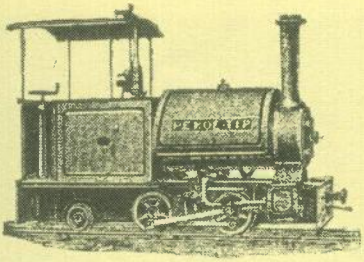
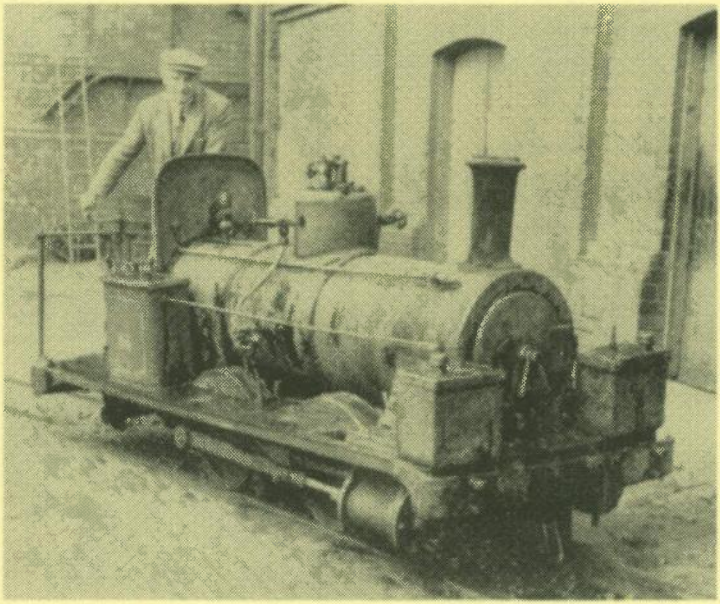


THE NARROW GAUGE



THE NARROW GAUGE RAILWAY SOCIETY

No. 25 Winter 1959

THE NARROW GAUGE

(Official Magazine of the Narrow Gauge Railway Society)

Editor : W.J.K.Davies, Merton Court, Sidcup, Kent.

No. 25 Winter 1959

CONTENTS

We are very grateful to all those who have helped to produce this magazine, especially to J.I.C.Boyd, Ruston & Hornsby, Cleaver Hume Press and Aberystwyth Council for the loan of blocks.

Cover Picture :- Kerr Stuart 0-4-0WT No. 720 at Dundee Gas Works. This loco has been presented *(sic)* by Mr. Fraser, a new member of this Society.

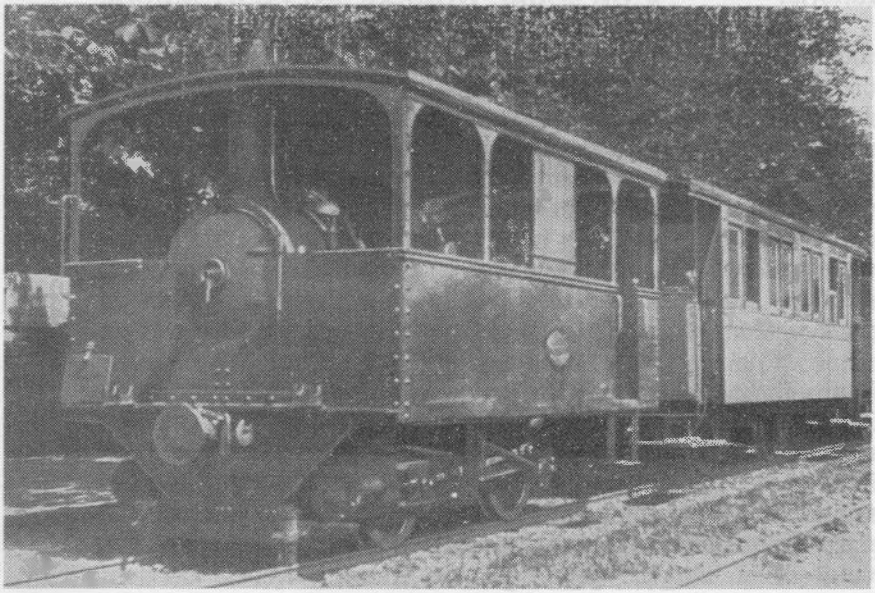
Block courtesy "Arbroath Guide".

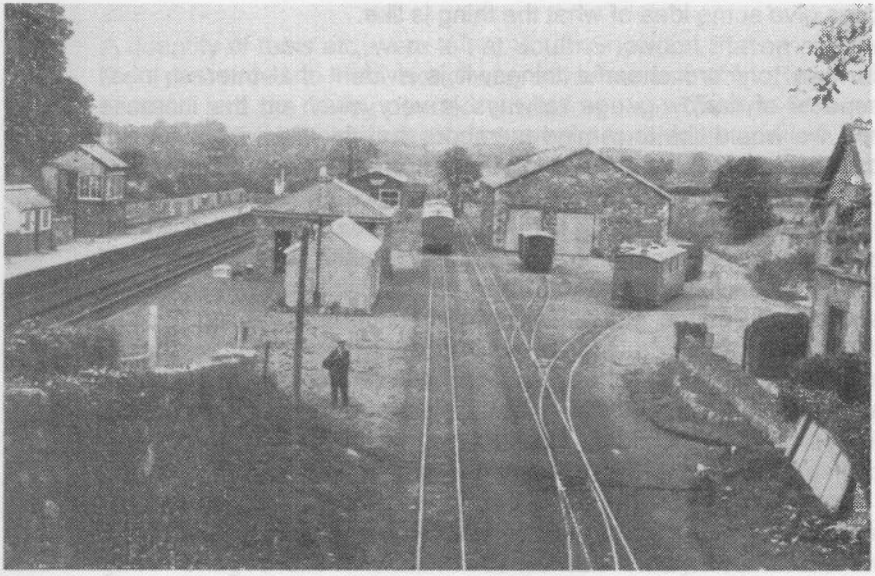
Opposite (top) :- Chiemseebahn train at Stock-Prien terminus.

Block courtesy Cleaver Hume Press.

(bottom) :- W.H.R. scene at Dinas Junction.

Block and photo courtesy J.I.C.Boyd.





Editorial

You will by now have heard that financial circumstances have forced us to restrict the size of this issue. It would have been sixteen pages in any case to compensate for the rather large summer issue, so we have had to cut out the photographic insert page. This has raised problems of illustration, especially as moans continue to come in regarding the poor quality of electro-stencil photos. This issue has therefore been illustrated for the most part with line drawings and sketches (*Compilers Note :- these for the most part have had to be omitted for reasons of quality).* Members opinions on this move will be welcomed.

Alas! The supply of articles is not by any means good, either. One or two foreign ones are now coming in but no specialist articles (e.g. on a particular type of rolling-stock) or articles on British lines. This makes it difficult to provide balanced reading and gets the Editor all frustrated - mainly because he has to go out and write up something himself, which is too much like hard work !

So please send us some articles and, even more, let them be illustrated with layouts, drawings or photos. Even if we cannot get a block made, a perspective sketch can be taken off a photo and it does give some idea of what the thing is like.

To turn to more cheerful things, it is evident that interest in all aspects of narrow-gauge railways is very much on the increase and we would like to remind members that this Society is still the only one dealing with the whole field. As such, we believe that it can perform a vital task in recording and publishing data, keeping up interest and assisting in preservation work, provided that it presses forward when the opportunity occurs and shows itself fitted for the job. Otherwise new, small, Societies will spring up and narrow gauge enthusiasm [will] be hopelessly split. We feel that one strong Society is far better in every way and hope that all members will support us, both with help and with criticism where required.

JOURNEYS ON THE NARROW GAUGE NO. 4 : The Welsh Highland Railway

A.E.Rimmer

I had intended 'doing' the Welsh Highland in 1937 but when I arrived at Dinas Junction, the northern terminus of the line, I found that the last train had run just over a month earlier. The rails were still a bluish-yellow, as little rain had fallen.

It was exactly four years later, In August 1941, that I was able to travel over the line on Cohen's demolition train. The train consisted of a petrol tractor, a bogie flat wagon, and two four-wheeled wagons. We left Dinas at about 11 a.m. and proceeded slowly through a maze of overhanging bushes to Tryfan Junction. After a brief examination of the station buildings we continued to Waenfawr. The track was in good conditions but overgrown, though by no means impassable. We had to dig out all level crossings and several Home Guard barricades had to be demolished en-route to enable us to proceed. We eventually reached Quellyn Lake Station and then climbed up to South Snowdon. The scenery so far had been rather flat but now opened up to provide views of Snowdon and the surrounding mountains.

A quantity of tools etc. were left at South Snowdon Station and we then proceeded to Pitts Head where the summit of the line was crossed and the valley opened out before us. The line followed the side of the hills and completed several formidable and tortuous curves in the long descent of three miles at 1 in 40 to Beddgelert. After a short wait here for inspection, we carried on through a short tunnel under the grounds of the Royal Great Hotel and over the Glaslyn on the Brynyfelin bridge into the Aberglaslyn Pass. The scenery here was unsurpassed, with the river rushing along below and, on the other side, the sheer rock wall.

The line ran along this shelf climbing steadily through a series of short tunnels to the Aberglaslyn Tunnel of 300 yards, to emerge at Aberglaslyn Halt. The line now dropped, again at 1 in 40, through cuttings and embankments and round several sharp curves to reach the floor of the valley after crossing over the Aberglaslyn - Llanfrothen road. Two tributaries of the Glaslyn were crossed on girder bridges and we then crossed the Glaslyn itself at Pont Croesor on a combined road-rail bridge on which stood a water

tank. Eventually, Portmadoc New (1933) station was reached, the journey having taken over six hours!

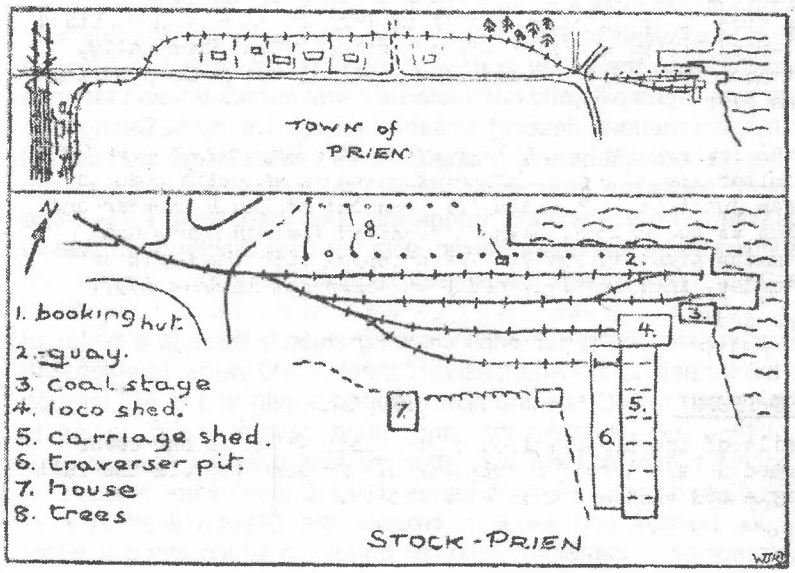
A few months later, I traversed the Bryngwyn branch on a similar train and the branch was then dismantled down to Tryfan Junction. The main line was cut at South Snowdon and worked as two halves, being dismantled towards Dinas and Portmadoc simultaneously. The crossing with the GWR, incidentally, had been taken out in late 1937.

STOP PRESS! : Dundee Gas Works Loco.

Details of the preservation of the loco shown on our front cover reached us too late for this issue. We hope to tell the full story - and what a story! - next time.

Bahnsteig 3 for the Chiemsee-bahn

The Editor



Bryan Morgan, in his book "The End of the Line", made such an intriguing reference to this little Bavarian line that the Editor, when staying in Austria this summer, decided to make the long pilgrimage to Prien on the Munich - Salzburg main line just to see of it really did live up to its reputation.....and it did.

As we pulled into Prien after a slow and infuriating journey on a typical German Personenzug, the only evidence of the line's existence was a large notice proclaiming 'Chiemseebahn. Bahnsteig 3'.....and Bahnsteig 3, when we reached it via a long subway, was rather reminiscent of the old Welsh greeting "Platform 14 for Corris". It is actually the Chiemseebahn's own private station, walled off from the main line and consisting simply of a long loop in a field, an interchange siding, a neat, cream-stuccoed office building and an elegant looking stucco toilet hut from whose water supply the locomotive replenishes its tanks.

And there, simmering gently, was the old Krauss tram engine, pride and joy of the line - as indeed it has to be since it is the only engine the Company owns! Here one must admit that there is really some doubt as to the line's true status, for the engine is a true tramway 'dummy' - but then they have removed the motion covers; and the coaches, open or closed, look like a cross between railway and tramway practice. The Company however, firmly insists that it is a railway, and Bryan Morgan was rather unkind when he said it kept at least ten yards from the road.....it must be all of fifty yards away in most places. Anyway, what does it matter. Tram or train, it was equally delightful as it started away with a sharp jerk and clanking of couplings, to turn through ninety degrees and then almost immediately swing back again to cross the road in a sweeping reverse curve, to the accompaniment of piercing shrieks on the whistle and a clanging bell for good measure.

Having made this effort it steadied down parallel to the road, to amble through the outskirts of Prien, shrieking and clanging wildly if it crossed so much as a cart track. The scenery was quite varied, with houses, fields, and a wood to pass before, with a final crescendo of noise, the train nosed across a road junction to enter its terminus at Stock-Prien, almost exactly eight minutes and rather over a mile from the main line.

The Company seems to have a split personality, for while its offices are in Prien, its operating H.Q., if such it can be called, is here. The train ran right onto a tree-shaded quayside and stopped by a small wooden booking-office. Looking out of the coach on the landward side, we could see what at first glance looked like a small church attached to a long, open-fronted hay barn cluttered up with old sacks and bits of metal junk. This turned out to be the ornate wooden locomotive shed, with its towering smoke vent, and the line's carriage shed, a six-road affair reached by a traverser. (Since the Company owns eight coaches, two of them presumably have to sit outside under the trees all winter!).

These were fronted by close-cropped grass, giving the appearance of a lawn through which the siding tracks pass, the actual 'platform' being surfaced with gravel. The main line ran on for a few yards to finish on a little jetty near a coal stage, presumably containing the fuel supplies for the Company's ships; for the railway also owns the lake steamer services which run to the majestic Herreninsel, its less well-known neighbour the Fraueninsel (so called because one island once held a monastery while the other supported a convent), and a rather featureless sounding place called Stadt.

This was where we got our biggest surprise of the day for, riding at the quay in place of the expected diesel boat, was a really elegant paddle-steamer, the "*Ludwig Fessler*", typifying the Edwardian atmosphere of the whole concern - though a s a matter of fact she was built as late as 1926 by Maffei (Steamer No. 44). The line also owns a much older boat the "*Leopoldt*", venerable enough to boast a backward-raked stem, but it was on the "*Ludwig Fessler*" that we eventually sailed to the Herreninsel to visit Herrenchiemsee, the fabulous 'dream castle' built by Ludwig II of Bavaria in the late 19th Century.

But that, magnificent though it is, has no place in this recital, except that it had attracyed such a crowd that we had to rush onto the train on our return in order to secure our seats in the railway's sole first-class compartment - all fading red plush and gilt mirrors. And so back to Prien with all eight coaches, packed to the doors and making the old Krauss really raise the echoes with its barking.

So much for a general impression of the line. For the factually-minded, the following details may be of interest :

Gauge : metre

Position : runs from Prien on the main line between Rosenheim and Salzburg. Easily accessible from both Salzburg and Munich areas, and from Tyrolean towns between Innsbruck and Kitzbuhel (approx.)

Locomotive : 0-4-0T tramway-type locomotive built by Krauss of Munich, No. 1813 of 1887. Rebuilt by Arn. Jung in 1958 and carries a small oval plate to this effect on the bunker. Runs chimney-first to Prien.

Livery : Bright green with black underframe and boiler/smokebox assembly.

Coaches ; eight in all, all being four-wheelers. No's 2-7 are 32-seaters with transverse wooden-slatted seats. No. 1 has 22 seats. All have end balconies but no fall-plates. No's 5 and 6 appear to have stood in the open last winter and have a very blackish, weathered appearance. The rest are green with yellow class numerals on each side and the coach number and railway title on the waist strip. The opens are fitted with blinds for wet-weather use. No. 1 is a brake-compo - 2-G-1; No's 2 and 3 are closed seconds; No's 4-8 are open seconds. All stock is fitted with centre buffers and couplings.

Wagons : no details available.

ANDREW BARCLAY 0-4-0ST 1679/20 "*Wouldham*"

Courtesy Andrew Barclay Ltd.

Thanks to the kindness of Messrs Andrew Barclay Ltd, we now have full details of the loco at A.P.C.M. Sittingbourne (see last issue). A drawing is in preparation and will be available at a later date. Meanwhile here is the gen. It actually relates to three, almost identical, engines, 1677/9 and 1716, all built in 1920. They are typical Andrew Barclay 0-4-0ST's with inside frames and valve gear and outside cylinders.

A full-length saddletank extends over the smokebox and the dome, sporting two Ramsbottom safety-valves, is just in front of the open-backed cab. Coal is carried in small bunkers on either side of the cab, the fittings of which include a lever reverser, conventional quadrant regulator and a massive screw handbrake outside the cab back sheet on a vertical pillar. Headlamp brackets are fitted for night working. An interesting point is that, while her sisters have sprung buffers, "*Wouldham*" has always been fitted with dumb wooden ones at both ends. All three have hook and link couplings.

There is some confusion about gauges, as AB records give 1677 and 1716 as 4'3½" and 1679 as 4'3", in direct contradiction to B.L.C. gen (which in turn is supported by Aveling & Porter records). Exactly what the true picture is, is not yet clear. Since all locos were fitted with 5"-wide tyres, half an inch difference in gauge (which was probably rather shaky anyway!) is not likely to worry "*Wouldham*" at all.

Dimensional details :-

Gauge.....4' 3"
Length over buffer beam..... 16' 9½ "
Width.....7' 2"
Height to cab roof.....9' 7¾ "
Height to chimney top.....9' 8½"
Height to c/l of drawbar.....2' 6"
Wheelbase.....5' 0"

Wheel diameter.....2' 6"

Cylinders..... 10" dia. x 18" stroke
Working pressure..... 180 p.s.i.
Tank capacity..... 350 gallons
Heating surface...tubes.....260 sq.ft.
firebox.....33 sq.ft.
Firegrate area..... 5 ¾ sq.ft.

PROPOSED LOCOMOTIVES FOR THE METROPOLITAN WATER BOARD (Hampton Works)

G.R.Hatherill

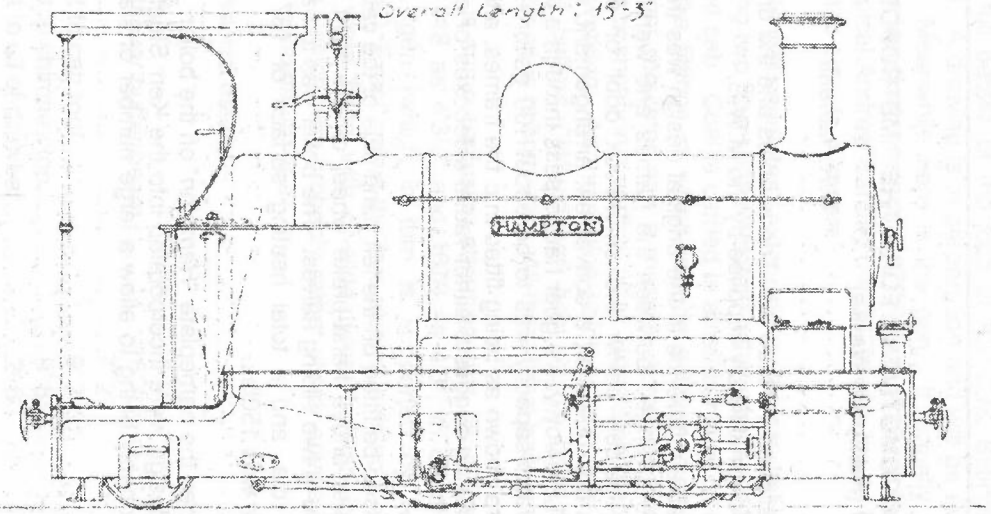
This line was described in Issue 23. These notes and the drawing are based on an original kindly supplied by the M.W.B.

The most noticeable difference in the original design was that the water tanks were arranged between the frames and were to be filled by a filler placed below the smokebox door or on the footplate. It was not, however, a convenient arrangement, as the reversing shaft of the Joy valve gear had to pass through a tube in the tank. The water capacity was to be about 100 gallons. The trailing wheels are shown as being fitted into the frames, although a note on the drawing suggests either radial axleboxes or a pony truck.

A fuel bunker was to be fitted on the left hand side of the cab, with the reversing lever and a hand-brake wheel on the right. The firedoor was to be in two sliding halves. The boiler was to have 63 tubes of 1 3/8" dia. and a total heating surface of 187 sq.ft. Working pressure was 150lbs.

The drawing carries the nameplate *"Hampton"* on the boiler. Many features of this design were incorporated into the Kerr Stuart one, the variations probably being to allow a large number of standard parts to be used.

Cylinders : 8½" dia. 12" stroke
Coupled wheels: 2'-0" dia.
— — wheelbase: 4'-0"
Total — — — — : 8'-0¾"
Overall Length : 15'-3"



METROPOLITAN WATER BOARD PROPOSED 2'-0" GAUGE 0-4-2 WELL-TANK LOCOMOTIVE

THE NARROW GAUGE RLY. SOCY.
DRG. Nº NG 2'-0/L 2
Date: 4-Mar-1959 Drn: A.L.Thomas

12" 0 1 2 3 4 5 Scale of Feet 10

Passing of the Kapfenberg- Au-Seewiesen Branch

Othmar Bamer

We are very sad to report that another Austrian narrow-gauge railway has closed its doors to passengers. This is the 760mm-gauge line from Kapfenberg, on the main line from Vienna to Graz, to the little town of Au-Sieewiesen, some 22.7km. away.

It was built in 1893, and as with many other such lines, was intended for much bigger things, the idea being to extend to Gusswerk for a connection with the Mariazellerbahn to St. Polten. (This line, also of 760mm gauge, was owned at the time by the Niederbsterreiche Landesbahn, while the Kapfenberg line has been owned for most of its life by the Styrian District Railways - Stmk. Landesbahn). Unfortunately, as so often happens, finance was not forthcoming, and the section from Turnau to Wegsheid and Gusswerk was never built. This in turn led to the eventual failure of the railway since there are no towns of any importance along its course, the nearest being Aflonz, some 3km. away and 390ft. higher!

The inevitable happened on March 16th 1959, when passenger services were replaced by an augmented bus service. The last scheduled train was KS56, the 17.55 departure from Kapfenberg, but so many enthusiasts decsended on the line that the 12.00 (KS53) became almost an official 'farewell' train. It was double-headed by 0-6-0T U6 and 0-6-2T U44 and comprised all five passenger coaches plus five wagons fitted with seats for the occasion.

Freight trains continue to run at present and the Iron Works at Hansenhutte, Margaretenhutte and Taorl will guarantee its existence for a time - in fact two ex-SKGLB locos, 0-6-2T No. 11 and diesel No. 40 (now Stmk.Lb.Vlo1) have been sent to Kapfenberg to help with the traffic. All passenger coaches and some goods wagons are now in use on the Unzmarkt - Mauterndorf line of the Styrian Company.

The locomotive stock of the line prior to closure was :-

6 0-6-0T built in 1893 specially for this line
12 0-6-2T " " 1896 " " " "
U44 0-6-2T built c.1922 for Murtalbahn
11.805 0-6-0T built c1944 ex-Heeresfeldbahn

Standard Items of Industrial Narrow-Gauge Equipment
No.2 : Ruston & Hornsby Air-cooled Diesel Loco.
Courtesy Ruston & Hornsby Ltd.

Ruston & Hornsby, a firm well known for their diesel locomotives which are in use all over the world, have now produced a locomotive that breaks new ground in the industrial field. This locomotive, known as Class LB and available in two models, LBT for surface haulage and LBU for underground work, replaces the former LA and LB series and is powered by a 31.5bhp air-cooled diesel engine in place of the former water-cooled type. This engine is the product of much research, and Rustons claim that it has several advantages, including simplified maintenance and a greater flexibility, this last being due to the wide speed range (600-1800 rpm). It is said to show particular advantage when tackling gradients,.

The actual underframe is very similar to that of previous models, being of welded steel construction and carrying the familiar multi-slot type of buffer beam, though automatic couplers can be fitted if required. The final drive from the gearbox to both axles is by a short roller chain. Wheels are solid steel and tyred wheels can be supplied if required. As with previous Ruston locos, a cab is not fitted as standard but can be supplied as an extra. All controls are conveniently placed for easy operation.

The best way to describe the locomotive is probably to quote from the firm's brochure (This should be taken in conjunction with the accompanying drawing and photograph).

This new class of locomotive "...is suitable for gauges from 1'6" to 3'6" and is available in two weights, 3 ½ tons and 4 ½ tons, with 2 or 3 speeds in either direction. The choice of ratios for both the 2 and 3-speed machines enable the maximum utilisation of power to meet most haulage conditions and speeds.

With the 4 ½ -ton locomotive the tractive effort in bottom gear is 560lb/ton and the adhesive weight is 2520lbs, the stall tractive effort being considerably greater. The following examples give an indication of the locomotive's performance - with plain bearing wagons, 50 tons can be hauled against 1 in 200 or 21 tons against 1 in 20 at 5.8 mph.

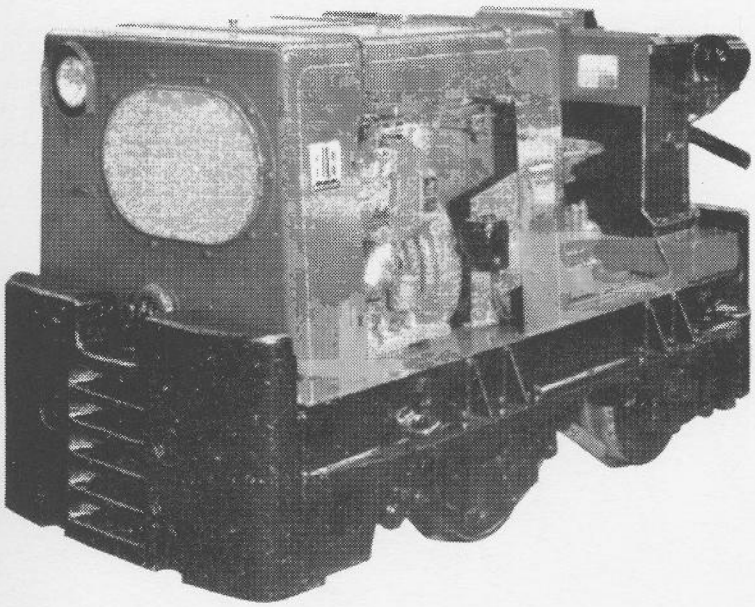
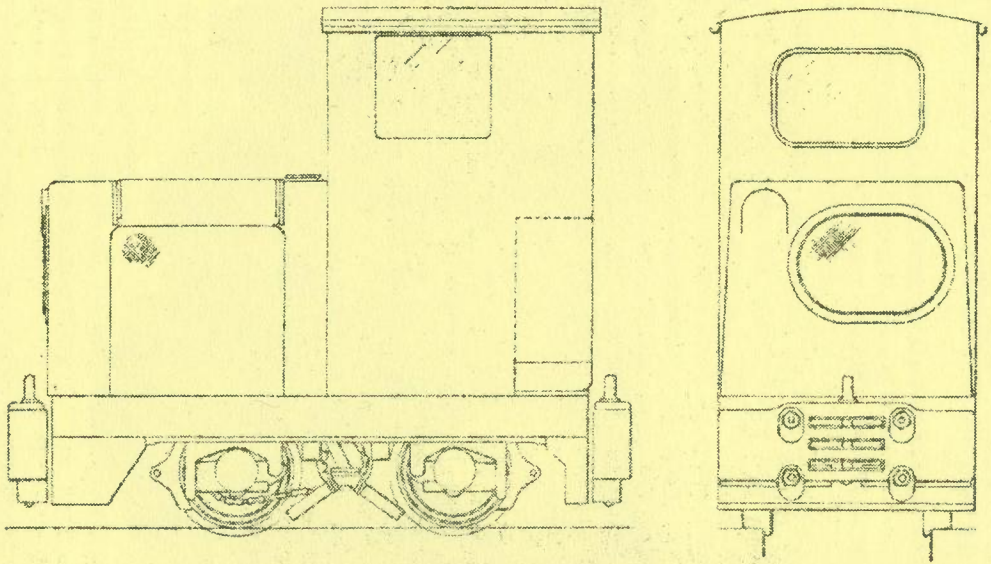


Illustration courtesy Ruston & Hornsby Ltd.



DRG Nº NG 2-0/L 25

RUSTON & HORNSBY OIL ENGINED SURFACE LOCOMOTIVE