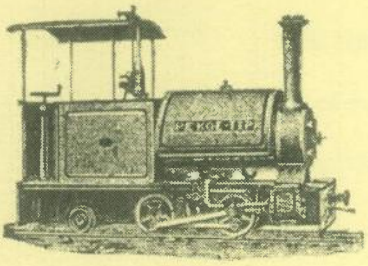

THE NARROW GAUGE

THE NARROW GAUGE RAILWAY SOCIETY

No. 29 SUMMER 1961

THE NARROW GAUGE

(Official Magazine of the Narrow Gauge Railway Society)

Editor : W.J.K.Davies, 126 Hughenden Road, St. Albans, Herts.

No. 29 Summer 1961

CONTENTS

(*)*Compilers Note : incorrectly printed as 'No.6' in original*

We are very grateful to all those who have helped to produce this magazine, especially to the Railway Observer and the Railway Magazine for the loan of blocks; and also to the owners or copyright holders of the photographs used.

Cover photo : Talyllyn Railway No. 3 *"Sir Haydn"*. After being out of service for over two years, this locomotive is undergoing overhaul and should be in use again in the near future.
(Photo and block : Talyllyn Railway Co.)

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Editorial

Interest in light and narrow-gauge railways appears to be still increasing rapidly. Hardly a month goes by without a locomotive being preserved or some project for a new light railway being put forward. At first sight, this is all very gratifying, but should we perhaps take a closer look at all these activities - and even try to achieve some kind of co-ordination between them?

Enthusiasm, and for that matter cash, cannot be inexhaustible. It may seem a good idea to preserve a locomotive but, even if it is under cover, it requires constant attention including a repaint every two or three years if deterioration is to be kept at bay; while if it is "stored" in the open the task is even harder.....and, as members of this Society well know, it is quite surprising how enthusiasm drops away once the novelty has worn off and the hard work of maintenance seems likely to go on for ever and ever.

But at least locomotives preserved by reputable organisations usually have good homes arranged for them before negotiations for their preservation are concluded. A locomotive preserved in a hurry and without sufficient thought may well become a liability and not an asset to its owner - one needs to look no further than our own "*Peter*". Once the original intention of running it had fallen through, the thing became a real nuisance. No museum wanted a standard, and relatively uninteresting, Bagnall 0-4-0ST, and the Society had to keep paying out money for storage charges and even moving the locomotive from one place to another for nearly eight years before a home was finally found.

And what happens if an individual preserves an historic item of equipment - perhaps the last of its kind - and then loses interest or is forced by circumstances to give up his interest? Should there be, perhaps, some form of co-ordination by which, in such a case, others would have the option of seeing it properly preserved instead of just being left to rot - or worse still, being scrapped?

Then too, is the money which is being raised by enthusiasts being used to the best effect? After all, these appeals affect many people outside their originating Society or group. Take for example the Railway Enthusiasts Club's appeal for £120 to purchase a Barclay tank loco from Glasgow and transport it all the way to Farnborough, Hants. We do not in any way want to belittle the energy and initiative of the club but, granted that the locomotive is worth preserving, would it not be better to preserve it in its native land, thus cutting down considerably on the transport costs, and, if the club wants a mascot to decorate the club lawn, find a locomotive nearer home? Surely some central register of locomotives worth preserving - and available for preservation - might cut out a lot of unnecessary movement.

Leaving individual locomotives aside for a moment, would it not be an advantage too, for some responsible body - possibly a committee drawn from the established societies - to keep an eye on the profusion of proposed preservation schemes, and advise enthusiasts on whether they are likely to prosper or not? It sounds nice to preserve a section of one's favourite derelict railway but, once again, what may happen when the novelty has worn off and maintenance costs and staffing problems begin to rise? And then there is always the safety angle - one major accident caused by inefficient equipment in the hands of inexperienced crews could do the whole hobby a lot of harm.

Again, is the available enthusiasm and money being spread too thinly? It would be a great pity if the existing preservation societies suffered because of a lot of short-lived schemes which drew away capital and labour, only to fail.

If we have painted a depressing picture and you don't think it's true, well.....we are not going to apologise. The problems are very real and we feel they should be faced.

Lastly, coming back for a while to domestic matters, I would like to thank those who have sent in articles. We still need more, however - why not have a go?

JOURNEYS ON THE NARROW GAUGE No. 7 :-

The Talyllyn Railway

A.E.Rimmer

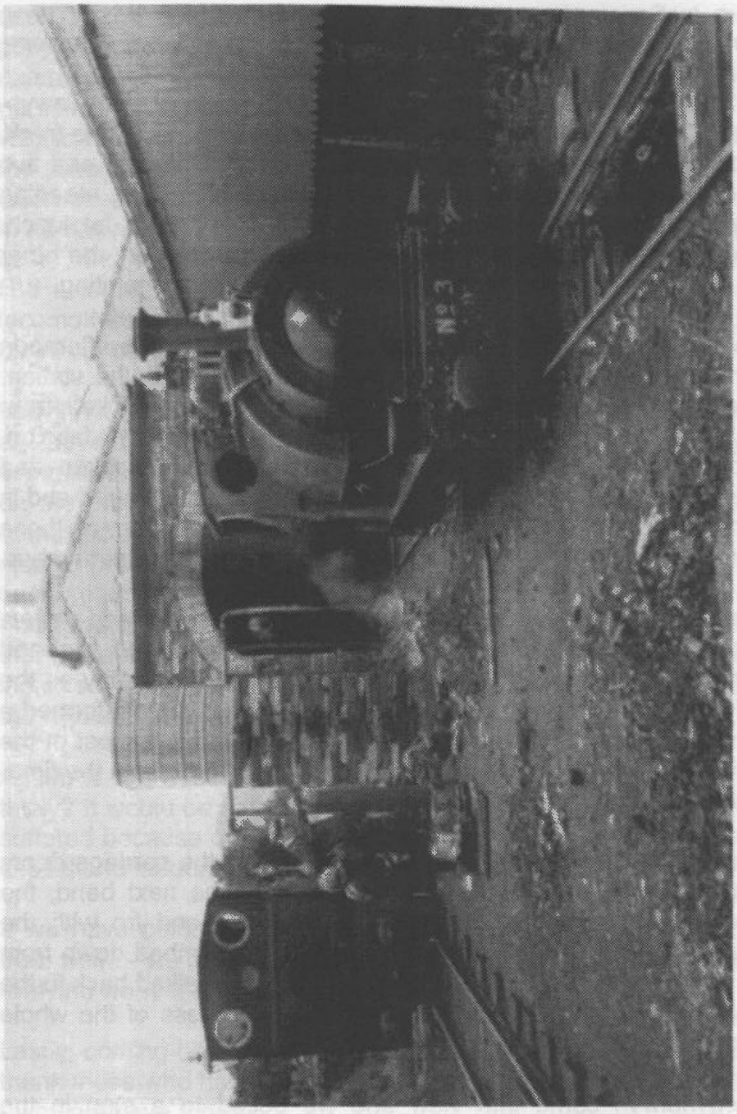
My first visit to the Talyllyn was in June 1939. On arrival at Towyn, I found the Wharf Station deserted and, after walking up the track, discovered the train at Pendre; it consisted of *"Dolgoch"* and two coaches, looking very smart in fresh paint, which were standing quietly on the main line while the crew had vanished for lunch. Inside the shed stood *"Talyllyn"* in a very dirty condition, the other two coaches being at the back of the shed awaiting repainting.

Eventually I found my way back to Wharf and soon the afternoon train appeared under the bridge, being propelled into the station. A handful of passengers joined the train, booking their tickets from the brake van, and we were soon away, in a very leisurely fashion. I soon found the reason for this, as the coaches rocked and swayed over the track, which was completely grass-covered and in places almost invisible. It really was quite an experience, as those who travelled over the line in the early Society days will remember.

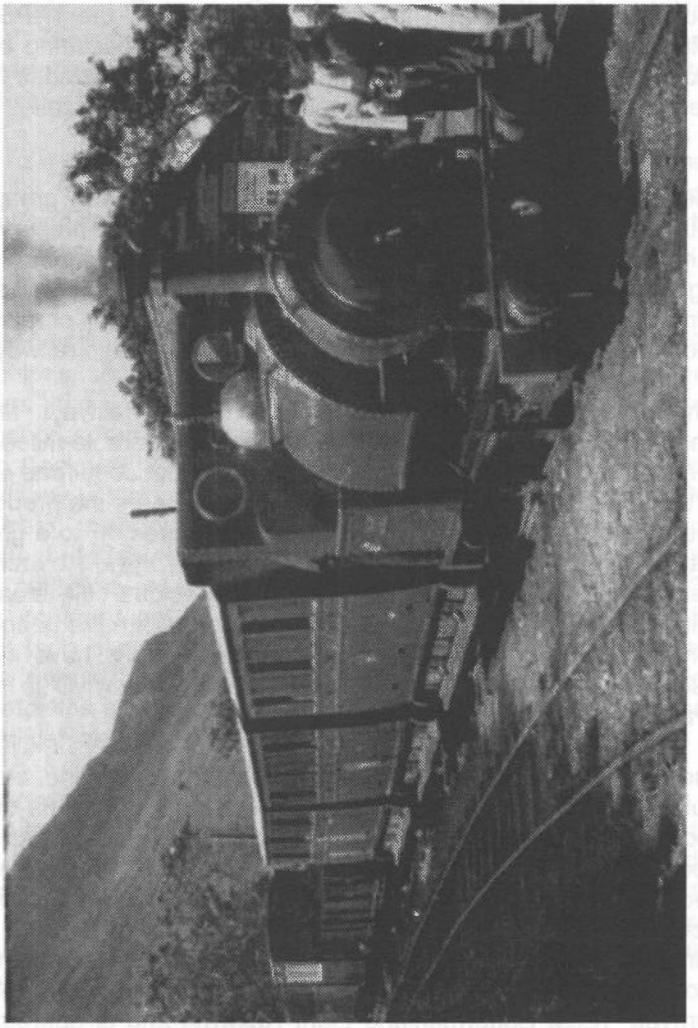
After a brief halt at Pendre, where two passengers joined us, we proceeded slowly up the valley, pausing at Rhydyroned *(sic)* and Brynglas. It was impossible to see very much of the valley as the hedges had become so overgrown, and in places almost formed a tunnel through which we proceeded to Dolgoch. Here most of the passengers alighted, and water was of course taken from the time-honoured trough.

When the train started again, I saw that one of the carriage doors was not properly fastened and, on rounding the next bend, the door swung open, and continued to swing to and fro with the swaying of the coach. Eventually the fireman climbed down from the footplate, closed the door, and half-ran, half-walked back to the engine which had continued on her way regardless of the whole incident.

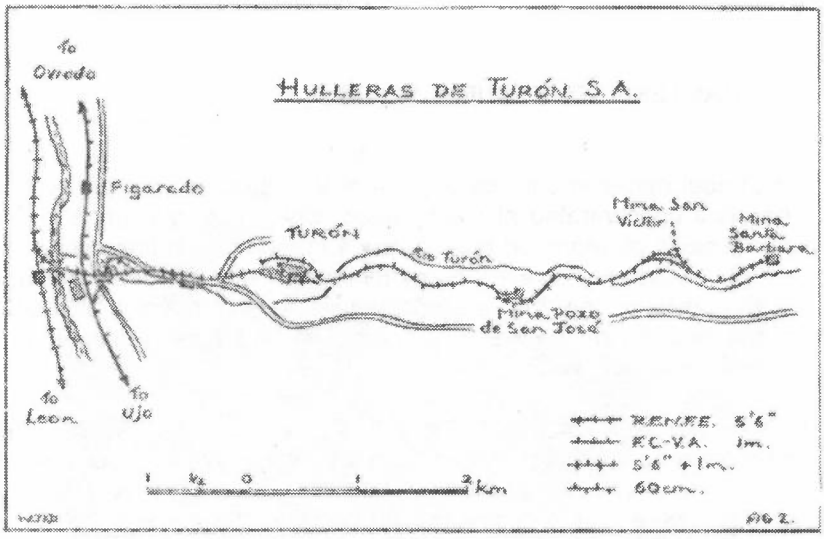
Abergynolwyn came into view and we pulled to a stop in the station. The locomotive was uncoupled and was soon off up the mineral extension to the foot of the incline, where five wagons of slate were collected. I was the sole occupant of the train until we reached Dolgoch. Here several passengers were picked up and we continued slowly to Towyn without further incident.



TOWYN Pendre Shed, with locos 3 and 4.
(Photo and block Talyllyn Railway Co.)



Talyllyn Railway train at Abergynolwyn, hauled by No. 1 *"Talyllyn"*.
(photo and block Talyllyn Railway Co.)



Most of the stock is in use 24 hours a day, and three or four trains can usually be seen at the screens awaiting their turn to unload. The locomotives are smartly kept, their green paint set off by yellow lining, burnished rods and piping, and brass-bound oil headlamps. As soon as a train is unloaded, it pulls clear of the siding and, on receiving a green aspect on the colour light signal, blasts away from the screens, passing the village church, a siding full of four-wheeled workmen's coaches, and the huge three-road engine shed.

The line climbs up the side of a narrowing wooded valley on a continuous grade, the fireman stoking frequently as the loco noses along the well-laid track. After some 2km, the track doubles, throws off sidings under the coal hoppers, and passes Mina Pozo de San Jose, set on the edge of a small village. Leaving Pozo on a sharp reverse curve, the track closes into the valley bottom along a shelf above the rushing stream, eventually crossing it and, after 4½km., splitting into the Mina San Victor sidings.

Here the mine is high above on the hillside, coal being stored in a hopper built inside the hill, leading to a chute in a short dead-end tunnel. The train is propelled into the tunnel - steam traction is hardly suitable for this! - and each wagon is loaded in turn with soft, damp coal. In a very short time the whole train is filled and hauled out into the open air, where the loco runs round and returns to the screens with brakesmen riding on every few wagons. The line runs on a further ½ km. to Mina Santa Barbara, but we did not travel on this section.

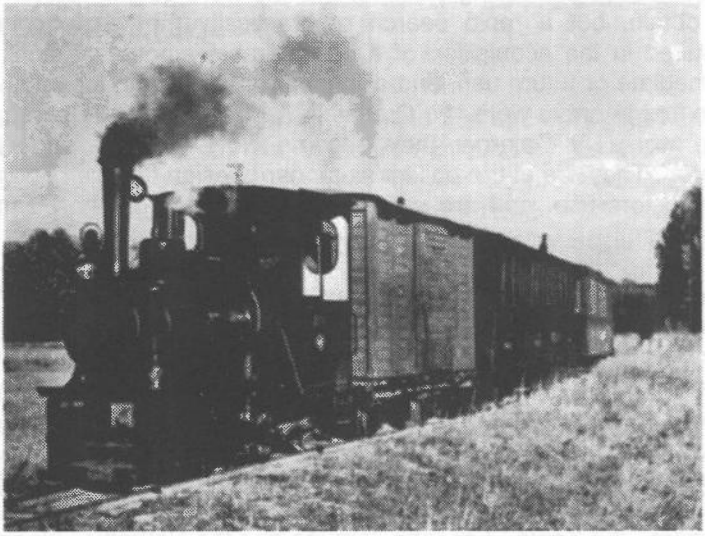
Locomotives and rolling stock for the line were getting rather hard to obtain, but a rapid search of practically the whole country resulted in the acquisition of a considerable amount of stock for immediate or future use, and a number of interesting locomotives. The first to arrive were two Orenstein & Koppel 0-4-0WT's from an iron works at Dalarne; they became No.1 "*Blixten*" and No.2 "*Lotta*". They are of the builder's standard design for quarrying and contractors use, and are very similar to "*Eigiau*" at the Penrhyn quarries.

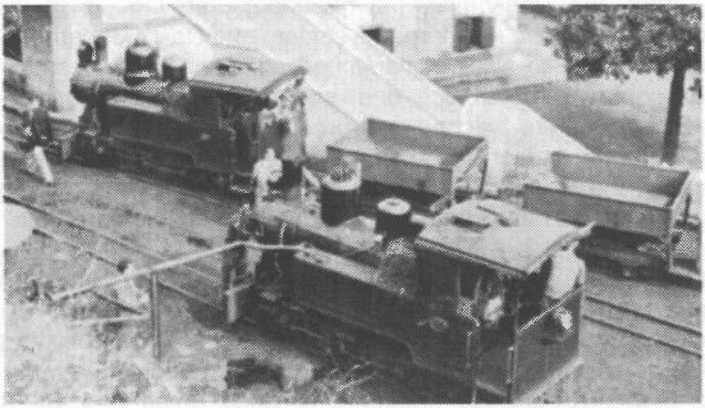
The next loco, No.3 "*Dylta*", was acquired later but is almost identical to the other two, except for larger bunkers. The most recent addition to the motive power arrived early this year, in the shape of an 0-4-4-0 Mallet tank, which will have no difficulty in hauling any load which the OSJ can provide.

The goods stock consists of a few four-wheel flat wagons with side stanchions, some 4w open wagons and 4w vans from two defunct carriers - the Kosta - Lessebo Jarnvag and the Nattraby - Alnaryd - Eringsboda Jarnvag. Passenger accommodation is provided by bogie stock with 2nd and 3rd-class seating. Coach No. 1 is a short-wheelbase vehicle with end balconies and longitudinal seating; No. 11, from the Jonkoping - Gripenberg Jarnvag, is a smart matchboarded third with large balconies; and No. 103, perhaps the most attractive of all, is a varnished composite with a small 3rd-class compartment at one end, separated from the rest of the coach by a centre balcony with ornate iron gates. The other end has a normal balcony providing access to the 2nd-class section. Some of the stock is equipped with stoves for heating purposes, and all vehicles have centre buffers and side-chain couplings.

Future plans for the line include the purchase of further stock, in particular two Swedish-built 2-6-2T's, and strengthening of the track to carry this heavier equipment. Since its inception the club has prospered and membership has grown rapidly to around the 400 mark. Enterprise has paid of once again and we must congratulate them on their efforts to preserve a small cross-section of the continental railway scene for the benefit of the future.

(Pass me the Cooks Continental Timetable.....Sodertalje.....Table 526.....mmmmmmmmmmmm!





Photos (top) : A train on the East Sodermanland Railway, hauled by 0-4-0WT No. 2 "*Lotta*". (Photo courtesy Swedish Railway Club)

(bottom) : A locomotive of the Talleras de Turon 60cm-gauge line (Photo courtesy J.D.Blyth)

CHARACTER AND EFFICIENCY IN SPAIN

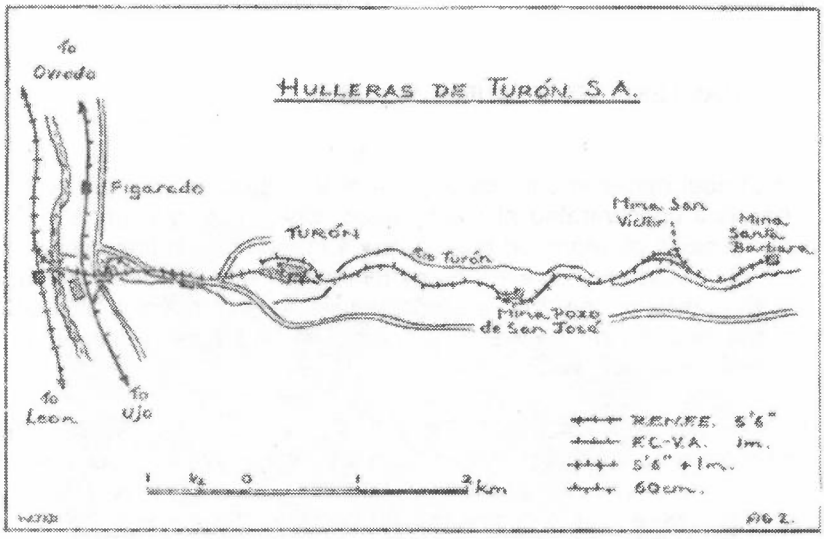
M.Swift

Most coal mines in this country are of the 'deep mine' type, with the plant concentrated at the pit-head, which cuts out any short, heavy hauls of ungraded coal to which narrow-gauge lines are so suited. In Spain, however, many mines are 'drift' workings along narrow valleys, and this has led to the extensive development of 60cm. and 75cm. gauge railways connecting these drifts to a central screening plant.

Asturia, in Northern Spain, is rich in coal, and industry has developed on a pattern similar to that of South Wales. Collieries and ironworks were established in the main valleys, and local railways were built to carry the products to the coast. One of these, the Ferrocarril Vasco-Asturiana, a very prosperous metre-gauge line, serves the Rio Aller Valley, but a traveller would hardly notice a mixed-gauge track (5'6" plus metre) disappearing up a side valley at Figaredo. However, one June day in 1959, Ken Plant and I joined the crew of an old Sharp Stewart 2-4-0T working the 5'6"-gauge section, for a visit to the Hulleras de Turon; a ride of about 1½ miles brought us to the screens, washery and workshops clustered together in the valley bottom and overlooked by the cottages of Turon village.

The small workshops provide for the maintenance of the four broad-gauge locomotives, the sole metre-gauge St.Leonard 2-6-0T, and the 60cm.-gauge stock of the line from the screens to the three mines.

During our visit, the manager proudly displayed the shop's latest product - a smart 60cm. 0-6-0T bearing the plate "Talleres de Turon (Turon Workshops) 1959". One other 0-6-0T was built here, in 1933, and there are five of the same type by Altos Hornos de Viscaya, Bilbao, built in 1942. The balance of the stock is made up of four 0-4-0T's and one 0-6-0T built by H.K.Porter, Pittsburgh, between 1913 and 1917.



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Even on this short railway, eight or nine trains are normally running at one time, but with smart working at the termini, strict traffic control, and colour-light signals, the Hulleras de Turon's locos shift an amazing amount of coal. Even with all the bustle, the line still has an undeniable character surrounding it, and it is to be hoped that when steam is replaced by electricity within the next few years, some of this character will remain. Personally, I have no doubt that it will.

Some Notes on Isle of Man Railway Coaches

D.Clayton

These notes are based on personal observations made during visits between 1948 and 1954, together with those of friends in 1959-60. Although not entirely complete, they are given now to illustrate the amount of detail that it is necessary to note to obtain an accurate picture. I hope that they may also provide an interest for others who may visit the island and help in completing the notes.

The bogie coaches built as such, generally present few problems. It is those rebuilt from four-wheel ones that present a problem, the possible solution of which only became apparent after several visits and the study of many photographs. On my first visit most of the data was noted from trains as they crossed each other at various stations. Initially it was unfortunately assumed that each half of a rebuild was either 1st or 3rd Class (original classification) only, [and] that in the main the class marking on each door was a correct indication, though certain down-grading was observed, due apparently to the omission of class marks, several 3rd-class doors having no indication.

On later visits, attempts were made to decide which were ex-1st-class sections by means only of the inclusion or otherwise of full-height partitions, as at first this seemed to be a quick way of checking. Later investigations showed this way of checking to be unreliable, several anomalies in the shape of odd partitions, 'wrong' class markings etc. becoming apparent. A further difficulty was that by no means all the coaches were to be seen in service, F56 and F57 being seen only once, many others twice, and only F54 on all visits; not all the details required could be noted from the coaches seen.

Stock Classification System

The IoMR classified different types of coaches by prefix letters; for the four-wheeled stock, MacNab gave 1st-class coaches as having an 'A' prefix, 3rd's as 'B' and vans 'E', leaving 'C' and 'D' unexplained. 'F', now used for bogie stock, was probably left blank in the early days; then followed 'G' for Goods Vans, 'H' for high-sided wagons, 'K' for cattle vans, 'L' for timber wagons, and

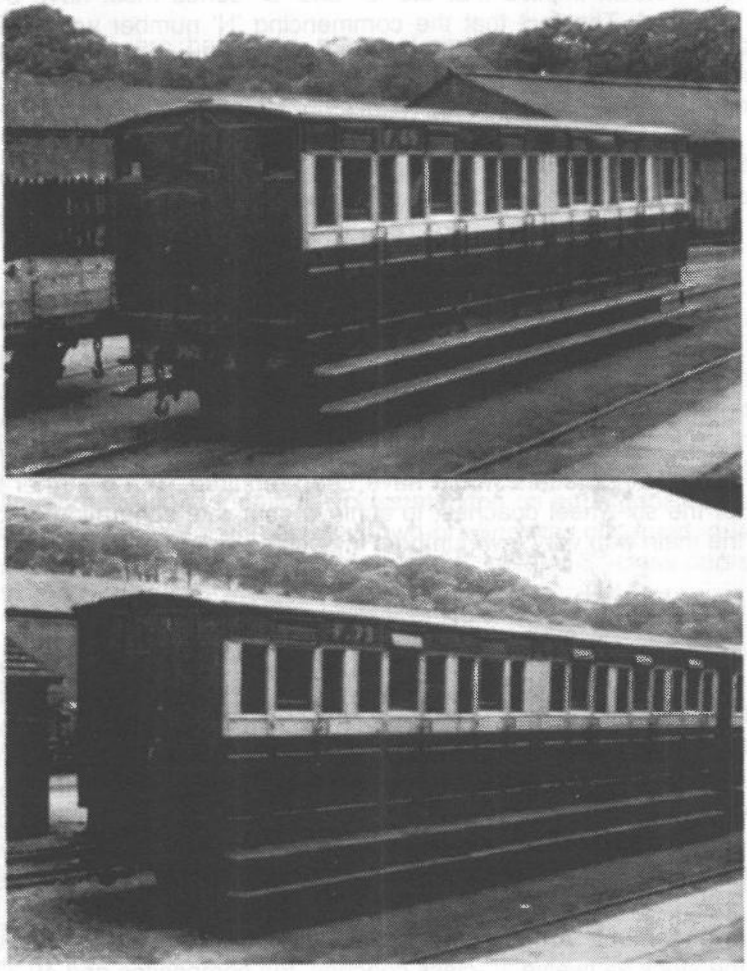
'M' for low-sided wagons. The fact that the MNR six-wheel coaches took the next available [letter] - 'N' - when incorporated in IoMR stock, implies that the 'C' and 'D' series must have been occupied. The fact that the commencing 'N' number was N49 is however curious as it appears to follow F39, a series in which they may have [initially] been numbered, though as F40-42 arrived within a year, this could not have been for very long.

'F' could have been left blank initially as there seems some significance in the allocation of letters to freight stock (i.e. 'M' - mineral?). The letters for four-wheel stock were allocated in descending order of importance for passengers, from 'A' to 'E' (luggage vans); 'D' seems hardly appropriate for its suggested purpose as discussed later, but must have existed for 'E' to be allocated to vans. 'L' and 'J' are blank for obvious reasons to avoid confusion, apart from any significance mentioned above. Also, with the arrival of bogie coaches, [the use of] individual type letters seems to have been discontinued, with 'F' being used for all types. (Eight letters would have been required, with a further five for the six-wheel coaches, to achieve complete separation, and in the main with very few numbers in each section).

Collection of Data

The following gives some idea of how the data really required was decided. Among early views from the Locomotive Publishing Co. was No. 1458, showing Locomotive No. 2 shunting, but also clearly showing parts of two coaches, A10 and C6, the latter including a guards compartment similar to those on later bogie coaches. Thus one [MacNab] blank is accounted for, leaving only 'D', for which there appear two possible explanations - either it was allocated to the two saloons now forming F75, or to a composite coach, of which one section of F73 appears to indicate the arrangement. An IoMR statement in the "IoM Times" of 1895 gives the stock as twelve 1st-class coaches, ten composites and 49 3rd's. As there were then only seven bogie composites, there would appear to have been three four-wheel ones, unless there was some mis-quoting.

A careful check of many photographs shows that a fair amount of data is required to enable definite conclusions to be reached for any particular coach. The main differences are :



(top) : Isle of Man Railway Coach F65

(bottom) : Isle of Man Railway Coach F73

(Photos and Blocks Courtsey D. Woodhouse)

'A' Series have protruding ventilators in doors, full or near-full partitions, and upholstered seats and backrests.
'B' Series have flush ventilators, partitions no higher than the seat backs, and plain seats with wooden backs.
'C' Series have plain seats [and] one full partition to separate the guard's section from the other two compartments which are similar to the 'B' series. The guard's end includes two small end windows, a brake-wheel cover, and a curious panel on the centre-line. (In connection with this, Vignes book gives a part-section of what seems to be a 1st-class coach showing a partition nearly to the roof and an oil lamps whose contours match the shape on the guard's end bulkhead, suggesting this panel had some connection with the illumination). Side lamp brackets were fitted as on the bogie coaches.
'D' Series - if they were composites, and if F73 was one, each end compartment had plain seats and flush ventilators, and the centre compartment upholstered seats and protruding ventilators (see photo) but with full partitions.

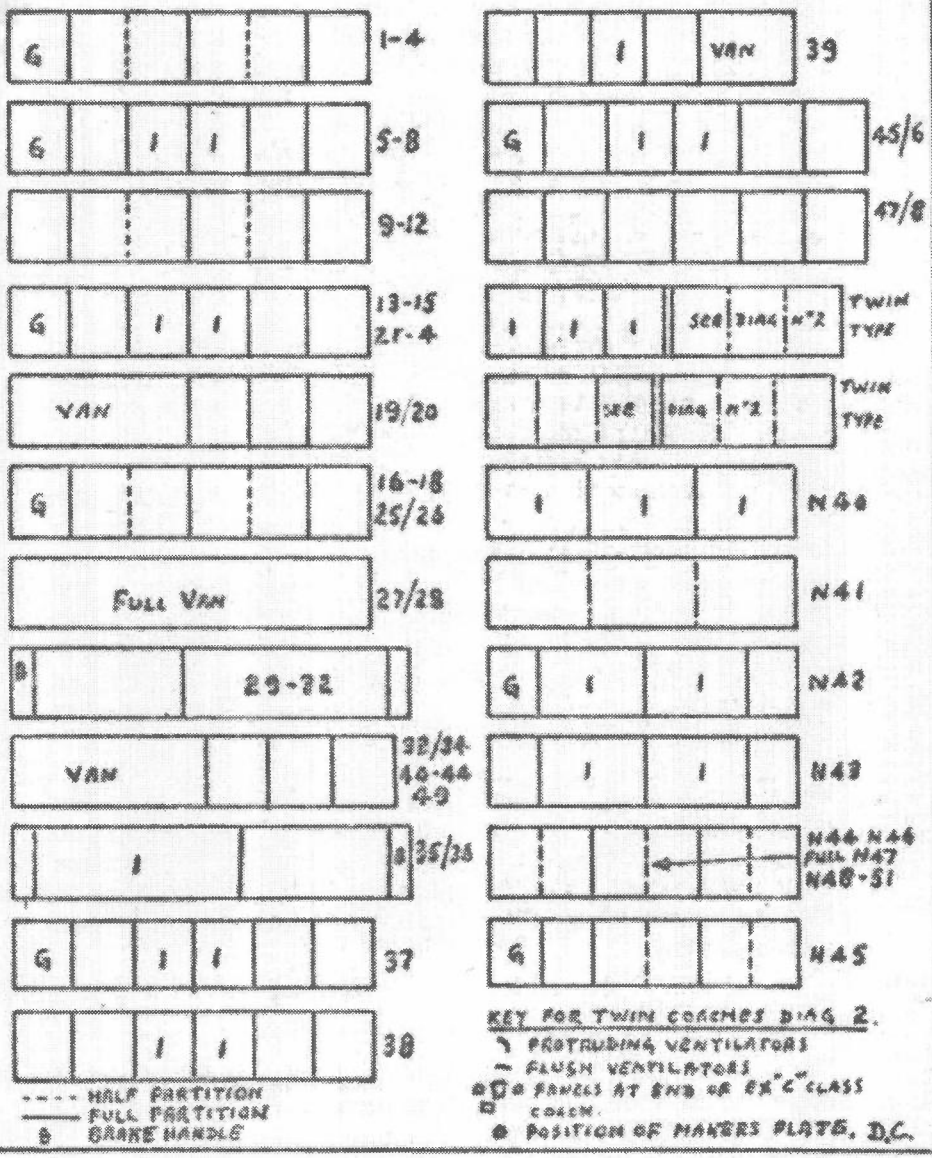
From the foregoing, it can be seen that the following information should be noted :- type of door ventilator, type of upholstery (checks on ventilators), partition height, evidence of windows etc. in ends, both inside and out, signs of side-lamp fittings, and position of builders plate on solebar relative to body joints. This last indicates the length of the body - 'A' series were 17'6" long, 'B' to 'E' 16'6", so that two each of A, B or C will be symmetrical, but one A with a B or C will not. ('D' Series, if they existed as composites, are presumed to be the same length as 'B').

Windows and lamp fittings should show existence of former guard's compartments; partition heights, though indicating 'A's, do not necessarily distinguish between B and C, as the diagrams show. F55 definitely had the partition in its appropriate place in 1948, but removed by 1950, and others appear to have been altered similarly.

Comments on Diagrams : No.1

This shows in plan, the compartment designation and details of all bogie and six-wheel coaches built as such, i.e. F1 - F49 and N40 - N51. Detail differences are :

DIAGRAM N°1 F AND N SERIES COACHES.



F1 - F49

Builder : F1 - F12 Brown Marshall
F37 - F38 Hurst Nelson (ex MNR)
F39 unknown (ex MNR)
Remainder - Metropolitan-Cammell or their predecessors

Body Profile : F1 - F12 flat sides
F13 - F49 (except F39) curved sides
Roof Profile : F1 - F28 low
F29 - F49 high
Body Length : F1 - F28/37/38 35'
F29 - F32/35/36 39' (saloons)
F33/34/40 - 49 37'
F39 30'
Bogie Pattern : F1 - F38, F40 - F44 diamond frame
F39 underslung equalising-frame
F45 - F49 plate frame

N40 - N51

Builder : Swansea Wagon Works
Length : 30'

N40/41 were all-1st, but N41 has been rebuilt to a 3rd-class saloon, with only the centre doors in use. N42/43 are composites, N42 also having a guard's section. In some coaches, the windows at half-height partitions have been divided, giving at first glance the appearance of [full] partitions; conversely N47 does have a full-height partition at the centre but no division to the windows.

A 3rd-class body exists as a hut at Douglas shed.

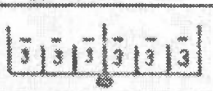
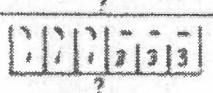
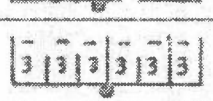
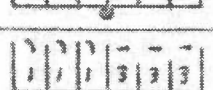
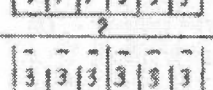
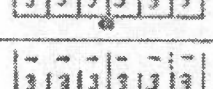
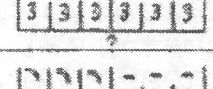
Diagram No. 2

This gives the compartment arrangements for coaches F50 - F75 (ex four-wheel) in side view in order to show more clearly the partitions and ventilators. A (?) shows that further information is required relative to the item indicated. Under each number is the date from the builders plate, indicating date of the frame and, presumably, the date of rebuilding.

The diagram shows compartment designations as noted 1948-54, except for F74; those without markings were assumed to be 3rd-class, and the dot underneath shows the relative position of the

DIAGRAM N°2

FOR + * X SEE TEXT.

N°	LAYOUT	END	NOTES
F50 1925		—	+
F51 1912		—	*
F52 1912		?	1ST CLASS AND 3/3 OPEN X
F53 1913		?	1ST CLASS AND 3RD CLASS X
F54 1923			*
F55 1912			*
F56 1923		?	1ST CLASS AND OPEN 3RD X
F57 1919		—	*
F58 1922			*
F59 1920		?	1/2 OPEN X
F60 1923		?	ALL OPEN X
F61 1921		—	+
F62 1926		—	*
F63 1920		—	*
F64 1912		?	+
F65 1910			*
F66 1920		—	+
F67 1922			ONLY INNER END *
F68 ?			+
F69 1923		—	*
F70 ?		—	*
F71 ?			+
F72 1926		?	1ST CLASS AND 6/1ST X
F73 1920			*
F74 1921			*
F75 1926	TWIN SALOONS, EACH HAS DOOR IN MIDDLE	—	* D.C.

works plate. Ventilator shapes are indicated, and relative heights of partitions are shown; if one appears to have been removed this is shown by a dotted line.

In the column END are details of the adjacent outer end (i.e. panel shapes) the other end being plain; if a dash is shown, both ends are plain. There is no check on inner ends apart from F67. In the NOTES column, the six marked 'X' are based entirely on the notes shown, and on compartment designations; those marked with a star are confirmed by recent notes and photographs; and those marked '+' are confirmed by recent notes only.

F55/58/62/67 and 74 appear to have had partitions removed, though F62, being ex-1st, is curious and has been altered since 1954; F74 has also been altered (from 1st/3rd) since 1954. F54 is now the only one in this series now fitted with a guard's compartment, though it differs from other 'C'-series in having far deeper end windows and no fan-shaped end panel (F58 also lacks this panel). F52 (probably), /53/56/59 and 60 could include a 'C'-series body in any 3rd-class section.

F72 has several possibilities - I) two 'A'-series bodies, but if so, it would be the only one and this seems unlikely; ii) mis-noting for a 'C;-series; iii)a body arrangement similar to F73. The position of the works plate would be a great help here. If composed of two 'A's there would then be twelve 'A's, excluding that in F75 and leaving the one section in F73 as a query. There were apparently 53 four-wheel coaches, 12 being first-class, and since there are now 26 bogie coaches one four-wheel body would be surplus and possibly used for spare parts - this could have been from any series. If F72 is the same as F73, then the theory of three four-wheel composites is strengthened, and the third body is the missing one; then each half of F75 would have been numbered in the appropriate 'A' and 'B' series, even though they are saloons. This would be possible as each is of one class, and the position of the builders plates shows unequal body lengths.

If, however, the missing body is an 'A' series, then F73 remains a query, F72 must be a mis-noting and F75 would each be 'D' series (assuming 'D's were saloons, the odd compartment in F75, incidentally, is marked 'Smoking' so could have a door from a missing 'A'-series body, or could just have more ventilation for smokers, or possibly all smokers were confined to a few coaches

and required to travel together - which brings us back to the idea of a composite coach again!)

The possibility of three composites does offer a reasonable explanation of F73, though they would probably prove of limited value in four-wheel form, accounting for the limited number. The upholstery of this coach had not been checked. F65 should show some evidence of panels at the inner end as F67 does. Builders plates appear to have gone from F68, and none seem to have been fitted to F70/71. F62/72 and 75 were the last done, as an IoMR statement of that year says that the last three were then being done. F52 is an example of an 'A' + 'C', F53 is an 'A' + 'B', F50 is two 'B's and F75 is two saloons.

The four-wheeled coaches ran in close-coupled pairs, and this seems to have determined the grouping for conversion to bogie stock. They certainly ran with the original-series numbers as coupled pairs, and presumably even as bogie coaches until at least 1926, later being renumbered to follow F49 delivered that year. This would help to account for the curious date and number sequence, the numbers possibly being altered as each pair on a bogie frame were repainted, without regard to original numbers; and frames were possibly originally allocated according to the condition of the original chassis.

Even as bogie vehicles, they were counted as two coaches, this again suggesting the retention of original-series numbers, and accounting for the often-quoted stock returns of 115 coaches in total, i.e. 49 bogie, 52 ex-4w on 26 bogie chassis and 12 six-wheel = 87 vehicles with 113 bodies (the remaining two being vans E1 and E5). Other van bodies still exist at Santon, Colby and Peel Road in use as huts, one being ex-MNR with a body style similar to F39.

The original position of oil lamp fittings, if still apparent, may also prove of assistance in determining type of body. Since the 1895 statement makes no specific reference to saloons, it seems reasonable to assume that such vehicles are included in the coach totals. Also as each section of F75 is a different length, we may assume that one part was in the 'A' series, giving one saloon and eleven compartment bodies as shown in the diagram. From this it follows that the 'D' series could not have been saloons - hence the suggestion of a composite. There appears to have been no

distinction between 'B' and 'C', but this is not unexpected as even in the bogie stock the guard's compartment is fitted with seats and appears to be available for use by 3rd-class passengers unless required by a guard.

On this basis, a tentative suggestion is made for the body types as follows :-
12 1st-class 'A' series - one each in F52/53/54/56/59/61/62/68/72/73/74/75.
About 12 'C' series - one each in F52/54/55/58/64/68/71/74 and two each in F65/67; though F54 may be an alteration from a 'B' series, and one or two more may come to light in F63/56/59 or 60.
3 'D' series - one each in F72/73, the third body being spare and presumably scrapped.
All remaining bodies are 'B' series.

The Foxdale Coach. F39 is thus referred to, but whether because it mainly ran on that line or because it was allocated to a separate Foxdale Railway account, is not very clear. It certainly seems older than F37/38, the two MNR bogies of 1900. A Railway Magazine article on the MNR in 1899 refers only to fifteen six-wheel coaches, plus two bogie coaches on order, and returns of 1904/05 still give only fifteen coaches, so F37/38 presumably replaced six-wheelers; no mention is made of any other coach. Thus F39 required further explanation, especially its relationship, if any, to the coach body now at Douglas Shed.

The foregoing notes are given in the knowledge that some of the ideas are open to correction, but they may provide members with a better idea of the rolling-stock of this line, and at the same time, stimulate them to complete the research.

I wish to express my thanks for assistance from J.F.Bruton, R.Russell and D.Woodhouse, and also thank the latter for his admirable suggestion for the diagram method of illustrating the rebuilds. The two photographs, of F65 and F73, are included to show examples of sides and ends of different coach types.