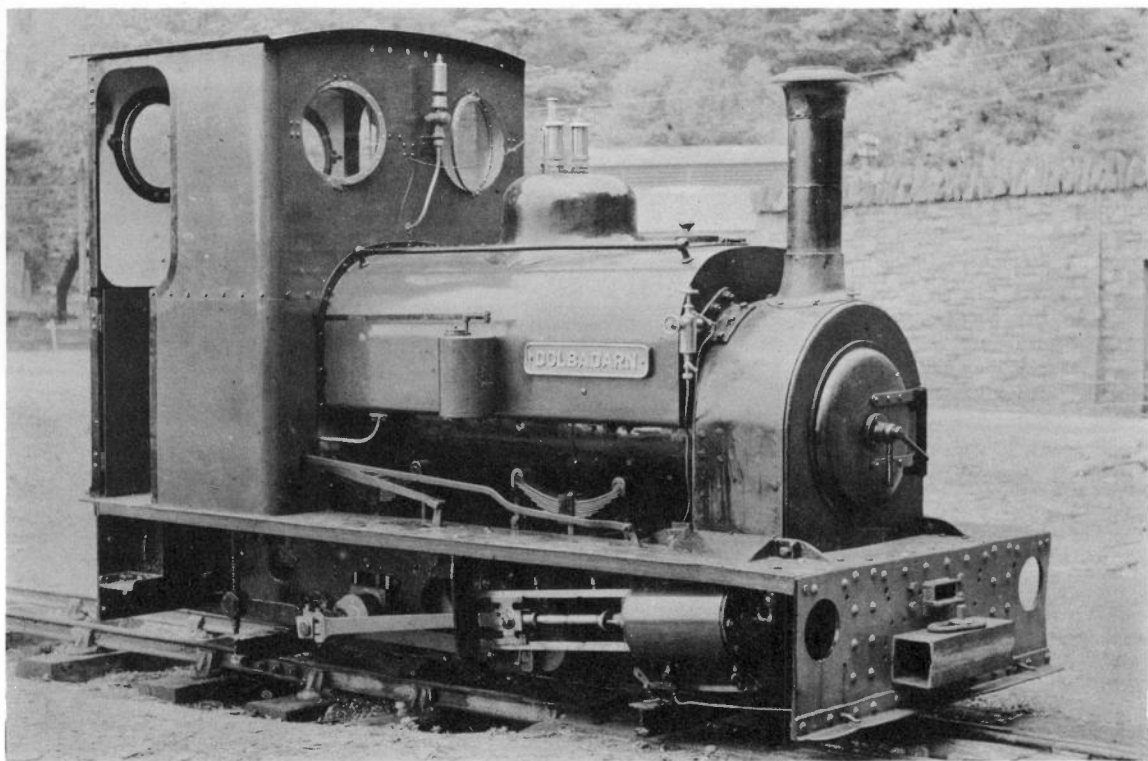
'The Narrow Gauge' Back numbers available from stock :— 44 — 51 — 52 — 53 — 55 — 56 — 57 — 58, all at 25p each.

'The Narrow Gauge-Illustrated' For those unlucky people who missed the first issues of our new magazine :— N.G.I. No.62 and No.63 (only) are available at 30p per copy (Supplies very limited, so first come — first served !)  
[Nos.59/60/61 now out of print]

**Binding Service.**

Binders are currently in stock for 'Narrow Gauge News', price 48p., and NEW !! — "EASIBINDERS" for 'The Narrow Gauge-Illustrated' at £1.00 each. If you require one (or two !) Please send 50p. deposit NOW to Ron Cox . . . . .

## WHY BUY SNAPSHOTS ?

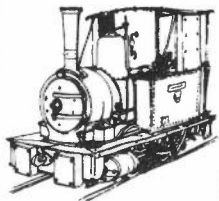


*Print No.3801 : LLANBERIS LAKE RAILWAY. "DOLBADARN" at LLANBERIS*

**BIG...** Beautiful 15in x 12in Prints are now available. Top quality mounted photographs from the "ALAN BOWLER — RON COX COLLECTION"  
For Sale at £1.25 each.

- No. 505. Vale of Rheidol No.9, at the old N.G. Depot, Aberystwyth.
- 1270. Japanese State Railways C57-89 at Saga.
- 2488. Decauville 509 at Volos Brickworks
- 2815. Hulleras de Sabero No.6 'La Herrera' at Sabero.
- 3058. F.C. Alcoy — Gandia No.2, Beyer Peacock 2-6-2T, at Gandia.
- 3121. F.C. Ponferrada — Villablino, No.7, Baldwin 2-6-2T at Ponferrada.
- 3266. Vivarais No.403, Metre Gauge 0-6-6-0T at Boucieu Le Roi
- 3366. L.B.N.G.R. 'Chaloner' at Pages Park.
- 3702. Festiniog 'Mountaineer' at Penrhyndeudraeth Crossing.
- 3801. Llanberis Lake Railway. 'Dolbadarn' at Llanberis. [As above]

Please add 35p for Post & Special Packing, and send your orders, or enquiries to :  
Alan Bowler, 33 Kirby Road, Newthorpe, Eastwood, Notts, or Ron Cox, 11 Frederick Road, Stapleford, Notts.



# **BROCKHAM MUSEUM ASSOCIATION**

## **BROCKHAM MUSEUM**

2 miles from Dorking North Station, along the A25 Dorking to Reigate Road. The site is on the left of the main road about 150yds past the sign to Brockham Village; it is about the same distance beyond the Barley Mow Hotel coming from Reigate.

A large collection of industrial narrow gauge railway relics.

Open days are held on the third Sunday in each month from April until the end of September, when trains will be running from 11.00 to 17.30hrs Visitors are also welcome on working party days which are held each Saturday and Sunday throughout the year. Club visits to the Museum are welcome but Secretaries should write well in advance of the day they wish to come, so that trips along the line can be arranged.

For further details write to the Exhibition Secretary, J. R. Fennell, 131 Harbut Road, Battersea, London, SW11 2RD.

New . . . . .

## **"NARROW GAUGE RAILWAYS IN SOUTH CAERNARVONSHIRE"**

by J. I. C. Boyd.

This long-awaited volume throws much fresh light on the history of the narrow gauge railways in the South of Snowdonia. The WHR and its predecessors the North Wales Narrow Gauge and PB&SS are described and illustrated in greater detail than ever before, together with other lines in the area. £5.00, post 20p.

Still available in this series : "The Festiniog Railway" (Vol.1) £2.25, post 10p, (Vol.2) £2.25, post 10p; "Narrow Gauge Railways in Mid-Wales" £3.75 post 20p

"Pier Railways" by K. Turner : all British pier railways described and illustrated. 75p, post 5p.

"Brookes' Industrial Railways" by S. A. Leleux : history, maps, and photos of the various industrial lines in the Brookes' group. 75p, post 5p.

Other Titles include :

The Jersey Railway (J. R. & T.), 90p, post 7p.

The Glyn Valley Tramway, 90p, post 7p.

The Ashover Railway, £1.20, post 7p.

The Listowel & Ballyunion Railway, 60p, post 4p.

The Romney, Hythe & Dymchurch Railway, 50p, post 3p.

The Ravensglass & Eskdale Railway, 50p, post 3p.

The Campbeltown & Machrihanish Railway, 75p, post 5p.

The Duffield Bank & Eaton Railways, £1.50, post 8p.

The Leighton Buzzard Light Railway, 90p, post 5p.

Miniature Railways, Vol.1-15" gauge, £2.00, post 10p.

THE OAKWOOD PRESS. Tandridge Lane,  
Lingfield, Surrey.

# **M. E. ENGINEERING LIMITED**

LIGHT RAILWAY MATERIAL AND CONTRACTORS PLANT

457 Finchley Road, London, N.W.3.

Telephone : 01-435 7481, 7482, 7483.

Telegrams : Mengilim, London, NW3.

Directors : V.G.B. Atwater, T.G. Boddy.

WORKS : Edgware Rd., (Opposite Humber Rd.,) Cricklewood N.W.2.

## **FOR ALL LIGHT RAILWAY MATERIAL 10 1/4" to 3'6" gauge**

We manufacture turnouts, turntables, bogies, tipping wagons and all types of rolling stock. Stockists of New and S/H rail, track and fittings, sleepers, fishplates, clips and clip bolts, fishbolts, dogspikes etc . . . . .

Layouts designed or made to customers' requirements. S/H Locos of various H.P. for sale or hire.

Established : 35 years.



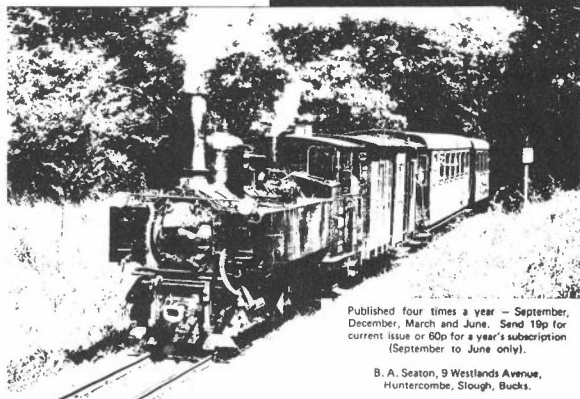
# CONTINENTAL RAILWAY JOURNAL

Articles, locomotive lists and current news of railways beyond the shores of Britain.

Emphasis on steam traction.

Extensive coverage of light and narrow gauge lines.

## 15p



Published four times a year — September, December, March and June. Send 19p for current issue or 60p for a year's subscription (September to June only).

B. A. Seaton, 9 Westlands Avenue, Huntercombe, Slough, Bucks.

## 7¼ ins. Gauge HUNSLET 0-4-0

### NARROW GAUGE LOCOMOTIVE.

Scale 4ins to the foot.

A practical locomotive, ideal for the small garden railway, now under construction by a professional engineer. Welded Steel Boiler with Insurance Certificates.

S.A.E. (Foolsap) for full particulars :

W. J. Milner, 1 Clifford Drive,  
Lache Lane, Chester. CH4 7PA.

or Telephone Chester 29103 after 8.00 p.m.

## Light Railway Equipment

For Business or Pleasure, For Sale or Hire.

Locomotives : Diesel and occasionally steam.

Rolling stock : Contractors skips, flats etc.

Track : Jubilee track, including turnouts or rail only. Miniature turnouts made to order

---

Proprietor of Cotswold Light Railways, South Cerney, Glos.

---

## ALAN M. KEEF

COTE,  
BAMPTON,  
OXFORD, OX8 2EG,

Telephone : Bampton Castle 260  
(STD 099-385)

**\* STOP PRESS !**

2ft gauge 0-4-0ST  
Steam-outline Diesel  
Locomotives built to order  
Steam version to follow.

# Talyllyn Railway

The Talyllyn Railway is tackling three major projects at one time. They cost a lot, both in terms of money and physical effort. We need your help now just as much as we did over 21 years ago when we first started running the railway. The three big projects are, 1) Nant Gwernol Extension, 2) New carriage shed at Pendre and, 3) our new steam locomotive 'Irish Pete'



Talyllyn Railway, Wharf Station, Tywyn  
(Towyn), Merioneth, N. Wales. Phone :  
0654 710472

'ONE OF THE GREAT  
LITTLE TRAINS  
OF WALES'.

## Bed & Breakfast at ...

### GLAN-Y-BALA

LLANBERIS (N.G.I. Recommended)  
CAERNARVONSHIRE.

MRS. J.M. HILLS  
LLANBERIS 555

EVENING MEAL.

BROCHURE ON REQUEST,  
OPEN ALL YEAR.

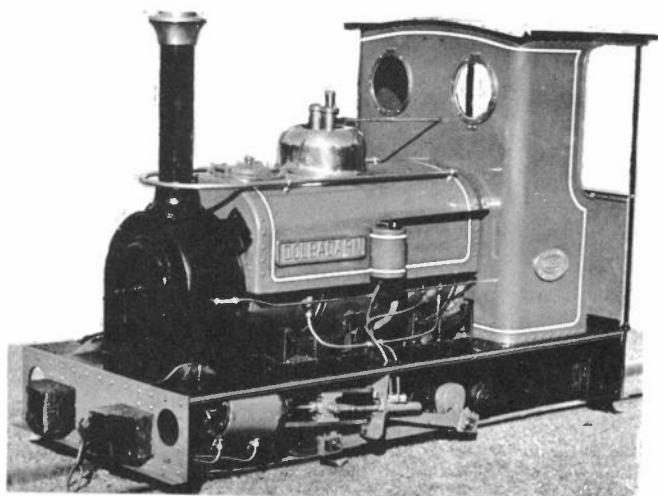


OPPOSITE TO SNOWDON MOUNTAIN RAILWAY. (Above)  
ADJACENT TO LLANBERIS LAKE RAILWAY.

18 STEAM AND 9 DIESEL LOCOMOTIVES SHEDDED WITHIN ½ MILE !

# MINIMUM GAUGE RAILWAYS

THE SPECIALISTS IN N.G. MODELLING



Just one of our 10 steam  
locos available in gauges

$7\frac{1}{4}$ " to  $10\frac{1}{4}$ "

ex-DINORWIC PORT CLASS

$7\frac{1}{4}$ " -  $\frac{1}{3}$  Full size

Length 46"

Width 22"

Height 33"

Weight 5cwt.

Price £800

Choice of 3 liveries, any name.

SEND 10p in stamps for full details.

P.O. Box 22, HINCKLEY, Leics., LE10 2BG

## News from IRELAND ...

IRELAND AND ITS RAILWAYS ENTER THE E.E.C.  
Great developments, North and South, are now  
in progress : New Trains, New Stations, New  
Traffic Flows and Old Lines Revived;

To keep up to date with this exciting news, and  
for glimpses of some fascinating Narrow Gauge  
and Industrial lines, read

## "The Irish Railfans' News"

Send only 40p — UK and Ireland  
(60p Overseas) NOW

to :- 139 FORTFIELD ROAD,  
DUBLIN 6,  
IRELAND.

For four 1973 issues.

## The SITTINGBOURNE & KEMSLEY Light Railway

WILL RE-OPEN FOR THE 1973 SEASON ON  
SUNDAYS 8th, 15th APRIL.

Trains running from 14.30 — 17.30

Thence Bank Holidays and Weekends  
until 21st October.

### PARTIES WELCOME

Timetable and further details from (S.A.E.  
Please) : Mr. G. Stickler (N.G.I.), Lite Hjem,  
Woodlands Estate, Blean, Nr. Canterbury, Kent.

### NEW MEMBERS WANTED

Details from (S.A.E. Please) : Mr. J. Cramp,  
8 Lovatt Close, Edgware, Middlesex.

### NARROW-GAUGE COLOUR SLIDES

Price 33p per set (orders received  
up to 31st March 1973 price 30p)

Festiniog, Llanberis Lake (3 sets), Snowdon Mountain,  
Tallyllyn, Vale of Rheidol (2 sets), Fairbourne,  
Welshpool (3 sets), Great Orme (2 sets).

Isle of Man Railway (12 sets), Manx Electric / Douglas  
Horse Trams (2 sets).

FULL LISTS / SAMPLE SET – 33p

### KEY-FOBS CONTAINING COLOURED VIEWS OF ANY OF ABOVE RAILWAYS

Price 28p (orders received up to 31st March 1973  
price 25p)

### COLOURED POST CARD SETS OF THREE

Preserved Welsh Quarry locos (sets 1 & 2)

Price 17p (orders received up to  
31st March 1973 price 15p)

WYRE-WHEELS, 11a Fylde Court,  
The Esplanade,  
KNOTT-END-ON-SEA, Lancashire, FY6 0AD.



Help us to restore . . .

### 'THE DOLL'

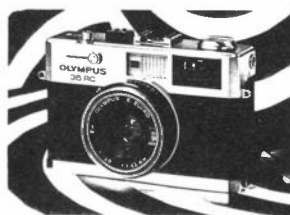
(0-6-0T, Barclay 1641, built 1919) The Leighton  
Buzzard Narrow Gauge Railway Society has under-  
taken the purchase and restoration of the above  
locomotive – and work has already begun. The  
total cost is expected to exceed £1500.

Please help us to return this unusual narrow gauge  
steam locomotive to active service by sending a  
donation to :

**Mike Sheehan**, 20 Beranburh Field, Overtown,  
Wroughton, Swindon, Wilts.

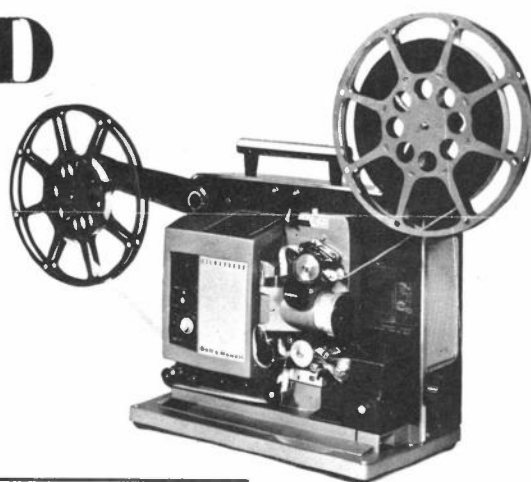
for really expert attention . . . . .

# BRIAN GOODCHILD



Camera specialist for 40 years

63/65 REGENT STREET  
LEAMINGTON SPA  
Tel. 24076



**"WYCHWOOD 7½in GAUGE RAILWAY"**

In addition to this Magazine, Members receive our specialist News Journal . . . . .

# NARROW GAUGE NEWS

Edited by Ivan Stephenson and including material compiled by the Hon. Records Officer, Pete Nicholson. Accuracy is the envied reputation of 'NGN' — A fact today's writers of literature on N.G. railways cannot ignore ! Our Members read the facts ! — and read them **FIRST** in 'NGN'; always ahead, with news direct from our roving reporters — 'in the field'.



Whenever there is news from the **LINCOLNSHIRE COAST LIGHT RAILWAY** you will always find it **first** in N.G.N. . . . .

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

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

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

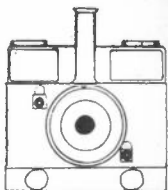
"Let us **ALL** share **YOUR** news and views"

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

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

HON. LIBRARIAN : Peter Lee, The Sycamores, Golcar, Nr. Huddersfield, Yorks. HD7 4AJ.





# N.G. I. Grand Annual Photographic Competition

Now you have feasted your eyes on the parade of illustrations in this issue of the Magazine, let everyone else have the opportunity of admiring some of **your** photos.

This is your final reminder to enter this year's Competition, so please sort out your entries and rush as many of them as possible to the COMPETITION ORGANISER :

**MICHAEL JACOB, 77 PARKHILL ROAD, BEXLEY, KENT, DA5 1JB**

You are by no means limited to just the one photo, send many many more and increase your chances of winning one (or more) of the super prizes.

This year's closing date : 12th MAY 1973.

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   | — British or Overseas —                 |
| B) Scene depicting N.G. I/C (Diesel, petrol, etc . . .)   | — Current or Historical —               |
| C) Scene depicting N.G. Electric (inc N.G. Tramcars.)   | — In use, out of use, or even derelict! |
| 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 entries)

**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. 63 —

The Answers :

*Left Lower : B. R. VALE OF RHEIDOL.  
Front buffer beam of 2-6-2T No. 7*

*(Bill Strickland)*

*Right Upper : WELSHPOOL & LLANFAIR.  
Corner of open wagon No. 34163.*

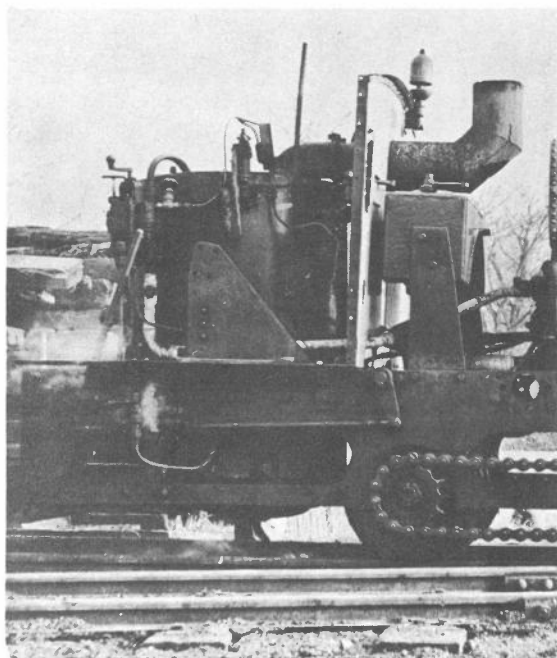
*(Doug Clayton)*

"K.Y.K.G." N.G.I. 64.

What is this ? !



(Answer next time)

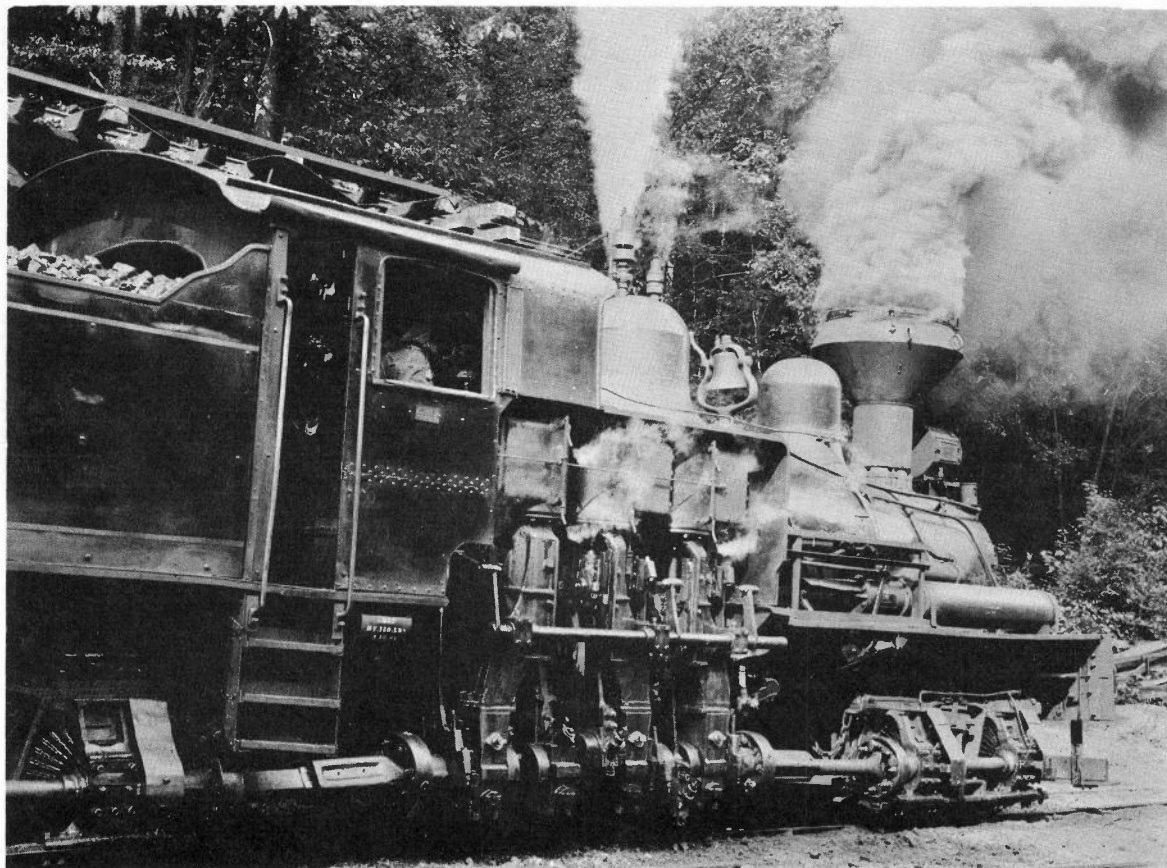




## SOCIETY SALES LINES



### N.G.I. 64 :- "LOGGING RAILROADS IN THE STATE OF PENNSYLVANIA"



A new series of 13 volumes to be published over a 5 year period which attempts the most exhaustive study of the Pennsylvania Timber Industry so far undertaken. Packed with narrow gauge interest, and illustrated by many old and rare period photographs. (In later volumes the origin and usage of the geared locomotive will be examined).

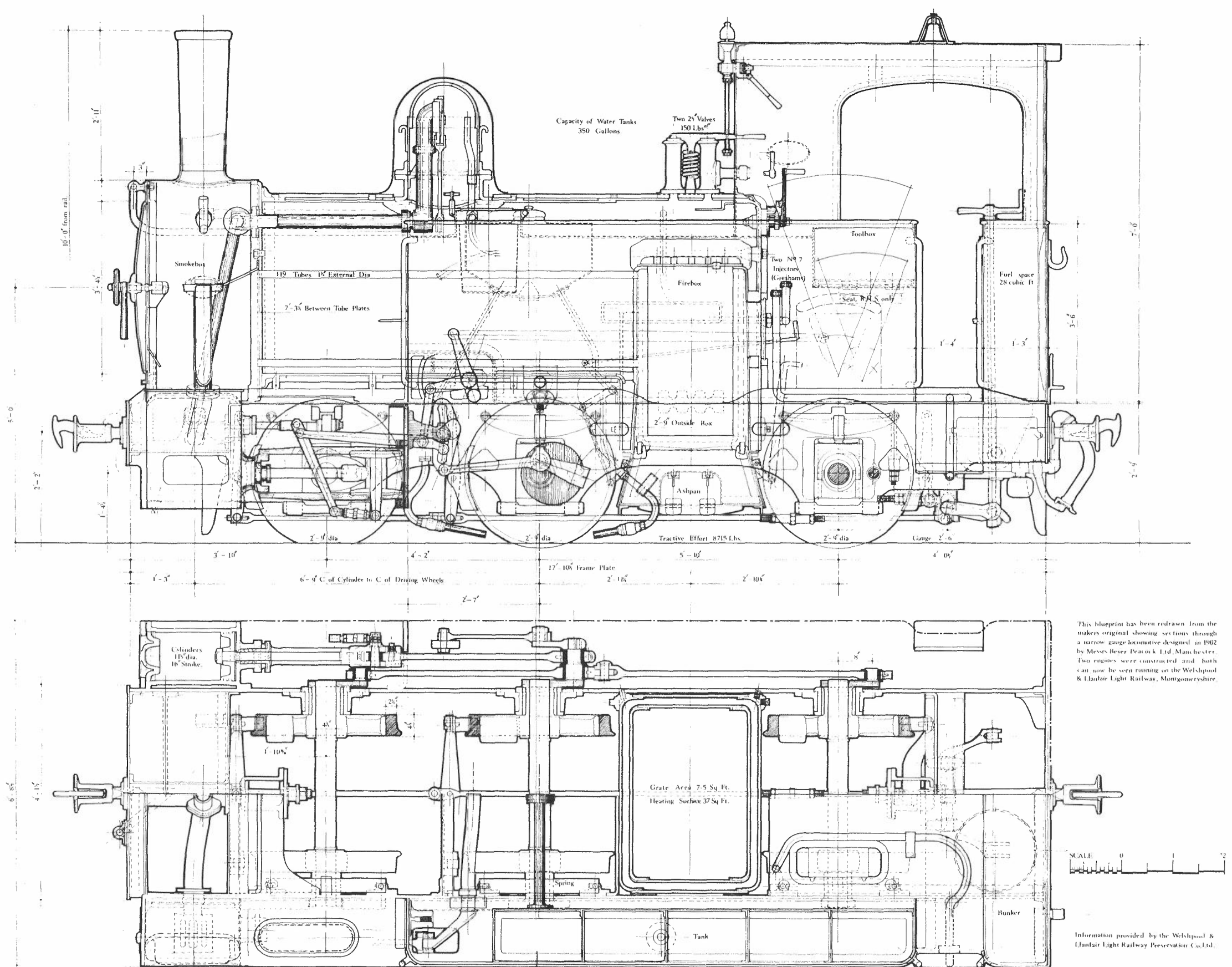
#### VOLUMES AVAILABLE SO FAR :-

Vol. 1. — Pitch Pine and Prop Timber ... ..	@ £1.70
Vol. 2. — "Wild Catting" on The Mountain ... ..	@ £1.50
Vol. 3. — Ghost Lumber Towns of Central Pennsylvania ... ..	@ £1.50
Vol. 4. — Sunset Along Susquehanna Waters ... ..	@ £1.70
Vol. 5. — The Goodyears, An Empire Among The Hemlocks ... ..	@ £1.70

#### REALLY EXCELLENT VALUE FOR MONEY !

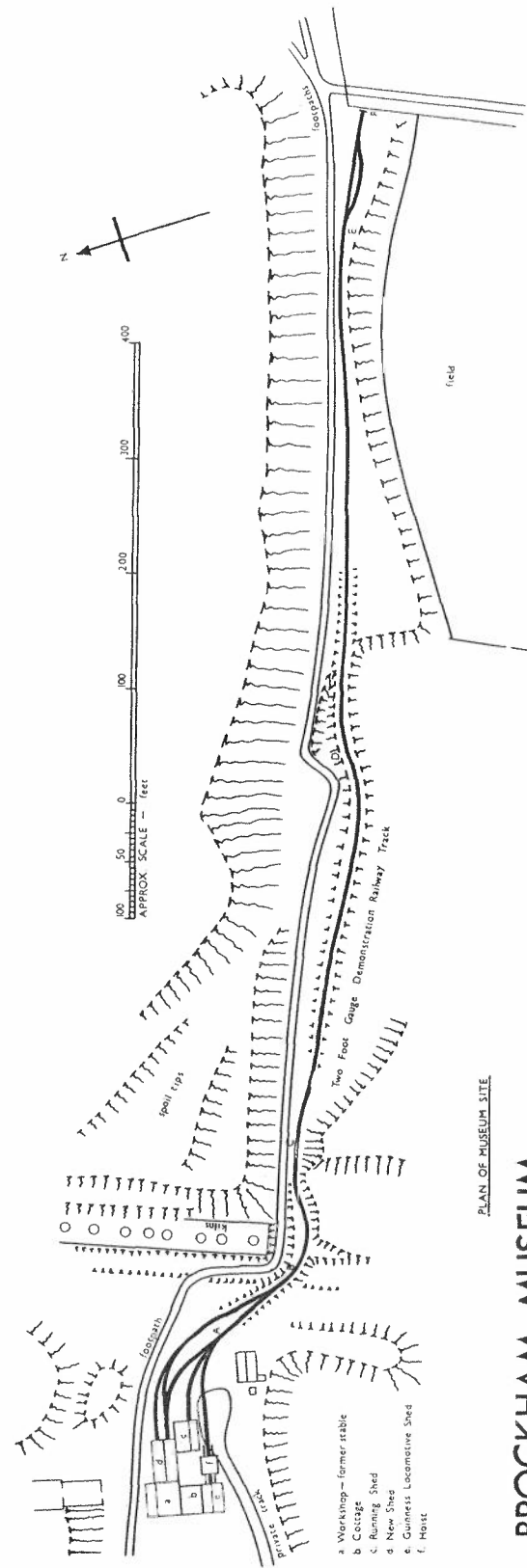
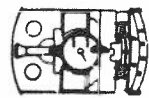
\* N.G.R.S. full stock lists are as published in N.G.I. 63 and N.G.N. 81 \*

Orders please to : Hon. Publications Officer; Ron Cox, 11 Frederick Road, Stapleford, Notts. NG9 7FT.



This blueprint has been redrawn from the makers original showing sections through a narrow gauge locomotive designed in 1902 by Messrs Beyer Peacock Ltd, Manchester. Two engines were constructed and both can now be seen running on the Welshpool & Llanfair Light Railway, Montgomeryshire.

Information provided by the Welshpool & Llanfair Light Railway Preservation Co Ltd.



PLAN OF MUSEUM SITE

## BROCKHAM MUSEUM

### LOCOMOTIVES OWNED BY OR ON LOAN TO THE BROCKHAM MUSEUM (AS AT JANUARY 1973)

POLAR BEAR	Bagnall	1781	1906	2-4-0 Tank	2ft
PETER	Bagnall	2067	1917	0-4-0 Saddle Tank	2ft
COFFEE POT	de Winton	—	1877	0-4-0 Tank, Vertical Boiler	1ft 10 $\frac{1}{2}$ in
LLANFAIR	de Winton	—	1895	0-4-0 Tank, Vertical Boiler	3ft
TOWNSEND HOOK	Fletcher Jennings	172L	1880	0-4-0 Tank	3ft 2 $\frac{1}{2}$ in
SCALDWELL	Peckett	1316	1913	0-6-0 Saddle Tank	3ft
23	Wm. Spence	—	1921	0-4-0 Tank	1ft 10in
LAYER	Fowler	21294	1936	4-wheel diesel	2ft
PELDON	Fowler	21295	1936	4-wheel diesel	2ft
	Hibberd	1568	1927	4-wheel petrol	2ft
*PLUTO	Hibberd	1830	1933	4-wheel petrol	2ft †
	Hibberd	2025	1937	4-wheel diesel	2ft
45913	Hudson	45913	c1925	4-wheel petrol/paraffin	2ft 6in

### \*THE PILGRIM

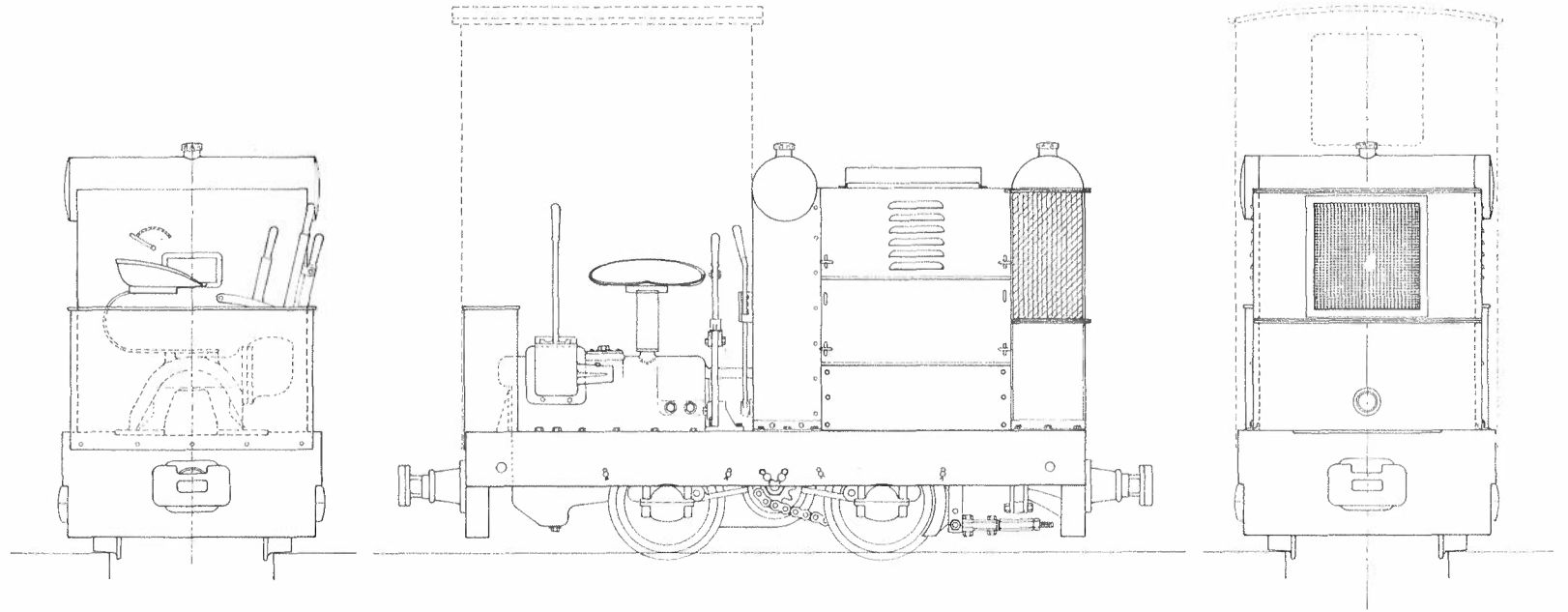
### \*MONTY THE MAJOR

### No.2

(Details of all the locomotives and rolling stock can be found in the "Stock List of Brockham Museum" — available from N.G.R.S. Publications Officer, Ron Cox at 30p).

\*Names not carried. † Temporarily away — undergoing restoration 'off site'.

Hunslet	3097	1944	4-wheel diesel	2ft
Hunslet	4396	1952	4-wheel diesel	2ft
Lister	3916	1931	4-wheel petrol	2ft
Lister	6299	1935	4-wheel petrol	2ft
Motor Rail	872	1918	4-wheel petrol	2ft
Motor Rail	1381	1918	4-wheel petrol	2ft †
Orenstein & Koppel	4470	c1931	4-wheel petrol	2ft
Orenstein & Koppel	7269	1936	4-wheel diesel	3ft 2 $\frac{1}{2}$ in
Orenstein & Koppel	7741	1937	4-wheel diesel	2ft
Ransomes & Rapier	80	1934	4-wheel diesel	2ft
Ruston & Hornsby	166024	1933	4-wheel diesel	2ft



### RUSTON & HORNSBY 2ft. Gauge. 16 H.P.

LISTER 2 CYL DIESEL ENGINE

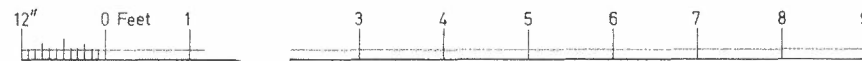
WEIGHT 2 $\frac{3}{4}$  TONS.

DRAWBAR PULL —

Bottom gear—1350 lbs at 3 $\frac{1}{4}$  M.P.H.

Middle " 850 " " 5 $\frac{1}{4}$  "

Top " 550 " " 8 "



*Bill Strickland*  
c1969