THE NARROW GAUGE

No. 58 • AUGUST 1971

THE NARROW GAUGE RAILWAY SOCIETY

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A NOTE FROM THE EDITOR

It gives me great pleasure to present my 21st magazine, I think one of the best we have published over the years.

As you will know Rich Morris stood for election at the last A.G.M. and as I felt I was becoming "stale" after six years of editorship I decided to stand down.

I would like to take a little room up in this issue to thank the many helpers who have made my job easier over the years - our typists M/s Enid Taylor of Harrogate, our printers M/s Allanwood Press of Pudsey (who are looking forward to a 'rest' from this involved job) - Ken Bettis who addresses our envelopes, RNR's Thursday splinter group who pack and post over 600 magazines in a thirsty session.

My correspondents and draughtsmen, too numerous to mention all, but thanks especially to Ron Redman, Ivan Stephenson, Peter Halton, and Sydney Moir, Brian Webb and Ken Hartley, who have given me whole-hearted support from the very start in 1965.

My best wishes go to all members of THE Society, and the new editor in particular. May you have many pleasant hours of narrow gauge gricing ahead, a full head of steam and clear signals.

Kind regards. Henry Holdsworth

Contents

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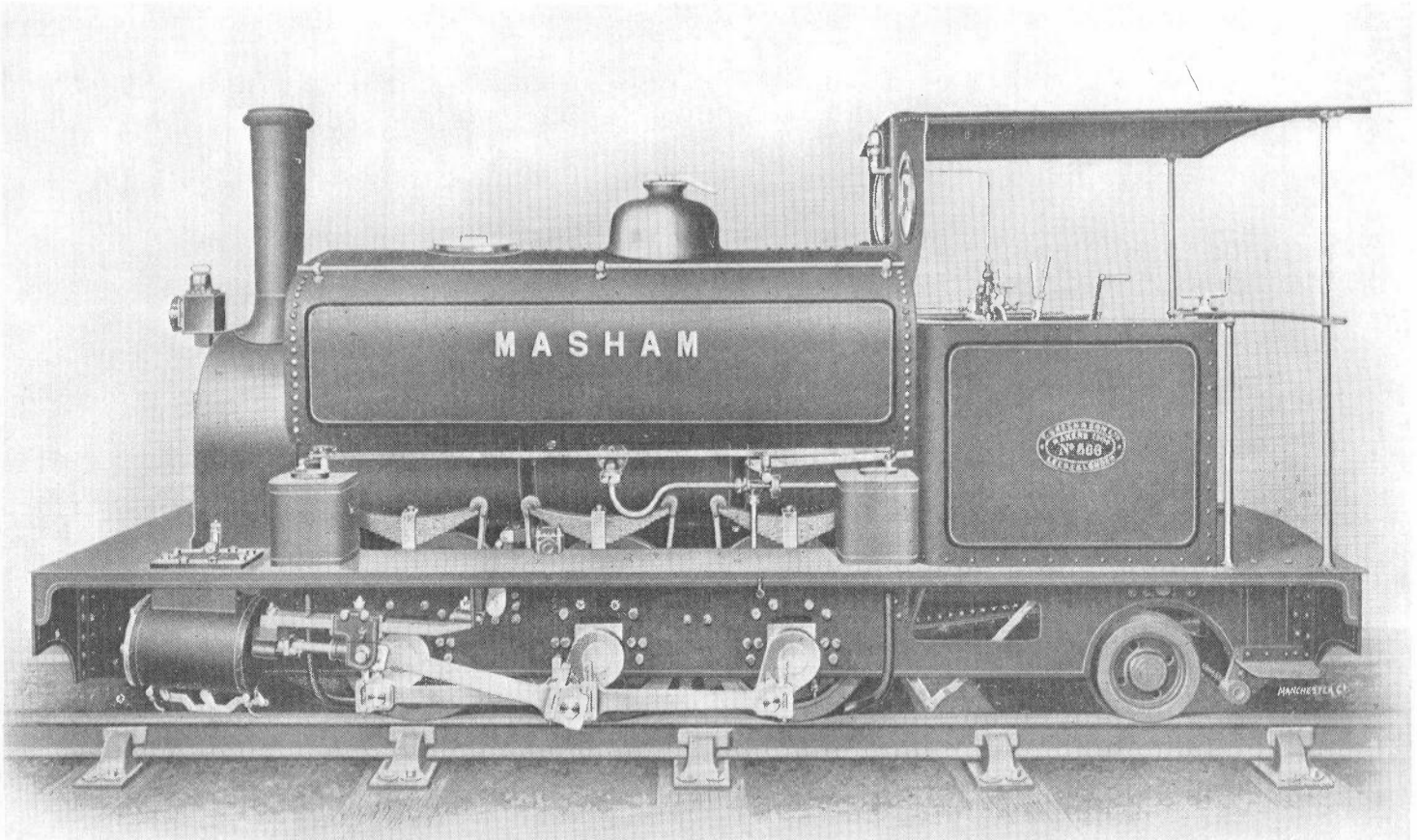
PHOTOGRAPHS - Following 2 pages - courtesy of Mr R.G. Pratt, THOS. GREEN & SON LTD., LEEDS.

"MASHAM" No. 366 of 1904

1'11½" gauge, 9½" x 14" cylinders.
For Harrogate Waterworks.

No. 489 of 1908

60 cm gauge. 8" x 10" cylinders.
Supplied to Robert Hudson Ltd., for
Societe Commerciale D'Oriente.
16 July 1908 Order 10671

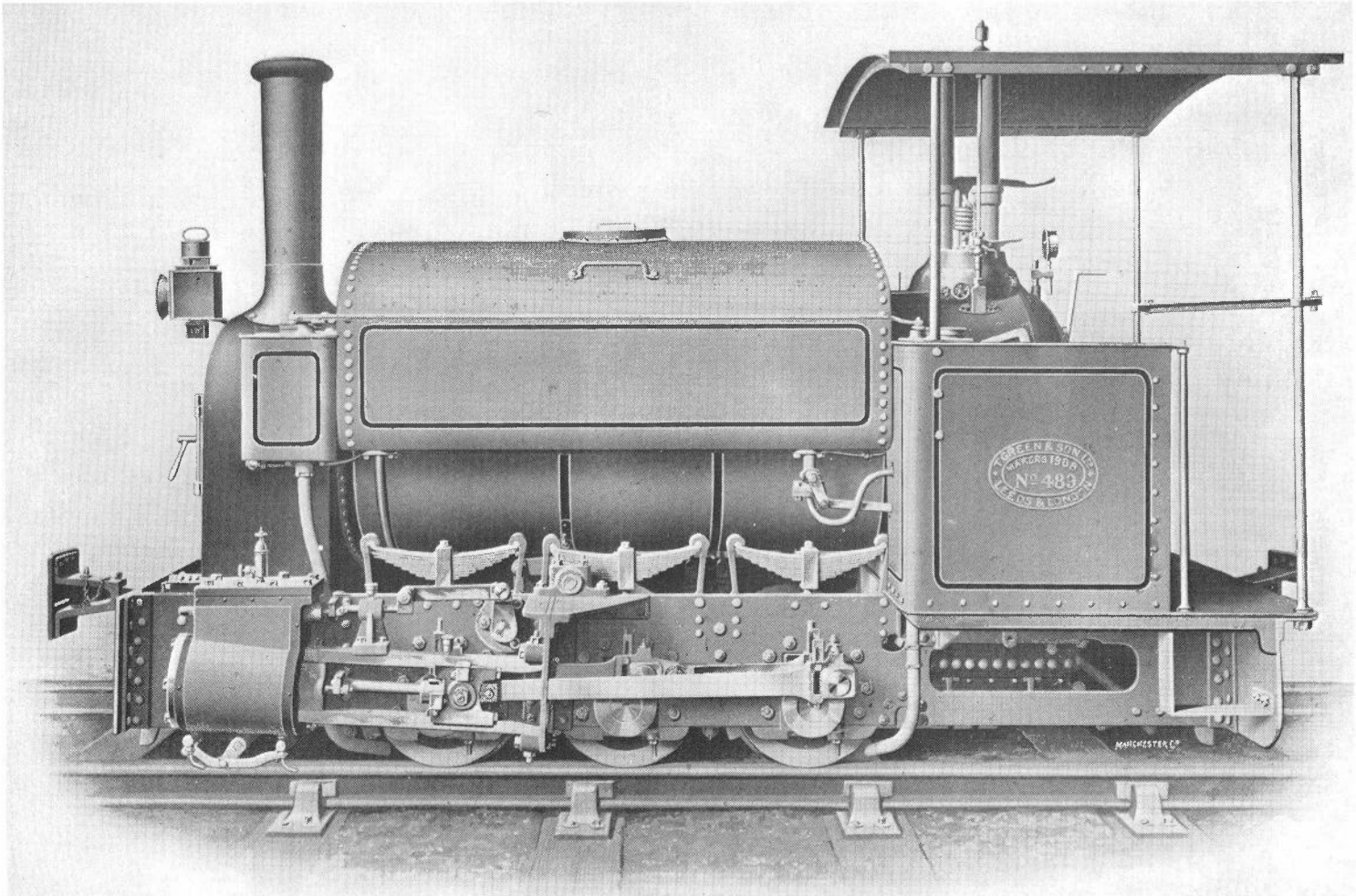


DESIGNED AND MANUFACTURED BY

THOMAS GREEN & SON LIMITED, LEEDS & LONDON.

SMITHFIELD WORKS,
NORTH STREET, LEEDS.

NEW SURREY WORKS,
SOUTHWARK STREET, LONDON, S.E.



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THE ULTIMATE

LAWNMOWER

Ron Redman & Ivan Stephenson

The location of D571 has been known for many years and observed on frequent occasions dating back to the early days of the NGRS when Ron and Eric Cope visited P.W. Spencers quarry at Lothersdale. The attraction at first was the illegitimate gauge of 2'11" recorded in the early Hudswell Clarke & Co. records which had been published from time to time at any size from 2'9" to 3'0". A check with a tape soon proved the official records to be correct even if the rough track in the quarry was a bit doubtful in places! According to one old "gaffer" at the quarry the gauge dated back to an extensive old horse worked tramway in the area but no records of this have come to light.

The locomotive worked from time to time up to the early 60s, as far as can be checked in later days it was started by dragging out of its timber shed by a farm tractor but so far no photographic evidence has come to light of it actually working; can any members oblige us on this score?

Eventually the tractor carried out the work of shunting the limestone wagons and the track was lifted into the shed apart from the short length the engine stood on and as the hut was in rather a depression eventually we had one of the only narrow gauge engine sheds to be surrounded by a moat in the rainy season.

Several local members had the idea that it would make a good addition to the proposed Leeds Museum collection but space at Copley Hill is at a premium and we had doubts about the Corporation being i.c. minded, so another two years passed and Terry Stanhope called at the quarry yet again and said it still looked in fair condition and as he was willing to have the machine on his land at Arthington the three of us joined forces to attempt to join the select band of i.c. locomotive owners. Ron was elected to write a suitable begging letter to the quarry owners which took several hours and was guaranteed to bring tears to the eyes of any manager, and in which it was pointed out that the engine was unique (but not valuable) and we would like to see a tractor locomotive of this type saved for future generations of gricers to enthuse over!!

A reply was forthcoming from Mr. M.H. Anson a director of the company saying we could have it for a very nominal sum if "we make the necessary arrangements to take it away" and wishing us success with the restoration. Never in the history of the locomotive trade has an engine been bought so quickly for within a week we were the owners of a 20 HP Hudswell-Clarke diesel "tractor" of 1932 vintage.

The next task was an inspection of our property, so on July 2nd, 1966 the three partners travelled to Lothersdale to see the loco and discuss with the Quarry Manager, Mr. Moore, the plans for its removal. The chimney and the worksplate, we decided to take then and there, but unfortunately we could only have one plate as some kind gent had stolen 2/3 of the other one leaving one corner still fastened to the cab. Whilst we were removing the worksplate, etc., the Quarry Manager had been rummaging around his office digging out the Maintenance book and drawings of the Hudswell clutch and gearbox, these he handed over to us with a whole host of spare parts, including a brand new C.A.V. injection pump. So we departed in a happy mood with the car loaded down with as many of the spares the boot would take.

Difficulties with transport arrangements delayed the actual movement of the diesel until November 26th when on a dismally wet Saturday morning (Agfa exposure 1 hour at 2.8) about a dozen local N.G.R.S. members arrived at the Quarry with a Bedford flat bed truck and a hired 6 ton crane.

The Quarry Manager assembled part of his staff to help in getting the loco out of the shed where it had slumbered for the last five or six years, however one look showed that this task would be no pushover for a large heap of debris had to be moved before we could get the engine more than 6 ft. from the shed door, here the QM came to our rescue with one of the quarry's "Chaseside" diggers which charged into the obstruction, soon reducing it to a morrass of wet sticky clay. Soon the digger was chained to the loco, the brakes were released and with a bellow the "Chaseside" set off dragging the loco out into the middle of the clay, but no further for there it bogged down in defiance. No end of tugging, jerking and heaving would shift it until the QM hailed a passing Hudson dump truck, which was hitched to the Chaseside. With a roar both machines took off dragging the loco another 6 feet until it got stuck again, more tugging and jerking was of no avail for the Chaseside was already doing a hula-hula dance with its rear wheels about 2 ft in the air. What was required was more adhesion, so the dumper was taken away and filled up with rocks at the crusher, on its return with the aid of the digger we finally got D571 out of the mud and on its 50 yard run over the dirt to the loading area.

The loading was soon accomplished the loco being lifted on and soon roped down. Then the Brockham Group member present said why not have a wagon as well? This we thought an excellent idea and on being asked the manager said "Yes you might as well have one, Fritz is cutting them up for scrap anyway". The wagon we chose seemed to be unusual being built by W.G. Allen & Co. of Tipton and known as the "Easytip" wagon, this too had to be dragged round by a digger but unlike the loco whose only injury was the casting of a driving chain the wagon suffered a broken horn block, however we weren't really worried as Fritz the Polish-Yorkshire mechanic was hard at it digging out horn-blocks, rails and other spares for us to take away; "Zere no good to us any road", he said. Soon all the "junk" was loaded aboard the Bedford together with some of the spares we were unable to shift in July.

First to leave the quarry on the 26 mile run to Arthington was the crane, this was followed by several car loads of our somewhat tired, wet and dirty mates. The last to leave was the truck being preceeded by our Editor turned diesel enthusiast for a day. We kept the lorry in sight all the way, especially on the grade up the two 1 in 8 hills out of Lothersdale village, which the lorry made thankfully without incident! Later he was rolling along at over 40 m.p.h. with no effort at all!

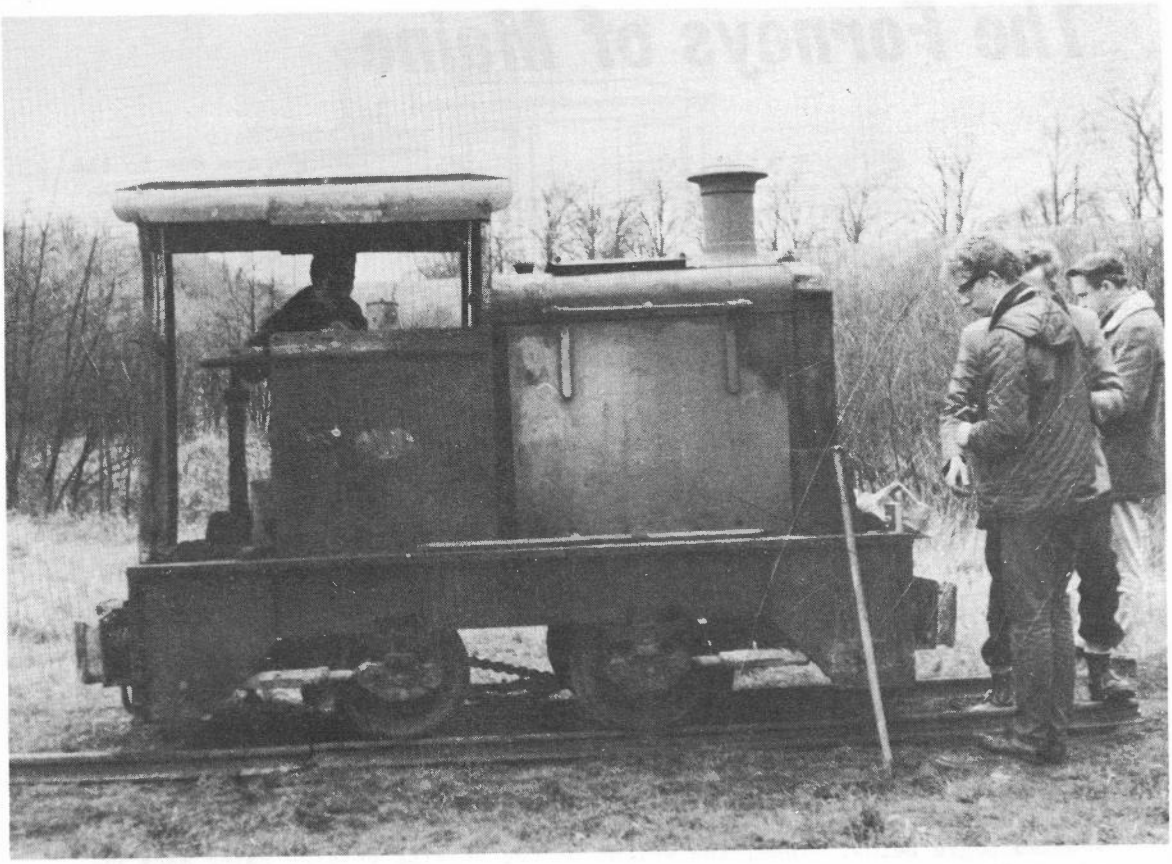
About an hour later the lorry was being unloaded at Arthington, the loco being set down on two of the lengths of heavy rail we had brought from the quarry, when the wagon had been off loaded we laid the two other rail lengths in front of the diesel and began to move it further inside the gate, to our surprise the loco moved very easily having shed a lot of the mud it collected during the tug of war at Lothersdale.

Now we're looking forward to the day when D571's McLaren-Ricardo engine bursts into life, which shouldn't be too long, however we're not thinking restoring will be easy for Fritz's parting words at the Quarry were "Vell I vish you luck wiss it for by golly wese had some does wiss it!

Now a few technical details.

Hudswell Clark & Co. Ltd.

Works No. D571 ex works April 22nd, 1932.
Order No. 1656, January 2nd, 1932.
Supplied to Lothersdale works near Crosshills via Keighley.
c/o P.W. Spencer Ltd., Cavendish Street, Skipton.
4 wheel chain drive tractor 2'11" gauge.
Engine: McLaren L.M.2 - 20 HP @ 1250 R.P.M.
Gearbox: 2 speed David Brown & Sons.
Clutch: Multi-Ferodo Disc by Hudswells.
Overall length: 8'9½".
Overall width: 5'0".
Height: 6'6".
Wheel Diam.: 1'6".
Wheel base (nominal): 3'0".
Weight in working order 4 tons 12 cwt.
Painted: Slate Grey.



(Fuel costs as new at 60% load conditions 1d per hour).
To haul on level 90 tons at 3 m.p.h. or 36 tons at 7 m.p.h. or 7 tons up 1 in 8 at 3 m.p.h.

Cost new £500 plus £5 extra for special buffers.

(and it was fitted with full length foot boards each side, years ahead of the Hunslet Yardmaster).

A new engine was fitted under duplicate works Order No. 44/281, McLaren type LMR 2 No. 30123.

In closing, our thanks to all the local members who have helped us in the past with a lot of hard work, and particularly to Mr. Moore the Quarry Manager and his men who put up with the invasion of Yorkshire gricers. Lastly a word of warning to any other would be i.c. preservationists -

YOU MUST BE MAD !

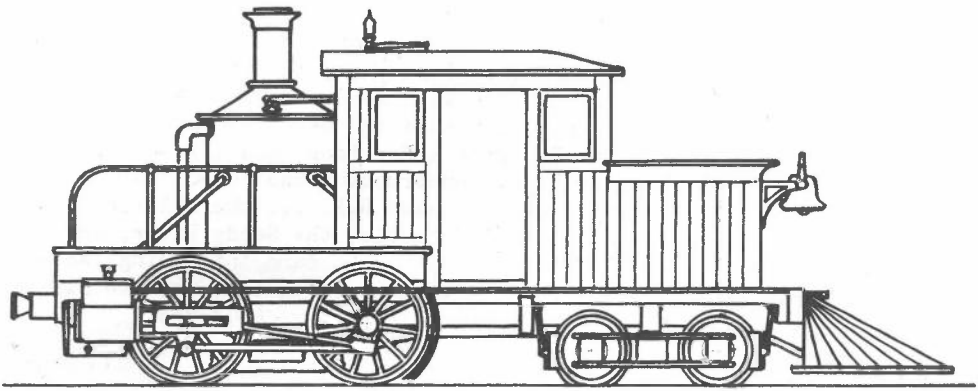
The Forneys of Maine

Sydney Moir
Thanks are due to the late H.T. Crittenden for the subject-matter of this article and the photographs used to illustrate it.

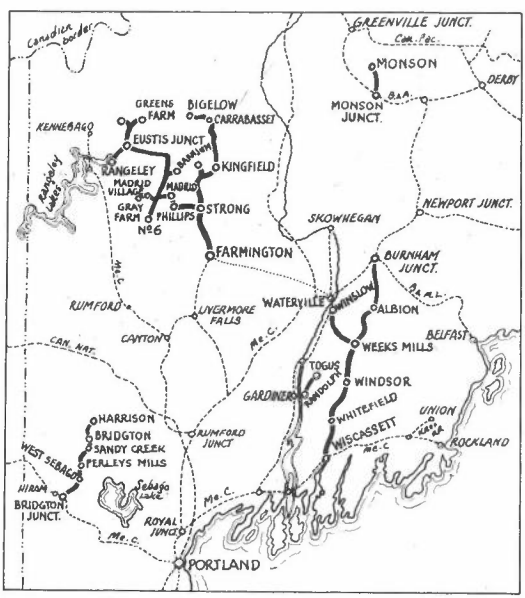
A little over one hundred years ago, the American Government granted Matthias Nace Forney a patent for a type of locomotive forming it's designer's idea of the perfect short-haul unit. Forney, who had learned his trade with Ross Winans, in the Baltimore & Ohio's shops, with the Illinois Central, and in the drawing office of the Detroit Bridge & Iron Works, was filled with admiration for the little tank engines of England and Europe. He compared them to the locomotives currently used for short-haul work on the passenger-hauling American railroads .. outdated main-line engines, certainly not designed for the rapid acceleration and quick braking required on the commuter lines. To his mind, there was just one weakness in the design of the overseas tank engine: with the greater part of the water carried in side tanks, or hung over the boiler in saddle tanks, the adhesion weight varied as the supply was used up. Thus, at a time when it might be most needed, there could be the least weight on the driving wheels.

Forney saw a way round this. His patent covered a locomotive of the 0-4-4 type, one that was virtually a small 0-4-0 tender engine with the frames extended back, with the tender body mounted above them and a four-wheeled bogie below. Thus, the weight on the driving wheels, being made up of the frames, the cylinders and motion, and the boiler, would remain constant, no matter how long the locomotive had been away from the water standpipe, while the variable weight of fuel and water would rest on the bogie. To do away with the delays involved in lighting-up of a conventional boiler, Forney specified a vertical boiler of the quick-steaming type fitted with Field Tubes, as then used on steam fire engines. With the truck as a guide, the locomotive would run as smoothly as a coach, and Forney intended his engines to be operated as if they were 4-4-0, with the bunker leading.

To Forney, they were the 'Four-coupled Back-tank with Swivel Truck' type: to almost everyone else, they were 'Forneys'. They became the standard engine on the elevated railways of New York and Chicago, and the suburban lines radiating from New York hauled their passenger coaches with Forneys. None carried the vertical boiler described in the patent - in fact, none of that type were ever built - but were fitted with standard locomotive-type boilers. These grew larger as the Forneys were put to more arduous work: leading trucks appeared beneath the smokeboxes, producing the 2-4-4. Tanks were enlarged, so that first the 0-4-6 and then the 2-4-6 were put on the rails. Forney himself designed an 0-6-6 for freight service but when the six-drivered engine appeared, it was as a 2-6-6.



The Billerica & Bedford Railroad was the first 24" gauge common-carrier line to be built in the United States, thus conferring on Massachusetts an honour that cannot be taken from it. To this eight-mile line went the first narrow-gauge Forneys ever built: two little 4-4-0 engines (they were built as true Forneys, with the tank leading) named PUCK and ARIEL. The curves of the B. & B. ran as tight as 125' radius, and the little locomotives, having fixed pivot pins for the bogie, had 'blind' main drivers. Built in 1877, they were altered in 1879, after being sold to the Sandy River R.R. when the B. & B. went bankrupt. The Sandy people did not like the idea of running tank-first and amongst other work (such as putting sliding doors on the cab, extending the smoke-box, replacing the central fixed pivot of the bogie with a swing-link suspension, and fitting flanges to the blind drivers) they had Hinkley change the positions of the cow-catcher and the head-lamp.



Having worked on the first-ever two-footer and now operating on the first narrow-gauge line in Maine, the little Forneys seemed to set a precedent. As other narrow-gauge lines were built, so Forney locomotives appeared on them. The five-mile Kennebec Central, the Wiscasset, Waterville & Farmington (which never reached the third town of its name and merely looked at the second from across the river), the Bridgton & Harrison, and all the little lines that afterwards, through purchase, construction and consolidation, went to make up the Sandy River & Rangeley Lakes R.R. ... the Phillips & Rangeley, the Eustis R.R., the Franklin & Megantic, the Sandy River, and the Kingfield & Dead River. When the little Monson R.R. came into being, as a more or less private line intended for hauling the slate that was its owning company's product, the Forney was the type of locomotive selected.

Since the first narrow-gauge Forney appeared in Maine before 1880 and the last one was not constructed until around 1919, there are external differences. Ornately panelled cabs of timber gave way to steel-plate-and-angle ones, while the multi-ringed domes and sandboxes of the early days became plain domes on the later engines. Many builders were represented - Hinckley, Porter, Baldwin, Portland - but all the locomotives were Forneys. The 0-4-4 gave way to the 2-4-4, an engine with somewhat better tracking qualities: weight rose from the 12 tons of the first engines to the 28 tons of the later ones, for even the 0-4-4 type put on weight with the passing of the years. The 2-4-4 type was known as the 'Modified Forney' .. when bigger and heavier engines were needed the S.R. & R.L. did not retain the Forney design, but turned to 2-6-2 tender engines.

The end of the S.R. & R.L. came in 1936, when the line, the last common-carrier of the two-foot gauge, was closed down. With it went all the Forney engines that had survived the years, being cut up for scrap when the line itself was ripped up.

Not all the Forneys died with it, though. Down in Massachesetts there are cranberry bogs, and the owner of one 1,800 acre plantation was a lover of the narrow-gauge and the Forney locomotive. So in due course six miles of track was laid through the bogs, and the ex-Monson engines were shipped in to work over it. Onto this line went other stock from the narrow-gauge lines of Maine, and finally the Edaville Railroad was opened to the public as a living museum of the railroading days that had passed. The Forneys worked at prosaic tasks during the week and at the week-end hauled packed train-loads of passengers ... back at the work for which Matthias Nace Forney had designed their type!

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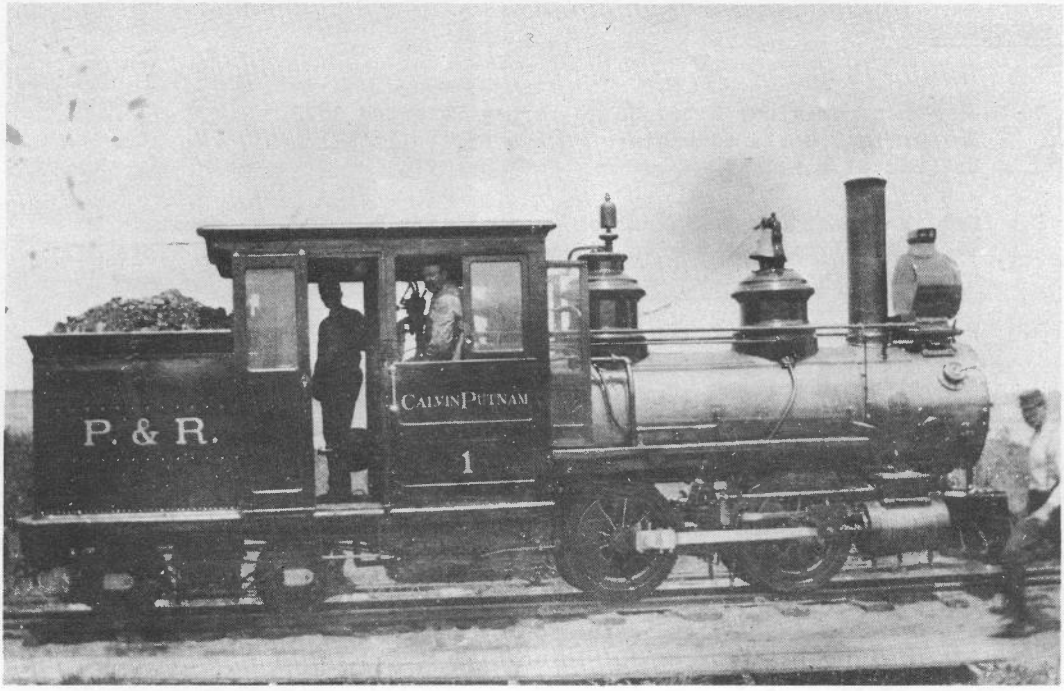
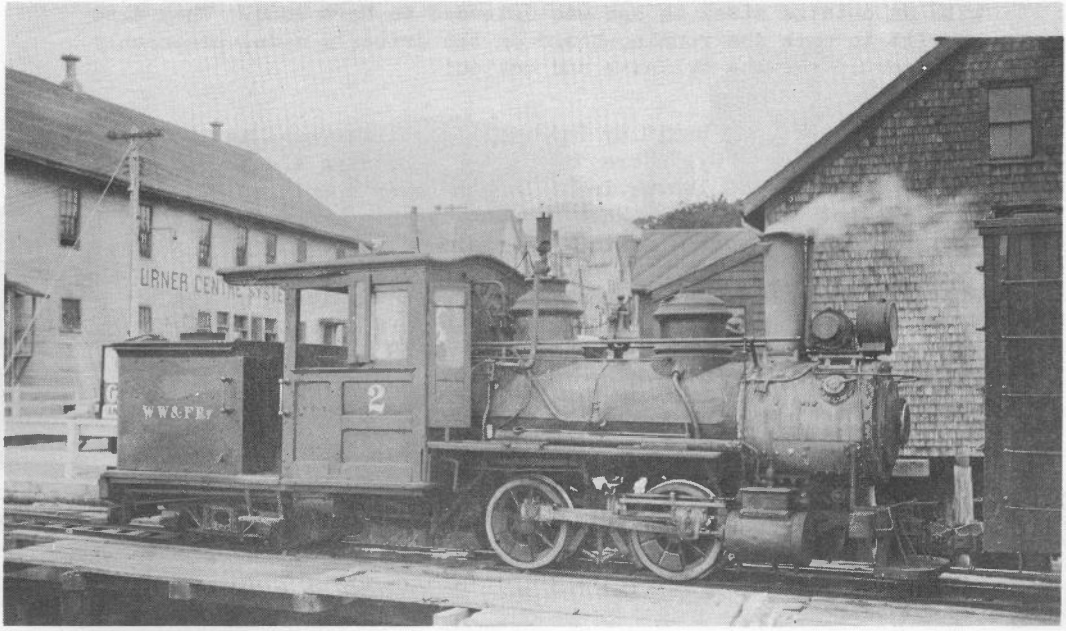

P. & R.
CALVIN PUTNAM
1


WW&FR.
2

PHOTOGRAPHS

1. Sketch of original Broad Gauge Forney Patented 1872. No vertical boilered engines were ever, built all had horizontal boilers.

2. Calvin Putnam was the owner of the Phillips,& Rangeley, so it was logical to call the road's first locomotive after him. This nineteen-tonner was built by The Portland Co. in 1890.

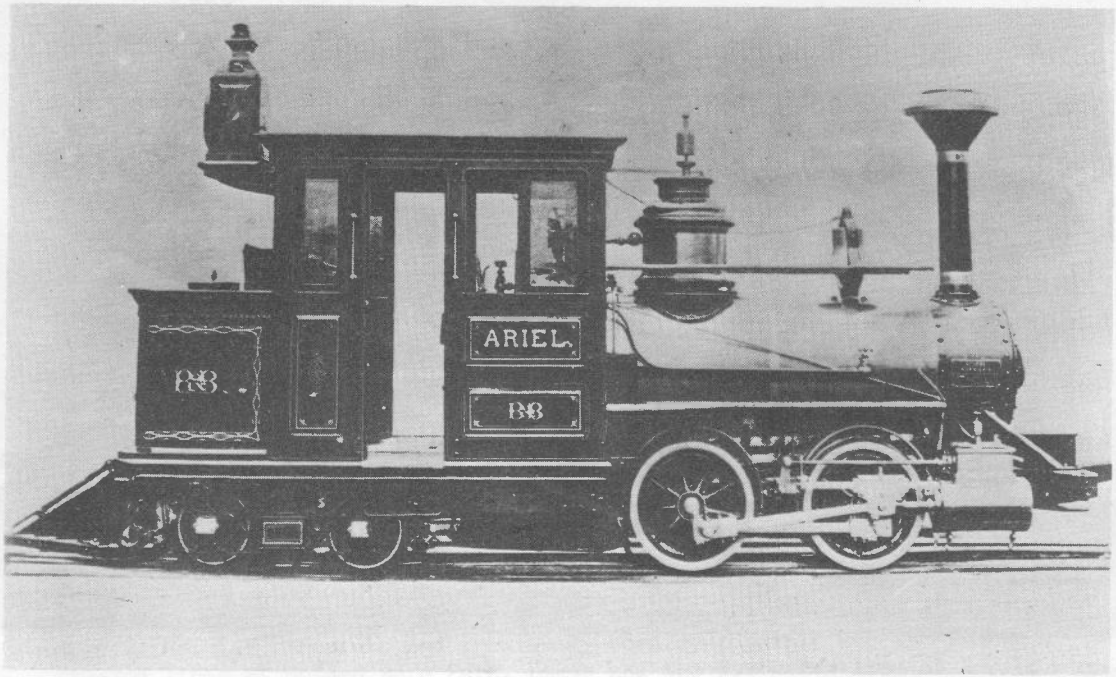
3. W.W. & F. R.R. No. 2 exemplifies Forney's original idea of a tender engine with a rigidly-attached tender .. crews must have cursed the open-back type of cab in wintery weather! Incidentally why the use of "Ry." instead of the "R.R." one would expect on an American line? The photo was taken in 1932, when the engine was nearly forty years old and the railroad had approximately one year longer to live.

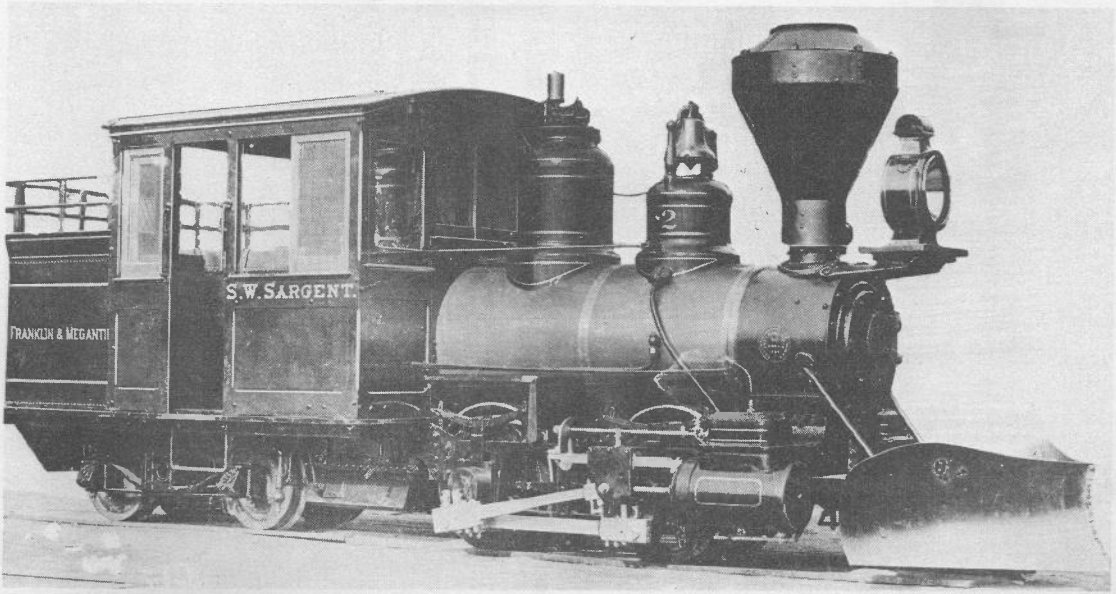
4. "ARIEL", one of the twins of the Billerica & Bedford, as she was when first built. Numbers appear to have been taboo on this railroad, for the passenger coaches were 'FAWN' and 'SYLVAN', while the box-car was 'A', the excursion passenger cars were 'B' and 'C', and the flat-wagons 'D' through to 'I'.

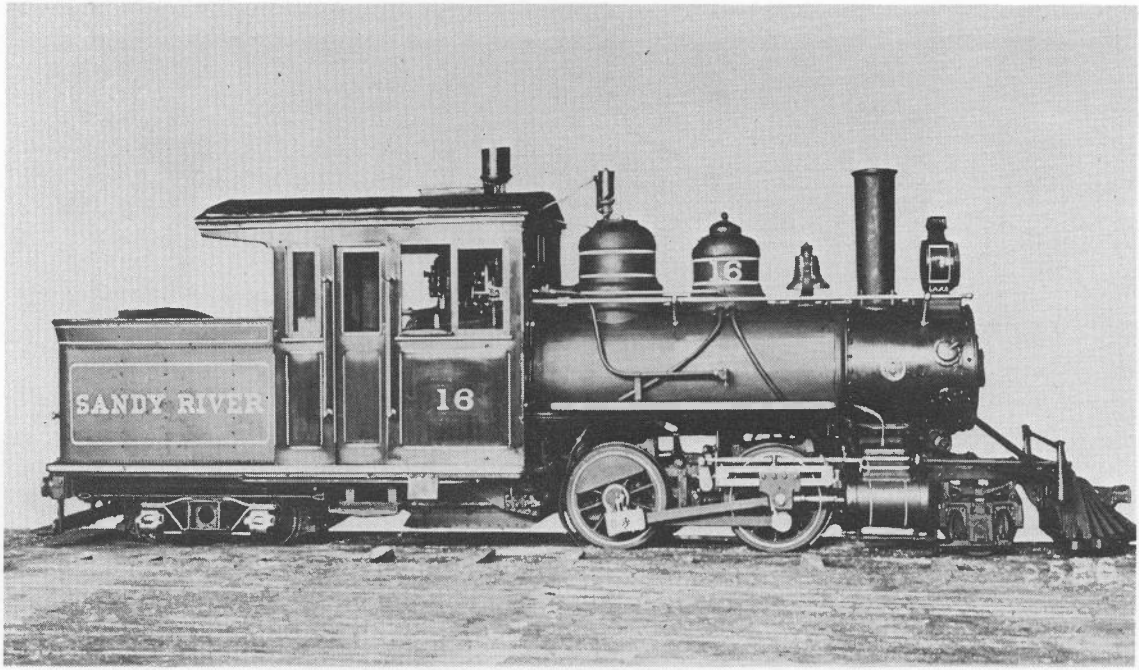
5. The Baldwin people fitted the Franklin & Megantic "S. W. SARGENT" with an outsize stack as she was intended to burn wood. They also saw fit to omit the running-board on the driver's side, presumably so he could see the cylinder and motion!

6. Sandy River No. 16, built by Baldwin Locomotive Works in 1907. Vital Statistics: Cylinders 11½" x 14": Driving Wheels 35" dia.: Boiler Pressure 180 lbs.sq.ins.: Length (over couplers) 30'9½": Total Weight 55,650 lbs. When she was taken over by the S.R.& R.L. they halved her number, making her their No. 8.

7. Another of the 2-4-4 type, readied for winter. The plow was not for ornament: there were times when trains became completely stuck in snow-drifts and had to be shovelled out. No. 9 was also a Baldwin-built loco, with July 1909 on her works plate.


ARIEL
B&B
B&B


S.W. SARGENT
FRANKLIN & MEGANTIC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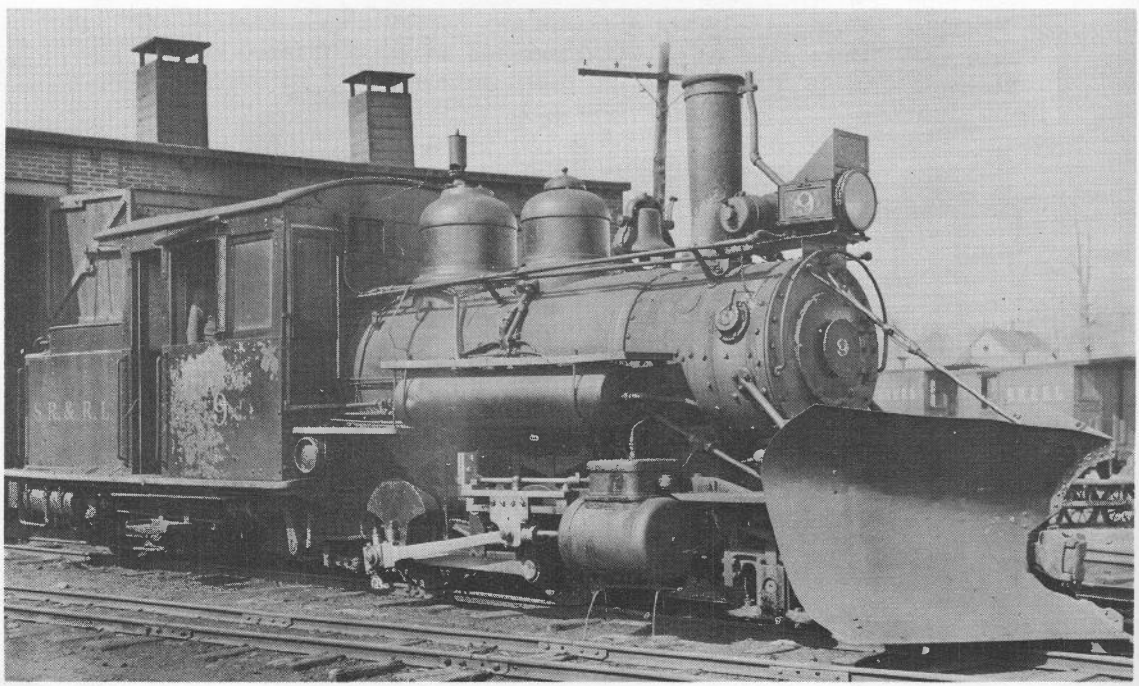
16
16


S.R.&R.L.
9
9

The Narrow Gauge Locomotives of Hudswell Clarke & Co. Ltd.

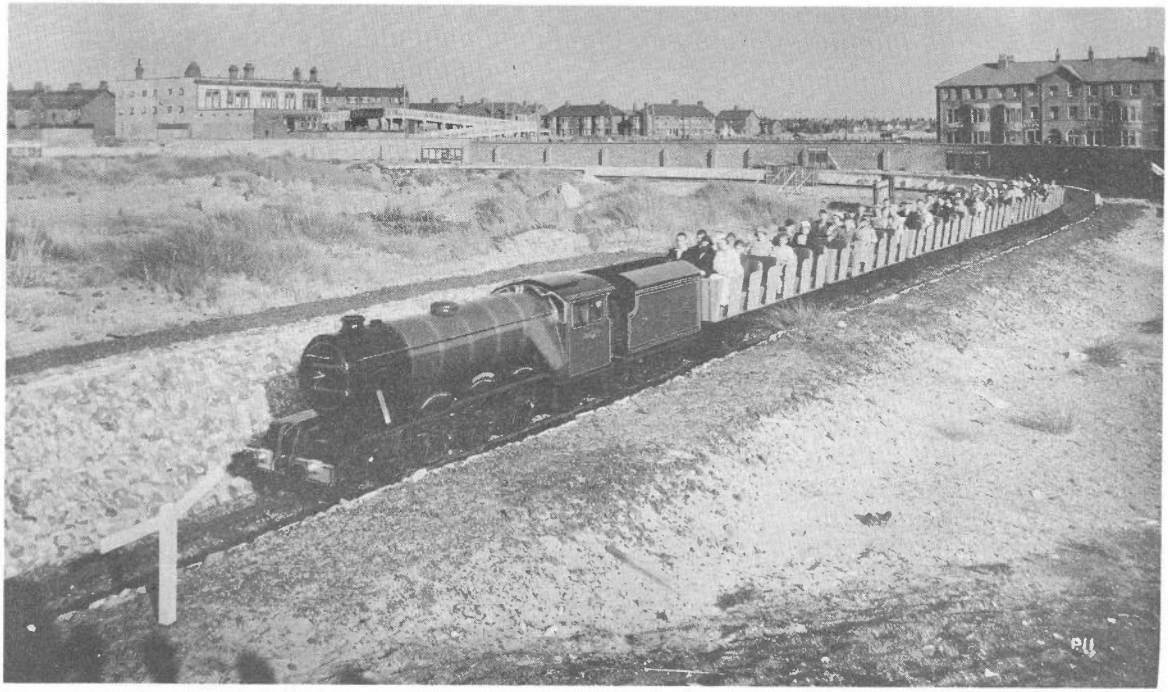
Part No. 9

Blackpool Pleasure Beach Miniature Railway

Ron Redman

Blackpool's famous South Shore was the location for the first ever public miniature line way back in 1904 when a short stretch of 15" gauge track was laid over some $\frac{1}{4}$ of a mile, the motive power took the form of the Basset-Lowke masterpiece LITTLE GIANT which was soon moving around 1500 passengers a day if the weather was in its favour. Despite its great success the railway was short lived and the locomotive moved on and the line scrapped, and it was not until 1934 that the far more ambitious 21" gauge line was introduced at the Blackpool Pleasure Beach.

The new and very extensive system of some 1200 yards length was the work of Mr. D.H. Moore who had previously been responsible for the Hudswell powered lines at Golden Acre Park, Leeds and the North Bay line at Scarborough.



For the construction of the line and its opening the Railway Foundry supplied one of each of its well proven miniature steam outline diesel hydraulic locomotives ; both left the works in April 1933, MARY LOUISE, works number D578, a duplicate of the North Bay North Eastern Railway Pacific and D579 CAROL JEAN, a duplicate of the Golden Acre Railway Baltic tank design.

The third and last locomotive was the prototype 26 HP Pacific class, based on the outline of the London Midland & Scottish Railway Princess class, before leaving the works on 16th April, 1935 as D586 it was painted and lined out as the main line prototype, LMS No. 6200 it was originally to be named CAROL JEAN II, but at the last minute the name changed to THE PRINCESS ROYAL. Her Royal Highness the Princess visited the works with her two sons Viscount Lascelles (now Lord Harewood) and his younger brother the Honorable Gerald Lascelles to perform the official naming ceremony after which the two boys were allowed to drive the locomotive up and down the test track. The day was remembered by many of the workmen as after the official visit the fitters responsible for the erection were treated to a pint at the local Albion Hotel, with a pork pie for the apprentice who was under age at the time!

Apart from the three locomotives a total of 21 coach chassis complete apart from decking and seats and three complete coaches were supplied between January 1933 and April 1935 along with a bogie tank wagon to carry 550 gallons of locomotive fuel.

The line is still substantially as built with all the original locomotives and stock intact plus a number of items purchased after the sale of the Golden Acre line, including the later famous dining car regauged from 20" gauge, one or two of the scale open wagons supplied to the Leeds line were still noted on a Society visit outside the engine shed last year, one would make an ideal wagon for preservation as part of the miniature railway story.

In closing I would like to thank Mr. Geoffrey Thompson of the Blackpool Pleasure Beach Company for permission to reproduce the enclosed pre-war views of the line from the Company's collection and to Hudswell Badger Ltd. for checking the technical data of the locomotives and the erecting shop view.

Details of Locomotives all 1'9" gauge

	Mary Louise	Carol Jean	The Princess Royal
Works No.	D578	D579	D586
Ex Works	April 10th 1933	April 13th 1933	April 16th 1935
Railway No.	4472	4473	6200
Coupled Wheels	2'4"	2'4"	2'9"
Bogie & Tender	1'2"	1'2"	1'2" & 1'7½"
Engine	26 HP Dorman	26 HP Dorman	26 HP Dorman 2RBL
Wheel Arrangement	4-6-2	4-6-4 Tank	4-6-2
Weight of Engine	7 ton 5 cwt.	7 ton 11 cwt.	8 ton 10 cwt.
Weight of Tender	2 ton 5 cwt.	-	4 ton

Coach chassis only - weight 1 ton 9 cwt. each.


6200

Photographs

1. MARY LOUISE in L.N.E.R. livery hauling a train in the wide open spaces of the early days of the line.

2. Arrival of THE PRINCESS ROYAL, April 1935. Note the name plate has been removed. There must have been collectors about even in those days!

3. CAROL JEAN pulls out of the main station, post war view. Note the Golden Acre dining car at the rear of the train, two bogie tank cars outside shed doors.

4. ?? Pre war postcard at the station, MARY LOUISE arriving on train.

5. Erection well on the way. Chargehand Harry Rose working inside the cramped smokebox of the Princess Royal.

6. General view in the Railway Foundry erecting shop, this photograph could be the two Princess locos under construction for Butlins in 1937 (Works Nos. D611 - D612).

7. Works Card of MARY LOUISE No. 4472, actual HP 26 not the rather overrated 47.7 HP.

8. Works card of CAROL JEAN No. 4473.

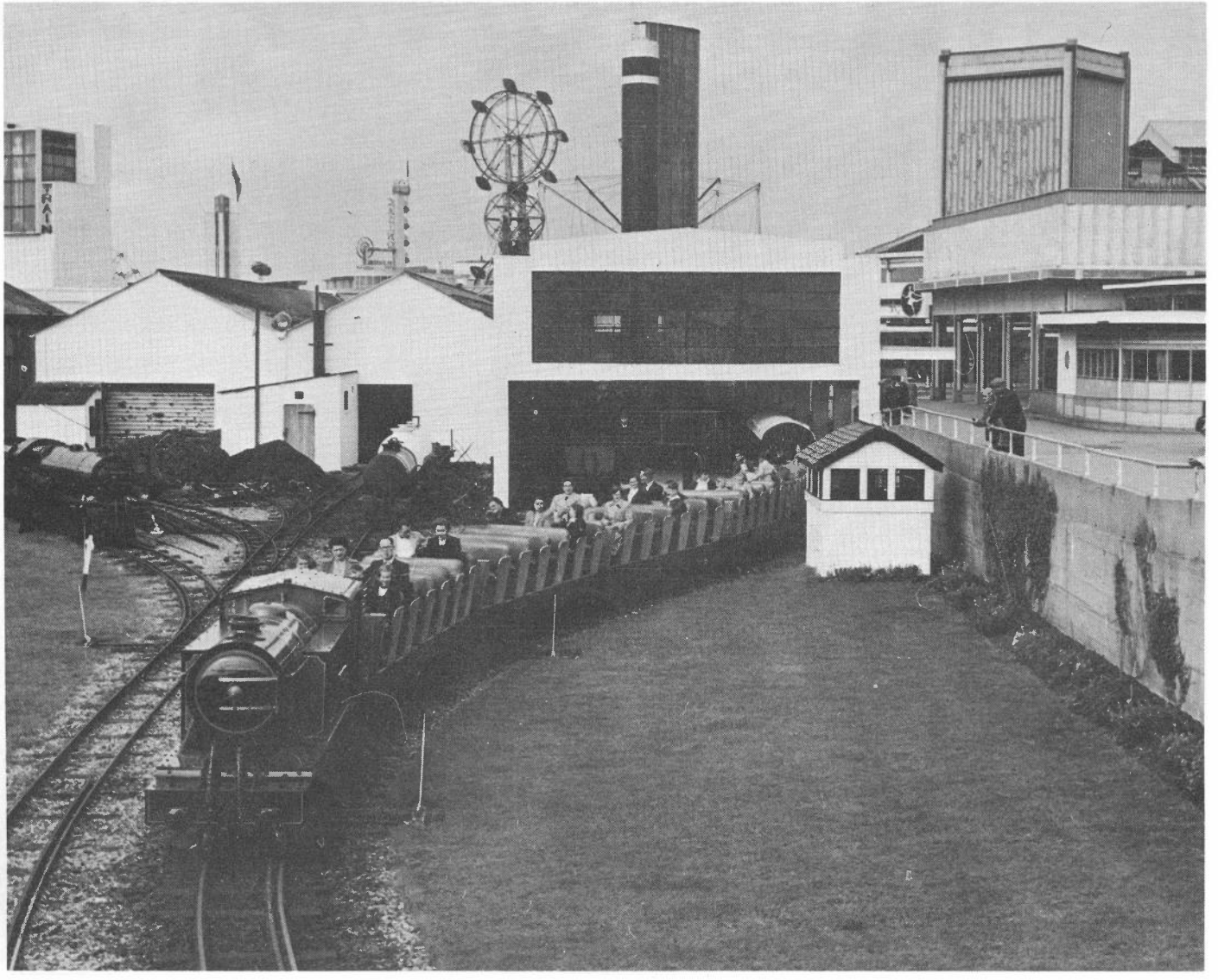
9. Works card of PRINCESS ROYAL No. 6200.

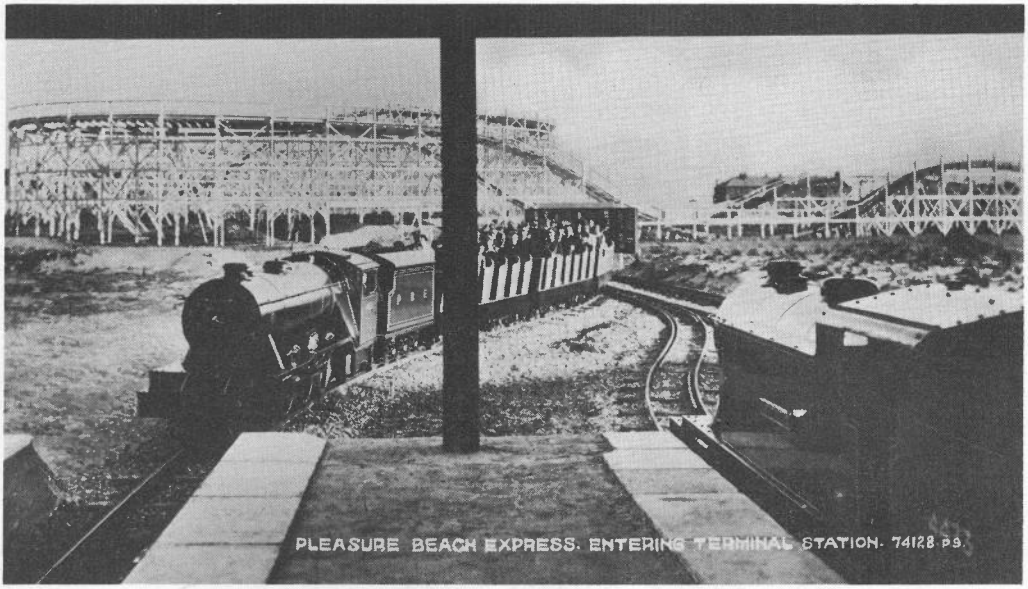
10. Works card of Standard Miniature Railway coach.

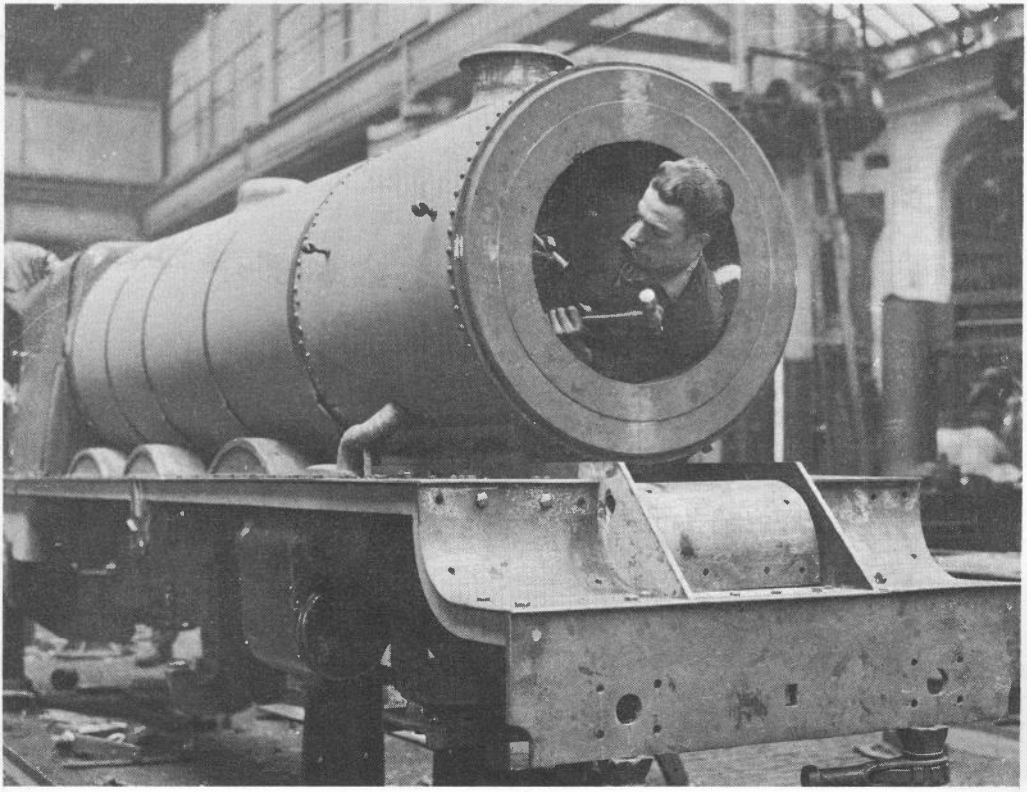
Acknowledgement:-

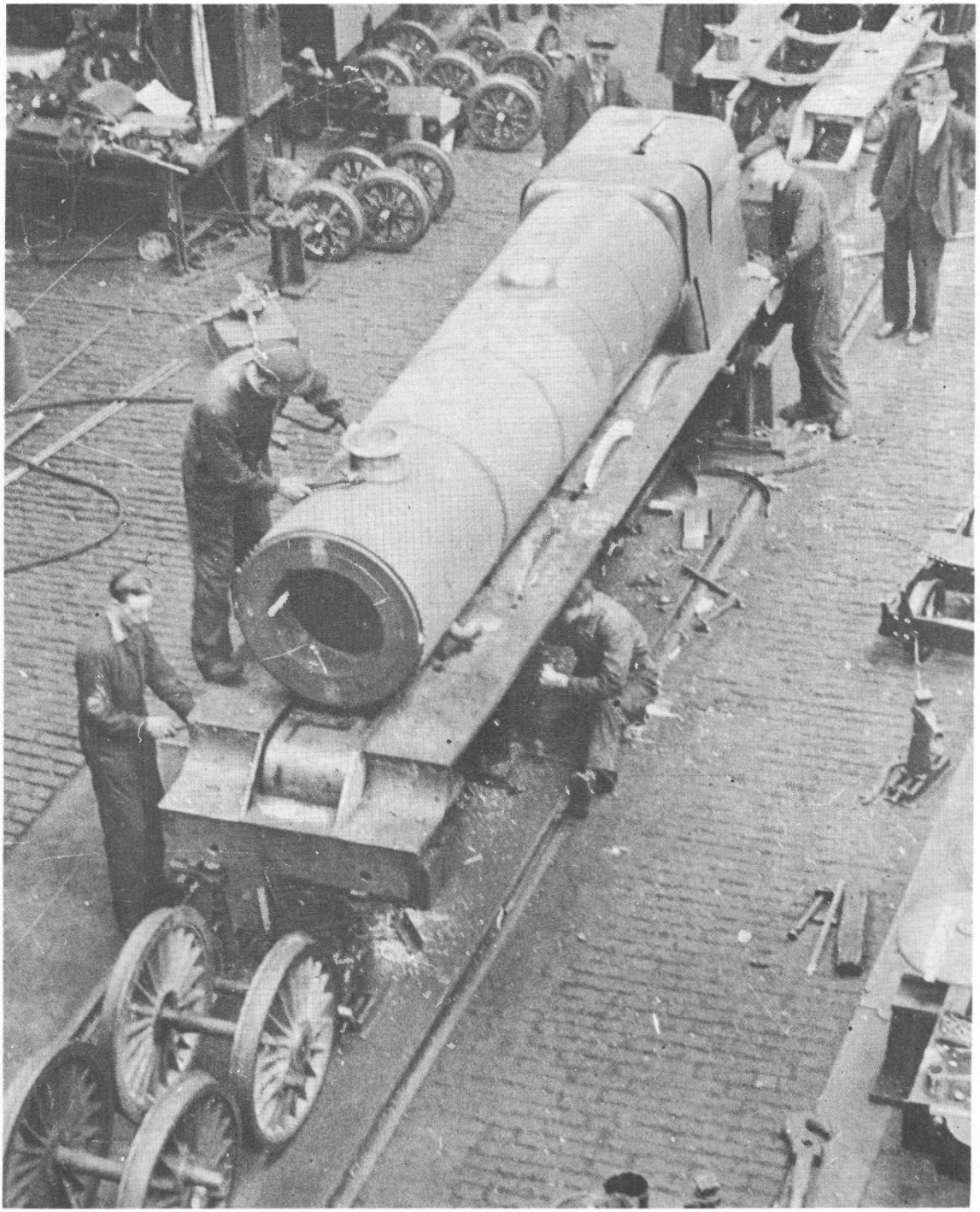
Prints 1 to 4 c/o Blackpool Ples. B. Co.

Prints 5 & 6 c/o Hudswell Badger & Co. Ltd. 7-10 Collection R.N.R.

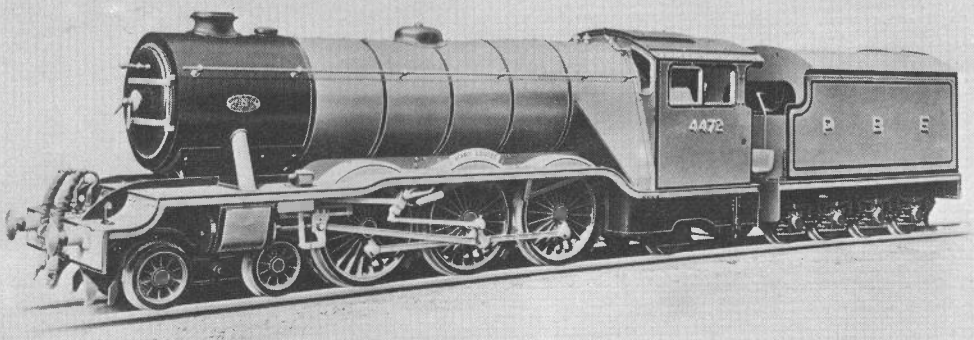



PLEASURE BEACH EXPRESS. ENTERING TERMINAL STATION. 74128 PS.



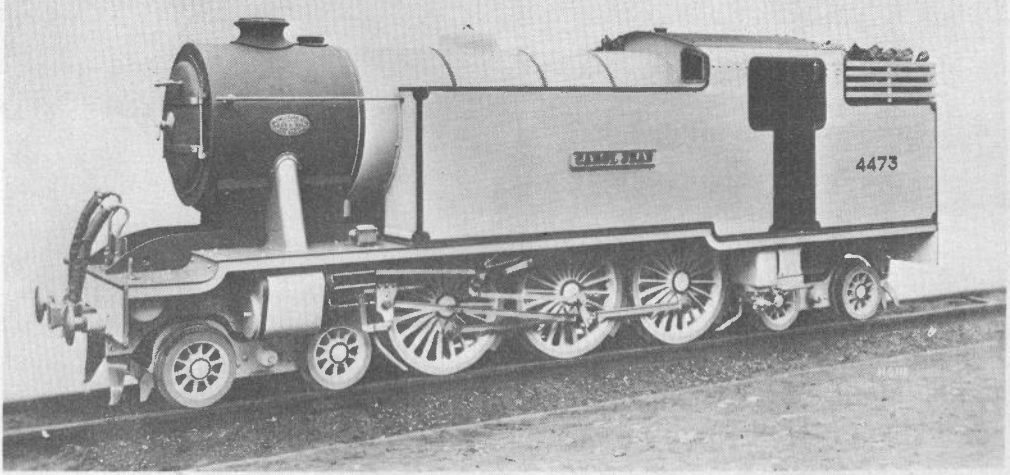


HUDSWELL CLARKE & CO. LTD., RAILWAY FOUNDRY, LEEDS, ENGLAND.



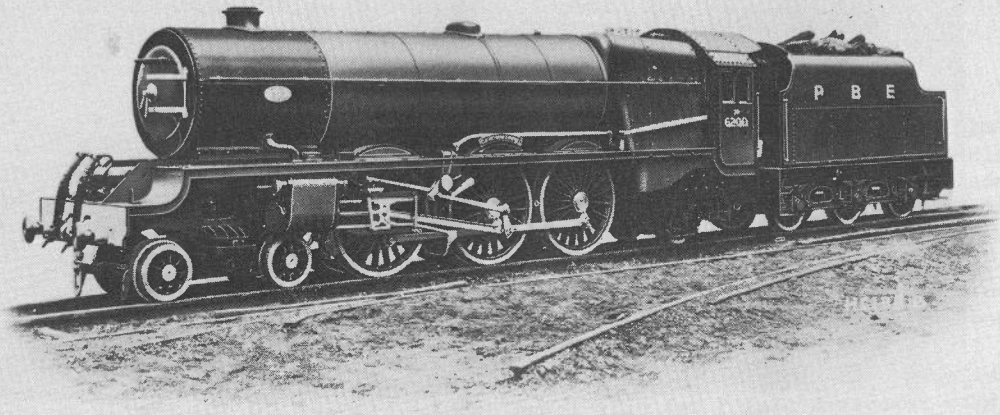
47·7 H.P DIRECT DIESEL MINIATURE "PACIFIC" TYPE LOCOMOTIVE.
PLEASURE BEACH. BLACKPOOL

HUDSWELL. CLARKE. & CO. LTD.. RAILWAY FOUNDRY. LEEDS. ENGLAND



26 H.P. DIRECT DIESEL MINIATURE LOCOMOTIVE "BALTIC" TYPE
OPERATING AT BLACKPOOL PLEASURE BEACH. BLACKPOOL

HUDSWELL, CLARKE & CO., LTD., RAILWAY FOUNDRY, LEEDS, ENGLAND



48 h.p. Direct Diesel Miniature Locomotive "Princess Royal" Type D30

HUDSWELL. CLARKE & CO. LTD., RAILWAY FOUNDRY. LEEDS. ENGLAND

MINIATURE RAILWAY COACH

THE MAGIC ISLANDS

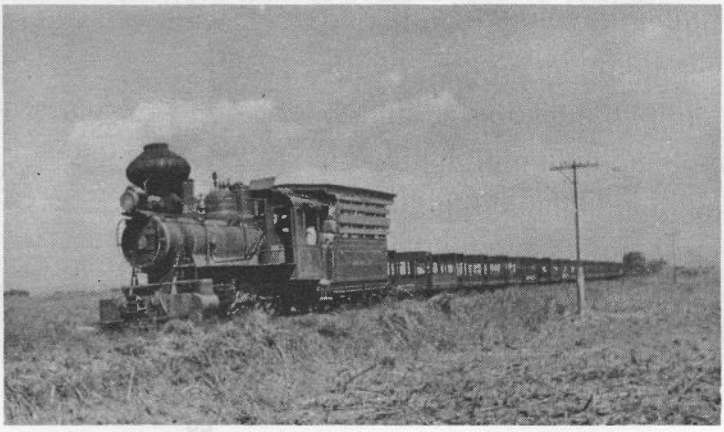
GEOFF TODD

"Welcome aboard your Phillippine Airlines Friendship flight no. 537" said the tired, routine voice. "Our flying time to Bacolod will be ninety minutes. Those with firearms please unload them and hand them to the cabin staff. Please fasten your seatbelts for takeoff". Nobody moved. Not, you might suppose, a very likely start for a journey to a magic island.

Everybody dreams from time to time of finding a tropical island to escape to and live happily ever after. The weather, of course, would be perfect, the scenery superb and there would be lots and lots of narrow gauge steam railways. I didn't really believe in the existence of such an island any more than I believed I had a fairy godmother so it was with a shock from which I have never quite recovered that I not only found my magic island but spent five days there in 1969 photographing its railways. But the tragedy that is an essential ingredient of every fairy story required that I should have trouble with my black and white camera so that the pictures which accompany this article are distinctly sub-standard.

Negros is in the Phillippines, about 300 miles south of Manila, and is roughly 100 miles long by 30 miles wide. It is pronounced, incidentally, as in Spanish - Neh-graws, not the English Nee-groes. The economy runs on sugar cane and timber and in the northern part of the island, there are no fewer than twelve sizeable railways on gauges ranging from two feet to three feet six inches, most with steam locomotives burning all manner of rubbish. Pride of place must surely go to the Insular Lumber Company, a 3'6" gauge line whose locomotive roster comprises seven Shays and a Baldwin Mallet. But close, behind, not least because they were completely unexpected, come the tiny passenger-carrying horse-trams of the 2'0" gauge Victorias Milling Company. Rather strangely, it is the Victorias Company - the only one with the narrow 2'0" gauge - which has the largest and most efficient network.

This means, inevitably, diesels for most of the traffic and in 1969 only four steam locomotives were still at work, powerful Henschel 0-8-0Ts of 1928-32 (for locomotive details see later), modernised to burn bunker oil rather than bagasse, the fibre residue of crushed sugar cane. The improved efficiency of oil-burning locomotives is sufficient to offset the cost of the oil, even though the bagasse is available free; indeed, it costs money to dispose of it in other ways. All the other sugar lines I visited still burn bagasse, loaded on to outsize tenders in huge bales which are broken up on the footplate with a crow-bar before being fed into the firebox by hand. Even though the bales are mechanically compressed, they are still very light and an enormous quantity is required to produce the necessary heat.

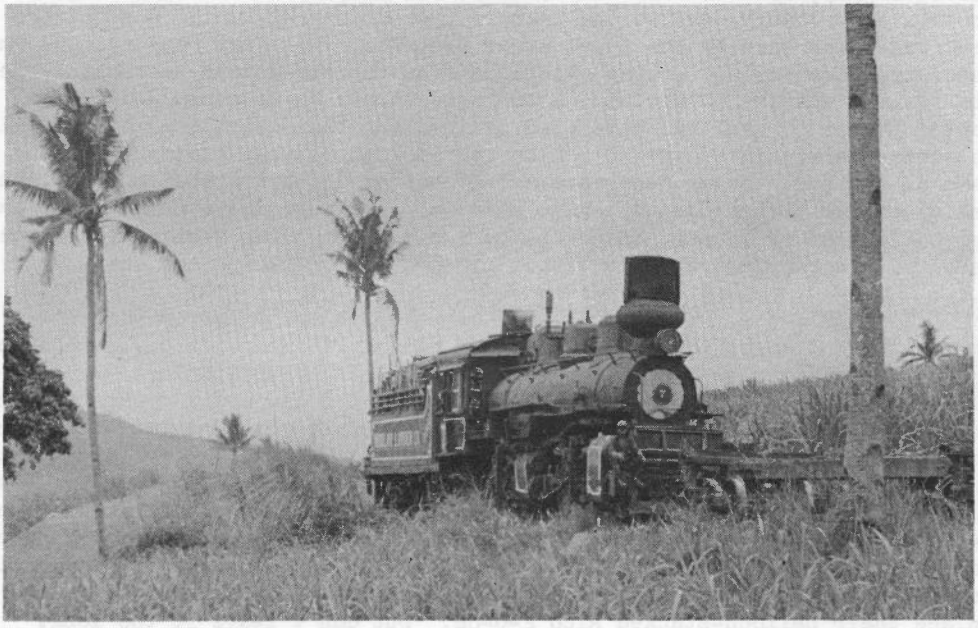


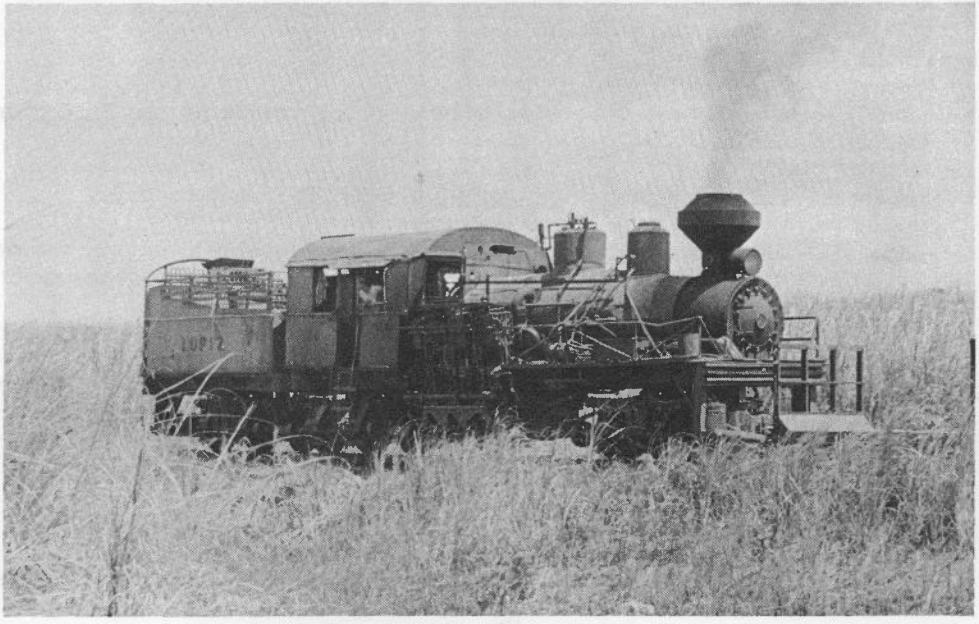
The Victorias company has an enormous network of lines with branches spreading in every direction to collect the cane from every corner of their territory. And "territory" is the most appropriate word to use for the area in which the sugar company operates. All the inhabitants work for the company in one way or another and the company in its turn accepts the responsibility of providing all the services we associate with central or local government. The worker may live in a company house, shop in the company shops, be treated in the company hospital, ride on the company buses - but as we return to the subject of transport, so we return to private enterprise in a particularly delicious form.

Many of the more isolated villages still have no road access, but the 24" gauge rails reach the most remote corners and an intermittent service of horse-drawn trams, known as "wagonetas" and which are no more than wooden platforms on two axles with a couple of crude wooden benches, operates between the level crossings with the main road and the villages. The Victorias trains are all controlled by radio (I wonder how many 24" gauge steam engines there are in the world whose drivers have to be licensed radio operators?) but the trams operate on demand and if they meet anything coming in the opposite direction, driver and passengers combine to lift the car bodily off the rails until the opposing train or tram has passed. It goes without saying that the track is very light and rough so that speeds are always low. As far as I could discover, there are no legitimate passenger trains anywhere on the island, nor did I hear of "wagonetas" on any system other than that of Victorias. However, it would take months to explore the area thoroughly so there may well be similar delights to be found elsewhere.

The remaining sugar lines are all 3'0" gauge and satisfy one's pre-conceptions of what a plantation line ought to be much more nearly than does the efficient, radio-controlled Victorias system. For the locomotive enthusiast, all share an exasperating lack of detailed information; understandable, in all fairness, since their railways are only a preliminary to their main business. The engine which still carries a works plate is a rarity to be seized upon as it may perhaps fill a gap in the jigsaw, and for most of the details which follow, I am deeply indebted to Mr. Charles S. Small.

Two more systems deserve special mention, the Insular Lumber Company and the Lopez Sugar Central. Insular Lumber operates a "classic" logging railway on 3'6" gauge, temporary trackage laid and removed as required in the logging area up in the hills in the centre of the island, plus a long (something like 20 miles) main line to convey the logs down to the mill on the coast. The main-line engine is a superb Baldwin 0-6-6-0 Mallet of 1925 which makes one round trip each day with a long train of log cars which are no more than a frame on a couple of bogies. Two delicious three-cylinder two-truck Shays, numbers 1 and 2, do the shunting at the seaward end of the line, while up in the hills three or four three-cylinder three-truck Shays haul the log cars from the cutting areas and assemble them into the daily main-line train. These latter engines came second-hand from the United States and are devoid of plates or any other identification so that their origin is uncertain.





There used to be another timber line in this area, the North Negros Lumber Company, who had four Shays; when the company ceased operating, the locomotives probably went to the Insular Lumber Company, while some of the track was taken over by the Lopez Sugar Central. This last company uses small diesel tractors for collecting cane cars from the fields and assembling them into trains, and two of the big 60 ton three-truck Shays second-hand from Insular Lumber to haul the completed train along the "main line" to the mill. The engines are painted bright yellow and look absolutely enormous hauling a train of miniscule sugar cane cars. Yet another defunct timber company, the Findlay-Millar Timber Company, also had two 3'6" gauge Shays which might have gone to Insular or Lopez. Since the companies themselves keep only the most casual of records, there seems little prospect of resolving the confusion.

In April 1969, an advertisement appeared in the American "Trains" magazine: "For Sale; Steam Locomotives" all of 24" gauge at prices ranging from $5000 to $6000 ex Victorias, Negros Occidental, Phillippines. There followed a list of the thirteen remaining Victorias locomotives (apart from the Henschels which are still in use) which could be placed in running order. The company indicated that they would hold on to them for a time but expected that eventually most of them would go to scrap. The Insular Lumber Company was gradually running down its operations and the new logging areas elsewhere on the island will be road served. But Lopez Central were so pleased with their two huge Shays that they planned to buy one or two more as they became available from the Insular company and Talisay-Silay Milling Company had no plans to replace their balloon-stacked Alco 2-6-0s. But don't leave it too long!

Photographs

1. 2'0" gauge horse tram, or "wagoneta", on the tracks of the Victorias Milling Company.

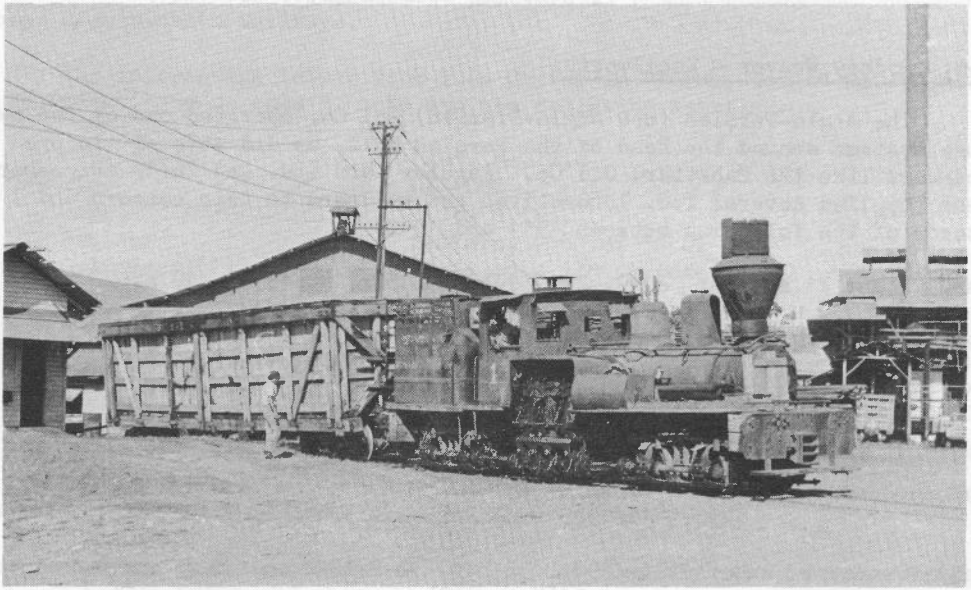
2. Hawaii-Phillippine Sugar Co. no. 9, 0-6-0ST Baldwin, no date.

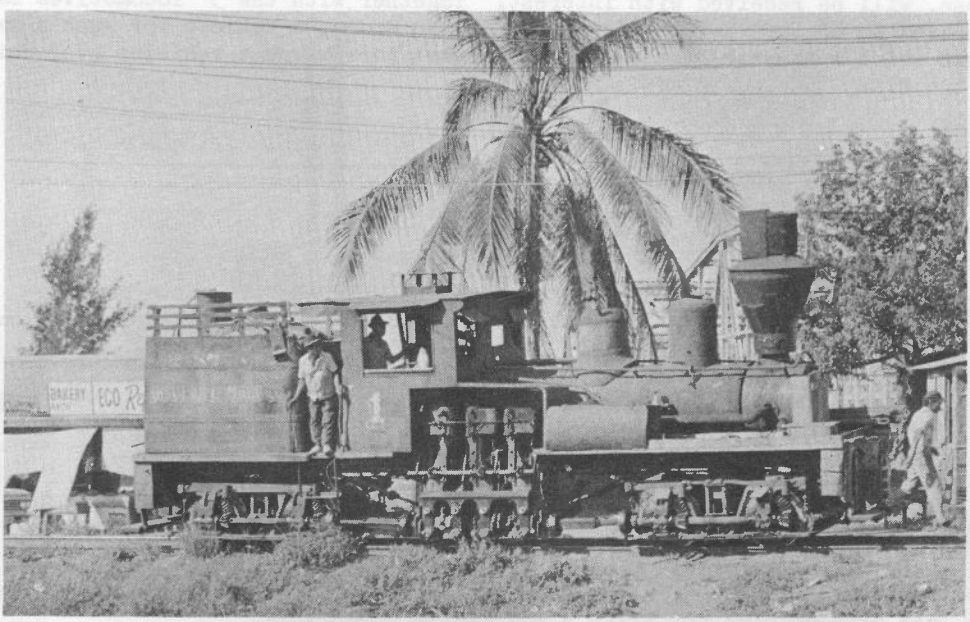
3. Hawaii-Phillippine Sugar Co. no. 6, 0-6-0 Baldwin 1920 out in the cane fields. Note the enormous tender loaded with bales of bagasse or crushed cane residue. 3'0" gauge.

4. Insular Lumber Company no. 7, 0-6-6-0 Mallet, Baldwin 1925. 3'6" gauge, wood burning. It is pushing a long train of log cars, which are nothing more than a frame on a couple of bogies, back up to the woods. It runs tender-first downhill with a loaded train and pushes back empty.

5. Lopez Shay no. 9 with an empty train in the cane fields.

6. 7. Insular Lumber Company. Shay no. 1, Lima 1907. Shunting around the sawmill.




BAKERY

LETTERS to the EDITOR

From: Rodney Weaver - Kenilworth.

The Anglo-Persian (now Anglo-Iranian) Oil Co. operated one or two narrow gauge systems around the head of the Persian Gulf, as did some of its predecessors like the Bahktiari Oil Co. Baguley Cars Ltd. and their successors alone supplied several i.c. locomotives and railcars to this concern and I have records of the following between 1911 and 1940:

Kharg Island 2' system: 2099, 2100/1936; 2139/2140/1938. 10 h.p. 4wPM.

Ahwaz (Bahktiari 2'6" system: 1176/1921 10 h.p. 2-2-OPMR.
1353,1354/1923 6 h.p. trolley.
1371,1372/1924 25 h.p. 2-2-OPMR.

Abadan 3' System: 1384,1385/1924 (THERMOIL No. 1,2) 50 h.p. flameproofed 0-4-OPM.

1410,1411/1925 (THERMOIL No. 3,4) ditto.

Baghdad. Metre gauge: 1214/1921 20 h.p. 2-2-OPMR chassis; converted to 2'6" in 1934.

Any information on the fate of these, particularly of the THERMOIL class, will be received with interest. Together with the 3' locomotives Baguley supplied an 80 ton 24-wheeled well wagon, an enormous vehicle for such a small works which must have been among the largest narrow-gauge vehicles ever built in the U.K.

From: Ron Redman, Horsforth

The very interesting photograph of "WALDERSHARE" in issue No. 57 caused me to check my Manning Wardle lists and the following information came to light:

Manning Wardle No. 1611 of 1903.
0-4-0 Saddle Tank.
8" x 12" outside Cylinders.
3'6" gauge.
for Earl of Guildford, Sandwich Bay Estate Co., Kent.

My works photograph shows a larger M-W works plate affixed to the cab than the plate shown in the magazine photo. Did Hunslet perhaps overhaul the loco at some time and affix a new plate?

"SANDFLY"

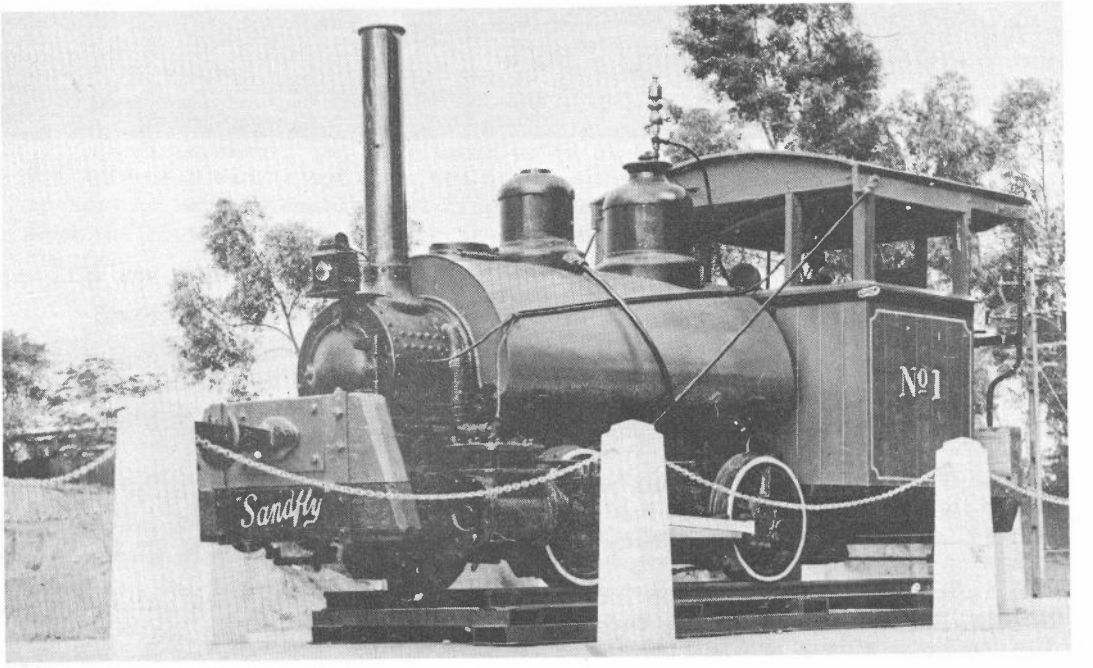
Data: Ivan Stephenson (Commonwealth Railways).
Photo: Commonwealth Railways.

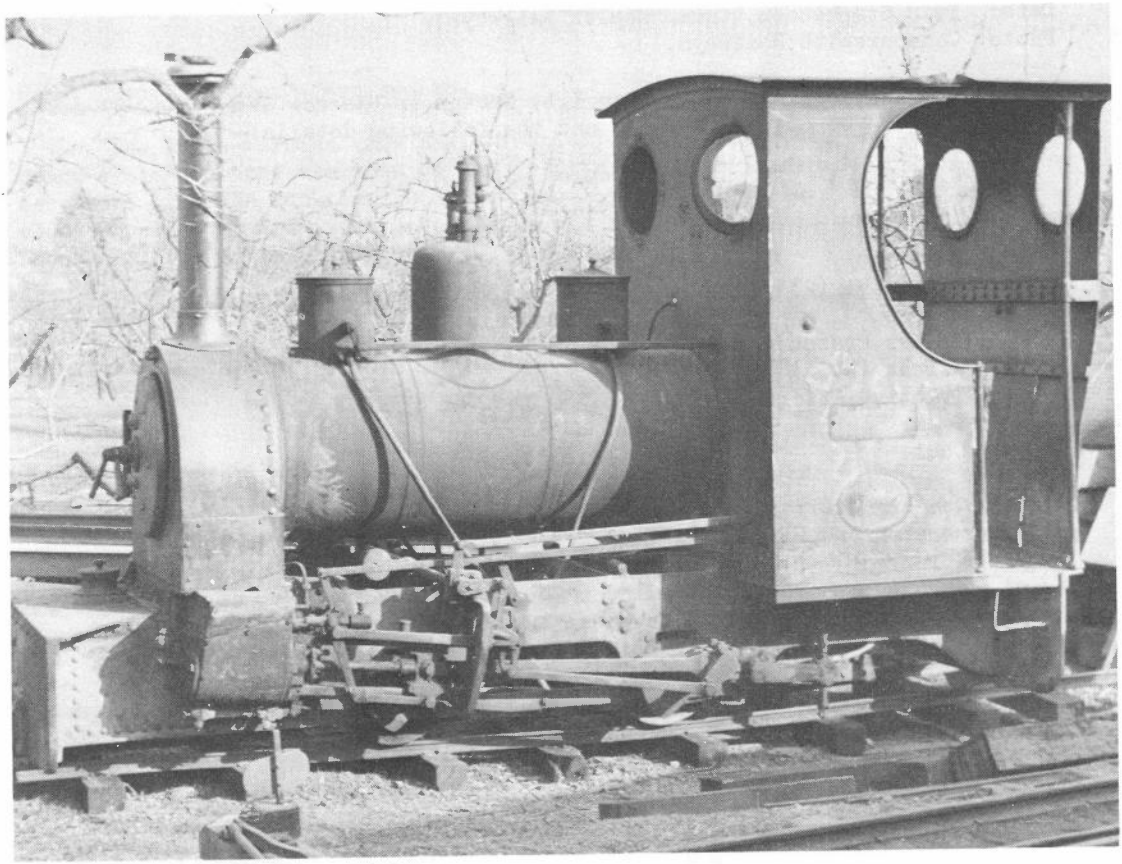
The interesting letter from I.A. Cutter in "Narrow Gauge" No. 57 set me "digging", and up came a photo and the following details:-

C.R. class	"NA", No. 1.
Type	0-4-OST
Gauge	3 ft. 6 ins.
Builder	Baldwin, 7860 of 1886.
Cylinders (2)	8" (dia) x 12" (stroke)
Wheels	26 ins. dia.
Boiler Pressure	140 psi
Weight (W.O.)	9½ tons
Tractive Effort	3,380 lbs. at 85% B.P.
Water	150 galls.
Coal	10 cwts.

Can any Australian member enlighten us as to who the "contractors for the Palmerston and Pine Creek Railway" were?

When our photo was supplied (1963), the "Sandfly" was in green livery, with red buffer beams and white wheel tyres, and had obviously just been repainted.





From: Ron Cox - Nottingham.

You may find the two enclosed prints of interest, I'm sure you will recognise the loco depicted in these photos.

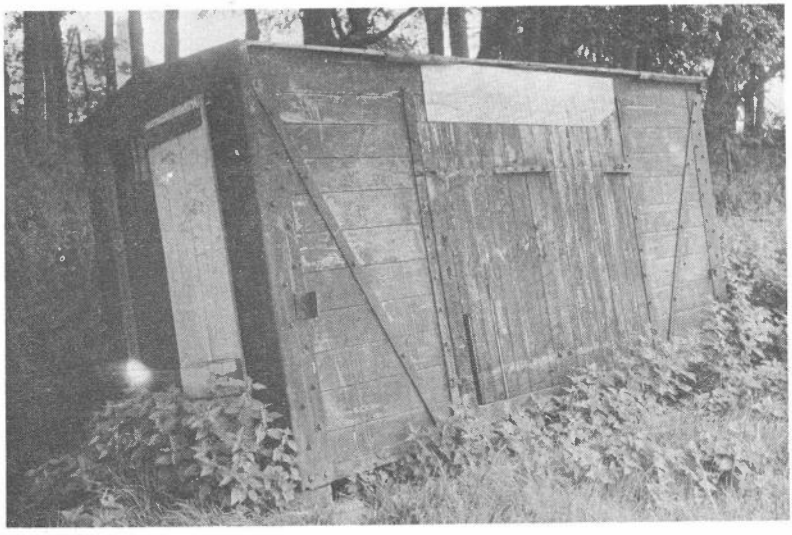
As you know this loco, 'Gwen' Hunslet 1404/20 (0-4-0T) was exported to the Wild Cat Railroad, Los Gatos, California, after sale to Mr. Billy Jones by the John Knowles Wooden Box Co., Swadlincote, Derbys. Since then the loco has been sold again to an unknown buyer upon the death of Mr. Jones.

The enclosed photographs show 'Gwen' after being pulled out of shed where it had been stored for over 18 months. The loco was in fact only steamed three times owing to its tendency to spread the gauge on turnouts at Los Gatos.

You may notice that the loco is minus both nameplates and builders plates, the nameplates having been sold by the executors of the Jones estate. The builders plates are now the joint property of Mr. Alan Bowler and myself.

From G. W. Grainger, Knutsford.

Three years ago I lived in Yorkshire near Forden, and took these photos of a small van used as a chicken house. I wonder if it could be from Sand Hutton, 28 miles away.....



Reply and deduction from Ken Hartley.

The Chicken House Van

Many thanks for your note, and the interesting enclosures - I am indeed glad to have the opportunity of commenting on the "mystery" photographs!

At first sight, the body looks as if it could be that of the old S.H.L.R. Brake/Parcels Van, apart from the obvious fact that Mr. Grainger's "find" appears to have (possibly) had hinged side doors. The off-set door in the end (and the rectangular ventilator in the other end) support the "Sand Hutton" theory.

However, after comparing the "mystery" prints with a number of different views of the original S.H.L.R. vehicle, I feel pretty certain that the "Chicken House Van" is another body altogether, and herewith give my reasons:-

1) The S.H. van was a "10-plank" job; the "C.H.V." has 11.

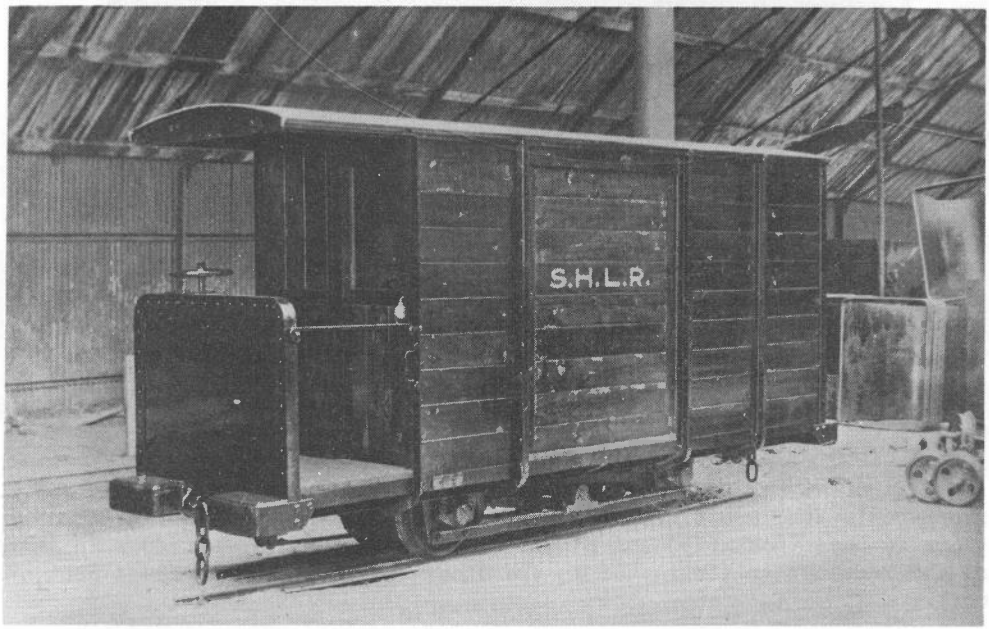
2) The S.H. body was braced by (or, even, built on to) four vertical angle irons on each side, which extended underneath and were fastened to the underframe; "C.H.V." has flat bar, vertical, and diagonal, bracing on the side(s) - not a "lash-up" job, but "joggled" to fit snugly on to the four corner plates, which are far bigger in section than the corner plates (at one end only) on the S.H. van, and have two rows of bolts, with every plank bolted. The plates on the S.H. body had only five bolts, i.e. one bolt to each alternate plank.

3) The "plain" end of the S.H. van was cross-braced thus, "X", with flat bar; the "C.H.V." shows no sign of having ever had this.

4) The "C.H.V." appears to be quite a bit higher than the S.H. vehicle, which would be no more than about 7'3" from rail to top of roof. I fancy, too, that the S.H. van was also slightly narrower, but no data exists as to this point.

I wonder if Mr. Grainger measured the length of his "find"? - the S.H. van was 15 ft. long, excluding buffers.

While the fate of Sir Robert's van has not definitely been established, it hardly seems likely that anybody would rebuild it to the extent indicated by the above differences, merely for use as a chicken house. But what the "Chicken House Van" really was, or where it came from, I can offer no clue.



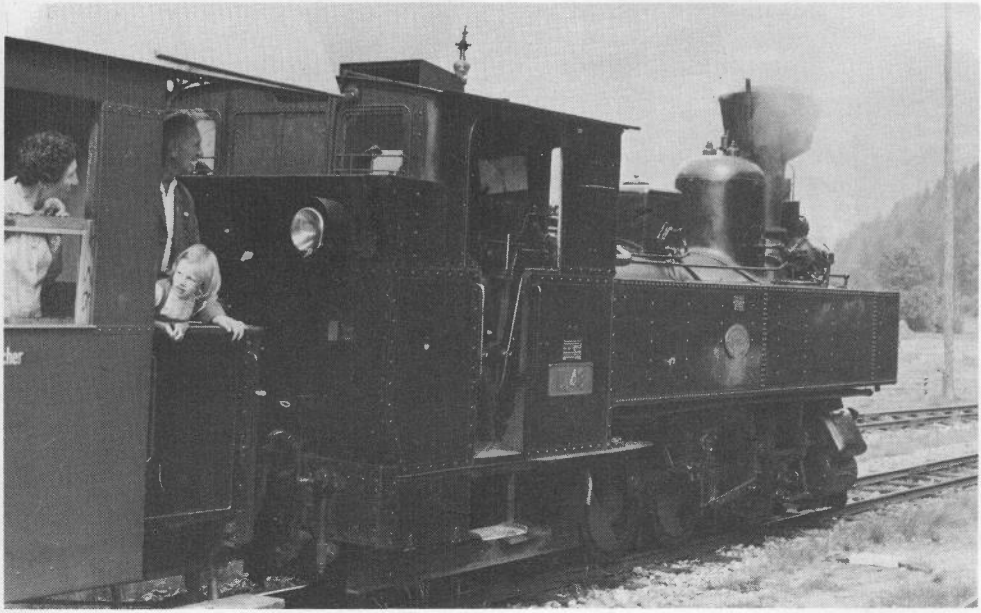
Four photographs from the camera of Mr. D. W. Winkworth - Bramley.

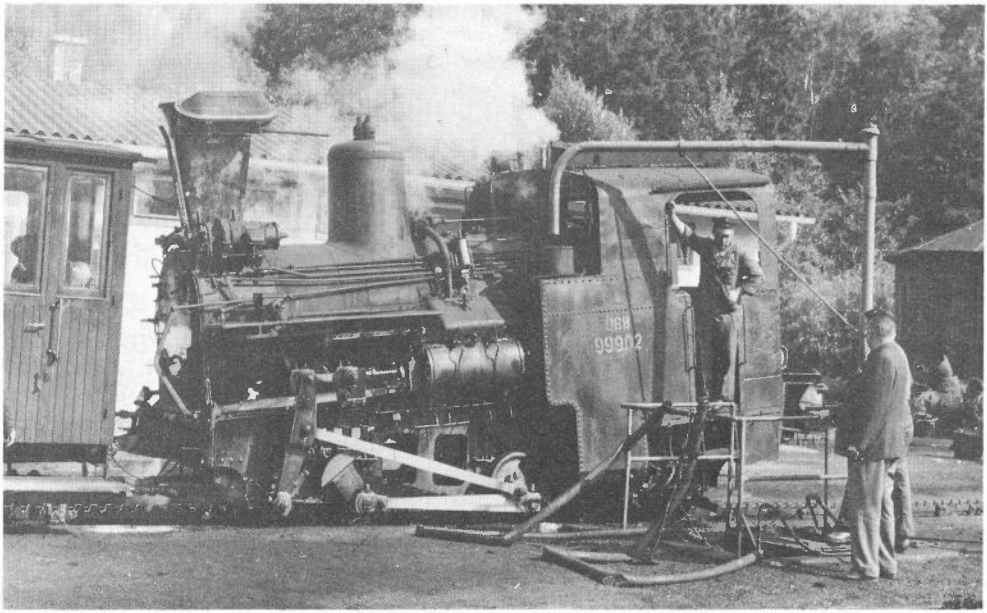
1. Steirmarkische Landesbahnen - Murtal Bahn 3-9-69
   U43 an 0-6-2T at the head of the 1230 Mauterndorf Murau "Bummelzug

2. VL 16 'ANTON' at Tamsweg with the Unzmarkt - Mauterndorf train

3. O.B.B.
   No. 999.02 at Puchberg about to propel train to Hochscneeberg 31-8-69.

4. CHIEMSEE BAHN
   The railways sole loco Krauss 1813/1887 rebuilt June 1958 leaving Prien 1-9-69.

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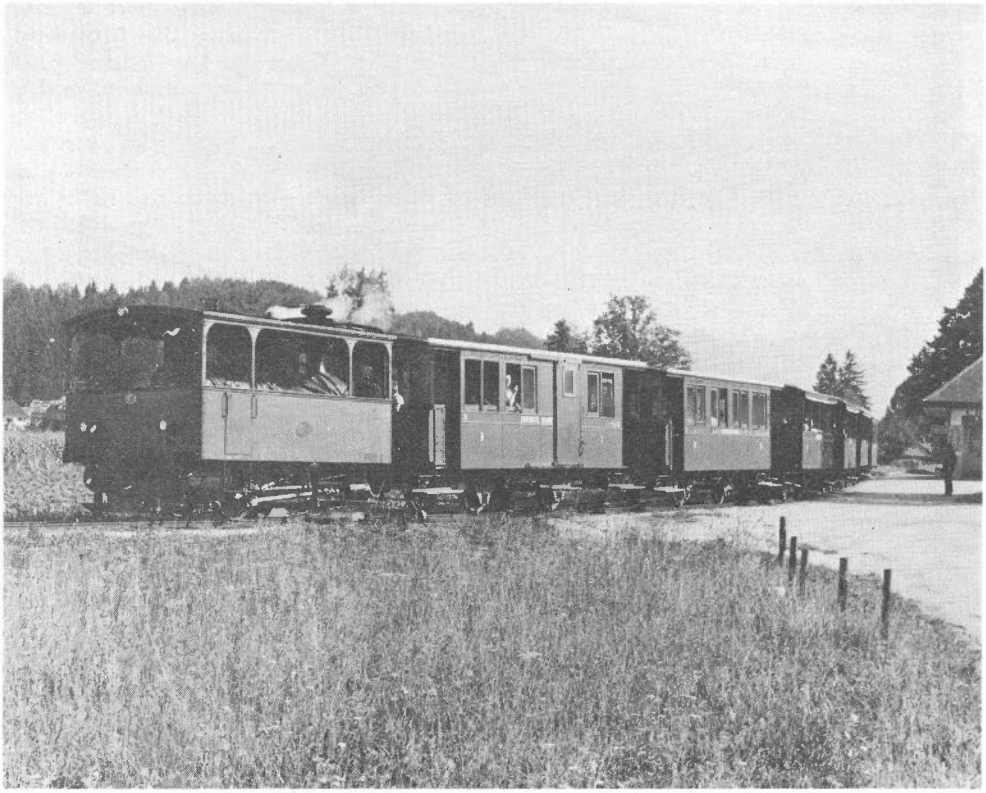

From: Mike Swift - Huddersfield.

Regarding past articles in the Narrow Gauge, the following points have recently come to light, and you may be interested in publishing them.

The Shanghai & Woosung Railway

An article on this line appeared in The Narrow Gauge No. 37 (Feb. 1965) and No. 38 (May 1965), and a brief reference to the opening is made on p.16 of the latter issue. During a recent browse in that delightful magazine "Iron" I came across the following report in the issue of 19th August, 1876:

"It is desirable to place on record that the first railway train that ever ran in China steamed out of the station at Shanghai on the 30th of last June, at half past five in the afternoon. The total length of the line, from Shanghai to Woosung, is $9\frac{1}{4}$ miles, of which $4\frac{1}{2}$ are open to traffic, and the whole will be finished within one month. The line, which has a 2'6" gauge, will cross thirteen bridges, twelve of which have been constructed. The engine weighs only 9 tons and the carriages are 5 feet wide."

Harry's Engine

This article really was a gem in every way, and its appearance prompted me to refer to "The Story of the Assam Railways & Trading Co. Ltd. 1881-1951", a book I picked up in a second hand shop some years ago. This confirms the historical details of the metre gauge system, and has a detailed account of the junketings on the opening day - 18th February 1884 - including the fact that the carriages of the inaugural train had to be pushed across the Dehing Bridge as this was not sufficiently complete to allow the passage of locomotives!

The collieries were developed by George Turner, a mining engineer from Staffordshire, who set out from England in October 1882 with 50 workmen. The area was then very difficult of access, and it is recorded that on their arrival in Calcutta they "travelled by train to Damookdea, crossed the Ganges by ferry to Sara, thence by train to Kaunia where the Teesta River was crossed by boat, by two feet gauge railway to Dharla, where there was another river crossing, by another diminutive railway to Jatrapore, then to Dhubri where they joined a steamer for the journey to Dibrugarh, the end of the metre gauge line. This was followed for 20 miles - as far as it was complete - and the journey to Ledo finished on elephants 12 weeks after leaving England!"

Ledo Colliery started 1882, and the coalfield was rapidly developed during the following years. George Turner described the mines in a paper written for the Inst. of Mining Engineers, London, and published in the Transactions for December, 1895. Surprisingly the book makes but brief reference to the 2'0" gauge system.

"The metre gauge railway sidings approach as near to the pits mouth as the configuration of the hills permits. Nevertheless the Company has found it necessary to construct several miles of two feet gauge track - with sharp curves and gradients in some places as steep as 1 in 2 - to carry the coal over the difficult country between the pits mouth and the railhead."

This mention gives not the slightest clue to the real character of the line so well brought out in M.G. Satow's article.

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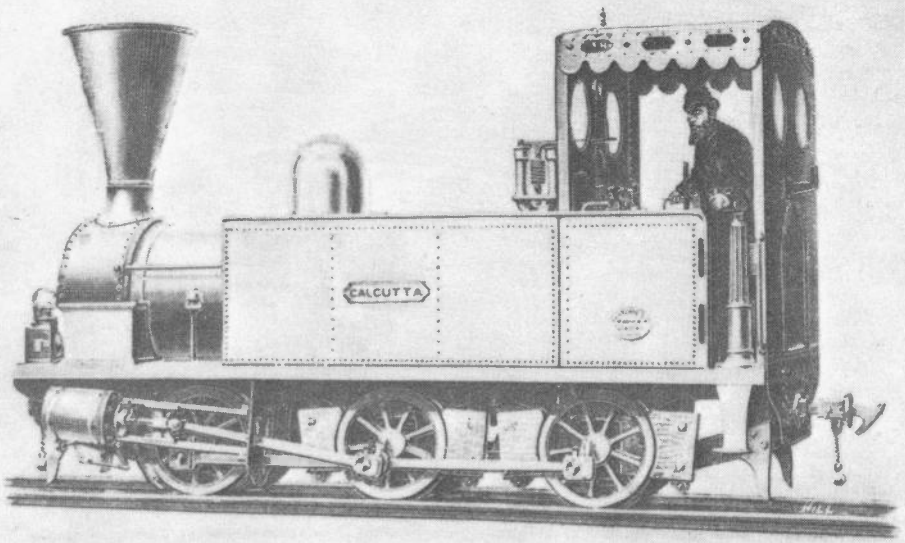
AND

RAILWAY MATERIALS MANUFACTURERS,



5, WESTMINSTER CHAMBERS, LONDON;

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WATERSIDE IRON-WORKS, IPSWICH.

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