The NARROW GAUGE

No. 72 SUMMER 1976

NARROW GAUGE RAILWAY SOCIETY

NARROW GAUGE RAILWAY SOCIETY

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The Society was founded in 1951 to encourage interest in all forms of narrow gauge rail transport. Members interests cover every aspect of the construction, operation, history and modelling of narrow gauge railways throughout the world. Society members receive this magazine and Narrow Gauge News, a bi-monthly review of current events on the narrow gauge scene. An extensive library, locomotive records, and modelling information service are available to members. Meetings and visits are arranged by local areas based in Leeds, Leicester, London, Preston and Stoke-on-Trent. Annual subscription £3.50 due 1st April.

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EDITORIAL

We are currently experiencing a wave of enthusiasm for the preservation of narrow gauge I/C locos, often by people who previously would not have bothered to go and see such locos in industrial use. While this interest in I/C locos is very welcome it is surely a case of 'too much, too late' for whereas there is now a queue of buyers for every loco, in the past many historic items have been scrapped. (The Kerr Stuart diesel at Penlee, the Armstrong Whitworth diesel electric at Penmaenmawr and the James Kay paraffin loco at Knostrap are among the most serious losses). Of more concern is the ultimate fate of many of these 'preserved' locos, many of which seemed destined for pleasure railway use. To fit them for such use many are suffering more technical vandalism than during their entire industrial left, with original engines being replaced by modern units, conversion from magnets to oil ignition, fitting of cabs etc. One can only hope that their new owners will appreciate their historical and technical importance before too much damage is done.

Cover Photo : Kruszwica 1, a 1957 built Kp4 class 0-8-0, in use on 11th. October 1975.
(Keith Smith)

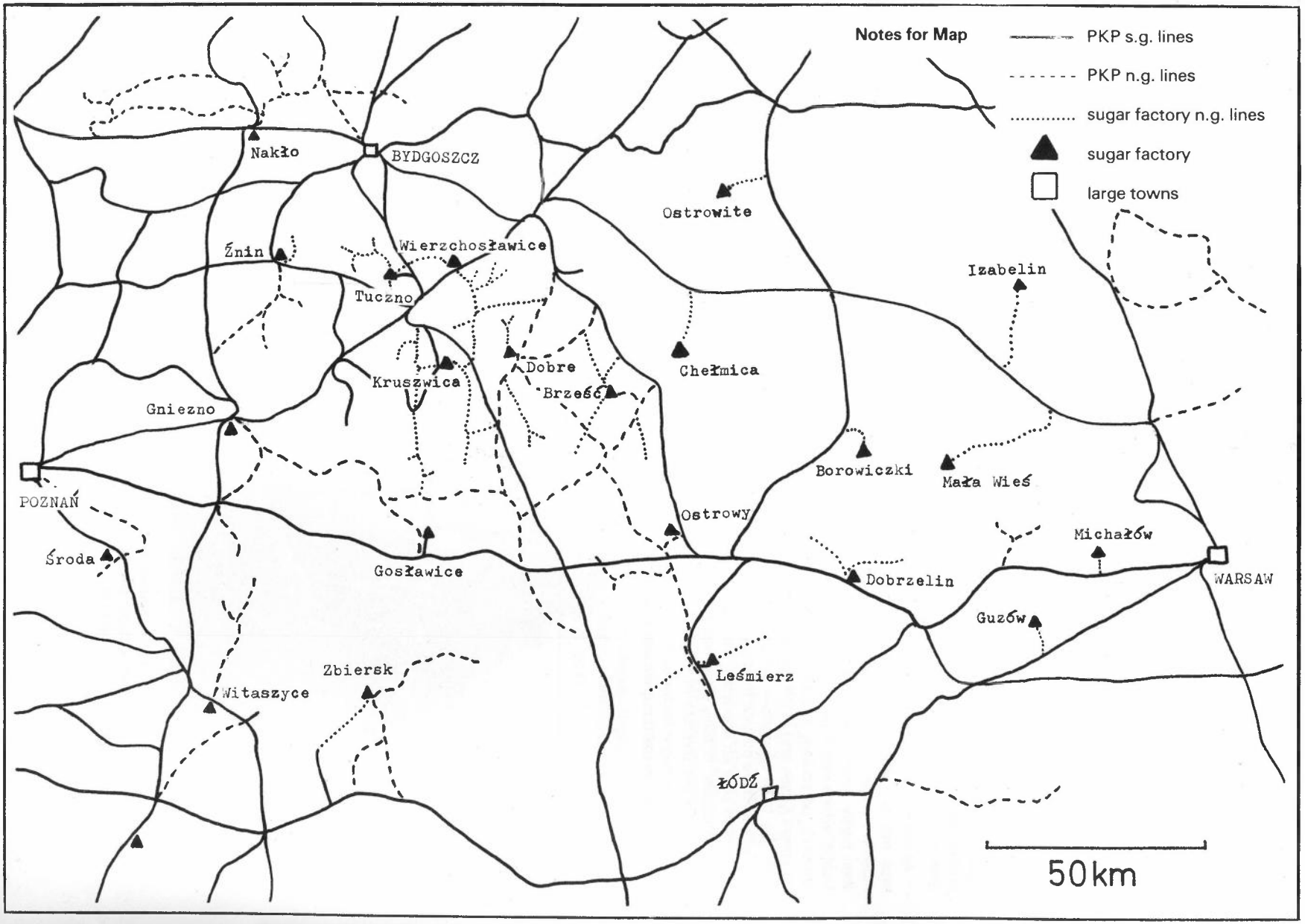
NARROW GAUGE RAILWAYS OF THE POLISH SUGAR BEET INDUSTRY

Martin Murray

The development of sugar as a cash crop throughout the world in the nineteenth century, from cane in the tropics and from beet in temperate climates, was often associated with the installation of narrow gauge railways to carry the cane or beet from the fields to the factory for processing. To this day the sugar railways of Java, Brazil, and the Philippines are magnets for railway enthusiasts, while the extensive systems of Mauritius, Hawaii and Fiji are merely memories for those lucky enough to have seen them. Among the larger producers of beet sugar, both France and Denmark had many narrow gauge railways serving the sugar factories, the last of which closed ten years or more ago. In Poland however narrow gauge railways are still of importance for the transfer of beet to the factories, and steam locomotives can still be found in considerable numbers on these lines. The author has been fortunate to visit a large number of these lines in the last few years, and this article is intended to give an outline of their history and current position.

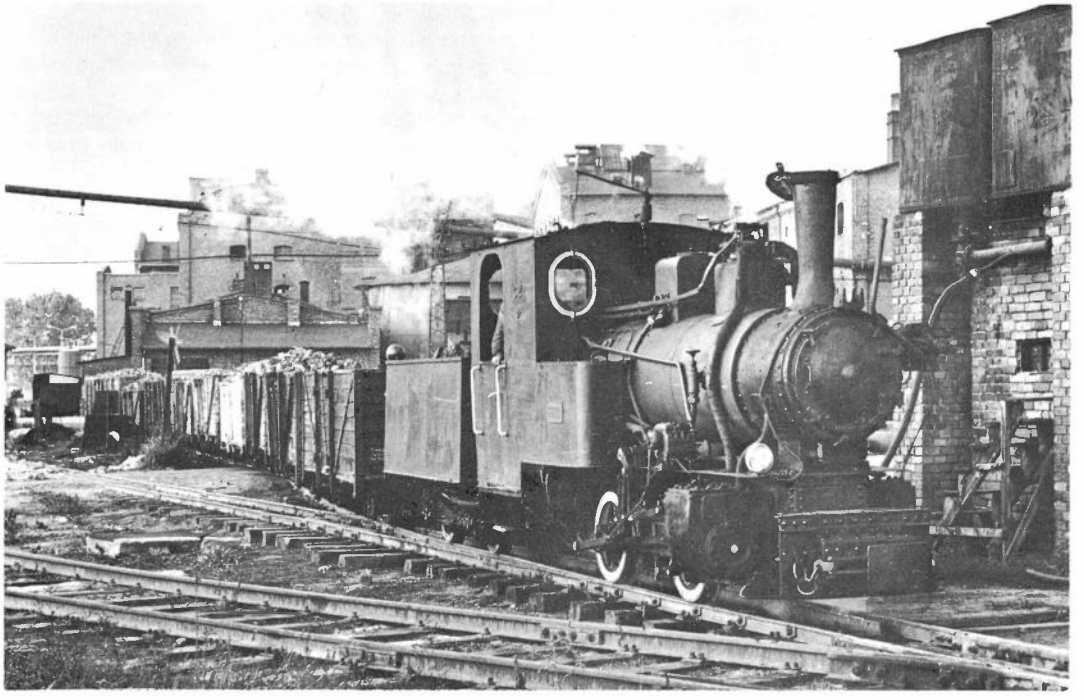
At the time of the development of the sugar beet industry in the second half of the nineteenth century, Poland was not an independent state, but was divided between the three great empires of Europe, Germany, Austria-Hungary, and Russia. The most suitable areas for growing sugar beet were Kujaw and Wielkopolska, then partly German and partly Russian, Lower Silesia, around Breslau (now Wroclaw), and the area around Lublin, which was Russian occupied. In the German occupied areas there was already a good communications network, particularly in Silesia, where few narrow gauge railways were built for the sugar industry. In German occupied Kujaw and Wielkopolska the development of narrow gauge railways for the sugar industry generally took the form of narrow gauge light railways for public use (Kleinbahnen), which also offered passenger services, and are outside the scope of this article. To this day, now operated by the Polish State Railways (PKP), these lines play an important part in the transport of beet during the season. Only in a few factories near the Russian border, notably Kruschwitz, Montwy, Tuczno, Wierzchoslawice, and Znin were narrow gauge railways provided for the sole use of the sugar industry. As a result of the dense standard gauge network in the German Empire, all the sugar factories in these areas had connections to the standard gauge network, and deliveries of coal, lime etc. to the factories was and still is made by the standard gauge.

A typical Polish beet railway scene. Henschell 0-4-0T/T (Hen 25025/40) is seen returning to the factory with a train of sugar beet on the extensive 750mm gauge system at Krus zwica on 11th. October last. (Keith Smith).


Notes for Map
PKP s.g. lines
PKP n.g. lines
sugar factory n.g. lines
sugar factory
large towns
Nakło
BYDGOSZCZ
Ostrowite
Żnin
Wierzchosławice
Tuczno
Izabelin
Dobre
Brześć
Kruszwica
Chełmica
Gniezno
Borowiczki
Mała Wieś
POZNAŃ
Ostrowy
Michałów
Środa
Gosławice
Dobrzelin
WARSAW
Guzów
Zbiersk
Leśmierz
Witaszyce
ŁÓDŹ
50km

In the Russian occupied provinces of Poland communications were intentionally kept poor, as part of Russian military strategy. This resulted in a slower development of the sugar industry, and one consequence of the poor transport facilities was that the factories were usually smaller than in Germany. Many indeed were remote from the few main-line railways, and while a few, e.g. Brzesc Kujawski and Dobre had narrow gauge railways, many apparently had no rail connection at all. Such narrow gauge lines as were built were all of 750mm gauge, whereas the German systems had a variety of gauges from 600mm to 1 metre.

At the beginning of the First World War the Germans very quickly advanced into Russia, though as the winter of 1914 - 1915 approached they experienced increasing difficulty with transport problems, as the Russians had destroyed the few railway lines as they retreated. As the roads quickly became unusable in the mud of the winter, the Germans decided to extend some of the lines of the sugar factories near the border into Russian Poland, and also to build new 600mm gauge lines (Feldbahnen) to open up the territory they occupied. In this way a large number of narrow gauge lines, of various gauges, though mainly 600mm. was built in the westernmost part of Russian Poland. A similar development took place in the southern area occupied by Austria. Since the Eastern Front soon became established many miles to the east, these lines soon lost their purely military significance, and were used by the Germans and Austrians for the development of their occupied territory during the following four years. The presence of these narrow gauge railways assisted the development of the sugar industry, and many of the lines were taken over by nearby sugar factories; other lines provided a full public service of freight and passenger trains, and were duly taken over by PKP upon independence in 1919.



Henschel 25117/1 in use at Naklo, 11th. October, 1975. The three locos at Naklo carry no running numbers, and this loco still carries the number 6 it had at Znin. (Keith Smith)

In the twenty years of Polish independence from 1919 to 1939 little changed in the sugar factories, though some new factories were opened, due to the improved transport facilities in the ex-Russian areas, while others closed due to rationalisation. So when the Kujaw and Wielkopolska areas were again occupied by the Germans in 1939 many of the ex-German lines were operating more or less as they had been in 1919.

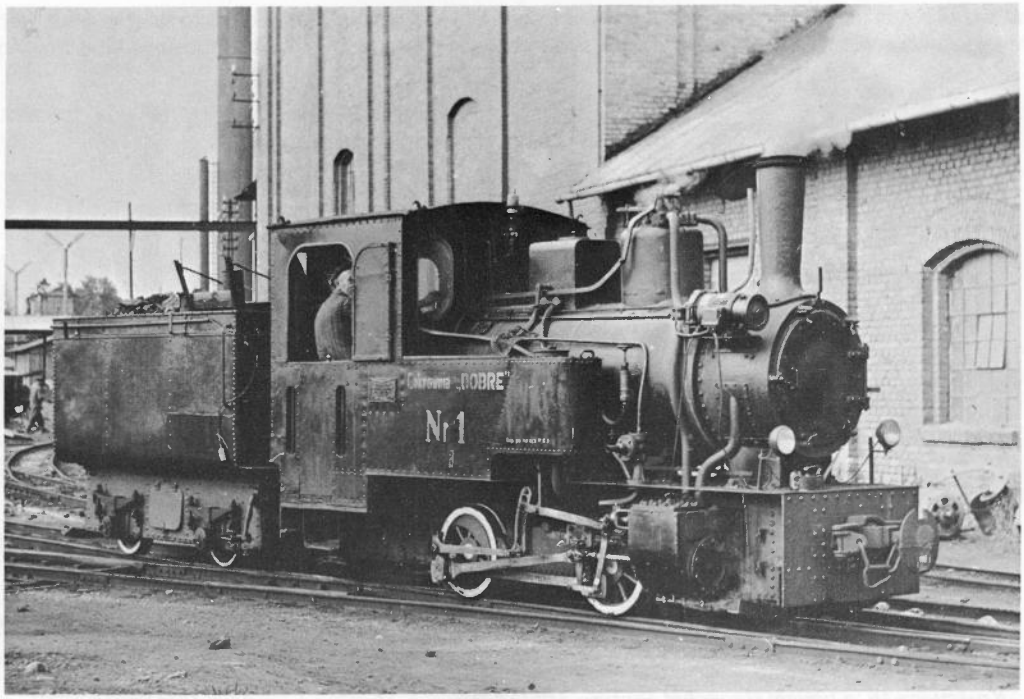
During the five years of German occupation the sugar beet lines were again far from the theatre of war, and therefore of little military significance. So little new investment was undertaken, and the railways were naturally in a deplorable state at the end of the war in 1945.

Following the formation of a Communist government in Poland after the war, the sugar beet industry was nationalised, and the factories are now administered by Zjednoczenie Przemyslu Cukrowniczego, ZPC, in Warsaw. It might have been expected that this would have led to the replacement of the narrow gauge railways by more modern, standardised systems of transport. That this was not so was the result of two factors; the awful devastation suffered by Poland during the war, so that what little investment was available was concentrated in heavy industry rather than agriculture; and the retention of the private ownership of agricultural land in most of the country, so that the sugar beet is still grown largely by peasants with very small holdings of land, who are unable to finance tractors and other agricultural machinery. They therefore still have to rely on the sugar factories to collect their beet from the fields, rather than being able themselves to deliver their beet to the factories. This 'classical' method of operation of the sugar beet railways, with lines extending right into the fields, still persists at some factories, e.g. Kruszwica, where trains of beet arrive at the factory for weighing, each peasant's name being chalked on the wagons which contain his beet. At most other factories operations have been reduced to the transportation of beet from local depots, to which the peasants deliver their beet, to the factory, and the provision of a connection to PKP standard gauge lines in the case of those factories which have no direct main-line connection.

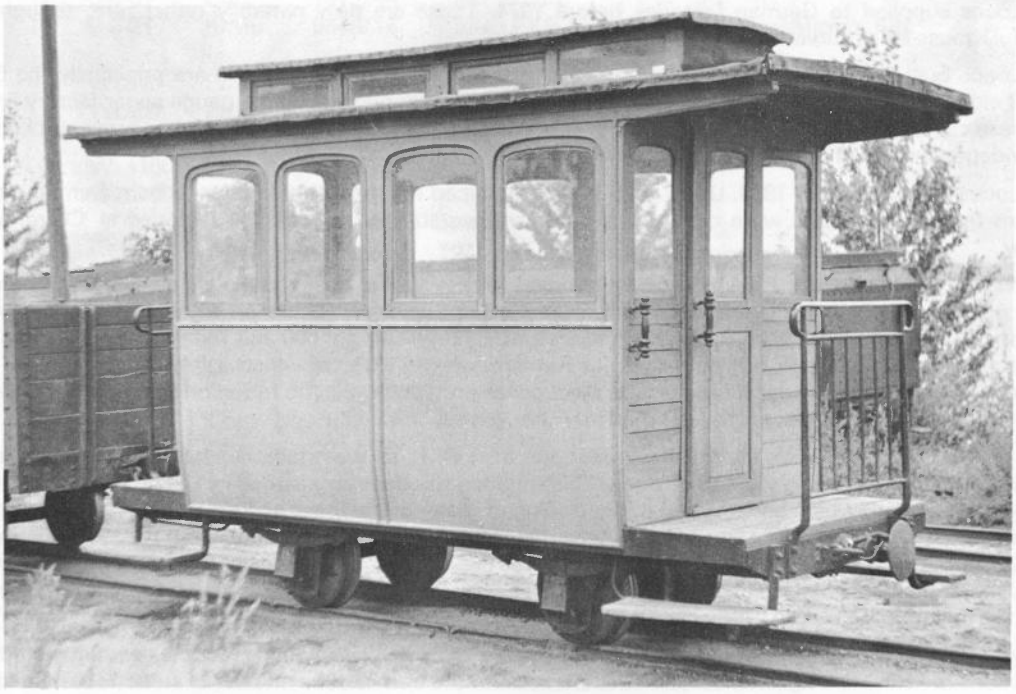
Throughout the areas of sugar beet production there are also many PKP narrow gauge lines, and the sugar factories often make use of these for the transport of beet, so that sugar factories' locomotives will often be seen on PKP lines. At some factories all rail-bound traffic is handled by PKP, and in these cases the factories only have one or two locomotives for shunting within the factory itself.

The operation of the sugar beet railways is naturally determined largely by the seasonal nature of the industry. The beet is harvested from the end of September onwards, and the factories and railways then work flat out until the processing of the beet finishes early in the following year. The rest of the year is spent repairing the factory and carrying out maintenance work on the railway and its vehicles, which requires very few locomotives. As a result, the small amount of traffic on the railways out of season is handled mostly by the few diesel locomotives which have been introduced in recent years, and the steam locomotives are generally only at work during the sugar beet season. This is shown by a comparison of two visits to Polish sugar factories by the author. The first, in August 1971, to four factories, revealed 38 steam locos, of which only one was in steam (and that was not working). On another visit, in October 1972, each of seven factories visited had at least 2 or 3 locos in steam, even on a Sunday, and one, Kruszwica, had 9 steam locos working. An exception to the above pattern is provided by Mala Wies sugar factory, which is 25km from the nearest PKP standard gauge station, at Plonsk. All supplies for the factory are therefore delivered over the factory's 600mm gauge line, and trains run throughout the year. On a Saturday in June 1974 two return trips were worked, both steam hauled, taking mainly coal to be stockpiled at the factory ready for the processing season.

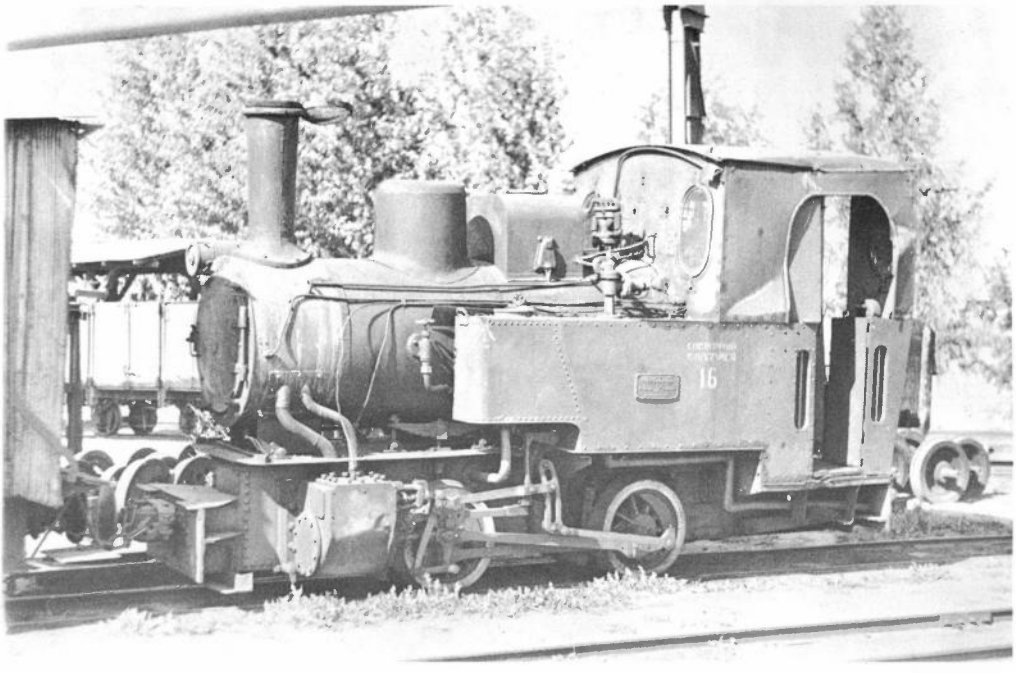
Mala Wies is one of the few factories which regularly uses steam outside the season. Here No. 2, a Feldbahn 0-8-0T, pauses with a train of coal near Plonsk on 1st. June 1974. If the driver looks a little shaken, it is because he had been foolish enough to let your Editor drive his loco for the last two miles! *(Martin Murray)*



Dobre 1, a 1947 built Rys class 0-4-0T/T, in use in October 1972. Note the close resemblance to the Henschel illustrated overleaf. *(Martin Murrary)*



This 4-wheeled carriage is used at Kruswicia for inspection trains, etc., and may have been used for the public passenger service which operated over the system between the wars.



Kruszwica 16, a typical Henschel contractor's 0-4-0T. *(Martin Murray)*

The steam locomotives still to be found working at the sugar factories can mainly be divided into four groups.

1) Locos supplied to German factories before 1974. These are now naturally rather rare, though some delightful Krauss locos survive at Kruszwica and Pelplin.

2) Locos built for the German military railways in the First World War. These are principally the 600mm gauge 'Feldbahn' 0-8-0T's, which are still present at nearly every surviving 600mm gauge sugar factory line. Not all of these came to Poland in the First World War, as many were purchased from German army surplus by the newly independent Poland in the years 1920 - 1925.

3) Locos supplied 1919 - 1939. Up to 1925 Poland obtained most of its steam locos from German builders, but from then on all needs were covered by the newly established locomotive factories at Chrzanow and Warsaw.

4) New construction since 1945. Since the Warsaw factory was almost completely destroyed in the war, all narrow gauge locos built in Poland since 1945 were built at Chrzanow. Those on the sugar lines are of three types, an 0-4-0T (Type Rys) for 600 and 750mm, an 0-6-0T (Type Las) for 600 and 750mm, and a 750mm gauge 0-8-0 tender loco (Type Kp4), originally built for Russian forestry lines, of which a few from cancelled orders remained in Poland. The Las type is by far the most common type now to be found on the narrow gauge sugar lines, more than 30 of them having been noted in recent years.

Only a few locos have been obtained second-hand from PKP, as most factories have in recent years had a surplus of steam locos for the work to be done. This situation has been aggravated by the gradual modernisation of the sugar industry, which has resulted in the closing of many of the lines, and a reduction of traffic on those that survive. There has also been a number of diesel locos put into service, a 150h.p. 0-6-0 type for 750mm gauge lines (Chrzanow type WLs150, also in service on PKP as class Lyd 1), and a variety of smaller types in the 40 to 100h.p. range built by Poznan for both 600 and 750mm gauge lines. As mentioned earlier, these diesels now handle the majority of the little traffic handled outside the season.

Outside the scope of this article are the standard gauge locos owned by those factories with standard gauge connections to PKP. Here again diesels now handle most of the traffic, but a number of steam locos are still kept in reserve.

There follows a list of the sugar factories at which narrow-gauge locos have been observed in the last 5 years or so, with brief details of the extent of the railway systems (and PKP connections) and the locos recorded.

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Borowiczki 600mm PKP s.g. at Plock (5km).
Rail traffic ceased 1971; locos scrapped

1	0-6-0T	O&K	13586/44	
2	Las	Chrz	3276/53	
3	Las	Chrz	2796/51	
4	0-4-0T	Jung	9924/42	
5	Las	Chrz	2797/51	
8	Las	Chrz	3011/52	
9	HF	LiHo	1752/18	ex DFB 2408
10	HF			
11	HF			
	HF	LiHo	1748/18	ex DFB 2404

Brzesc Kujawski 750mm route 120km; PKP 750mm at factory

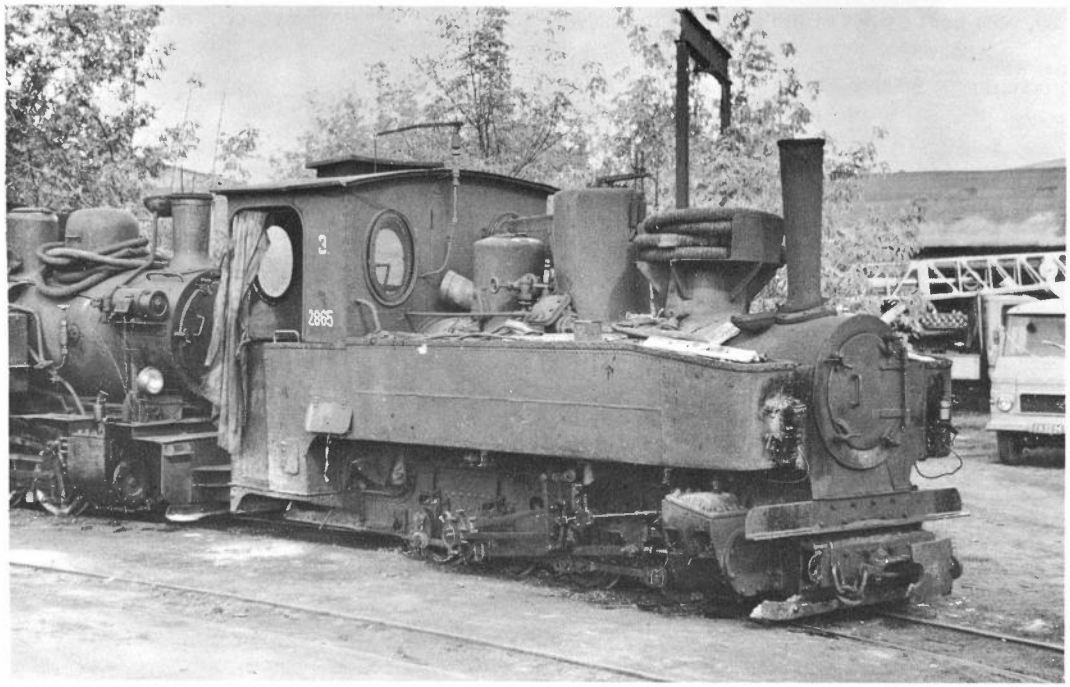
1	0-4-0T	Freud	63/01	
2	0-6-0T	O&K	7848/14	ex Rosenberger Klb.
3	0-6-0T	Hano	4013/03	ex Klb. Lingen-Berge-Quakenbruck 2
4	0-6-0T	O&K	10894/24	new to here
5	Kp4	Chrz	3778/57	
6	Kp4	Chrz	3773/57	
7	Las	Chrz	4968/56	
8	0-6-0T	Chrz	152/27	new to here
9	0-4-0T	O&K	1372/04	ex Dt. Firma I. Werke, Danzig
11	Rys	Chrz	1687/47	
12	0-8-0T	Chrz	1019/44	new to here
13	0-6-2T	KrMu	6846/16	'57 ex PKP Txb1-1211, orig. Opalenitzaer Klb.
1	WLs40	Pozn	949/59	
2	WLs50	Pozn	1038/60	
3	WLs75	Pozn	63/70	
	WLs150	Chrz	7083/65	
	WLs150	Chrz	7618/	

Chelmica 600mm PKP s.g. at Lipno (15km)
Rail traffic ceased 1971; locos dumped at Lipno

1	4-6-2	Niv	2179/35	ex Cukr. Ostrowy; orig. Brussels Colonial Exhibition 1935 1974 to Warsaw for Museum
4	Rys	Chrz	1068/47	
5	Las	Chrz	2846/52	
6	Rys	Chrz	1070/47	
7	Las	Chrz	2712/50	
	Las	Chrz	2205/50	
	Las	Chrz	2715/50	
	Rys	Chrz	2680/51	
	Las	Chrz	2787/52	
	Las	Chrz	2791/51	

Dobre Aleksandrowo 750mm route 60km; PKP 750mm at factory

1	Rys	Chrz	1685/47	
2	0-4-0T	KrMu	6988/15	'63 ex Cukr. Stare Pole; '55 ex PKP T3-1041; orig. Braunkohlengrube Concordia, Nachterstedt
3	0-8-0T	Chrz	1017/44	new to here
4	0-6-0T	O&K	11056/25	'62 ex Cukr. Garbow
5	0-4-0T	He	22891/35	orig. G. Reisse, Kassel (600mm)
9	Las	Chrz	3321/54	later No. 2 (first No. 2 withdrawn)

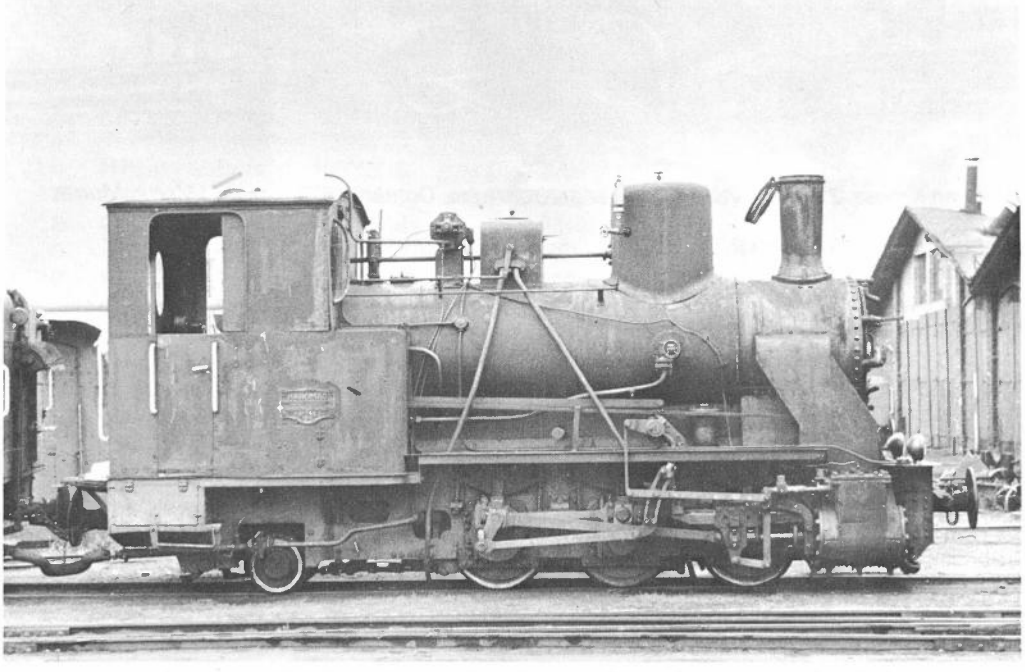


A typical sugar factory, 'Feldbahn'. Dobrzelin 3, Jung 2865/19 at Dobrezelin, September 1972. Originally DFB 2793, this was one of five Feldbahns here in 1972, none of which were working, traffic being handled by Las 0-6-0T's. *(Martin Murray)*

Dobrzelin	600mm	route	30km; PKP s.g. at factory		
1	HF	Liho	1719/28	ex DFB 2237	
2					scr.
3	HF	Jung	2865/19	ex DFB 2793	
4	HF				
6	0-10-0T	Schk	6813/18	ex DFB 2660	scr.
7	0-10-0T	Schk	6806/18	ex DFB 2653	scr.
8	HF	He	15523/17	ex DFB 1724	
10	HF	Jung	2864/19	ex DFB 2792	
13	HF	He	15549/17	ex DFB 1750	
15	HF	O&K	8688/18	ex DFB 2452	
16	Las	Chrz	3017/52		
17	Las	Chrz	3029/52		
18	Las	Chrz	3299/54		
19	Las	Chrz	3512/57		
20	Las	Chrz	4625/56		
21	Las	Chrz	3297/54		
22	Las	Chrz	4216/55		
23	Las	Chrz	4649/56		
24	Las	Chrz	3444/57		

Gniezno	750mm (was 600 or 900mm)		internal traffic only
	PKP s.g. and 750mm at factory		
	Las	Chrz	2960/58

Goslawice	750mm	PKP s.g. and 750mm at factory						
1	Las	Chrz	3331/54					
2	Las	Chrz	3332/54					
3	Kp4	Chrz	3760/57					
Gryfice	1000mm	internal traffic only; PKP s.g. and 1000mm at factory						
	0-6-0T	O&K	9785/21	orig.	Cuk.	Sobbowidz	(780mm)	
	0-6-0T	Hano	10358/24					
	0-4-0T	Jung	1153/07	ex Cukr. Sroda ?				
Guzow	600mm	PKP s.g. at Zyrardow (13km); factory closed 1971, locos scrapped ?						
1	HF							
2	HF							
3	0-4-0T	O&K	7352/16	ex DFB				
4	HF	He	15975/18	ex DFB 1098				
5	0-4-0T	Lowa						
6	0-4-0T	He	24846/39	ex German Army				
Izabelin	600mm	PKP s.g. at Baboszewo (25km); rail traffic ceased 1973, locos scrapped ?						
1	Las	Chrz	2799/51					
2	Las	Chrz	/51					
3	Las	Chrz	3275/53					
4	Las	Chrz	2835/52					
5	Rys	Chrz	2165/50					
6	Las	Chrz	2800/51					
7	0-6-0T	O&K	13587/44					
11	HF							



Kruszwica 4, Hanomag 7323/14 at Kruszwica, August 1971. Now scrapped, this loco was originally built for the nearby Matwy factory. *(Martin Murray)*

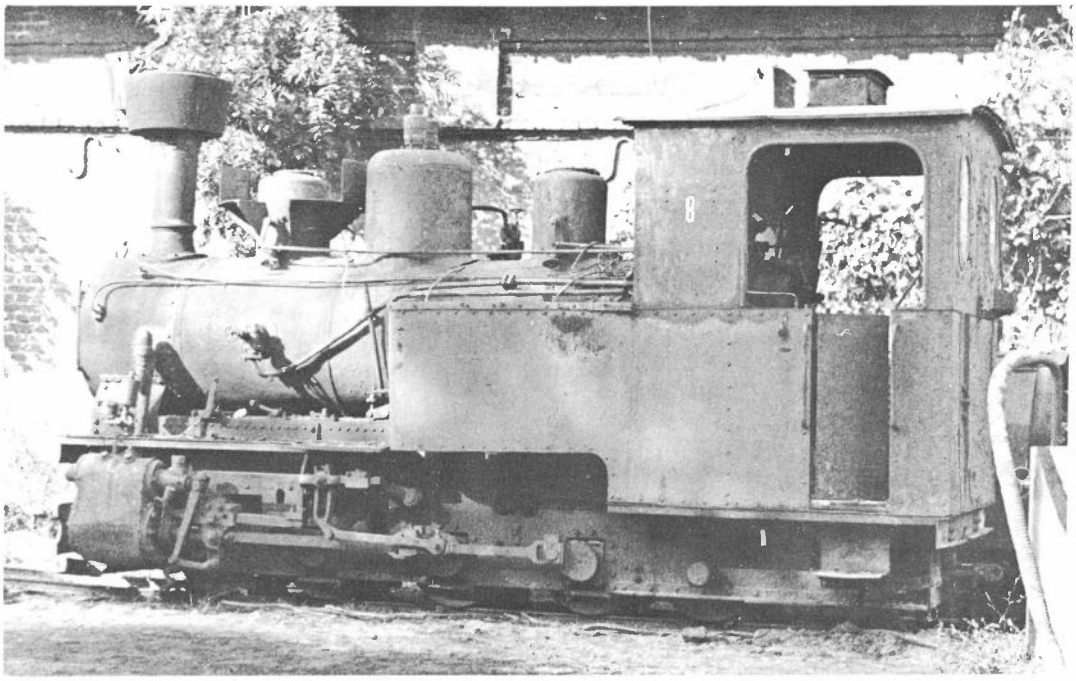
Klemensow 600mm line from Szczebrzeszyn (PKP s.g.) to Wysokie (40km); rail traffic ceased 1971, locos transferred to Warsaw for Museum

1	0-4-0T	Hano	6272/11	orig. N. Blenke
2	HF	Bors	10323/18	ex DFB 2092
3	HF	LiHo	1763/19	ex DFB 2604 scr.
4	HF	He	13580/15	ex DFB 485
6	0-6-0T	He	15111/17	ex kukHB 459
7	Rys	Chrz		
8	HF			
9	HF	He	16163/18	ex DFB 2558
10	HF			
11	HF	Bors	8824/14	ex DFB 298

Veteran Krauss. 21, KrMu 2831/93 in use at Kruszwica, October 1972. *(Martin Murray)*

Kruszwica 750mm (716mm till 1922) route 150km; PKP s.g. at factory

1	Kp4	Chrz	3761/57	
2	Kp4	Chrz	3772/57	
4	0-6-2T	Hano	7392/14	ex Cukr. Matwy
6	0-8-0T	He	20314/24	new to here
7	0-8-0T	He	20315/24	new to here
8	0-6-0T	Wars	123/28	
9	Las	Chrz	4967/56	
10	Rys	Chrz	1713/46	
11	Rys	Chrz	1690/47	
13	Rys	Chrz	1538/46	
16	0-4-0T	He	25025/40	orig. Glaser & Pflaum, Berlin
17	0-6-0T	KrMu	5154/04	ex Cukr. Matwy
20	0-4-0T	KrMu	5122/04	new to here (716mm)
21	0-4-0T	KrMu	3570/97	new to here (716mm)
22	0-6-0T	KrMu	2831/93	ex Cukr. Matwy
	WLs150	Chrz	7667/	



O&K 8721/18 at Lesmierz, September 1972. One of the few remaining examples anywhere of the DFB 0-10-0T, the internally geared Luttermoller rear axle is clearly visible. (Martin Murray)

Lesmierz 600mm line to Mlynow (13km); PKP s.g. and 750mm at factory
750mm gauge internal traffic only

600mm gauge locos

1	HF	LiHo	1760/18	ex DFB 2416
2	HF	Schk	6798/18	ex DFB 2483
3	HF	LiHo	1721/18	ex DFB 2239
4	Rys	Chrz	1541/46	
5	HF	Bors	10329/18	ex DFB 2098
7	0-10-0T	O&K	8745/19	ex DFB 2858
8	0-10-0T	O&K	8721/18	ex DFB 2646
9	HF	He	14921/17	ex DFB 991
10	HF	Bors	10357/18	ex DFB 2294
	0-10-0T	Schk	6808/19	ex DFB 2655
	WLs40	Pozn	378/	
	WLs	Pozn	1364/63	

750mm gauge locos

12	Las	Chrz	1984/49	scr. ?
13	Las	Chrz	1982/49	scr. ?
14	Las	Chrz	4243/55	

Lubna 750mm (was 600mm) internal traffic only; PKP 750mm at factory

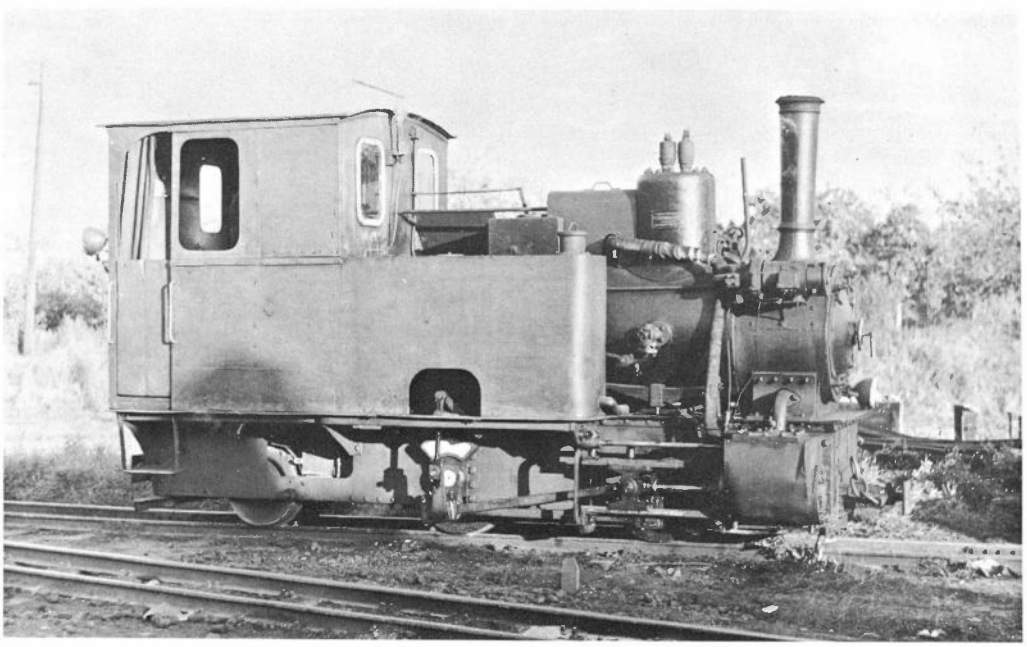
	Las	Chrz	2762/51
	Rys	Chrs	1689/47
	Rys	Chrz	/47
	WLs150	Chrz	7217/65

Mala Wies	600mm	line to Plonsk (25km, PKP s.g.)		
1	HF	Schk	6797/18	ex DFB 2482
2	HF	Schk	6753/18	ex DFB 2111
3	Las	Chrz	2721/50	
4	HF	Jung	2863/19	ex DFB 2791
5	HF	Bors	10386/19	ex DFB 2506
6	Las	Chrz	3014/53	
7	HF	O&K	8610/18	ex DFB 2182
8	0-6-0T	O&K	13588/44	
9	Rys	Chrz	1540/46	
11	Las	Chrz		
	WLs	Pozn	1064/60	
	WLs	Pozn	1693/65	
3	WLs	Pozn	1705/65	

Michalow 750mm PKP s.g. at Blonie (8km); rail traffic ceased 1971, locos scrapped ?

1	Rys	Chrz	1684/47	
2	Las	Chrz	4246/55	
3	0-6-0T	O&K	9708/22	new to Belgium
4	0-6-0T	Kolo		orig. Russian Army

Naklo	600mm	internal traffic only;		PKP s.g. and 600mm at factory
	0-4-2T	O&K	531/99	new to here
	0-4-0T	He	25117/41	ex Cukr. Znin
	HF	He	15968/18	ex DFB 1091



O&K 531/99 at Naklo, October 1972. Built new for here in 1899, this 0-4-2T completed 75 years of work at one site before being withdrawn for inclusion in the Polish Railway Museum collection. (Martin Murray).

Nowy Staw 750mm internal traffic only ? PKP 750mm at factory

	Las	Chrz		
	WLs	Pozn	26/66	
215	WLs150	Chrz	/66	

Ostrowite 750mm PKP s.g. at Rypin (8km)

1	Kp4	Chrz	3762/57	
2	Kp4	Chrz	3792/57	
5	Rys	Chrz	1544/46	
6	Las	Chrz	3333/54	

Ostrowy 750mm(was 600mm) internal traffic only; PKP s.g. and 750mm at factory

Las	Chrz	1983/49	
Las	Chrz	2959/51	

Pelplin 750mm line to Grnowo (12km); s.g. at factory

Martha	0-4-0T	Bors	7841/10	'66 ex Cukr. Malbork
3	0-6-2T	KrMu	3417/96	new to here
	0-6-2T	KrMu	6452/11	new to here

Tuczno 750mm (was 900mm) route 60km; PKP s.g. at factory

1	0-6-0T	He	12304/13	new to here (900mm). orig. 0-4-0T ?
2	0-6-0T	He	3895/93	new to here (900mm)
3	Rys	Chrz	1686/47	
4	Las	Chrz	4977/56	
5	0-4-0T	He	12550/14	new to here (900mm)
	0-4-0T	He	4117/94	new to here (900mm)
	WLs150	Chrz	6029/63	
	WLs150	Chrz	7617/67	

Witaszyce 600mm internal traffic only; PKP s.g. and 600mm at factory

Las	Chrz	4225/55	

Wozuczyn 750mm internal traffic only ? PKP 750mm at factory

1	0-4-0T	Jung	2277/16	ex DFB
2	Rys	Chrz	1704/47	ex Cukr. Strzyszow
3	Las	Chrz	3043/52	
4	Las	Chrz	3326/54	

Zbiersk 750mm PKP 750mm at factory

1	0-8-0T	KrMu	4034/99	orig. Zellstofffabrik Waldhof scr.
3	Las	Chrz	3335/54	
4	0-6-0T	O&K	10914/24	
5	Rys	Chrz	1796/47	
6	Las	Chrz	2759/51	

Znin 600mm now internal traffic only ? PKP s.g. and 600mm at factory

2	Las	Chrz	3459/57	
3	0-4-0T	Loq	26050/52	
4	0-6-0T	O&K	7652/17	ex DFB scr.
5	0-4-0T	Lowa	16028/50	
7	Rys	Chrz	1069/47	scr.
8	Las	Chrz	4217/55	

Wierzchoslawice 750mm (was 900mm) route 50km; PKP s.g. at factory
rail traffic ceased 1972, the factory is now a chicory drying plant.
The lines are still used by Tuczno and Kruszwica factories.

1	0-4-0T	Hohz	2008/13	
2	0-4-0T	Smos	666/	
3	0-4-0T	Zob	86/07	
5	Las	Chrz	3044/53	
6	0-4-0T	He	12959/14	orig. Polensky & Zoellner (900mm)
7	0-4-0T	Zob		
	0-4-0T	Zob		

Wierzchostawice 3, Zobel 86/07, at Wierzchostawice, June 1974. Although the narrow gauge operation here ceased after the 1971 season six narrow gauge locos still survived here in 1975. They included three built by Zobel, of which only five are known to exist anywhere in the world. *(Martin Murray)*

The above list mentions 27 factories, and in addition a further 20 or 30 factories have had narrow gauge operations in the past, but have now either abandoned their railways or closed completely (several are mentioned in the loco notes above). These figures, when compared with the total of about 80 factories currently in operation, and a total of about 150 in 1900, show the importance of narrow gauge railways to the Polish sugar industry, as well as the interest they provide for the narrow gauge enthusiast in search of something a bit different.

However, all good things come to an end, and the notes above show how many factories have ceased narrow gauge operations in the last five years. In the next five years it seems likely that steam operation, at least, will be all but a thing of the past in the Polish sugar industry. It is therefore particularly fortunate that the Polish Railway Museum is now well aware of the historical importance of this aspect of Polish railway practice; already several locomotives from sugar factories have been taken to Warsaw for preservation, and many of the more interesting examples left are likely to follow in the next few years.

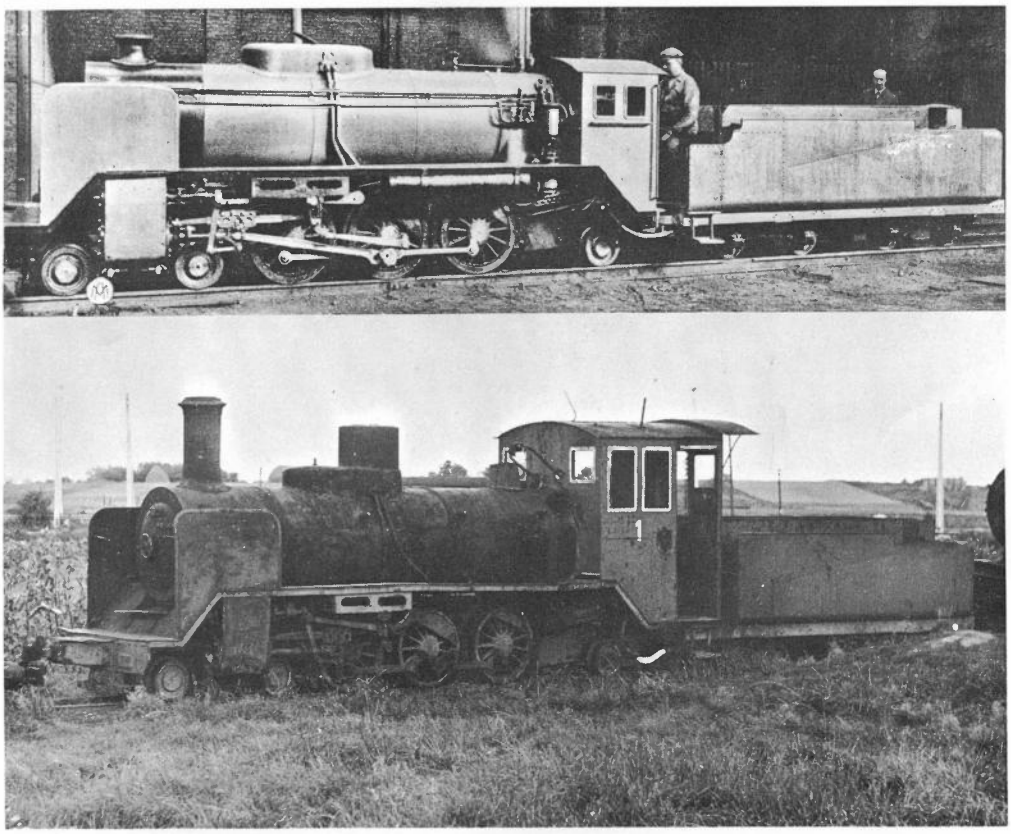
Finally it remains for me to thank Dyrektor W. Goralczyk, of ZPC, and Dyrektor H. Zaniewski, of the Polish Railway Museum, for their kind help in arranging visits to sugar factories in Poland, and to H. Pochadt, T. Suchorolski, A. Susicki, and B. Garvin for their help in compiling the information contained in this article.

Abbreviations for Loco Builders

Bors	Borsig, Berlin
Chrz	Chrzanow, Poland
Freud	Freudenstein, Berlin
Hano	Hanomag, Hanover
He	Henschel, Kassel
Hohz	Hohenzollern, Dusseldorf
Jung	Jung, Jungenthal
Kolo	Kolomna, Russia
KrMu	Krauss, Munchen
LiHo	Linke Hofmann, Breslau
Lowa	VEB Lokbau Karl Marx, Babelsberg
Niv	Nivelles, Belgium
O&K	Orenstein & Koppel, Berlin
Pozn	Poznan, Poland (not Cegielski)
Schk	Schwartzkopff, Berlin
Smos	Smoschewer, Breslau
Wars	Warszawa, Poland
Zob	Zobel, Bromberg

Other Abreviations

Cukr	Cukrownia (Polish for sugar factory)
DFB	Deutsche Heeresfeldbahnen (German military railways of WW 1)
HF	used here to designate the DFB 0-8-0T type (Brigadelokomotive)
kukHB	k. und k. Heeresbahnen (Austro-Hungarian military railways of WW 1)
scr.	scrapped (withdrawn locos still in existence are not distinguished from active stock, as stored locos scrapped (are frequently returned to service later)
ZPC	Zjednoczenie Przemyslu Cukrowniczego (Union of Polish Sugar Industry)
WLs	DESIGNATION OF Polish n.g. diesel locos. Numbers indicate HP.



Two views of the Pacific at Chelmica. This unlikely locomotive was originally built for the Brussels Colonial Exhibition of 1935, where it operated on a miniature line along with five similar locos. The upper photo shows one of the locos in original condition and below No. 1 is seen derelict at Lipno on 1st. October, 1972, following closure of the Chelmica line c1971. It has since moved to Warsaw for preservation, although six other locos together with the remains of two steam ploughing engines and a Ruston diesel remained in June 1974.

BALDWINS IN THE WOOD

P.S. Halton

A number of years ago I wrote a short account of how I came across and subsequently had a ride behind the Chattenden & Upnor Railway's NORBURY. That happened in 1935, and in 1938 there was a similar repeat.

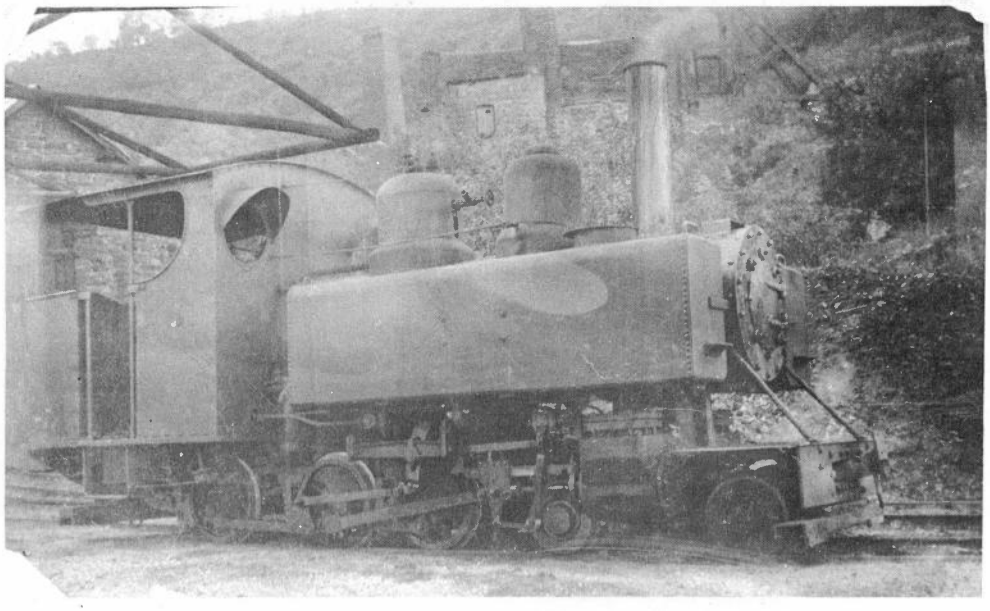
In 1936 my father's sister and her husband took over the Station Hotel in Shrewsbury, and due to the ending of family holidays in Kent that same year, future holidays were in this new location. The Christmas holidays saw my brother and I in possession of a much tattered RCTS Stock Book for 1936 so that by the time the summer holidays arrived we knew of the existence of the Shropshire & Montgomeryshire Railway, the Snailbeach District Railways, and the Welshpool. The former we had met on our first visit to Shrewsbury loco depot, and the latter on a mystery coach trip, but of the whereabouts of the Snailbeach we remained pretty ignorant.

The younger generation may not appreciate that in those years a 14 year old was very impecuneous and so when on holiday one went with one's parents, wherever they chose to go, for the 'free ride'. Thus it was that my brother and I set off with our father to visit the Stiperstones.

The bus took us to Pontesbury where my brother recollects there was a loco standing on the bridge over the road; it escapes my memory but is of little consequence since there was no realisation even from my brother that this was the Snailbeach Railway. And so, after leaving the bus we dutifully set off with father up the hill.

The walk eventually took us into wooded country and with seeming suddenness brought us into a clearing with a narrow gauge railway running through it. We followed it in one direction to find out where it went and ended up at the end of the line. Here it was that I think the first realisation dawned that we had found the Snailbeach. However it was pretty obvious that it was no good staying there as there was nothing else to see; the other direction might be more fruitful.

And so it turned out. After walking up the spur again we came across a quietly simmering locomotive standing out under the trees. It had finished work for the day, no one was around, and so we were able to look around at leisure. Even the accompanying photograph was taken in the unhurried pace of those times, and considering the somewhat delicate state of my father's camera, managed to be reasonably successful. The loco settled things for us since we knew that the Snailbeach had two Baldwins and one Kerr Stuart and here was one of the Baldwins. The thing to do now was find the others, and we now knew in which direction they were.



A memory of the Snailbeach. On an August afternoon in 1938 Snailbeach Rly. No. 4 (Bwn 44572/17) simmers outside the shed after a day's work. (P.S. Halton).

Here, though, we were not so successful for although the loco shed was soon found, it was locked, bolted and barred. The doors did yield some cracks, etc., and by peering through each of these in turn, we were able, eventually, to make out the very gloomy outlines of the two occupants of the shed.

Having seen everything there was little to do but to carry on with the object of our visit and continue the climb to the top.

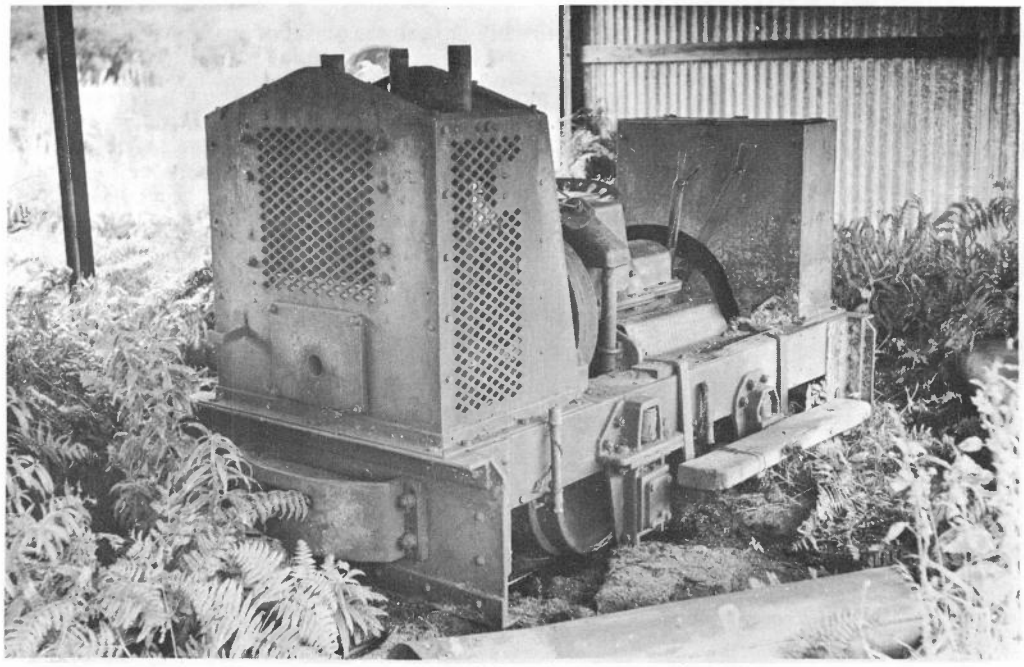
We never returned, even though we had several more holidays in the area, and so the memory of finding the Baldwins in the woods is short but very sweet, since the intention of visiting the Ashover never came to anything, and by the time I visited the sugar railways of Northern France all the Baldwins had gone.

It is always a somewhat thrilling experience to discover a new line, but to do so unexpectedly makes it even more so, and this brief visit to the Snailbeach will always remain a pleasant memory.

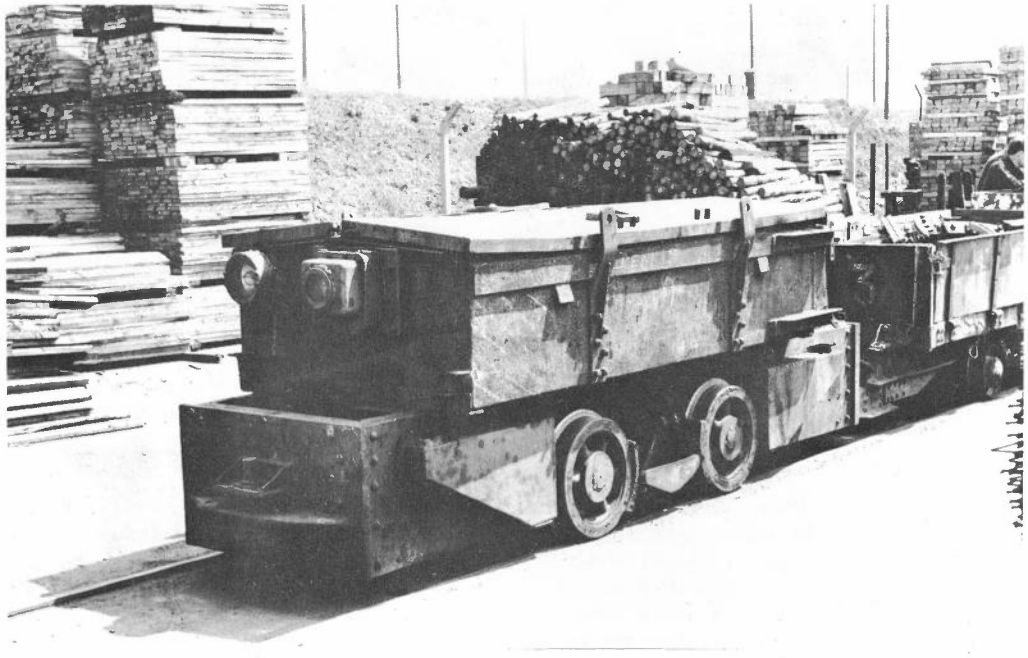
Nearly 40 years later, the locoshed and much of the track at Snailbeach still lay intact when this group of Yorkshire Area members of the Society called here on their way to the Welshpool & Llanfair Rly. on 14th. September 1974. (Henry Holdsworth).

FFESTINIOG RLY. — A correspondent who visited the Boston Lodge Works in August informs us that the Fairlie locomotive, No. 10, *Merddin Emrys,* was receiving an extensive overhaul, which was almost complete. No. 3, *Livingstone Thompson,* was in parts, the boiler having returned from the Avonside Engine Co. after a heavy repair, including, he believes, a new firebox. No. 8, *James Spooner,* was laid off, and required heavy repairs. No. 7, *Taliesin,* a single Fairlie, was in parts in the scrap yard, and the same remarks apply to No. 6, *Little Giant,* a 0-4-0 saddle-tank, with four-wheel tender. No. 4, *Palmerston,* 0-4-0, was laid aside in need of heavy repairs. The engines in traffic were No. 1, *Princess,* No. 2, *Prince,* and No. 5, *Welsh Pony,* all of the 0-4-0 saddle-tank type with small tenders. *("The Locomotive", December 15th, 1930).*

WEST CUMBRIAN INDUSTRIAL NARROW GAUGE

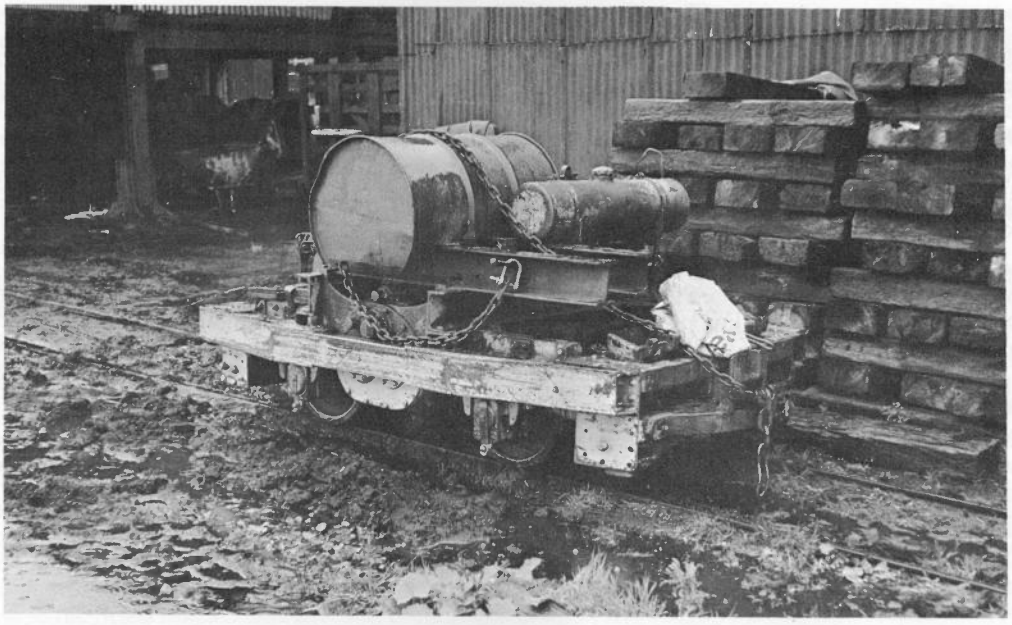


When Cumberland Moss Litter moved the H.Q. of their extensive 2'0" gauge system to the present site at Kirkbridge Airfield a number of locos were left derelict at the Lawrenceholme Lane Depot. Among them was 4wDM OK 4152, photographed in September 1968.

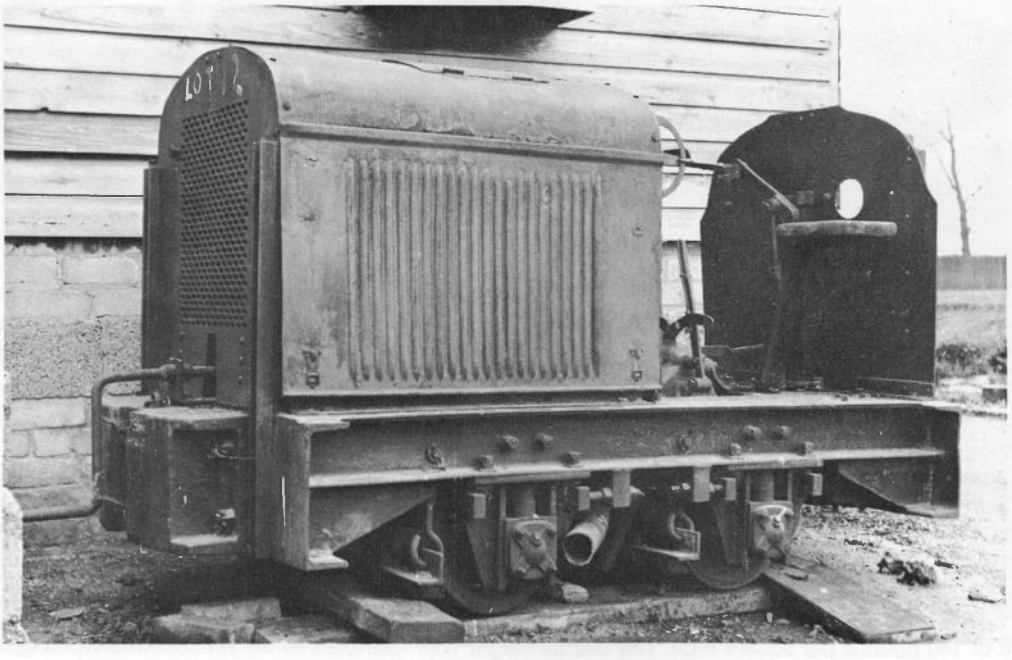


NCB Solway Colliery, Moss Bay, Workington had a number of rare 4wBE locos on their 3'6" gauge surface system. Atlas 2449 is shown at work in June 1969.

Photographed by Brian Webb



The bow-framed 2½ ton Motor Rail "Simplex" 4wPM of First War (WDLR) vintage suffered much at the hands of various rebuilders. Surely the ultimate abuse was of this diesel-engined Hibberd supplied example seen here at the 2'6" gauge Solway Moss system of Richardson's Moss Litter Co. Ltd. in September 1968. The oil drum acts as the engine bonnet!



Narrow gauge in the city of Carlisle. The ex-Buttermere Green Slate Co. Ltd. Hodge Close, Coniston, Deutz 4wDM now at R.J. Harrison's poultry farm, Harraby Green, for preservation. Photographed May 1974, gauge 2'0".

THREE LITTLE KNOWN ENGINES

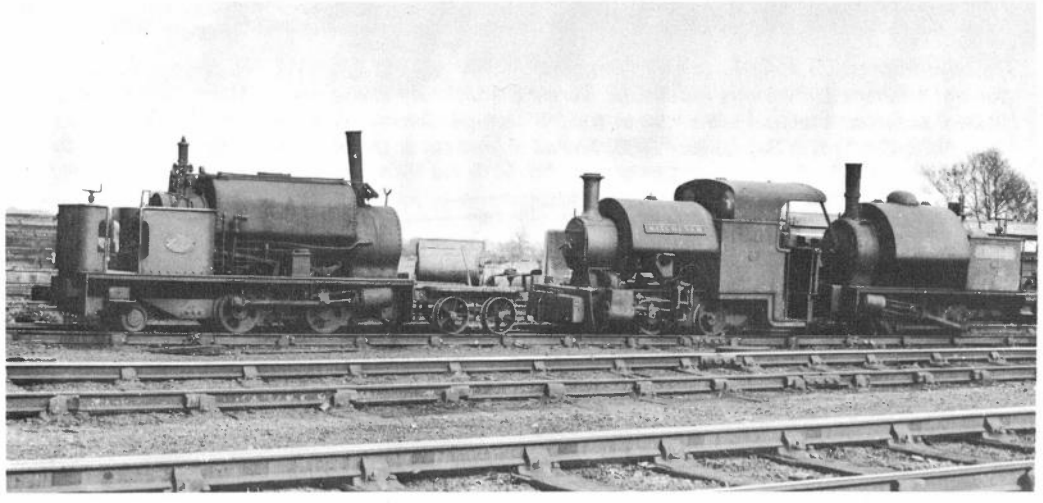
H.C. Casserley with additional notes by Mike Swift

It will probably come as a surprise to any reader not already acquainted with this very miscellaneous collection of three locomotives shown in the illustration to learn that they were not, as they appear to be, industrials in the strict sense of the word, but were actually the property of one of the great main line railways, namely the London & North Western, and in due course the London Midland & Scottish.

You will find no mention of them in any of the standard works dealing with the locomotives of these railways, although I have dealt with them in more than one treatise of my own on the subject, but otherwise they have escaped attention.

These almost entirely unknown engines were of 2ft 6in gauge, used on constructional work at various sites on the LNWR and later the LMSR, where temporary track would be laid whilst the operation was in progress. They were the property of the LNWR Engineering Department, and like other departmental engines of that railway, were not numbered in the capital stock. Normally they were kept in the Engineer's yard at Crewe, situated south of the station on the opposite side of the main line from the South Shed (the present diesel depot), and consequently were rarely seen by visitors, the majority of whom were unaware of their existence.

I knew of them through my old friend the late Will Whitworth, who in his own indefatigable way had nosed them out. So had that other lively enthusiast, W.A. Campbell, happily still with us, but regrettably I never got down to tracking them down myself. The only other photographer of those pre-war days who seems to have found them is L.W. Perkins, who also resides in Birmingham, and through whose courtesy I am able to reproduce this photograph, taken at Crewe in May 1938.



This odd trio, from left to right, were JIM CROW, an 0-4-2 saddle tank by Hudswell Clarke (340 of 1894), KITCHENER, an 0-4-0 saddle tank by W.G. Bagnall (1999 of 1915), and PLATELAYER, another Bagnall 0-4-0 saddle tank (1410 of 1893).

JIM CROW was despatched from Leeds on 24th March 1894 to the LNWR at Diggle, Yorkshire, where the company were engaged in constructing the three mile long double track Standedge tunnel. It had 6in by 10in cylinders, 1ft 8in driving wheels, 1ft trailing wheels, and weighed six tons in working order. The chimney was hinged to permit the locomotive to work into restricted headings, and could be lowered from the footplate onto a cradle fitted to the smokebox. By 1938 the original safety valve mounting, probably a Salter spring balance type, had been replaced by a modern "pop" valve almost as tall as the chimney.

Bagnall 1999 had been ordered by Gortazar y Goyarrola, Spain, in November 1913. It was built to 750mm gauge, with 6in by 9in cylinders, 1ft 7in driving wheels on a 3ft wheelbase, Baguley valve gear, and a boiler pressure of 140 pounds per square inch. The overall height was restricted to 6ft 7in for mine working, and the name BEGONA was to be carried.

However, possibly because of the war, it was not delivered, and remained at Stafford until March 1915 when it was purchased by the LNWR, and delivered to the Engineering Department at Crewe. The gauge was altered to 2ft 6in, and the nameplate KITCHENER fitted.

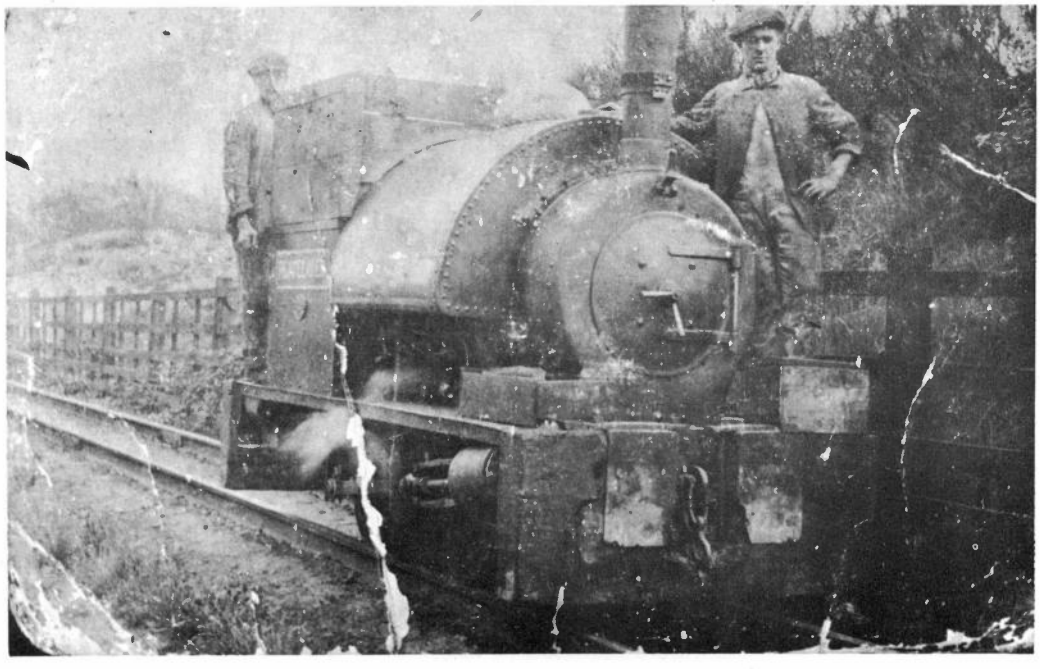
PLATELAYER, the oldest of the trio, was delivered to Crewe in November 1893. It was to have been named HAULIER, but this was probably altered before delivery. The cylinder size and boiler pressure were identical to KITCHENER, but the driving wheels were 1ft 6in on a 3ft 6in wheelbase. The chimney was hinged at the front to reduce the overall height if required to work into restricted headings. They were last heard of in February/March 1941, when the LMSR sold JIM CROW and PLATELAYER to Thos.W.Ward Ltd. for £27 each delivered at Templeborough Works, Sheffield. Possibly KITCHENER met the same fate, although this is not recorded.

If the very existence of these locomotives was little known — despite their location between periods of site activity in one of Britain's major railway centres — even less is known of the jobs on which they worked. Most railway companies employed outside contractors for construction and repair work, but the autocratic London & North Western undertook even this by direct labour at times. However, only two construction jobs are known to have used these locomotives, significantly both in the same area.

JIM CROW was delivered to Diggle for work on Standedge tunnel, constructed by the LNWR during the period August 1890 to August 1894. JIM CROW arrived from Leeds only six months prior to the completion of the tunnel, and is therefore unlikely to have been used in the actual excavation. The LNWR, inheriting the Huddersfield Narrow Canal through absorption of the owning company, also became owner of the Standedge canal tunnel, three miles long and opened in 1811. This tunnel continued in use, but the construction of the new railway tunnel partly above the canal necessitated extension of the canal tunnel to carry the track and the new platforms of Diggle station. JIM CROW would have been suited to this work, which would have started at a late stage in the whole job. On the completion of work here, JIM CROW no doubt returned to Crewe.

The next recorded appearance of JIM CROW, this time in company with its two stablemates, occurred about 1912 or 1913. The summit level of the canal was supplied by two reservoirs. Tunnel End reservoir was situated beside the Marsden entrance to the tunnel, at the opposite end to Diggle. The reservoir was comparatively shallow, and subject to silting by debris carried from the moors during heavy rains. Finally the water supply became so restricted that a comprehensive programme to clean and deepen the reservoir was undertaken by the LNWR.

A large quantity of silt had to be removed, and the restricted site adjacent to the reservoir, with four rail tracks and the canal in close proximity prevented dumping in that area. Three fields beyond the village of Marsden, sloping down from the canal to the river, provided an ideal site but was nearly a mile from the reservoir.



The Bagnall 0-4-0ST PLATELAYER on the canal towpath at Marsden during the clearance of Tunnel End Reservoir (Mike Swift collection)

A 2ft 6in gauge railway was therefore laid from the reservoir embankment, probably crossed the canal on staging, passed underneath the railway, then continued along the towpath to Station Road, where a short detour was made to cross the road on the level. The line then regained the towpath, finally crossed Warehouse Hill Road on the level, and turned into the tipping grounds.

This method of dredging the reservoir bed is not recorded, but may have required further trackwork, with a short incline or chute connecting with the main canal side line.

JIM CROW returned from Crewe to work this line, PLATELAYER and KITCHENER also arriving in later years. Unfortunately it has proved impossible to date the periods when each locomotive was there, although the length of line and the amount of silt handled would probably have required two locomotives.

The photograph shows PLATELAYER on the canal towpath near Tunnel End. It stands on heavy flat bottom rail with little evidence of sleepers. The crew appear to have attempted to improve conditions on the footplate by adding a wooden extension to the cab. Deep, heavy wooden buffer beams are also carried, but had disappeared by 1938.

The task of clearing Tunnel End Reservoir was finally completed in 1920, and the track was removed leaving no trace of its existence. The locomotives and rolling stock probably returned to the siding at Crewe to await the call to duty. The sole tangible reminder of their work was the new contours of the fields below Warehouse Hill, which were finally turned into allotment gardens.

Sources : W.G. Bagnall Ltd. letter 16th July 1958.
Industrial Railway Record. No. 49, p.85. Some locomotives of Thos.W. Ward Ltd., BY K.P. Plant.
H.C. Locos — R.N. Redman.

Industrial Railway Record. No. 49, p.85. Some locomotives of Thos.W.Ward Ltd., by K.P. Plant.

BOOK REVIEW

THE NARROW GAUGE CHARM OF YESTERDAY, *(photographed and edited by Ivo Peters. 128 pages, 11¼" x 8", casebound, 250 illustrations. Published by Oxford Publishing Co., 8 The Roundhay, Risinghurst, Headington, Oxford. (Society funds will benefit if bought at £3.60 post free from our Publications Sales Officer, Graham Holt, 22 Exton Road, Leicester, LE5 4AF).*

Many years ago I bought at a jumble sale for a few pence a copy of the August 1957 issue of the Railway Magazine which contained an article by Ivo Peters entitled 'Twilight of the Narrow Gauge Steam Locomotive' and reading this made me aware for the first time that other narrow gauge railways, other than the Talyllyn and the Festiniog, existed. Since then I have enjoyed seeing many of Mr. Peters' photos in various railway books so that it is a particular pleasure to be able to review this book, which represents the pick of Mr. Peters' photographs of nine different lines (Schull & Skibbereen, Tralee & Dingle, Furzebrook, Scaldwell, Wellingborough, Kettering, Penrhyn, Dinorwic and I.O.M.R.).

At a time when we are currently being subjected to a positive deluge of photographic albums covering every possible aspect of the railway scene the first thing that strikes one when looking through this book is the very high quality of the standard of photographic reproduction, which must compare very favourably with any similar album currently on offer, at least amongst those published in this country. Inevitably some of the photographs have been published before but it is pleasing to see how many are completely new. For me, as no doubt for many people, the real pleasure is to be reminded of the many happy days I have spent visiting some of the lines illustrated as well as sadness at the ones I missed (What wouldn't I have given for a ride on the Tralee & Dingle on the once monthly cattle train, or seen QUINTUS ambling through Creech Woods). If any criticism is to be made of the book it is possibly that a few of the lesser photographs could have done with thinning out and replacing with a section on a tenth line, possibly the Welshpool & Llanfair in pre-preservation days, but nonetheless this is a superb album of the now vanished narrow gauge scene, and one that should be on every enthusiasts bookshelf. — AN

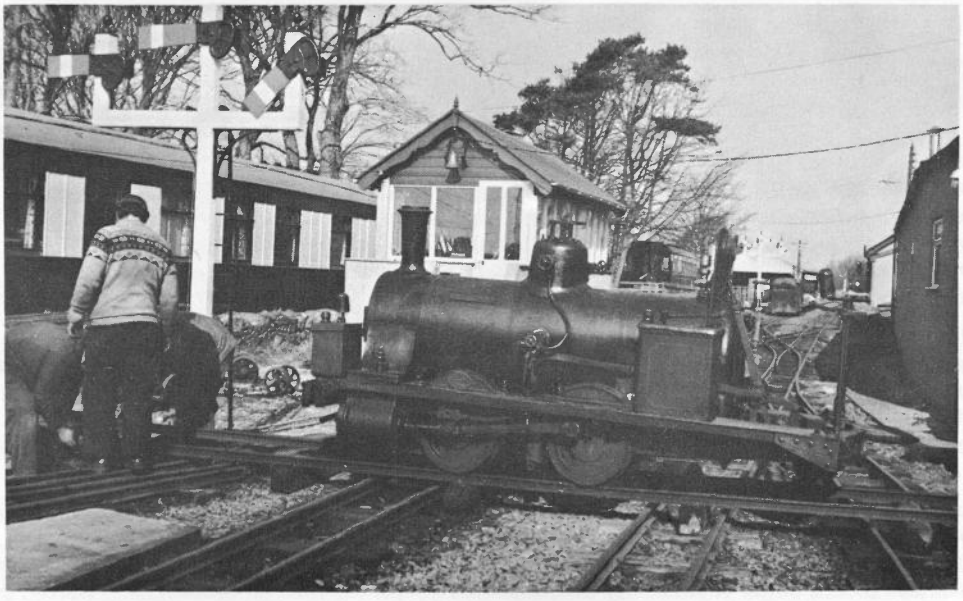
ERRATA

Our apologies to Ivan Stephenson for the unfortunate misprints in the details of Bwn 61269 in his article on page 3 of magazine No. 71, which should have read:-

WEIGHT (TENDER) 17.65 U.S. Tons ..... as built
BOILER PRESSURE 160 psi

PRESERVED GASWORKS STEAM

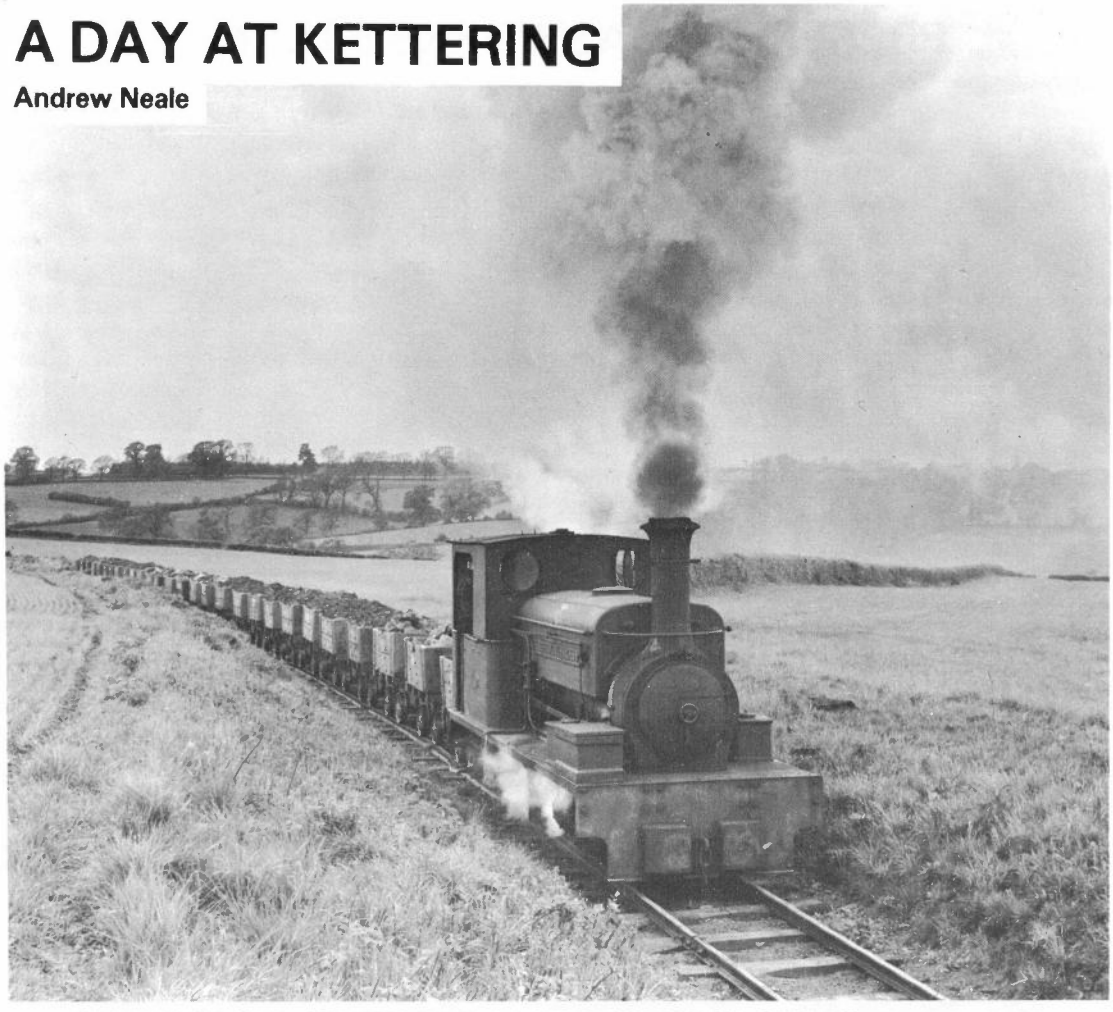
After being named DOUGAL the previous day, 0-4-0T AB 2207/46 is seen in use at Llanfair Caerinion on Easter Sunday last .. Note that she has been rebuilt with much larger sidetanks than when at Provan gasworks. *(Michael Bentley).*



Ex Dundee Gasworks Kerr Stuart 0-4-0WT 720/01 is unloaded at Ravenglass on 6th. March last. Originally acquired for preservation in October 1959 by Mr. Ian N. Fraser of Arbroath and named BONNIE DUNDEE, the loco is to be re-gauged to 15", liners fitted to the cylinders and the loco converted to a rail-motor type inspection car, similar to THE BUG used by Drummond on the L.S.W.R. *(Ian N. Fraser).*

A DAY AT KETTERING

Andrew Neale



On a very dull day in May 1960 Ivo Peters caught Manning No. 8 plodding up through the fields with a heavy load of ore. The author attempted to get a very similar picture to this one on the occasion of his own visit, but a combination of semi-monsoon weather, numb fingers and a Brownie Box camera of dubious antiquity produced a far worse result than is shown here!

One of the first 'serious' railway books that I ever bought was Eric Tonks' classic work on the ironstone tramways of the Midlands. At the time its purchase represented a considerable effort on my part as the price of 50s. was a considerable sum to a 14 year old schoolboy. Soon afterwards I joined the N.G.R.S. and on receiving the July 1962 newsletter I learnt that the 3'0'' gauge system at Kettering ironstone pits, which was by far the most interesting of the three surviving ironstone narrow gauge ironstone lines, was to close the following October. A visit there therefore seemed essential during the coming school holidays.

As it turned out it was not until the very last day of the holidays, early in September, before the necessary money for the return rail fare had been raised. As things turned out, this was to be doubly unfortunate, as regular steam working over the Midland main line up to Kettering had ceased the previous Friday, and, as it was to turn out, I could have picked better weather. By the time I had got off the train at Kettering and walked through the town towards the works end of the ironstone line the weather was looking decidedly grim. As I neared the works I was disappointed to see the day's three working narrow gauge locos, two Manning Wardle 0-6-0ST's and a Black Hawthorn 0-4-0ST, set off across the fields at short intervals, each with a train of empty wagons, but consoled myself with the thought that they would be back at lunchtime and there would be a return trip that afternoon. Arriving at the works I was met by the manager, who at first intended throwing me out all together

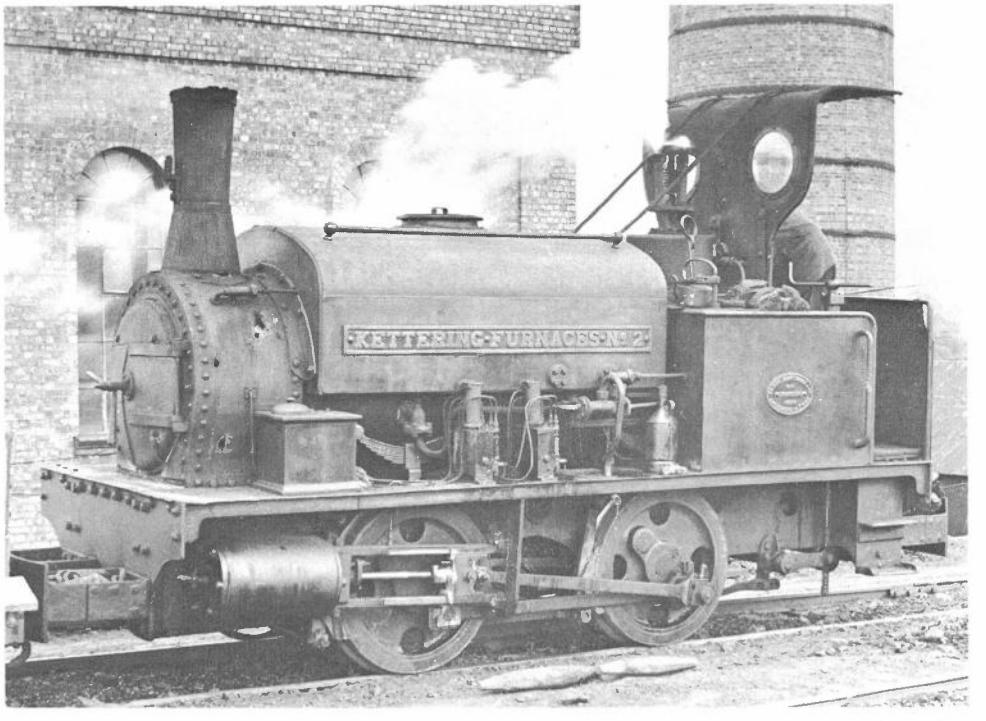
but after much pleading on my part agreed to let return at 2 o'clock to see the working locos. At this point it started to rain heavily.

Feeling very miserable, I started walking away when I heard someone calling. It turned out to be the driver of the working standard gauge loco and in a matter of moments I was drying myself off in the cab of No. 14, the unique Lingford Gardiner built 0-4-0ST. After a brief but enjoyable spell on No. 14's footplate I set out to explore the works, keeping a wary eye out for the manager.

The 3'0" gauge line dated from 1878 with a number of branches bringing ore from the surrounding fields to the ironworks at Kettering adjoining the Midland Railway main line. Ore from the narrow gauge wagons was tipped from a long brick gantry carrying three parallel tracks into bays to be calcined (i.e. mixed with coal and burnt) before being fed into the furnaces. The ironworks closed in April 1959 and a row of holes was knocked through the gantry walls and a standard gauge track laid through so that the ore could be tipped directly into B.R. wagons for use elsewhere. By this time the 3'0" gauge had been reduced to a single line about two miles long to the pits at Rothwell.

The single road corrugated iron shed for the working 3'0" locos was empty but down at the other locoshed Avonside 0-6-0ST No 11 stood spare on the std. gauge road and No. 3, a Black Hawthorn 0-4-0ST built in 1885, was on the narrow gauge. I learnt that Black Hawthorn No. 2 and Mannings 6 and 7 were in use whilst No. 8, the third Manning, had failed up at the pits the previous Friday and would be working back light that morning. Up on the tipping dock a group of men were attempting to fre a wagon body which had tipped over too far and lodged in the tipping dock. Eventually it was barred free and allowed to crash onto the track below, shattering the wooden body. By this date only about 100 of these 2-ton wooden side tippers were still required for daily use, leaving about 200 spare, so one wagon more or less made little difference.

Soon after, No. 2 returned with its train and I enjoyed a trip on her footplate as she banked her train onto the tipping dock. As I tried to find some shelter from the pouring rain by crouching under her tiny weatherboard I soon appreciated why her driver, a Dickensian character with thick black sideburns and eyebrows to match, should find it necessary to wear no less than four overcoats together with an extremely ancient cap pulled down well over his eyes!



Oldest of the Kettering fleet was No.2, Black Hawthorn 501 of 1879, seen here at work on the ironworks loading bank in March 1962, by which time it had lost the top of its chimney.
(Ivo Peters)

Having dealt with her train No. 2 returned to a short siding on the edge of the works to await the other two trains. Upon arriving with a train of about 36 wagons No. 6 paused opposite No. 2, uncoupled, then rapidly accelerated away leaving its train to roll down the gentle grade behind it. As soon as the last loaded wagon had cleared the short siding points No. 2 charged out after the train to push it onto the centre road of the tipping dock. Being totally unprepared for this very spectacular operation, the shock of No. 2 slamming into the rear of the wagons almost threw me off the tiny footplate. The operation was repeated with No. 7 and her train with No. 8 following on light.

After a lunch of very wet sandwiches I was invited to take a trip up the line on the footplate of No. 6. I soon discovered that the reason for the keen-ness of No. 6's crew to have me with them was to have a 'volunteer' to do all the outside jobs, as the rain, if anything, was now even heavier. As I shovelled coal from a B.R. wagon onto No. 6's footplate I reflected that even if I wasn't getting any pictures I was certainly acquiring an intimate knowledge of the Kettering system! That trip on No. 6 was one I will always remember, with the driver, his mate and I and a considerable quantity of coal sharing the footplate and the rain driving down against the sacking we had tied up in a vain attempt to keep it out and the rails barely visible under grass and mud.

Conditions at the pit were even worse, with parts of the track awash and men floundering around in the mud. Until two years before the pit had still been hand dug and working conditions on a day like this must have been indescribable. Having loaded our train we set off back, passing No. 7 with her train of empties in the loop by the Rothwell road bridge, then back across the fields past the disused Cherry Tree loop, now choked with abandoned wagons, where the remains of the branch to Bunkers Hill pits could clearly be seen, and back to the works. Here I left No. 6 and walked back up the line to catch No. 7 returning. Although the resulting picture was terrible the sight and sound of No. 7 and her train of ancient wooden side tippers bumping across the fields in a scene that could not have changed over the previous 60 years was one that I shall long remember.

Seven months later I returned, hoping to see No. 7 on the demolition train and to see if we could buy a loco for Brockham Museum. But by then all track and wagons had gone and only locos 3, 7 and 8 remained in the top shed while No. 6's former crew had almost finished cutting her up. Although our preservation attempt was unsuccessful Nos. 3 and 8 were saved and the Company kindly presented us with No. 7's plates.

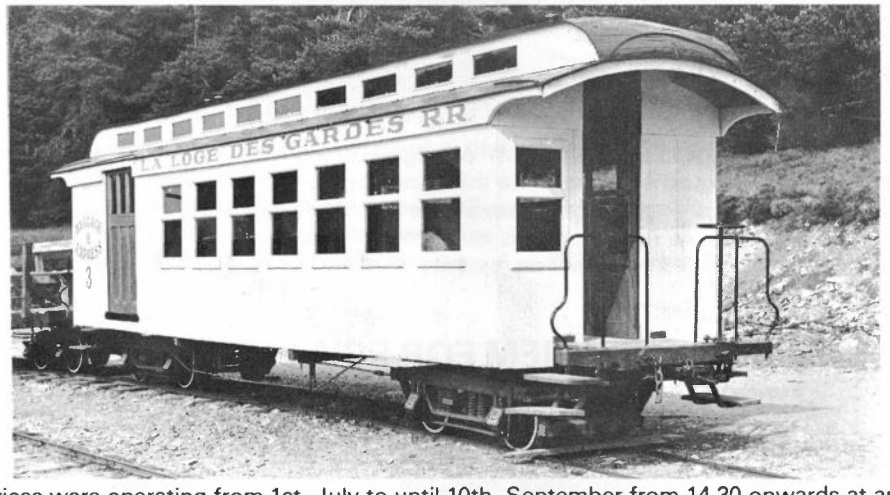
Manning Wardle No. 7 and train pass No. 6 waiting in the lay-by siding just outside the works. On this particular day (4th. June 1962) neither Black Hawthorn was available and No. 6 was performing the spectacular fly-shunting operation at the works in their place. (Ivo Peters)

LA LOGE DES GARDES RR

N.R. Knight

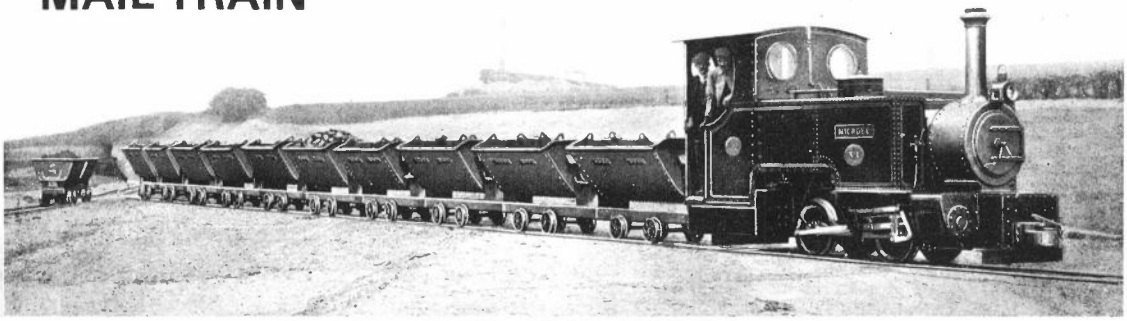
This interesting pleasure railway is situated between the towns of Vichy and Roanne, high up in the mountains on the D51 from St. Priest to La Croix-Trevingt. The 4km long line is believed to be of 70cm. gauge and the sole motive power is MAGDALENA, an oil-fired 4-4-0 of traditional American outline and carrying the number 1. MAGDALENA was built locally in 1970 although some of the cab fittings are by Mather & Platt of Manchester. It is painted black lined red and yellow and is quite in keeping with the landscape.

Like the loco, the station building, locoshed and the ranch house nearby are built on 'wild west' lines. From La Gue de la Chaux station the line passes over a wooden trestle viaduct and then away through the woods to the top station which is at a height of 1160 metres (over 3,500 ft.), the return trip to La Grande Ecluse station taking about 30 minutes. At the time of our visit (summer 1974) the train was composed of one open bogie coach fitted with two long wooden seats with the loco propelling, presumably because run round facilities were not complete. The only covered coach is 3, again built on American lines and painted bright yellow. The very large tickets carry a picture of MAGDALENA and are priced at 5f overprinted 7f.



In 1974 services were operating from 1st. July to until 10th. September from 14.30 onwards at approximately half hour intervals. The line is supported by Les Amis De La Montagne Bourbonnaise, 03250 Le Montagne Bourbonnaise and is well worth a visit to anyone in the area.

MAIL TRAIN



BALDWIN'S PRESERVED TRIO

I liked the picture of MOELWYN and also the 1914-18 war picture of a sister loco. I believe that in a film series about the Great War on TV I caught a fleeting glimpse of one on a roadside railway leading to the French Fortress at Verdun.

Our Baldwin on the F.R. has given me much pleasure over the years, as I have often worked on her. In her 1954/5 guise she was identical to the France photo, with the fuel tank stopping forward vision, the vertical stack and the 'Golden Glow' headlamp complete with stub of candle therein. During the closure this lamp was on the front of a Fairlie. She only moved once more or less under petrol engine power towed behind MARY ANN, also then in petrol-engined form. However from the internal rumpus the clearances in the big end bearings were to be measured in 1/8ths rather than thous so we never repeated the attempt. Eric Cooper (now manager of the Strathspey Railway) found a 3LW Gardner engine in Duffield near his home and this we collected and Eric fitted it into MOELWYN, retaining the hand starting and two speeds in each direction. One great handicap was that if one stalled when attached to a train one had to uncouple, hand shunt apart and stuff in a 6 foot starting handle. We soon scrounged a BS6 starter, a dynamo and batteries and we were in business. This diesel engine ran for many years and when it began to show signs of wear we found and fitted a further Gardner, a 4LK, a four cylinder engine with approximately the same output as the three large cylinders of the LW type. This ran for many years with minimal attention and was recently retired into a compressor and a further Gardner 4LK installed. When one considers that the cost of the three engines came to no more than £85 one can see the advantages of using Gardner's fine product. Incidentally we have always had the most splendid co-operation from the Gardner family and firm.

The reason for fitting a Meadows gearbox was that it was the first one the writer found that fitted the bell housing on the engine. This transformed the loco, it then being capable of moving a Fairlie on tick over.,

MACCLESFIELD, CHESHIRE **IAN SMART**

OUR OLD EMBLEM

Rodney Weaver's short description of PEKOE TIP on page 28 of NARROW GAUGE No. 70 is most interesting. In January 1926 Bagnall's supplied a new boiler for this locomotive to order no. 9194, it cost £285 being ordered by Jokai (Assam) Tea Co. Ltd.; being delivered from Stafford on the 30th. of that month. Later spares were ordered up until the early 1930's by Parry Murry & Co., so she was still alive and kicking then. PEKOE TIP herself was delivered in September 1894 and cost £428.

'NEWCASTLE, STAFFS. **ALLAN C. BAKER**

REQUIEM FOR FOWLER'S

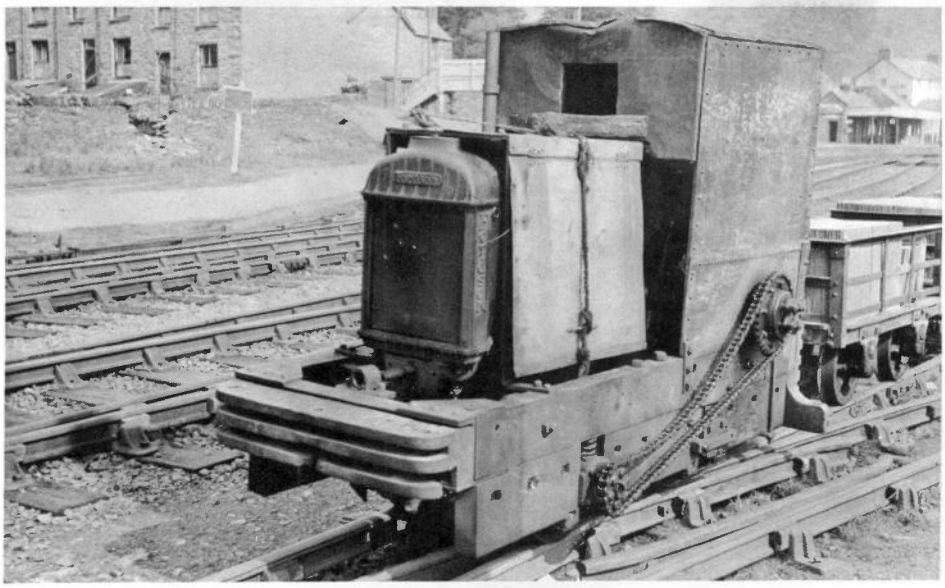
I suspect that the Fowler 8123, HOPE, illustrated on page 13 of NARROW GAUGE 70 may have worked at the Tongaat (not Tongatt as you have it) Sugar Estate, Maidstone, Natal, as one of their later locomotives, WB 2599/39, carried the name W.J. MIRRLEES, spelt thus and not "Mirlees" as you quote it. This estate had its first Bagnall in 1906 and the last in 1944. It has since abandoned rail transport completely and I always suspected that they may have had earlier locomotives.

NEWCASTLE, STAFFS **ALLAN C.BAKER**

NARROW GAUGE AT BLAENAU

On page 18 of NARROW GAUGE 70 the remains of MARGARET at Llechwedd are mentioned and by this I presume WB 1445/95 is meant. Now the Llechwedd Quarry converted two of their Bagnalls to overhead wire electrics. THE COALITION is without doubt Bagnall 1278/90 and was rebuilt to that form in 1930. This locomotive was an outside frame inverted saddletank and not a conventional saddletank as stated, its outside frames proving its identity beyond doubt. However, of the other two locomotives supplied by Bagnall's to Llechwedd identity is by no means so certain. They were Bagnall 1445 as mentioned above and Bagnall 1568/99 DOROTHY and until recently it was always assumed that it was the latter that was converted to an electric in 1927 becoming ECLIPSE. However recent research, including the remains quoted above, would seem to indicate that it was MARGARET that became the electric and DOROTHY whose conversion was never completed and was left to slumber partly dismantled for many years in the quarry shed. (See "Bagnall's of Stafford" pages 35-6). Allen Civil and myself were once told by an old "gaffer" at the quarry that the electric conversions derived their names because THE ECLIPSE was converted during the year 1927 when there was a total eclipse of the sun, and THE COALITION was converted in 1930 when there was a coalition government. I am unable to comment on the former but as regards the latter the coalition government under Ramsey MacDonald was not formed until August 25th 1931, so either the quarry owners had considerable foresight or the conversion was not in fact completed until 1931.

NEWCASTLE, STAFFS. **ALLAN C. PARKER**



The ex- Rhiwbach Quarry Muir Hill petrol loco in use in the G.W.R. yard at Blaenau on 3rd. September, 1957. *(J.E. Cull)*

Further to your query on page 29 of the last issue of the magazine regarding the loco that shunted the G.W.R. yard at Blaenau, on a visit with a friend in September 1957 the locomotive was seen at work and is clearly a Muir Hill although its actual identity is unknown. The above photograph showing it at work was taken by my friend on that occasion.

BIRMINGHAM **D.C. CLAYTON**

I am most grateful to both Doug Clayton and Mr B.M. Ruffell, who wrote on similar lines and enclosed a photo of the loco taken in 1958, for resolving the builder of this loco. Mr. Ruffell also points out that this was not the first time a Muir Hill has worked on the F.R. Between April and August 1924 a Muir Hill was on trial from the Aluminium Corporation at Dolgarrog. As the subsequent fate of this loco is unknown, it is possible that it was the same one, being acquired from Dolgarrog by Rhiwbach quarry and finding its way back to the F.R. via Maenofferen. An interesting point is that the Dolgarrog loco is stated to have been built in 1922, whereas Muir Hill are not generally thought to have started building locos until 1926. Indeed, their works no. 2 was delivered to the Ravenglass & Eskdale Rly. on 19th. July, 1926, where it is still in service. — AN.

All the above advertisments are from the August 1919 issue of "The Quarry," courtesy Mike Swift.