

The NARROW GAUGE



—illustrated

No. 65

SUMMER 1973

35p



NARROW GAUGE RAILWAY SOCIETY



NARROW GAUGE RAILWAY SOCIETY

(FOUNDED 1951)



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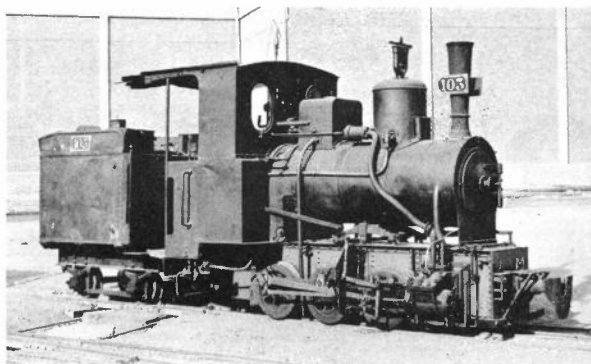
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EDITORIAL

We have regretfully found it necessary to adjust the cost of N.G.I. — and also display advertising which has been raised in accordance with our greater circulation figures, but chiefly to offset higher printing costs.

An interesting development is recorded in the rear cover advertisement by our Member Alan Keef who is now offering **NEW 2ft gauge steam locos**, and at very competitive prices too — it had to happen !



*EBRO COMPANIA de AZUCARES Y ALCOHOLES
S.A. AZUCARERA de MADRID, LA POVEDA
(600mm gauge) No.103 Arn Jung 606 of 1902) at
Poveda Works 9/67, Rebuilt from 0-6-0T. (Ron Cox)*

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OUR FRONT COVER : *BRITISH RAIL NARROW GAUGE : The Rheidol Valley in Cardiganshire, May 1971. 1ft 11½in gauge 2-6-2T No.9 PRINCE OF WALES (Davies & Metcalfe of 1902) approaching Aberffwd with an afternoon train for Devils Bridge. (Ron Cox)*

THE SMALL COMPANIES

A SERIES DEVOTED TO THE
'PRESERVATION MOVEMENT'

THE SITTINGBOURNE & KEMSLEY LIGHT RAILWAY.

(SITTINGBOURNE & KEMSLEY
LIGHT RAILWAY LTD)
1969 - 1973

Gauge : 2ft 6ins

Situated : Sittingbourne, Kent.



*TRIUMPH (Bagnall 2511) 0-6-2T pauses at Burleys Crossing on the final day of the 1971 operating season -
24th October. (Pete Nicholson)*

The Sittingbourne and Kemsley Light Railway is the remaining portion of the industrial railway operated (latterly) by the Bowaters UK Paper Co. Ltd., to convey materials and workmen between their paper mills at Sittingbourne and at Kemsley, and the dock at Ridham on the banks of the River Swale.

The first section of the line, connecting Sittingbourne Mill with Milton Creek, was opened by the old paper-making firm of Edward Lloyd Ltd. in 1906. Three 0-4-2ST's were purchased from Kerr Stuart to work the line and two of these, 'Premier' and 'Leader' are still there. The Railway was extended to Ridham when that dock was opened during the first World War and further sidings were added when the Kemsley Mill was opened in 1924. Further items of rolling stock and more locomotives were purchased to work the additional traffic.

In 1948 Edward Lloyd Ltd. was taken over by the Bowater Group to form part of their inter-

national papermaking complex. The railway continued to serve its new owners well and several additions to the motive power stud were made, most notable being a new Bagnall articulated 0-4-4-0T in 1953 named 'Monarch'.

During its working life the Bowater Railway had owned a total of 14 steam locos, 3 diesels and 1 battery electric locomotive. At the peak of its operation there were some 400 items of rolling stock, including five passenger coaches.

The future of the Railway seemed to be assured. However clouds were looming on the horizon ! With a general recession in trade and inflation beginning to make its mark in the industry, a time and motion study was commissioned in 1965 to investigate the whole papermaking process at the two Mills. One of its recommendations was that the Company's narrow gauge railway system should be replaced by road vehicles. Although Bowaters reluctantly accepted the hard facts, they felt that part of the system should be retained as a working museum in recognition of the services rendered.

The land on which the track was laid between Sittingbourne and Kemsley could not be otherwise utilized or disposed of as pipes conveying steam and power cables from Kemsley Powerhouse lay alongside the railway and so this was to be the section preserved. The Company approached the "Railway Magazine" who arranged an introduction with the Association of Railway Preservation Societies-who in turn approached the Locomotive Club of Great Britain. After negotiation it was agreed that they would lease the section offered for a nominal annual rent. Included in the scheme were five steam locomotives, one fireless locomotive, five passenger coaches, an assortment of goods vehicles and many other miscellaneous items essential to the running of a railway.

Thanks to the generosity of a giant papermaking firm the 'Sittingbourne and Kemsley Light Railway' was born, the only example of a preserved narrow gauge industrial railway in Kent.

To manage and run the line a 'Light Railway Section' of the Locomotive Club of Great Britain was formed to which Members could join on payment of a small additional yearly subscription. The handing over ceremony took place on Saturday 4th October 1969 at which the Managing Director of Bowaters handed the deeds to the President of the L.C.G.B.. No time was lost in forming the first working party — on the following day, Sunday 5th October.

During the initial months, work was concentrated at the Kemsley end of the line, headquarters being in the rail weighbridge house. The work to be done mainly consisted of lifting track from other remaining parts of the system and dismantling buildings surplus to requirements before the scrap merchant moved in. The terminus at Kemsley, to be known as Kemsley Down, occupies what was formerly waste ground close to the Mill on the banks of Milton Creek and during that first Winter this site was cleared and flattened by Bowaters who then put down a clinker foundation.

The months leading up to Easter 1970 were spent on laying the basic track formation at Kemsley and repainting the locomotives to be used in service — and all the passenger rolling stock. Temporary sleeper platforms were built at both termini and for refreshments local Boy Scouts kindly loaned and erected a tent. Unfortunately little time was available for other work before the Railway opened (on Good Friday) for its first season of operation under the new management.

After the months of hard work it was most heartening for the workers to see a steam engine

pull a heavy train up the gradient at Sittingbourne and onto the main line. However, during the first few weekends of operation it could not be said that trains steamed into Kemsley Down in all their glory as, due to the non-completion of the run round, engines were detached from their trains at the 'limit of shunt' board and were diesel hauled into the platform. This situation was soon remedied! Although staff training had been minimal, the first season immediately gained the Railway a reputation for professionalism — and at the same time friendliness. Over 6,000 passengers were conveyed during that first season and bearing in mind the limited facilities available (and lack of funds) it was considered to have been a fairly successful one.

During the Winter that followed the Railway again became the victim of the tireless volunteer labourers as they continued to build it up and improve the amenities. The greater part of the track layout at Kemsley was completed and the original layout at Sittingbourne of three through roads and two sidings was altered to a run-round loop and three sidings. Sittingbourne engine shed was dismantled and conveyed in sections to Kemsley for re-erecting, the locomotives spending the Winter and following Summer out in the open at Sittingbourne. This was to place a severe restriction on the amount of mechanical work that could be done, difficult at the best of times with the limited machinery available. A start was made on the construction of a wooden building at Kemsley to serve as a fully equipped refreshment room with kitchen and office.

Easter, and the start of the 1971 season, arrived all too soon with trains using the Sittingbourne Terminus virtually as the last track spike was driven home following the completion of track alterations. The same three locomotives that were used the previous season again took their turn in operating the service; these were the Kerr Stuart 0-4-2ST 'Premier' and the Bagnall 0-6-2T's 'Triumph' and 'Superb'. Facilities offered to the public were considerably improved than in the previous year, with refreshments available at both termini and a sales kiosk at Sittingbourne. During the Summer a new open coach, constructed by some of the Members using a Butterley wagon chassis as a base, was put into service for the August peak traffic and restoration commenced on two of the old Bowaters goods wagons; a wooden 8 ton pulp flat built by Bagnall and a four wheeled dock truck no.4, the only remaining wagon with the original Bowater coupling.

The season was brought to a close in mid-October with a special Open Day which proved to be extremely popular. Final passenger figures for the season were approximately 25% up on the first season and all concerned with its operation were beginning to feel that the S&KLR was at last making its mark in the preservation movement.

During the Winter of 1971/72 the main line was handed over to the Permanent Way Department to enable them to bring any bad sections up to standard. The stretch between Burley Crossing and Kemsley Down had never been relaid and so all efforts were concentrated in this section throughout some of the coldest months of the year. The locomotives had been moved to Kemsley before the onset of Winter and work continued on their general maintenance, also that of the rolling stock.

Throughout that Winter and continuing into the Summer (the third season of operation) the volunteer labour, many of whom had been in at the beginning of the scheme (what a long time ago it now seems) continued to build and improve the S&KLR. New passenger coaches were constructed and put into service, including two 'standees' for peak periods; locomotives were taken apart and worn parts replaced; track improved to give a more comfortable ride; etc.

Behind the scenes changes took place at the beginning of 1972 with the administrative machinery. A Limited Company was set up to manage the Railway and the Members of the old Light Railway Section were transferred into this.

Although independent of the Locomotive Club of Great Britain close links still exist between the two bodies and Members of the Company are only recruited from the LCGB.

Future proposals include a workshop, museum and more rolling stock. While looking to this future, the SKLR will endeavour to retain the spirit of the past on what is surely one of the most unusual narrow gauge preserved railways in the Country.

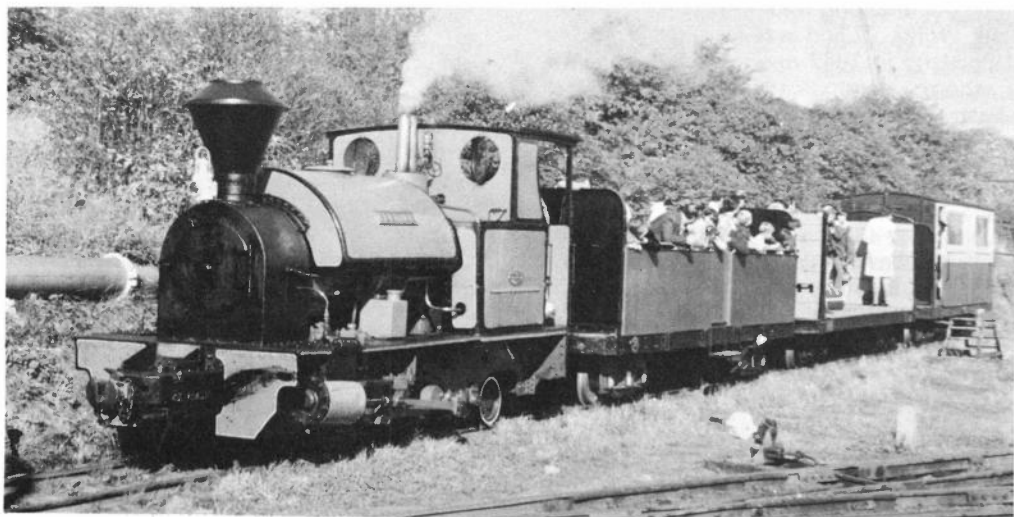
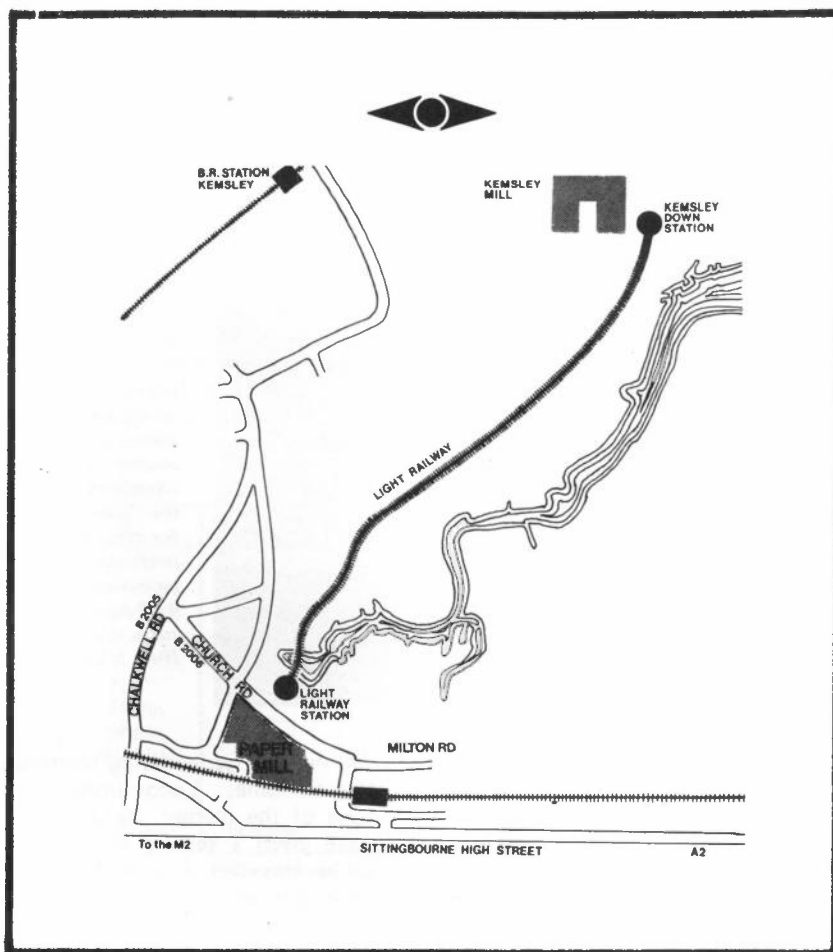
TICKETS

An extensive range of tickets and permits have been issued by the S & K.L.R. The first were large cards on 4/10/69 to mark the handing over of the line and it was not until 1972 that a full range of Edmondson cards became available. This range comprised of seven different tickets including a Sittingbourne Platform ticket as well as a completely blank issue on buff and brown card which is used for testing the ticket dating press! Two paper tickets are held for excess fares and large cards are issued to working Members of the Company authorising unlimited travel.

The Railway re-opened for the 1973 season on Sunday 8th April and copies of the timetable are obtainable from (S.A.E. Please) :-

Mr. G. Stickler, Lite Hjem, Woodlands Estate, Blean, Near Canterbury, Kent.

| LOCOMOTIVE & ROLLING STOCK LIST (AS AT APRIL 1973) | | (Compiled N.G.R.S. — H.R.O.) |
|--|---|------------------------------|
| UNIQUE | Bagnall 2216, Built 1923. 2-4-0 Fireless | |
| ALPHA | Bagnall 2472, Built 1932. 0-6-2 Tank | |
| TRIUMPH | Bagnall 2511, Built 1934. 0-6-2 Tank | |
| SUPERB | Bagnall 2624, Built 1940. 0-6-2 Tank | |
| PREMIER | Kerr Stuart 886, Built 1905. 0-4-2 Saddle Tank "Brazil" class | |
| LEADER | Kerr Stuart 926, Built 1905. 0-4-2 Saddle Tank "Brazil" class (Owned by a syndicate of S.K.L.R. Ltd Members.) | |
| MELIOR | Kerr Stuart 4219, Built 1924. 0-4-2 Saddle Tank "Brazil" class | |
| VICTOR | Hunslet 4182, Built 1953. 4-wheel Diesel | |
| EDWARD LLOYD | Ruston & Hornsby 435403, Built 1960. 0-4-0 Diesel Hydraulic. LHU class. (Acquired from Pleasurerail Ltd, Whipsnade & Umfolozi Railway 12/10/72. Owned by S.K.L.R. Ltd.) | |
| All locos are owned by Bowaters' U.K. Paper Co. Ltd except where otherwise stated. | | |
| Rolling stock consists of 8 passenger coaches, 33 bogie pulp trucks, 2 clay hoppers, 4 tippers, 2 rubbish boxes, 1 high capacity bogie, 9 flat bogies and 2 coal boxes. Also a 1ft 6ins gauge gunpowder van ex M.o.D. Woolwich Arsenal preserved by the Greenwich & District Narrow Gauge Society. (N.G.N. Refs : 61/9, 62/11, 64/9, 65/11, 80/9 & 80/11) | | |



*PREMIER (Kerr Stuart 886) a 'Brazil' class 0-4-2ST waits in the siding at Kemsley Down Station for the arrival of another train before departing for Sittingbourne on the single track line, 24/10/71.
(Pete Nicholson)*

BRITISH NARROW GAUGE LOCOMOTIVE REGISTER

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

PART 7. ANDREW BARCLAY SONS & CO. LTD.

CALEDONIA WORKS, KILMARNOCK, Ayrshire, SCOTLAND.



No.1995 : ('E' class) Named CALEDONIA after its place of birth; it is well kept in Caledonian Railway dark blue livery. It was acquired for preservation from Dinorwic Slate Quarries, Caerns where it was the only steam loco which was never graced with a name. It now sees regular employment at Hollycombe Woodland Gardens working on the 'Quarry Railway' which runs for most of its length through a larch plantation terminating at an old sand quarry where depicted 4/72 having detached from its train. (NG1.59/1, NGN82/7) (Pete Nicholson)

Perhaps one of the best known builders of narrow gauge and industrial locomotives, but only 18 examples are extant in Britain today — and seven of these being built in the 1970's! The Company was founded in 1840 when Andrew Barclay entered into partnership with Thomas McCulloch a small engineering business in Kilmarnock. Two years later Andrew Barclay set up his own business in adjoining premises and trading as Barclay & Co., River Bank Works. Land was acquired from the Duke of Portland in 1847 upon which the present erecting shops stand; these premises now occupy both sides of West Longlaid Road. 1847 saw the start of construction of colliery winding engines, (which are still produced today), beam engines etc.

Works No.1, an 0-4-0 saddle tank was built in 1858 but it is believed that it was not until 1872 that the first N.G. loco was built, this being No.120 a 3ft 6in gauge 0-4-0 saddle tank for New Zealand. The first N.G. loco built for a British customer was No.146 a 2ft 8½in gauge loco for Wm. Fraser, Lethans Colliery, Dunfermline.

Barclay & Co. appear to have entered the loco building business in the period 1874-76. The two companies came together in 1889 when a merger took place — the title Andrew Barclay Sons & Co. being perpetuated. The latter company had reached 312 with their works numbers and the combined output was therefore taken into account;

the number series being continued from 637 for the combine. Locos under construction at the time of the merger, including Nos 311 and 312, were given a second works number in the new series. However, Andrew Barclay's original number series was not to be forgotten and was later revived for internal combustion locos. The organisation became a Limited Company in 1892.

The first fireless loco built was a N.G. 0-4-0 in c1910 and is a type which the company pioneered — and for which they became World famous — producing them in large numbers. Another relatively new sphere was entered in 1916 with the introduction of 2ft gauge petrol locomotives. The first was for Ironside & Co. of London this being allocated the number 311. No.321, built in 1936 was the first diesel and was followed three years later by the first N.G. example, which was built for an overseas customer.

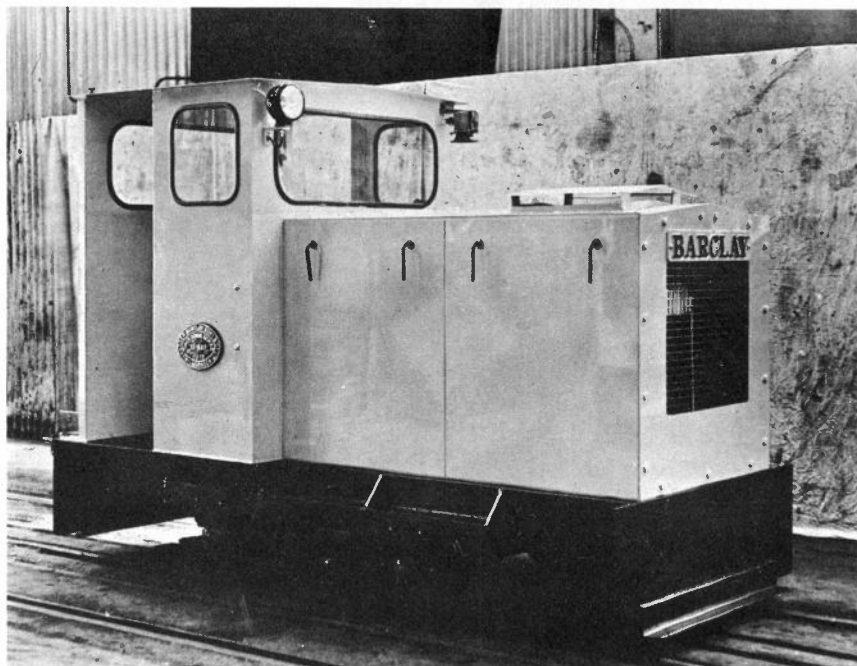
Experiments with electric transmission for diesel locos were undertaken in 1945 in conjunction with Crompton Parkinson while diesel hydraulic locos first appeared in 1957/58. The last steam loco, No.2377 was narrow gauge and left Caledonia Works in 1962 again going overseas. Then — at last — the first N.G. diesel locos for a British customer appeared; these being built in 1970 and 1971, to the order of I.C.I. Ltd for their Ardeer Factory — only a few miles 'down the road' from Barclay's Works.

Many other firms in Kilmarnock have produced locomotives in the past but all have faded into obscurity. Andrew Barclay has survived to the present day and has also taken over the loco building interests of other manufacturers. In 1962 North British Locomotive Co. Ltd of Glasgow ceased loco production and Barclay took over all the designs, patterns and goodwill. In 1968 the loco building activities of John Fowler & Co. (Leeds) Ltd, Yorkshire were also absorbed. The position was reversed on 21/8/72 however when Barclay became part of Hunslet Holdings Ltd. Barclay continue to trade under their own name, building locos to their own design as well as undertaking work for the Hunslet Engine Co. Ltd. Recent production has included a batch of Metre gauge 0-6-0 diesel hydraulics for the East African Railways.

A very wide range of N.G. locos has been built over the years including fireless locos with drive on one pair of wheels only such as 0-2-2 and 0-2-4's articulated Meyers as well as many large tanks :— 4-8-0, 2-8-4, 0-8-0 etc. Distinction of classes appears to be a fairly recent innovation and each letter indicates the basic type only. Locos have been built to fit the requirements of the customer and so, for example, class 'A' refers to N.G. 0-4-0 side tanks, 'D' 0-4-0 wing tanks, 'L' 0-6-0 side tanks (in general). Class 'E' (0-4-0 well tanks) and 'F' (0-6-0 well tanks) however were built for stock and were therefore the most numerous types built :— 61 'E' class and 34 'F' class. All the surviving steam locos are in potential working order although at present it is only the four 'E's' which see regular operation.

| Class | 'A' | 'D' | 'E' | 'Mod. E' | 'L' | 27 H.P. |
|-----------------------------|----------|---------|----------|----------|---------|----------------|
| Type | 0-4-0T | 0-4-0T* | 0-4-0WT | 0-4-0WT | 0-6-0T | 4wDiesel |
| Length (overall) | 12ft10in | 13ft1in | 15ft2in | 18ft5½in | 15ft | 9ft2½in |
| Width | 5ft4½in | 4ft8½in | 5ft 0½in | 6ft6½in | 6ft | 4ft3½in |
| Height | 8ft1in | 5ft9¾in | 8ft8¾in | 8ft10in | 9ft | 6ft5½in |
| Weight (working order) | 7½T | 6½T | 6¾T | 10¾T | 8½T | — |
| Driving wheels | 1ft8in | 2ft | 1ft10in | 2ft | 2ft2½in | 1ft4in |
| Wheelbase | 3ft6in | 3ft | 3ft11¼in | 4ft4in | 6ft4in | — |
| Cylinders | 6½x12in | 7x10in | 6¾x10¾in | 8½x12in | 7x14in | 3cyl. |
| Engine | — | — | — | — | — | Perkins P3.152 |
| Tractive Effort at 85% W.P. | 2590lbs | 2430lbs | 2710lbs | — | 4573lbs | — |

*Wing tanks



No.557 : (27 HP. class) 'Ex Works' — one of the seven diesel locos supplied to Nobel's Explosives Co. Ltd (I.C.I. Ltd.Nobel Division until 9/72) in 1970-71. These have been the only N.G. diesel locos built for a customer in Britain by Barclay. Buffers/couplers were fitted by I.C.I. which explains their absence in this pre-delivery photo. Livery is bright yellow body-work with black frames. (NGN73/15) (Courtesy, Andrew Barclay Sons & Co. Ltd)

| No. | YEAR | CLASS | GAUGE | OWNER, LOCATION & RUNNING IDENTITY (APRIL 1973) |
|------|------|---------|--------|--|
| 840 | 1899 | 'A' | 3ft | Scottish Railway Preservation Soc. Grahamston Goods Depot, Falkirk, Stirlingshire. |
| 984 | 1903 | 'D' | 2ft6in | R. P. Morris, 193 Main Road, Longfield, Kent. [984] |
| 988 | 1903 | 'D' | 2ft | J. H. Farr, Clarendon Cottage, Clermiston Mains, Edinburgh, Midlothian [5] |
| 1431 | 1918 | 'E' | 2ft3in | Talyllyn Railway Co., Tywyn, Merion. [No.6 DOUGLAS] |
| 1578 | 1918 | 'L' | 2ft | N. Melhuish c/o K. Wolstenholme, Chesterton, Warks. [GERTRUDE] |
| 1641 | 1919 | 'L' | 2ft | Leighton Buzzard N.G.R.S., Leighton Buzzard, Beds. [THE DOLL] |
| 1871 | 1925 | 'D' | 2ft | Dr. R. P. Jack, The Station, Eddleston, Peebles. |
| 1995 | 1931 | 'E' | 2ft | J. M. Baldock, Hollycombe Woodland Garden, Nr. Liphook, Sussex. [No.1 CALEDONIA] |
| 2207 | 1946 | 'D' | 2ft6in | R. T. Russell c/o Welshpool & Llanfair Light Railway, Llanfair Caereinion, Mont. |
| 2264 | 1949 | 'Mod.E' | 3ft | Irish Steam Preservation Society Ltd, Stradbally, Co. Laois. [No.2] |
| 2265 | 1949 | 'Mod.E' | 3ft | Shane's Castle Railway, Antrim. [No.3 SHANE] |
| 554 | 1970 | 27HP | 2ft6in | Nobel's Explosives Co. Ltd., Ardeer Factory, Ayr, [21] |
| 555 | 1970 | 27HP | 2ft6in | Nobel's Explosives Co. Ltd., Ardeer Factory, Ayr, [22] |
| 556 | 1970 | 27HP | 2ft6in | Nobel's Explosives Co. Ltd., Ardeer Factory, Ayr, [23] |
| 557 | 1970 | 27HP | 2ft6in | Nobel's Explosives Co. Ltd., Ardeer Factory, Ayr, [24] |
| 560 | 1971 | 27HP | 2ft6in | Nobel's Explosives Co. Ltd., Ardeer Factory, Ayr, [26] |
| 561 | 1971 | 27HP | 2ft6in | Nobel's Explosives Co. Ltd., Ardeer Factory, Ayr, [27] |
| 562 | 1971 | 27HP | 2ft6in | Nobel's Explosives Co. Ltd., Ardeer Factory, Ayr, [25] |

NOTES

1431 Regauged from 1ft11½in in 1953

1578 At present location for overhaul — on loan to Welsh Highland Light Railway (1964) Ltd.

1995 Regauged to 1ft10¼in in 1948, regauged back to 2ft c1968

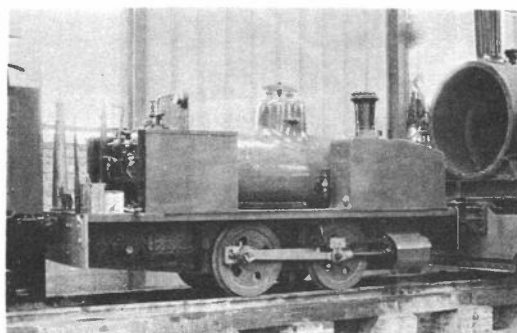
2263 'Modified E' class; was purchased by the Talyllyn Railway Company in 1969 as a source of parts for a new locomotive, construction of which was started by the Company at Pendre Works, Tywyn in 1972. This loco will be No.7 IRISH PETE and will incorporate the boiler, wheels, motion and cylinders of Barclay 2263 the frame of which has been cut-up.

FURTHER REFERENCES : Calshot R.A.F. Railway (Oakwood Press) — ('E' class)
Model Railway News, Feb. 1967 — ('E' class)
N.G. Railways in Mid-Wales (Oakwood Press) — ('E' class)
Railway Forum, Autumn 1964 (A.R.P.S.) — ('A' class)
The Welshpool & Llanfair Light Railway (David & Charles) — ('D' class)

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.2207 : ('D' class) Built in 1946 it was supplied to Glasgow Corporation Gas department, Provan Works where it joined locos built to an almost identical design 33 years earlier. These locos worked right into the retort houses hence its very squat appearance — which is also the reason for its yet to be applied name, DOUGAL, after the 'doggy' cartoon character! Prior to its transfer to the Welshpool & Llanfair Lt. Rly (where it has been given a maroon livery) it was preserved at Farnborough, Hants by the Railway Enthusiasts' Club. (Fitted with extended water tanks for 'W & L' use)
(Rich Leithead) (NGN. 63/6)





No.840 : ('A' class) Originally owned by Morrison & Mason, contractors who used it in Shropshire and Wales it was later sold to the British Aluminium Company for their Foyers Works, Inverness-shire (NGI.61/16) where it remained until acquired for preservation. The often quoted name "Fair Maid of Foyers" has in fact never been carried by this loco. Since its arrival at Falkirk in 6/67 it has been kept on a standard gauge Great North of Scotland Railway flat wagon. (Courtesy, Scottish R.P.S.)

ACKNOWLEDGMENTS TO : Andrew Barclay Sons & Co. Ltd., J. Burnie/Scottish R.P.S., R. C. Flewitt/Irish Steam Preservation Society Ltd., J. C. Knowles/Leighton Buzzard N.G.R.S., R. P. Morris and R. M. Shill. Special thanks are due to R. M. Shill for providing the historical information on the Company.

COPYRIGHT :— N.G.E.

NEXT ISSUE (AUTUMN 1973) PART 8, JOHN FOWLER & CO. (LEEDS) LTD.

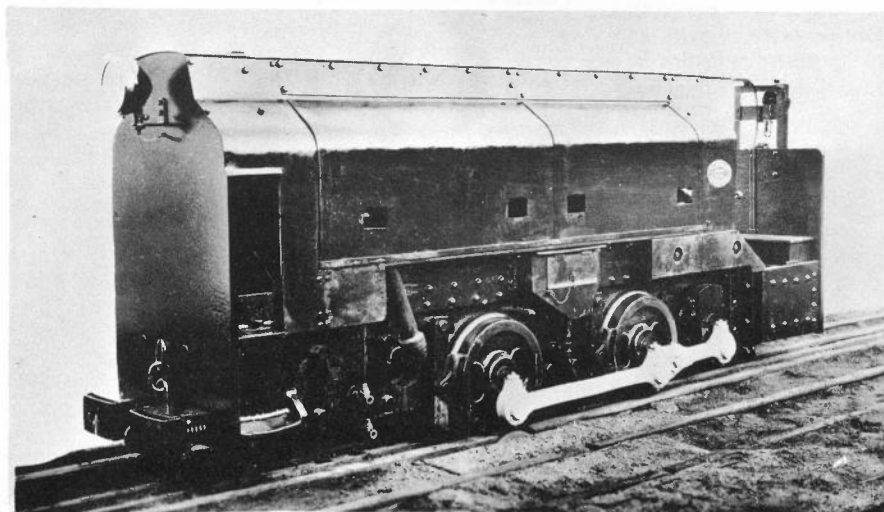
All contributions relating to this builder to the H.R.O. as soon as possible please, (remembering that the series is restricted to existing locos in the British Isles.)

EX WORKS...

EX WORKS 1935

W. G. BAGNALL LTD, No.2516

2ft GAUGE



from

**ALLAN
BAKER**

Ordered 1/6/1934, delivered 22/1/1935. Deutz/Bagnall design; only one of type built by Bagnalls. 'Mining locomotive' fitted with Deutz 45 h.p. @ 1000.r.p.m. 4 cyl vertical airless injection 4 stroke diesel engine type F.M.V. 117; drive via a 4 speed gearbox and jackshaft. Weight in working order 8.5 tons. Loco is an 0-4-0 with 3ft. 3.3/8" wheelbase, delivered to the Coltness Iron Co, Scotland.

WAGONRY



*CREMER WHITING & CO. LTD,
Ospringe Brickworks Oare, Faversham,
Kent, 28/11/64. . . . diminutive 2ft gauge
'scoop-type' end-tip wagon loaded with
clay for brickmaking. (Jim Crow)*

*THYSSENS (GREAT BRITAIN) LTD,
Tarn Moor Tunnel Contract, Helton
Dale Site, Westmorland, 13/7/68
2ft gauge 'Tunnel-car' built by
AKTIEBOLAGET HAGGLUND &
SONER of Sweden. This enormous bogie
wagon empties its contents automatically
by means of a built in conveyor belt. (air
operated). In this picture, Greenwood
& Batley 2862 (a 7 ton 4-wheeled Battery
Electric) stands on a parallel track, having
just hauled the loaded 'Tunnel-car' out
of the nearby hillside (Pete Nicholson)*



Decauville at the Paris Exhibition - 1889

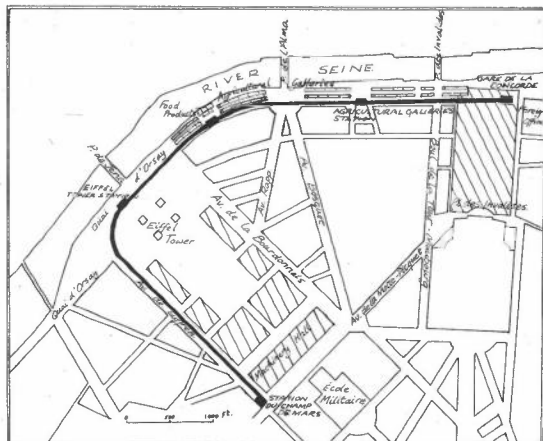
JOHN
TOWNSEND

The word 'Decauville' is used so often in connection with very light industrial railways that it is easy to forget that this was the name of the firm who originally made this type of equipment popular. I was most interested therefore to obtain on loan from the late Major E. W. Taylerson, a brochure published by Alexander Von Glehn & Co. of London containing a 'Short Account of the Decauville Patent Portable Narrow Gauge Railway'. From letters accompanying this it would appear that the brochure was published at least by 1896.

Alexander Von Glehn & Co. was obviously an agent for a number of continental manufacturing firms for its brochure also contains details of jacks constructed by Societe Alsacienne, of bicycle spokes, electrical appliances, horse clippers and manure forks by Peugeot Brothers and of heavy plant by Brinck & Hubner of Mannheim but it would seem that its principle function was as agents for Decauville. By this date the products of Ateliers Decauville Aine were known and used throughout the World and this is largely due to their successful and wide use at the great Paris Exhibition of 1889 although the previous exhibition of 1878 had set the firm on its feet by awarding M. Decauville four gold and silver medals for his development of light agricultural railways.

The expansion of the works at Petit-Bourg from a manufactory of beetroot distilleries to that of comprehensive railway systems is a separate story and we are concerned here chiefly with its activities at the Paris Exhibition.

The Exhibition, open from 6th May to 31st October and somewhat along the lines of our own Great Exhibition of 1851, was of all types of exhibits ranging through machinery and agriculture to the War Department and was extensively laid



out in separate pavilions close to the River Seine. "Distances are very formidable and the most indefatigable visitor may be excused for dreading the long walk necessary for taking him from one centre of attraction to the other." It was decided therefore early in the planning of the Exhibition that a railway should be constructed both to convey visitors around the displays and also as an exhibit in itself. Originally a circular route had been proposed which would have taken in the Av.de la Motte-Picquet and Place des Invalides, then turning down the Rue Constantine towards the Foreign Office. It was decided, however, that this would prove too costly to construct, would interfere with public traffic and would be of comparatively little service to visitors so this was curtailed to make an eventual route of about two miles in length.

Reference to the map will show the route. Starting from the terminal station, known as the Gare de la Concorde, the railway traversed the width of the Esplanade des Invalides and passed on to the Quai d'Orsay at the back of the Agricultural Galleries and between an avenue of trees. The Agricultural Gallery Station at the Malar Crossroads was reached after crossing the Avenue de la Tour-Maubourg on the level. The gradient then fell to enable the line to pass through a tunnel under the junction of the Rapp and Bosquet Avenues and then rose to the third station opposite the Food Products building. The Avenue de la Bourdonnais was crossed on the level and then the line fell into a cutting in the Champ de Mars in front of the Eiffel Tower. Just beyond the tower the fourth station was reached and then the line turned round onto the Avenue Suffren which it followed as far as the terminal station near the Avenue de la Motte Picquet.

Details of the line may be summarised as follows :

Gauge : 600mm.

Steepest gradient : 1 in 40 for 300 feet.

Minimum curve : radius 131 feet (on sidings reduced to 65ft 7ins).

Maximum speed : 10m.p.h. (reduced to 2m.p.h. on level crossings).

Maximum train length : 165 feet.

Fare : 25 centimes for any distance.

Frequency of service : every 10 minutes from 09.00 hrs to closing time.

Track The steel rail was of 19lbs./yd. rivetted to dished steel sleepers spaced about two feet apart. Complete sections of track were rivetted together into lengths of about 16½ feet at the Petit-Bourg Works and needed only to be fishplated together at the Exhibition site and then laid well embedded in ballast. It is of course chiefly this system of track construction that has made the name Decauville synonymous with light industrial railways. This permanent way was designed to carry a working load of 3 tons per axle.

Rolling Stock It was considered that fifteen locomotives and one hundred carriages would be sufficient to run the 180 trains per day and in addition a number of wagons were specially constructed to assist in the erection of the Exhibition.

Locomotives Prior to the Exhibition about 70 locomotives had been built by Decauville, the first being constructed in 1877. For the Exhibition ten (one source says seven) compound locomotives on the Mallet system were built and the names given to these referred to various applications of the Decauville system of railways. For example the TURKESTAN referred to 60 miles of line constructed in 1882 for temporary purposes in building the Transcaspian Railway, the AFGANISTAN commemorated the building of a line in which the track, rolling stock and locomotives all had to be transported by elephants, the MASSOUAH was named after a large order given the Italian Government during the Abyssinian campaign, the AUSTRALIA as a compliment to the Australian sugar making companies, and the MADAGASCAR and HANOI refer to lines laid down by the French Government. In addition five other locomotives were to have been used consisting of 12 ton 0-4-4-0 Fairlie type engines and standard 6 ton models. So far I have not been able to find any record that these locomotives were used at the Exhibition but I hope that it may be possible later to locate drawings of the Decauville Fairlie type.

The 75 h.p. Mallet articulated locomotive was the standard engine being built by the firm at this time. On a straight level track it was capable of hauling 280 tons and this fell to 17 tons by a 1 in 13 gradient. The first Decauville-built Mallet had been exhibited the previous year at the Concours Regional de Laon where a 600mm line had first been demonstrated in France.

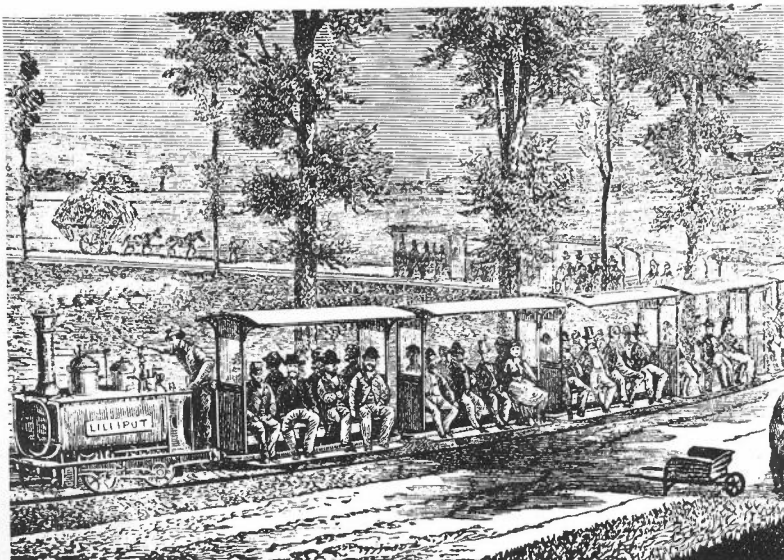
Coaches The bulk of the passenger carrying stock consisted of 28½ feet long bogie open toastracks with awning roofs. In an endeavour to keep the unladen weight to a minimum (the coaches were designed for 48 sitting and 8 standing passengers) an interesting method had been adopted of constructing the longitudinal underframes of iron lattice girders. No weight details are available of these vehicles but by this method of construction they should have been comparatively light (albeit at the expense of the nerves of the painter who had to cope with the intricacies of the lattice work !).

There was in addition a special saloon carriage for the use of the President of the Republic. This rather handsome little four wheel coach was fitted with a brake on one end platform and had longitudinal seats.

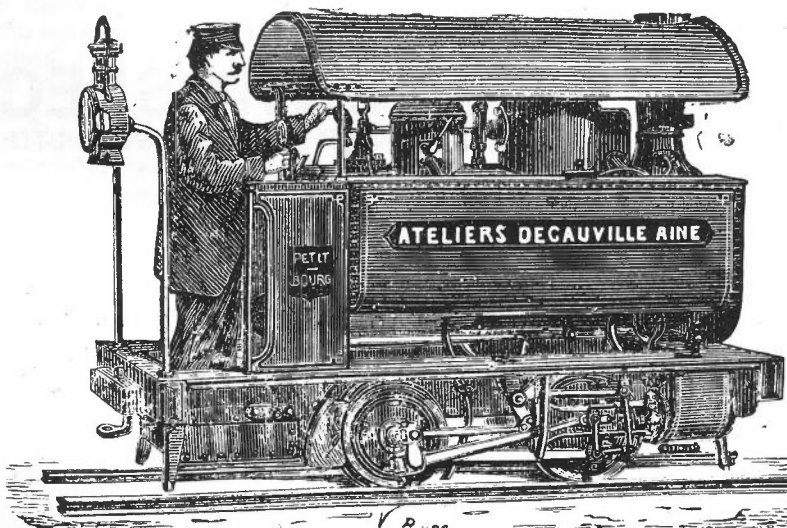
Wagons Many of the various classes of standard Decauville wagons were also exhibited including 48-ton trucks (complete with gun). This was composed of four standard trucks grouped together to form two 16-wheel trucks. Each pair of trucks was coupled together by connecting frames, the ends of which passed through the central pins of the trucks. These connecting frames were in their turn braced together and on the centre of each was mounted the carrying platform. A similar 36-ton wagon mounted on four 6-wheeled trucks was also shown and had proved itself to be particularly useful in the construction of the Exhibition.

All the conditions for working the trains had obviously been planned ahead in very great detail and were minutely laid down in the Decauville contract. Among other things this stipulated that every train must be fitted with a quick-action brake. No details of vacuum or air brakes were shown on any rolling stock drawings so it must be assumed that the screw brake on the locomotives was taken to be sufficient although further information on this point would be of interest. The railway was constructed under the superintendence of Mr. M. J. Charton, assistant engineer of buildings at the Exhibition, who was also in charge of all the temporary railways connected with the Exhibition. The general management of the line was directed by Mr. M. G. Berges, Director General of the Exhibition.

TOP : An engraving from the von Glehn brochure purporting to show a train at the Exhibition. If it is, there has been a large amount of artistic licence as it shows a single track (of which there was none on the main line at the Exhibition) and a type of passenger coach which does not seem to have been in use there. In addition the locomotive LILLIPUT would seem to be of the smaller 3 or 5 ton type which are not recorded as having run at Paris. Nevertheless it is an interesting picture; it probably represents a view at the Lille Agricultural Exhibition of 1879 in which case it would be the second locomotive built by Decauville.



BOTTOM : Another 0-4-0 Tank, this one fitted with an awning (and also from the von Glehn brochure.)



Use of the railways during the construction of the Exhibition and the arrangement of the exhibits has already been mentioned and portable lines were laid throughout the grounds. Besides the trucks for heavy loads a travelling crane mounted on a 6-wheel truck and fitted with a screw brake was found to be particularly useful. The gib was mounted on a revolving platform of the truck deck and an interesting method of suspension was used to equalise the pressure on the wheels for almost

any position of the gib.

Besides the railway itself Decauville had a display in the Agricultural Galleries where specimens of wagons used in forest industries, beetroot and sugar plantations were shown. Near the Eiffel Tower Station was a collection of military wagons, including the gun-carrying track, and there was also rolling stock for mines and earthworks, together with passenger carriages of various sorts.

Contemporary accounts evidence the success of the railway at the Exhibition. Within a few days of opening it was noted that despite relatively poor initial attendances "the Decauville Railway is very largely patronised and it is certain that this enterprising constructor and concessionaire will reap a rich harvest from his contract with the exhibition authorities." During this period 40,000 passengers per day were carried.

A month later the expense of running the line could be assessed. This was costing a total of £120 per day of which £40 was for wages, fuel, oil and stores, £40 for the depreciation of permanent way and rolling stock and interest on capital, and £40 was put aside to cover the expenses later on of closing up the tunnels and restoring road surfaces. In addition the French Administration charged a tax for every thousand passengers carried.

On some days nearly 400,000 were entering the Exhibition and the railway conveyed its millionth passenger within six weeks and earned during this period a gross revenue of £10,000 or approximately £240 per day. On this basis it was

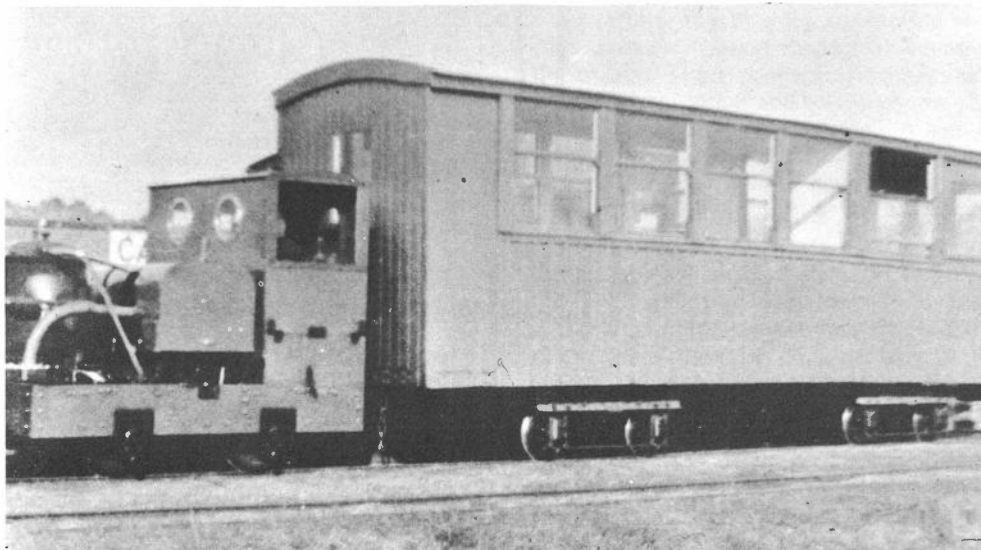
confidently anticipated that the gross revenue of the line during the six months of the Exhibition would exceed £70,000 since it was not felt likely that traffic would fall off. This would have required a total number of passengers over the six months of 7 million. In the event over 6 million people were carried and on the above figures the railway should have realised a profit of about £30,000 evidencing its very great success.

As a postscript it might be of interest to note that another railway, about 200 yards long, was also laid during the Exhibition on the Esplanade des Invalides. This was an hydraulic railway designed by Girard, the invention of the system apparently dating back to 1854. Carriages **without wheels** were supported on metal blocks in turn supported on a film of water forced through nozzles in the blocks. A pipe was laid in the centre of the track and fitted with valves which were opened as the carriages passed over forcing water against the blocks and propelling the coach along. The system seems hardly credible although contemporary accounts were cautiously enthusiastic. It was "asserted that speeds up to 125 m.p.h. can be obtained"

RETROSPECT

RYE & CAMBER TRAMWAYS CO. LTD, RYE, SUSSEX
(1895-1946)

GAUGE : 3ft.



The scene at Camber Sands, one afternoon in October 1936 :

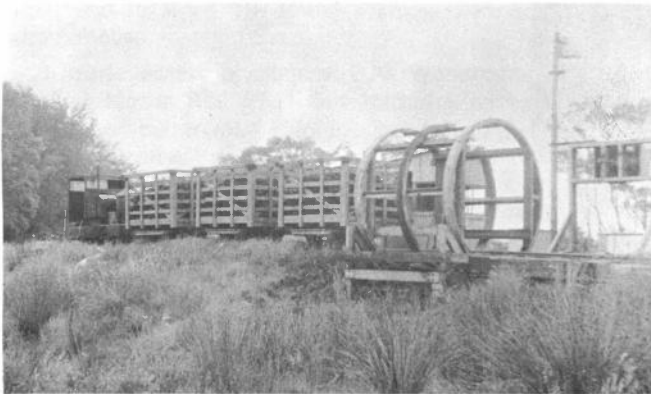
Loco :- 4 wheel petrol by Kent Construction of 1925 - Scrapped October 1946.

Coach : Bogie 1st/2nd composite by Bagnall of 1895. Survived as 'chicken house' at E. Guldeford (Nr. Rye) until remains rescued by Brockham Museum. (NGI.64/2) (Ken Miller)

1 – Rolling Out the Peat

IAIN RICHARDSON

(Director, RICHARDSON'S MOSS LITTER CO. LTD.)



*31/7/72: Motor Rail 21619 of 1957 feeding slatted wooden peat wagons into the Rotary Tippler of R.M.L. Ltd at the Solway Moss Works, Nr. Gretna on the English/Scottish border.
(Pete Nicholson)*

RICHARDSON'S MOSS LITTER COMPANY LIMITED is a peat producing firm who work peat deposits in Cumberland and Mid-Scotland. Peat is cut on the moss, dried and stored there, and brought to the factory for processing when required. Light railways are used for this operation, as surface conditions would not lend themselves to other means; the peat blocks being loaded into and out of wooden cage bogies by hand.

In 1969 R.M.L. modernised their Solway Moss Factory at Gretna, near Carlisle, and built a mechanical bogie emptier (which at that time was believed to be unique until a photograph was seen of a similar manual system used for filling stone trucks on the Ravenglass and Eskdale Railway !)

The system is built around a quantity of 2ft 6in gauge autoclave flat trucks obtained from a disposal sale at a lime sand brick plant. These trucks are 3' 4" long and 5' 6" wide on top of which two 5" channels are welded, with 'D' ends which provide both drawbar and buffer. A wooden cage 6' long, 3' 9" high and 5' wide is mounted on top of the 5" channel giving a height from rail head of 5' 6" overall. Approximately 18 bogies have been produced to this arrangement; being handled in 3 rakes of 4 or 5 bogies. More bogies will be converted when required, to give 5 rakes of 5 bogies which will allow for filling at two different points.

The tippler consists of the usual skeleton drum 8' 4" diameter by 7' 6" long, with internal struts to support the wooden cage as the drum is rotated.

Two horizontal pieces of 4" channel are arranged to clear the 'wings' of the chassis in the normal position but as soon as the drum tilts the weight of the steel chassis is held between wheels and track on one side, and 'wing' and channel on the other.

The problem with tipping bogies is that the contents drop under the track, which was not convenient for our purposes (owing to lack of height), and we therefore decided to ROLL the drum complete with load to one side, so that the contents would drop completely clear of the track.

The tipping action is provided by an electric winch pulling a rope which is anchored to the drum. The drum is pulled up a slight incline, which returns the drum when the winch unwinds. Pegs on the drum engage in holes on the incline and ensure alignment of the track. Limit switches control the travel of the drum, the operator pressing the 'Raise' or 'Lower' button as required.

The bogies hold approximately 110 cu.ft. of peat blocks which can be emptied in a cycle time of about 1½ minutes by one man, who has to push the bogies through the drum and sprag the empties on the return incline.

Continued overleaf



*Wagon in and contents out ! A delightfully primitive but very effective method of unloading peat by R.M.L. Ltd. The peat blocks are subsequently scooped up by a mechanical shovel and conveyed elsewhere for loading into road transport.
(Pete Nicholson)*

The factory used to rely on horse haulage, but started using Locos in 1949.

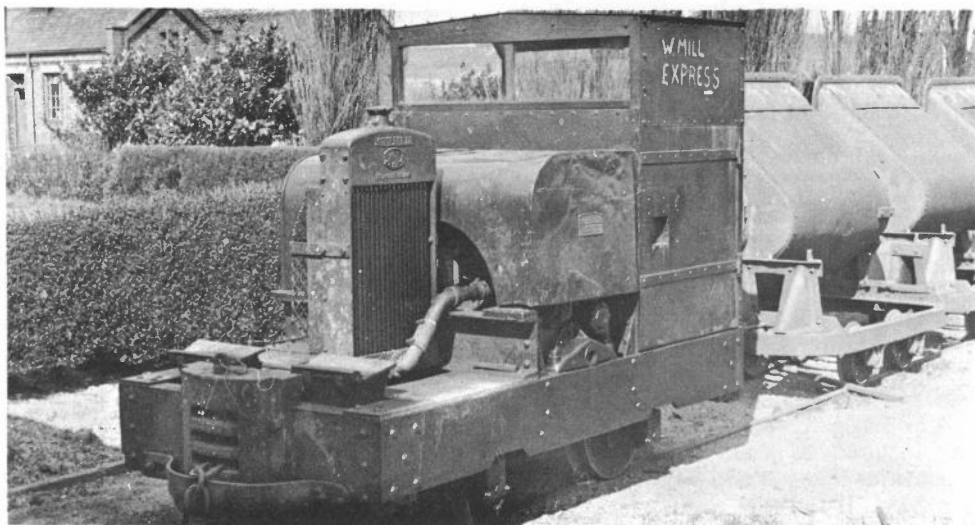
The workshops service locos for the other mosses, and 2ft gauge locos can also occasionally be seen undergoing maintenance here.

The Company hopes that the above notes will be of interest and will be pleased to answer any queries.
(NGN 74/14)

2. -IN MEMORIAM:

Sheffield Sewage Works

by Pete Briddon



*Motor Rail 'Simplex' 9584 (1951) at Woodhouse Mill Sewage Works, Sheffield, Yorks, April 1972.
(Pete Briddon)*

Not the most glamorous of places, sewage works. But any true gricer knows that he will get a good welcome from most — as a rule they get so few visitors ! In Sheffield a fleet of Motor Rail and Hibberd locos owned by the Water and Sewage departments had dwindled to two, — at Woodhouse Mill and Coiseley Hill Sewage Works. Nice places really, neat brick built loco sheds, and darn good track at Woodhouse. But the writing was on the wall, and in April 1973, the systems were sold and removed.

I made a last pilgrimage. At Woodhouse I backed Motor Rail 9584 out into the sunlight, its clean paintwork shining in the sunlight. "W.Mill Express" was painted on its off side, neat and clean, it was almost in ex-works condition, save the ends where the ballast weights had been

removed. Grass was now growing through the track, surrounding the rusty rails

At Coiseley Hill the foreman knew me from past visits. Motor Rail 21621 was started up, rather sluggishly, and for ten or fifteen minutes I drove up and down the track. The system had been little used for some time, and most of the track was impassable. 21621, mud splattered and grimy, handled well, — and sounded excellent ! Much of the track was buried, and some was on a frightening grade down the hillside, but none of this would be used any more.

Standard gauge lines get the last train ceremonies from their 'fans' — I felt it my duty to pay my respects to Sheffield Sewage.

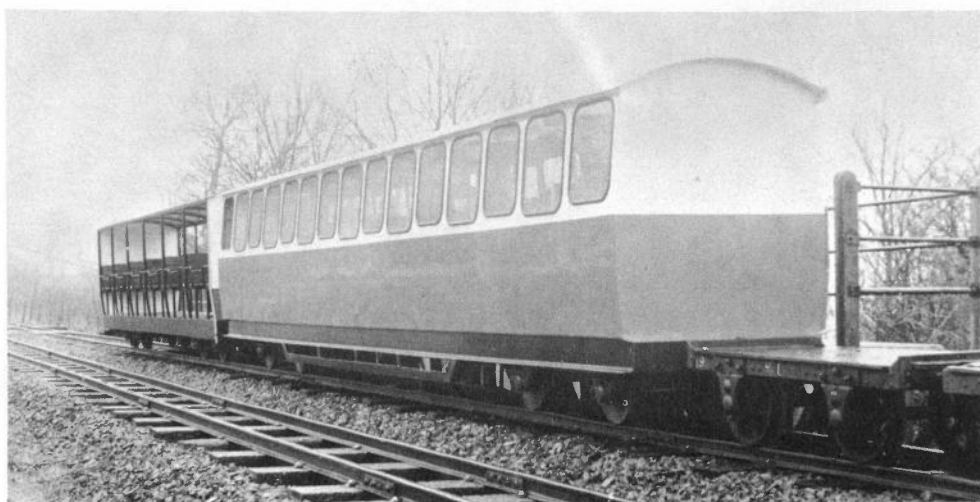
[N.G.N.77/12]



Rail mounted crane, hopper filler and section of the 2ft gauge system at Woodhouse Mill, April 1972.

(Pete Briddon)

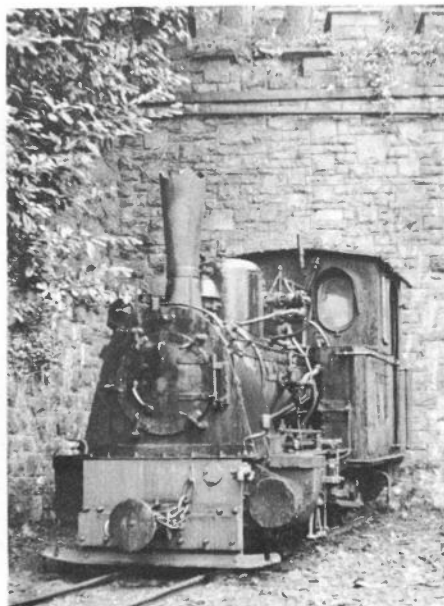
Orenstein & Koppel 10808 of 1924 0-6-0WT PEDEMOURA eating wood at Pedorido, Northern Portugal in May 1968. This machine was imported to Britain in August 1972 and is currently stored at Knebworth, Herts (NGN79/9)
(Alan Bowler)



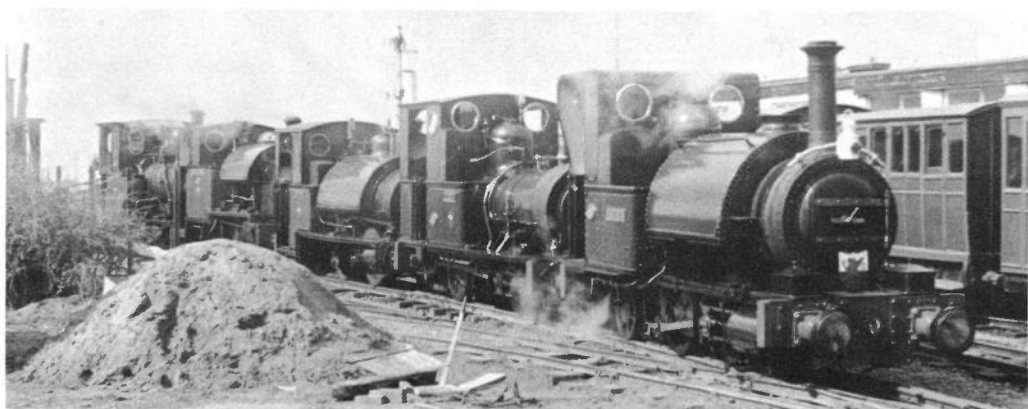
Rheilffordd Llyn Tegid — Bala Lake Railway, Merioneth (NGN82/8) took delivery of its third bogie coach on 20/4/73 ready for use at Easter although requiring a few 'finishing touches' — such as the fitting of glass in some of the windows! This is the first fully enclosed coach on the line and has sliding doors, on one side only. It has been built by an engineering firm in Wrexham to the design of the Rh.L.I.T, and is in a G.W.R. style brown and cream livery.
(Pete Nicholson)

NEWS

Llanberis '73. Standing outside the old Padarn Railway 'Fire Queen' shed is 600mm gauge Arn. Jung 1261 of 1908 imported from East Germany by Member Tony Hills (NGI.62/6). Formerly Deutsche Reichsbahn No.99.3553 it is an 0-6-2 well tank and tender loco, the latter currently on loan to the nearby Llanberis Lake Railway. The 'Rocket' type chimney was obtained by passing under a low bridge en route to Llanberis ! (Pete Nicholson)



Member Michael Jacob joined the ranks of 'loco-owner' on 10th March 1973 when he took delivery of Ruston 211647 — a 16/20HP 4-wheel diesel of 1941. Seen here in the Walmer yard of Bowzell Ltd, contractors and being craned onto road transport for the journey to Longfield, where it currently resides. Subsequent maintenance effected by Alan Keef had this machine back in working order by 18th April. (Michael Jacob)



The boiler inspector visited the TALYLLYN RAILWAY on 21/4/73 which resulted in the unusual spectacle of all five steam locos in steam together at Wharf Station. With TALYLLYN at the head of the 'train' they were posed in T.R. numerical order : No's 1, 2, 3, 4 & 6. (Pete Nicholson)



AUSTRALIA :

Easter 1964 and an enthusiasts special traverses the little-used Quorn to Hawker branch of the Central Australian Railway. Commonwealth Railways 'NM' Class 4-8-0, No.34, lays down a heavy pall of smoke over it's four-wheeled water gin and train of South Australian Coaches.

(W.A. Pearce)

NARROW GAUGE



International

PORTUGAL : Northbound local train (Metre gauge) from Porto entering Senhora da Hora with Mallet 0-4-4-0T No.E.166, 29/5/70. (J. I. C. Boyd)

YUGOSLAV ADVENTURE [PART TWO]

JUGOSLOVENSKIH ZELEZNICA (YUGOSLAV STATE RAILWAYS).

The 2ft 6in gauge line from Titovo Uzice to Visegrad and Sarajevo

by C. M. WHITEHOUSE.

Next morning we were woken up at 05.30. Breakfast half conscious and tea with no milk, sugar or lemon soon woke us up to savour the thought of a fifty mile ride behind narrow gauge steam. Loaded with cameras and miles of film we gladly went down to the station where the train was waiting behind 83.034. It was a mixed train with three coaches. One of the people we had met the day before came with us and we learnt that one of the coaches had been put on exclusively for us, so the locals had to squash up a little more. The coach had even been cleaned up for us too. Wooden seats but remarkably comfortable — they seemed to be shaped to fit ! The loo was quite spectacular too; all metal with a hole in the floor — and a washbasin, quite functional and clean.

We left dead on time at 06.30, and it was absolutely fabulous standing out on the balcony at the front, next to the engine listening to it woofle out, even though its donation of smuts was more than generous. As soon as we left the station the climb began and the beat of the engine could be heard more in earnest, although it wasn't straining itself by any means. We approached the first of the many tunnels on the line and we wisely returned inside the coach and stayed there as the tunnels now seemed to come quite frequently. The scenery was superb, easily surpassing anything British narrow gauge can offer; the line runs through the middle of a gorge with white cliffs on either side and a river in the middle, with the railway clinging to one side on a stone ledge. However, as with all good things this didn't last more than a few miles and we came out into more

open country. We stopped several times at very out of the way places, one of them was obviously a construction site for the new standard gauge railway; the tunnels, embankments and bridges were slowly taking shape and there were a vast amount of earthworks, — the line must be costing a fortune to build.

We continued on our way, and after about one and a half hours travelling the train stopped at a little place called Bioska for the engine to take water, and from here onwards we were allowed to take our photographs. We needed no second invitation ! It was still fairly dull but the weather did improve as the day went on. We were asked if we would like a ride on the engine. We leapt up into the air in delight — this was really fabulous ! We got on, two of us at a time, the other two in the train — Natasa didn't want a ride on a dirty engine — she was busy reading a selection of the English books we had brought with us !

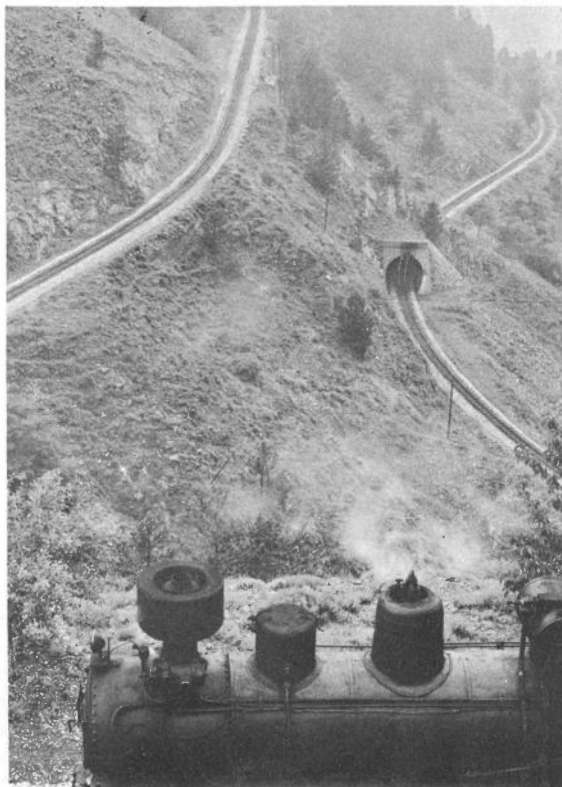
We started to climb up steeper now, through some spiral tunnels to gain height quicker; but even so this side was not so steep as the way down. At the summit we took more pictures and the engine shunted all the passenger coaches off the train as this was as far as the passengers went, but it put ours back on and we continued as a freight train with us riding in grand style at the front. At the end of the station was the summit tunnel which is dead straight for one mile, and dead level too. We then started the descent through the spiral tunnels to Visegrad, our destination, and when we got to a certain spot where it is possible to see two levels below the driver stopped the train — in the middle of no-

where — for us to take some pictures ! Nothing could be better. Having photographed the train from every possible angle and succeeded in getting the train and the two levels below us in one picture, we climbed back onto the train and set off downhill again.

We went really quite fast as there was no need to stop at most of the stations, not having any passengers and being on a downgrade. Ironically, the goods trains seem to be faster than the passenger trains on this line. We stopped once or twice to take more photographs and for the crew to fill their water bottles, to pick up train orders and so on. At the last station before the Serbian-Bosnian border we were asked not to take any more photographs as the Bosnians apparently don't take too kindly to it. We arrived at the first Bosnian station, and the station master seemed surprised to see us on the foot plate, understandably ! However, words were exchanged in Yugoslav and everyone seemed to be happy. The railway ran alongside the road for a little way beyond this station, and the people we passed on it also seemed surprised to see other people on the engine, especially foreigners.

All too soon we arrived at Visegrad. There were several engines on the shed, but only a couple were in steam; an ominous sight was an American type diesel — it was an exact narrow counterpart to the standard gauge ones. We gathered on the station platform and left our cameras with the station master whilst we walked into the town to have some lunch. By now the sun was well up into the sky and it was very hot; so we enjoyed sitting in the shade of a cafe drinking Spritzers. We sat within sight of the famous fourteenth century bridge over the river Drina which used to mark the border between the old Ottoman empire and Bosnia.

The train was due to return at 13.30 and we duly found it in the goods yard. It was really only a booked freight although 'our' coach was still on the train, transferred to the front. This time 83.034 would be unable to make the steep grade through the spiral tunnels unassisted, so our train was double headed by another 0-8-2, 83.007 (!) As there were two engines, four of us could ride simultaneously, which really could not be better. It was very hot on the engine with combined heat of the day and the heat from the firebox so we were quite glad when we set off, and were able to hang out of the windows. The climb started immediately, and to lean out and hear both the engines thrashing away with the thirteen bogie wagon train was marvellous. We stopped after about an hour to fill up the water bottles and the tenders with water and then we were off again on the really hard slog to the top.

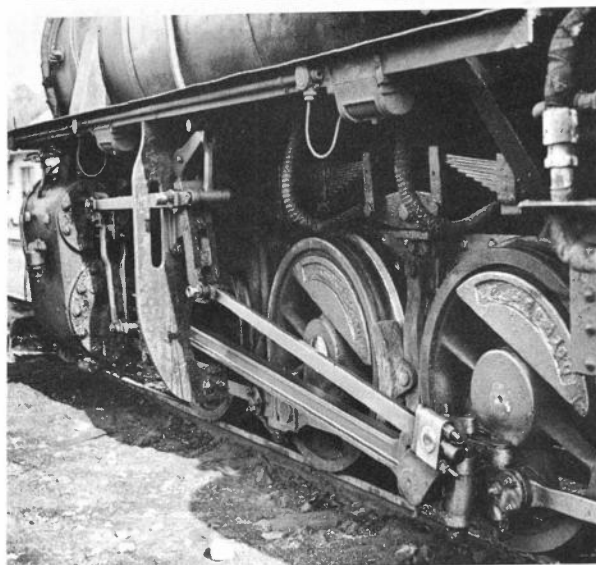


Looking down upon J.Z. 83.034 (0-8-2) as she poses on a spiral section. The three different levels are of the same line!
(C. M. Whitehouse)

We pounded up the hill and entered the first spiral tunnel which must have been $\frac{1}{4}$ mile long. The smoke from the lignite coal that both the engines were using was almost overpowering to us on the second engine, as we got our lungs full of both lots of smoke. We hit the first tunnel unawares of this, and we had to bend double and breathe only when absolutely necessary, through handkerchieves, as the smoke became hotter and denser. At last we shot out of the tunnel after what seemed like eternity, and we hung over the side of the engine perspiring. Having just got our breath back we entered the next spiral tunnel. We were prepared this time, but the handkerchieves were still necessary, but at least amid the hot smoke the echoed bark of the two engines could be heard if not appreciated until sitting in the warmth of one's own home afterwards, looking at the photographs ! The train battled through tunnel after tunnel, one minute one could look out and see the line many feet below where we had come, and the next we were plunged back into smoky darkness again. We fairly hammered up the gradient until suddenly we came across a flat piece of line, we literally flew along this, the drivers not bothering to shut the regulator ! Too

good to last however, we were thrown into another suffocating $\frac{1}{4}$ mile tunnel. This was probably the worst tunnel of the lot, as it was unexpected and we had totally recovered from the previous ones. We had come up the hill without stopping and soon we were back at the summit station of Sargan-Vitasi. The mile long tunnel just before the station posed no problems, thank heavens, as it was dead level.

We stopped at the station and a shunt proceeded to lose the first wagon off the train. The pilot engine 83.007 came off, turned round on the triangle and then disappeared down to the other end of the station. We had to wait for a little while to pass a train coming in the other direction, and this soon arrived behind an 85 2-8-2 — it was a local passenger which seemed as though it was going to terminate here. When this had arrived we still did not leave, and after enquiring we were told that there was a through passenger train to Sarajevo due in about ten minutes. Just as we were told that, we could see the train, behind one of the American diesels, on the opposite side of the valley to us; soon it roared into the station with the usual peasants crammed inside with their food baskets and drinking bottles. Immediately that came in we left, the rest of the journey was now downhill and as we were now quite tired, having been thrown about on the engines for the last few hours, we decided to ride back in the coach. The light was beginning to go as evening was drawing near, and so we put our cameras away and leant out of the window to sample the delights of the gorge in the evening sunlight — it definitely out-Rheidol's the Festiniog any day, and pales the Aberglaslyn pass into mere insignificance. The tall rock faces on either side dominate the river, the railway, running mainly on white stone embankments occasionally crosses the gorge daringly by means of a girder bridge, and often plunges into short tunnels in the rock.



83.034 again — close up of the wheels and motion. As standing at Sargan-Vitasi Station 2/7/72.

(C. M. Whitehouse)

All too soon we left the gorge and descended into Uzice Station where we got off, very dirty but very happy. The railway had really done us proud and it will be a journey to remember all our lives. Alas the days of the line are numbered, and its fate is sealed by the new railway at present under construction. The narrow gauge puts up a very brave show through sparsely populated country; it does quite well for traffic, as rates are cheap, and many of the inhabitants cannot afford the motor car even where there are suitable roads. The line is being swept away, perhaps unnecessarily, by a desire to show the World that Yugoslavia is a modern country. Go and see one of the last real narrow gauge strongholds in Europe before it is too late.



83.007 (0-8-2) running past 83.034 at Sargan Vitasi Station (situated at the top of the spiral tunnel section) having detached as pilot engine and turned on the station triangle, 2/7/72.

(C. M. Whitehouse)

The Geilenkirchener Kreisbahn

GAUGE = 1 metre

A report from MIKE SPELLEN

The fate of the line from Geilenkirchen to Gillrath is still uncertain, but the Interessengemeinschaft Historische Schienenverkehr continues to expand, using the 7.2 km section from Gillrath onwards. At the present terminus, Langbroich-Schierwaldenrath, new trackwork is being laid in connection with the preparations for erecting a loco shed here. The old trackwork from here to Gangelt (4km) was torn up a couple of years ago for scrap, but the IHS has been offered the track-bed and will gradually relay this part of the line starting with the necessary few yards to allow access to the new loco shed.

The Society now possesses a considerable stud of rolling stock including the following metre-gauge vehicles :—

Steam locos.

| | | |
|----|--|---------------------------------|
| 19 | ex Klockner Werke, Hagen-Haspe (900mm) regauged and in use since 1971 for all passenger services. | 0-4-0WT (Jung 12307 of 1956) |
| 20 | ex Klockner Werke, Hagen-Haspe (900mm) not yet regauged.... | 0-4-0WT (Jung 12783 of 1956) |
| 4 | ex Klockner Werke, Hagen-Haspe (900mm) not yet regauged. (prev. No.21) | 0-4-0WT (Jung 12784 of 1956) |
| — | Steam tramway loco ex. Duren on permanent loan. | |
| 16 | ex Nassauische Kleinbahn (prev. Selters-Hachenberg No.2) to be overhauled. | 0-6-0WT (Henschel 5575 of 1900) |

Diesel vehicles.

| | | |
|-----|--|---------------------------------|
| T7 | 4 wheel diesel railcar ex. Mittelbadische Eisenbahn | (Built Orenstein & Koppel 1939) |
| T23 | 8 wheel diesel railcar ex. Sylt (prev. at Rendsburg) | |
| L20 | 4 wheel diesel loco. due to arrive from Sylt. | (built 1956) |

Other stock.

| | | |
|-----|---|---------------------------------------|
| 45 | } three 4 wheel coaches ex. Mittelbadische — regular passenger train. | |
| 54 | | |
| 56 | | |
| 384 | 4 wheel covered goods van ex. Kreis Altenaer Eisenbahn, in use as Brakevan. | |
| 212 | 8 wheel tram trailer ex. Aachen, used for first services in 1969 | |
| 103 | } 8 wheel coaches ex. Sylt, to be overhauled. | |
| 118 | | |
| 119 | | |
| 122 | | (118 and 119 ex steam tramway, Duren) |

. and several other vehicles.

During the 1972 season trains were run on Sunday afternoons only, with three round trips, the first of which left Gillrath at 13.30 hours. It is expected that the 1973 timetable will be similar.

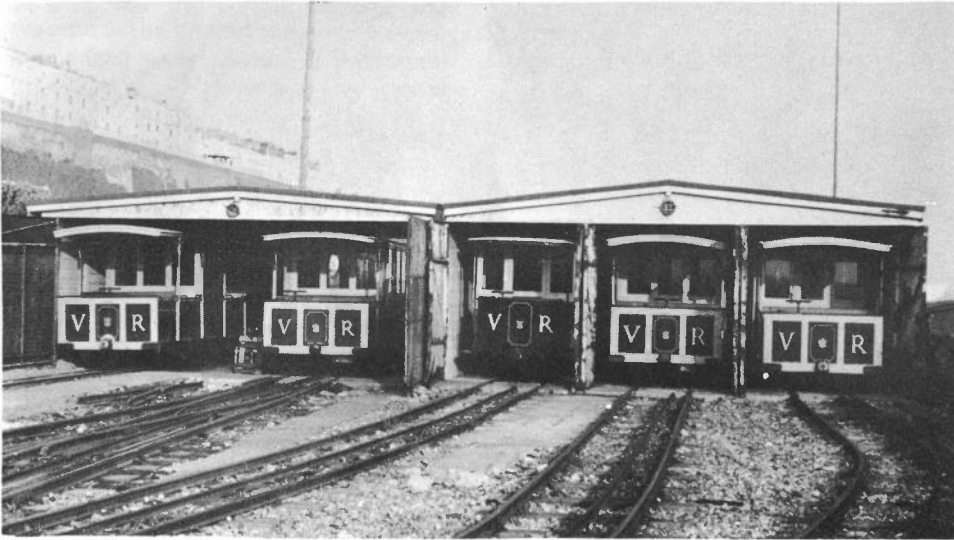
The 650th anniversary of the town of Krefeld will be celebrated this Summer, and for this purpose the steam tram loco and two coaches ex. Duren are to be put into running order and run on the metre gauge tracks of the Krefeld trams together with the historical tram and trailer belonging to the Tramway Co. This should certainly be worth a visit.



GEILENKIRCHENER KREISBAHN, 1/5/72. No.19 0-4-0WT (Jung 12307 of 1956) with three ex Mittelbadische Eisenbahn coaches. Decorated for the start of 1972 timetable. (Mike Spellen)

TRAM DEPOT

Gauge . . . 2ft 8½in



The Volks Railway is operated by the ENTERTAINMENTS & PUBLICITY DEPARTMENT of BRIGHTON CORPORATION. The car shed is situated at "Children's Playground", mid-way along Madeira Drive, where this somewhat unusual shot was taken — as the last tram enters the shed after a days work the doors are quickly shut and securely bolted !

This line was opened on 4th August, 1883, as a 2ft gauge 50 volt electric line running for about ¼ mile along the Brighton Seafront. A small four-wheeled tramcar built by Magnus Volk initially operated on the line, which proved so successful that the whole railway was rebuilt in 1884 to 2ft 9in gauge and extended ¾ mile along the front. It was later converted to 2ft 8½in and a third rail installed following current leakages when the sea swept over the track ! In 1901 the line was again extended bringing the total length to 1¼ miles, from the Aquarium, through Children's Playground Station and sheds to Black Rock, which is as it is to this day.

In view of some conflicting reports as to present day conditions and happenings on the line I decided on a 'visit to the seaside' on 26/7/72 to find out the facts for myself !

Very little appears to have been done to the railway following the row between Brighton Corporation and Kemptown Conservation Society, (NGN 70/5). The cars do seem a bit ropery; the 'superstructures' swaying about on the frames — a few nuts and bolts loose — the riding was not very smooth especially with passengers sitting on the wooden seats — one can look down through the wooden slats and alarmingly realise that you are sitting only a few inches away from the spinning wheels. The trackwork was a bit bumpy and

curves a bit jagged. There was very little to protect anyone from wandering on to the seemingly harmless 3rd rail as the line runs along the top of the beach between it and the road, with only low fences broken by the pedestrian crossings. It was at these crossings that any child could decide to play trains and set off up the line along the 3rd rail ! The stations too were rather delapidated. An 'intensive' service was being operated at the time of the visit (about 18.00 hrs) with 4 trains in operation; 2 single car trains and 2 double car trains. Journey time over the 1.2 mile long line is 12 mins. with a 6 min. frequency. All trains were heavily patronised, and probably used more as a genuine transport service than as a tourist attraction. The fares seemed remarkably good value for money.

Single fares ONLY for ANY journey : 6p Adult 3p Child. (Unfortunately the tickets are torn in half by the ticket collector !)

A £40 million contract has been awarded to Taylor Woodrow for a huge Marina to be built at Black Rock and this should greatly boost traffic when completed.

Words : MICHAEL JACOB

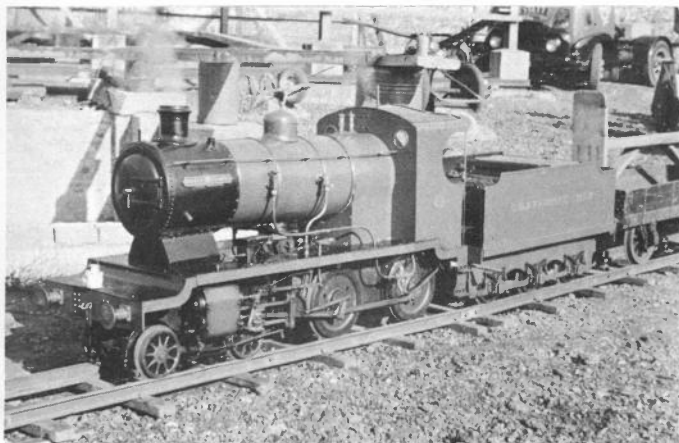
Picture : PETE NICHOLSON

(NGN 70/5)

THE NARROWER GAUGES

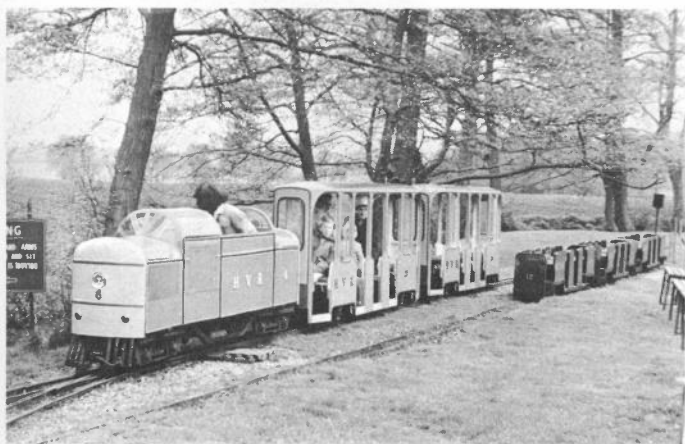
FEATURING THE 7¼in – 24in MINIATURES

Pete Nicholson



A regular visitor to the end of season 'Open Days' of the Sittingbourne & Kemsley Light Railway (page 2) is this 9in gauge loco ROVER SCOUT. It is run on these occasions by its owner Sid Beacon of Grayshott Close, Sittingbourne on a temporary track laid in the yard at Kemsley Down. The loco was originally an 0-4-4T, No.2 of the private Torrey Hill Railway, Kent (hence its odd gauge). It was completely rebuilt into its present form by Mr. Beacon in the Winter of 1957/58. (NGN. 75/9 & 76/5).

HILTON VALLEY RAILWAY, Shropshire 7¼in gauge. Following the tragic death of Mr. M. C. Lloyd in January it has been decided by the family to continue operation of the railway during the coming season-under the supervision of his son, Mr. Dan Lloyd. No.6 the BoBo petrol loco lost much of its "N.G. character" in its extensive rebuild of 1971, which included installation of a new electric transmission. Seen here approaching Hilton Station, 7/5/72. ('N.G.'45, NGN.78/10).



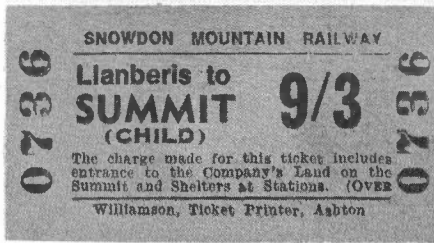
Severn-Lamb Ltd of Stratford-upon-Avon have developed their 2-8-0 steam outline petrol locomotives very successfully and these are proving popular with operators. Based on a Denver & Rio Grande Western Railroad design, it has so far been produced in both 10¼in and 15in gauges. Illustrated is one of a pair of such locos now in operation on the new 15in line at the 'World of Animals' Zoological Gardens, Blackpool, Lancs. Powered by a 4 cylinder Ford engine via hydraulic transmission, this loco is in black livery with silver smokebox. This one carries the works number 7218 of 1972. (NGN.79/7)

COLLECTORS PIECE

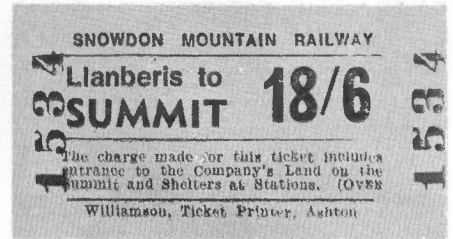
ITEMS 23-27 : OBSOLETE TICKETS FROM THE SNOWDON MOUNTAIN RAILWAY *

All tickets are 'Edmondson Cards' printed by Williamson of Ashton. All have Conditions of Issue on the reverse.

*These tickets are currently on offer by the Company. Please send 15p for the set of five. Write to Snowdon Mountain Railway, Llanberis, Caerns (and please mention N.G.I. in your application).



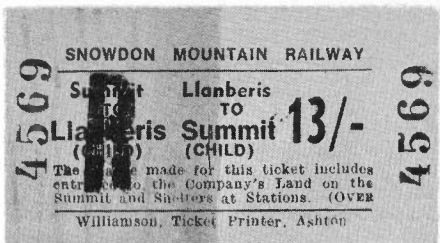
23 :- Child single. (red)



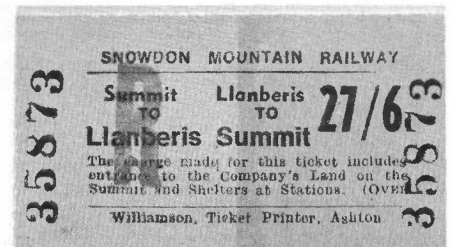
24 :- Adult single. (green)



25 :- Dog single, (pink)



26 :- Child return. (blue/pink with red 'R' overprint).



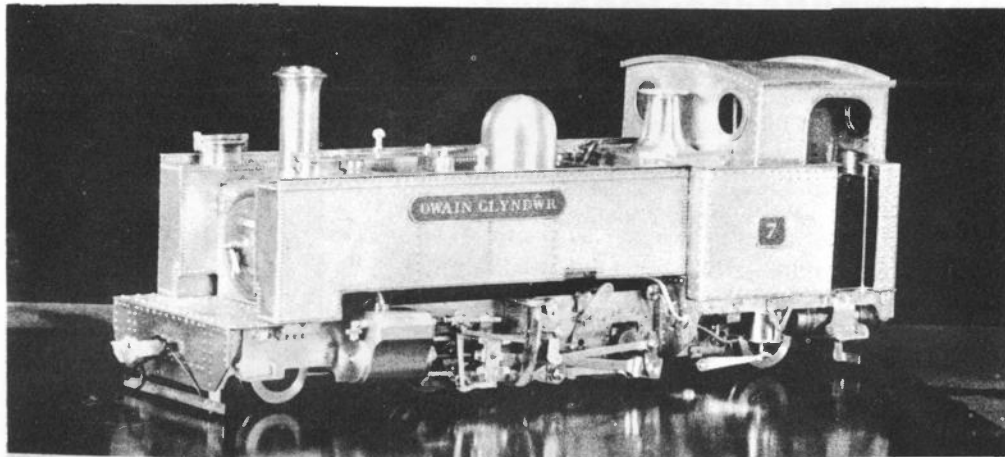
27 :- Adult return. (green/yellow with blue 'R' overprint).

OUR BADGE : Sorry to 'badger' you again but stocks are dwindling — do be sure of yours by sending 25p to RALPH MARTIN who will be pleased to send you a bronze and green LAPEL BADGE, pin fitting, depicting the Society 'LYNTON & BARNSTAPLE' motif available to N.G.R.S. Members only. P.Os./Cheques to the Membership Secretary, 27 Oakenbank Crescent, Huddersfield, Yorks, HD5 8LQ.

N. G. MODELLER

EDITED BY BILL STRICKLAND, HON. MODELLING SECRETARY

VALE OF RHEIDOL No.7.



This loco has OUTSIDE FRAMES & is therefore the subject for another of my "Answers to Modellers Queries".....

The particular example illustrated has laminated frame plates, the outer layer of .015ins nickel silver represents the prototype frame and is sweated to a $\frac{1}{16}$ ins plate; This is slotted for the axleboxes which are sprung. The 'donkey' is tailored to just fit inside the body using the 1ins dia. armature and magnet from an ex-gov't motor now fitted with ball bearings (these were the only parts not made by yours truly). Geared 30-1, on 28 volts this engine does a scale 30 m.p.h. with the 'wick turned right up'.

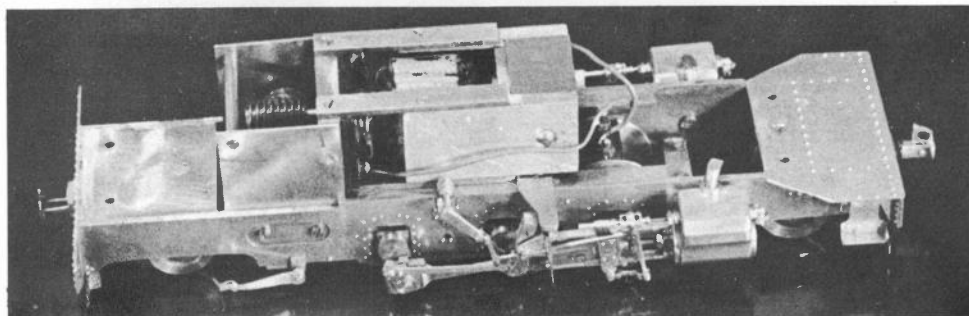
Wheels are stainless steel with tufnol centres and the fly-cranks are pressed on to $\frac{1}{8}$ ins axles. The motion work is nickel silver with all rods slotted as per prototype, the loaded pins running in gunmetal bushes. Except for two small turned parts the whole of the rodding is hand filed from scratch as it is virtually impossible to hold any of these items for machining.

The body has plenty of built-in ballast, the

tanks, bunkers and smokebox being of solid brass $\frac{3}{8}$ ins thick. The plating is mostly nickel silver .010ins — .020ins thick and there are over 2,000 rivet heads — all where they should be ! Boiler mountings are brass with a copper cap on the chimney. The sand box levers are all forked with the rods slotted in and pinned. Full cab detail is provided.

The artwork for the name and number plates was drawn half full size on white card, photographed to scale size for the negatives from which my son photo-etched the actual plates.

Weight of model to $\frac{1}{36}$ scale is $3\frac{1}{2}$ lbs. nearly three times the scale weight which has many advantages on an outdoor railway as it gives a good electrical pick up even on dirty track. With her weight on sprung wheels she can give a good prototypical performance, just hang a heavy load on her tail and she sits down on her haunches and pulls like a mule ! [W.A.D.S. : 4/73]



Correspondence Junction

ALAN BOWLER writes . . .

"Behind the fire station". That's what our Swedish friend said. Unfortunately he didn't tell us the Finnish word for fire station * Ron Cox's attempt (in sign language) at asking the way only drew horrified looks from passers-by ! So Ron and I spent about 2 hours on the ½ mile walk between Riihimäki Railway Station and the fire station, but the sight of an immaculate 600mm gauge 0-6-2T made it worthwhile ! Built in Finland (Tampereen 188 of 1912) she was No.3 of the Riihimäki-Lopen Rautatie open in 1907 and closed in 1954. The coach was built at Helsingor, Denmark. Vandalism doesn't seem to be much of a problem in Finland judging by the condition of this 'train' !

* Finnish is PALAOSEMA



BUILT FOR PLEASURE . . . (NGI.61/7)

Pete Nicholson has found the missing Baguley Steam Outline loco, No.3232 (1946). It was discovered in use at Butlins Clacton Holiday Camp, Essex where he photographed it on 25/11/72. The search continues however — now for 3236 formerly here !



Now a request from G. E. BADDELEY

When N. R. P. Bonsor wrote his book on the Jersey Railway, he asked me for details of the passenger stock. Unfortunately, although I had a holiday in Jersey as a schoolboy in about 1930 and made some notes, I was not able to give him sufficient useful help. Bonsor had Bristol Carriage & Wagon Co's makers photos of carriages Nos. 9, 11 and 12, a bogie saloon, brakevan and compartment car respectively.

It has generally been assumed that Nos. 1-10 were Bristol 'Long Carriages' of 1884, i.e. bogie saloons with open end platforms on diamond framed bogies; nine side windows. No. 11 was a four wheeled brake van of about the same date, also Bristol C & W Nos. 12-15 were short bogie carriages with only four first class compartments and massive plate framed bogies almost meeting in the middle. (later replaced by diamond bogies.); built by Bristol C & W in 1887. Nos. 16 & 17 appear to have been longer bogie cars with six compartments built by Ashbury in 1897. Others of this type may have been delivered in 1899 and 1900, but no details are known.

The above numbering does not take into account two or more four wheeled brake/second carriages, with two passenger compartments and a guard's compartment (overall dimensions presumably as No. 11) which appear in very early photos and appear to have been in use to the end. My guess is that they were included in the original order for ten carriages and numbered somewhere in the 1 — 10 series. There were other brake vans, differing in detail from No.11.

In later years there appears to have been much rebuilding and renumbering and in any case numbers are not clearly visible in the latterday livery. From 1907, the number 11 was occupied by a fine bogie saloon car, with monitor roof, built in their own workshops. Two more were to be built and No. 23 appeared in 1913, similar to 11, but with a plain roof and a small guards compartment at one end. Work on the other new car was stopped by the war, and never resumed.

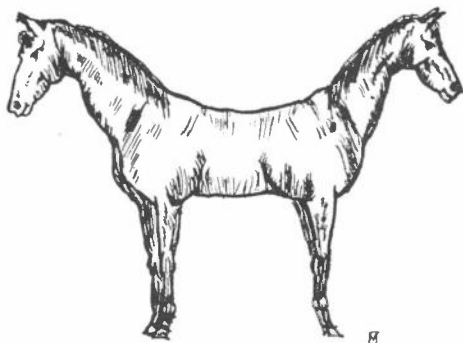
I do have further information, but perhaps some of our readers could answer some of my doubts or even provide a latterday fleet list, I might then be able to prepare a summary for the columns of N.G.I.

. . . & H. T. CAFFYNS with a picture of a horse tram body !

This has been on display at Pwllheli, Caerns since 1969 following restoration by Pwllheli Corporation. It originates from the 2ft gauge

Pwllheli & Llanbedrog Tramway which closed in 1929 and was rescued from a local farm by a Councillor. Livery is green with red window frames, varnished doors and bulkheads, white roof and cantrail.

[N.G.N.61/11]



Seen hauling small railway wagons in the Porthmadog area in the 1850's. !



& finally a couple from GRAHAM FAIRHURST . .
 "RECLAMATION BY THE WEST LANCS
 LIGHT RAILWAY" !

These amazing (if somewhat indistinct) pictures
 were taken as ALICE (Hunslet 780 of 1902)
 — the 0-4-0ST considered completely un-retrievable
 by most — was being lowered (on a flag wagon)
 down one of the derelict inclines, high up on the
 notorious 'Dinorwic Mountain' during the Summer
 of 1972. On reaching civilisation at the bottom
 it was quickly whisked away to Hesketh Bank duly
 arriving on 23rd November.

[N.G.I. 59/2; N.G.N.82/9]



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CORRIS items always wanted, anything considered especially photographs, old plans, building drawings etc. Also models 7mm scale or larger, 4mm considered. John Watkins, 26 Wilton Crescent, Wimbledon, London S.W.19.

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Wanted : ISLE OF MAN STEAM RAILWAY NEWS numbers 1-4/7-12. Name your price. Brian Roberts, 50 Brock Street, Macclesfield, Cheshire.

Return to Steam with our KODACHROME duplicate slides. Lineside action from 1971/2 steam railtours. Sample slide and list; 15p from JEBSTEAM, 10 Downs View, Isleworth, Middlesex.

FOR SALE : National diesel engine from 'Planet' locomotive, cheap to clear. WANTED 'Planet' axle box, also 'Planet' or similar buffer blocks and springs. GOOD REWARDS offered for information leading to return of Hunslet makers plate No.409 lost from VELINHELI when at Dinorwic, also R.A.Lister plates from bogie wagons at Norden Clay Mines, Corfe Castle. Evans Engineering, Trecarrell Mill, Trebulet, Launceston, Cornwall.

WANTED : Information and/or Photographs, buy or borrow, of HUNSLET 4-wheel diesel No.2024 at Trevor Quarry (Penmaenmawr & Welsh Granite No.9) or when at Forestry Commission, Newcastleton, Roxburghs.(2024 now preserved). Michael Jacob, 77 Parkhill Road, Bexley, Kent. DA5 1JB.

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Bargain priced railway items, surplus to requirements, new items, unused on layout — most in original packing. e.g. : Farish private owners wagons and vans 40p, Company wagons 30p. Also lineside items, buildings, locos, kits, plasticard, books from Ian Allan, David & Charles, Argo records etc. 'N' gauge and '00'. S.A.E. for complete lists. Watkins, 26 Wilton Crescent, Wimbledon, London S.W.19.

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WANTED : One Barclay and one Bagnall N.G. loco CHIMNEYS. FOR SALE/EXCHANGE one Kerr Stuart CHIMNEY. Details/prices to R. P. Morris, 193 Main Road, Longfield, Kent.

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STILL AVAILABLE :

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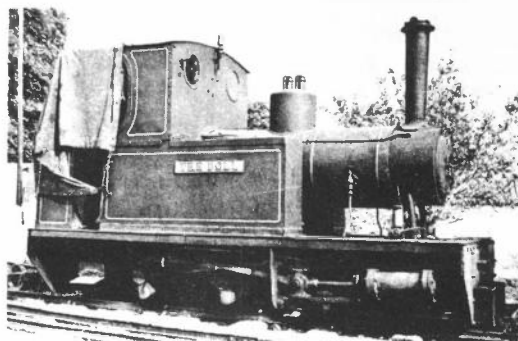
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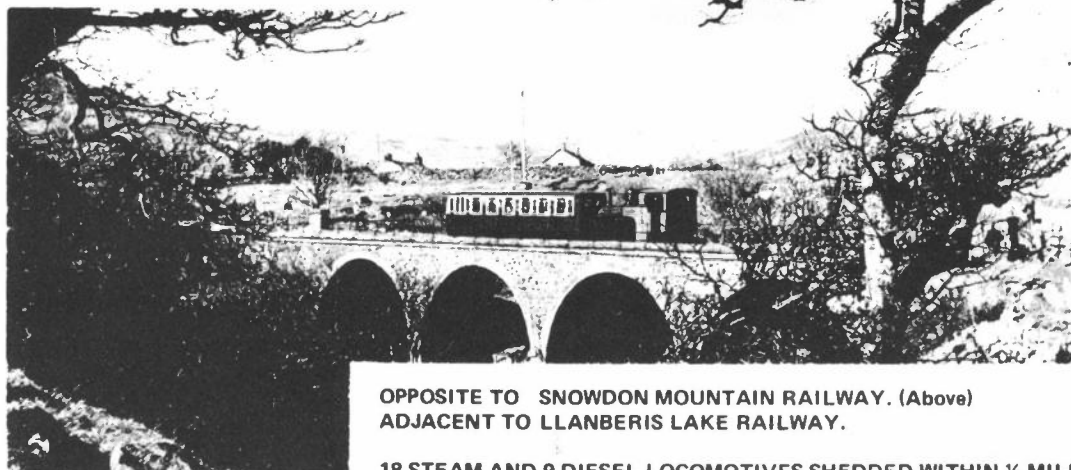
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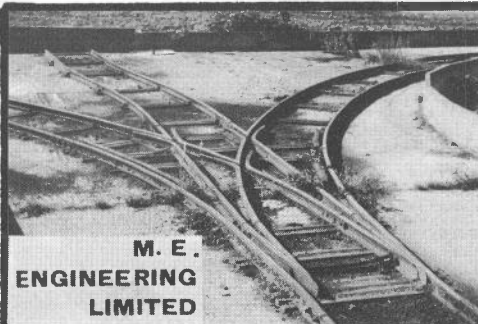
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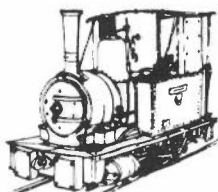
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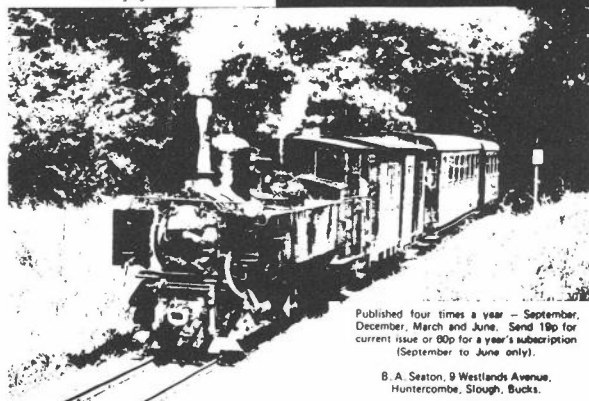
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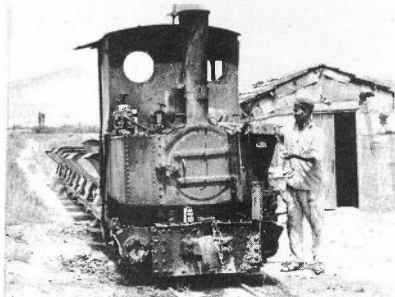
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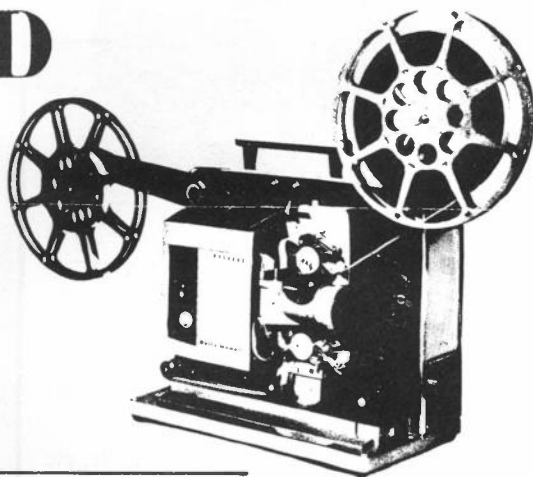
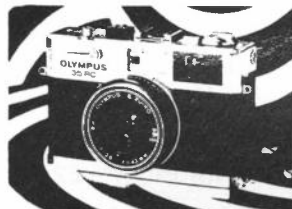
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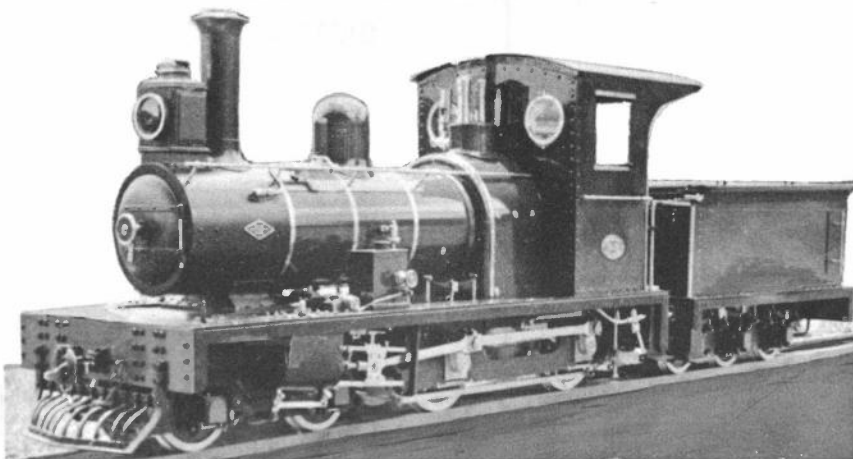


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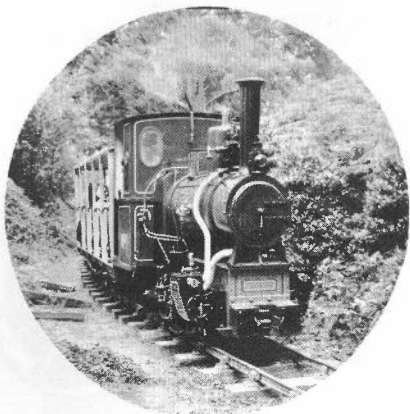
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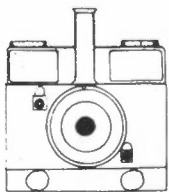
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A reminder that all items in the Library are available on loan — to Members only — for a period of one month. Outward payment, plus a small packing charge, to be paid when returning the parcel.

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N.G.I. Grand Annual Photographic Competition

As we go to press we have over 200 entries on hand for the 1972/73 Competition. This is very encouraging and we are pleased that the Competition has again proved so worthwhile and resulted in a further stock of photographic material becoming available for future issues of N.G.I. and for the Library.

A very big "THANK YOU" to all contestants and contributors — your interest and co-operation is very much appreciated.

RESULTS OF THE 1972/73 COMPETITION WILL BE PUBLISHED IN OUR NEXT ISSUE. BEST WISHES AND CONGRATULATIONS TO THE WINNERS ! !

1973-74 COMPETITION

BLACK & WHITE & *COLOUR SECTIONS

All entries submitted must be : **Black & White Glossy Prints** (ideally of at least postcard size and fully captioned on the reverse) or ***Colour Transparencies [slides]** (accompanied with full captions and S.A.E. for their return). All entries will be subject to inclusion in "N.G.I." at any time following declaration of the Competition results *Colour Transparencies will be promptly returned to the sender but Black & White prints will be retained for inclusion in the Society's Photographic Library unless their return is specifically requested.

Categories open to entries *

- *A) Scene depicting N.G. Steam
 - *B) Scene depicting N.G. I/C (Diesel, petrol, etc . . .)
 - *C) Scene depicting N.G. Electric (inc N.G. Tramcars.)
 - D) Scene depicting an item of N.G. Rolling Stock.
 - E) Scene depicting a 'permanent fixture' of N.G. interest. (Building/Trackwork/Signalling, etc . . .)
- (All pictures must have been taken personally by the Member submitting the entries)

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Black & White :— No limit on No. of entries

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We would particularly like to hear from any Member, Group, Society or Company willing to sponsor any prizes for the above categories.

Judging will be a highlight of the 23rd Society A.G.M. to be held in May 1974. Winning entries will be selected by those Members present, and the presentation of prizes will be by a well known N.G. personality — by invitation.

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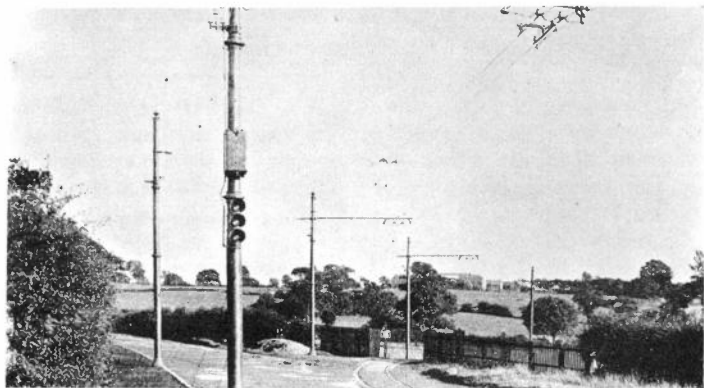
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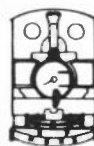
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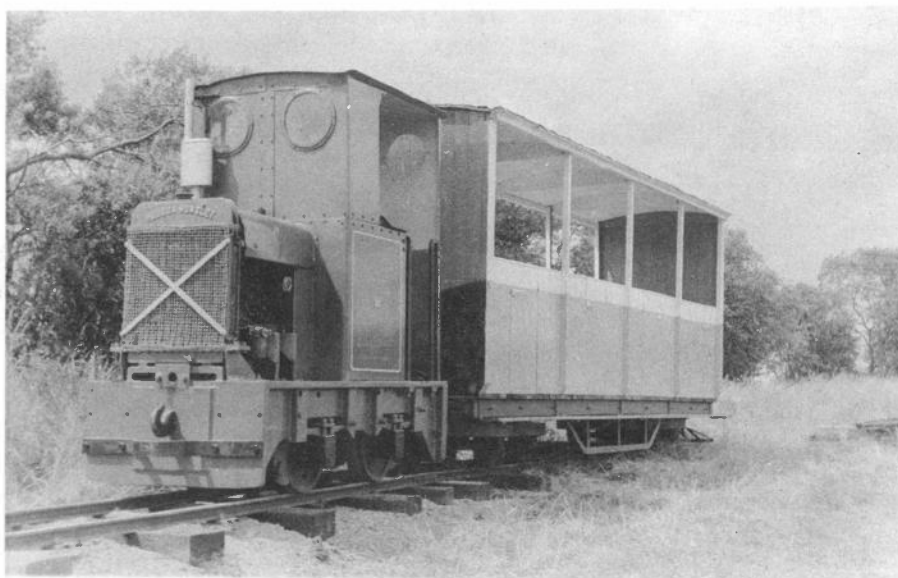
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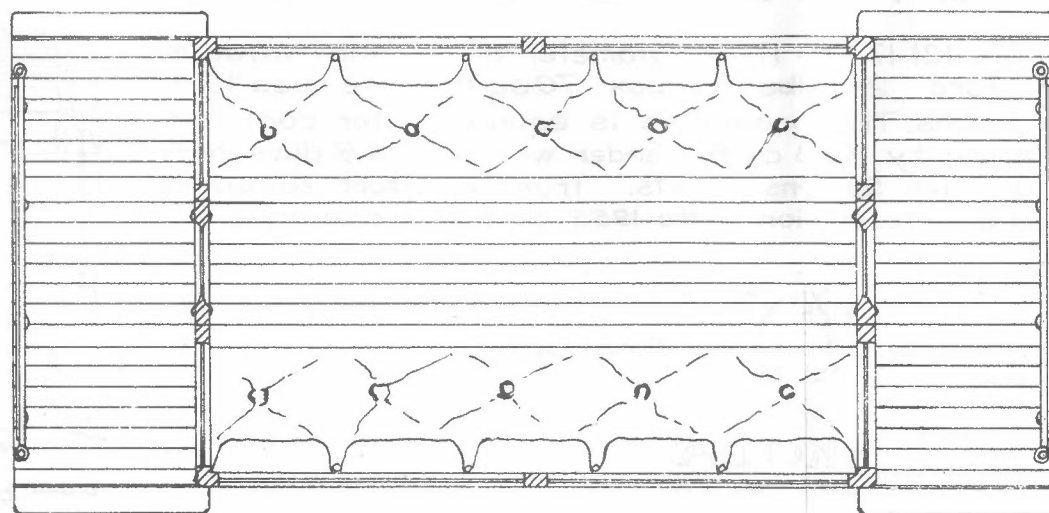
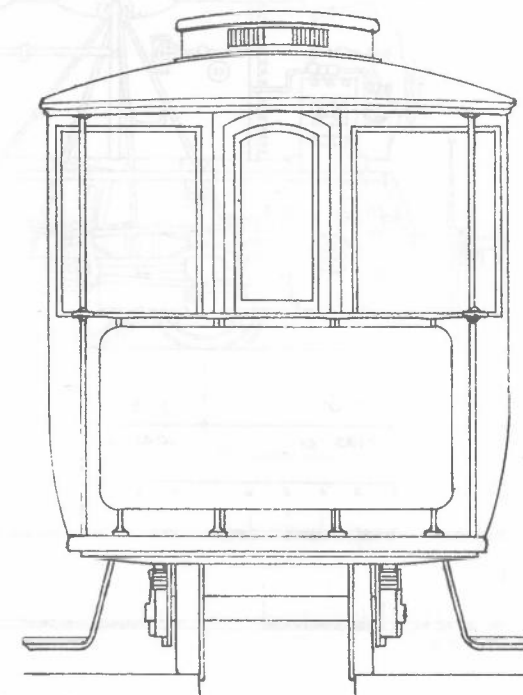
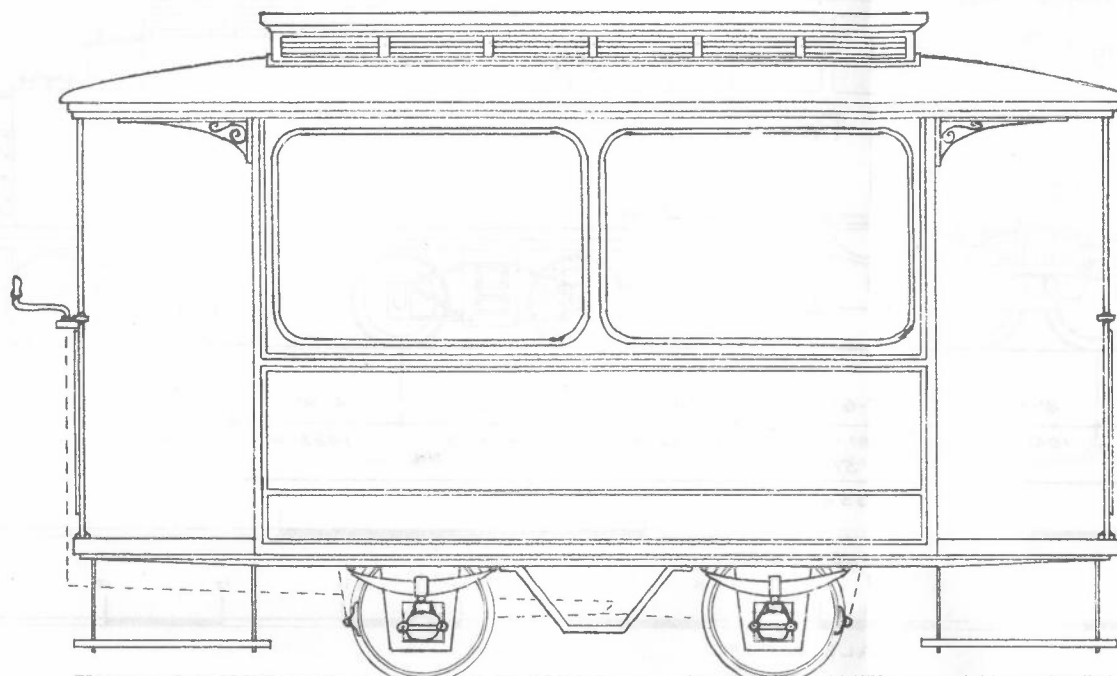
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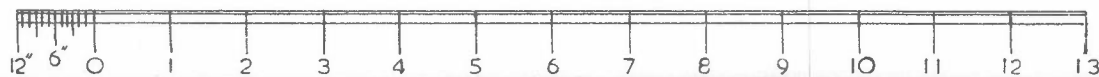
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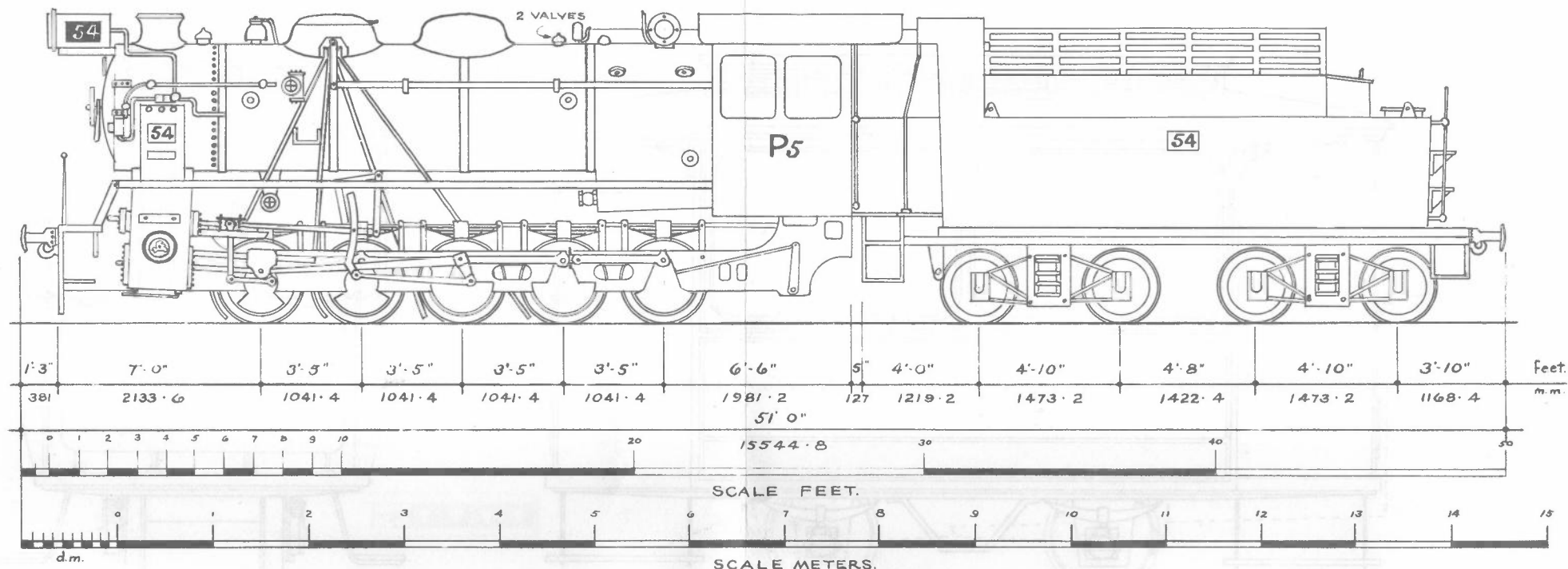
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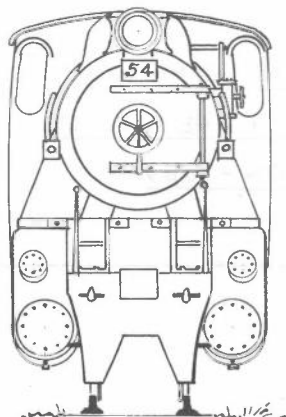


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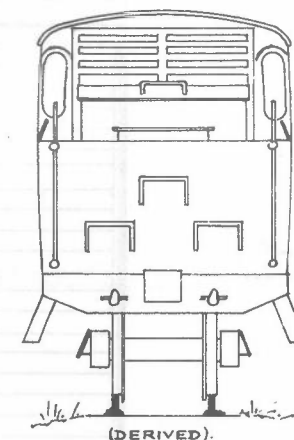
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