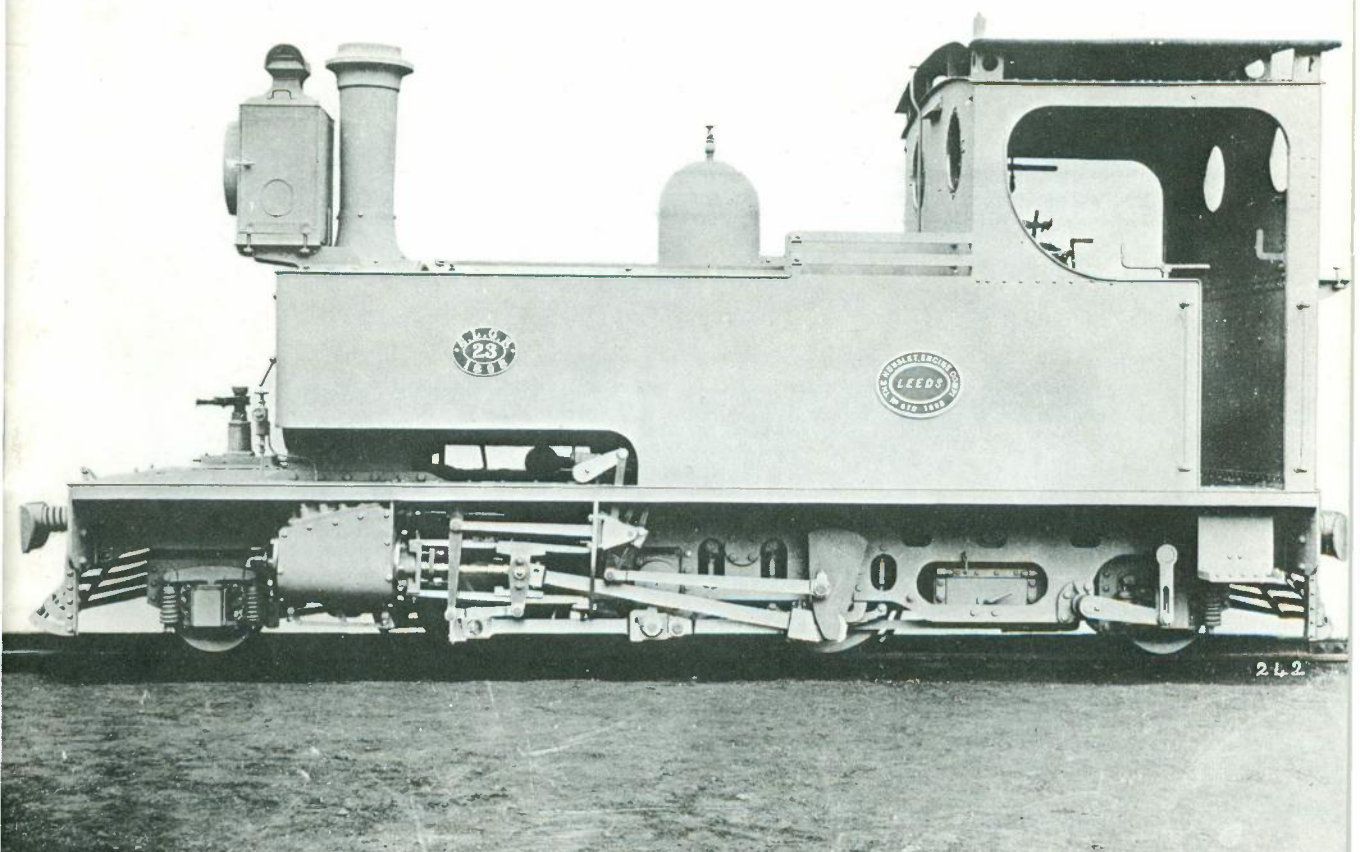
THE NARROW GAUGE

No. 74 Winter 1976/77



NARROW GAUGE RAILWAY SOCIETY

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Serving the narrow gauge world since 1951

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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.

THE NARROW GAUGE

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Published quarterly by the Narrow Gauge Railway Society to record the history and development of narrow gauge rail transport. Our intention is to present a balanced, well illustrated publication, and the Editor welcomes original articles, photographs and drawings for consideration. Articles should preferably be written or typed with double spacing on one side of the paper only. The Editor appreciates a stamped addressed envelope if a reply is required.

A range of back numbers, and binders for eight issues (£1.00 post free) are available from the address above.

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EDITORIAL

One of the most pleasant things about working on our 25th. anniversary issue was the great willingness of so many people, many of them not Society members, to contribute material, photographs or help in many other ways with this unique issue. As members will have realised, each article was specially commissioned from someone well qualified to write it, and while every issue represents the combined efforts of a number of people, not all of whom can be individually acknowledged, issue no. 73 will probably stand as a record for the number of people involved. It is very nice to know that despite our various problems of the last few years the Society still retains a high reputation in the railway enthusiast world.

Now that this special issue is behind us, we hope to get back to a more regular publication of the magazine and a number of very interesting articles are to hand. However it is noticeable that many of the articles received concern the current overseas narrow gauge scene and while this undoubtedly reflects the fact that many enthusiasts are now travelling overseas in search of 'real' narrow gauge lines that operate for purely commercial, as opposed to pleasure, reasons it is nevertheless the function of this magazine to cover all aspects of the narrow gauge scene. One thing your editor finds particularly disappointing is the lack of articles about non-steam operated industrial lines in this country. Such railways have formed the bulk of the U.K. narrow gauge scene for some time now, and are themselves rapidly dying out. They merit just as much serious treatment as any other aspect of narrow gauge railways, if not more so, as there are in fact far more gaps in our knowledge of the history of these lines than any other aspect of the narrow gauge scene, at least in this country.

Cover Picture: Works official photograph of S.L.G.R. 23, Hunslet 675/1898.

(Hunslet Holdings).

PENLEE — A RIDDLE SOLVED

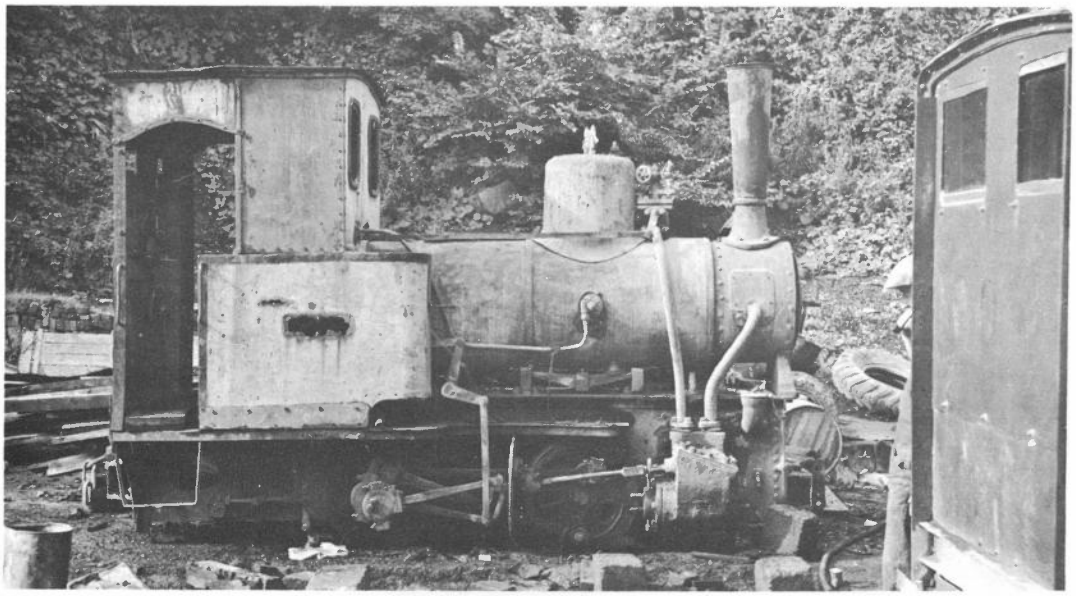
Martin Murray

The identity of PENLEE, the 2' gauge 0-4-0 well tank preserved at the Amey Roadstone Corporation Penlee Quarries, Newlyn in Cornwall, has long been a mystery to enthusiasts. Official records state that it was purchased from Arthur Koppel, and give the works number as 73. The date at which the locomotive arrived in Cornwall is not exactly known, but is believed to be about 1900.

In view of the fact that it was purchased from Arthur Koppel, it was at first assumed that it had been built by Orenstein and Koppel, although in fact the two concerns were independent organisations, though they co-operated closely. Arthur Koppel supplied light railway equipment throughout the world, and obtained his locomotives from several sources, principally Orenstein and Koppel, Krauss, and Jung. Orenstein and Koppel had by 1900 developed a high degree of standardisation in the locomotives they built, two very characteristic features of their products being the flat-topped valve covers and the rounded cab-windows. The absence of these features on PENLEE made me feel that it was not an O & K product; moreover there is no suitable loco shown in the complete O&K works list for the period.

Similarly, PENLEE shows little in common with Jung products of that era, and a recent letter by Peter Kuntze in Narrow Gauge News shows that it is extremely unlikely that PENLEE is a Krauss product.

Investigation of pictures of products of other German firms in my collection reveals a close similarity between PENLEE and two Freudenstein locomotives, works numbers 63 of 1901, a 750mm gauge 0-4-0T now at Brzesc Kujawski sugar factory in Poland (their No. 1), and 138 of 1903, a metre gauge 0-4-0T, Ponferrada - Villablino No. 22. The boiler of Brzsc No. 1 was replaced in 1940 by a new boiler of Polish construction, but the cylinders, valve gear, wheels, and frame show marked similarities to PENLEE. The cab looks more like an O&K pattern, as does the chimney, but it is possible that these were replaced along with the boiler. P.V. No. 22 is less similar to PENLEE, partly due to being metre gauge, but an interesting common characteristic is the dome-mounted safety valves, which are of a type often favoured by Krauss, but unknown on O&K locomotives.



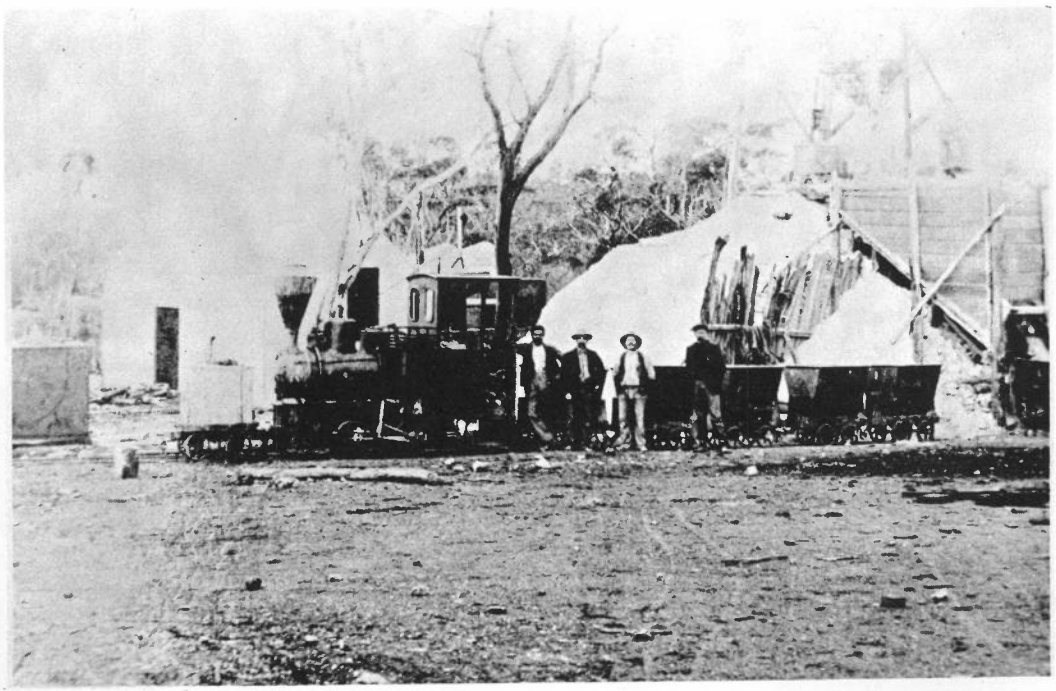
PENLEE lying out of use about 1948, shortly after withdrawal. *(Frank Jones).*

Feeling confident that Freudenstein was the builder of PENLEE, and that the builders number 73 would fit well into the known Freudenstein list as a locomotive of 1901 vintage, I was particularly interested in the picture of Freudenstein 175 of 1904, taken in Australia in the early years of this century, and kindly sent on to me by Ron Redman. While this historic photograph is not very clear, the cab is revealed as being almost identical with that of PENLEE, and many other characteristics, e.g. the regulator and steam pipes, show such close similarity with PENLEE that there now appears little room for doubt that PENLEE is indeed Freudenstein 73 of 1901.

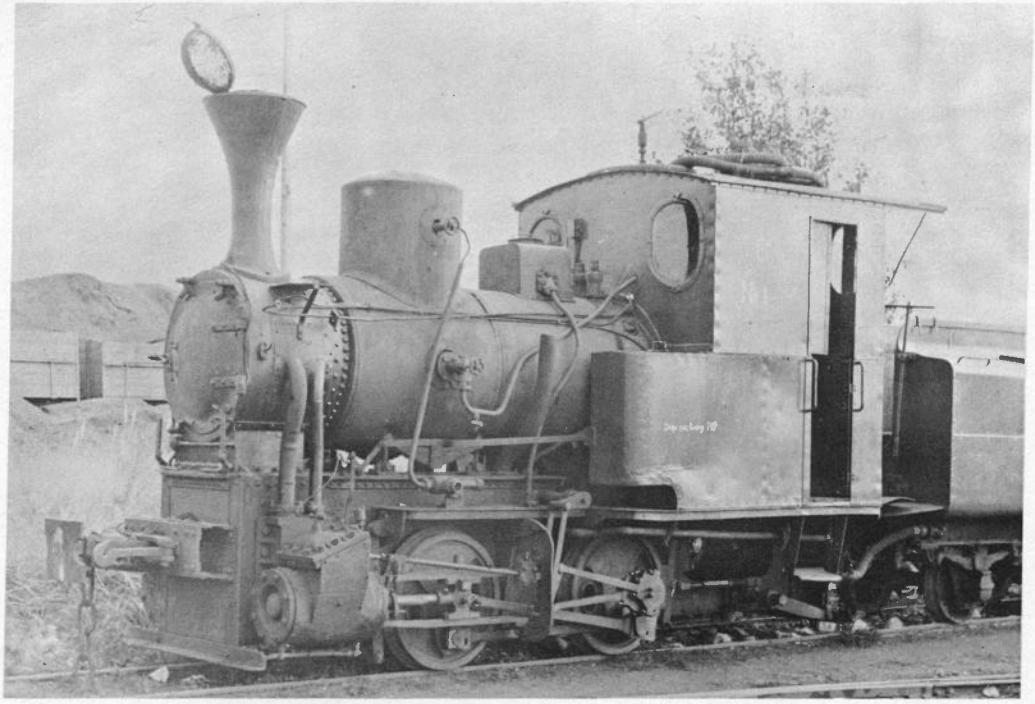
A short article on PENLEE on p. 163 of the "The Locomotive Magazine" for August 1909 gives the following details:- Cyls. 6½in. x 12in; Wheel Diam. 1ft. 11in.; Wheel Base 3ft. 4in; Working Pressure 176 lbs./sq.in.; Wt. in working order 6 tons 11 cwt; Tractive Effort 2,240 lbs.; The locomotive could pull 154 tons on level track or 8 tons up 1 in 20. — AN.

Freudenstein works plate 175 of 1904 in the collection of Keith Watson. (Keith Watson).

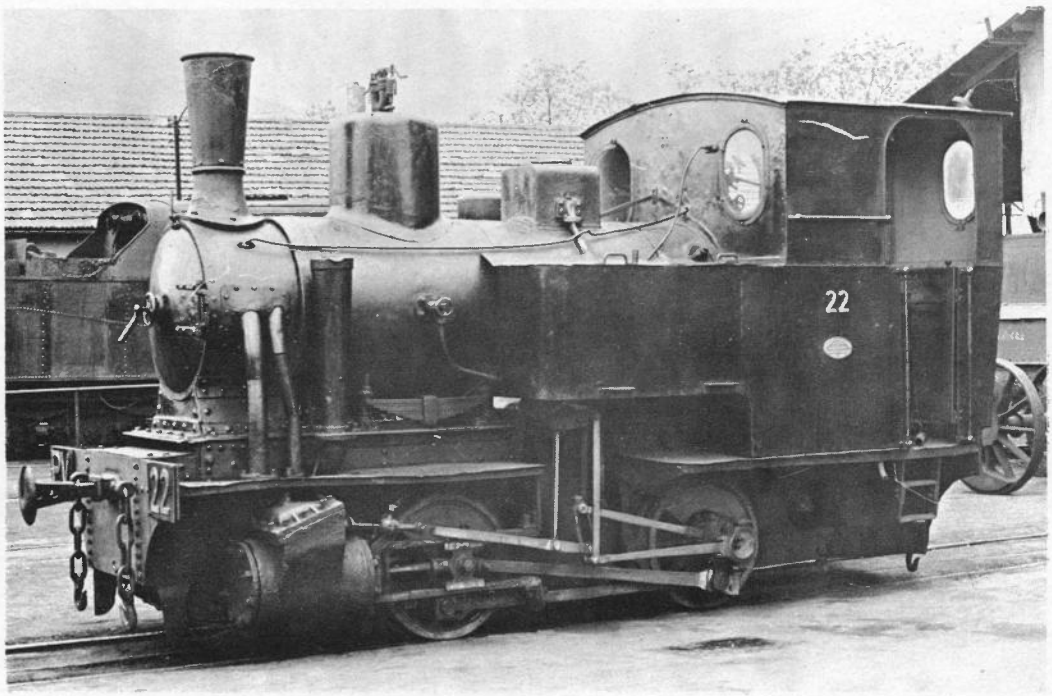
Since the name of Freudenstein is probably unfamiliar to most readers, a few words about the history of the firm are probably relevant. Julius Freudenstein was an associate of Benno Orenstein and Arthur Koppel, who in 1891 set up as an independent dealer in light railway material. In 1895 he started independent production of locomotives and other equipment in a small factory in Tempelhof in Berlin. It seems logical that he would have co-operated with Arthur Koppel, who had world-wide interests, for any export trade he might hope to gain, and it was presumably thus that PENLEE came to be delivered to England. Freudenstein never became very successful, however, and in 1905, having produced about 250 locomotives, the firm went into liquidation, and was absorbed by Orenstein and Koppel.



0-4-0WT Freudenstein 175/04 in service prior to the 1914-18 war in the Western Australian goldfields. (Collection Keith Watson).



Polish Freudenstein. Brzesc Sugar Factory's number 1 is Freudenstein 63/01, a 750mm gauge 0-4-0T. *(Martin Murray).*



P.V. 22 (Freud 138/03) at Ponferrada on 13th. May 1975. This loco now carries a recast plate Freudenstein 188. *(R.A. Bowen).*

THE AICHI CHILDRENS LAND RAILWAY

Shigakazu Shimamura

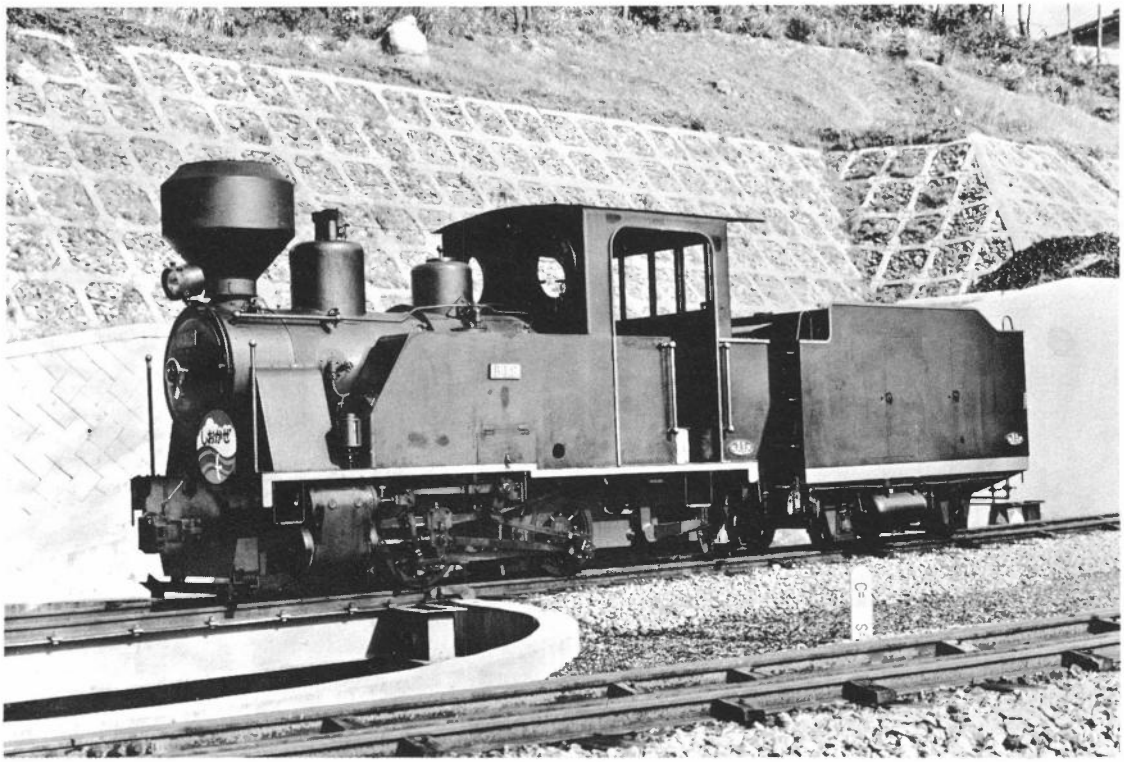
The Aichi Childrens Land is a large amusement park situated in the Aichi prefecture. The park forms part of the Mikawa Bay National Park and was opened in 1974 as part of the celebrations marking 100 years of the Aichi prefecture.

During the Autumn of 1976 I paid a visit to the park with the intention of visiting the 'Aichi Childrens Land Railway'. The railway was opened at the same time as the park and must be one of the only railways in the world to order steam locomotives during 1974.

The railway is laid to 762mm gauge, and is a simple circle with one loop and spur, all trains operate under the name of 'Kodomo Kisha' which roughly translated means 'childrens train'. The main line is laid around the summit of a hill and is 1.1 km long. Trains operate throughout the year, Monday excepted, from 10.00 hours to 16.00 hours, frequent service at ½ hour intervals, this reducing to ¼ hour intervals on Sundays and holidays. Fully equipped with A.T.C. signalling the line also has an automatic barrier installation and a short tunnel.

Motive power for the railway is provided by two 0-4-0TT locomotives, details below, built in 1974. An unusual feature of the locomotives is the fact that though they operate with a tender this does not perform the usual function of a tender, in fact the tenders contain 30Kw diesel generators to provide power for train heating and lighting. Substantial buildings provide ancillary services and consist of a two platform station, engine shed, turntable and coal hopper.

0-4-0T/T B11 MATSUKAZE pounds up the grade with a full train on 16th October 1976.
(S. Shimamura).



0-4-0T/T B12 SHIOKAZE built in 1974. *(S. Shimamura).*

Locomotive details

Locomotives of the 'Aichi Childrens Land Railway' are as follows:

B.11	MATSUKAZE	0-4-0TT	Kyosan Kogyo Co.	/74
B.12	SHIOKAZE	0-4-0TT	Kyosan Kogyo Co.	/74

Builders refer to these locomotives as B.8 type.

Wheel diameter	;	560mm	B.P.	;	13kg/cm2
Cylinder diameter	;	180mm	Wheelbase	;	1220mm
stroke	;	260mm	Overall Height	;	2627mm
Weight, empty	;	7.05 tonnes	Width	;	1770mm
Weight, working order	;	8.03 tonnes	Length	;	4860mm

Locomotives operate on alternate days.

Under the heading "Co-operation between Railroads and the Navy, *"The Springfield Union"* (U.S.) says:- "As soon as we get over the rush we are going to invent a big navy gun that will throw deadly car stoves into the enemy's vessels. Two grand results will be accomplished. The enemy will be annihilated in a particularly melancholy manner, and we shall get rid of the car stoves." *("The Engineer", November 18th. 1887. Possibly one of our American readers can tell us if this interesting idea was in fact put into practice?).*

EAST GERMAN NARROW GAUGE — A SUPPLEMENT

Following the survey of East German narrow gauge railways in issue No. 71 two members sent in articles on the two lines in the north not covered by the original article. It is hoped that this additional material as well as the original article will be of use to members planning a visit to East Germany, which is now the best country in Europe to see narrow gauge lines working, at least amongst those reasonably easy of access to the West European enthusiast. — AN.

RUGEN'S REMNANT — THE PUTBUS—GOHREN LINE

D.W. Winkworth

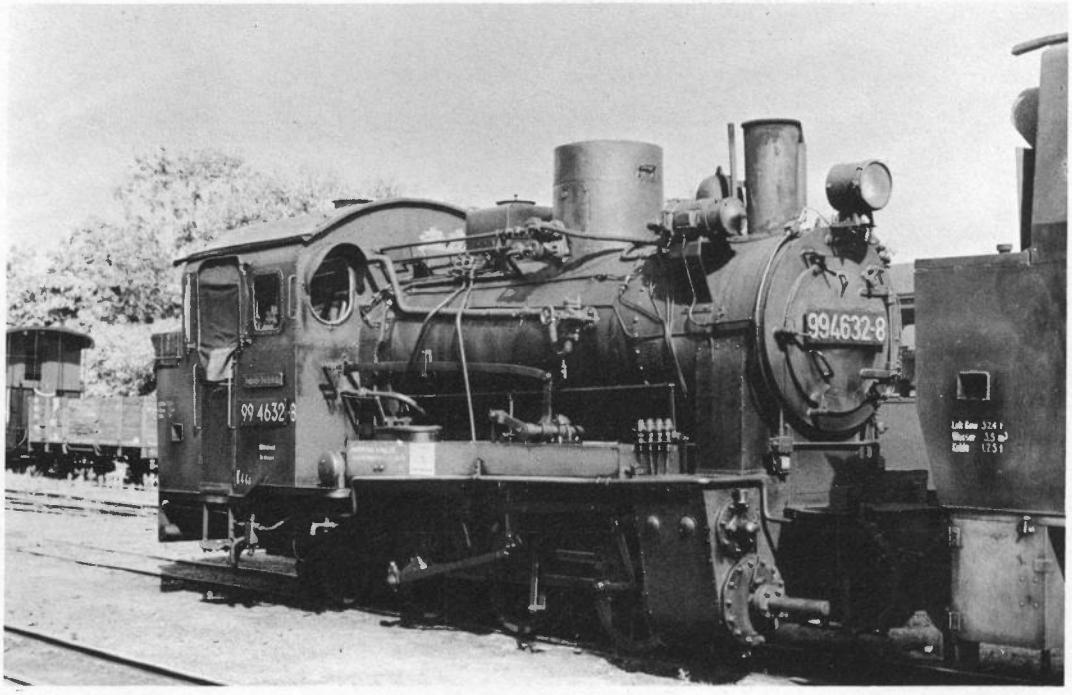
In an otherwise comprehensive survey of the existing East German narrow gauge railways in issue no. 71 of The Narrow Gauge the 750m gauge line from Putbus to Gohren on the island of Rugen received mention but without detail and the purpose of this sketch is to remedy that omission.

The area north of Berlin to the Baltic was particularly rich in narrow gauge lines and nowhere more so than in the vicinity of Stralsund, both on the mainland and the large island of Rugen, which is connected to Stralsund by a bridge from Altefahr. The standard gauge main line goes across the island to Sassnitz throwing off branches to Putbus (and Lauterbach) and to Binz at Bergen and Lietzow respectively. There are still remains at Bergen of the narrow gauge route which struck out northwards to Wittow by way of Trent and as the train approaches Putbus on the branch from Bergen there is another reminder of the former glories as the old route from Altefahr, serving Gustow and Garz, leaps across the track by means of a still extant and graceful, if abandoned, reinforced concrete bridge.

Whereas Putbus was the base of a Y, the right-hand arm to Gohren now only survives. In days gone by through trains would have had to reverse direction here. Now Putbus has a very much down-at-heel air with a lot of weed-overgrown stock and sidings which is not the usual appearance put on by present day DR narrow gauge railways. The station platforms are slightly raised mounds of earth and the main station buildings across the standard gauge running lines provide all necessary passenger facilities. The extreme end of the line is occupied by the locomotive shed buildings and yard and various sidings in the vicinity shelter useable and derelict stock including snowploughs.

99.4631 waiting to leave Gohren with the 14.14 train to Putbus on 19th. September 1976.
(D.W. Winkworth).

2-8-0T 99.4802, the highest numbered 750mm gauge loco on the DR, in store at Putbus on 23rd. May 1976. 0-8-0WT 99.4632 stands behind. *(J.A. Forshaw).*



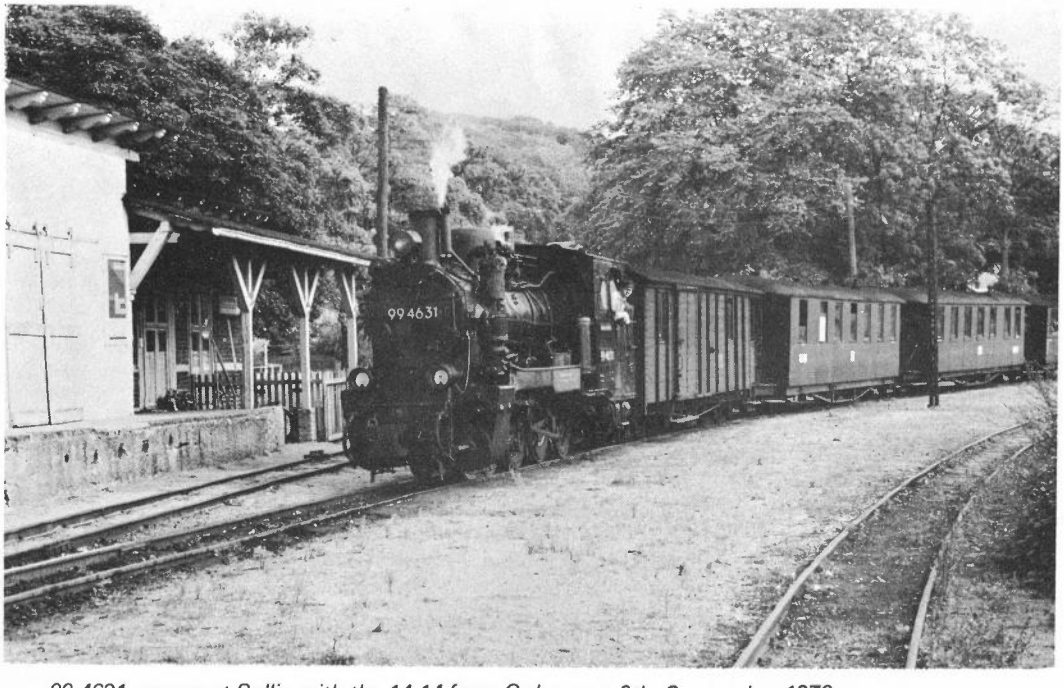
0-8-0WT 99.4632 at Putbus shed on 6th. September, 1976. *(Brian Rumary).*

The route out of Putbus is north-eastwards turning to the east and is, not unnaturally, single-tracked. For the first few kilometres the railway wanders through vegetable fields; after about 3½ kilometres a loop is met with which is in use for passing trains. No halt or station exists here, although shortly after there is a halt at Posewald (3.8km). The route continues past the halts of Seelvitz and Serams and through arable countryside which requires little in the way of engineering works save low embankments until, suddenly, there is a climb into the station at Binz Ost (10.9km). The appendix of Ost is to dinstinguish it from the terminus of the standard gauge branch — simply known as Binz — which is about two and a half kilometres distant. Binz Ost is a passing point having a loop and a siding and also boasts, within the station buildings, refreshment facilities.

Onwards from Binz, where a fair amount of passenger traffic eastwards originates, the character of the line alters with cuttings and woods predominating. Indeed the next halt, Jagdschloss, is situated in a wooded heath and this sort of country continues to the following halt of Garftitz (14.6 km). Beyond Garftitz sight is caught of a mere which is, in fact, one of the south-facing indents of the peninsula into which the line is penetrating. Sellin (5.2km) has a staffed station building, a long curved passing loop and a siding and the next station, 1.3 km further on, Baabe is also staffed, although its loop is partly dismantled and the siding unused. Baabe has a beach on the east side of the peninsula and shares with Gohren the seaside attraction of the route for passengers. After Baabe the railway threads its way through woods planted in sand-dunes passing the little used halt of Philippshagen which, like all the other halts with the exception of Seelvitz, is without a passing loop. A little way beyond kilometre stone 59 — a relic of the aforementioned glory — the single track breaks into various roads which form the terminus of Gohren (24.4 km from Putbus).

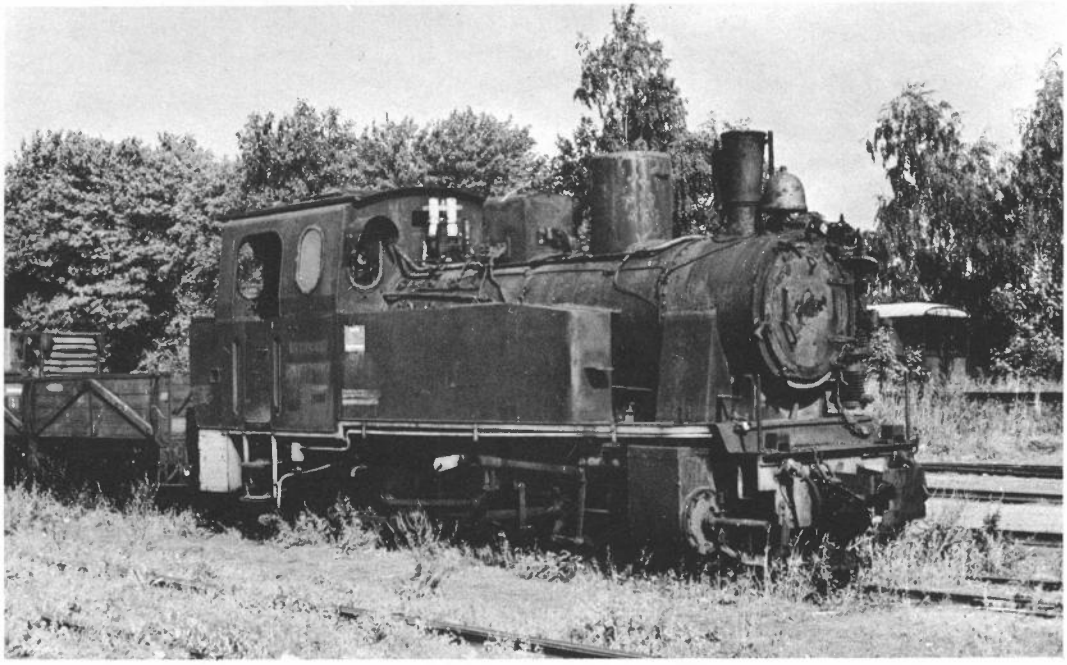
There is a station building on the south side of the line and a single-road locomotive shed on the other, a loop and four sidings completing the accommodation. The buffer stops are within a stone's throw of the beach and sea.

The summer 1976 timetable listed seven trains daily each way, the journey times varying from 78 to 95 minutes from Putbus to Gohren and from 77 to 93 minutes on the return according to the waits at passing loops. The first train of the day left Gohren at 4.35 and the last arrived there at 22.18. As might be expected the winter service is less lavish with four trains in each direction daily, which can be worked with but one engine in steam with journey times reduced to the range of 72 — 75 minutes.



99.4631 pauses at Sellin with the 14.14 from Gohren on 6th. September 1976.
(Brian Rumary).

On a visit in May 1976 99.4631, an 0-8-0WT, was working the service with sister loco 99.4632 stored outside with 2-8-0T 99.4802, both apparently serviceable. 2-8-0T 99.4801 was in steam in the shed but was not seen to do any work. The two 0-8-0WT's were built for the Rugen lines by Vulcan of Stettin in 1913 and 14 but the 2-8-0T's are big modern engines built by Henschel in 1938. They came from the Kreisbahn Jerichow in 1965 or 6. Also in the yard was a small derelict 0-8-0T with outside frames. The number 4644 stamped on the motion and comparison with photographs confirm that this was 99.4644, built by Orenstein & Koppel in 1923, which latterly worked on the Prignitzer Kreisbahn. Judging by its condition it has probably seen little or no use at Putbus and is much smaller than the other locos. There was also a small 0-6-0 diesel loco in the yard, numbered Kh. 6003, which may be used for shunting but looked pretty derelict.



O.&K. 0-8-0T 99.4644 dumped at Putbus, 6th. September 1976. *(Brian Rumary).*

All locos work chimney first towards Putbus, doubtless because of heavy climbing from the Sellin direction to Binz. The summer rakes of 8 or 9 bogie vehicles are tackled without trouble despite heavy loading between Binz and Gohren. The coaches are painted green (rather than red and cream of DR "tourist" narrow gauge routes) and still have internal stoves to warm winter travellers. There is no evidence of any freight traffic.

In the summer with fair warm skies this is a pleasant line, its trains full of happy holidaymakers, but with blizzards blowing off the Baltic this remnant of Rugen's railways could, in the winter, be rather lonely.

THE BAD DOBERAN—OSTSEEBAD KUHLUNGSBORN WEST RAILWAY

J.A. Forshaw

The other surviving narrow gauge line in the low rolling countryside of northern East Germany is that from Bad Doberan to Ostseebad Kuhlungsborn which is unique amongst D.R. narrow gauge lines in having a gauge of 900mm., if not in Europe apart from one or two electric tramways such as Linz and Lisbon. The principal motive power consists of three large 2-8-2T's, D.R. nos. 99.2321-3, built by Orenstein & Koppel in 1932. There are also two 0-8-0T's built by Locomotivbau 'Karl Marx (O. & K's East German successors) in 1951 but these are very much standby motive power and see very little use. Reputedly there is a sixth loco, 99.2333, built at the Karl Marx works in 1950, but this was not seen and there is some doubt whether it still exists.

2-8-2T 99.2321 running down the main street of Bad Doberan with an afternoon train to Ostseebad Kuhlungsborn; Saturday 22nd. May 1976. (J.A. Forshaw)

Services on the line consist of about a dozen trains each way daily, requiring two engines in steam, and trains normally cross at Heiligendamm, the principal intermediate station, and original terminus of the line. The line has become well known for the way it runs across the main square and through the streets of Bad Doberan. This was once a common feature of light railways in Germany and, to some extent, other European countries but there are few examples left today. Once clear of the town, "Molli", to give the railway its local nickname, continues as virtually a roadside tramway almost to Heiligendamm after which it follows its own route to the terminus at Ostseebad-Kuhlungsborn West where there is a two road locoshed. On our visit this contained the two 0-8-0WT's, both appearing to be in working order. One was fitted with buffer beam snow ploughs, giving a clue to one of their duties. It may be that one or both of these locos work the winter service while the "big" engines are given an annual overhaul and traffic is light. Although there is a shed at Bad Doberan the service is worked from the Kuhlungsborn end of the line. All the locos seen were facing Bad Doberan.

Passenger traffic is the mainstay of the line and trains are made up to eight or nine bogie coaches plus one or two vans so that although gradients are few and comparatively slight, the locos have to work reasonably hard to keep time. One pleasant feature is that the coaches are painted in a red and cream livery instead of the usual drab green.

Altogether this is a pleasant if unexciting line, well worth a visit. The frequent service gives ample opportunity for lineside photography and there are plenty of good locations amongst the woods and farmlands through which the line runs.

Messrs. John Fowler & Co. (Leeds) Ltd. have just received an order for a new firebox for a narrow gauge locomotive which was supplied by them in the year 1872. In connection with this order, the chief inspecting engineer of the Egyptian Government writes them as follows:- "I do not recollect in all my experience ever having been asked to obtain a firebox for a locomotive which has been in service for something like 58 years. It seems to me that it is a very good demonstration of what is meant by "Quality in British goods." *(The Locomotive, February 15th. 1930. Suggestions as to the identity of the Fowler loco in question would be welcome).*

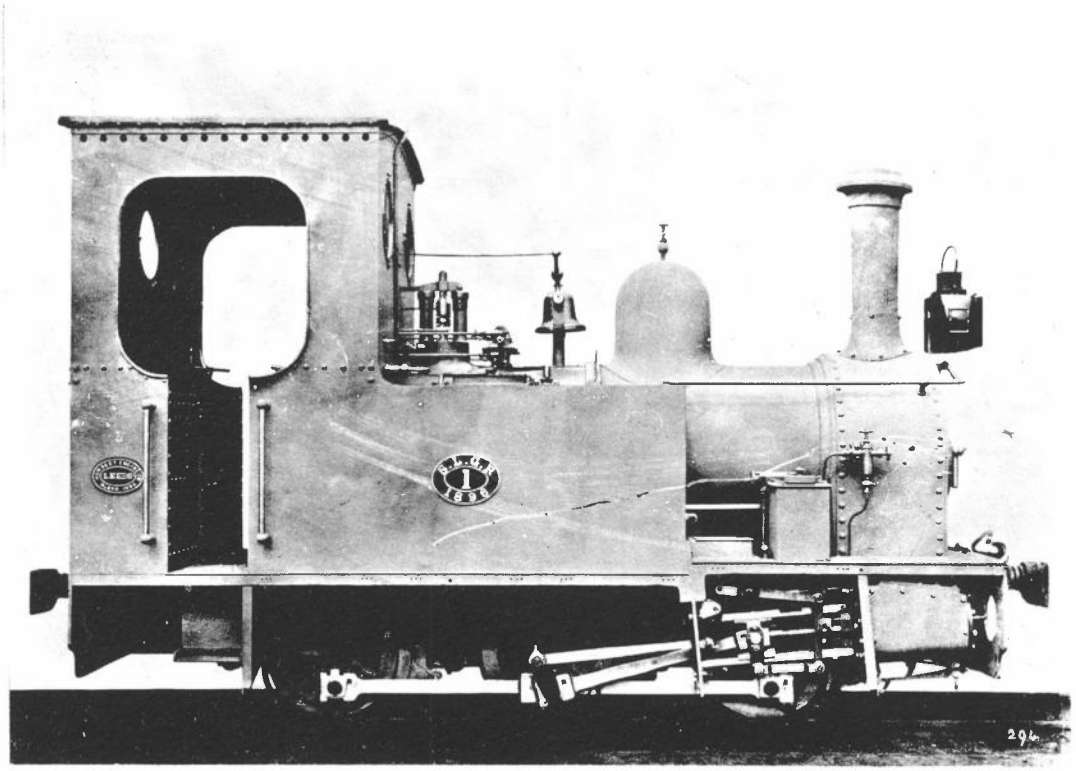
THE SIERRA LEONE GOVERNMENT RAILWAY

G.S. Moore

This 2ft. 6in. gauge railway was the first of the four West African Colonies, The Gambia, Gold Coast, Nigeria and Sierra Leone, to undertake the construction of a Government railway.

The railway owes it's inception to the extensive tours undertaken within the Colony by Governors Sir James Shaw Hay and Sir Frederick Cardew. The first survey was authorised in 1893 by Lord Ripon, the then Secretary of State for the Colonies. Construction was begun in 1896 and the first section from Freetown to Sonyo (32 miles) was opened on the 1st. May 1899, having been completed in December 1897. The country was difficult from a constructional point of view, and the first few miles needed several steel viaducts for crossing the many ravines. The scenery on this section of the line is really beautiful, the railway running alongside mountainous contry. In 1900, the line was extended to Rotifunk, 56 miles from Freetown, and by 1902 it had reached Bo (136 miles), by 1905 as far as Baiima (220 miles), and then to the terminus at Pendembu 227½ miles by rail from Freetown. Pendembu is a few miles from the boundaries of Liberia and French Guinea.

From Bauya Junction there is a branch line serving the Northern Provinces and it originally extended to Kamabai, a distance of 104 miles. When the writer visited this branch in 1946, trains did not travel beyond Makeni. The section between Kamabai and Makeni was closed down on the 3rd. July 1930.



Works official photograph of S.L.G.R. No.1, Hunslet 650/1897. *(Hunslet Holdings).*

In addition to the main line and the branch line, a short section of 5½ miles was opened in 1903 from Water Street station in Freetown, to Wilberforce and thence to Hill station. This line was originally built to enable Europeans to live in a more healthy climate than that of Freetown itself. The Mountain section, as it was called, terminated at a point 748 ft. above sea level and had the distinction of being the steepest non-funicular railway in existence, the maximum gradient being 1 in 22. It has since been abandoned, being finally closed in February 1929.

The railway possessed 139 bridges with spans of 20 ft. or more. The longest of these are the six-span bridge at Sewa, 716 ft. long; the nine-span bridge at Ribbi, 662 ft. long; the five-span bridge at Moa, 633 ft. long; and the ten-span bridge at Taia, 589 ft. long. Some of the bridges are of considerable height, the one at Orogoo (eleven miles from Freetown) being 74ft. 3ins. from rail level to the river bed. It was quite an experience holding on to the handrail at the side of the smokebox of No. 178, a 4-8-0 just out of shops and on a test run from Cline Town to Hastings and back. The rolling stock is considerably wider than the 2ft. 6in. lines. There are no railings at the side of bridges, the extent of the sleepers representing the width of the bridge. The engines therefore overhangs each side giving a sheer drop if anything like a derailment should occur.

The locomotive and carriage shops are situated at Cline Town on the eastern border of Freetown and one mile from Water Street station.

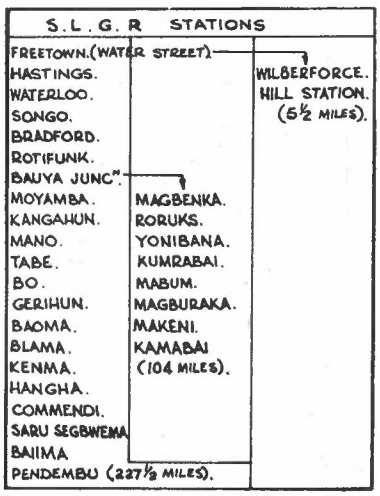
The first locomotives in use were two 0-6-0 side tanks Nos. 1 and 2 with outside cylinders 7½ x 12 and 2ft. wheels. They were constructed by the Hunslet Engine Co. in 1897 and carried makers numbers 650/1. Both were withdrawn in 1920.

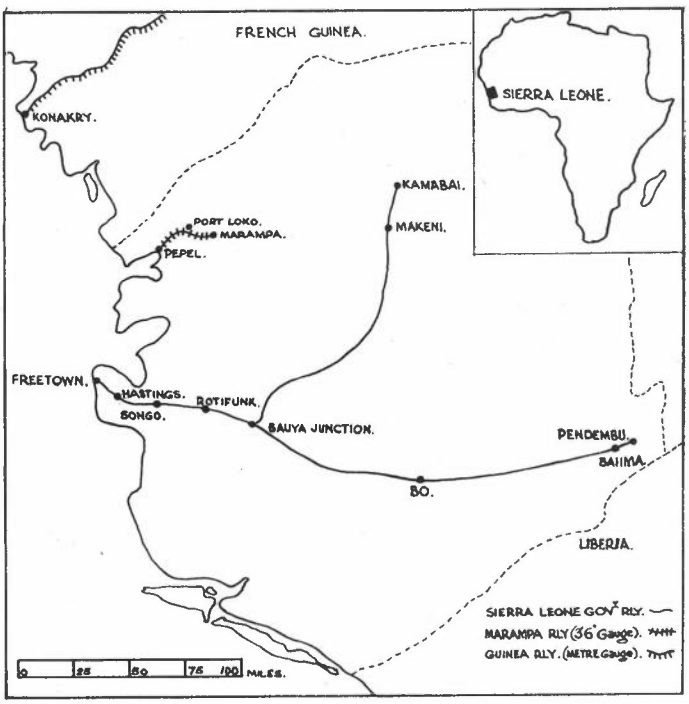
No. 3 was a 0-4-0 saddle tank by W.G. Bagnall (works number 1552) in August 1898. The plate carried, however, gave the date as 1899. It had 6 x 9 cylinders and 1ft. 7in. wheels.

No. 4 was similar to Nos. 1 and 2 and was Hunslet Engine Co. 804 of 1902.

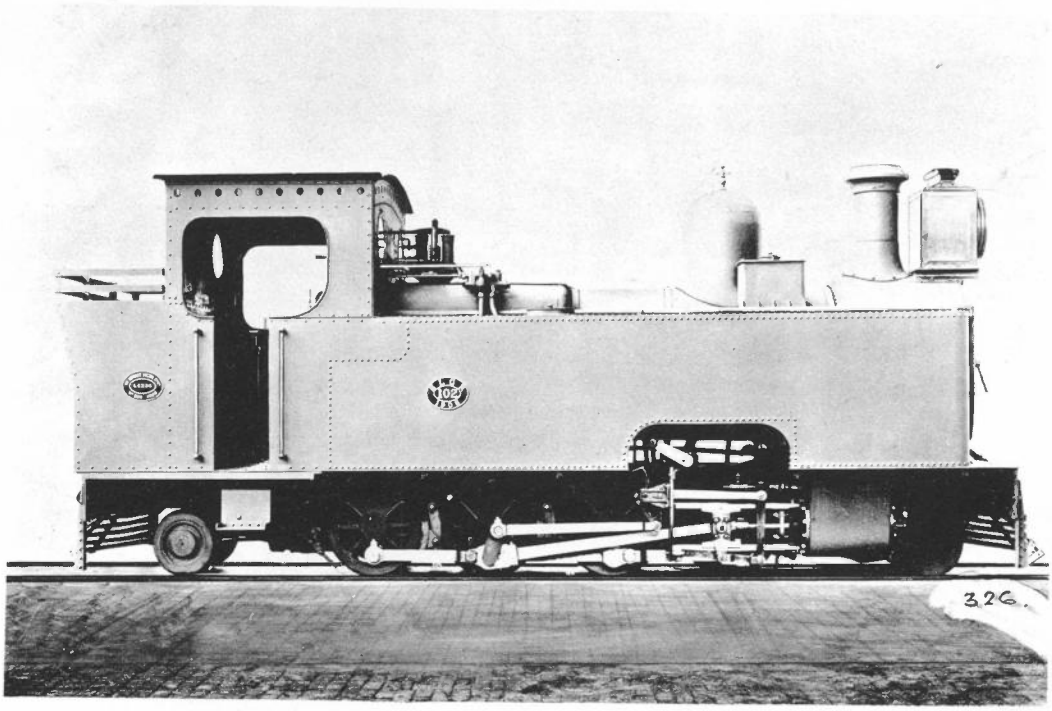
Then a series of 2-6-2 tanks were built, of which thirty-two were constructed between 1898 and 1954 to a design which altered very little through the years. They had outside cylinders 10 x 15 and 2ft.4in. coupled wheels. The bogie wheels were 1ft.6in. and the working pressure 160 lbs per square inch. They were numbered 21 to 47 and 81 to 85, and were all built by the Hunslet Engine Co.

Engine No.	Date.	Works Number
21-23	1898	673-675
24-25	1900	709-710
26-27	1901	744-745
28-30	1903	800-802
31-32	1903	825-826
33-36	1904	834-837
37-40	1909	1011-1014
41	1911	1081
42	1913	1145
43-44	1919	1202-1203
45	1920	1204
46-47	1920	1409-1410
81-83	1947	3398-3400
84-85	1954	3814-3815



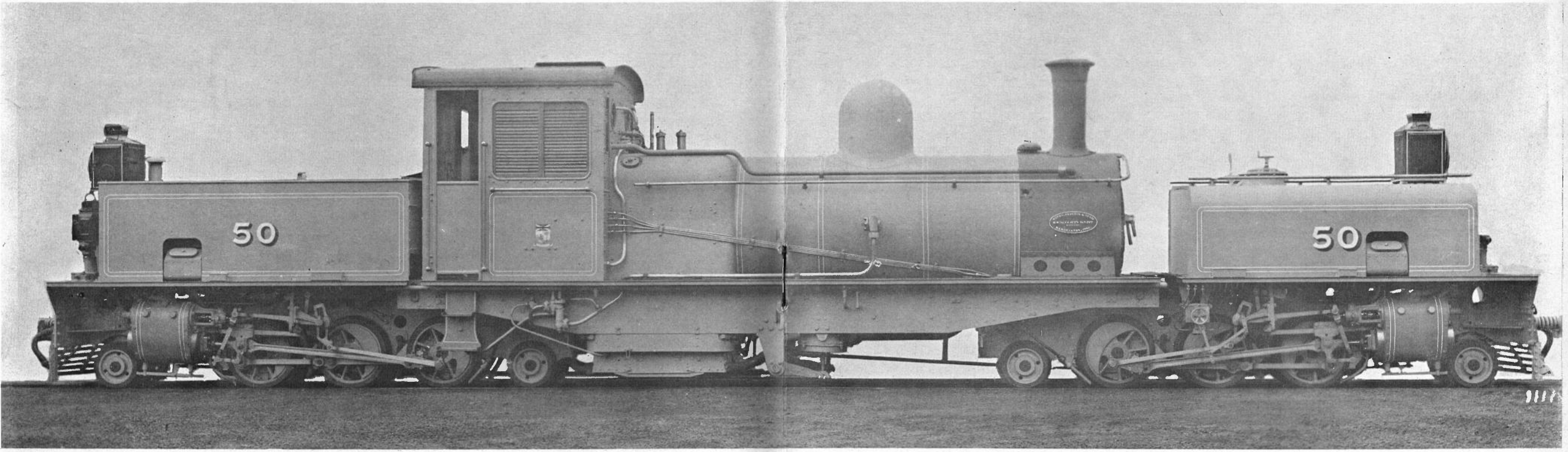


Map of the Sierra Leone Railway system drawn by P.S. Halton.

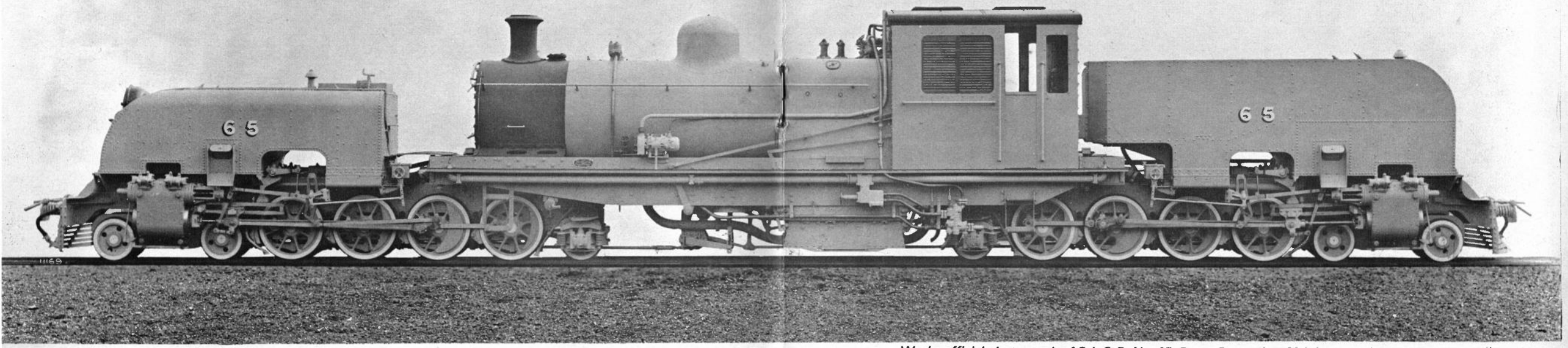


Works official photograph S.L.G.R. No.102, Hunslet 884/1906.
(Hunslet Holdings).

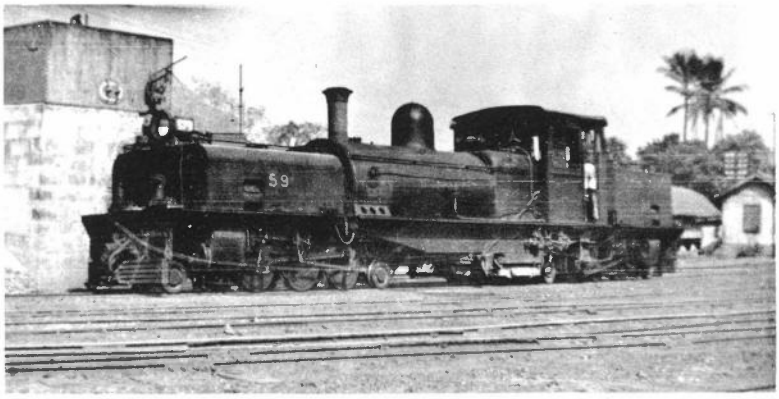
Bo Station in August 1959, the sidings well filled with box and tank cars.
(Collection G.S. Moore).



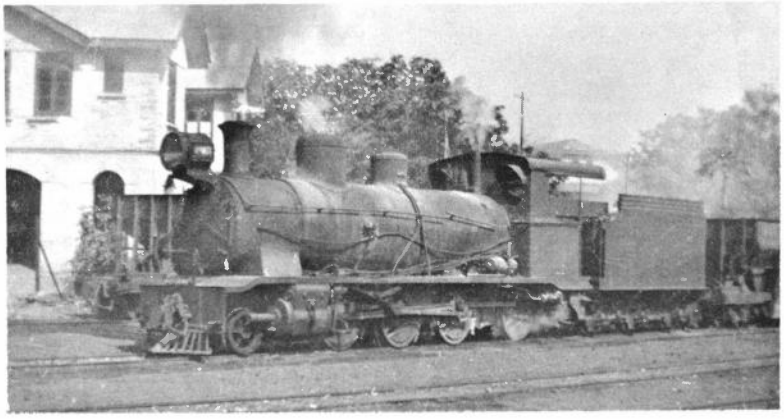
Works official photograph of S.L.G.R. No.50, Beyer Peacock 6297/1926. (Beyer Peacock Ltd.)



Works official photograph of S.L.G.R. No. 65, Beyer Peacock 7709/1955. (Beyer Peacock Ltd).



S.L.G.R. No.59 Beyer Peacock 7047/1942 in service at Cline Town about 1946. (G.S.Moore).



S.G.L.R. No. 116 Swiss Loco Works 2738/1920 ex South India Railway W6, (R.O.D. 74010) in service at Cline Town about 1946. (G.S. Moore).

Four more 0-6-0 tanks with outside cylinders 9 ½ x 12 and 2ft. wheels were built by the Hunslet Engine Co. as follows : Nos. 11-13 in 1903, makers Nos. 812/3, and No. 14 in 1911 makers No. 1079. There were also five 2-8-2 tanks also by Hunslet Engine Co. in 1906 and they carried numbers 101-105. They had outside cylinders 12 x 16, 2ft. 4in. wheels and were numbers 883-887 in the builders records. All had been withdrawn by 1926.

We then come to a series of thirty seven 4-8-0s. The first two, Nos. 151/2 were built by Nasmyth Wilson in 1910 (makers numbers 913/4) with cylinders 13 x 16 and 2ft. 4in. wheels, and these were followed by Nos. 153-156 by the same makers in 1913 (1001-1004). It is interesting to note that No. 156 was rebuilt as a 0-10-0 tender engine in 1944. Nos. 157-162 were Hawthorn Leslie 3062-3066 of 1914 and 3067/8 of 1915. Then we come to a batch by the North British Locomotive Co. in 1921 carrying Nos. 163-167 and makers numbers 22861-22865.

Nos. 168-187 were built during the war. They were originally ordered as Nos. 81-90 by Andrew Barclay, and 91-100 by W.G. Bagnall. Whether the authorities imagined that there was little hope of all of them arriving safely or not is matter of conjecture, but they were renumbered from 168 onwards as they arrived at Freetown. The original numbers could easily be seen under the newly painted numbers on the cab sides. Barclay Nos. 2171-2180 became S.L.R. 168-171, 175, 179, 181, 184, 187, and 186, whilst Bagnall 2805-2814 became S.L.R. 172-174, 178. 176, 177, 182, 180, 185 and 183.

There were twenty-six 'garratts' by Beyer Peacock. The first three, Nos. 50-52 were built in 1926 (works numbers 6297-9). Nos. 53-62 followed as 6497/8 of 1928, 6578/9 of 1929 and 7045-7050 of 1943. These were all 2-6-2, 2-6-2s with cylinders 10 x 16, and 2ft. 4in. wheels. Nos. 52-56 were rebuilt at Cline Town in 1945 as 2-8-0, 0-8-2s. Since the war Nos. 63-76 have been built, but were 4-8-2, 2-8-4s with 12⅝ x 16 cylinders and 2ft. 9in. wheels. They were Beyer Peacock 7707-7720 and dated 1955.

During the war six 2-8-0s were transferred from the South Indian Railway carrying War Department Nos. 74005 to 74010. They were originally South Indian Nos. W1 to W6 and became S.L.R. 111-116 but not in that order. They were built by the Swiss Locomotive Co. The embossed S.I.R. (South Indian Railway) on the tender was changed to S.L.R. (Sierra Leone Railway) by the addition of a horizontal piece of wood stuck to the bottom of the letter "I" making it into a letter "L".

The only other locomotive was a 0-4-0 saddle tank with outside cylinders 8½ x 12 and 2ft. 6in. wheels built by Manning Wardle in 1915 makers number 1864. This engine is used for shunting at the Cline Town depot and carries the inscription on the sides "LOCO USE ONLY."

The line was connected at most stations with feeder roads which are used to carry the Palm Kernels, Palm Oil, Kola nuts, Rice, Ginger etc. from outlying areas to the railway for onward transport to Freetown and thence overseas.

The railway celebrated its Jubilee on 1st. May 1949. In 1954 the changeover to diesel traction began with the delivery of three 20 ton Hudswell Clarke 145 h.p. 0-8-0 diesel mechanical shunters which carried works numbers D845-7. Intended as shunters for the Freetown area, they were so successful that it was not long before they were pressed into freight service and even on the occasional local passenger train, five more being ordered with works numbers D1178-83, all completed in Leeds by early 1960.

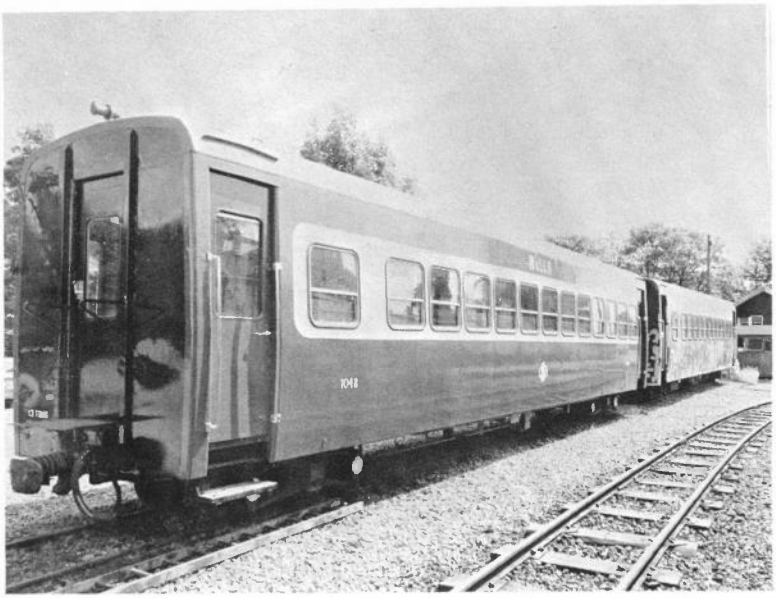
For passenger service the elaborate 29 ton, 225 h.p. Enterprise Mark IIB series of 2-8-2 (1-D-1) locomotives were designed by Hudswell's. The complex dual-fluidrive transmission coupled to a Paxman engine gave a maximum tractive effort of 14,000 lbs. and a top speed of 25 m.p.h. The first batch of eight, built at a total cost of £200,000, carried works nos. D1044-51, and entered service in 1958. Despite a lot of teething troubles they were to give a good account of themselves and a last batch of eight were ordered in 1959 (works nos. D1142-9).

A railway so difficult to work due to its very low axle load and a lack of any heavy freight traffic — the life blood of any railway, was found to feel the pinch in time and with the improvement of roads closure was inevitable, the last section of the line closing in November 1974.

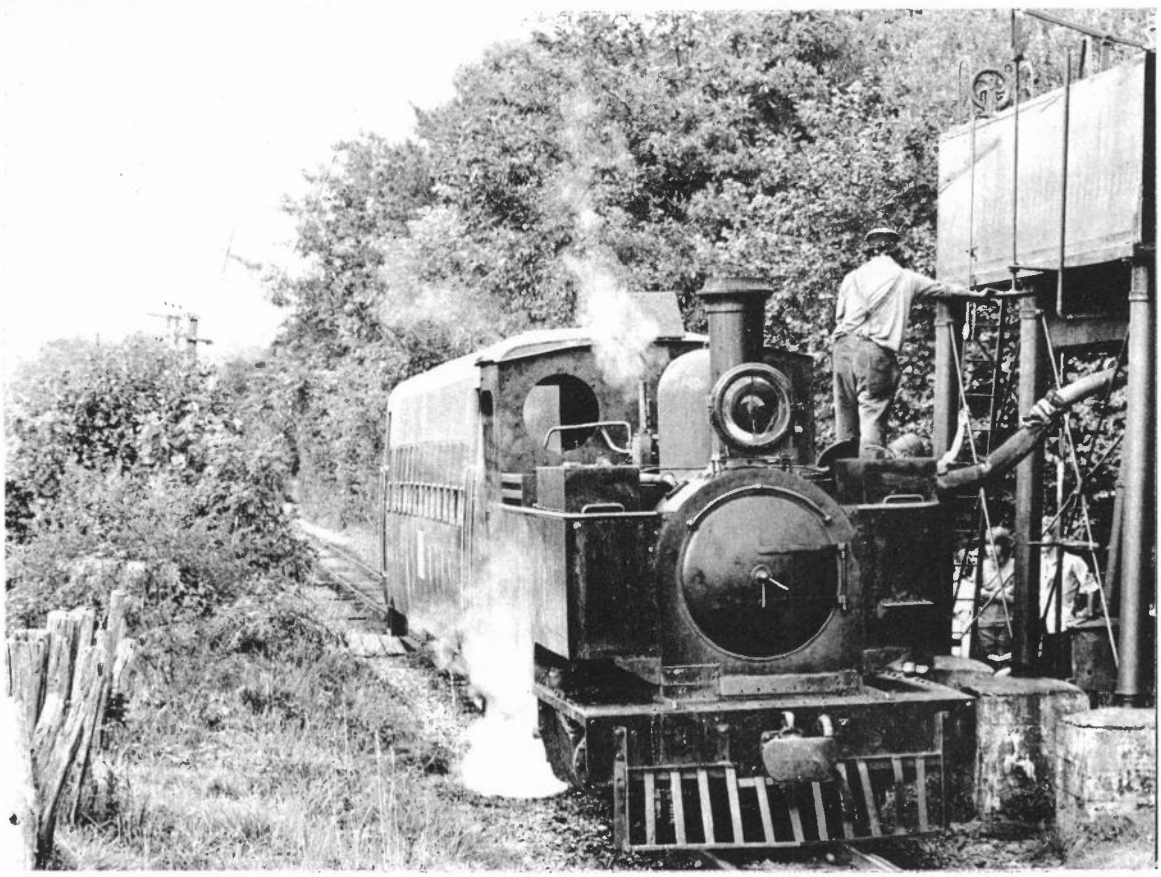
Fortunately for narrow gauge enthusiasts this is one story that can end on a cheerful note as part of this unique West African railway is now back in Wales. The Welshpool & Llanfair Light Railway Preservation Company Ltd. brought home a complete train of four coaches along with No. 85, the last of the Hunslet Engine Co.'s 2-6-2 tanks built in 1954. All reached Liverpool on Thursday 7th. August 1975 and by the 10th. the engine managed a trial run, despite a number of leaks !

No doubt the train is going to prove an enormous attraction for many years to come and the Welshpool Society are to be congratulated for not only saving this equipment but being willing to move it over 3,000 miles.

One of the Hudswell Clarke 225 h.p. "Enterprise Series 11B" 1-D-1 (2-8-2) locomotives crosses the Orogoo Bridge with a passenger train. (Collection R.N. Redman).



S.L.R. coaches 1048 and 1066 at Llanfair in July 1976. The completed restoration work on 1048 reflects great credit on the preservationists. (Michael Bentley).



Hunslet 2-6-2T in steam on the W. & L. in September 1975 after importation from Sierra Leone. The coach is one of the four imported from Sierra Leone in August 1975 and originally built by the Gloucester Carriage & Wagon Company in 1961. (R.I. Cartwright).

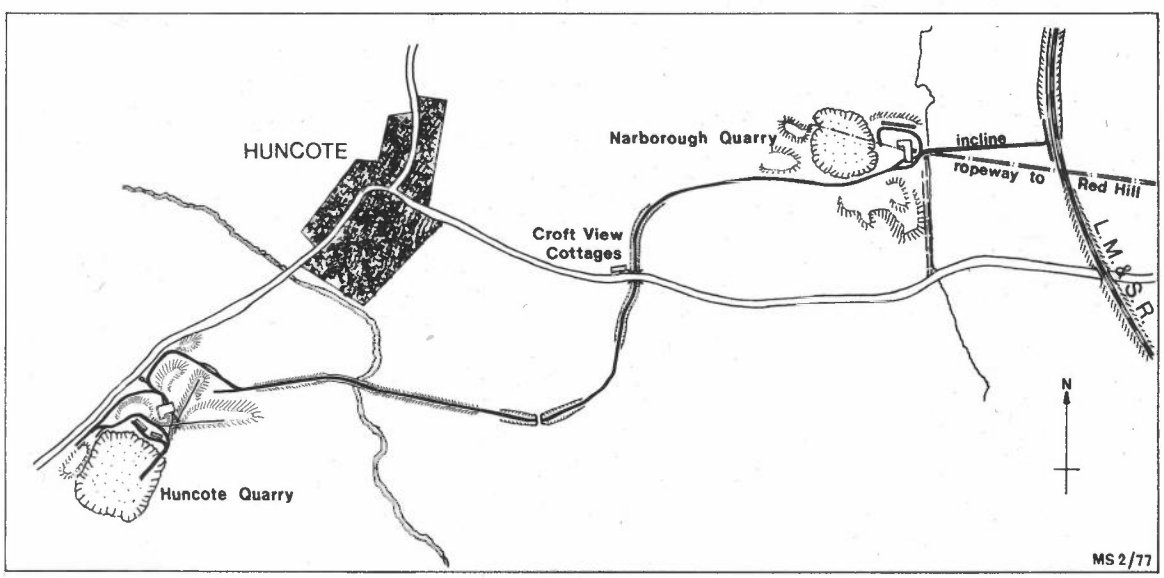
THE HUNCOTE QUARRY RAILWAY

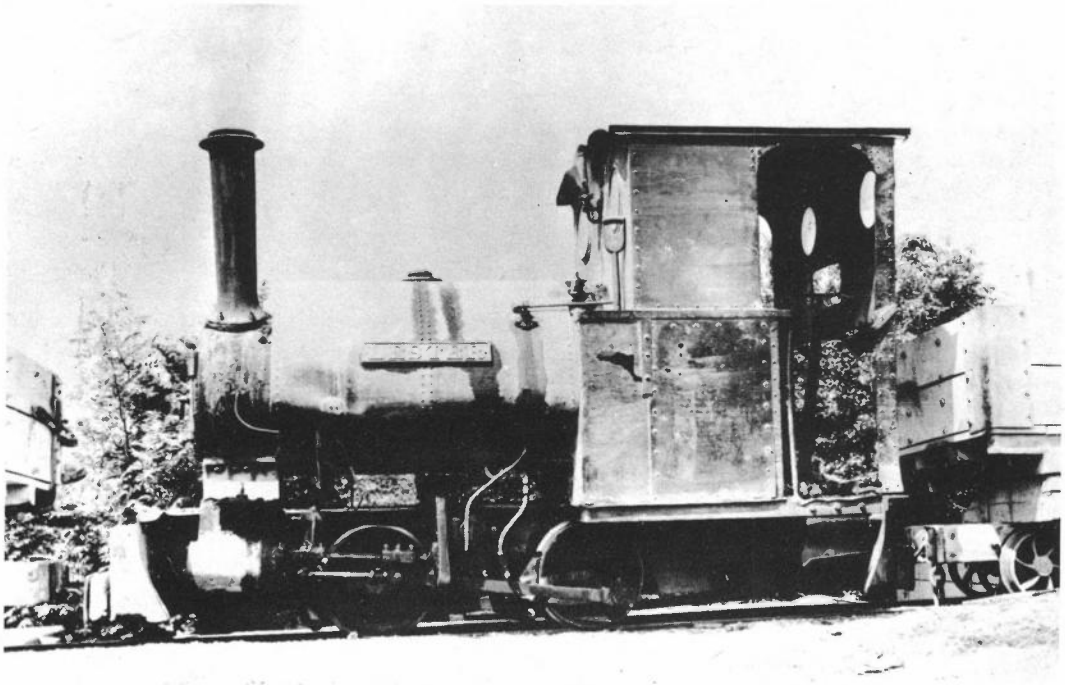
Ivor Gotheridge

The extensive beds of granite around the villages of Enderby, Narborough and Huncote, a few miles south west of Leicester, have been worked for many years. Enderby & Stoney Stanton Granite Co.Ltd. (now part of Redland Roadstone Ltd.) was the principal operator in the area, and their major quarry at Enderby once had a 2ft gauge line between the workings and standard gauge sidings. Huncote Quarry was one of their smaller operations located on the north side of Croft Hill. As a boy, the author lived in Leicester, and often visited Huncote which was close to his home and one of the most picturesque 2ft gauge lines serving the quarrying industry. Comparatively little has been written on these systems, and he would like to put this on record before it is forgotten.

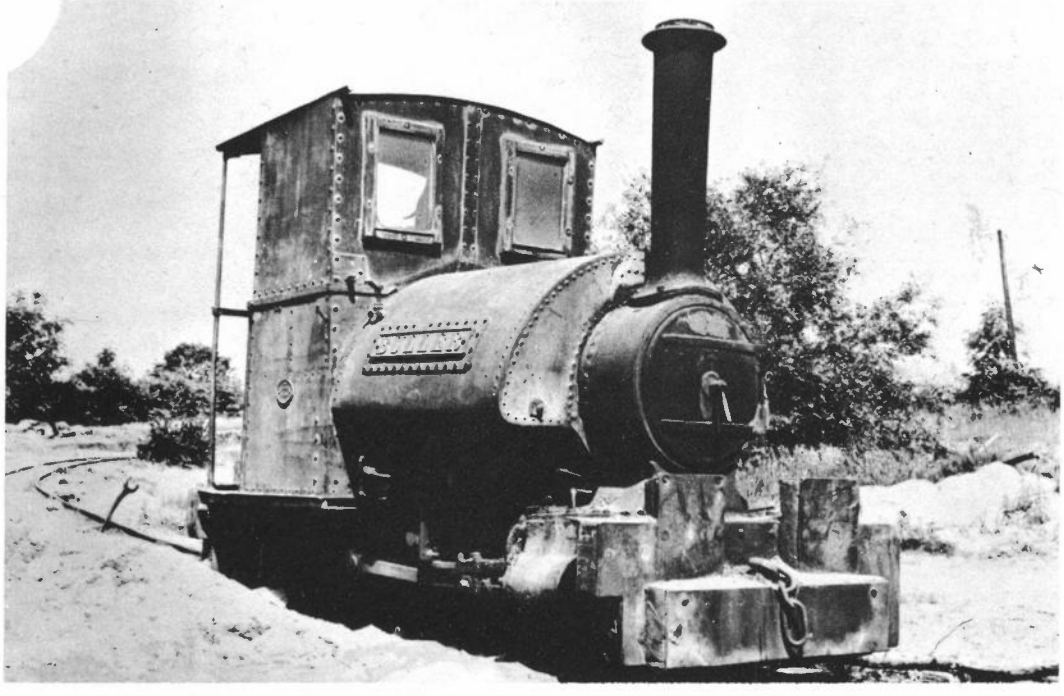
Huncote quarry was worked on two levels connected by a double track incline. Stone was loaded into wooden side tip wagons on the quarry floor, hauled up the incline and taken to dressing sheds on the edge of the quarry or into the upper level of the crushing plant. About sixty men worked in the dressing sheds making kerbstones, and the crusher produced chippings which were shipped out by rail. From the lower level of the crushing plant the 2ft gauge line to Narborough Quarry, just over a mile away, looped round the stockpile and tips, crossed a cart track on the level and ran onto an embankment some ten feet high across the low lying fields beside Thurlaston Brook. Four stone arches were provided in the embankment to carry flood water, and the brook was spanned by a bridge carried on three piers. Approaching Narborough Road the line entered a wooded cutting, then passed under a substantial granite walled bridge before curving round to Narborough Quarry.

At Narborough stone was lifted out of the quarry by a travelling crane on a 'Blondin' main cable spanning the workings, and transferred into 2ft gauge wagons or directly into the crushing plant. This also crushed stone from Red Hill Quarry, close to Narborough village, which had a 2ft gauge handworked line on the quarry floor, and a 670 yard aerial ropeway between this line and the plant. The combined output from these quarries was loaded into steel side tip wagons, and hauled up a 250 yard incline on an endless rope driven by a steam engine. At the incline head chippings were tipped directly into main line wagons standing in the siding beside the L.M. & S.R. Enderby branch.



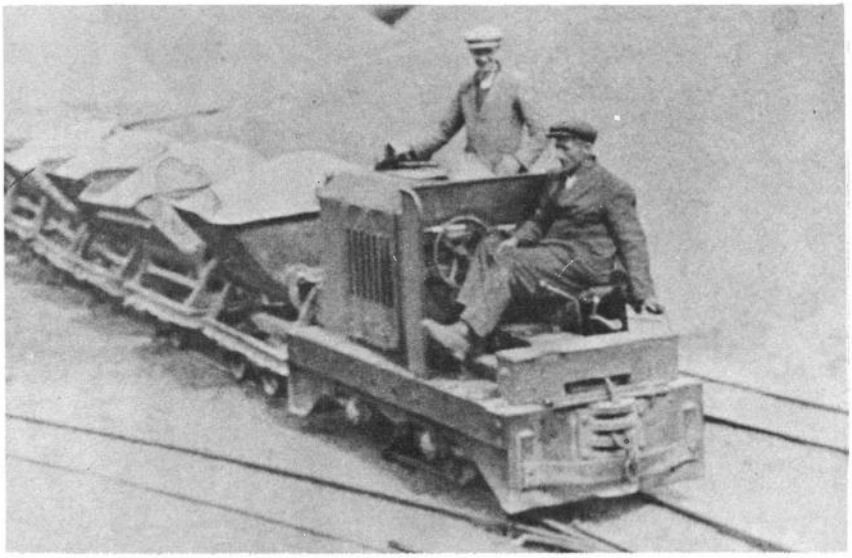


Bagnall 0-4-0ST LESTER (WB 1618/00) at Huncote. (the late G. Alliez, courtesy B.D. Stoyel)



Bagnall 0-4-0ST BULLER (WB 1659/01) in service at Huncote in the 1930's.
(The late G. Alliez, courtesy B.D. Stoyel)

Four steam and two internal combustion locomotives worked the line during its life, but I was never fortunate enough to see the steam locomotives in traffic. All were four coupled saddle tanks built by W.G. Bagnall Ltd., arrived at Huncote from Earl Shilton Quarry, but originally worked at Enderby. They were named after Generals in the South African War. BOBS (Bagnall 1592/1900), named after General Roberts, had 6in by 9in outside cylinders with slide valves actuated by Bagulely valve gear, 1ft 7in coupled wheels at 3ft centres and a saddle tank holding 100 gallons of water. The boiler had a circular steel firebox, steel tubes, and worked at 140 pounds per square inch. BOBS cost £390 when delivered to Enderby in December 1900 and was scrapped at Huncote at an unrecorded date. BULLER (Bagnall 1659/1901) and KITCHENER (Bagnall 1660/1901) were identical to BOBS but cost £340 each when delivered to Enderby in December 1901 and February 1902. New boilers were supplied in 1924, but both locomotives were scrapped in 1938. LESTER (Bagnall 1618/1900) was a slightly larger machine and cost £475 when delivered to the Caernavon Granite Co., Tyddyn Hywel Quarries, near Clynnog in November 1900. It had 7in by 12in outside cylinders, Baguley valve gear, 1ft 9½in coupled wheels and a saddle tank holding 200 gallons of water. The boiler had a circular steel firebox, steel tubes, and was pressed at 140 pounds. Tyddyn Hywel quarry was taken over by Enderby & Stoney Stanton Granite Co.Ltd., closed in the 1920's, and LESTER moved to Enderby in 1924. A new boiler was delivered in 1929, and the locomotive survived to the end of operations in 1945 when it was scrapped.



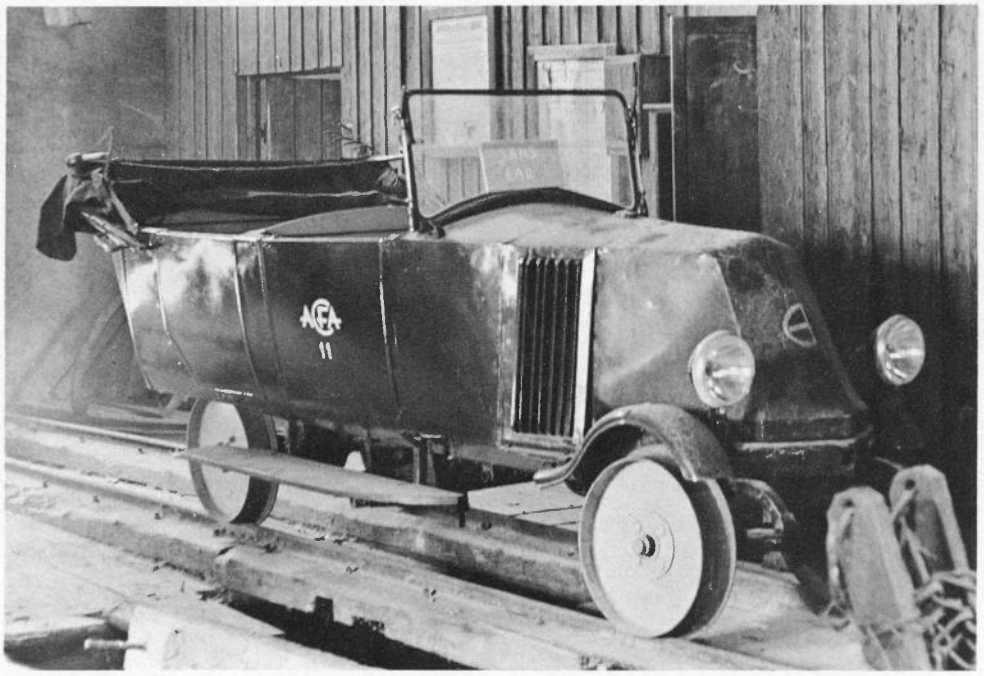
The Ransomes diesel shunting at Huncote in 1938. *(Ivor Gotheridge).*

Of the two internal combustion locomotives, the first was a very early Muir Hill petrol/paraffin locomotive, delivered new in 1926 (Muir Hill 3/1926), and fitted with a Fordson engine, Muir Hill patent two speed gearbox and chain drive between the two axles. By 1938 it had been joined by a cabless Ransomes & Rapier diesel from Earl Shilton quarry, one of three delivered new here. The exact identity of the Huncote loco is uncertain, it being either maker's number 69 or 81 (probably the former), of the maker's Ailsa Craig engined 20 h.p. type, introduced in 1934. Neither of these two locomotives carried names or running numbers and their final disposal is unknown.

In August 1939 quarrying ceased, but with the outbreak of war stone demand rose rapidly as airfield construction increased. In October 1939 the quarries reopened, and stone was again carried over the 2ft gauge to the main line, for delivery to Bruntingthorpe and other airfields. Wartime demand kept production going, but with the end of hostilities demand again fell off and quarrying ceased for good in 1945/46. Plant and railway were dismantled, but after thirty years some traces of former activity still remain. Huncote Quarry now serves as a shooting range, and a hump in the nearby cart track shows where the line once crossed. The embankment and bridge piers can be clearly seen, and though the cutting at Narborough Road is filled or overgrown the bridge parapets are prominent. Narborough Quarry is full of water, but the site of the crushing plant is now a store for hazardous materials and not accessible. Red Hill Quarry is filled with ash and the ropeway gone, but the incline site is easy to see. Remaining relics beyond these are few, but a pair of wheels and bearings from a wagon were discovered some years ago and used to build a small flat wagon at Brockham Museum.

In conclusion I wish to acknowledge the help of Graham Holt for providing the map, and Allan C. Baker for information on the Bagnall locomotives.

THE MOTOR SHOW



The vintage scene. This 1920's Renault on the Chemin de Forestier Abreschviller line in Eastern France may be hired by the day by anyone brave enough to want to do so !

(Ron Cox).

The modern scene. Brian Rumary and the Editor found this Isetta bubble car modified to run on 600mm. gauge tracks when they visited Lohne-Ost peat works, West Germany, on 6th. September, 1975.

(Brian Rumary).

Or, is the automobile really a threat to the narrow gauge ?

The 30's scene. The 1938 Ford 8 Model Y formerly used as an inspection car on the 3ft 6in gauge Zambesi Sawmills Railway, with the Sharp Stewart 4-8-0 now in this country standing behind. *(Collection David Shepherd).*

The Home-made scene. This little inspection car on the 600mm. gauge Volos Railway in Greece was built in the C.E.H. works at Volos and is powered by a Perkins diesel engine. *(Ron Cox).*

THE WILSTHORPE LIGHT RAILWAY, 1966-1976

Pete Briddon

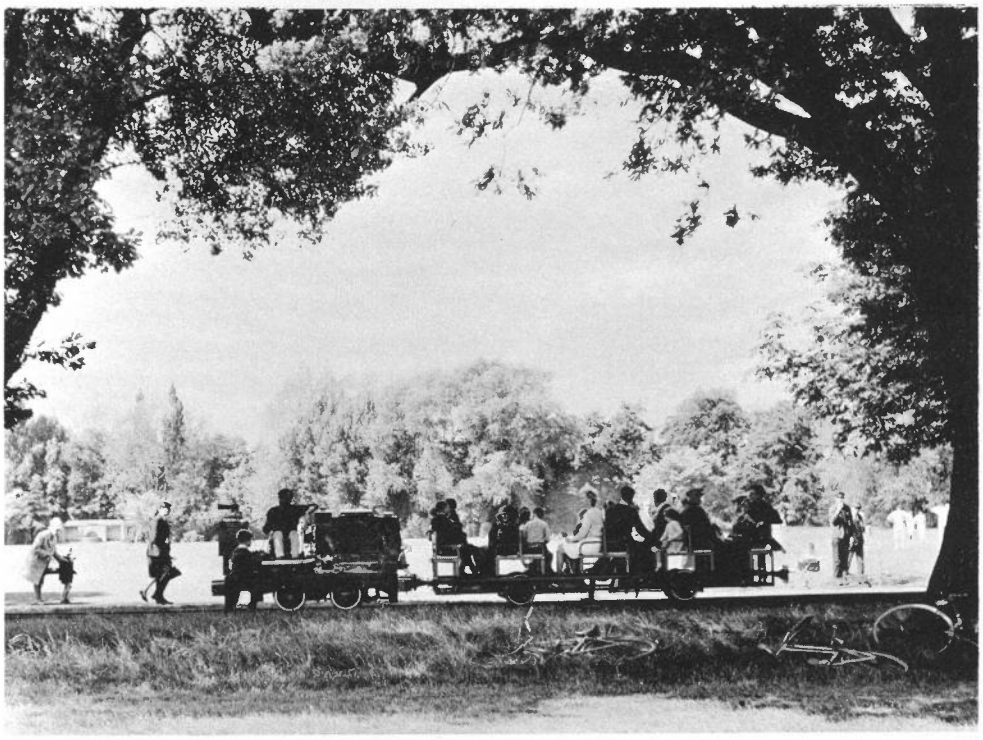
Around 1964, a group of railway enthusiasts in the Nottingham/Derby area, mostly members of the Long Eaton Railway Society, had the idea of creating a narrow gauge "pleasure" railway as a spare time activity. The inspiration for this idea came from Cadeby — indeed, some members were said to be making a regular 20 mile trek to work on this line. Further support was canvassed from local enthusiasts, and a new, separate group, the East Midlands Narrow Gauge Railway Society, was formed and set about looking for a suitable site. Finally selected was West Park, a large flat area of grasslands separating Long Eaton from its neighbouring estates of Sawley and Wilsthorpe. Agreement was reached with the Long Eaton Urban District Council, and some funds were raised by the slightly dubious step of selling season tickets from door to door in Long Eaton in advance of the railway being constructed !

Track came from several sources, notably a quantity of 35lb rail extracted from solid concrete in Derby Loco Works 'H' Stores by a Society working party. A loco, Ruston 11/13 h.p. 209430/42, was obtained from British Gypsum, two man riding cars from the NCB, and the first service opened in 1966, under the title "West Park Railway". The initial layout consisted of a straight line less than 200 yards in length, with an engine shed at the west end and a booking hut at the east, where rides began and ended. From the outset grandiose schemes to create a network of lines all over the park were proposed — probably the most definite scheme was to extend the line from the car park on Wilsthorpe Road right across the park to the canal, a mere stones throw from the shopping centre of Long Eaton. Thus the first section to be opened was in the middle, but successive years surplus's financed extensions, including a sharp curve at the east end into what was planned to be a temporary terminus ("Central") with run round loop, and siding containing re-positioned loco shed. Motive power was augmented by the arrival of Lister Blackstone 44052 of 1958 from the nearby Beeston sewage works, but at about the same time, the society had the first of its splits over "management policy", and several of the members left. The remainder voted to wind up the affairs of the EMNGRS and the railway came under the control of the Long Eaton Railway Society. Nevertheless, the line's annual extension continued, now southwards towards a proposed new terminus alongside Thoresby and Wilsthorpe roads, The last extension, in 1970/71, involved a 30ft level crossing set in concrete to permit the operators of the annual fair access to the grounds. At the end of 1971 events took place that were to cripple the line for 18 months. A second split, largely between "Manager" and "Society", resulted in the former denying the Society use of the Ruston (which had always been his property) at a time when clutch failure on the Lister had put repair out of the Society's means. The matter was settled by the Council, who terminated the running agreement and asked both sides to make separate applications. The new agreement was subsequently made with the Society, who set about locating a further loco to use instead of those already there. At the same time, the opening of new sports changing facilities released two older wooden buildings, and one of these was made available to the LERS as a replacement loco shed. The first occupant was to be the line's new loco, Ruston 200744/42, a 4½ton loco of class 33/40 H.P., donated by Invicta Bridge & Engineering Ltd., Hoveringham.

During 1973 the service restarted on Saturdays only, although the majority of the park's visitors came on Sundays, and the service therefore did little to help either the society's ailing finances or the belief locally that the line was closed completely. A further loco arrived, however, in the shape of Hudson 38384/29. one of only 4 "Gogo" tractors known to exist in the country, and a number of large flat wagons, all coming from the nearby Stanton Ironworks.

Early in 1974 the writer's first close contact with the line occurred: as Secretary of the Narrow Gauge Locomotive Preservation Society, I was looking out for a midlands home to look after Motor Rail 8663, which we had been offered on indefinite loan by Z & W Wade Ltd. Terms were agreed and the loco arrived by Wade's transport in April, 1974, immediately replacing Ruston 200744 as service loco as the latter's mechanical condition could most charitably be described as "needing attention but operable". (It had two main reluctances — to start up and to stop. The latter just meant application of the "brake" well in advance, but of the former, cruder remedies were applied, and on more than one occasion the loco surprised its human 'masters' by suddenly sucking the lighted rag encouragement straight down the air intake into no.1 cylinder !) By the middle of May, the remaining Long Eaton Railway Society members had agreed to the transfer of ownership of the line to the firm of Narrotrack Ltd., a firm with whom the writer must admit more than a mild connection. The transfer, though not actually put into effect until March 1975, transferred the "static assets" and responsibilities of the line to Narrotrack, whilst leaving locos and rolling stock with their present owners, and the LERS to take on a supporting group status along with the NGLPS. Also in May, 1974, the final link with the previous split was severed when Ruston 209430 was sold to Rich Leithead, himself Chairman of the NGLPS.

Narrotrack soon set about appraising the site with a view to extending the line, and by the end of the 1974 season had put forward proposals to the Erewash Borough Council to extend the line into a balloon loop on an area of waste land immediately west of the farthest extremity of the main line. The Council approved the plans in September, but in the meantime second thoughts had prevailed within Narrotrack management. The problem hinged around the depressing toll of vandalism and, more importantly, the safety aspects of operating a train of 4 tons or more gross on an unfenced park. To fence off the line adequately was unacceptable both financially and aesthetically, yet groups of unescorted children persistently raced trains, or leapt across the track ahead of them. A complete re-think was evident and the outcome was both a swop of gauge, and also a change of emphasis from a joyride to a transport function. The revised plans were submitted at the end of 1974, comprising the conversion to 10¼in gauge, and extension of the line tc the Wilsthorpe Road car park, adjacent to the newly opened swimming pool and forming a definite link from there to the centre of the park.



RH 209430 and train are silhouetted by the trees on the West Park Railway's opening day on 28th. May, 1966. *(Alan Bowler).*

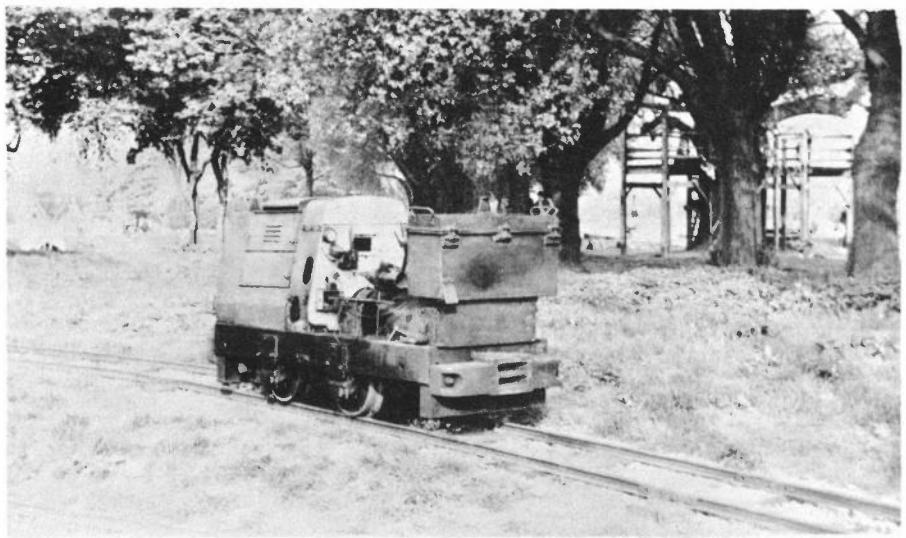
In February 1975, dual gauge track appeared, as the scheme involved utilizing 2ft gauge materials whose wear made them unsuitable for continued use with 24in gauge train weights. Several scouting missions to various parts of the country had failed to acquire any secondhand rolling stock in reasonable condition or price, and it became evident that for some part of the season 2ft gauge would be in use. Thus Narrotrack opened at Easter 1975 with a loco on loan from the NGLPS and a coach belonging to the LERS — a slightly embarassing position that was to persist until the end of the year ! A new station with sleeper platform was opened on what had been the loco shed branch, the new terminus at last drawing traffic from this end of the line, and enabling complete closure of the Thoresby road section of the old Wilsthorpe Railway. As a final mark of ownership Narrotrack had decreed a change of name — the "Wilsthorpe" had died but the "Long Eaton Light Railway" now aimed to run on Saturdays, Sundays and Bank Holidays.

Dual gauged track had reached the "Central" station throat just after Easter but there matters rested, and the LELR settled down to an existence little removed from that of the LERS — whose members, now with their travelling expenses re-imbursed by Narrotrack, continued to operate the line under Narrotrack control. Various visiting enthusiasts found themselves at the throttle of 8663, and the staff got adept at tactful replies to the usual opener of "We thought you'd closed down ... ". One visitor in early July came on behalf of the Tramway Museum Society in the hope of acquiring a cheap loco for use at the annual Crich Extravaganza. Faced with a line very far from derelict, he returned a week later with two friends as moral support, asking for loan of a loco instead. This put Narrotrack in a dilemma, as, feeling unable to offer a loco that it did not own, the only means of

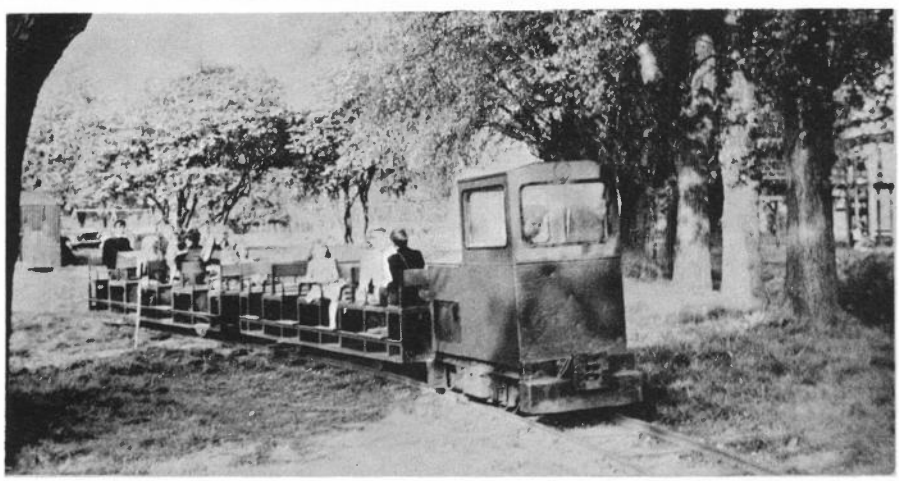
accommodating Crich involved moving and overhauling Motor Rail 5821, which since 1973 had been in store at Alan Keef's in Oxon. Thus 5821 arrived on 4/8/75, and work proceeded to try to get the loco restored in less than 3 weeks. In the event, a failed head gasket prevented the loco's availability, and notification to the TMS ellicited the reply that, without bothering to inform Narrotrack, they had procured another loco and had no need of our assistance. Having acquired a new head gasket from Ailsa Craig the loco spent an afternoon in early September ticking over outside the shed.

In mid September, the line, still operating on 2ft gauge, closed and work on the gauge conversion was soon in full swing. Somewhat unexpectedly therefore, a further loco arrived on October 22nd, which turned out to be the last day of operation on 2ft gauge. The new arrival, Hibberd 2544/42 had been acquired privately from Alan Keef, and brought the final tally of locomotives to seven, with five different makes.

The ending of 2ft gauge at Long Eaton, falling neatly on its first decade, seems a convenient place to stop, and the writer has intentionally avoided covering the story of the "new" miniature LELR. Perhaps, with the Editors approval, this might form a later article.



4wDM RH 209430 is a standard 11/13 h.p. class loco except for the exhaust washer required for underground use by its previous owners, British Gypsum Ltd. (Alistair Parsons).



Lister 4wDM 44052/58 propells a train of ex N.C.B. manriding cars through the trees during the early days of the line under Society management. Unusually for a Lister this loco was fitted with a cab and full bonnet when delivered new to its previous owner, Beeston Sewage Works, Nottingham. (Alistair Parsons).

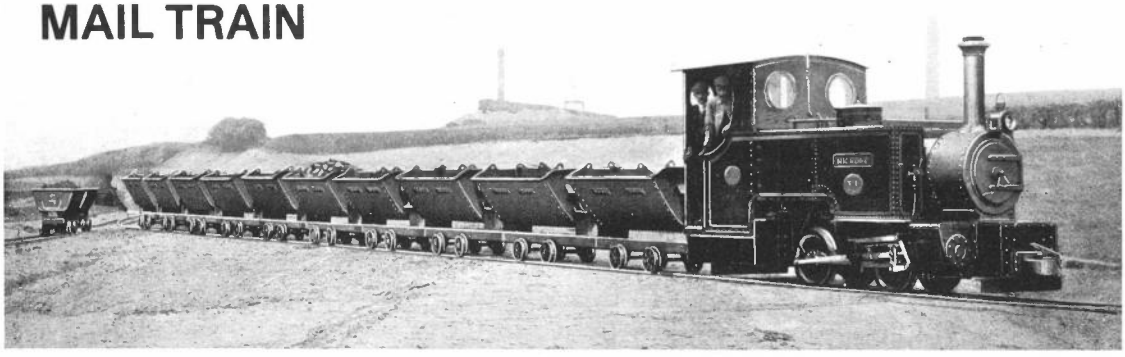
Motor Rail 8663 and train in use during the latter years of the line under Narrotrack Ltd. management. *(Pete Briddon).*

WEST PARK RLY/WILSTHORPE LIGHT RLY/LONG EATON LIGHT RLY.

Summary of motive power:-

1	MIGHTY ATOM	4wD	Ruston	209430/1942	Purchased privately from British Gypsum by P. Brooks, 1966. Sold to R.H. Leithead 5/74 (name selected by RHL).
2	ALISTAIR	4wD	Lister	44052/1958	Purchased from Beeston Sewage Works by L.E.R.S., 1967. Loco understood to be a prototype of the "fully bonnetted" RM3X type as no record exists in Lister files.
3	INVICTA	4wD	Ruston	200744/1940	Purchased from Invicta Bridge & Engineering Ltd., Notts. by L.E.R.S. 1972
4	—	4wD	Hudson	38384/1929	Purchased from BSC Stanton Ironworks by L.E.R.S., 1973
	—	4wD	Motor Rail	8663/1942	Acquired on permanent loan to NGLPS from Z & W Wade Ltd., Ches. Arrived 4/74
	MR. SIMPLEX	4wD	Motor Rail	5821/1934	Property Narrotrack Ltd., ex store at Alan Keef, Oxon, 4/8/75
	—	4wD	Hibberd	2544/1942	Property Mr. & Mrs. P. Briddon, arrived 22/10/75 ex Alan Keef.

MAIL TRAIN



BALDWIN'S PRESERVED TRIO

It is interesting to note that one of the Oakbank Oil Co.'s locos used on their 2ft. 6in. gauge system at Winchburgh was built by the British Westinghouse Electric & Manufacturing Co. Ltd. with mechanical parts and erection by W.G. Bagnall Ltd. It is a pity that this one could not have been preserved too as it survived until the system closed in 1961. It differed from the Baldwins in having side rod drive.

NEWCASTLE. STAFFS· **ALLAN C· BAKER**

NARROW GAUGE IN EAST GERMANY

Although the article in THE NARROW GAUGE No. 71 did not deal with preserved locomotives, I enclose this photograph as it may be of interest to any reader contemplating a visit to the G.D.R.

The locomotive is a 600mm gauge 'Pechot-Borden' articulated 0-4-4-0T built for the French Military Railways during the 1914-18 war. It is preserved in the Dresden Verkehrsmuseum (Museum of Transport), and the photo was taken on 22nd. April last. No objections are raised to photography in the Museum, but as can be seen conditions are rather cramped.

Does anyone know the date and works number of this loco, or anything of its subsequent history ? Also is it the sole surviving example of its type ?

DAVID GOODGER

GUILDFORD, SURREY

25 YEARS OF NARROW GAUGE RAILWAY PRESERVATION

Perhaps I might point out a couple of minor errors that have slipped into Mike Swift's most interesting article in NARROW GAUGE No. 73.

The Talyllyn did not "only run to Rhydyronen in 1951" (last paragraph on page 11). The ceremonial opening at Whitsun was to Rhydyronen only, but when regular services began on June 4th, they ran through to Abergynolwyn, and continued to do so all season.

The former tramway trailer cars on the Cotswold Marina line (penultimate paragraph on page 15) are not from France but from Belgium (Tramways Electriques du Pays de Charleroi).

NEWCASTLE. STAFFS. **KEITH STRETCH**

PRESERVATION OF I/C LOCOMOTIVES

No. 72 of the "Narrow Gauge" was excellent but I would take issue with your editorial. Collections which primarily exist for operating must inevitably modify their locomotives to some extent even if only to standardise couplings whilst no thoughts on authenticity will avail if a connecting rod decides to make an irrepairable hole in the crankcase of a unique power unit. Personally, collections of locomotives which are unlikely to run again do not impress and the non-enthusiast public who provide the main potential income will be mystified rather than enlightened by such machines.

HAYLING ISLAND, HANTS. **PAUL HITCHCOCK**

Further to the editorial in The Narrow Gauge No. 72, I can only concur with your views regarding the current spate of preservation within this country. However, at least the competition between prospective purchasers does mean that equipment is saved from the scrap heap and may see further use, albeit in altered state. Although it is appreciated that some locos of historic interest have been scrapped it is not essential to preserve, in my opinion, every slight modification of a builders' products. Competition also encourages a greater awareness of the limited items available and no longer do we have the situation where items are purchased for 'preservation' only subsequently to rot away in the bottom of peoples' gardens or in yards out of the reach of museums where they could be displayed for the benefit of all rather than the informed minority.

Surely, though, more glaring examples of 'vandalism' are illustrated in the same issue in The Narrow Gauge under the title 'Preserved Gas Works Steam'. Although one may be able to accept that larger side tanks can be added to a locomotive without changing its outline dramatically, I fail to see how preservation can include re-gauging, modification to the cylinders and conversion to a rail motor. A better title might be 'Modified Gas Works Steam'.

FARNBOROUGH, HANTS. **ROBIN PEARMAN**

THE ORIGINS OF DECAUVILLE

I formerly lived in France and was a railway enthusiast. Now I am retired on a little Polynesian island and continue to study railways, concentrating on 2ft. or 600mm. gauge lines. There used to be an industrial railway, now closed, near Tahiti. It will be described in a new book written by Peter Dyer of New Zealand. I have sent him the information and drawings.

THE NARROW GAUGE 71 is in my hands. I do not agree with "Gaspard" about the Decauville loco LILLIPUT (NG 65, page 13). She was not built by Couillet, but by Corpet, works no. 242, 500mm. gauge and delivered to Decauville on 16th November 1878. She was probably used by Decauville for the Lille Agricultural Exhibition in 1879 then sold in March 1880, carrying Decauville works number 1 to "Kortman & Cy" in Holland. I think they were agents and the loco was probably for the Dutch Army.

LILLIPUT was an outside framed 0-4-0T, weighing 1,250 metric tonne and in working order 1,750 metric tonne.

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(Polynesie Francaise)

PHILIPPE KNOEPFLIN

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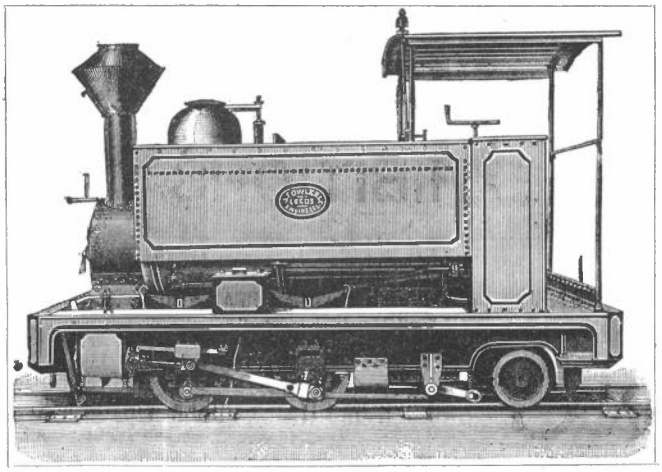

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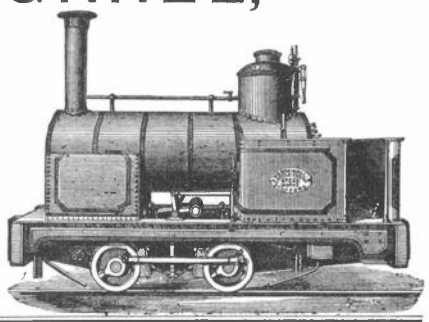

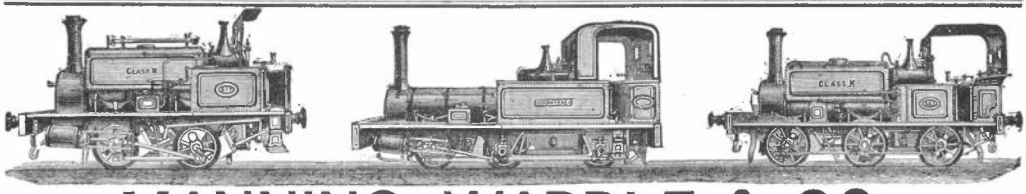

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All advertisements from "The Engineer" and "Engineering" of the 1880's (courtesy Ralph Martin).