

# The NARROW GAUGE



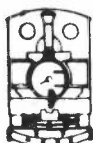
No. 68

WINTER 1974-75

35p



NARROW GAUGE RAILWAY SOCIETY



# NARROW GAUGE RAILWAY SOCIETY

(FOUNDED 1951)



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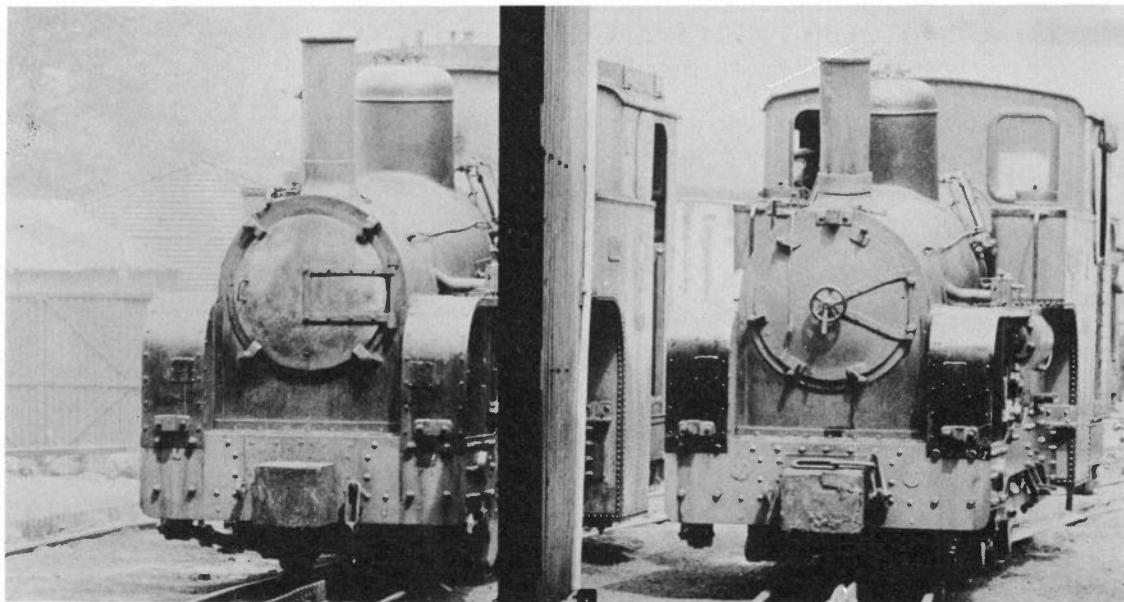
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# PLATFORM 1

**Please remember** :— We can only publish the material we have to hand at respective Press Dates — future issues are therefore largely in YOUR hands. Articles should, whenever possible, be accompanied with GLOSSY, CONTRASTY, BLACK & WHITE PHOTOGRAPHS — (and DRAWINGS where applicable). If you have material relating to Railways between 7 1/4 ins and 4ft. 7 3/4 ins gauge, it will be best appreciated in N.G.I. — the Magazine for the N.G. specialist.



"The Snowdon goes over to oil"

*This unusual double shot at Llanberis shed depicts No. 7 AYLWIN left, as converted with flat oil tank on cab roof, and on the right, No. 6 PADARN which on 13/6/72 was still burning coal. (NGN77/3) (Allan Baker)*

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## OUR FRONT COVER :

*Tralee & Dingle section of CIE 3ft gauge in County Kerry, Ireland. The Monthly Fair Special comprising a well laden cattle train double-headed by No's. 1T and 2T (2-6-0T Hunslet's 477 & 478 of 1889) at Castlegregory Junction in July 1951.*

*A framed 20ins x 16ins copy of this previously unpublished print was awarded to Peter Shoesmith, winner of the 'N.G. Steam' Category of the Photo Competition, this being donated by the Cork "Holly Bough" Journal. The N.G.R.S. and our Photo Competition were both featured in the Irish national newspaper, the "Evening Echo" of July 15th 1974, together with this photograph and Peter Shoesmith's prize winning entry. All the winning entries are featured in the NARROW GAUGE PICTORIAL of this issue of N.G.I., on pages 2-7.*

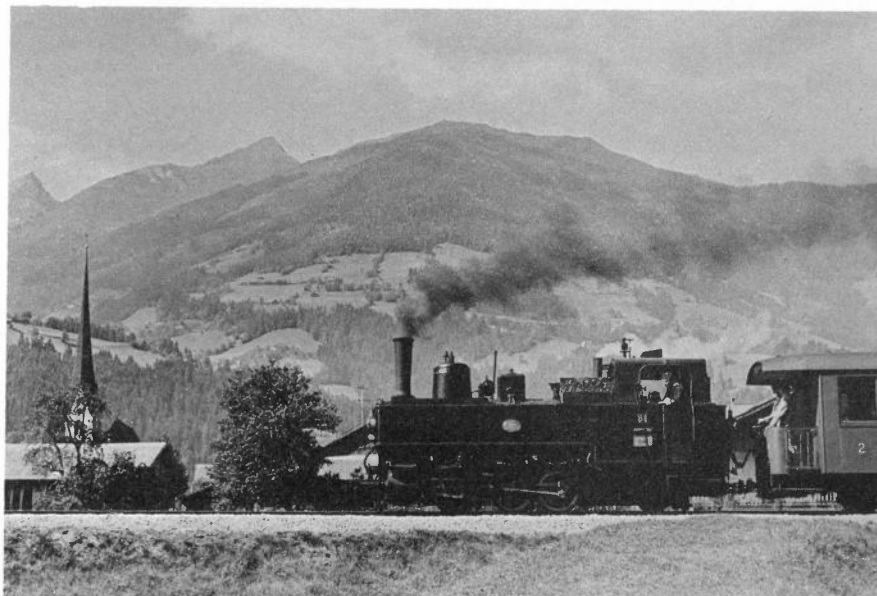
*(Photo : "Cork Examiner" — Courtesy Walter McGrath)*



# NARROW GAUGE PICTORIAL

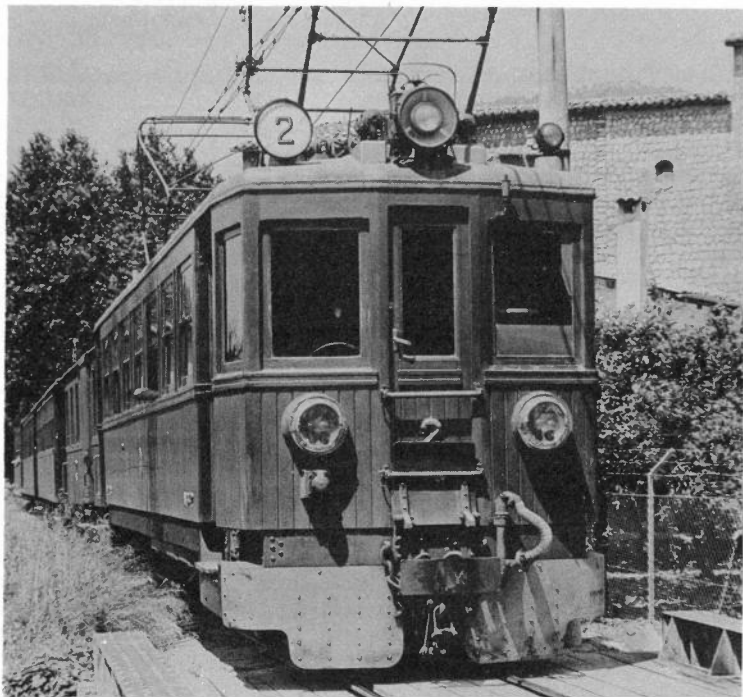
Edited by MICHAEL JACOB

.....and featuring the results of the N.G.I. GRAND ANNUAL  
PHOTOGRAPHIC COMPETITION. 1973/74  
(see page 32 for further details)



*First Prize (Category A: Narrow Gauge Steam) awarded to Peter Shoesmith of Birmingham.*

*Photo: "Tirol" (0-6-2T by Krauss, Linz, 4790 of 1902) passing Uderns village on the 2ft. 6ins gauge Zillertalbahn, Austria on 11th September 1972.*



*First Prize (Category C: Narrow Gauge Electric) awarded to Peter Shoesmith of Birmingham.*

*Photo: 1200 volts D.C. Palma Train passing through the orange orchards after leaving Soller on the FC. de Soller, Majorca. 6th June 1973. (3ft. gauge, 20 mile line)*



*First Prize (Category E: Narrow Gauge 'Permanent Fixture') awarded to Peter Shoesmith of Birmingham.  
 Photo: 2ft gauge rope-worked incline at the Rosemary Tileries of Haunchwood Lewis Brick & Tile Ltd., Cheslyn  
 Hay, Staffordshire. 27th March 1970. Loco working bottom level is Ruston & Hornsby 4-wheel Diesel (L.B.U.)  
 No. 432664 of 1959. Subsequently aquired for preservation by Pete Nicholson.*



*First Prize (Category D: Narrow Gauge Rolling Stock) awarded to Peter Shoesmith of Birmingham.*

*Photo: Bogie van No. F2 at Soller on the 3ft. gauge FC. de Soller, Majorca. 5th June 1973.*



*Second Place tie (Category A) awarded to Alan Bowler of Eastwood, Nottingham.*

*Photo: No. 8 FENELLA (of 1894) departing from Douglas with a Peel train on the 3ft. gauge Isle of Man Railway. August 1965.*



*Second Place tie (Category A) awarded to Alan Bowler of Eastwood, Nottingham.*

*Photo: Ponferrada bound train on the metre gauge Ponferrada-Villablino Railway, Spain in August 1973, headed by 2-6-0 'Engerth' No. 31, (Maffei 3350 of 1913)*



*First Prize (Category B: Narrow Gauge Internal Combustion) awarded to Peter Shoesmith of Birmingham.*

*Photo: Unspecified 2ft. gauge Motor Rail diesel loco & six skips — loading in ganister quarry of Thomas E. Gray Ltd., Burton Latimer, Northamptonshire. 2nd. September 1966.*





*Second Place (Category B) awarded to Walter McGrath of Cork.*

*Photo: Diesel Mechanical Railcar (Built Walker Bro's, 1940) of the 3ft. gauge County Donegal Railways Joint Committee No. 18 at Letterkenny, May 1952, working the Strabane service. (Car now preserved).*



*Second Place: (Category C) awarded to Alan Bowler of Eastwood, Nottingham.*

*Photo: 900mm gauge overhead-wire electric loco (un-identified) leaves Eisenerz with a train of empties for the "Iron Mountain", in Austria.*





*Second Place: (Category D) awarded to Walter McGrath of Cork.*

*Photo: "Fanny" the mare and her 'train' (eight-wheel bogie float) of crates at the linen factory of William Clark & Sons Ltd. Upperlands, Nr. Maghera, Co. Derry, Ireland, August 1958. (2ft. gauge, ¼ mile line).*



*Second Place: (Category E) awarded to Peter Holmes of Barrow-in-Furness.*

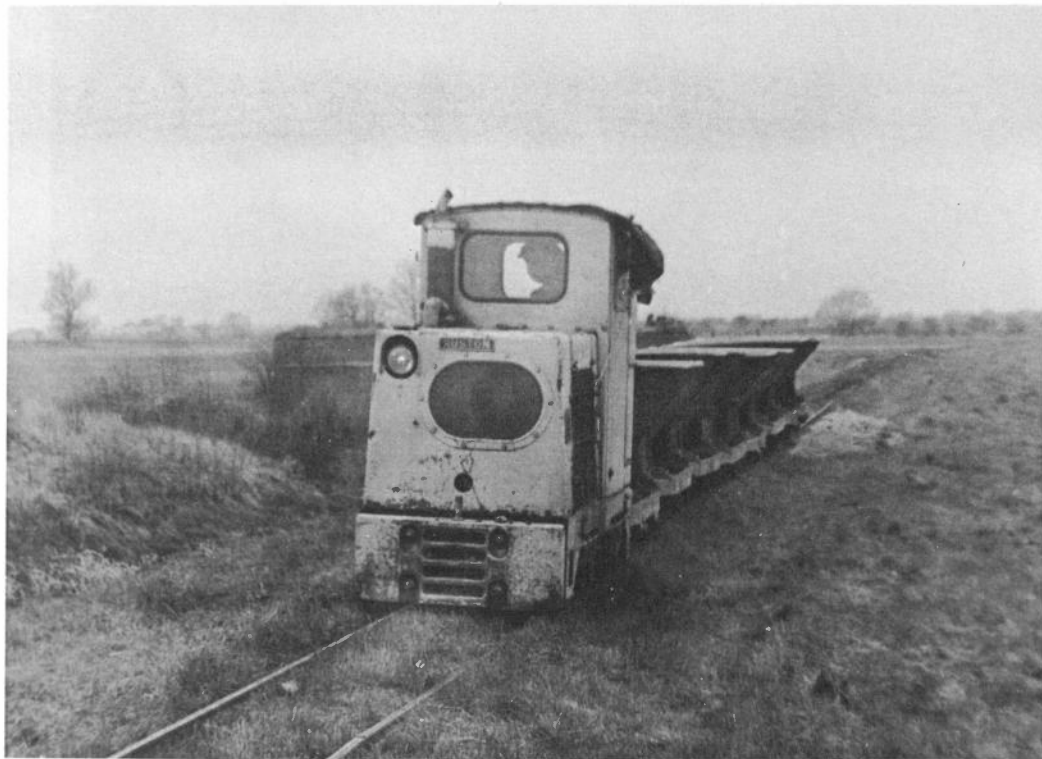
*(Photo: Scissor pointwork at Foxdale on the 3ft. gauge Isle of Man Railway (M.N.R.) April 1966.*

# THE NARROW LINES OF INDUSTRY

## 1 :— TRENT RIVER RUSTONS.

Pete Briddon

(2ft. GAUGE)



*Trent River Authority No. 20 — Ruston & Hornsby 7002/0967/5, an LBT type 4-wheel Diesel (air cooled engine) hauling seven empty skips at Debdill on 14/3/73. (Narrotrack Ltd.)*

No industrial gricer likes to be 'clapped out' on a location — whether it's a sticky security staff, or more likely a location 'gone', with nothing left. So when we turned up at Gringley Carr Pumping Station of the Trent River Authority and found nothing but a few lengths of stacked track, we felt very aggrieved.

There was no alternative but to try T.R.A.'s Plant Depot at Owston Ferry to see if anything could be learnt as to the fate of the three air-cooled LBT's and two 40.S. Motor Rails supposed to be operating at Gringley Carr. So off my friends and I drove, heading east. By a fluke I piloted us for a mile or so up the A161 road. Near Debdill Farm, I noted on the left a Ruston Bucyrus excavator and idly glanced round to see if there was anything else. My eye ran along a line of skips and centered on : "MOTOR RAIL!" — an emergency stop in the middle of the road was not exactly appreciated by the car behind. The disappointment of Gringley Carr was forgotten, and a brief check up here revealed this to be the new home for

all the stock, and a long line disappearing along the dyke.

A few days later we were back again, this time to see the line in operation. At the roadside end Motor Rail 22129 (TRA "18") stood idle, in reserve, but the yard was almost empty. We set off along the line, and in ten minutes or so met LBT Ruston "19" trundling back with a rake of empty skips. Next came "20", with a similar train, and, as we were approximately two thirds of the way along, we watched "19" pass "21" on one of the 4 or 5 loops placed along this 1 ½ mile line.

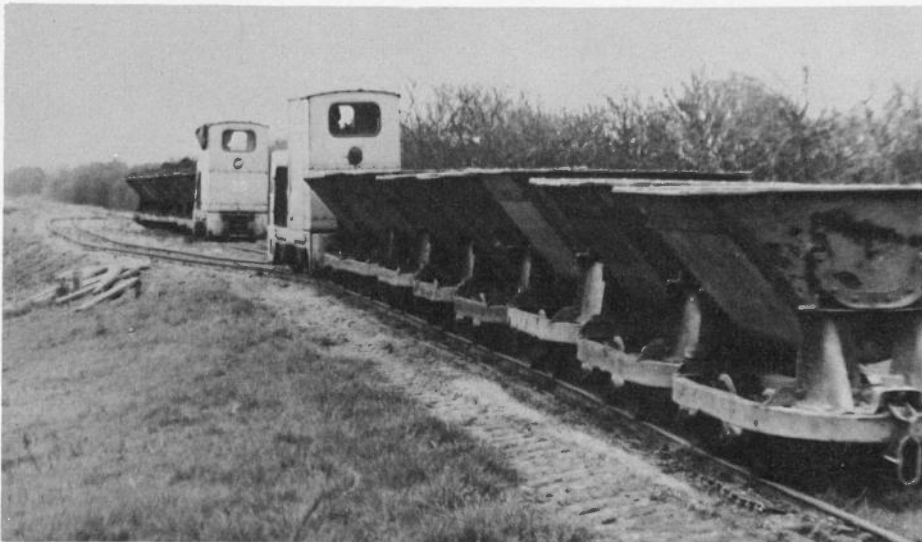
The top end revealed Motor Rail 22128 (TRA "17") propelling the skips up the last 100 yards or so to another excavator in the process of improving the dyke to prevent flooding. We walked our way back, enjoying the country air, and the beautiful sight of LBT Rustons swaying their way along Jubilee track — ah bliss!

A return visit to Owston Ferry was decided on, to inspect the remnants of Ruston 283508 (TRA "14") a 30DL which was one of four such machines acquired by the TRA in 1949. The other three, Rustons 283507, and 283511-2, (TRA's "13", "15" & "16") had disappeared from Gringley Carr with the arrival of the LBT's around Easter 1969, and were presumed to be scrapped. The survival of 283508 was seemingly an ironic quirk of fate, as it had been retained as a 'source of spares'.

Friendly staff let us clamber over "14" sadly rusting and dismembered, but as we turned to go, a cream object behind a pile of timber made me pause. Another loco? I went round the back, expecting some oddly bulldozer. My gaze fell upon a 'lost' 30DL, — TRA "13" (283507). Later it was learnt that the other two were in fact still in existence, alive and well and living at the TRA's depot near Nottingham. The 'clap-out' at Gringley Carr had been well worth it!



*No. 20 (Ruston of 1967) waits patiently for the drag line to fill up its train whilst the busy road traffic speeds by over the adjacent bridge 14/3/73. (Narrotrack Ltd.)*

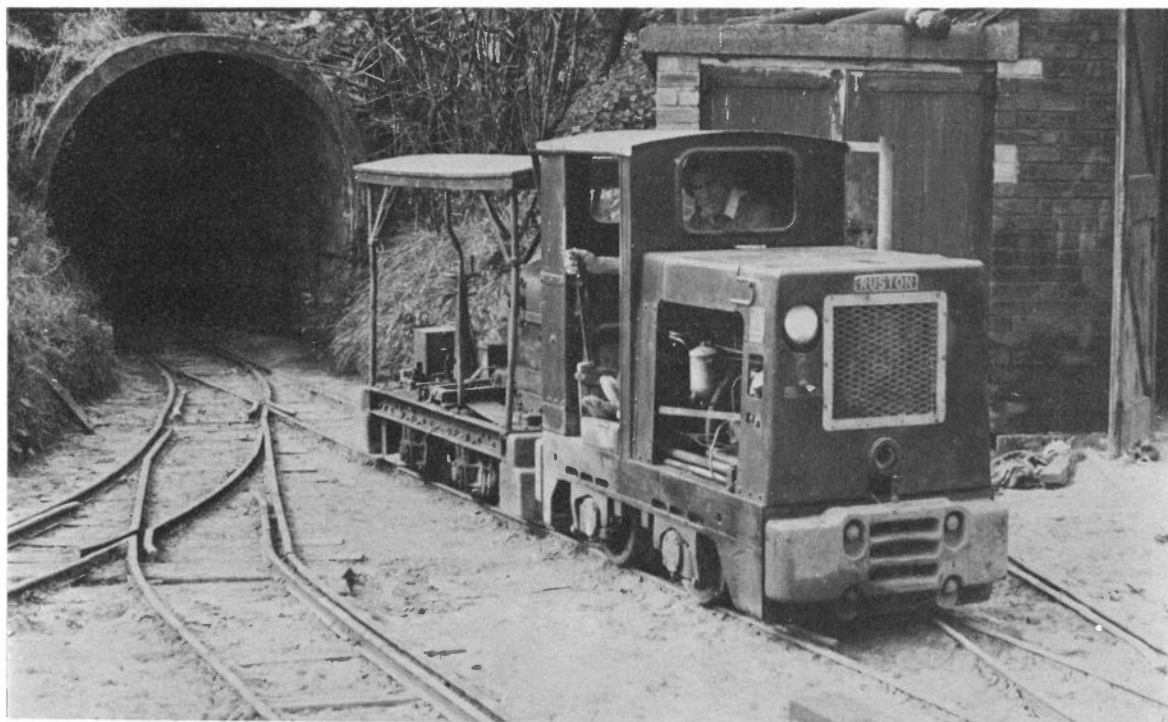


*No. 20 loaded, meets No. 21 (Ruston 7002/0967/6) at one of the passing loops, 14/3/73. (Narrotrack Ltd)*

## 2 :— SPRINGFIELD TILERIES (2ft. gauge) Sydney A. Leleux (WHEATLEY & CO. LTD)

*Contrast in motive power. The two locos at Springfield Tileries on the occasion of the Society AGM visit 19/5/73. The leading loco is Ruston 408430 the 'LAT' class diesel built in 1957. The other, which is retained as a 'standby', is Lister 10805 of 1939 vintage still in 'as built' condition with its twin cylinder JAP petrol engine.*

*(Pete Nicholson)*



There used to be a number of narrow gauge railways in the clay pits of 'The Potteries'. The last known survivor is at Wheatley's Tileworks, Trent Vale (Staffordshire) a mile south of Newcastle-under-Lyme beside the A34 trunk road. This system was visited by the Society during the 1973 A.G.M. activities in nearby Stoke-on-Trent.

The 2ft. gauge railway runs on the floor of the clay pit behind the works, invisible from the road and was not 'discovered' until as recently as 1967. Midway there is a covered clay storage area and a two road locomotive shed.

This clay store has a number of brick bins below rail level to hold the different kinds of clay. These are emptied by a small front-loading shovel into a side

tipping wagon which is then rope-hauled up an incline into the main works. Thus the composition of the raw material can be varied as required.

The original line was entirely in the open but the firm later needed to extend its stacking grounds. Precast concrete tunnels were therefore built either side of the clay store and covered with spoil to works level. One tunnel, slightly curved is about 40 yards long and the other, straight, is about 120 yards long. The long tunnel leads to the working faces in the clay pit. The short tunnel gives access to a now disused part of the pit and to a hopper where lorries can empty different clays into the skips for transport to the central storage area.



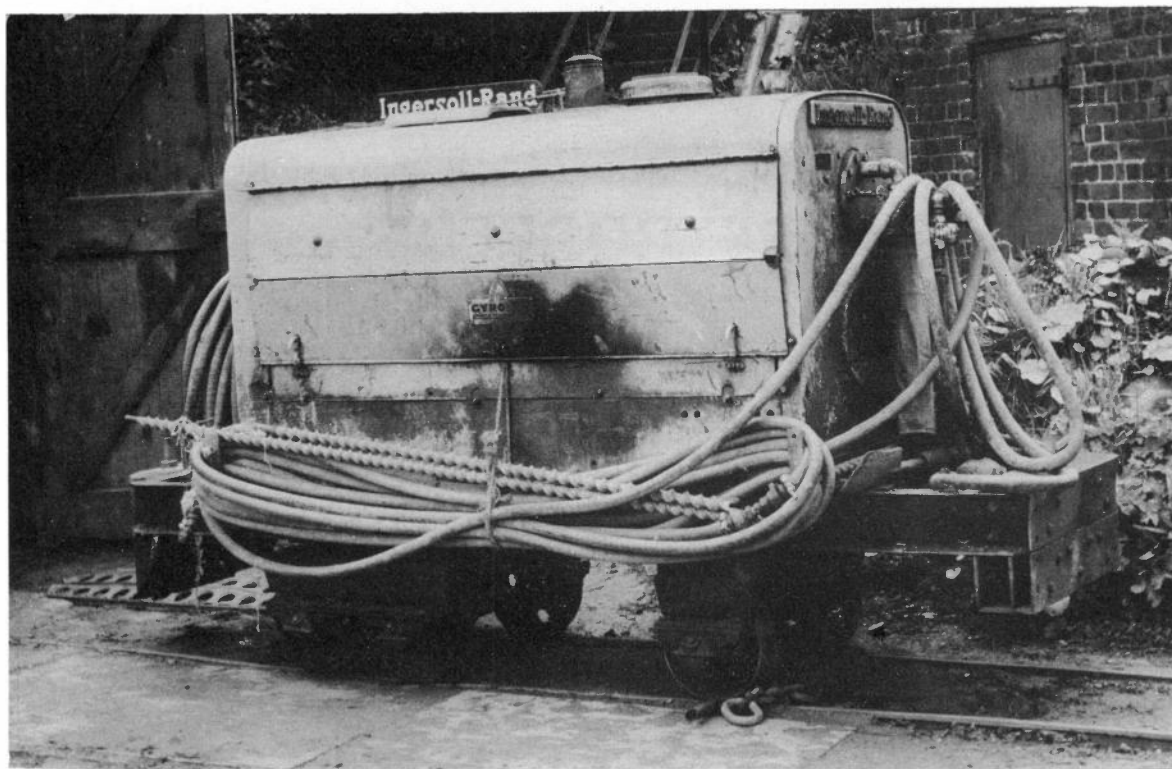
The local clay is excavated and loaded by a tracked front-loading shovel. Unfortunately the bucket is longer than the skips so thin steel plates are laid across the gaps between the two adjacent wagons to prevent spillage. This residue clay on the plates is then shovelled into the wagons. Seams of hard stone are encountered occasionally, and these have to be broken up by blasting.

The original locomotive was a Baguley product followed by a twin cylinder petrol engined Lister, number 10805 built 1939. It is fitted with an overall canopy and survives as spare. The regular locomotive is now a Ruston & Hornsby LAT class 4-wheel diesel, number 408430 delivered new in 1957. Both these survivors are in green livery. The Ruston would normally haul six wagons and the Lister three. However the Lister's smaller wheels are said to give it better adhesion than the Ruston.

Rolling stock totals about 10 side tipping V-skips (plus one on the works incline) and two very unusual 6-wheel semi-bogie wagons for conveying the Ingersoll Rand 'gyro-flo' air compressors and rock-drills to the working face. Both these wagons are 'home built' and the original compressor wagon chassis now carries a small crusher which is located in the clay store.

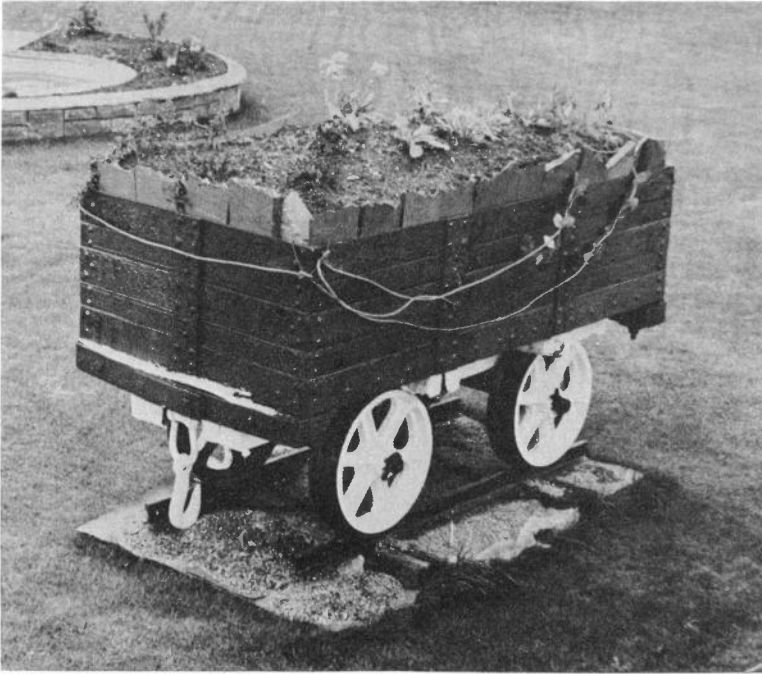
The works was converted to gas-fired kilns in mid-1971. That July the Gas Council made a film of the works to show other industrial users what could be done. As the whole process of making floor tiles was shown, the railway of course features too.

(I am indebted to Mr. R. A. Walker, Works Director for permission to publish this description.)



*One of the very unusual 6-wheeled rail-mounted Ingersoll-Rand air compressors — (as used for rock drills) at Springfield Tileries 30/5/73. (Sydney A. Leleux)*

# WAGONRY



*This former coal wagon of 2ft. gauge is now on display in the front garden of Mr. Dafydd Price at Blaenau Ffestiniog. Mr. Price is the proprietor of Manod Slate Quarries where the wagon lay upsidedown and derelict on the scrap heap until seen by Mrs. Price! She has now painted it black & white and planted flowers in it and has had it positioned very prominently in the garden. Construction is unusual, the sides and ends being comprised of steel 'planking'.*

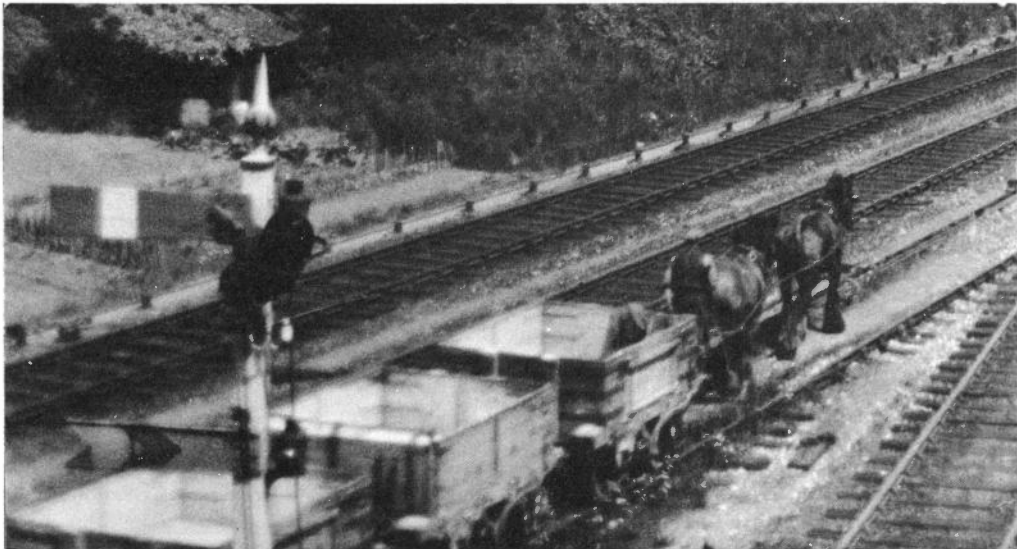
*(Pete Nicholson)*

## RETROSPECT

LEE MOOR TRAMWAY

PLYMOUTH — DARTMOOR (DEVON)

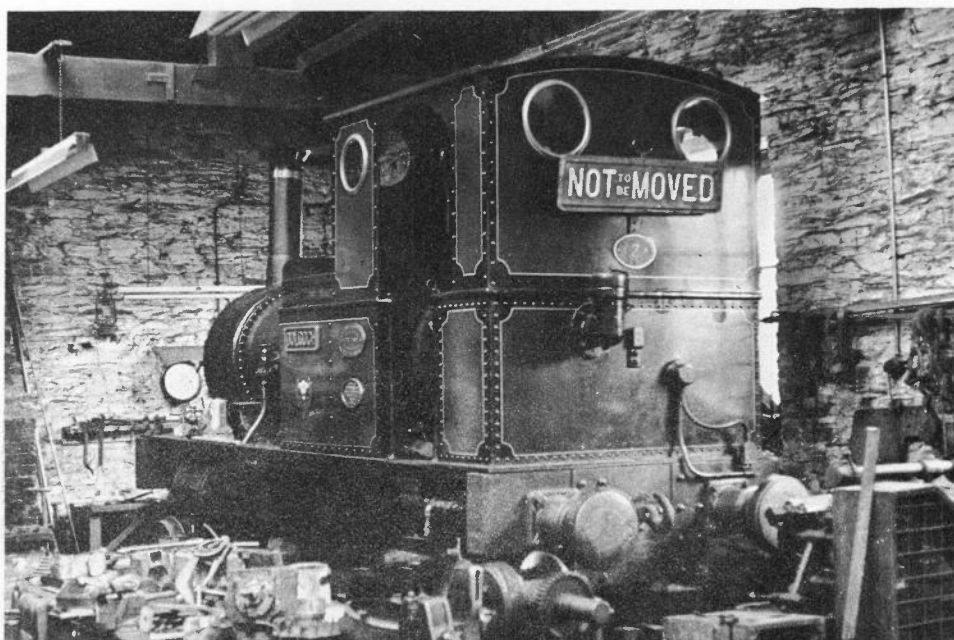
4ft. 6ins. GAUGE



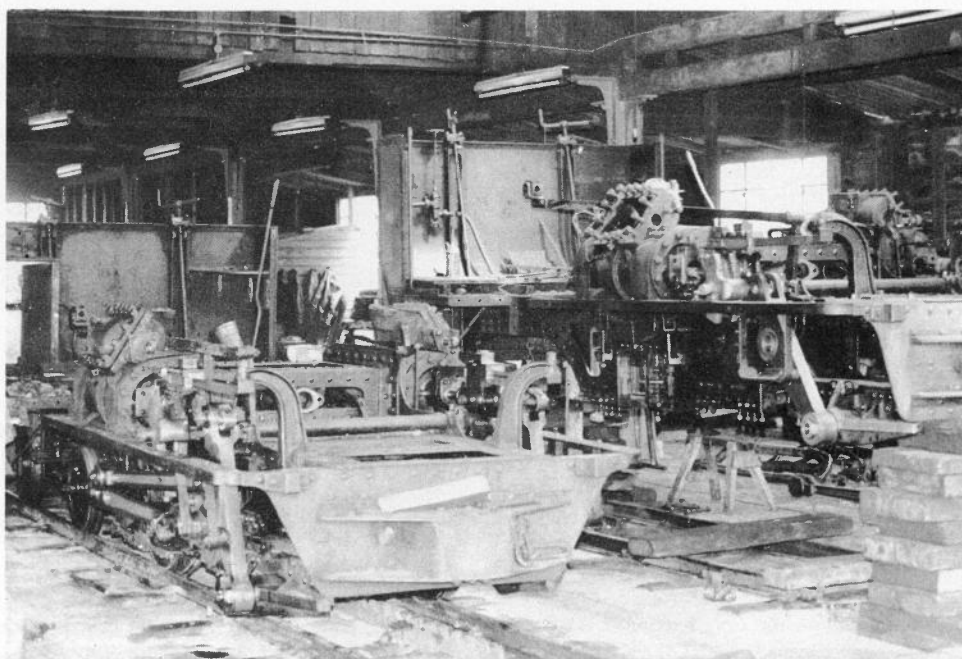
*Horse-drawn china clay train crossing G.W.R. (Where ?) 1951. Line finally closed in 1960. The two steam locos, withdrawn in 1945 were both retained for preservation. (See NGN. 52/8). Track lifted soon after closure.*

*(Peter Shoesmith)*

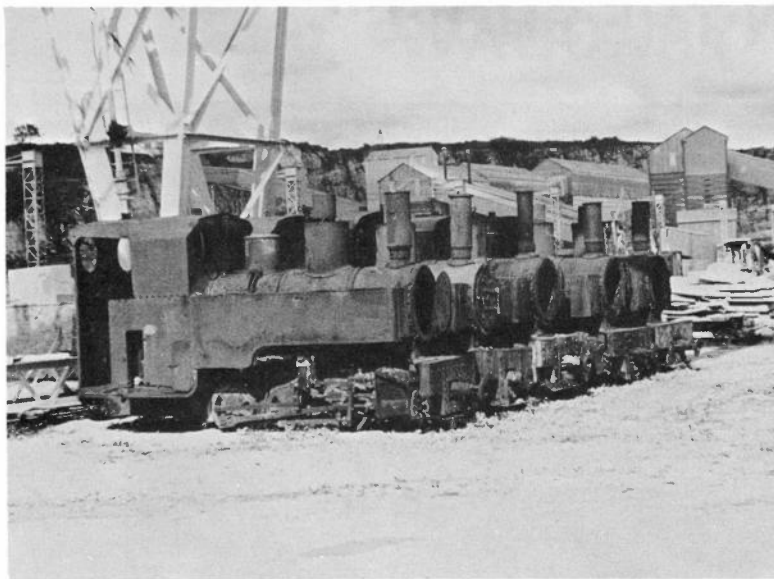
# "IN THE SHOPS"



*Talyllyn Railway, No. 2 DOLGOCH (Fletcher Jennings of 1866) 0-4-0WT 'on the blocks' in Pendre Workshops, 15/7/67. (Pete Nicholson)*



*Snowdon Mountain Railway, 0-4-2T's No. 2 ENID and No. 5 MOEL SIABOD (2ft. 7½ in. gauge) very much dismantled in the Llanberis shed-cum-shops, 13/6/71. (Allan Baker)*

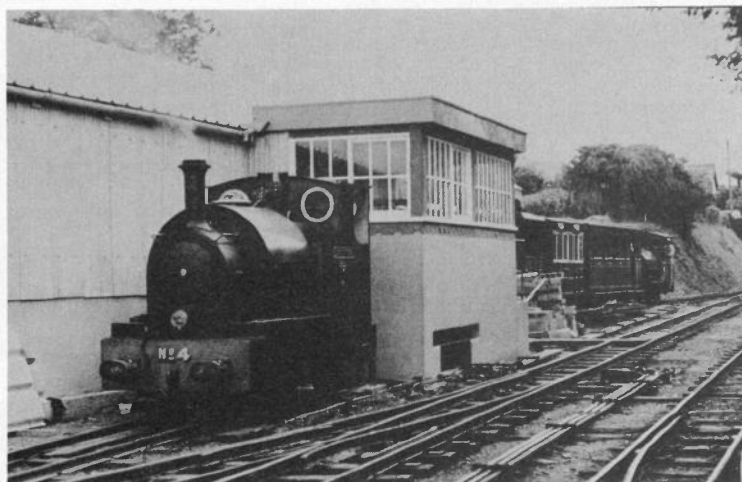
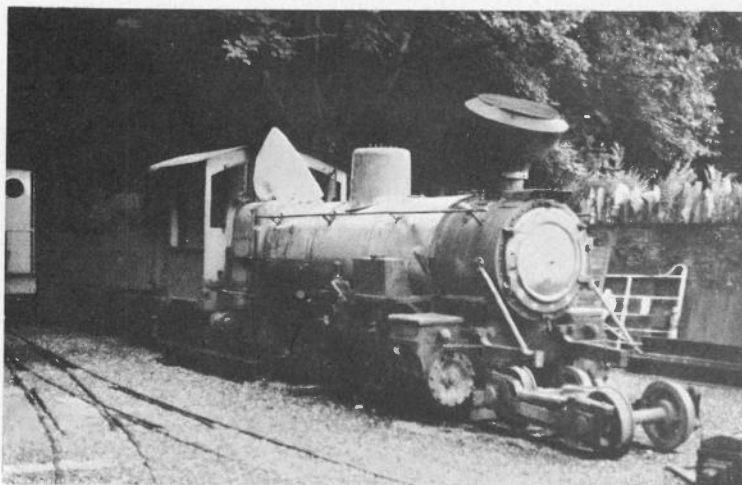


No less than five 600mm gauge Kerr Stuart "Joffre" class 0-6-0T's were brought back to England on 11/10/74 by Pete Nicholson and Rich Morris. They are seen (below) at Calais waiting in the pouring rain to board the ferry 'Free Enterprise VII' having been collected earlier in the day from Carrieres de la Vallee-Heureuse et du Haut-Banc at Hydrequent, near Rinxent, Northern France where they have lain out of use for many years (above). They are, 2405, 2442 and 2451 of 1915; 3010 and 3014 of 1916. Four are now stored, temporarily, in a security compound in Surrey while 2405 has subsequently passed to the West Lancashire Light Railway at Hesketh Bank (NGI. 59/2). (Pete Nicholson)



# NEWS

The scene at Pendre on the Tallylyn Railway continues to change, one of the most recent additions to the facilities there being the controversial 'modern image' signal cabin containing the 15 lever ground frame. Depicted July 1974 with No. 4, EDWARD THOMAS alongside. (Pete Nicholson)

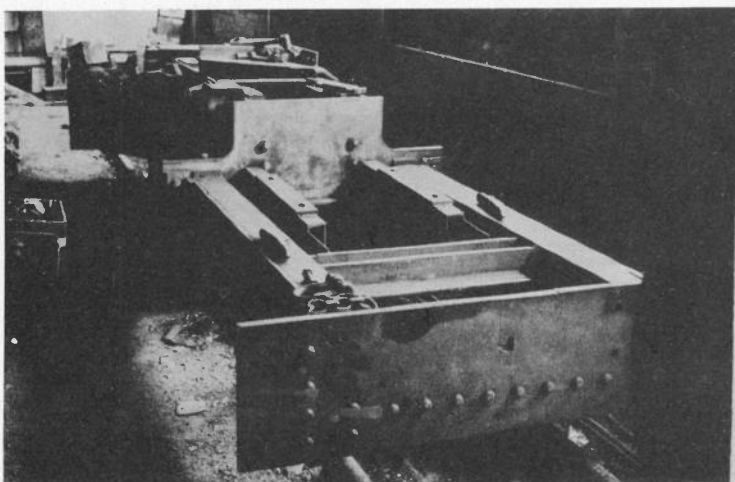


Britains largest N.G. loco — at present — Baldwin 61269 of 1930 weighing 50Tons. Gauge is 2ft and it is now the property of Hills & Bailey Ltd at Gilfach Ddu, Llanberis, Gwynedd — (compare this with REDSTONE, NGI. 61/20, which is of the same gauge!). The Baldwin was imported in 1974 from the Eastern Province Cement Co. Ltd, South Africa (NGI, 66/21) where it had sustained damage to the front end in a runaway accident. (NGN. 90/11).

(Pete Nicholson)

New steam loco construction at Pendre. No. 7 IRISH PETE, the 0-4-2T which is being built utilising parts from Barclay 2263 (the 3ft. gauge 0-4-0WT brought over from Eire in 1969, NGI. 65/8), is now beginning to take shape. The chassis was moved out of the erecting bay of the workshop during Easter 1974 to make way for other locos requiring repair and was here photographed in an adjacent building, 18/7/74.

(Pete Nicholson)





# NARROW GAUGE International

## "CENTRE PAGE SPECTACULAR"

C.E.H, VOLOS — MILEA, (GREECE) 600mm gauge : No. 103, PILION (of 1912) crossing the 'Meccano' bridge, at the approaches to Milea, with the 10.15 hrs. train from Volos. (Ron Cox)

## Mozambique

*No. 06 A Baldwin 2-8-0 wood-burner, coming off shed to work the afternoon train from Joao Belo to Mau-e-ie on the C.F.M. Gaza line, 6/8/73.*

*(C. M. Whitehouse)*



## MOZAMBIQUE GEM

(an account of the Caminhos de Ferro de Mocambique's Gaza line)

by C. M. WHITEHOUSE

750mm gauge

On the station platform at Lourenco Marques there are two narrow-gauge engines preserved on plinths. One of these is GAZA, a delightful little tank engine sporting the dealer's plate of Achille Legrand of Belgium. This diminutive engine was used in the construction of the Caminhos de Ferro de Mocambique's 750mm (2ft. 5½in) Gaza line which runs from Joao Belo to Mau-e-ie in Portuguese East Africa. Little seems to be known of the history of this quaint line, nor is very much technical data available; perhaps this adds to its great curiosity. The nearest most travellers get to the line is a sight of GAZA on the station platform, and even then they usually do not realise where the engine has come from, which is hardly surprising as the only reference to the line at Lourenco Marques station is tucked away in a small corner of the timetable poster.

Joao Belo is situated near the Mocambique coast on the Limpopo river a hundred and twenty miles

away from the capital city. The only connection now between the two centres of population is the road which, until comparatively recently, used to be a dirt track with the final approach to the town being by a pontoon ferry across the river, manoeuvred along its guide wire from shore to shore by a crew of Africans who sang and stamped their feet to help to minimise their difficult task; alas this has now gone and has been replaced with a paved road for the whole distance. Many years ago there used to be a steamboat service from Lourenco Marques to Joao Belo, but the coastal road and the silting up of the mouth of the Limpopo have brought about the discontinuation of the service by the woodburning steamboats. Thus the journey to Joao Belo now has little interest compared with those that could be made in the past; however, the *raison d'être* of the journey is very much still there and this Summer we thought we would make that journey.



Having decided to go, our main obstacle was that we could not speak Portuguese; a definite handicap in a country where railway photography is frowned on without a permit, and who knows what might beset us in the nether regions of Joao Belo? We wanted someone to take us there (a self-drive hire car is virtually unheard of) but most of the taxis we tried did not want to know, and those that did were only interested to the tune of two thousand escudos (about £40 between the three of us). It was by now late in the afternoon so we decided to renew our efforts the next day.

Fortunately the hotel receptionist could speak a little English, and after some considerable consultation with our bank balance we secured a hired car with driver for eighteen hundred escudos and set off. Time was not really on our side having made the false start the day before and so we had only seven hours: three hours to get there, one hour at the station, and three hours back again. It was a good thing that we had a driver, even though he spoke no English, as he was able to thread his way through the streets of Lourenco Marques out onto the right road which would no doubt have eluded us had we braved the attempt ourselves.

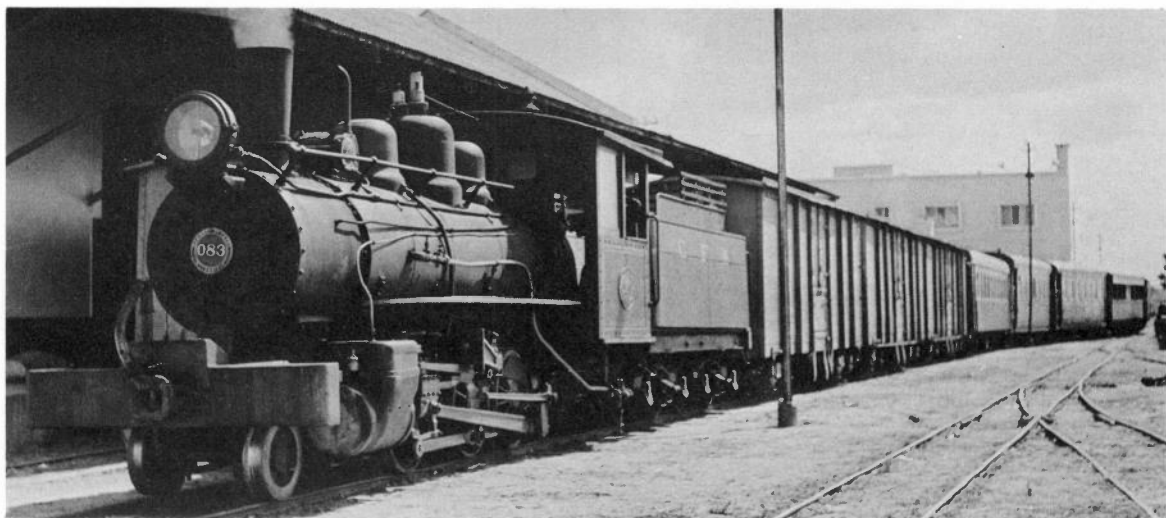
Joao Belo showed up on the road signs almost straight away, indicating a distance of 202 kilometers. The road was in a good state of repair, and was laid on the red African earth past a few villages and small settlements. Our driver drove the Volkswagen car as fast as he safely could, avoiding the few lorries and buses, and native girls with the inevitable bundles balanced carefully on their heads. After we had covered a third of the distance the road narrowed to half its former width, although there was a hard shoulder of earth on either side, and this made overtaking and passing vehicles a hazardous

operation.

Beside the road the land is green with a reasonable amount of water, including a few swamps, and seems fairly well irrigated. Many people were walking alongside the road and congregating in the villages we passed through, apparently waiting for the bus to arrive. This was not the half expected decrepit old single decker but a smart if dusty modern coach, the roof rack of which was piled high with everything imaginable and some things not.

The approach to Joao Belo is across a flat plain which appears to be the delta of the Great Grey Green Greasy Limpopo river which did not live up to Rudyard Kipling's description at all. The town is quite large with wide streets tarred in the centre but leaving the sides of the roads in usual fashion. The place looked tired, hot and dusty. It was around mid-day and nothing much was happening, all the locals were sitting in the shade and there was an especially large selection outside the railway station on our arrival and of course we were eyed with some considerable curiosity. We attracted the inevitable group of small boys who followed us around at a safe distance, unable to restrain their curiosity. The station has a fairly insignificant building with scruffy paintwork, but seemingly fairly clean. The same old printed timetable poster had been stuck up on the wall proclaiming the times of trains from and to places that would be just names to the inhabitants of Joao Belo; tucked away in the same small corner was the times of the trains on the Gaza line — unnecessary really as all who travelled probably kept the departure time in their heads anyway as it is unlikely that the time had changed for many a year.

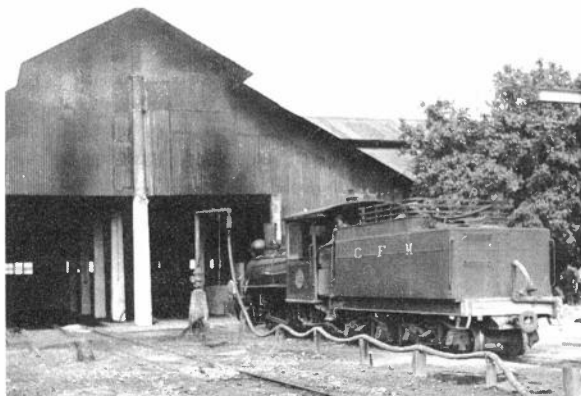
We were rewarded for our efforts by the sight of No. 083 shunting in the station. She is one of the three 2-6-0's and has a real 'Casey Jones' type



*No. 083, An Alco 2-6-0 of 1916, shunting opposite the goods shed at Joao Belo, 6/8/73.*

*(C. M. Whitehouse)*





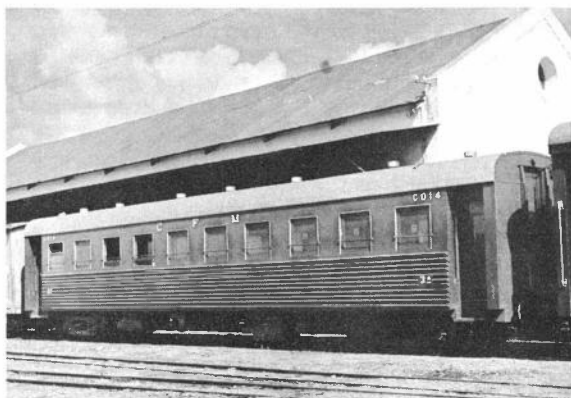
*No. 083 again — on shed at Joao Belo, 6/8/73.  
(C. M. Whitehouse)*

appearance, and her American style seemed strangely out of place, but this is one of the attractions of this little line. The station master, on learning of our presence and our wish to take photographs, readily agreed once he had overcome his astonishment, and the place was ours. We needed no second invitation and spent a very pleasant hour photographing the delights at Joao Belo.

All the locomotives on this line are of American origin and they appear to be kept in good mechanical order. There is a workshop situated adjacent to the shed across a few tracks from the station, but time did not allow us more than a cursory glance inside. Sitting outside the shed was the last word in Baldwin locomotive design. No. 06 sitting in the mid-day sun was perfect. Her origin was delightfully apparent: a 2-8-0 with the characteristic cylinder casing, gleaming copper piping, three domes, a silver smokebox, and an enormous cab quite dwarfing the rest of the engine, and, perhaps best of all she was a woodburner. A ride up to Mau-e-ie would be worth the scorching heat, the stares from natives, the insects, the uncomfortable night the other end if a ride behind this engine could be scrounged, but alas, time was not on our side.

On the shed were two other engines: No. 082, another 2-6-0 also with a silver painted smokebox, but not in steam. Tucked away inside the shed was No. 012 built by Alco in 1919; she looked the oldest locomotive with her tall parallel chimney but is in fact some three years younger than the 1916-built 2-6-0's; she is now disused but kept for some unapparent reason. There are six engines in all on the line, the other two that we did not see are a further 2-6-0, No. 081, and No. 05 an 0-6-2, both these engines were presumably working up the line.

There is one regular train each day, a mixed, which leaves Joao Belo around 14.00 hrs. and goes to Mau-e-ie. There is a branch line to Chichomo which leaves the 'main' line at Manjacaze; there is a small



*C.F.M. 2ft. 5½in. gauge modern 3rd class steel bodied coach No. C014, standing at Joao Belo, 6/8/73.  
(C. M. Whitehouse)*

shed at this latter place where the branch engine is kept to work the daily train, and perhaps this is the one place on the line where two trains may regularly be seen together. The daily train in the other direction reaches Joao Belo about 12 noon; today this had clearly been hauled by No. 083 and we had arrived in time to see her shunt the train in readiness for the afternoon departure which was to have No. 06 — the pride of the line — at its head. The train itself consisted of several vans and four passenger coaches. Clearly, standardisation is a thing that has not yet reached Joao Belo, for every one of the coaches was of a different design; the latest being steel bodied, and painted in the customary 'scruffy' red. It was third class and the heat inside generated from the sun shining on the metal must have been near unbearable. The older wooden coach, on the other hand, had a much more pleasant atmosphere hence the sense in the, at first sight, odd practice of having the newest coach used by the lowest class of passengers.

After No. 083 had completed her shunting she retired to the shed, and this gave us a sight of four of the railway's locomotives at once. Activity had ceased now, and there was nothing but the heat of the mid-day sun which precluded much action — only the mad English still gallivanted around!

Soon, too soon, the time came for us to return to Lourenco Marques. Before we went we gladly downed a very necessary glass of beer from the local cafe, and then resigned ourselves to sweating it out in the Volkswagen for the next three hours. A very short visit certainly, but one that will put Joao Belo high on the list of priorities for a return visit some day, for who can resist such a gem amongst narrow gauge lines?

(Acknowledgments to Charles Small's essays in 'Far Wheels' and 'Rails to the Setting Sun', and David Ibbotson of Dorridge Travel Ltd. Can anyone shed any further light on this fascinating line?)

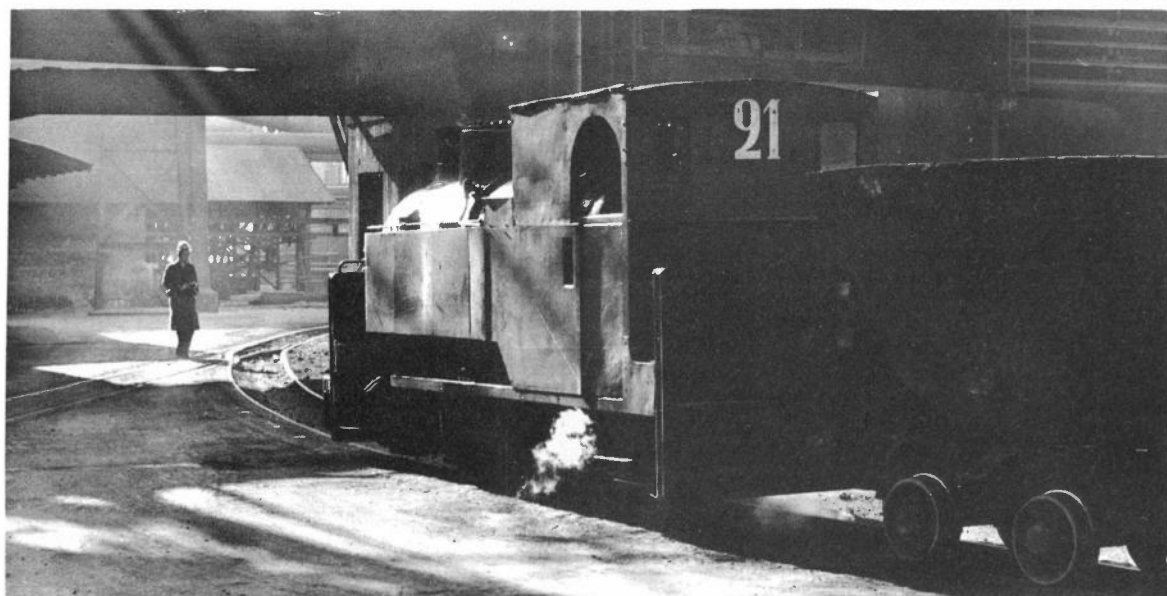
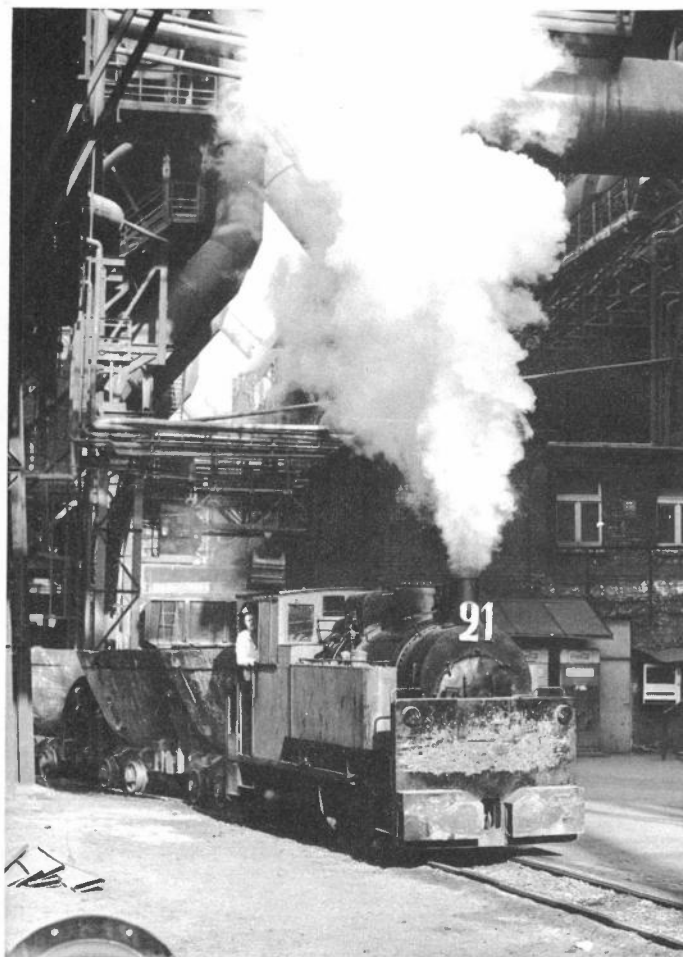
# W. Germany

## "STEELWORKS STEAM"

Brian Rumary

STAHLWERKE ROCHLING —  
BURBACH GmbH, VOLKLINGEN,  
SAAR 785mm gauge

*0-4-0T No. 21 (Krauss 5143 of 1903)  
labouring with a rake of slag ladles  
near the blast furnace complex,  
25/9/72.*



# THE NARROWER GAUGES

FEATURING

"The Ratty"

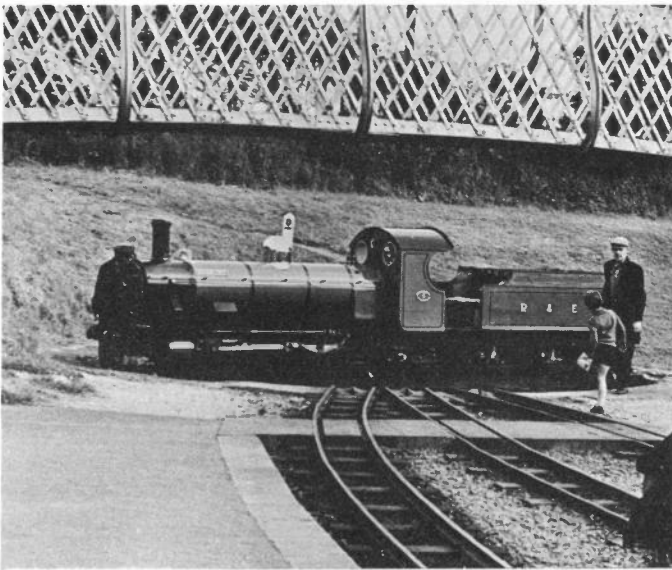
1ft. 3 1/8ins. GAUGE



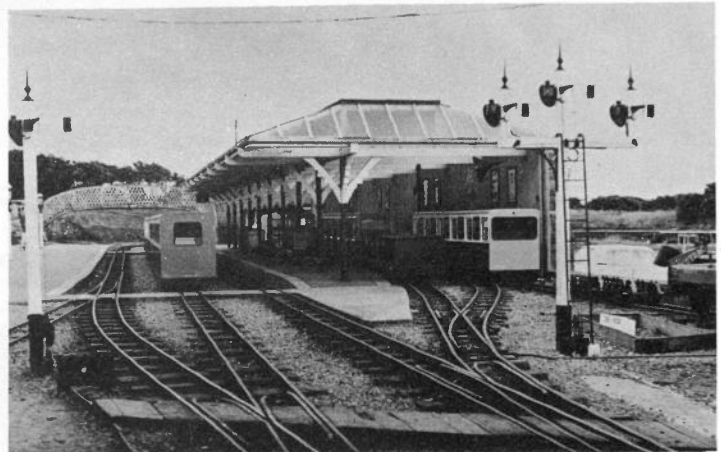
## MINIATURE IN THE WOODS

*A peaceful scene on the Ravenglass & Eskdale Railway. A train passing through the woods between Beckfoot and Dalegarth on a return journey to Ravenglass 9/4/69. Loco : RIVER IRT the 0-8-2, in '1927' guise.*

*(Peter Seivewright)*



*RIVER IRT again, here being turned at Ravenglass 13/6/72. The "Irt" sporting the then new 'Narrow Gauge' modified cab and lengthened chimney (Note the Furness Railway overbridge from Coniston Station.)*  
(A. R. Taylor)



*Ravenglass Station has been transformed during recent years resulting in a well appointed and pleasing layout. The awning over platforms 2 and 3 was acquired from B.R., Millom and was reduced to the appropriate size prior to erection in time for the '72 season.*  
(Pete Nicholson)



*A fine signal box has been brought into commission at Ravenglass, and as well as being functional, has been carefully designed to blend in with its surroundings. An interesting comparison can be made with the building at Tywyn Pendre, (Page 15) built to serve the same purpose on the Talyllyn Railway. . . . .*  
(Pete Nicholson)



# TRAM DEPOT

## MAIDSTONE CORPORATION

(1904 — 1930)

TRAMWAYS

GAUGE : 3ft. 6ins.

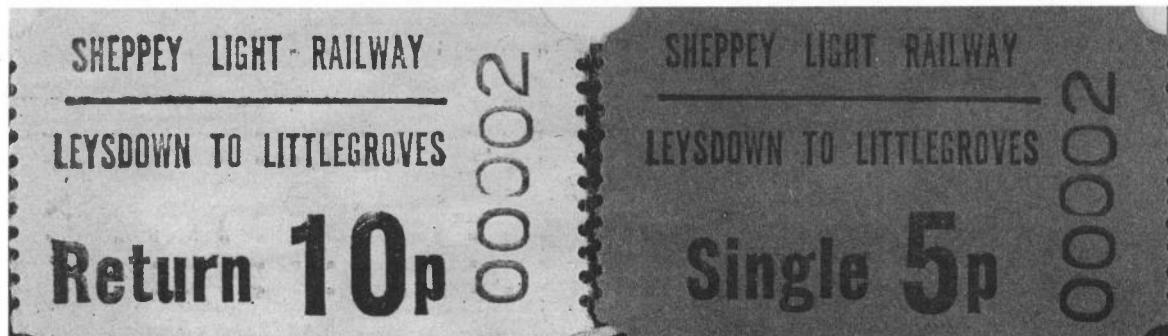


*Head on view of  
Open Top Car No. 17  
in traffic free  
conditions.*

*(Courtesy T.M.S.)*

## COLLECTORS PIECE

ITEMS 33-34 : TICKETS FROM THE NEW "SHEPPEY LIGHT RAILWAY",  
LEYSDOWN, ISLE OF SHEPPEY, KENT. (2ft, gauge) Pete Nicholson



The Sheppey Light Railway is a narrow gauge railway running along an ex-B.R. trackbed but with distinct 'commercial pleasure line' characteristics. It runs for most of its half-mile length on the trackbed of the former Leysdown branch, opened in 1901 and closed in 1950. Amazingly, this survived intact until 1972 when cleared of debris and the 2ft. gauge line laid in time for the 1973 season.

The line starts at a new station at Leysdown 'Sea Front', runs behind the proprietors amusement hall, past the 'Car Park', where there is another station, and then along the original formation to the other terminus at 'Littlegroves'. Motive power is ex-industrial diesels of Motor Rail and Ruston & Hornsby manufacture with appropriate main line diesel embellishments. Passenger stock is open 4-wheelers and these have carried a **very** large number of passengers over the first two full seasons of operation. Paper roll tickets are issued through a machine; the flat fare for adults and children being 5p single (pink) and 10p return (white). (NGN 84/7 & 82/8) (Tickets supplied courtesy of Roy James, Proprietor, Sheppey Light Railway.)

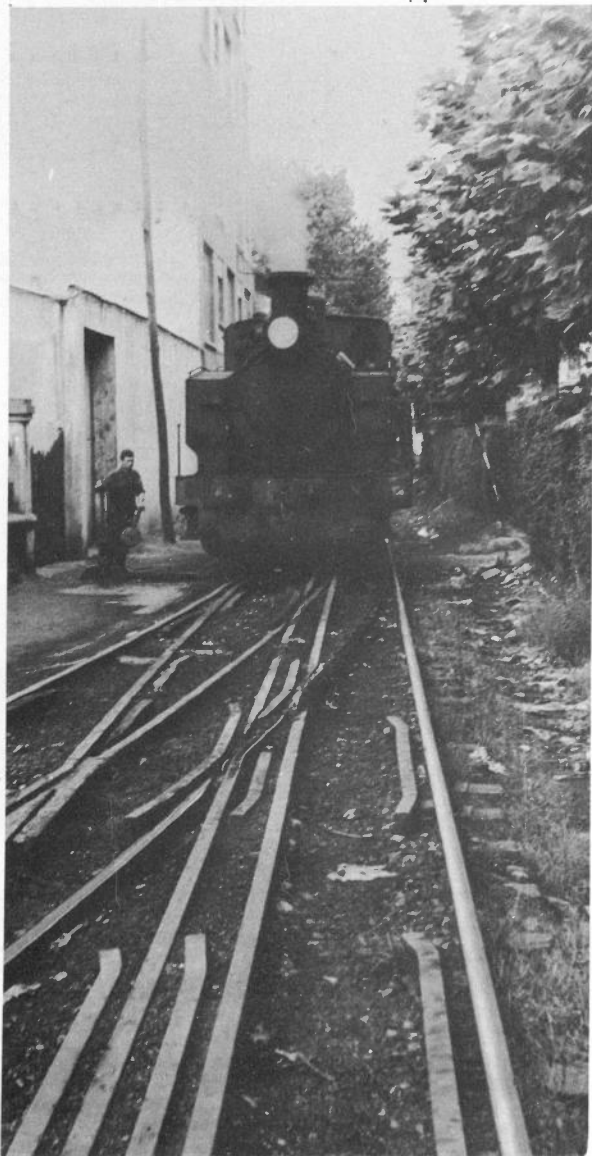
# CORRESPONDENCE JUNCTION

**"An amazing twin locomotive," — from research by ROD WEAVER . . .**

I came across this interesting item in the "Engineering" journal dated 27th December 1878. It was a 'Brown twin locomotive' for an early Portuguese narrow gauge tramway and which seems to have been the predecessor of the Corgo line of the CP. The line was a 900mm gauge tramway between Villa Real (sic) and Villa Regoa (sic), 21 miles long with gradients of 1 in 12½ and curves as sharp as 25 metres. It was laid out in the early 1870's for mule haulage. This sounds to me like a line on the route of the present road between Regua and Vila Real.

Mules proved inadequate, so locomotives were introduced. These were designed and built by the Swiss Locomotive and Machine Works at Winterthur. They were two 0-6-0 well tanks with quadrilateral drive and Brown valve gear, similar in layout to the Corpet locomotives at Ujo (NGI 63/24), having cylinders 220mm x 325mm driving 600mm wheels. The locomotives had Brown's special boiler with a very tall firebox and was worked at 200 psig. They weighed 8½ tons apiece. But the most amazing part of the project was that these locomotives were designed to be the 'bogies' of a 15 ton flat truck, a girder frame with a floor measuring 8.12m x 1.8m being slung between the two locomotives from pivots above their cylinders. The pair therefore worked in unison facing inwards, the special boiler (designed for tramway duties) permitting them to face downhill without any danger of exposing the crownsheet. The weight of a loaded 'train' was just over 35 tons.

I would be interested to learn more about this tramway and of its very unusual motive power. How long did it last? — Long enough to serve Vila Real until the metre gauge line was opened? And what happened to the locomotives when it closed? Having read a description of the line, driven over the road and ridden the metre gauge at over 30mph I am tempted to revise my opinion that the Corgo line is the most frightening way of reaching Vila Real from Regua!



An intriguing picture from PETER LEMMEY

Broad, Metre & 750mm mixed triple gauge pointwork at MIERES N. Spain. Loco is Metre gauge Fabrica de Mieres 2-8-2T No. 8 (Built by Babcock & Wilcox, and originally of the Vasco-Asturiana Railway, NGI. 63/25) September 1970.



*D. TREVOR ROWE confirms that some passengers do go well armed in Yugoslavia! He 'shot' this forestry guard aboard a train on the 600mm Ochrid Line in 1961.*

*& from DOUG CLAYTON . . . . .  
 "... Yet another 'clothed' line !!"  
 (B.R., Vale of Rheidol, old alignment, Aberystwyth)*



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**COLLECTOR** wants traction and steam engine makers plates. W.H.McAlpine, 40, Bernard Street, London, W.C.1.

**WANTED :** Information and/or photographs, buy or borrow, of Kerr Stuart locomotives "Hampton", "Kempton", "Sunbury", built in 1915 for Metropolitan Water Board Railway at Hampton and information on railway itself. — Alan Foote, 2, Courtlands Avenue, Hampton, Middlesex. TW12 3NT

**COLLECTOR** seeks N.G.R.S. Handbook No. 2 (1959), *Parish's Loam Quarries, Erith*. — Hickson, 19, Bladindon Drive, Bexley, Kent

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**WANTED:** Liliput Waldenburgerbahn 0-6-0 Loco No. 706, 009

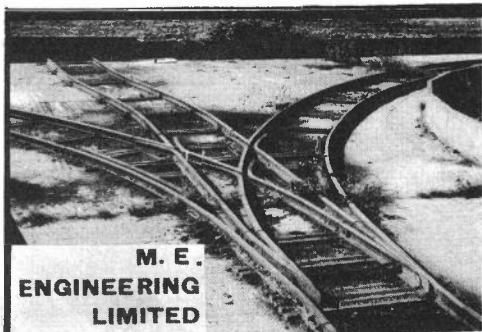
**FOR SALE:** Bing 00 LNWR style 2-4-0 tender loco in LMS red with two coaches and circle of track, circa 1925, collectors items. £30. — Hill, Byfield, Wrefords Lane, Exeter.

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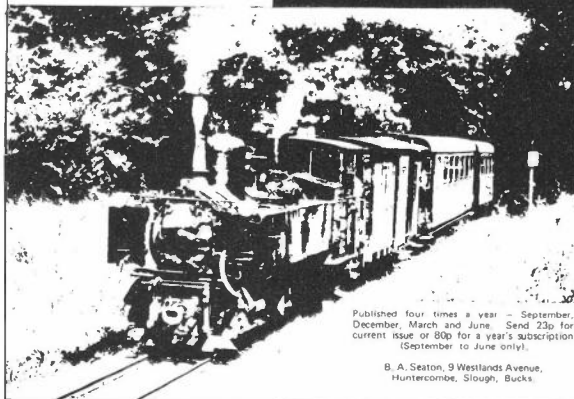
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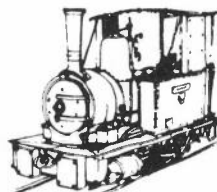
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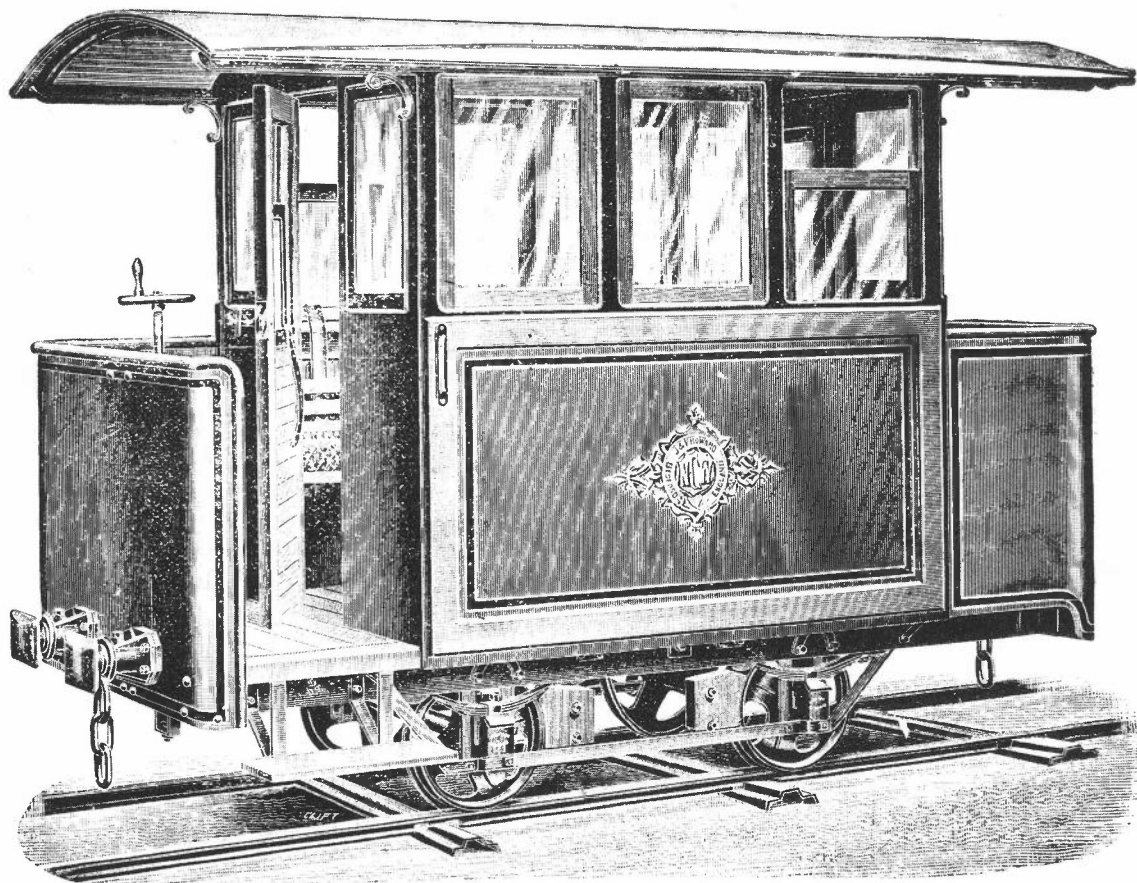
# DUSTY CATALOGUES

JAMES & FREDERICK HOWARD  
BRITANNIA IRON WORKS, BEDFORD.

Catalogue of Portable Railway & Rolling Stock, c1890.

*(Courtesy of Iain Richardson)*

## PASSENGER CARRIAGE.



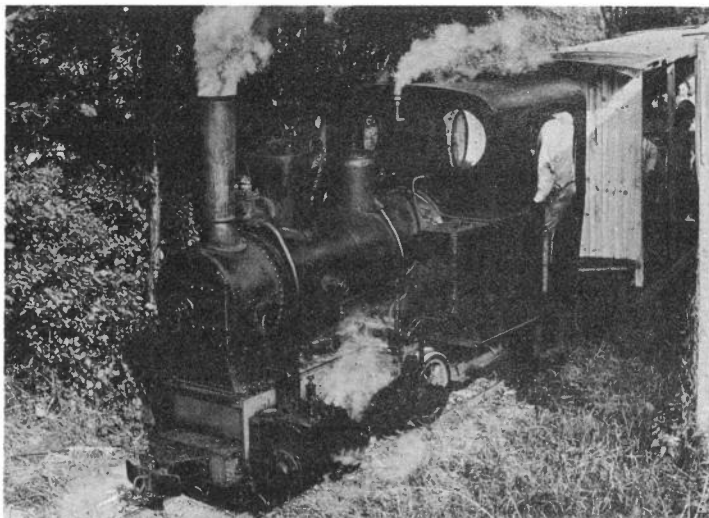
Railway Carriages for narrow gauge railways are built in various styles according to the climate and the conditions under which they are to be used.

The above illustration represents one of many types of passenger carriages constructed by J. & F. HOWARD, for use on narrow gauge railways.

The prices vary according to the sizes and the style in which they are fitted.

# 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'.



*C. F. Froissy-Cappy-Dompiere, August 1972 0-4-0WT Neumeyer 19 of 1922. (NGN. 76/14)*

*(Alan Bowler)*

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

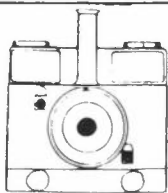
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# N. G. R. S. Grand Annual Photographic Competition

Competition Organiser :

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

Congratulations to the winners of the 1973/74 Competition, and thank you all the Members who sent in entries. 110 black & white photos were judged by those Members who attended the Leicester AGM on 18th May 1974. Due to a disappointing response, the colour slide sections were regretfully withdrawn from the Competition. The winning black & white entries are featured in the NARROW GAUGE PICTORIAL of this issue of N.G.I. (pages 2-7).

The first prize in Category A (Steam) was donated by the Cork "Holly Bough" Journal and awarded to Peter Shoesmith of Birmingham, who was presented with a 20in x 16in fully framed and glazed print of a previously unpublished view of the Tralee & Dingle Light Railway, which we now feature on the front cover of this issue. We gratefully acknowledge Mr. Walter McGrath of the "Cork Examiner" newspaper for arranging this most generous donation.

Vouchers for Society Sales Items were awarded to the other first and second prize winners. We also record thanks to the London & Southern Area for their donation towards these prizes.

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## "KNOW YOUR KNARROW GAUGE"

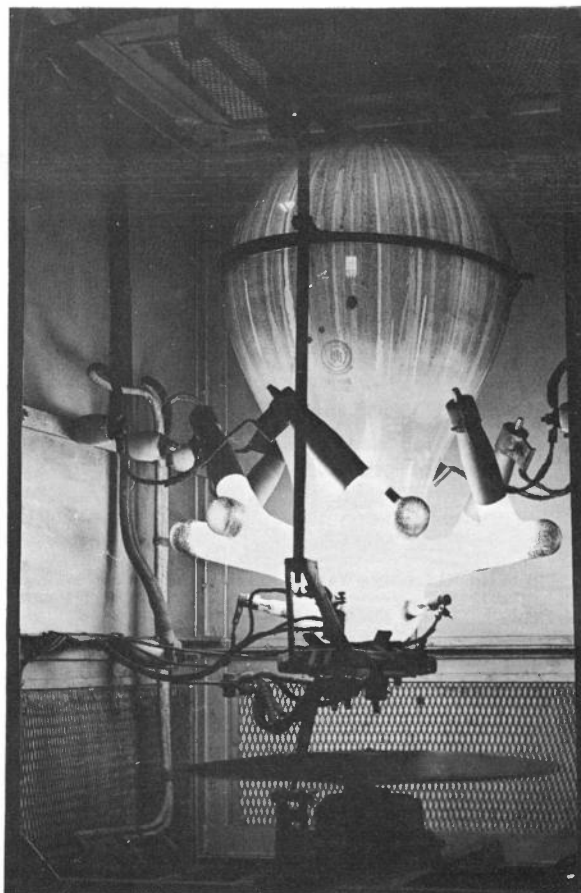
"K.Y.K.G." N.G.I. 67 —  
The Answer :

Lynton & Barnstaple Railway semaphore signal (still  
standing in Devon to this day !)

"K.Y.K.G." N.G.I. 68 —

Well, what do you make of this?!!

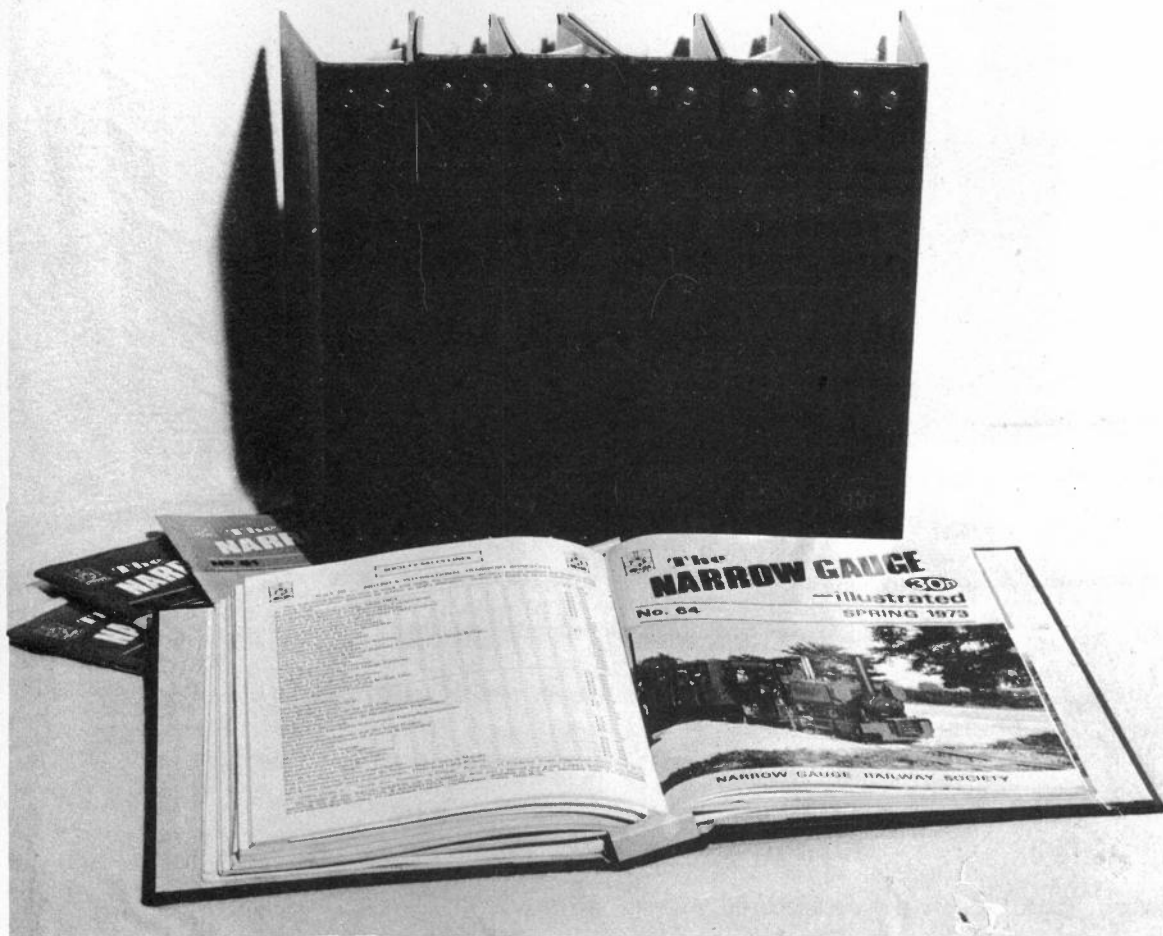
(Answer next time)





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# FOR ALL LIGHT RAILWAY EQUIPMENT

FOR BUSINESS

FOR PLEASURE



*\* Our prototype "Trixie" in steam, 12/9/74*

**Locomotives** ..... \* New 0-4-0 steam locomotives (as illustrated above) weight 3½ tons, 6ins x 9ins cylinders, suitable for running on 20lbs/yd rail with 50ft radius curves; optional saddle, side tanks, or tender, 60cm or 2ft gauge.  
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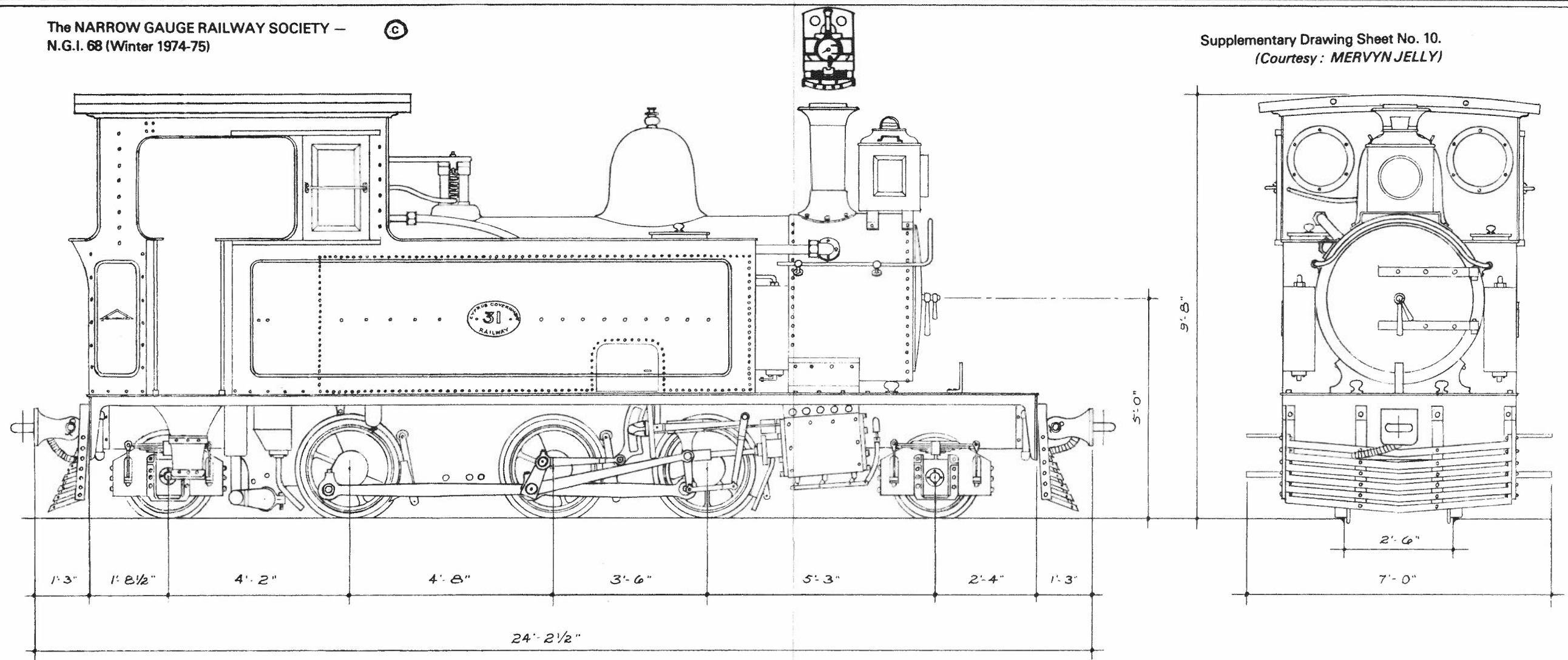
BAMPTON,

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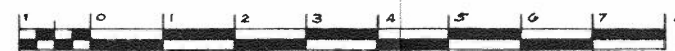
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S.T.D. 099-385

Evenings before 8.00 p.m. please.



# CYPRUS GOVERNMENT RAILWAY



SCALE FEET.

WORKING PRESSURE	175 LBS.
CYLINDERS	10" DIA. X 15" STROKE
BOGIE WHEELS	1'-10 1/2" DIA.
DRIVING WHEELS	2'-3 1/2" DIA.
FIREBOX	47 SQ. FT.
GRATE AREA	6.06 SQ. FT.
FUEL CAPACITY	36 CU. FT.
WATER CAPACITY	450 GALLS.
WEIGHT IN WORKING ORDER	20T. 2 1/2 CWT.