

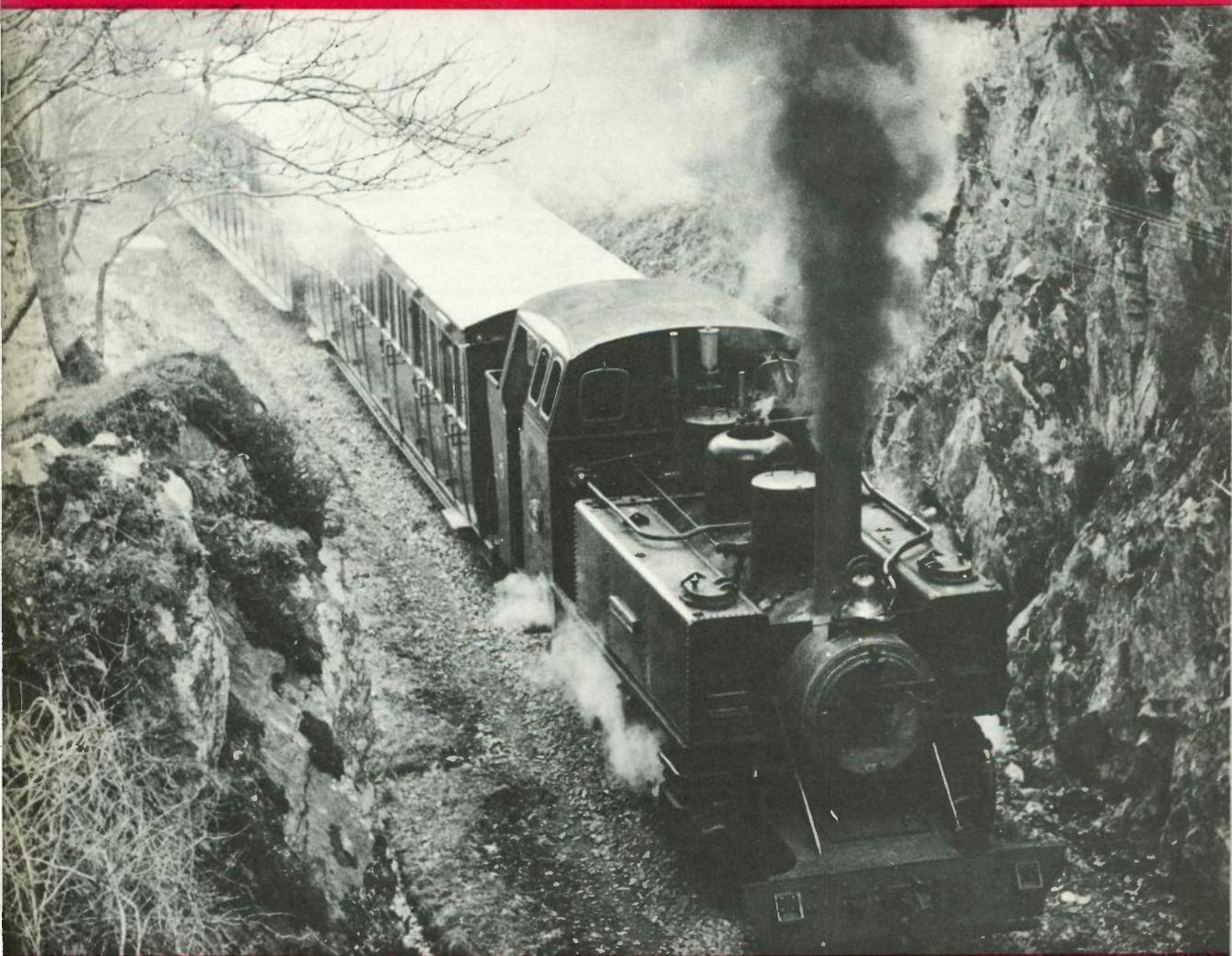


The **NARROW GAUGE** — illustrated

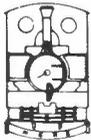
30p

NO 63

WINTER 1972-73



NARROW GAUGE RAILWAY SOCIETY



NARROW GAUGE RAILWAY SOCIETY



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

The NARROW GAUGE — Illustrated. (Published by the Narrow Gauge Railway Society.)

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

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

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

ASSISTED BY : Ken Bettis.

N.G.I. No.63 : December 1972, Copyright N.G.R.S.

PRESS DATE FOR N.G.I. No. 64 : 15th January 1973.

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

Affiliated to :-

BROCKHAM NARROW GAUGE & INDUSTRIAL RAILWAY MUSEUM
(Founded by N.G.R.S. 1961)

THE TRANSPORT TRUST
NEW ZEALAND RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY

And associated with other information and preservation organisations throughout the World.

OUR FRONT COVER :

FESTINIOG RAILWAY 1ft 11½in gauge. Before conversion to oil burning MOUNTAINEER (American Locomotive Co. 57156 of 1916, 2-6-2T) storms the approaches to Tan-y-Bwlch with a train for Dduallt, one typically Welsh damp day in April 1970.
(C. M. Whitehouse)

PLATFORM 1

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"NGI. :- Narrow in name,
Broad in scope".

This issue brings your new Editorial Team one full circle — back to the Winter number. With membership of the Society now at an all time 'high' of 800 plus and from the never ending flow of correspondence received, it appears that Members and the Society have benefitted not inconsiderably from the first year of N.G.I.

A further boost to the Society image was recently effected when two of the winning entries of our last Photographic Competition were reproduced in the October '72 "Railway Magazine", courtesy of their Assistant Editor, Mr. G. J. Flower.

Our attention has been drawn to the fact that two photographs we featured in N.G.I. 62 were without the consent of those responsible for their taking. Whilst offering our apologies to those Members concerned we would point out that these photos were used in good faith and no photographer's name or claims on copyright appeared anywhere on the offending prints. Would all photographers please remember that if acknow-

ledgement and/or copyright is wanted on their cards to ensure this is marked on it — otherwise possible usage by us (or other publishers) MAY be effected in ignorance of their correct wishes.

You may have been concerned that your last N.G.I. was a little delayed — this was due to an unfortunate major printing error which we considered HAD to be put right before distribution. It was thought that readers would have preferred to wait a week or so and receive a No. 62 rather than have a SECOND No. 61 delivered on time !

This has unfortunately contributed to less advertising being received by the press date for this issue — and with the predicted slackening off (at this time of the year) in display advertising, this has meant a reduction by four pages. However, a 'bumper' 44 page issue is promised for next time. PLEASE KEEP THOSE CLASSIFIED ADS. ROLLING IN . . . (Closing date for N.G.I. 64 — 15th January 1973).

The festive season is with us again and in addition to wishing all our members and readers VERY BEST WISHES FOR CHRISTMAS AND THE NEW YEAR, we have extended the 'Know Your Knarrow Gauge' feature to give you some fireside fun with a CHRISTMAS QUIZ. Test YOUR knowledge without reference to other literature and BEFORE turning to the Answers !

Errors N.G.I. 62-pages 3, 4 & 38 respectively :
Photo Credit due G.E.C. WEBB
H.N.G.R.S. — BOTH carriages
seat 30,
Photo Credit due R.N. REDMAN

[R.P.M: 10/72]

Please note : We can only publish the material we have to hand at respective Press Dates — future issues are therefore largely in YOUR hands. Articles should, whenever possible, be accompanied with GLOSSY, CONTRASTY, BLACK & WHITE PHOTOGRAPHS — (and DRAWINGS where applicable). If you have material relating to Railways between 7¼ins and 4ft 7¾ins gauge, it will be best appreciated in N.G.I. — the Magazine for the N.G. specialist.

*We will always be pleased to consider a 'free plug' for advertiser's material by publication of suitable photos, drawings, etc. on any aspect relating to N.G. railways.

THE NEW COMPANIES



A SERIES DEVOTED TO THE
'PRESERVATION MOVEMENT'

The LEIGHTON BUZZARD
NARROW GAUGE RAILWAY

1967 - 1972

(LEIGHTON BUZZARD N.G.R.S.)

Gauge : 2ft

Situated : Leighton Buzzard, Bedfordshire.
By MIKE SHEEHAN.

*0-4-0WTP.C.ALLEN (Orenstein & Koppel 5834
of 1912) seen here ambling alongside Vandyke
Road in the English countryside, 1971.*

(Mike Sheehan)

Situated on the outskirts of Leighton Buzzard, this line is an unusual one in several ways. At 3¾ miles it is the longest passenger carrying narrow gauge railway in England, it is virtually complete in its original form, it has some of the steepest gradients worked by adhesion in the country and about one third of it is still in use for its original purpose - that of carrying sand from a number of quarries to the washing and grading plants at Double Arches, near to the A5 main road.

The line was originally built in 1919 to replace the road transport then in use, which was badly damaging the local roads, and it provided a direct connection with the then LNWR Leighton Buzzard to Luton branch at Grovebury Sidings. For almost fifty years the line enjoyed an uneventful, and sometimes very profitable, existence until the impending closure of the branch line in 1967, and the loss of transfer facilities, forced the quarry companies to look to the roads for future shipment, and most of the line then became redundant.

In early 1967 a small group of enthusiasts approached the owners of the line and were given permission to operate a passenger service at week-

ends. There were many problems facing them however; There were no passenger facilities, no workshops, no stock storage facilities, and for many years the line had been run with only minimum maintenance, and the track was therefore totally unfit for any form of regular passenger service, - and above all there were no locomotives and no rolling stock ! A start was made when four diesel locos were obtained from St. Albans, (from which two **working** locomotives were salvaged.) Three bogie wagons were obtained locally from Joseph Arnold and Sons Ltd, and later two more from Essex. Early trains were operated for enthusiasts only, and passengers had to **stand** in the unconverted wagons.

These early trains were operated more as a relief than anything else, but they did provide some much needed income whilst the main task of creating a station and engine shed at Page's Park took most of the time, money and labour then available, although some was diverted to the section of track alongside the park so that some form of regular passenger service could be operated. These efforts bore fruit in mid-1968 when the first steam locomotive, 'Chaloner', arrived after a long



IRON HORSE PRESERVATION SOCIETY. Early days, Motor Rail, 5612 (now a brake van) seen here at Double Arches, returning bogie wagons borrowed from Joseph Arnold & Sons Ltd for use on the inaugural passenger trains 3/3/68. (NGN52/8) (Pete Nicholson)

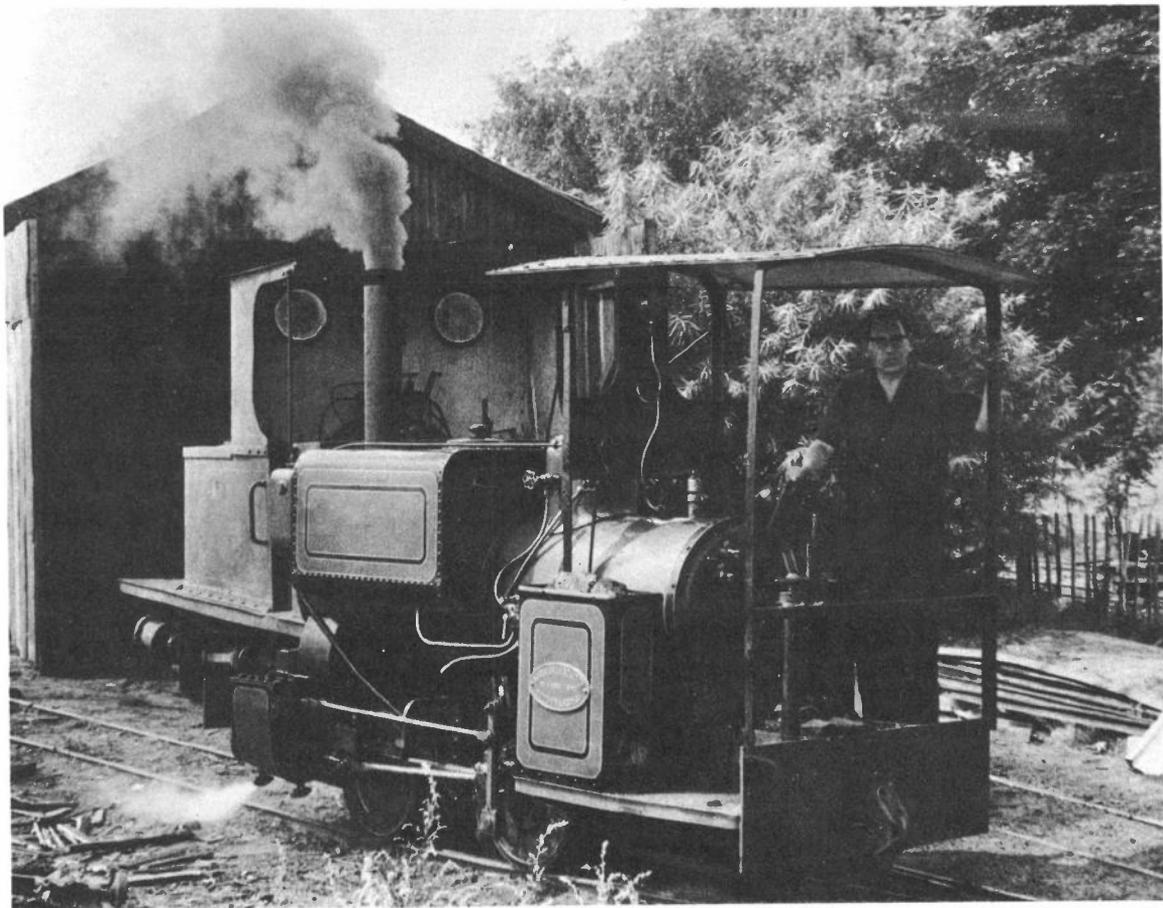
sojourn at the home of her owner. However, when she was steamed the following weekend it was discovered that her wheels were only 1ft 10 $\frac{1}{2}$ in at ONE end !! and she had to be regauged before entering service, — hauling one of the bogie wagons which had hastily been converted into an open coach.

Later in 1968 'Pixie' arrived, but it was six months of hard work before she entered service in 1969. This was the first real season of passenger working and a total of 5,800 passengers were carried between Page's Park and Stanbridge Road. During the season a second open coach entered service, and another steam loco, 'The Doll', arrived from Bressingham. At the end of the year another half mile of track had been completely relaid, and the first roofed coach built.

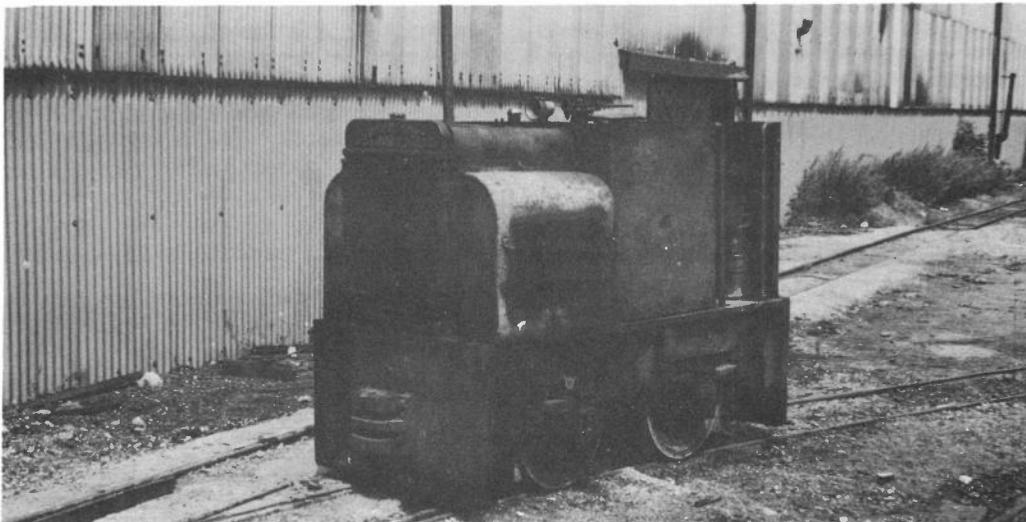
1970 saw the extension of the regular service to Leedon, with occasional trains to Vandyke Junction, and a total of 6,800 passengers were

carried over this longer distance. Much minor trackwork was carried out and no fewer than four new locos arrived, 'Pam' at the beginning of the season, 'Redlands' and 'Caravan' in July and 'P C Allen' in October. The Winter of 1970-71 was probably the busiest so far, with the complete remodelling of Page's Park station, the relaying of another half mile of track, and the partial conversion of an old stable building into a workshop.

The 1971 season saw continued progress of the railway and, with three locos in steam, a regular service was operated as in 1970. For the first time a Winter service was operated, and the 'Boxing Day Specials', driven by Father Christmas, took the passenger total to over 10,000 for the first time. During the year another open coach was brought into service and one of the earlier open coaches rebodied. In August 'Haydn Taylor' arrived, and the conversion of the stables at Stonehenge continued throughout the Summer.



PIXIE (Kerr Stuart 4260, an 0-4-OST of 1922) steams away from Pages Park shed leaving THE DOLL (Barclay 1641) on an adjacent line. (L.B.N.G.R.S.)



Hunslet 2176 of 1940 is currently on loan to the L.B.N.G.R.S. by member John Thomas. Shown here at former location Burton Constructional Engineering Co. Ltd in 8/69 (NGN61/18), it is of unique design distinguishable from the usual 25/32HP type by its larger wheels and deeper frame. (Pete Nicholson)

The Winter of 1971, and early 1972 proved to be a testing and puzzling time for the Society. With the completion of the workshops in November we had, for the first time, adequate engineering facilities and electric power, but for some unknown reason interest began to wane and far less work was completed than in previous Winters. The general feeling of despondency was not helped by an unfortunate succession of mechanical failures which withdrew 'P. C. Allen' from service in February for a major rebuild, and later saw 'Chaloner' and 'Pixie' out of use during the main running season, necessitating an all diesel service for about eight weeks. However, the influx of new blood and the successful steaming of newcomer 'Rishra', coupled with the fact that passenger totals remained above the 1971 level soon brought matters back to normal. The season saw the introduction of timetable working for the first time, and work commenced on the bodies of yet another coach and a brakevan, -and three more locos '43', 'Carbon' and 'New Star' arrived.

To date the Society, which still numbers less than 200 Members, has created a delightful passenger carrying railway. Its Members operate and maintain five steam, five diesel and two petrol locomotives, and over the past five years a station, running shed and workshops have been built, and

almost 1½ miles of track have been relaid. In addition four coaches and two brakevans have been built, and the whole programme has been carried out for less than the cost of one ex-B.R. locomotive from the Barry scrap yards! In May 1972, these five years of enthusiastic hard work were handsomely rewarded when the Leighton-Linslade Urban District Council announced their support for the preservation scheme, and stated that it would ensure that the railway remained open as a public amenity as long as there are volunteers to operate it. With this boost to morale, plans have been drawn up for additional facilities at Page's Park, more track relaying, signalling and lever operated points at most loops and the installation of telephone communications along the whole line. The Society has purchased its own steam locomotive, and the frame-work of a large shed has been donated which will eventually provide covered accommodation for all our stock. The timescale for these improvements depends on two factors finance and manpower, in particular we are very short of Members with engineering and track-work experience, but all railway enthusiasts are invited to join us, keenness and the will to work hard are the main qualifications needed! Those interested should contact the Membership Secretary :- **D. Barrow Esq., 7 St. Andrews Road, Bletchley, Bucks** for further details.

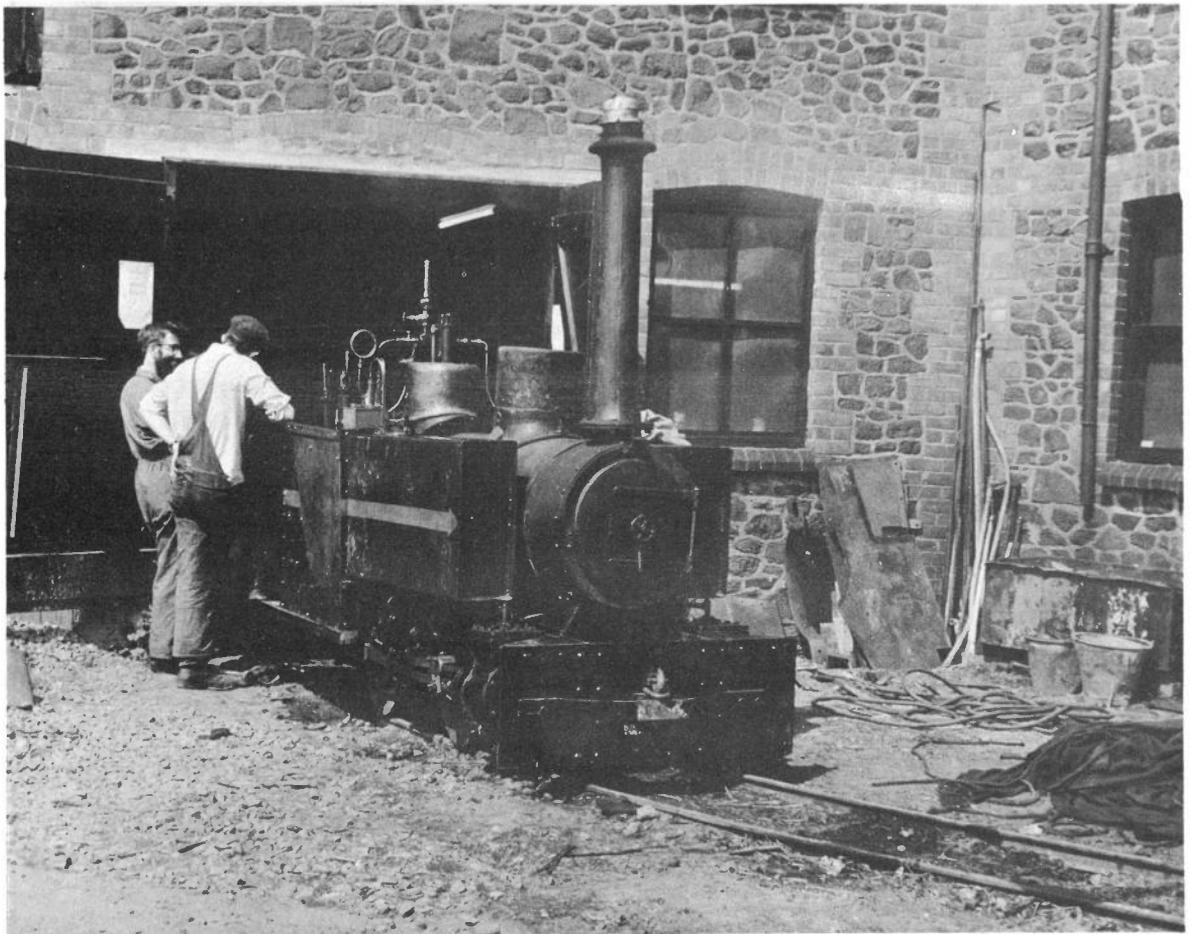
ALONG THE LINE

The only station yet built is at Page's Park, just off the Hemel Hempstead Road on the outskirts of the town. It has a bookstall and a buffet and there is a large car park nearby. There is a single sleeper built platform with coaling and water facilities, and a long run-round loop. Alongside is the two road running shed, once the sole covered accommodation on the line, and there are two stock sidings, although all passenger stock is now kept at the workshops in order to minimise the constant serious vandalism that besets the railway. For the first three quarters of a mile the track runs through

largely urban surroundings, but beyond Stanbridge it moves out into the open countryside. Although the area through which it runs is relatively flat, the line was built as cheaply as possible and follows the contours very closely, with the result that there is only one very short level section, and several quite steep gradients (1 in 25 to 1 in 30), between Page's Park and the present terminus at Munday's Hill. This latter loop is about ¼ mile from the original terminus at Double Arches, but the last section of track is still used extensively by sand trains and is unsuitable for passenger working.

NGN: Refs : 49/6, 51/5, 52/8, 54/14, 56/8, 58/17, 59/10, 61/10, 62/11, 64/8, 65/10, 67/9 & 12, 68/15, 69/11, 70/7, 72/10, 74/11, 75/10, 77/7, 78/11 & 79/10.

NGI: Refs : 59/9, 60/12 & 15 & 62/7.



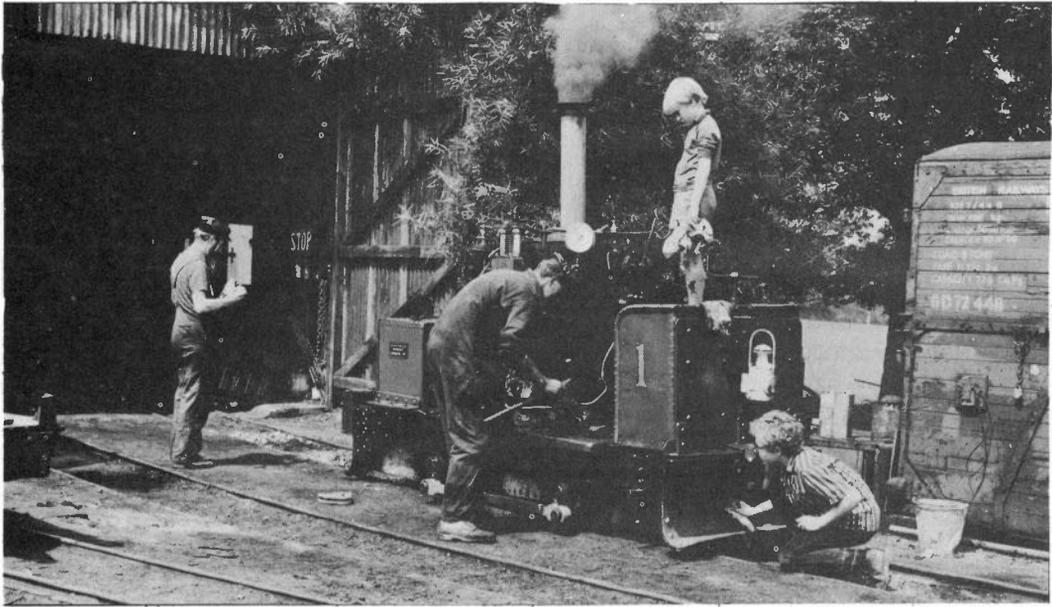
Britain's only Baguley steam locomotive, No.2007 RISHRA posing outside the L.B.N.G.R.S. workshops at Stonehenge, August 1972 — before repainting and fitting of cab/canopy. (NGI.59/9)
(John I. Knight)

LOCOMOTIVE & ROLLING STOCK LIST (AS AT OCTOBER 1972)

3, RISHRA	Baguley 2007 Built 1921 0-4-0 Tank 'Flanders' class. Owned by M. G. Satow. Ex Calcutta Water Works, Pulta Pumping Station, Calcutta, India 11/71. Barclay 984 Built 1903 0-4-0 Wing Tank 2ft 6in gauge. Owned by R. P. Morris. Formerly Scottish Gas Board, Provan Works, Glasgow. Arrived Stonehenge 8/72 for temporary storage.
THE DOLL	Barclay 1641 Built 1919 0-6-0 Tank. Formerly Stewarts & Lloyds Ltd, Bilston, Staffs. Arrived 8/69.
1, CHALONER	de Winton Built 1877 0-4-0 Tank, Vertical Boiler. Owned by A. R. Fisher. Formerly Pen-yr-Orsedd Slate Quarry Co. Ltd, Nantlle, Caerns. Arrived 6/68.
No.114, PETER PAN	Kerr Stuart 4256 Built 1922 0-4-0 Saddle Tank 'Wren' class. Owned by T. Coburn. Formerly Devon County Council, Beacon Down Quarry, Parracombe, Devon. Arrived 8/72.
2, PIXIE	Kerr Stuart 4260 Built 1922 0-4-0 Saddle Tank 'Wren' class. Owned by Industrial Locomotive Society. Formerly Devon County Council, Wilminstone Quarry, Tavistock, Devon. Arrived 12/68.
11, P.C ALLEN	Orenstein & Koppel 5834 Built 1912 0-4-0 Well Tank. Owned by Sir. P. C. Allen. Formerly Solvay & Cie, Barreda. N. Spain. Arrived 10/70.
PAM	Orenstein & Koppel 8986 4-wheel diesel type MD2. Owned by P. Hodges. Formerly Woodham Brick Co. Ltd, Wootton, Bucks. Arrived 12/69. Hibberd 2514 4-wheel diesel type 39. Owned by J. A. Thomas. Ex Butterley & Blaby Brick Coys Ltd, Blaby Brickworks, Leics 9/72. Hunslet 2176 Built 1940 4-wheel diesel 25/32 HP class. Owned by J. A. Thomas. Ex Burton Constructional Engineering Co. Ltd, Burton-on-Trent, Staffs 9/72. Hunslet 3646 Built 1948 4-wheel diesel 25/32 HP class. Owned by Arnold & Nathan (Plant Hire) Ltd, East Peckham, Kent. Arrived 8/72 courtesy J. A. Thomas.
* NEW STAR	Lister 4088 Built 1931 4-wheel petrol, R type. Formerly New Star Brick Co. Ltd, Leicester. Arrived 1/72.
* REDLANDS	Motor Rail 5603 Built 1931 4-wheel diesel 20HP Ex Redland Flettons Ltd, Kempston Hardwick, Beds 7/70.
No.5, R9	Motor Rail 5608 Built 1931 4-wheel diesel 20HP Converted to a brake van. Ex St. Albans Sand & Gravel Co. Ltd, Herts 1967.
No.8, R8	Motor Rail 5612 Built 1931 4-wheel diesel 20HP Converted to a brake van. Ex St. Albans Sand & Gravel Co. Ltd, Herts 1967. Initially used as a loco by I.H.P.S.
103, R7	Motor Rail 5613 Built 1931 4-wheel diesel 20HP Converted to a mobile crane chassis. Ex St. Albans Sand & Gravel Co. Ltd, Herts 1967.
No.6, R3	Motor Rail 5875 Built 1935 4-wheel diesel 20/28HP Converted to a brake van. Ex St. Albans Sand & Gravel Co. Ltd, Herts 1967.
* CARBON	Motor Rail 6012 Built 1930 4-wheel petrol. Owned by C. Coombes. Formerly Standard Bottle Co. Ltd, New Southgate, Gr. London. Arrived 3/72.
* CARAVAN	Motor Rail 7129 Built 1938 4-wheel diesel 20/28HP Ex Redland Flettons Ltd, Kempston Hardwick, Beds 7/70. Fitted with 'over-all' cab/canopy.
* HAYDN TAYLOR	Motor Rail 7956 Built 1945 4-wheel diesel 32/42HP Owned by British Industrial Sand Ltd, ex Leziat Works, Norfolk 8/71.
No.43	Motor Rail 10409 Built 1954 4-wheel diesel 32/42HP Owned by J. Cohring. Originally 'Leighton Buzzard Light Railway No.11.' Arrived 4/72.

[*Name not carried]

There are five bogie coaches, built on a number of different Hudson underframes and seating 24 or 27 passengers. Also a number of skips, several four wheeled and bogie flat wagons, and some specialised tank vehicles.



Britain's only working de Winton, 0-4-0T CHALONER — a real veteran of 95 years receiving youthful assistance in preparation for yet another days service. Pages Park Shed, 1972. (P. H. Groom)

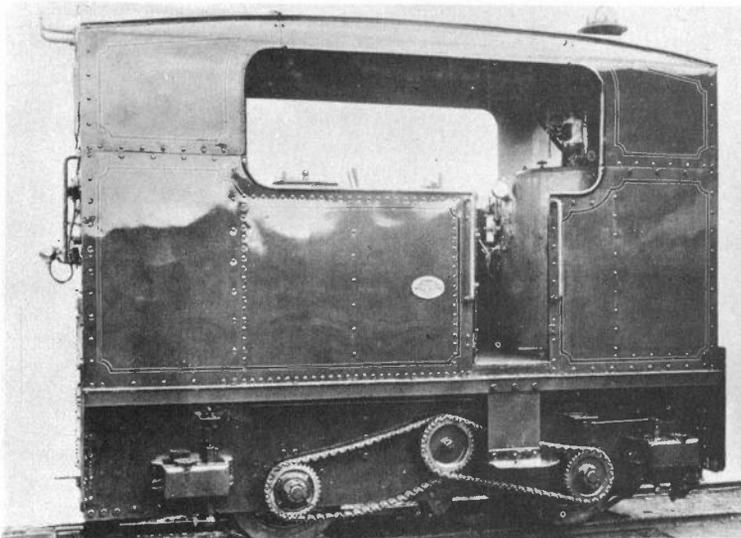
NB : * **Map of System** — see supplementary drawing sheet with this issue.

EX WORKS...

EX WORKS . . . 1924

BAGULEY (ENGINEERS) LTD No. 2028

750mm Gauge

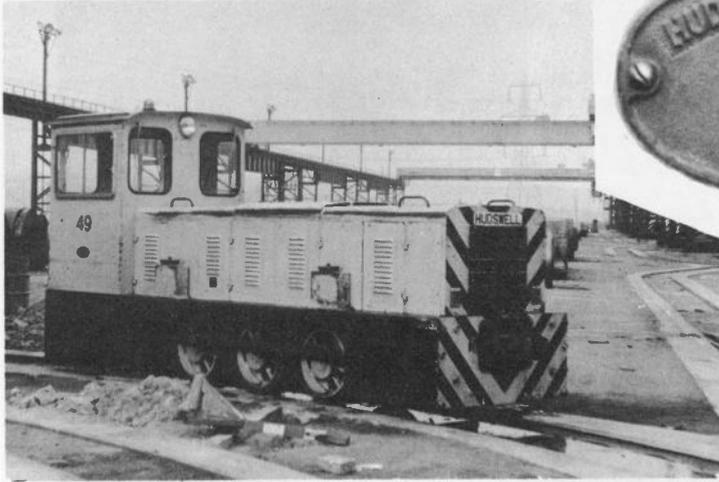


The only Baguley — Clarkson Steam tractor built was a 50hp machine for the Egyptian Delta Light Railways, supplied through Light Railways Ltd. This had a Clarkson double acting patent thimble boiler working at 250 psig, a Clarkson V — twin high-speed compound engine of 3¾in and 6in bore x 4in stroke and incorporated a two-speed Baguley petrol locomotive transmission unit giving a maximum speed of 24mph. Performance was much inferior to contemporary EDLR 'Sentinels' and the locomotive was scrapped after a comparatively short life.

Acknowledgements to
BAGULEY - DREWRY LTD.

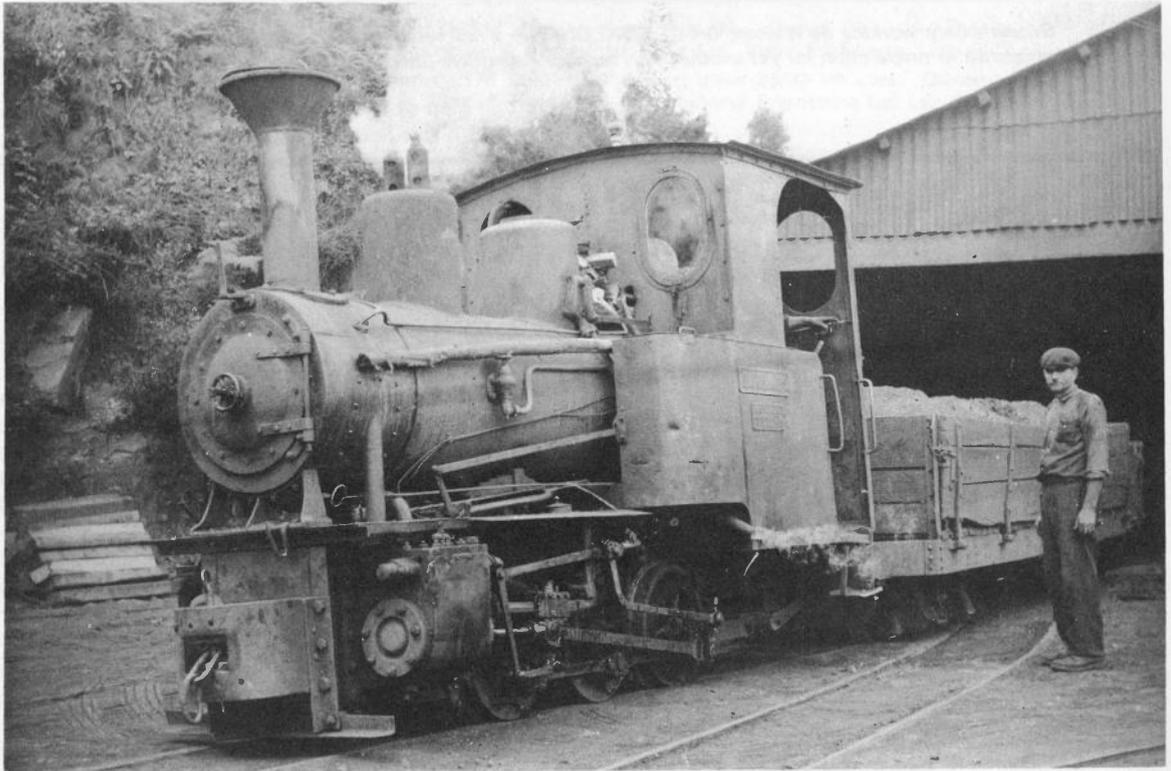
RODNEY WEAVER

IN THE NEWS



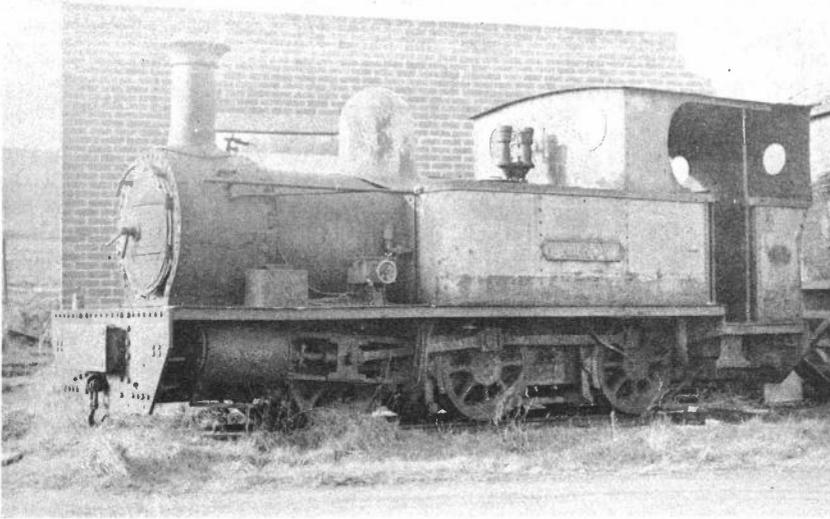
A recent new and short lived name for the worksplate enthusiast : HUDSWELL BADGER LTD – successive name to HUDSWELL CLARKE. Plate D1418 is depicted here as on 0-6-0D No.49 of B.S.C. Shotton Works, Flintshire (NGN75/13). (Locomotive construction by Hudswell Badger was subsequently taken over by the nearby Hunslet Engine Co. during the latter half of 1972).

(H. T. Caffyns)



NOW IN BRITAIN ! Orenstein & Koppel 11784 SAO DOMINGOS, 0-6-0WT seen here shunting at Pedorido, Portugal in May 1968, one of three shipped to the U.K. by Member Alan Keef in August of this year. No.11784 has subsequently turned up at the 'Knebworth West Park & Wintergreen Railway' in Hertfordshire. (NGN.79/9)

(Alan Bowler)

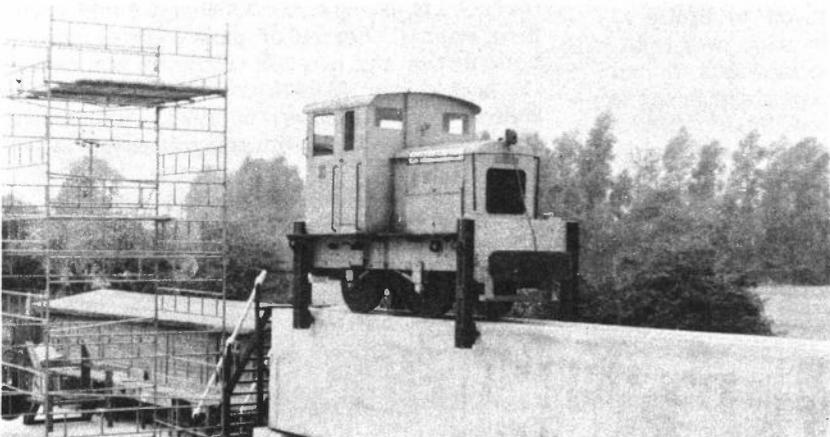
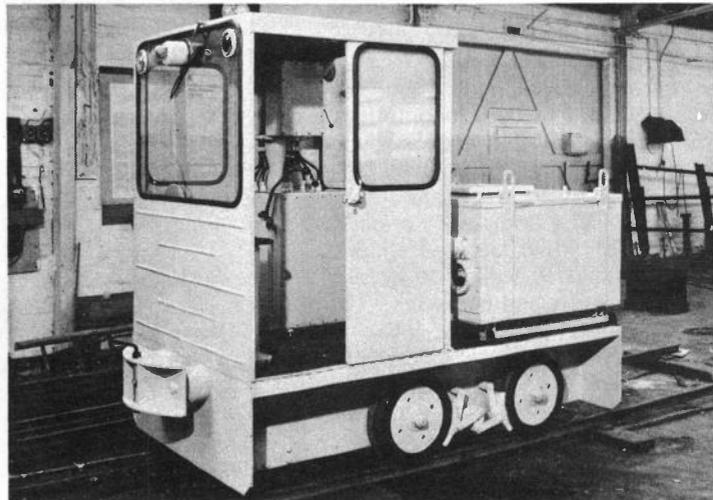


A recent 'export': 3ft gauge 0-6-0T "NANCY" (Avonside 1547 of 1908) was shipped over to Lord O'Neill's SHANES CASTLE RAILWAY at Antrim, Northern Ireland in September 1972. "NANCY" originated from the ironstone industry and has been battling with the elements at Watnall (Notts), since rescue from Staveley Minerals Ltd, Eastwell Quarries (Leics) in 1961. Seen here at Watnall February 1967.

(Alan Bowler)

Resplendent in 'ex works' yellow livery (and complete with chrome fittings!). Brook Victor Electric Vehicles Ltd of Burscough Bridge, Lancs. have recently been turning out these 2ft 6in gauge 4-wheel battery electric locos for the Ministry of Defence, Royal Ordnance Factory at Bishopton, Renfrews, (Scotland). To date 12 such locos have been delivered and depicted here is one (of the 3xx series) at Burscough Bridge, 1968. (NGN73/16).

(Brook Victor Electric Vehicles Ltd)



Ruston 411322 of 1958 better known as Ed10 of British Railways, Beeston Sleeper Depot, Notts is now employed by Shephard Hill, the contractors. This 3ft gauge 48DS class loco is currently being used on the construction of the elevated hovercraft track between Earith, Hunts (where depicted 9/72) and Sutton Gault, Cambs (NGN74/15). For this unusual work it has been fitted with rubber tyres for running on the concrete 'track' and 'out-riders' for keeping it on course.

(Pete Nicholson)

BRITISH NARROW GAUGE LOCOMOTIVE REGISTER

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

PART 5. KERR, STUART & CO. LTD. California Works, Stoke-on-Trent, Staffs



No.4047 ('Modified Tattoo' class — compare with standard 'Tattoo' class No.2395 page 14). Talylyn Railway No.4 EDWARD THOMAS at Wharf Station 7/67, its Giesl "ejector front end device" clearly visible. This was removed when it became due for renewal, although it had proved successful and economical during its 11 years of use.
(Pete Nicholson)

Kerr, Stuart & Co. Ltd built locomotives for a relatively short period and that their products have survived so extensively and their name is so well known today is itself a tribute to the firm's design and workmanship. The Company's origin can be traced back to 1881 when 'James Kerr & Co. of Glasgow' was founded as rolling stock and permanent way contractors and engineers. The title Kerr, Stuart & Co first came into being in 1883 and in that year its narrow gauge activities included the supplying of track to the famous Volks Electric Railway at Brighton.

Locomotive orders however were subcontracted initially and one of their subcontractors was Hartley, Arnoux & Fanning of California Works, Stoke-on-Trent, Staffs. In 1892 this firm was acquired and Kerr, Stuart moved to Stoke to become locomotive builders in their own right. Two years later it was incorporated as a limited company although James Kerr left about this time and was later followed by James Stuart. Under the guiding hand of G. F. Glass-Hooper the works was considerably modernised in order to compete with the longer established loco builders. During 1910-1911 there was a break in production while the Company administration was completely reorganised.

Many locomotives were produced over the next 18 years for a world wide market and other ventures were embarked upon such as a diesel lorry. The future appeared secure until 1929 when a petition was received demanding the

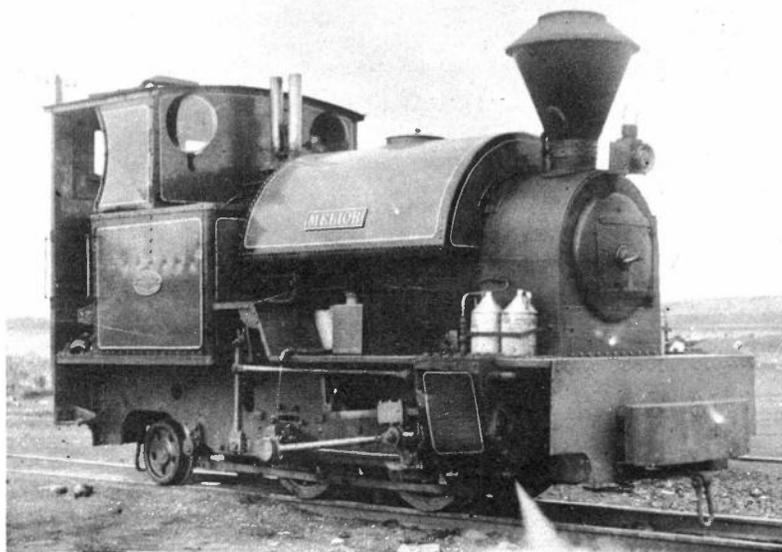
compulsory winding-up of the Company. This took all by surprise as it was a factor outside the Company itself which had led to this sudden financial downfall. The Company's name had been used to back another Company which had failed and as the guilty party had fled the country it was the employees who were to suffer. It was then impossible to bring the Company back to its feet, the great slump of the 1930's not being a minor contributor to this. The goodwill, patterns, drawings etc were acquired by the Hunslet Engine Co. Ltd of Leeds in 1930 who were to continue production of the standard designs right up to the present time. The most recent N.G. steam loco built in Britain Hunslet 3902 of 1971 being of Kerr, Stuart's 'Brazil' class (NG1.60/8). The California Works still stands today and is currently occupied by the Brookfield Foundry & Engineering Co.

A range of standard designs for light railway use was produced and locos were built for stock when orders were low. The smallest of the range was the well-known 'Wren' class while the 'Tattoo' and 'Brazil' classes were enlargements of this design and were available for gauges 2ft to 4ft 8½in. The larger six-coupled classes such as 'Barretto' and 'Matary' were designed for plantation use by the Crown Colonies. Locomotives were also built for special orders such as those demanded by the Scottish gas works and the Irish N.G. passenger railways. The firm was a pioneer in the introduction of internal combustion locos and a pair of 25HP petrol locos, (one of 1ft 6in and the other of 1ft 10in gauge) emerged as early as 1904. Later a range of diesel locos were produced, those for N.G. use having either 30HP or 60HP McLaren-Benz engines. Several of these were supplied to both British and overseas customers but perhaps the best known is 4415 which ran trials on the Welsh Highland Railway in 1928. Experiments were also carried out with steam locos and a high pressure geared loco was built after the arrival of K. W. Willans from Sentinels.

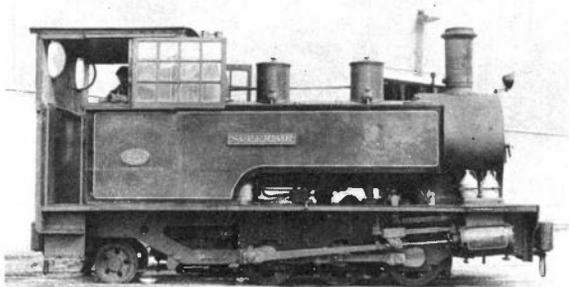
Although none of the latter interesting locos survive in Britain, the 15 complete locos of eight different designs represent one of the most varied ranges of locomotives by any one builder in Britain today. The tiny Scottish gas works locos being a great contrast to the massive 'Matary' class JOAN very recently re-patriated from the Caribbean.

Class	(i)	'SIRDAR'	'BARETTO'	'BRAZIL'	'HAIG'	'MATARY'	'TATTOO'	'WREN'
Type	0-4-0T	0-4-0i	0-6-2T	0-4-2ST	0-6-0T	0-6-2T	0-4-2ST	0-4-0ST
Length (overall)	10ft4in	12ft3in	18ft1in	† 21ft10½in	14ft	19ft1in	13ft7in	10ft4in
Width	3ft10in	5ft8in	7ft1in	7ft	5ft8¾in	7ft5in	5ft10¾in	4ft2½in
Height	5ft	7ft6in	—	9ft6¾in	8ft11in	10ft7in	8ft10in	7ft8in
Weight (working order)	3T	5T12c	17¼T	13¾T	10½T	21T	8¾T	4T3c
Driving wheels	1ft8in	2ft	2ft3in	2ft6in	1ft11 5/8in	2ft3in	2ft	1ft8in
Trailing wheels	—	—	1ft5¾in	1ft6in	—	1ft6in	1ft4½in	—
Wheelbase (coupled)	2ft7in	3ft6in	5ft6in	3ft9in	4ft7 1/8 in	5ft6in	3ft	3ft
(total)	2ft7in	3ft6in	12ft6in	8ft11in	4ft7 1/8 in	12ft6in	7ft6in	3ft
Cylinders	6x9in	6x10½in	10x15in	9x15in	8½x11in	10x15in	7x12in	6x9in
Tractive effort	—	—	7555lbs	5508lbs	4790lbs	8027lbs	3450lbs	2016lbs
@ 85% W.P.								

(† 15ft10½in without couplers !)



No.4219 ('Brazil' class) "MELIOR" [Right] and No.4034, 'Baretto' class "SUPERIOR" [Below] both spent their industrial careers at BOWATERS U.K. PULP & PAPER MILLS LTD, Sittingbourne, Kent — pictured here sometime before the 'takeover' by the L.C.G.B. in 1969 "MELIOR" remains on the newly established Sittingbourne & Kemsley Light Railway there whilst "SUPERIOR" subsequently (1970) found its way to the Whipsnade & Umfolozi Railway in Bedfordshire.



A REMINDER

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

No.	YEAR	CLASS	GAUGE	OWNER, LOCATION & RUNNING IDENTITY (October 1972)	
720	1901	(j)	1ft11½in	I. N. Fraser, 'Palace Gates', 1B Viewfield Road, Arbroath, Angus.	[15, BONNIE DUNDEE]
721	1902	(i)	1ft11½in	The Narrow Gauge Railway Museum Trust, Tywyn Merion.	[No.2]
886	1905	'BRAZIL'	2ft6in	Sittingbourne & Kemsley Light Railway Ltd, Kemsley, Kent.	[PREMIER]
926	1905	'BRAZIL'	2ft6in	Sittingbourne & Kemsley Light Railway Ltd, Kemsley, Kent.	[LEADER]
1049	1908	'BRAZIL'	2ft6in	Whipsnade & Umfolozi Railway, Whipsnade Zoo, Beds.	[No.2, EXCELSIOR]
1158	1909	'SIRDAR'	1ft11½in	A. J. Hills, Gilfach Ddu, Llanberis, Caerns.	[DIANA]
2395	1917	'TATTOO'	1ft10¾in	C. Pealling c/o Bressingham Steam Museum, Diss, Norfolk.	[STANHOPE]
3024	1916	'BRAZIL'	3ft	Whipsnade & Umfolozi Railway, Whipsnade Zoo, Beds.	[No.1]
3114	1918	'WREN'	2ft	R. P. Morris, 193 Main Road, Longfield, Kent.	[3114]
3117	1918	'HAIG'	1ft10¾in	C. Pealling c/o Cadaby Rectory, Leics.	[SGT. MURPHY]
4034	1920	'BARETTO'	2ft6in	Whipsnade & Umfolozi Railway, Whipsnade Zoo, Beds.	[SUPERIOR]
4047	1921	'TATTOO'	2ft3in	Tallylyn Railway Co., Tywyn, Merion.	[No.4, EDWARD THOMAS]
4219	1924	'BRAZIL'	2ft6in	Sittingbourne & Kemsley Light Railway Ltd, Kemsley Kent.	[MELIOR]
4250	1922	'WREN'	2ft	Museum of Science & Industry, Newhall Street, Birmingham.	[No.56]
4256	1922	'WREN'	2ft	T. Coburn c/o Leighton Buzzard N.G. Rly, Beds.	[No.114, PETER PAN]
4260	1922	'WREN'	2ft	Industrial Loco. Soc. c/o Leighton Buzzard N.G. Rly, Beds.	[2, PIXIE]
4404	1927	'MATARY'	2ft6in	Welshpool & Llanfair Light Railway Co. Ltd, Llanfair Caereinion, Mont.	[JOAN]

NOTES :

886 & 4219 are owned by Bowaters' U.K. Paper Co. Ltd, and are on loan to the Locomotive Club of Great Britain, operators of the S.K.L.R. lease.

926 is owned by a syndicate of Members of the L.C.G.B. (S.K.L.R. Section)

1158 was built as 750mm gauge but order cancelled and delivered as a new loco of 1ft11½in gauge on 14/4/17.

2395 regauged from 2ft in 1934, now dismantled to frame only.

3024 is chassis only — retained as a source of spares.

3117 was regauged from 600mm at Bethesda in 1922 where it was completely rebuilt in 1932, the boiler assembly and side tanks then being lowered to improve stability.

4047 is of 'Modified Tattoo' class (width 5ft2in height 8ft). Fitted with a Giesl ejector from 9/58 to 1969.

4404 is of 'Modified Matary' class, fitted with a 'Huxley' class boiler and extended side tanks.

FURTHER REFERENCES : A Hunslet Hundred. (David & Charles)

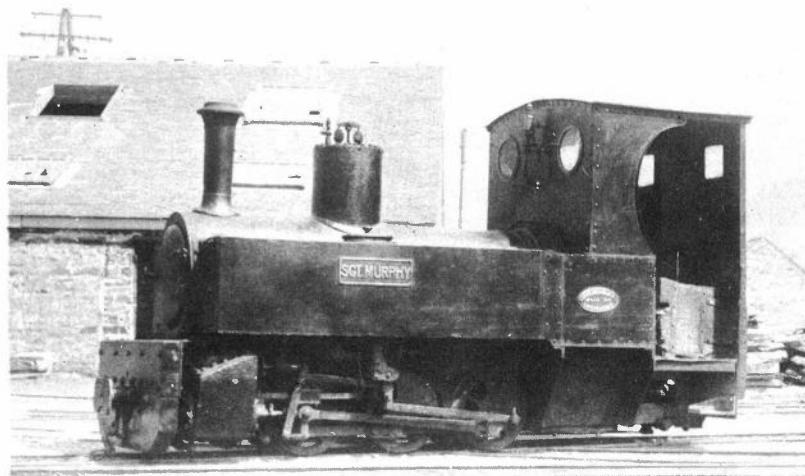
Industrial Railway Record Nos. 5&6 (B.L.C. — I.L.I.S.) ('Wren' Class)

Bowater's Sittingbourne Railway (L.C.G.B.) — ('Brazil' Class)

The Welshpool & Llanfair Light Railway. (David & Charles) — ('Matary' Class)

ACKNOWLEDGEMENTS TO : T. L. Barber/Pleasurerail Ltd, I. N. Fraser, A. J. Hills, S. A. Leleux and A. S. R. Parsons.

[See also pages 3 & 14.]



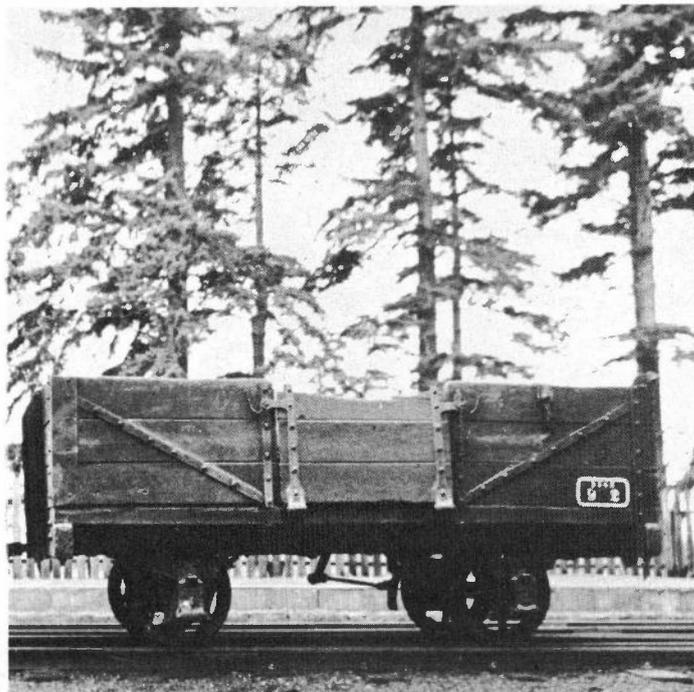
No.3117 (Rebuilt 'Haig' class) SGT. MURPHY at Lord Penrhyn's Slate Quarries, Bethesda, Caerns on 18/5/51. Although the only example of a 'Haig' class extant in Britain today, it is not a true representative of the class as its 1932 rebuild gave it a most uncharacteristic 'squat' appearance. (The late G. Alliez)

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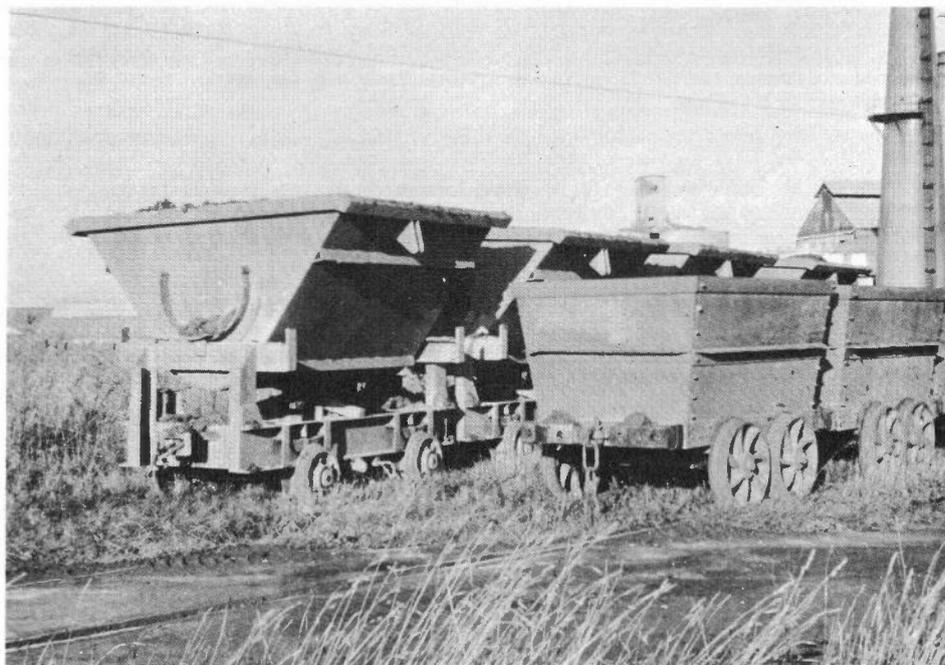
NEXT ISSUE (SPRING 1973) PART 6, RUSTON & HORNSBY (No's. 160000-199999).

All contributions relating to this builder to the H.R.O. as soon as possible please, (remembering that the series is restricted to existing locos in the British Isles).

WAGONRY



BELFAST & NORTHERN COUNTIES RAILWAY No.932. A 3ft gauge 4 wheel wooden wagon (fully sprung and hand braked) saved from the burners by Member W. P. McCormick and currently in use on Lord O'Neill's Shanes Castle Railway at Antrim in N. Ireland. (NGI.60/22-23). (The Lord O'Neill)

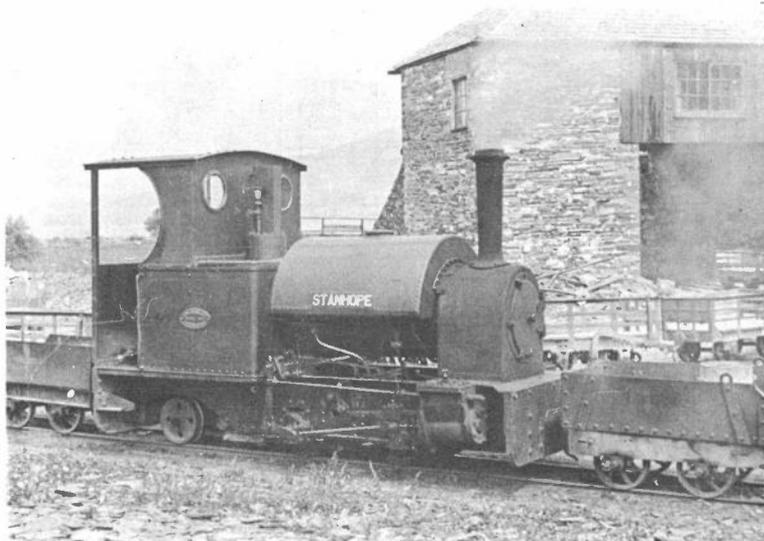


TUBS AND TIPPERS at A.P.C.M. Ltd, Sittingbourne Works, Murston, Kent (4ft3in gauge) 5/12/70. A contrast in wagon design over 50 years of production by Robert Hudson Ltd, Gildersome Foundry, Leeds. (Pete Nicholson)

LOCO-BIOGRAPHY

KERR STUART & CO. LTD. No.2395

ALISTAIR PARSONS



No.2395 in 1946. STANHOPE in action amidst grey slate on the Ponc Twrch level at Lord Penrhyn's Slate Quarries, Bethesda, Caerns. (S. Roberts)

- 1917 Built at the California Works in Stoke-on-Trent, an 0-4-2 Saddle Tank of 2ft gauge – the first of the "Tattoo" class. Despatched 23rd February to the Holloway Bros. contract at Rosyth R. N. Dockyard. (Scotland).
- 1930 Arrived in Weardale for the Durham County Water Board, Burhope Reservoir Contract (1931-1937). Subsequently acquired the name "STANHOPE" – taken from a nearby village of the same name.
(At some time between 1917 and 1934, No.2395 had a new cab fitted and the boiler was reset slightly lower in the chassis.)
- 1934 In December a sale of contractor's plant at the Site included "STANHOPE". Sold for £190 to Lord Penrhyn's Slate Quarries at Bethesda, Caerns. Upon arrival in North Wales, loco was stripped down, the boiler removed and retubed. Regauged to 1ft 10 $\frac{1}{2}$ in.
- 1935 Early in January (and now displaying unlined black livery) No.2395 was put to work shunting the quays at Port Penrhyn.
- 1940 Transferred to the Bethesda Workshops (Coed-y-Parc) for a thorough examination and then repainted in lined black livery. Sent up to work in the Quarry complex – the middle forties it was noted on the Ponc Twrch level.
- 1947 Withdrawn and 'laid up' on the scrap line alongside the workshops at Bethesda. Various small fittings removed over the course of the next few years.
- 1953 Numerous parts sold to the Talyllyn Railway for use on another "Tattoo" class loco, No.4047 of 1921, T.R. No.4 "EDWARD THOMAS".
- 1966 For 13 years – until November 1966 – the remains of "STANHOPE" gradually deteriorated and rusted away, until ultimately sold into enthusiast hands – and subsequently dismantled entirely ! The boiler was used to rebuild another Penrhyn loco – "BRONLLWYD" (Hudswell Clarke 1643) (N.G.I.61/11)
- 1972 The frame of No.2395 still remains at Bressingham, Norfolk, to this day

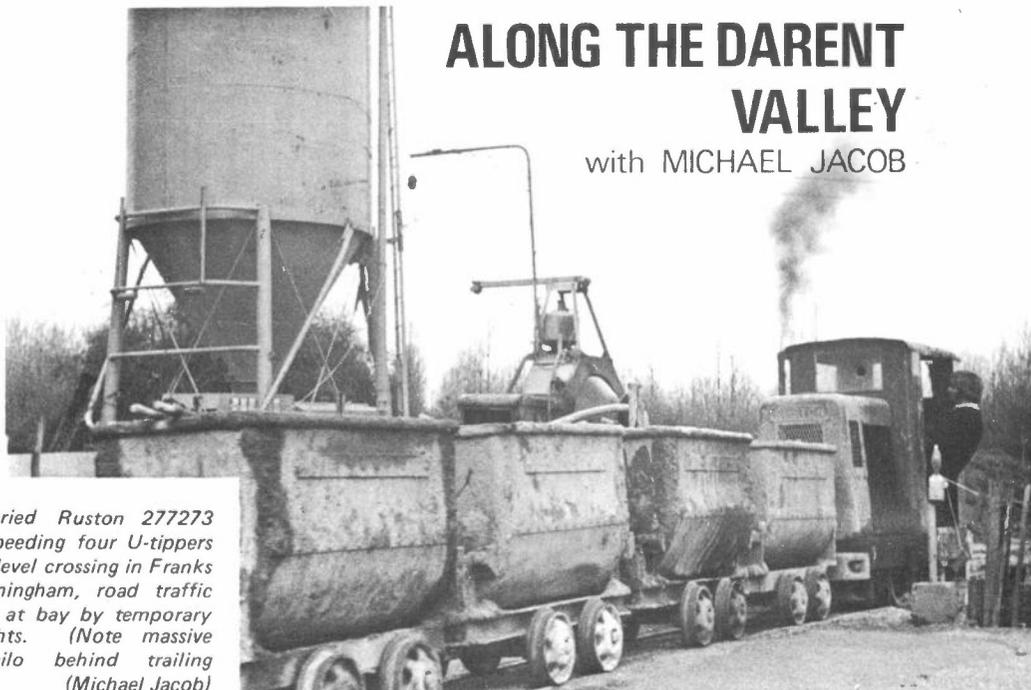
STATISTICS

Weight in working order : 8tons 10cwt
Tractive Effort : 2940lbs @ 75% (Approx 36HP)
Boiler Pressure : 160lbs p.s.i.
Cylinders : 7in x 12in
Wheelbase : Coupled – 3ft, Total – 7ft 6in
Wheel Diameter : Driving – 2ft, Trailing – 1ft 4 $\frac{1}{2}$ in
Sharpest curve recommended : 50ft radius.

THE NARROW LINES OF INDUSTRY

ALONG THE DARENT VALLEY

with MICHAEL JACOB



Green liveried Ruston 277273 of 1949 speeding four U-tippers across the level crossing in Franks Lane, Farningham, road traffic being held at bay by temporary traffic lights. (Note massive cement silo behind trailing wagon). (Michael Jacob)

By the time this article appears, it is expected that the last sections of rail will have been removed from what can only be termed as a very rare railway and which operated in conjunction with a four to five mile pipeline contract along the Darent Valley not 20 miles from the centre of London.

The Farningham Sewer Contract was taken on by A. Waddington & Son Ltd. at the beginning of the year to lay a large concrete pipe along the Darent Valley from the village of Hawley Nr. Dartford, to Farningham some four miles to the South.

This event was most unusual for both its length and closeness to London, and immediately captured the interest of your author in being only five miles cycling distance from his home; a close eye could thus be kept on the railway at all times !

The first visit took place last Easter and the first site to be discovered was at Hawley alongside the A225 main road to Sevenoaks and opposite the village post office. Just inside the site entrance a tall yellow cement silo overshadowed a two-road

narrow gauge 'terminus'. The line was operated by a train consisting of a bright yellow Motor Rail four-wheeled diesel (22031) and a train of concrete-carrying 'U' — skips. This was probably the most unusual feature about the whole contract: that it was entirely operated by diesel power and not the much more common battery electric locomotives. The track itself, however, was the more usual 2ft gauge Jubilee pre-fabricated track laid straight on to the ground and only fixed to it by the odd lump of concrete dropped from a passing train.

Due to the softness of the ground, quite unsuitable for road transport, such a railway had to be employed, the basic function of which was to carry loads of concrete to the end of the line where the pipe was being laid; the line progressing as the pipe moved forward.

The Hawley line ran from its terminus to the end of the pipe which reached several hundred yards from the silo before access could be gained from another point. At this juncture the railway was pulled up (about June) and transferred to another site.



If trees get in the way . . . don't knock them down — go round 'em! a typical bit of tracklaying at the Hawley site 3/72. (Pete Nicholson)

Further down the valley I found another site, just adjacent to the South side of British Railways, Farningham Viaduct. The N.G. railway ran from the cement silo, between the streams and fishing lakes, to the pipe being laid towards the village of Horton Kirby. It was again operated by a modern yellow Motor Rail (22032) and a train of U-skips. The line ran in a space restricted site, apparently using a shunting-neck at the back of some farm buildings. There must have been some

sort of difficulty encountered here (probably due to extra soft ground) causing this site to remain open for nearly the whole term of the contract.

Whilst visiting the contract, one soon became accustomed to locating the lines by looking out for the tell-tale yellow cement silos and the most southerly site proved no exception. Your author's introduction to this site was quite a shock; after spying the silo from a lane along the valley side, he turned down a road named Frank's Lane at the bottom of which he came to an abrupt halt. There was a level crossing road sign and a set of traffic lights which were red, and then . . . across the road chugged a narrow gauge train of one green, red and black Ruston diesel (277273) pulling four skips! It rolled into a yard adjacent to the road and ran into a siding next to the cement silo where the driver proceeded to fill the skips. The railway here was very much more extensive than those at the previous two sites. After running across the road from the silo it passed by another yard wherein were the main offices and huts of the contractors, and a short spur which was used to stable wagons, these included a flat which appeared to be for carrying the actual pipe sections. The main line then continued in a direction roughly parallel with the river. The first stretch was quite muddy and the track raised on wood beams, but it then ran across a meadow, passing into a further field whereupon it swept round a very rough curve — made of sections of bent and straight rail — towards the river, curving round again and running for a final straight stretch to the end of the line. This was situated just below the embankment carrying the A20 Farningham bypass road.

The trains were unloaded by a bulldozer which picked the tubs up by means of a girder and chains attached to the shovel, and upturned the concrete contents into the trench or whatever it was to be filled. After trudging the mile or so out to the end of the line, it was advisable to get a lift back on the train, which slowly edged its way along the track. The journey would almost always be interrupted by one or two derailments, usually of the tubs, but this was soon rectified by the bulldozer. The train could get up quite a good turn of speed across the meadows, but as soon as it hit the section mounted on the wood beams, the brakes were applied, gear changed down and the train was cautiously driven along, — there being up to several inches difference in both distance and rail height between joins. Assuming no mishaps, the train continued past the huts, across the road and was shunted beneath the silo. The loco driver was so nervous of the trackwork that he once made me a serious offer of his job — a temptation indeed!

A new site appeared in the valley later in the year. This was based at the old Hall & Co.'s Darenth Pits whose entrance is in Parsonage Lane, South Darenth. When the Frank's Lane site was completed Ruston 277273 and the rest of the railway equipment there was moved to Darenth Pits, and the same went for Motor Rail 22031 from Hawley. The labourers were given a choice between the Motor Rail and the Ruston, and they decided on the speed of the Motor Rail. However, it did not survive for long and was taken away for overhaul. This was replaced by Motor Rail 8882 named **DIGGER** and complete with cab painted in bright orange with wasp stripes. **DIGGER** worked for quite a long time on this line, which ran from Hall & Co.'s yard about ¼ mile from the entrance at Parsonage Lane. The line proceeded from the familiar cement silo across a level crossing over a dirt access road and southwards along the edge of a field, swinging around an electricity pylon and all the time curving very slightly to the right – and then past a small fishing lake. The pipe-laying had reached about ⅓ mile from the silo when **DIGGER** packed up with a faulty fuel pump. This had been anticipated; another Motor Rail was already waiting in the Hall & Co.'s yard and was able to take over the work immediately. **DIGGER** being then dumped in the yard. The new Motor Rail was 9263 and painted a glossy dark green and this performed very well on the line considering the standard of track laying (e.g. an outward camber on sharp curves!).

When Motor Rail 9263 took over, the line was continued from the site of an old Roman Villa and then across a very picturesque meadow

complete with horses and of course near to the river. The work now proceeded very quickly and weekly visits showed the line had progressed several lengths at a time, cutting a straight course across the large meadow with even a one-sided cutting. At the end of the meadow, the line curved slightly past a modern bungalow and into a few trees towards the river and more fishing lakes.

At this point, just before the river, the line was terminated, although the pipe-laying continued on with easy road access and no need for a railway. This whole line was about one mile in length and the trains took nearly ten minutes to travel along the line at its greatest length, it was the most picturesque and interesting of all the Darent Valley contract lines. The yard of Hall & Co. was quite a centre, containing the stores of track and associated equipment wagons etc Ruston 277273 was run up a mud bank when it was decided not to use it, and in fact another short line ran from this mud bank towards the Parsonage Lane entrance for several yards, but was very rarely used as it proved not very difficult to get a road vehicle along there when the pipe was being laid. Also standing in the yard (which doubled as a car park for the multitudes of local fishermen) were the various Motor Rails stored during the term of the contract.

Your author will always have pleasant recollections of the picturesque Darent Valley Line – (and particularly its handsome Ruston diesel which inspired his acquisition of a similar machine – from elsewhere – for preservation !)

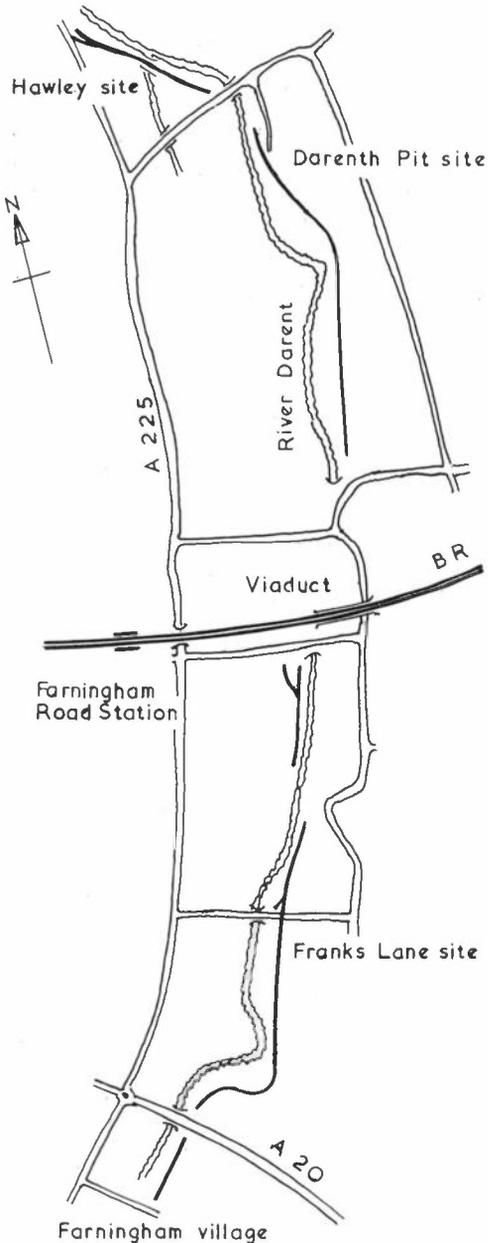
However there is one final chapter to add, recording a unique ending to this unique line [to be finalised – see N.G.I.64]



Another view of the Hawley site. St. Margaret's Church, South Darenth in the background (on the other side of Parsonage Lane) with Motor Rail 22031 in the foreground gracing the scene. (Pete Nicholson)

DARENT VALLEY PIPELINE CONTRACT

0 1 mile 2 miles



A 'makeshift' bridge en route the Darent Valley line, 3/72

LOCOMOTIVES USED ON CONTRACT

Motor Rail. 20/28HP

- 8882 1944 Formerly Flettons Ltd, Kings Dyke Brickworks, Cambs.
[Named DIGGER]
- 8696 1941 Formerly Standard Bottle Co. Ltd, New Southgate, Gr. London.
- 9263 1947 (Regauged from 1ft 10in)
Formerly J. & A. Jackson Ltd, Lancs.

Motor Rail. 40HP

- 22031 1959 Formerly Anglo Scottish Plant Ltd.
- 22032 1959 Formerly Anglo Scottish Plant Ltd.

Ruston & Hornsby 30DL

- 277273 1949 Formerly Woodside Brick Co. Ltd, Croydon.

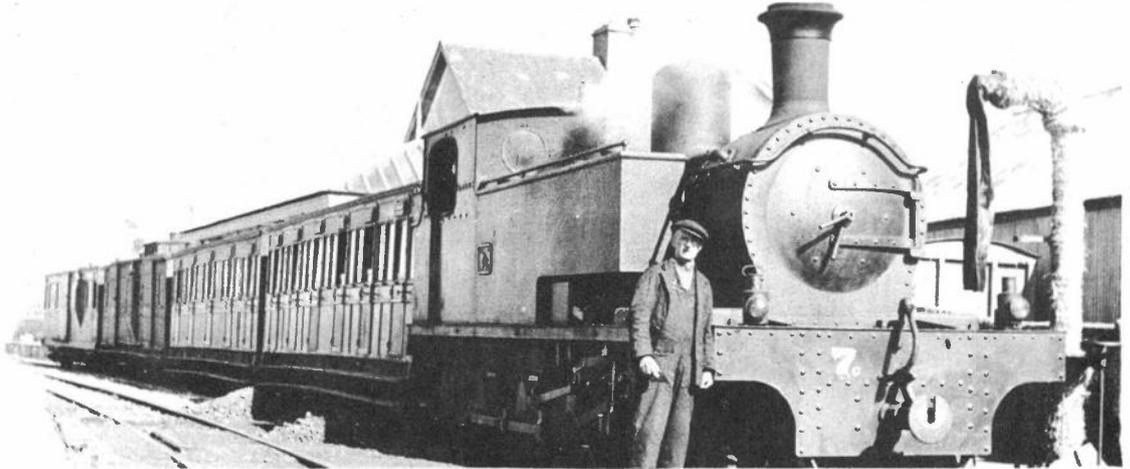
All locos were supplied by Alan M. Keef, Cote, Bampton, Oxfordshire except Motor Rail 8696 from M. E. Engineering Ltd, Cricklewood, Gr. London.

NGN Refs : 75/16, 77/14 & 78/17.

RETROSPECT

WEST CLARE RAILWAY, CO. CLARE, EIRE.

Gauge 3ft



Type BN3, No.7c Originally "Malbay" (Hunslet 1433 of 1922, 4-6-0T) and train, portraying a typical scene in the twilight years of Irish N.G. Steam – at Ennistymon, c1949. 7c was subsequently scrapped – in the early fifties. (Brian Goodchild)

N.G. PICTORIAL

ONE HORSE-POWER RAILWAYS OF SOUTH WALES (& MONMOUTHSHIRE)

(See Centre Pages)

Chris Down.

It may seem surprising that, in the British Isles, the National Coal Board owns only about three-fifths of the total number of collieries. Still more surprising is that, in South Wales, (inc. Monmouthshire), the N.C.B. owns little more than a third of the active mines, and that over 90 other mines are owned and worked by private operators. These are the 'licensed mines', a category introduced in 1947 to cover pits which the N.C.B. considered were too small to be worked by them at a profit but which could be successful under private ownership. So it is that, even today, coal masters and non-union colliers are still to be found.

It is a mistake to think of these mines as tiny, ramshackle places, although some certainly are. Because they employ few non-productive staff, a number of small mines are twice as productive as most nationalised pits; what is more, this is often achieved not by coal ploughs and conveyor belts but with old-fashioned picks and shovels, with hand loading into narrow gauge tubs hauled to and from the working places by horses.

Horse-worked railways are now extremely rare outside the private coal industry and are becoming less common within it. Generally, horses are used in mines that enter the coal seam more or less horizontally, i.e. levles proper, the horse working between the underground faces and the tips at

the surface. In the majority of cases, however, haulage is by stationary engines, and horses if used at all, are kept for shunting at the surface.

The average horse can pull a maximum of about six loaded tubs (9-12 tons) on the level, though they normally work only one or two. They are extremely obedient to their driver, although on occasions may take after the mule and refuse to budge at all unless bribed with a sugar lump! In the normal course of work, they act without any verbal instructions, knowing instinctively where to step aside, to stop, and to back up to allow the tub to be unpinned.

There are strong suggestions of ancient tram-roads in the sight of a horse railway, while the tubs usually have an appropriately ancient look about them, far removed from modern steel mine cars so common today. Nonetheless, it may well be that a couple of muddy rails emerging a few yards out of a hole in the ground to terminate on a tipping dock of old sleepers and wagon solebars will not inspire any great enthusiasm in the majority of narrow gauge devotees. But if you come across a licensed mine it is well worth waiting for a horse, for with modernisation or closure, this time-honoured form of rail traction will be lost forever.

NARROW GAUGE PICTORIAL

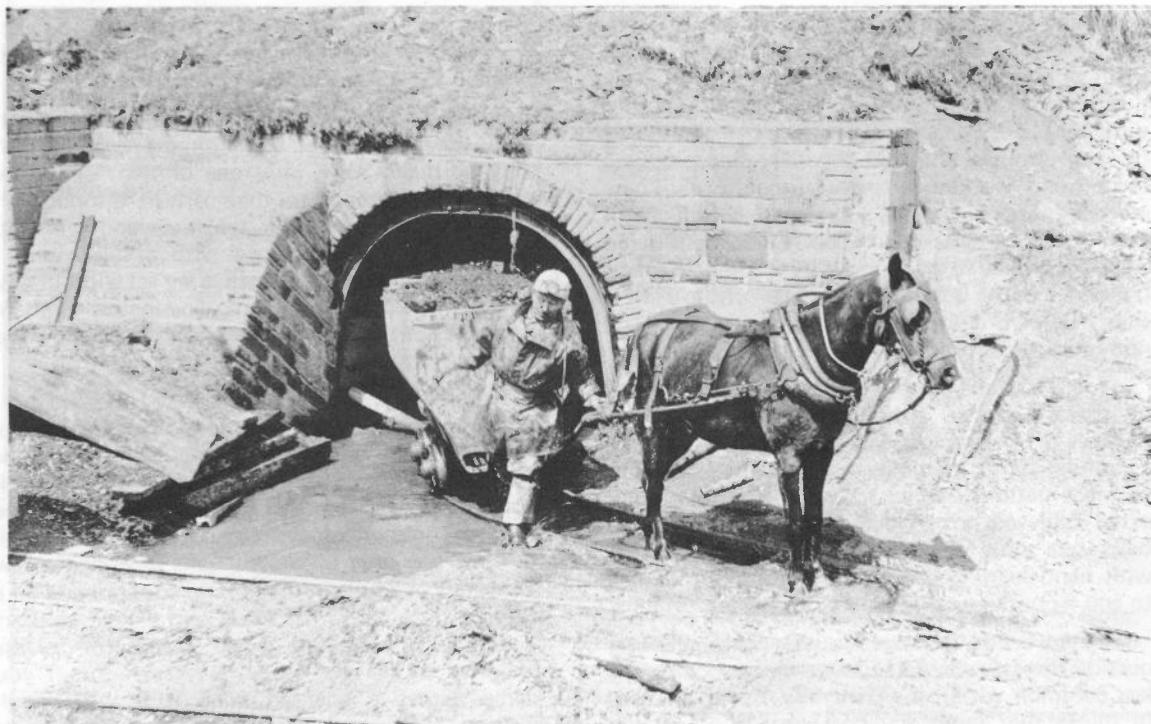
- 1) PENMYNYDD MINE, Nr. Crumlin, 8/71. (2ft 7½in gauge)
- 2) PENYRHEOL MINE, Llanhilleth, 6/72. (2ft gauge)
- 3) NANTYFEDW MINE, Nr. Mountain Ash, 6/72. (2ft 1in gauge)
- 4) BIG ARCH MINE, Talywaun, 8/71. (2ft 9in gauge)

"ONE HORSEPOWER" (See page 19)

Chris Down.



1)



2)



3)



4)

NARROW GAUGE

International



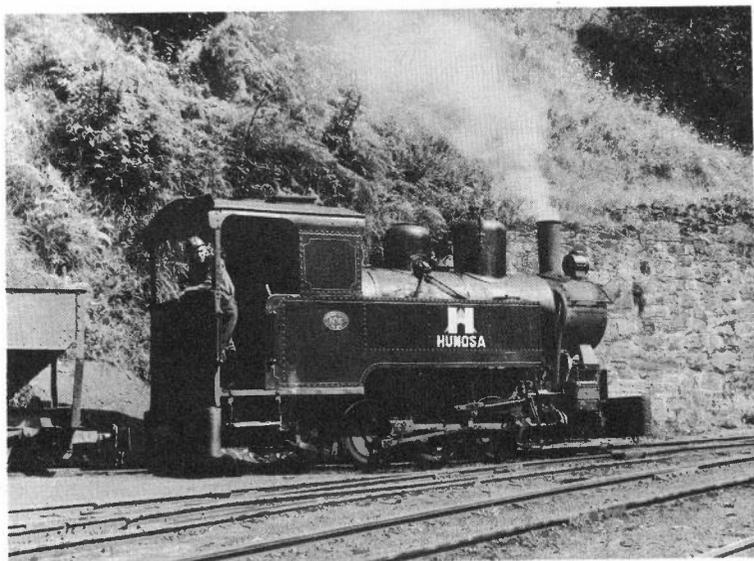
F. C. SECUNDARIOS de CASTLEA, Spain; September 1967. (Metre Gauge). Mixed train leaving Palencis behind loco No.3 (La Maquinista Terrestre y Marítima 53 of 1911) (Alan Bowler)

CHILE



FERROCARRIL de TALTAL a BLANCA ESTELA (Gauge 3ft 6in.) No.61 0-6-0+0-6-0T Meyer by Kitson; at Taltal, N. Chile. (Dr. Roy Christian)

with
PETER LEMMEY
 Part Two



*TURON COLLIERY, 600mm gauge
 No.16 0-6-0T, built Altos Hornos
 de Vizcaya in 1942, shunting the
 sidings September 1970. (Resplendent
 in lined green livery and displaying
 'HUNOSA group' insignia.)
 (D. H. Wilson)*

Leaving Matallana and the parched Southern side of the Cantabrians, I next turned my attentions to a number of lines on the seaward side of the mountains.

North of La Robla, the rail and road routes to Oviedo climb up over the crest of the range before dropping tortuously into the Caudal Valley. Some miles South of Oviedo the River Caudal is joined from the East by the tributary River Aller, and at the confluence stands the town of Ujo. These valleys are deep furrows, often clothed in thick woodland, which run up into the mountains, and the pervading atmosphere is often one of mist and damp, mingling with industrial smog in many areas. The giant Hulleras del Norte S.A. (usually shortened to 'HUNOSA') mining group has a coal screening plant at Ujo under the name of Minas de Aller and this is connected to a number of pits along the Aller valley by a 600mm gauge line which parallels the Collanzo branch of the metric Vasco-Asturiana railway for about three miles.

My initial visit to this little industrial system was one early evening, and the only steam activity appeared to be two very American-looking Vulcan Ironworks 0-6-0Ts struggling up the valley with a load of pit-props. At the Minas de Aller plant back at Ujo two of the remarkable Corpet 0-6-0Ts, with indirect rod drive through rocker-arms, were vegetating outside the depot in company with some

even more derelict Kerr Stuart tanks.

The sight of the Corpet tanks unkempt and apparently out of action in the little 600mm yard came as a mild disappointment as this unusual type was the chief reason for my calling in at Ujo. However, I returned to the line on the following morning to photograph the remnants, and found — Surprise, Surprise — a little Corpet working a one-coach pitmen's train along the valley in the sunshine. This little train was bringing a few miners home after coming off shift, and on its way to the Ujo works the train wandered among the back-gardens of the miners' houses, its occupants leaping off the moving coach as it passed their respective homes! The rails on this section, as so often in Spain, appeared to be quite devoid of ballast, being set in the middle of muddy roads among the rubbish and rubble. Unfortunately, this narrow gauge system at the Minas de Aller is very down-at-heel and I imagine that the last steam turns have now been taken over by the Deutz diesels which were already much in evidence in 1970. This is in contrast with the broad gauge operations at the Ujo end of the Minas de Aller, which are in the hands of a wonderful broad gauge relic which not even the most fanatical narrow-gauge enthusiast could, I am sure, have resisted — a burnished ex-Norte 0-6-0 built by Hartmann ninety years ago, and sold out of RENFE service as 030-2441 in 1964.

This part of Spain abounds in short industrial lines, narrow gauge spurs, rope-worked inclines and the like, and it is only a few miles North from Ujo to another 600mm gauge system — at Turon. Here again, coal is brought down from various mines along a valley to another of HUNOSA's large screening plants in the village of Turon itself. There is a steep mixed gauge branch linking the Turon plant with the RENFE main line and the Vasco-Asturiana in the Caudal Valley below, and while the metric traffic is now dealt with by a pale blue V-A 0-6-0 diesel, there are some notable tank engines about, including a Sharp Stewart 2-4-0T of 1888, which struggles up the grade on the broad gauge dragging rakes of empty 12-wheeled coal hoppers.

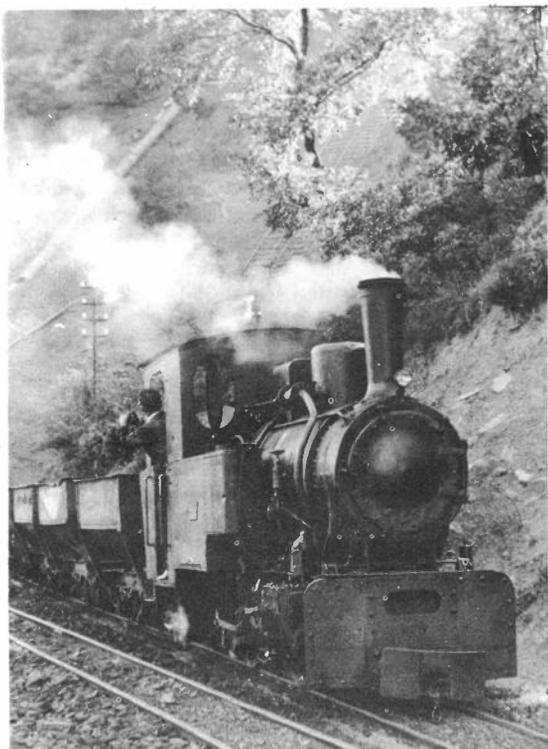
The 600mm line from Turon up the valley is about 4 miles long and threads its way round the river-bank past small meadows on its way up to back of villages and along the river-bank past small meadows on its way up to the mines. The whole area bears the scars of intensive mine working along the wooded slopes, and the impression of industry is emphasised by the continual passage of trains (almost all of them steam) up and down from the mines — the strings of empty hoppers returning from Turon passing the loaded trains on their way down in the various loops. Coal comes down the line in such quantities that no sooner has one train of hoppers discharged its load into chutes positioned beneath the track than another arrives at Turon to take its place. The majority of the locos on this line are 0-6-0Ts in lined green livery with red wheels and which have a decidedly American aspect. Indeed the loco crews refer to them as 'Yankees', although the builder's plates show them to be products of

ALTOS HORNOS de VIZCAYA of Bilbao, and dating from the early 1940s, — presumably when the Americans had too many other things on their minds to bother about building narrow-gauge motive power for Spain. They are tough little engines, highly thought of by their crews, and I noticed two of them under heavy repair in the mixed-gauge shops. Apart from these 0-6-0Ts, and a solitary Deutz diesel the only other loco at work on the 600mm was a neat 0-4-0WT called "Adaro". This was built locally and spent its time charging back and forth energetically along the valley under a voluminous pall of smoke. When "Adaro's" driver agreed to produce even more smoke for the benefit of the camera, the 'clagg' reached almost volcanic proportions!

The railwaymen at Turon, put themselves out to be helpful in showing us round. We arrived without having first written for permission to visit, and the yard foreman explained we should have to go and see 'el Jefe' in his office before being allowed to explore. El Jefe, it turned out was still at lunch, and not expected back for a quarter of an hour. "You had better wait over there on the bridge till he gets back," said the foreman, indicating a footbridge over the narrow gauge tracks — "that's where you'll get the best view of the steam locomotives". When el Jefe eventually arrived, he arranged for a guide to show us over the establishment — and to make sure we missed nothing of railway interest. Our mentor on this occasion was a young graduate from Barcelona who seemed as interested in our car as we were in his engines. On this visit as so often before, a packet of expensive smokes, bought duty-free on the way out, proved a suitable token of our thanks for the reception and attention we had been afforded.



MINAS de ALLER. 600mm gauge. No.3 Corpet 467 of 1887, 0-6-0T (Note the motion!) vegetating at Ujo Depot, September 1970 (D. H. Wilson)



MINAS de OLLINAS, 600mm gauge Maffei 0-4-0T 'shunting coal tubs on the hillside' Nr. Toreno September 1970, "a minor derailment away from destruction in the valley below".

(Peter Lemmey)

After leaving Turon, I continued North up the Caudal Valley towards Mieres and Oviedo, passing on my way through a little village which not only had the metals of a 600mm gauge line embedded in the main street, but also short spurs running off into the inhabitants' outhouses and sheds!

Approaching Mieres, one cannot help but notice the enormous industrial complex of the Fabrica de Mieres, with its chimneys and furnaces, sprawled across the valley floor. The town of Mieres is busy, prosperous — and filthy! The RENFE and

Vasco-Asturiana stations are to the West side of the town, and the Fabrica premises lie beside the river to the North. However, Mieres's chief railway curiosity is the mixed triple-gauge spur running down from some pits through the centre of the town to the Fabrica itself. This section of line can take broad, metre and 750mm stock, though I saw only locomotives of the two wider gauges at work. There was a 750mm Jung 0-6-0T in the depot by the level crossing, but it appeared seldom used. (Incidentally, there was also a little 0-4-0T of either 600mm or 650mm gauge lying in the depot yard, so perhaps there was once a fourth gauge here as well.) In the Fabrica plant a selection of ex-RENFE 0-6-0s shunt the broad gauge with the help of one or two British six-coupled tanks, while on the metre gauge the coal trains were being brought down slowly through the town by Babcock & Wilcox 2-8-2T No.8, which Fabrica de Mieres had bought from the V-A. It was, I understand, the last steam locomotive that was ever built for a Spanish metre-gauge public railway.

Having seen our fill of the steam at Mieres, and breathed our fill of the industrial smog too, we drove away from the grime of the Caudal up over the open hill country to the Langreo Valley, East of Oviedo. Like the Caudal Valley, this one also shelters a number of industrial plants, and a quick glance round revealed two interesting 650mm lines, one at Santa Ana near El Entrego, the other at La Felguera. Both systems had 0-4-0WTs in steam, Santa Ana's being Borsigs, La Felguera's coming from Henschel.

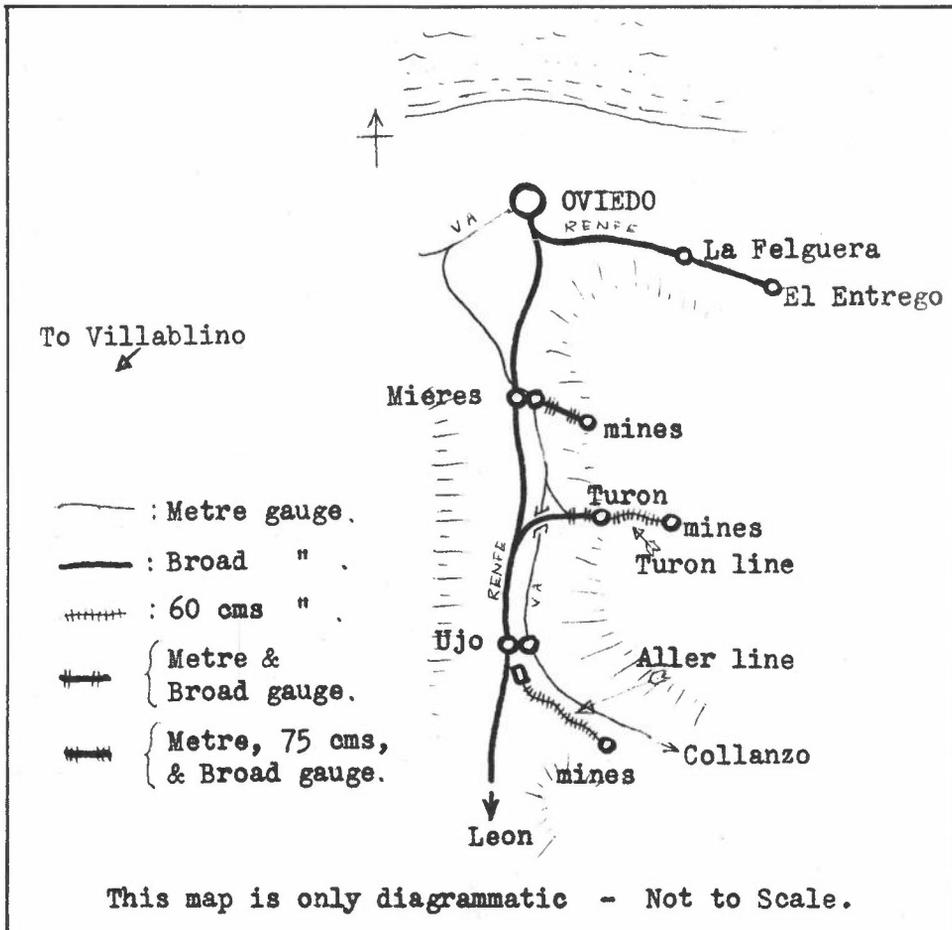
By this time we had seen just about enough of heavy industry for one Summer holiday, so we headed Westward through Oviedo and away from the Asturias back up over the Sierra Cantabrica towards the last of our railway objectives in Northern Spain, the magnificent metre-gauge Ponferrada — Villablino line. This fine railway, which still remains faithfully wedded to steam, has been described a number of times recently in the National Railway press, so I will only say that it is a model of its kind. Villablino, lying among the mountains, is a cleaner, quieter place than its coal-mining counterparts in the Asturias. Loaded coal hoppers are brought in off the colliery spurs and marshalled in the station yard down by the river at the lower end of the town, before being hauled down to Ponferrada and the RENFE. For the first part of the journey, the line tunnels under a hydro-electric project, and then follows the River Sil in its wooded gorge through lonely, sparsely-populated hills, reaching the open plain only near Toreno, — well on the way to Ponferrada.

The Ponferrada – Villablino railway's operational motive power consists of two distinct types, an elegant and racy 2-6-0 Engerth design (which comes in several variations) and a class of Baldwin-built 2-6-2T which carry name-plates and brass bells. The Engerths come from several builders including Krauss and Macosa and are particularly pleasing and well-proportioned machines. One of these 2-6-0s in glossy black livery threading its way up the valley beside the river with a train of green end-balconied bogie coaches on one of the occasional passenger workings is a sight not forgotten in a hurry. Near Toreno, on the hillside above the P-V line, there is yet another of Spain's 600mm railways, this one operated by the Minas de Ollinas. Perched on their ledge, the little Maffeis here are just a minor derailment away from destruction in the valley below.

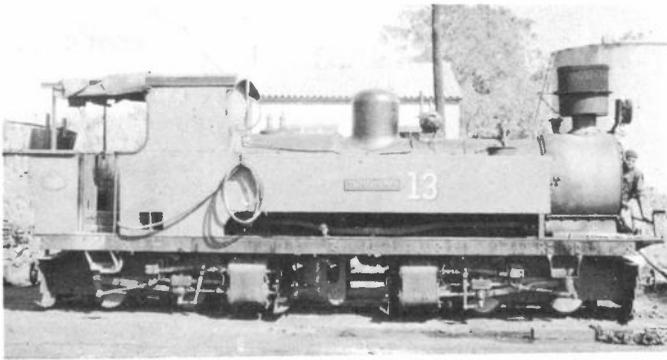
From near Ponferrada the mountains of Portugal are visible, and as Lusitania was our ultimate

destination on this trip, after inspecting the Ollinas line we decided to call it a day as far as Spanish lines were concerned and head for the border. However approaching Ponferrada we just had to pull up and get out to watch our Spanish narrow gauge finale – along the Villablino line through the fields came two immaculate Baldwin 2-6-2Ts rolling a long train of coal empties back into the hills, the locomotives were polished down to the whitened rims of their scarlet driving wheels, and they positively gleamed in the light of the setting sun.

Since my visit to the railways of Northern Spain (in 1970) there has no doubt occurred the closure of some of the lines described. However, there should still be plenty of steam interest at Toron and Ponferrada for some time yet. If you get the chance to explore the little railways of Northern Spain take with you the relevant I.R.S. pocket-book for this part of the World, a well-nigh indispensable companion



Photos and words :
Sydney Moir



(Left) The only side-view that I have of Meyer. No.13 MBOZAMA (Bagnall 3014 of 1943) taken by the late Tony Spit. The spark arresters on the stacks are an absolute essential, for sugar cane, even when green, burns with the intensity of a petrol-fed fire. In fact, Union Spirit . . . a motor fuel available only in Natal . . . is a side product.

Once a year, the sugar mills of Natal close completely . . . the time is governed by the growing of the new cane. During this period the mechanical departments have complete access to anything and everything, and all overhauls and repairs are put in hand.

Holidaying, I came across the sheds at Darnall. There was a motley collection of locomotives . . . little 0-4-0 and 0-4-2 side tanks, bigger Bagnall 0-4-4-0 modified Meyer side tanks, and diesels of various sizes. Since it was a Sunday, the works were silent and deserted, and I wandered round — accompanied by a six-foot Zulu watchman, armed with a kerrie — to my heart's content.

The Meyers were the most fascinating, for I had never seen a Meyer before. One stood complete : another had a bogie out for overhaul : one firebox was still intact, while the next had been opened

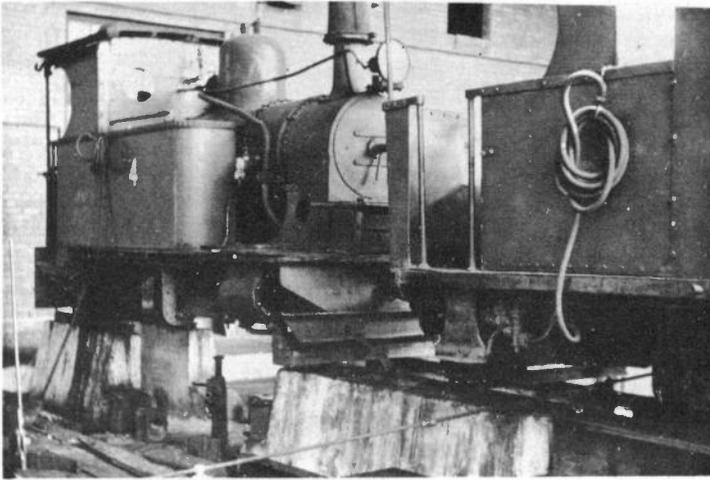
for tube replacement. There was one drawback — the intense South African sunlight outside the shed, comparative gloom within, and soot-and-whitewash contrasts between the two. But I shot nevertheless, hoping that printing could make good the deficiencies of the negatives.

These Meyer engines, were for use on the Illovo Estates, they weighed 24 tons, with an axle load of 6 tons. The bogies were of 3'3" wheelbase — the overall wheelbase being 16'3" — and the driving wheels 2'0" in diameter. Superheated steam at 180 lbs was fed to cylinders of 7½" diameter and 12" stroke, which produced, between the four of them, a T.E. (taken at 85% boiler pressure) of 8,606 lbs. As far as the boiler was concerned, the grate area was 9 sq.ft., and the total heating surface — firebox walls, large and small tubes, and superheater, was 393 sq.ft.

Outside Darnall Repair Sheds. The engines to the far left and far right are little Avonside 0-4-0Ts; the diesels are easy to spot, while the other visible steamers are Meyer Articulated. The front of the steam loco standing behind the central diesel can be seen . . . she was over what could be loosely termed 'the pits', and there was another Avonside 0-4-0T behind her.

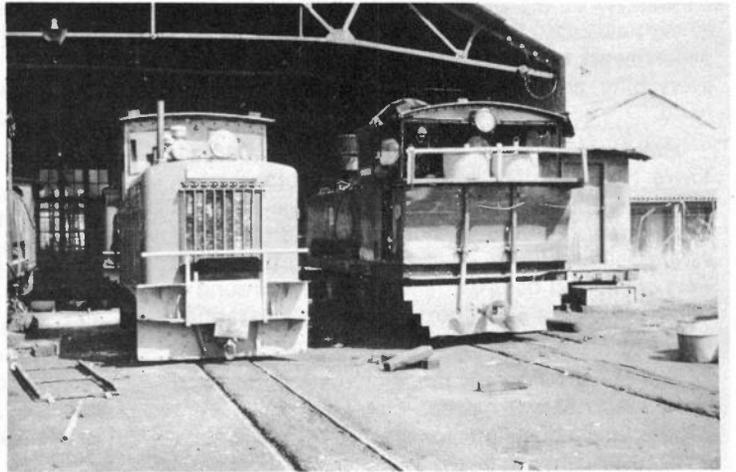


continued



Darnall shed does not have a 'pit' in the accepted sense. Instead the entire shop floor is at a lower level, so rails that lay on the ground outside are carried on pillars within. Since the sections of rail between the pillars are removable, each locomotive can be packed up behind her buffer beams to make the entire underside completely accessible to the workers.

The fact that the sanding gear is now concentrated at the cab end seems to indicate that these engines were operated with the rear leading . . . which gives the driver the greatest amount of visibility. (A catalogue illustration shows the conventional arrangement of sand-boxes behind each buffer-beam, attached to the bogie frames.) The method of sanding was simplicity itself: the fireman ladled sand from the containers into pipes leading downwards. The boxes, incidentally, were the lower parts of old oil drums: the pipe - which was fixed to the bunker and so did not register with the rails - discharged into a small hopper on the buffer beam, from which a smaller pipe led the sand onto the rail! Each main pipe had a rod through it, and any blockage could be cleared by agitating this rod . . .



As the power bogies of the Meyers can be disconnected and run into the shed as separate units, these engines are handled outside. This one has the leading end supported on a cribbing of old sleepers, while the rear still rests on its bogie.

That was the scene over five years ago, and whether the Meyers still gather annually at Darnall, or whether they have gone, yielding to the ever-encroaching diesel, I do not know.

TRAM DEPOT

TRAMWAY TOURISTIQUE de L' AISNE
near Liege, Belgium

GAUGE : Metre

9.4km.



*S.N.C.V. 0-6-0 Steam Tram No. 1076
"ELISE" at Pont d'Erezee, 5/9/70.*

This line from Pont d'Erezee to Dochamps was opened by the Tramway Touristique de l'Aisne on 25/6/66, on part of the old Vicinal Railways' (SNCV/NMVB) line from Melreux to Manhay, which was opened in 1908/1911, closed to passengers in 1954 and to all traffic in 1959. The SNCV persuaded the scrap merchant to accept another line, enabling the TTA to take over the line after a long search for somewhere to operate.

The line was first operated by the TTA with three diesel 'Autorails,'* and these were joined in 1968 by the former SNCV 0-6-0 Steam Tram 1076 (Grand Hornu 45 of 1920), which had been working at a sugar factory in Wavre, and in 1970 by SNCV 0-6-0 Steam Tram 1075 (Grand Hornu 44 of 1920) from Charbonnages d'Argenteau,

Trembleur. The line is unusual in running entirely on its own private right of way through a scenic and well forested area. (In 1969 the service was cut back to Pont d'Erezee to Forge á la Plez (6km) due to the bad condition of track on the Forge to Dochamps section.) It is later hoped to open through from Dochamps to Lamormenil (totalling 11km.) which is an even more spectacular section.

Services are operated on weekends and public holidays throughout the summer with steam trains assured during August. The main depot is at Blier, near Pont d'Erezee. There are now over 20 coaches on the line — the build up of these having been **very** necessary due to the increase in number of passengers carried — from 4,000 in 1966 to a forecast 24,000 in 1972 !

* ART.93. (S.N.C.V. LOUVAIN, 1930)
ART.123. (S.N.C.V. LOUVAIN, 1934)
AR.133. (BAUME & MARPENT, 1935)

PICTURE : Mike Spellen.
WORDS : Michael Jacob.

THE NARROWER GAUGES

FEATURING THE 7¼" – 21" MINIATURES



"TWO in VIEW"

A 'pictorial parade' of the
ROMNEY HYTHE & DYMCHURCH,
from the camera of
DAVID IDLE

1

2





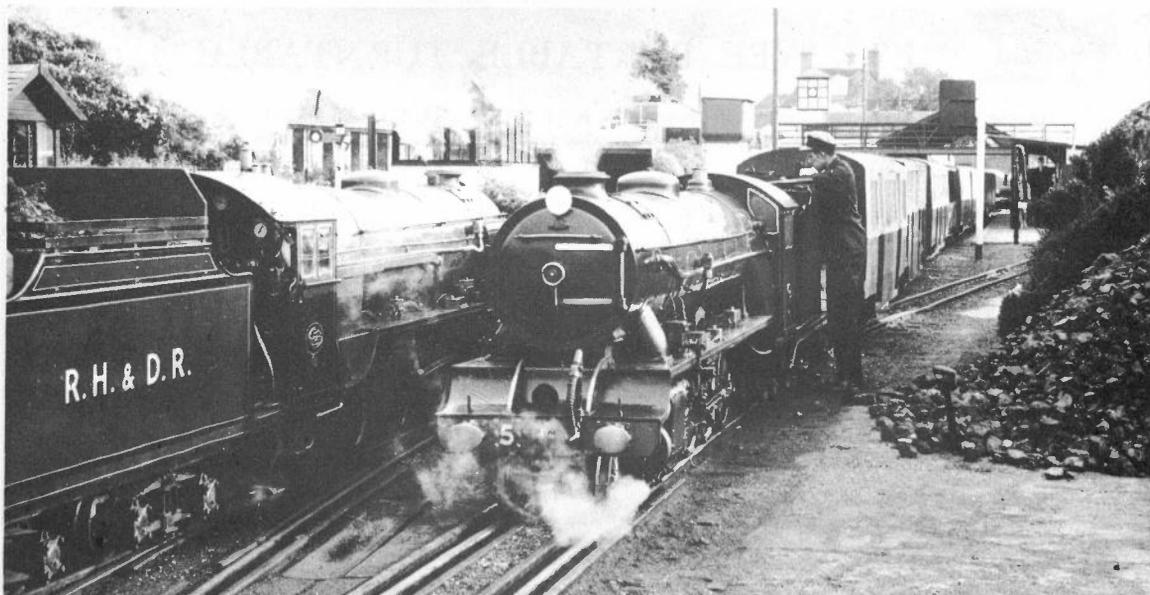
3

- 1) 3 SOUTHERN MAID and 9 WINSTON CHURCHILL, New Romney 21/9/69.
- 2) 10 DOCTOR SYN and 5 HERCULES, New Romney 21/9/69
- 3) 10 DOCTOR SYN and 9 WINSTON CHURCHILL, Burmarsh Road Crossing 21/9/69.
- 4) 7 TYPHOON and 5 HERCULES, New Romney 9/7/65.
- 5) 2 NORTHERN CHIEF and 5 HERCULES, New Romney 9/7/65.



4

5



COLLECTORS PIECE

ITEMS 19-22 : CURRENT ISLE OF MAN TICKETS (Items courtesy RALPH MARTIN)



ITEM 19 : ISLE OF MAN [VICTORIAN STEAM] RAILWAY CO. LTD.

Edmondson card (red/brown) Child Return Ticket. Issued at Douglas and with dual destination.

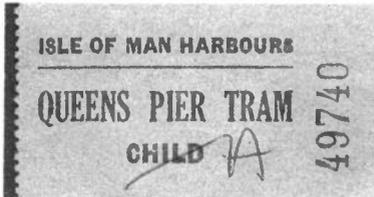


ITEM 20 : DOUGLAS CORPORATION TRANSPORT

Green paper ticket printed by Williamsons for Horse Tramway (NGI.62/35) Reverse depicts advert for resort of Port Soderick. Adult single @ 5p

ITEM 21 : MANX ELECTRIC RAILWAY

Yellow Edmondson card (group origin/destination). Green "D.R." (Day Return) overprint.



ITEM 22 : ISLE OF MAN HARBOURS

Paper ticket (blue) for Queens Pier Tram. Child ticket defaced with 'A' for use as 'Adult' stock.



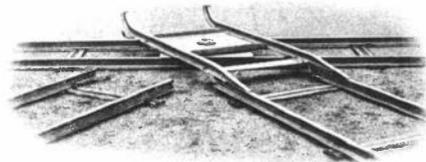
DUSTY CATALOGUES

WILLIAM BAIN & CO. LTD.

Lochrin Iron Works, Coatbridge, Scotland.

Light Railways & Equipment : Catalogue No. R30 : c1930(?)

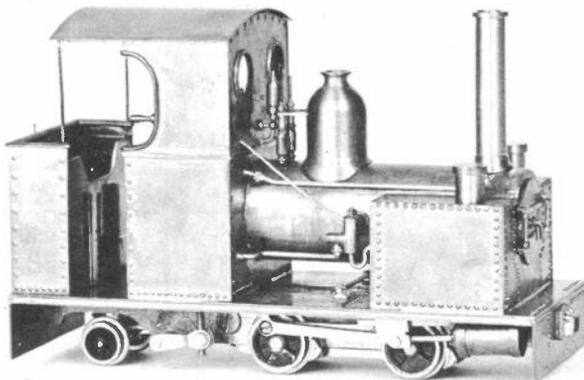
NEW TYPE PORTABLE TURNTABLE



This Turntable has been specially designed for laying down at any point on the track to connect up to temporary branch lines as illustrated. The Turntable is in two portions, the bottom part clipping over the track and forming a foundation for the swivelling top; suitable for loads up to 30 cwts.

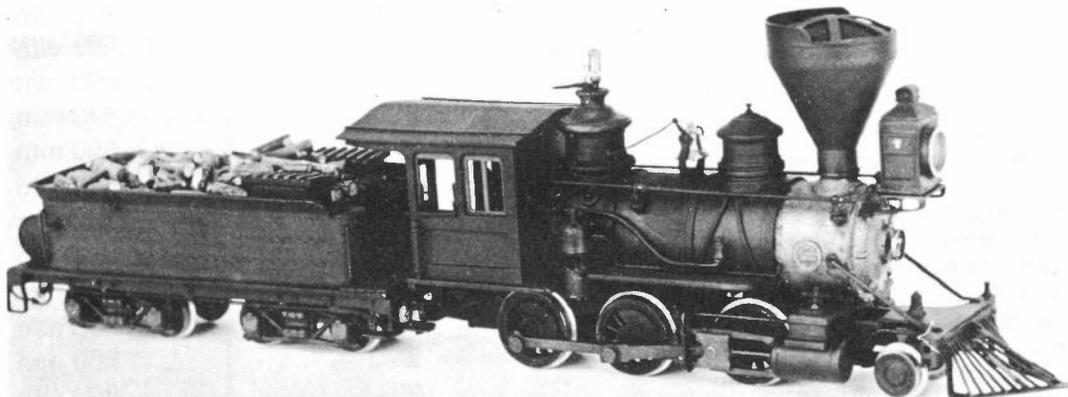
NARROW GAUGE MODELLER

EDITED BY BILL STRICKLAND. HON. MODELLING SECRETARY



*TWO pictures supplied by
ROY C. LINK*

*1) KERRY TRAMWAY. A 7mm
scale, 14mm gauge model of a
Bagnall 0-4-2 Wing Tank, Built in
brass and with full cab detail.*



*2) DENVER SOUTH PARK & PACIFIC R.R. A 2-6-0 in HON3 scale measuring 7 inches overall
and a wealth of detail. Extensive use of 'lost wax' castings has been made in the construction of
this loco which has a fully detailed cab*

. & BOTH built by ROY C. LINK.

Some Members have revived that 'dried up old chestnut' :- Scales for two-footers ?

I can only repeat that any scale should apply to the whole model and not to selected parts, as attempts to use different ratios in an effort to marry existing standards can only end up with a distorted cross section if practical working clearances are to be maintained and this applies to both inside and outside framed engines.

Briefly - if the (already adopted) scale is

7 m/m = 1foot then for a model of a two-footer its gauge must be 14 m/m; also that if the gauge is 00 or 16½ m/m then the model scale should be to a ratio of 1/36, 1/3" or almost 8½ m/m = 1 foot. The 'bods' who arrived at these figures survived the resulting barrage of abuse and/or acclamation and both scales and gauges are being used - and models are being produced which look right and run right because they **are** right !

[W.A.D.S. : 10/72]

Correspondence Junction



PECKETT No. 1808. (1930)

Someone MUST know – just what was the fate of 2ft 8in gauge 0-4-2ST “SEPTIMUS” ? It is known to have been one of the first N.G. locos ever rescued for preservation (by the ‘North Somerset Light Railway Ltd.’) and left its former home at Pike Bros. Fayle & Co. Ltd, Furzebrook Clay Mines, Nr. Wareham, Dorset in March 1956. It is depicted here at its place of origin – the Atlas Locomotive Works of Peckett & Sons Ltd, Bristol. This picture must have been taken during the period 1956-61 as it is seen standing (on S.G. bogies) alongside one of the only five Peckett Diesels (S.G.) ever built. Shortly after this scene, Pecketts folded up (NGI61/4,) and no more was ever heard of “SEPTIMUS” (J.C.)

From J. H. BALL . . . !

“Know Your Narrow Gauge” has always been great fun, the Autumn item really stumped me at first. A coach bogie mated to a N.G. radial truck perhaps? and then there’s that odd superstructure? At last the penny dropped. We all know of N.G. pier railways – this, I suggest, is none other than on a N.G. pier. This could only be Irish, so after eliminating the obvious choice of Walker Brothers of Wigan as the makers. I’ll settle for Relms, of Glory, Co. Kildare. In fact it seems a good example of a pier of the Relm family. It is a short wheelbase version and is of particular interest to me as I am frequently invited to take long walks on short piers. The end of the vehicle (?) is not very clear in the photograph, but no doubt like all good N.G. piers, there is a bar, for re-railing purposes. Which reminds me, its nearly closing time . . . !

GAUGE EQUIVALENTS

With Britain now destined to ‘go METRIC’, a conversion chart – as supplied by ANDREW WILSON – is reproduced here for your guidance.

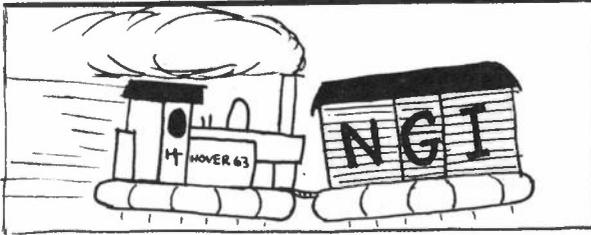
IMPERIAL	METRIC. (S.I.)
7 ¹ / ₄ ”	184 mm
9 ¹ / ₂ ”	242 mm
10 ¹ / ₄ ”	260 mm
12”	305 mm
15”	381 mm
1’- 6”	457 mm
1’- 7 ⁵ / ₈ ”	500 mm
1’- 8”	508 mm
1’- 9”	533 mm
1’- 9 ⁵ / ₈ ”	550 mm
1’-10”	559 mm
1’-10 ³ / ₄ ”	578 mm
1’-11 ¹ / ₂ ”	597 mm
1’-11 ⁵ / ₈ ”	600 mm
2’- 0”	610 mm
2’- 1 ⁵ / ₈ ”	650 mm
2’- 3”	686 mm
2’- 3 ¹ / ₂ ”	700 mm
2’- 5 ¹ / ₂ ”	750 mm
2’- 6”	762 mm
2’- 7 ¹ / ₂ ”	800 mm
2’- 9 ¹ / ₂ ”	850 mm
2’-11 ³ / ₈ ”	900 mm
3’- 0”	914 mm
3’- 1 ³ / ₈ ”	950 mm
3’- 2 ¹ / ₂ ”	978 mm
3’- 3 ³ / ₈ ”	1000 mm
3’- 5 ³ / ₈ ”	1050 mm
3’- 6”	1067 mm
3’- 7 ¹ / ₄ ”	1100 mm
3’- 9 ¹ / ₄ ”	1150 mm
3’-11 ¹ / ₄ ”	1200 mm
4’- 0”	1219 mm
4’- 6”	1372 mm
and- 4’- 8 ¹ / ₂ ”	1435 mm

‘TWO FOOT GAUGE’ will soon be a thing of the past . . . !



H. T. CAFFYNS
with another oddity

Member Pete Vallins of Reigate, Surrey at the controls of his own 'creation' undergoing trials at Brockham Museum on 23/5/70 (NGN67/7). The Lister petrol engine drives through a Lister gear-box and is fed by a motor cycle fuel tank. It is built on a brick car chassis and is thus unsprung. Since these tentative operations it has been dismantled but its development will no doubt be pursued in due course.



Sorry your last N.G.I. was a little delayed, Arrangements are in hand to ensure a speedier delivery in future !!

"KNOW YOUR KNARROW GAUGE" – THE CHRISTMAS QUIZ

So you thought you knew it all !

COMPILED by JIM CROW

- 1) What was the highest altitude attained on the Lynton & Barnstaple Railway ?
- 2) Correct the following list of gauges :

(A) Campbeltown & Machrihanish	2ft6in
(B) Furzebrook	2ft3in
(C) Glyn Valley	2ft4½in
(D) Leek & Manifold	2ft4in
(E) Listowel & Ballybunion (Guide Rails)	2ft7½in
(F) Snailbeach District	2ft8in
(G) Snowdon Mountain	2ft13¾in
- 3) To which Railway is the following list of numbers relevant ?

1253/4/5
1524
2028/38
2178
3610
3815
4662/3
5126
5382
6296
- 4) On which Railways were these Locomotive Sheds ?

(A) Limecraigs
(B) Pennyburn
(C) Pilton
- 5) On which line is Afon Hwch Viaduct ?
- 6) That rebuilt Lynton & Barnstaple coach now in use on the Fastiniog Railway

(A) Was it Southern Railway No.6991, 6992 or 6993 ?
(B) When did it go into service on the F.R. – 1961, 1962 or 1964 ?
- 7) Which Railways had the following stations :

(A) Aughter	(D) Esgairgeiliog	(G) Sparrowlee
(B) Cargan	(E) Golf Links	(H) Tan-y-Manod
(C) Castle Mill	(F) Hill Top Loop	
- 8) Name the Loco : Built in Scotland in 1919, worked at a large steel works in the Midlands, acquired for preservation in 1960, used on a line known as the "B.G.L.R." resold to steam centre, changed hands again and is now in Bedfordshire.
- 9) Determine mileages (by 3ft gauge)

(A) Letterkenny to Burtonport : 66%, 52, 49%, or 26 miles ?
(B) Douglas to Port Erin : 9, 13¼, 13¾ or 15¾ miles ?
- 10) Which N.G. Lines operated locos with the following names :

(A) "AMOS"	(C) "BULL DOG"	(E) "EDWARD VII"
(B) "ATLANTIC"	(D) "ESME"	(F) "TREWITHEEN"
		(G) "LORD HOBART"
- 11) Which one of these stations was not on the Cork & Muskerry ?
BLARNEY, CARRIGOHANE, CARRIGALINE, COACHFORD JN, DRIPSEY.
- 12) Where are the only three N.G. Cliff Tramways in the British Isles ?

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(Answers on Page 36)

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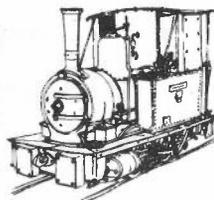
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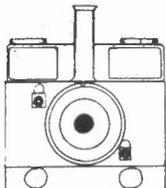
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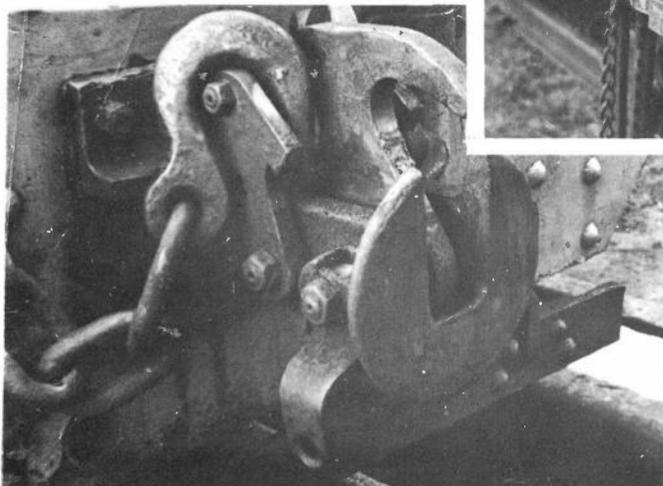
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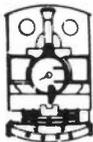
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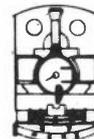


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← Identify these Railways . . .

(Answers next time)



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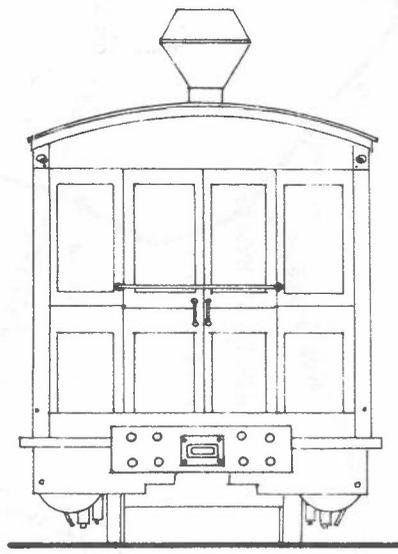
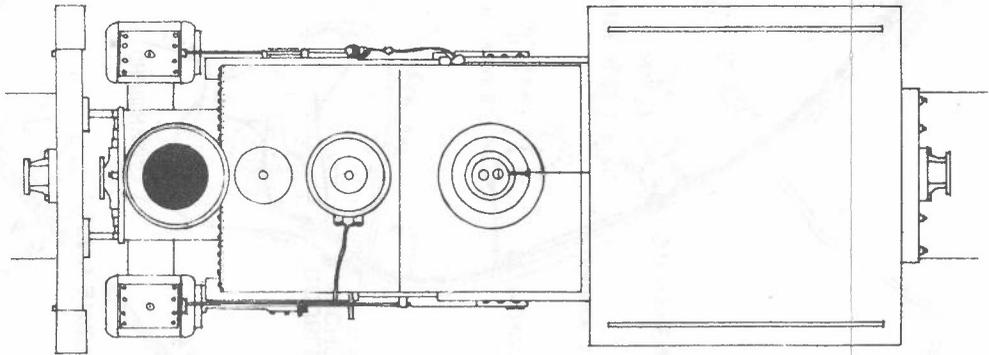
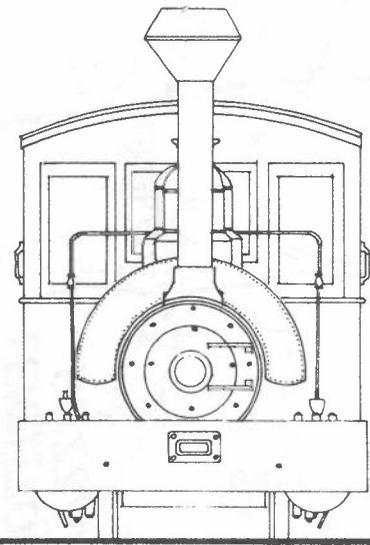
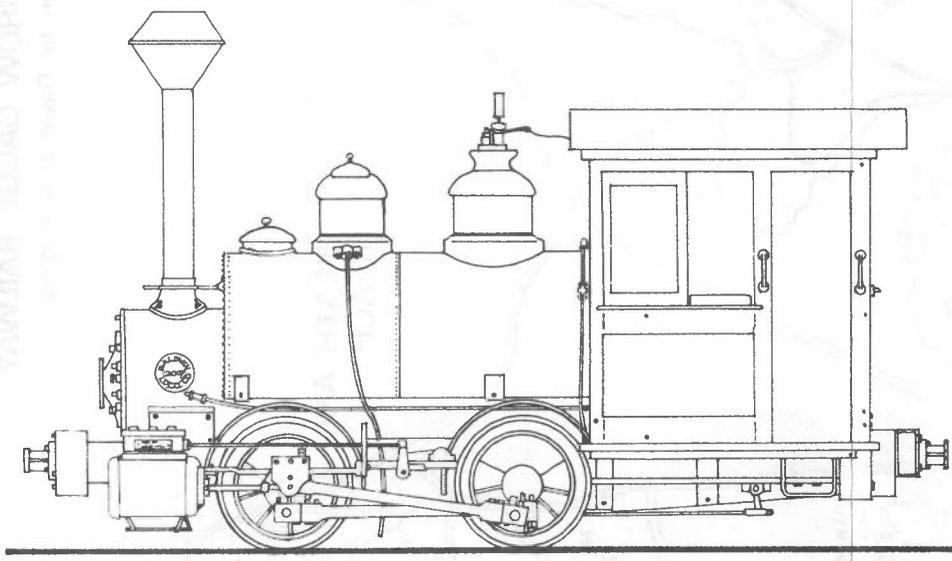
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