



# NARROW GAUGE

## illustrated

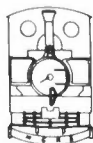
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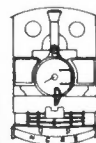
WINTER 1971/2



NARROW GAUGE RAILWAY SOCIETY



# NARROW GAUGE RAILWAY SOCIETY



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See "N.G. NEWS" for details of regular meetings, visits etc — to which ALL members (and prospective ones !) are always made very welcome.

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

### THE TRANSPORT TRUST

**NEW ZEALAND RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY**

### AND ASSOCIATED WITH :—

**Other information and preservation organisations throughout the world.**

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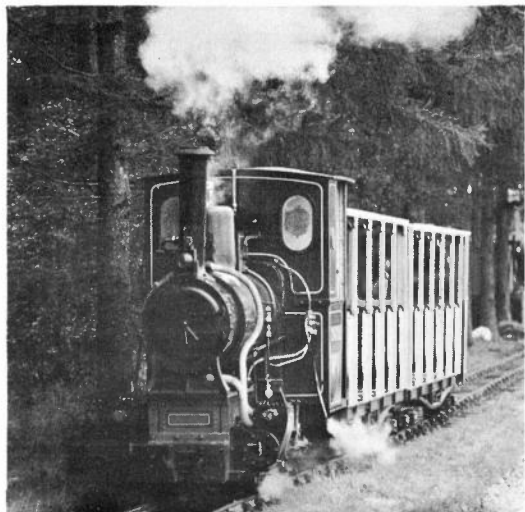
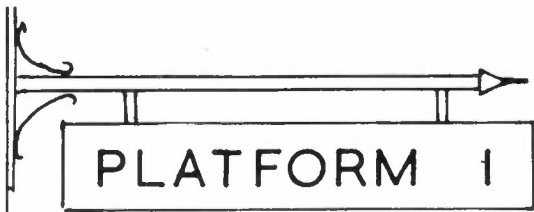
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**FRONT COVER :** LLANBERIS LAKE RAILWAY — "DOLBADARN" (HUNSLET 1430) arrives at Giflach Ddu with a train from Cei Llydan shortly after the opening on 19th July 1971. (Note Guards Brake next to the loco constructed out of 4-wheel diesel Motor Rail 5861 — still complete with engine but minus controls ).  
(E.N. Kneal).



*Another 1971 opening — HOLLYCOMBE WOODLAND GARDEN, STEAM FAIR & STEAM RAILWAY, LIPHOOK. Barclay 1995, now named after the works it was built at in Scotland, worked much of its life in Wales and is now preserved in England by member J.M. Baldock. CALEDONIA is pictured here storming the bank with a rake of passenger bogies.*  
(Pete Briddon)

The N.G.R.S. is now approaching its 21st anniversary. We have progressed a long way since our foundation in 1951 and we are ever conscious that we must ensure progress is maintained in an ever changing world.

We now take a 'big step forward' and present for your enjoyment Magazine No. 59 New name, new page size, new quality printing and paper, new style of Cover and indeed new **style of content** — this generally consisting of material not published before or elsewhere.

No. 59 is therefore a prototype — somewhat experimental — and we hope for your favourable verdict. Nowadays we ignore such remarks as "end of the Narrow Gauge" and "it's all gone" and must seek to broaden our ideas (but certainly not the rails!) — the N.G. Railway has an immensely intriguing history but it is not ALL history, much is happening today — there is much to do, to see, to photograph and to write about. Today's N.G. specialist can lead a very full spare time occupation indeed.

We in Britain have in fact reached one of the most exciting times in the history of the N.G. Railway — never before has so much interest and enthusiasm been evident. Although constituting less track mileage, there are now more private passenger lines and locos (both commercial and amateur operated) than ever before — and what a fascinating variety of Motive Power, Rolling Stock and other equipment (even including numerous Steam Locos imported and adding to the scene) providing tremendous opportunities for the cameras and notebooks of our members!

The tremendous achievements of the Preservationists in recent years has more than earned recognition in a Magazine such as ours and they will be featured regularly. We appreciate that different Members have different ideas as to exactly what constitutes **their** interest in a N.G. Railway and N.G.I. will attempt to provide SOMETHING to interest and **involve** every Member.

N.G.I. will be alive and alert (and controversial!) to the ever changing N.G. scene — whilst providing for posterity a pictorial record of developments throughout the world, which we trust will become a must for every Narrow Gaugers' bookshelf.

Remember, N.G.I. is not run by a clique, we want to hear from YOU — let us all benefit from your talents and qualifications. Do write and tell us if you like certain features or tell us if you don't!! No letters will be ignored, we will always take heed of constructive advice, comments and complaints.

Please do not despair at the introduction of advertisements — read them — trade thro' them — and remember, they bring in essential revenue — the more advertising N.G.I. can win the more pages of TEXT you can expect . . .

**Please note** We can only publish the material we have to hand at respective Press Dates — future issues are therefore largely in YOUR hands. Articles should be relatively short and whenever possible accompanied with GLOSSY, CONTRASTY, BLACK & WHITE PHOTOGRAPHS — (and DRAWINGS where applicable). If you have material relating to Railways between 7½ins and 4ft 7¾ins gauge, it will be best appreciated in N.G.I. — the Magazine for the N.G. specialist.

Finally my sincere thanks to all who have assisted by contributing towards this first production — particularly my editorial assistants, who join with me in wishing you . . .

THE COMPLIMENTS OF THE SEASON  
& ALL BEST WISHES FOR 1972  
— with plenty of NARROW GAUGE !!



# THE SMALL COMPANIES

A SERIES DEVOTED TO THE 'PRESERVATION MOVEMENT'

In many parts of the country there are groups of dedicated amateur Narrow Gauge enthusiasts — there are large groups with miles of track and many locos — and there are small groups with a few locos on an old industrial site — and there is the individual with his prize possession in the back garden. Many of these Small Companies are not strictly companies at all but like to operate 'along the lines' of their better known big brother Companies.

Each has a character of its own — with their variety of odd equipment and NOTHING in perfect working condition, some have perhaps more of the old N.G. character if not the charm, than their highly organised professional brother Companies ?

However, all are endeavouring to keep alive bits and pieces of our N.G. Heritage (and to enjoy themselves whilst doing so !)

## The West Lancashire Light Railway

1967 — 1971.

by Neil McMurdy.

**GAUGE : 2ft SITUATION : HESKETH BANK (Between Preston and Southport Lancs.)**

Concerned at the rapid disappearance of Industrial Narrow Gauge Systems in their locality, a group of six young Lancashire N.G.R.S. Members decided to attempt the preservation of some examples of that equipment remaining — and with it to build their own Railway.

The initial move was made in 1967 with negotiations for a Lister 4w Petrol loco (No.27411) at the nearby Burscough Brick & Tile Works Ltd Nr. Ormskirk — unfortunately this proposal had to be dropped due to difficulties in transportation and the finding of a suitable location at which to store it.

Undeterred, the group eventually located a site around a flooded clay-pit ("The Lake") at HESKETH BANK and in September 1967 started the first 150 yards of track-laying. The materials utilized came from the adjacent ALTYS Brickworks — as did a pair of 2ft gauge axles on which the first Rolling Stock, a flat wagon, was constructed.

Meanwhile enquiries for Motive Power were being pursued and at last the letter arrived formally offering the two Ruston & Hornsby Diesels — again from Burscough Brick & Tile Works Ltd — for a VERY reasonable sum of £25 apiece ! The first W.L.L.R. loco was therefore a 1951 Ruston 13DL, No.264251 (later named CLWYD — the nameplate coming from a derelict Traction Engine on a local farm). This loco arrived on 6th April 1968 and three days later, with the aid of a road tractor and amidst much smoke and noise it was started up for the first time. Since the line runs in close proximity to private houses it was considered a priority to fit an exhaust silencer before complaints were forthcoming from the residents, (especially so as 22.30hrs seemed a favourite time for W.L.L.R. activities !)

The second loco, No.222074 of 1943 (20DL) arrived on 4th February 1969 and was immediately put into service (after some 5-6 years inactivity at Burscough !). Subsequently named TAWD (after a local river) it replaced CLWYD which was at that time stripped down for a major engine overhaul.

Things had also been moving on other fronts and the rolling stock compliment was now up to six vehicles. The most useful addition being a six seat 4-wheel open coach, constructed by the group using Hudson axles and Koppel axle-boxes (scrounged from the brickworks scrap pile). This was painted in dark blue livery and when put to use enabled visitors to the line to be carried in greater comfort than the open wagon previously used. At present this open coach is being rebuilt substantially and will now provide covered accommodation with an all-over roof.

In 1970 the 2ft gauge Southport Pier Railway declared two of its SILVER BELLE bogie passenger cars surplus to requirements. Being relatively close at hand the opportunity was taken to acquire both for the W.L.L.R. The collection of these proved a most difficult task as they had to be man-handled off the pier several hundred yards to a point of road access — the least said about that episode the better !

Work had also commenced on the construction of a large engine shed-cum-workshop and this is now approaching completion. This structure is a brick built building with two tracks; one road being complete with inspection pit. The group had always aimed to have full workshop facilities capable of serving the needs of the railway with regard to maintenance, repairs and restoration work. The major cash so far invested in the railway has therefore been 'channelled' into this building.



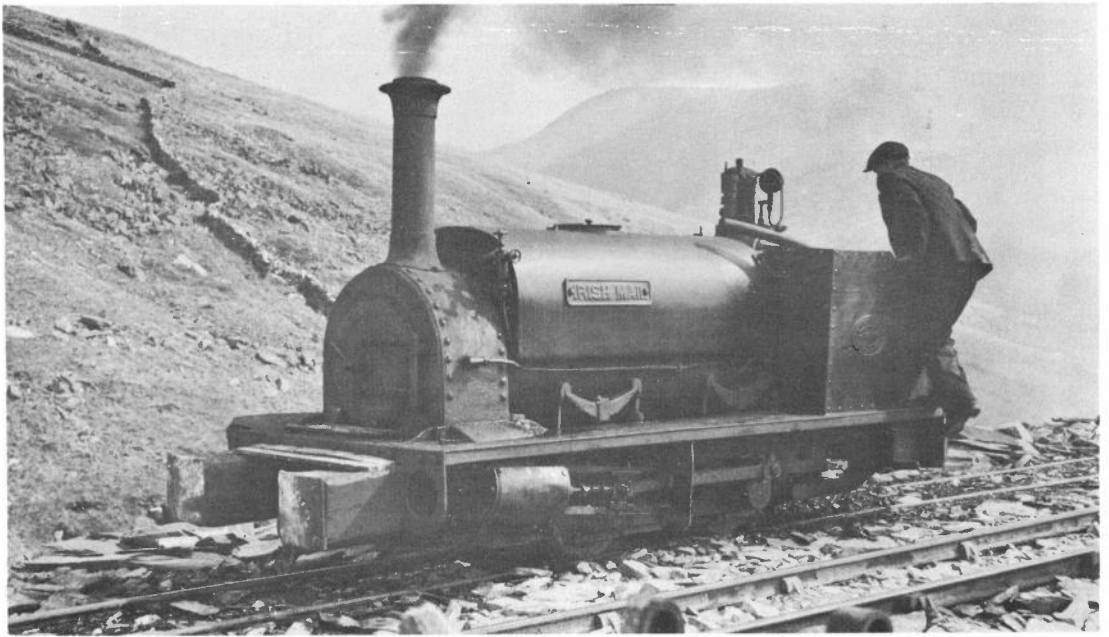
*Ruston 264251, CLWYD, hauling one of the ex Southport Pier coaches, pauses at Willow Tree Halt-beneath the 'trees' — en route to Becconsall on 10/7/71.  
(Pete Nicholson)*

Much hard work went into the tracklaying and by the summer of 1970 this had reached its present length of approximately 370 yards when the stock of rails acquired from various local sources ran out. In laying track the group has learnt considerably by experience and much of the early trackwork (formed of rails spiked to small and irregular sized timbers) has since had to be relaid. The new permanent way is now formed of the original rails spiked to halved ex B.R. sleepers which are packed in stone ballast. This trackwork is now considerably straighter and weedfree (before, the undergrowth hid all the kinks in the old track !).

The groups' thoughts not un-naturally turned towards the acquisition of a steam locomotive but on examination of the situation regarding available steam locos of 2ft gauge, or thereabouts, in the British Isles it became apparent that at that time the only possible source of such motive power was from The Dinorwic Slate Quarries at Llanberis in North Wales — and these at the rather frightening price of at least £1,000 each ! However, subsequent to the closure of the quarry there was the well known auction 13/12/69 (NGN 63/10 Full report of Auction) of the remaining equipment which included three complete steam locos and the frame, wheels and cylinders of a fourth. The latter was described by the auctioneer as "requiring some enthusiastic work to restore it to working order" ! The group were successful, in bidding £165, thereby acquiring Hunslet No.823 (1903 "IRISH MAIL"

The group now had a steam locomotive minus one essential component — a boiler ! With limited finances a new one was out of the question and so the group eagerly sought out and eventually located a good secondhand one. Delivered 4/10/70 this one is slightly larger 'all round' than the original Hunslet one and it will be necessary to convert the locomotive into an 0-4-2ST. Plans of these proposals have been prepared and a sketch accompanies this article. Steam enthusiasts will be pleased to note that our loco No.3 IRISH MAIL will eventually become the 'pride of the line'. However, internal combustion locos are cheaper to run and are certainly not without interest in themselves. Whilst the Company would rather see a steam locomotive working on the line than an internal combustion loco they would much prefer to see **both** !

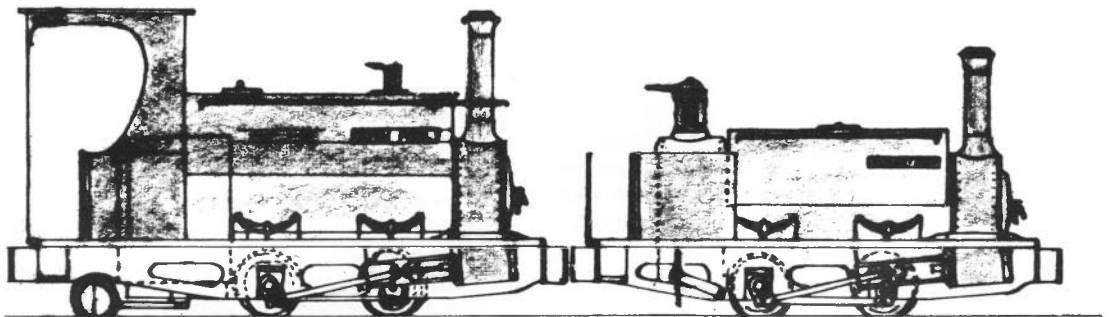
The next locomotive to be acquired was a vintage petrol machine — a 4-wheel "Planet-Simplex" type built by F.C. Hibberd & Co. Ltd. (No.1777 of 1931) This loco was acquired through the good offices of Andrew Wilson and was donated by Sheffield Corporation Water Works, Low Bradfield Filter Beds in Yorkshire. It is at present being restored to its original condition and will be repainted in a dark green livery. It has a Dorman 2JOR engine, an unusual feature being the whistle mounted in the cylinder head and which works directly off the engine compression.



*Many years ago IRISH MAIL (HUNSLET 823) could be seen working in its intended environment  
— on top of the Dinorwic Slate Quarries complex at Llanberis. (F. Jones Collection)*

The latest locomotive to be acquired also came from a water works — this time that of the Liverpool Corporation at Lower Rivington near Horwich, Lancs. It is a 25/30HP Ruston & Hornsby 4-wheel diesel No.200478 built in 1940. In green livery and in working order it nevertheless requires some exterior work on it to restore it to a presentable condition. (No name has yet been given to this loco or the "Planet-Simplex".)

The line in its present form is about 370 yards — about 150 yards short of its ultimate length. It commences at a station named "Beaconsall", off station Road, Hesketh Bank (the name of that district of Hesketh Bank) at which the locomotive sheds and workshops are situated. This is about 75 yards from the old standard gauge Southport to Preston line of the former West Lancashire Railway (closed by B.R. in 1964 and from which our Light Railway takes its name.)



*PROPOSED "W.L.L.R." No.3. COMPARISON WITH 'STANDARD' QUARRY HUNSLET  
(Design subject to minor alteration.)*

The other proposed terminus will be called "Asland" after the river of that name (which is a tributary of the Ribble) and which flows nearby. After leaving Becconsall the line heads straight for about 150 yards to the one intermediate station "Willow Tree Halt" where there is a small platform, a nameboard and some willow trees! A slight left curve brings the line onto a short straight section after which it bears right on a curve of 100ft radius to head along the northerly side of the lake. The line now rises at a gradient of approximately 1 in 70 past a small allotment before levelling out for the present temporary terminus. On the proposed extension the line will continue on the level and negotiate a sharp left hand curve followed by an easier right hand curve and a short straight section before terminating at the station of Asland, which will have a run-round loop.

Permission has been granted by the Company for certain other privately owned Motive Power to be temporarily stored on the Railway for the convenience of their respective owners.

Hibberd 1830 from 30/11/68 to 1/12/68 en route to Brockham Museum.

Hudson 39924 from 23/6/71 to 10/7/71 en route to Longfield.

Currently we are hosts to Andrew Wilsons four Motor Rail Diesels 8627 and 8711 (2ft gauge)

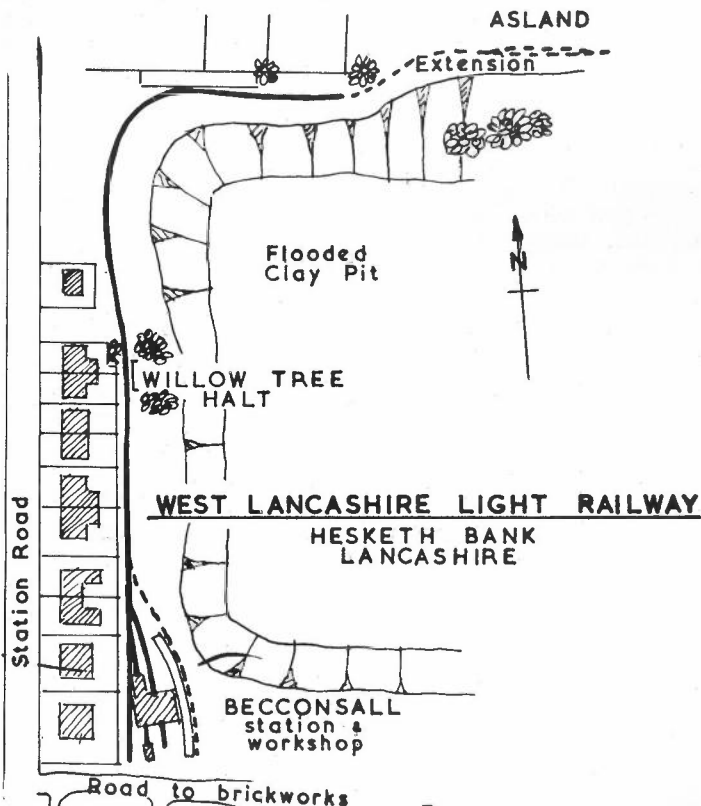
5851 and 9263 (1ft 10in gauge). These arrived on 10/7/71 and 8627 and 8711 have on occasions been put to use on the W.L.L.R. these being notably faster than our Rustons.

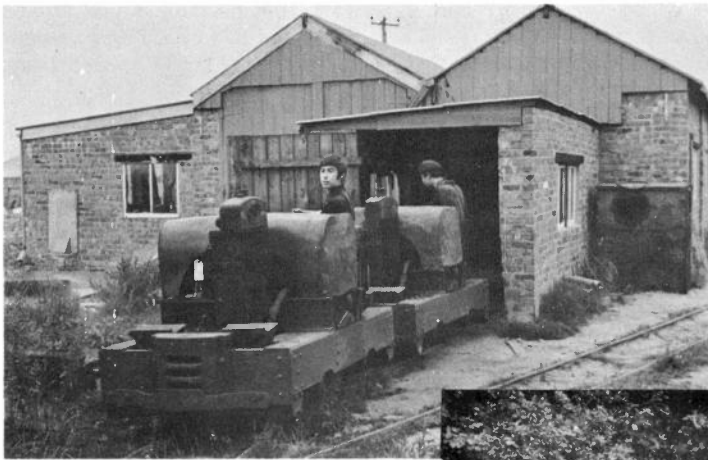
Andrews 4-wheel Petrol Trolley ("WASP") has also undergone trials here — it was an immediate 'hit' — (literally.!) needless to say a W.L.L.R. version is currently on the Drawing Board!

Visitors, with or without overalls, are welcome to visit us any Saturday/Sunday afternoon, at present passengers travel at their own risk — no fares are charged and no tickets issued. (However, this arrangement is liable to revision in future years). The Railway earned the distinction of having a timetable published in the 1971 edition of David & Charles "Light Railway Timetables & Guide". This detailed a Sunday afternoon service, March to October with three trains each way departing from Becconsall at 14.00, 15.00 and 16.00 hrs returning from "Asland" seven minutes later.

Further information, arrangements for visits etc . . . please contact the W.L.L.R. Honorary Secretary, Neil McMurdy, 4 Devonshire Road, Southport, Lancs PR9 7BX or telephone Jon. Whitehead (32 Station Road — adjacent to W.L.L.R. line) Hesketh Bank 2467.

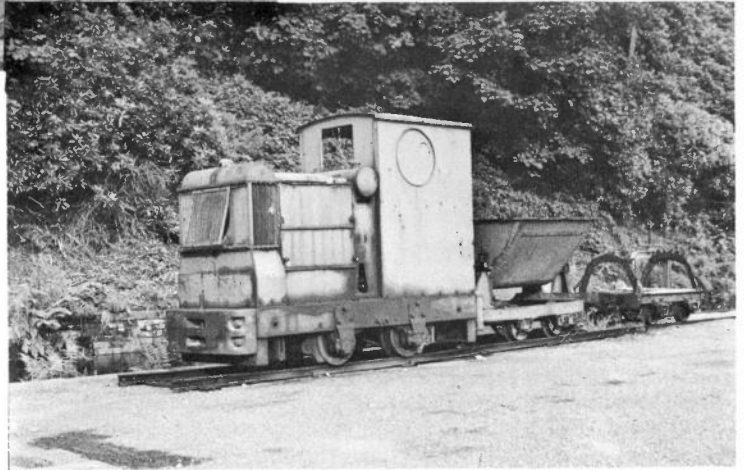
NGN Refs : 53/9, 56/9, 63/10, 63/12, 68/4. (Report of N.G.R.S. Visit), 68/19 and 73/12.





*Ruston 200478, standing out-of-use at its former location : Liverpool Corporation Water Works, Lower Rivington, 9/7/68.  
(Pete Nicholson)*

*The Locomotive Shed & Workshop 'complex' with Motor Rails 8711 & 8627 on day of arrival (10/7/71) The shed 'entrance' is the original shed of 1968.  
(Pete Nicholson)*



## LOCOMOTIVE & ROLLING STOCK LIST (AS AT OCTOBER 1971)

No.1 CLWYD	Ruston & Hornsby No.264251 Built 1951 13HP 4-wheel Diesel 2½ tons (approx). Re-engined in 1963. Fitted with cab. maroon & Black livery. Ex Burscough Brick & Tile Works Ltd, Burscough, Lancs. 6/4/68.	No.4	F.C. Hibberd ("Planet-Simplex") No.1777. Built 1931 20HP 4-wheel Petrol 2¾ tons (approx). Cableless. Undergoing restoration. Green livery. Donated by Sheffield Corporation Water Works Dept., Low Bradfield Filter Beds, Yorks. 22/11/70.
No.2 TAWD	Ruston & Hornsby No.222074, Built 1943 20HP 4-wheel Diesel 2¾ tons (approx). Fitted with cab. Maroon & Black livery. Originally War Department. Ex Burscough Brick & Tile Works Ltd., Burscough Lancs. 4/2/69.	No.5	Ruston & Hornsby No.200478. Built 1940 25/30HP. 4-wheel Diesel 3 tons (approx). Fitted with cab. Awaiting restoration. Green livery. Ex Liverpool Corporation Water Works, Lower Rivington Reservoir, Horwich, Lancs. 7/8/71.
No.3 IRISH MAIL	Hunslet No.823. Built 1903. 0-4-0 Saddle Tank. Weight in working order 6¾ tons (approx). At present dismantled, awaiting rebuilding. Ex Dinorwic Slate Quarries Co. Ltd., Llanberis, Caerns. 18/12/69.	(LOCO LIST CHECKED NGRS – HRO)	



The Rolling Stock consists of 13 vehicles, namely 10 wagons and 3 coaches as described in the following list :—

No. 1 4-wheel flat wagon built by W.L.L.R. on axles and wheels acquired from Alty's Brickworks, Hesketh Bank.

No. 2\* 4-wheel 6-seater open coach built by W.L.L.R. on Hudson axles and wheels running in Koppel axleboxes. A new body, with roof, is at present being constructed for this vehicle (the former, which was of light construction having succumbed after three years intensive use).

No. 3 4-wheel standard Hudson tipping wagon.

No. 4 4-wheel end door open wagon constructed by W.L.L.R. on axles and wheels taken from a third wagon similar to No's 5 & 6.

No. 5 & No. 6 4-wheel flat wagons donated by Littlewood Brick & Tile Co. Ltd, Croston, Lancs.

No. 7 & No. 8 4-wheel end door open wagons from Burscough Brick & Tile Works Ltd, Burscough, Lancs.

No. 9 4-wheel heavy duty flat wagon (formerly used for machinery carrying) Ex-Burscough, Lancs.

No.10 4-wheel standard Hudson flat wagon.

No.11 4-wheel tipping wagon, believed to have been manufactured by Howard.

No.12\* & No.13\* 20-seater bogie coaches. Ex Southport Pier Railway, Lancs.

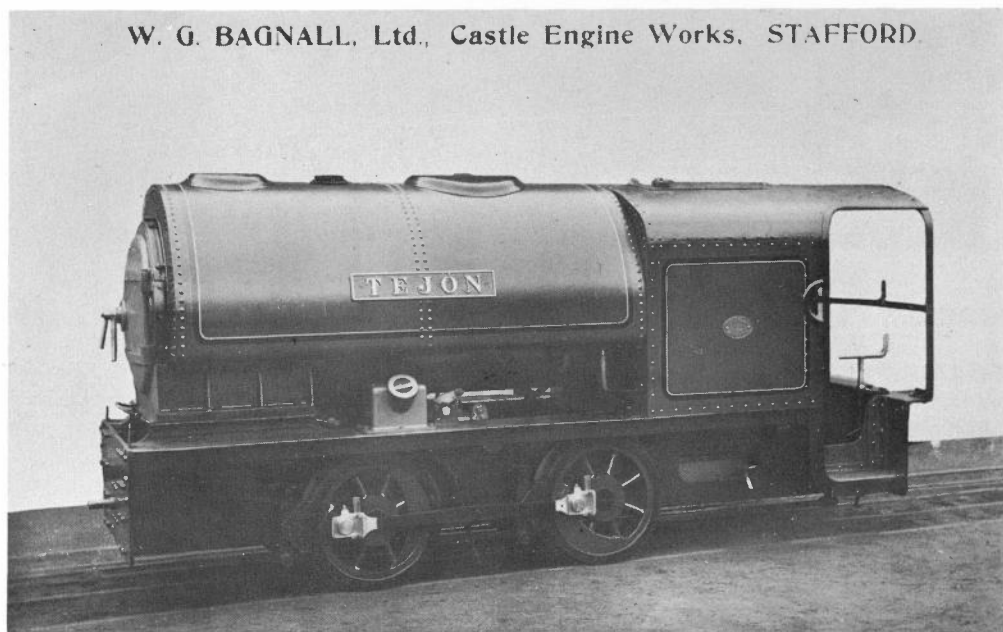
\* The W.L.L.R. has adopted the carriage livery of the old West Lancashire Railway — namely dark blue lower panels and cream upper panels.

## EX WORKS . . .

A series of photographs from the various members of the Locomotive Building Trade—past and present—depicting their products in 'Ex Works' condition and complete with associated technical detail.

The first exhibits are of two BAGNALL locomotives kindly submitted by Allan Baker — our

'Bagnall expert'. Similar pictures from other manufacturers (which must be complete with technical detail) are requested so that a varying display can be assured — (Locos built in the nineteen seventies are just as acceptable as those built in the eighteen seventies for this series!).



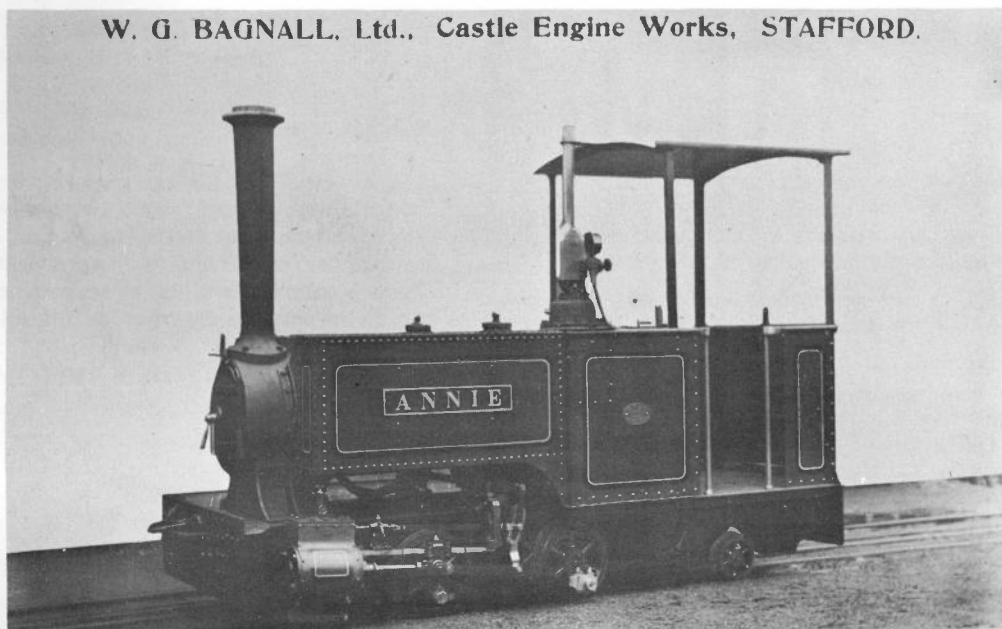
0-4-0ST "TEJON". Ordered by United Alkali Co. Ltd, 7/3/1911 for use on their mine railway at Sotiel Coronada in Huelca, South West Spain. Loco built to a very low loading gauge with an overall height of only 6ft 1½in.

Cylinders	7½in x 12in.
Driving wheel diameter	2ft 0½in
Wheelbase	3ft 8in.
Water capacity	100 galls.
Fuel capacity	2½ cwt.
Weight in working order	7½ tons.
Heating surface - tubes	145sq.ft.

Heating surface - firebox	21sq.ft.
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Total	166sq.ft.
Grate area	3.16sq.ft.
Working pressure	160psi
Traction effort @ 75% W.P.	3300lbs.

This loco is unique in being as far as is known, the only inside cylinder loco built by Bagnalls, fitted with a modified arrangements of the Bagnall-Price valve gear, fitted copper firebox and brass tubes, cost £285. Ownership of mine later passed to Compania Espanola de Explosivos. "Tejon" became No.11 and was disposed of presumably for scrap c 1962.

W. G. BAGNALL. Ltd., Castle Engine Works, STAFFORD.

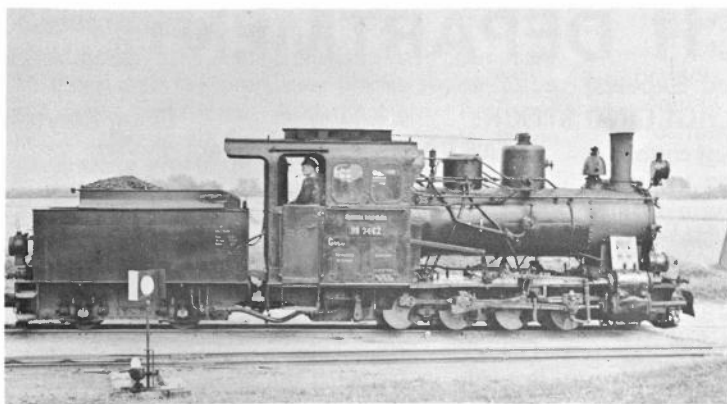


0-4-2PT "ANNIE". Ordered by Gisborne Corporation, New Zealand 18/10/1911 for use at Gentle Annie Quarry used there until 1919. At some time between 1919 and 1922 transferred to Motuhora Stone Quarries Ltd, and used until 1924. has lain derelict ever since-still there 1965.

Cylinders	5in x 7½in.
Driving wheels	1ft 3¼in.
Trailing wheels	9in.
Fixed wheelbase	2ft 6in.
Total wheelbase	5ft 9in.

Water capacity	80 galls.
Fuel capacity	4cu.ft.
Heating surface-tubes	60sq.ft.
Heating surface-firebox	8sq.ft.

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Total	68sq.ft.
Grate area	2.7sq.ft.
Working pressure	140psi
Weight in working order	4 tons.
Tractive effort @ 75%W.P.	1290lbs.
Fitted Bagnall-Price valve gear.	



*IMPORT – (1) 600mm gauge 0-8-0 Orenstein & Koppel 12518 of 1934 is now the property of Vale of Rhaidol Equipment Ltd. and is currently stored at STEAM TOWN, CARNFORTH, LANCs. [NGN.71/12] Seen here (May 1967) at WEGEZIN-DENNIN, E. Germany as DEUTSCHE REICHBAHN No. 99.3462.*

*(Ron Cox. Collection)*

*IMPORT – (2) We welcome back to Britain BAGULEY 2007 (1921 2ft gauge). This unique survivor has been brought home from Calcutta Water Works, India by our member M.G. Satow, having been restored to working order at I.C.I. RISHRA WORKS with the help of apprentices – who stand back to admire their work during a steam test on 18th March. It is initially destined for trials at Leighton Buzzard. (M.G. Satow)*



*IMPORT – (3) The “CHESTER GROUP” [NGN 72/13] recently moved their 0-4-0T HENSCHEL No. 28035 of 1948 (“Reisa” Class) to this (Undisclosed) temporary location where it will remain until space can be made for it at the owners address. (Pete Nicholson).*

# RESEARCH DEPARTMENT

(The Findings of our Acknowledged Experts)

## No.1-WELSHPOOL & LLANFAIR ROLLING STOCK.

Doug Clayton.

This commentary describes a number of curious facts that have come to light following an analysis of the following sources of information :—

1) THE WELSHPOOL & LLANFAIR RAILWAY, L. Cozens; NARROW GAUGE RAILWAYS OF BRITAIN, Howson; NARROW GAUGE RAILWAYS OF MID-WALES, J.I.C. Boyd-1952 and 1965 editions; WELSHPOOL & LLANFAIR LIGHT RAILWAY, Branch Line Handbooks 1966; W. & L. GUIDE 1963; NARROW GAUGE RAILWAYS, W.J.K. Davies; RAILWAY MAGAZINE 1903 and 1939; RAILWAYS 1942 and MODEL RAILWAY CONSTRUCTOR series of drawings 1953 to 1955 plus Feb. and June 1965.

2) Commercial photographs by :— Locomotive Publishing Co., Real Photographs, Locomotive and General Railway Photographs and Photomatic.

3) Personal observations and own photographs of 1947-1956 period.

From the foregoing it has been possible to discover a number of interesting facts, particularly covering the rolling stock that have, curiously, not been referred to previously. However it should be noted that the R.M. for 1939 contains an article probably based on notes of 1927 and which almost certainly applies when referring to the current position. Rather than deal in general terms it seems best to comment on the most noticeable facts in detail when dealing in sequence with the vehicles.

## BRAKE VANS No.1 and No.2.

Drawing No.1 results from a study of photographs which shows that a very early conversion, prior to 1910 was made to combined brake/goods vans by the addition of a central sliding door each side and sliding away from the open end, Standing gear was probably added at the same time, Messrs R.W. Pickering presumably supplying the parts or actually undertaking the work. (Compare these with the Campbletown and Machrihanish brake van No.1 built 1909). Such a vehicle would avoid the use of a goods van when only limited facilities were needed.

Drawing No.2 - In this form as G.W.R. 8755 and 8759. This shows the later and better known present form-when the doors were moved to the opposite sides and repositioned at the open end which was completely enclosed. Although this form is attributed to the G.W.R. an official G.W.R. photograph seen some years ago at a Manchester Exhibition may have shown a van in this form, but with W. & L No.2 on the side. If so, then even this conversion was of Cambrian origin. Again at some date, 8759 at least, was fitted with a through vacuum pipe and connections — only without any means of so operating the van brakes. This could have been a useful fitting to avoid the need to shunt the van to the other end of a train if there was no goods stock to be hauled. This van seems to have been turned after about 1930- previously both in this form faced the same way in turn-opposite to the original direction which was open at the Welshpool end. [Photo A.]

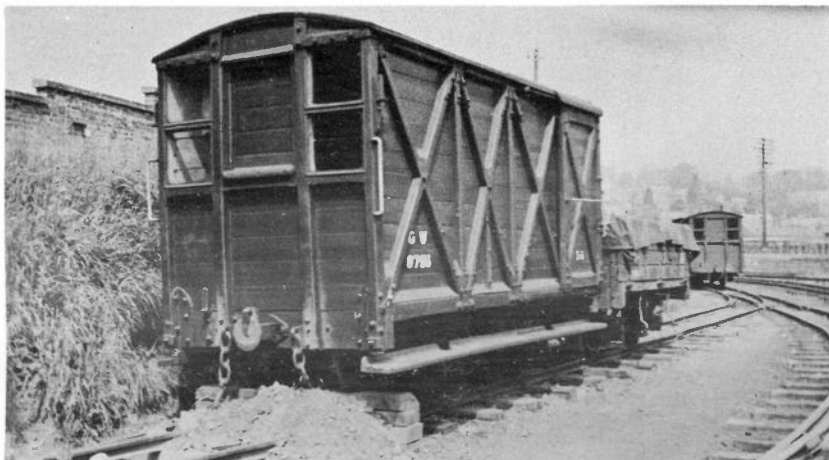


PHOTO 'A' Brake Van No. 8755 in 1947.

(Doug Clayton)



## Goods Vans Nos 3-6

Although little change seems to have been made to these over the years new planks appear to be the main alterations. A curious error has been perpetuated in all the foregoing books etc. giving dimensions and/or drawings that give the height as 10ft which, although given on some copies of the builders drawings, is corrected to 9ft on others, matching the summation of individual dimensions and by scaling. They have always matched both the brake and cattle vans in height which is clearly visible in photographs-a nasty catch for the unwary!

## Cattle Vans No.7 and No.8.

Again, apart from new planks little alteration seems to have been made though considerable rearrangement of the planking was made and 13623 acquired a lamp bracket in the centre of each end, however 13626 does not appear to have had one at either end. [Photo C]

## Open Wagons Nos. 9-48

Originally all were open with springless axle boxes and quite different metal fittings which can be seen by comparing the drawing in M.R.C. February 1965 with the Drawing No.3 which illustrates virtually all the main changes. Springs seem to have been fitted as early as 1905. The allocation of a batch of W. & L. Nos for sheep wagons appears erroneous. Unfortunately details for 71690 are unknown as no photograph was obtained. Again it should be noted that differences are spread over the full range and that some with the older door hinges were still so arranged in early G.W.R. days.

The question of sheep wagons now arises and the R.M. 1939 has the statement;- "Rails are provided by which some open wagons can be adapted for carrying sheep". The most probable true meaning of this is that as 71687 is known to have had sockets, as shown in the drawing and presumably used for carrying rails as surmised in the drawing, the statement means what it said i.e. an open wagon adapted to carry sheep. Wagons so arranged were presumably the forerunners of the later and more complete alteration with the sides formed completely by rails as shown by Drawing No.4 and [Photo B.] N.B. both types first existed without doors, with the sockets arranged symmetrically. On 71687 the sockets match those on the six rail version in style and these latter could have used such actual sockets, although it is not clear if there were as many as eight adapted opens. It could be that the five-rail type were direct conversions and though 71687 was not converted it certainly co-existed about the summer of 1930 with both types of open rail versions of the doorless form possibly wagons with poor body timbers being chosen for conversion. This first doorless form subsequently having doors fitted at the corner diagonally opposite to the brake lever-a necessity which required some to be turned so that the brake was away from the platform side. It would appear from the foregoing that there were no sheep wagons before about 1927 although some standard opens had been fitted from an unknown date, probably early, with sockets to enable extension rails to be fitted. No doubt swinging the side up and fitting rails with a load of lively sheep was not

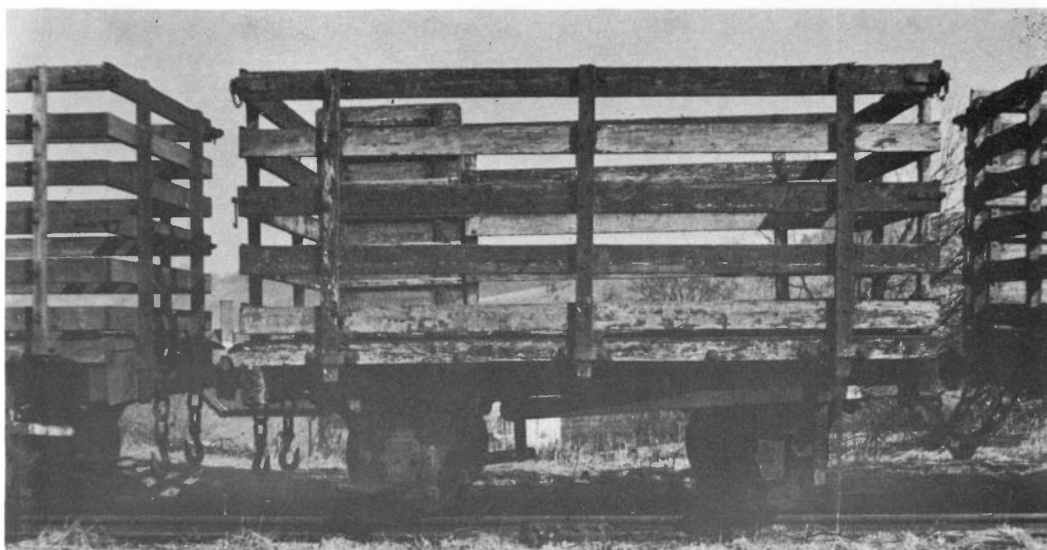


PHOTO 'B' Open Wagon No. 34168 in 1956.

(Doug Clayton)

an easy task leading to the more extensive alterations with full side rails in two batches of five and six rails. These were probably easier for loading but were altered again to have doors added to make loading even easier although differing slightly according to type. Thus there were three distinct versions of wagons for the movement of sheep and not just the one form as latterly known. A final note which certainly implies their conversion from opens is that although most showed renewed timbers two wagons did show at one end only, in each case, plugged holes in suitable positions for end strapping in somewhat decrepit headstocks.

N.B. The heights shown on the drawings are the summation of the height-to-floor from drawings plus the average height of the rails and differ from the "official" height.

### **Timber Wagons Nos. 49-54**

Little alterations seem to have been made to these, being supplied with springs but from an early date, and subsequently all from time to time, had renewed deeper and heavier bolsters. All were later converted by the G.W.R. to opens similar to, but smaller than, the original ones.

### **Timber Wagons G.W.R Nos, 17349-17354**

These and the G.W.R. cattle vans were the only vehicles with hand brakes each side. Four were

converted to opens, one at least losing one brake lever before services ended.

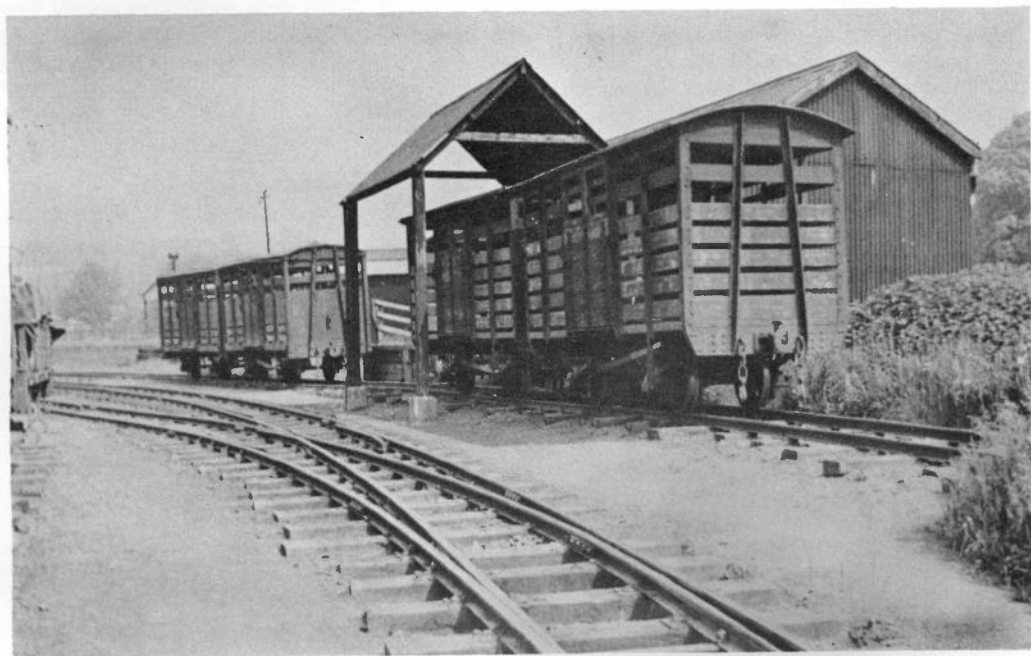
### **Cattle Vans C.W.R. Nos. 38088 and 38089.**

R.M. 1939 quotes only two cattle vans and although it is usually stated as not used on the V. of R., the 1965 edition of Narrow Gauge Railways of Mid-Wales has a photograph showing one of these at Devils Bridge in August 1935 ! This hardly agrees with the text reference of a vehicle for which no use could be found and soon joined the other which had been sent to Welshpool. The V. of R. apparently did make some use of these vans.

The foregoing is just a brief summary of the findings of this research as the original draft ran to some 20 pages, a set of which is being passed to the Society Library for inclusion in the W. & L. File. Anyone who wishes to go further into this matter should consult those notes.

It is hoped that this article will provoke comments on a subject which, regrettably some had already thought to be completely covered . . .

\*See also Drawing Supplement with this issue. \*



*PHOTO 'C' Four Cattle Vans No's 38088 & 89, 13623 & 26 in 1947.*

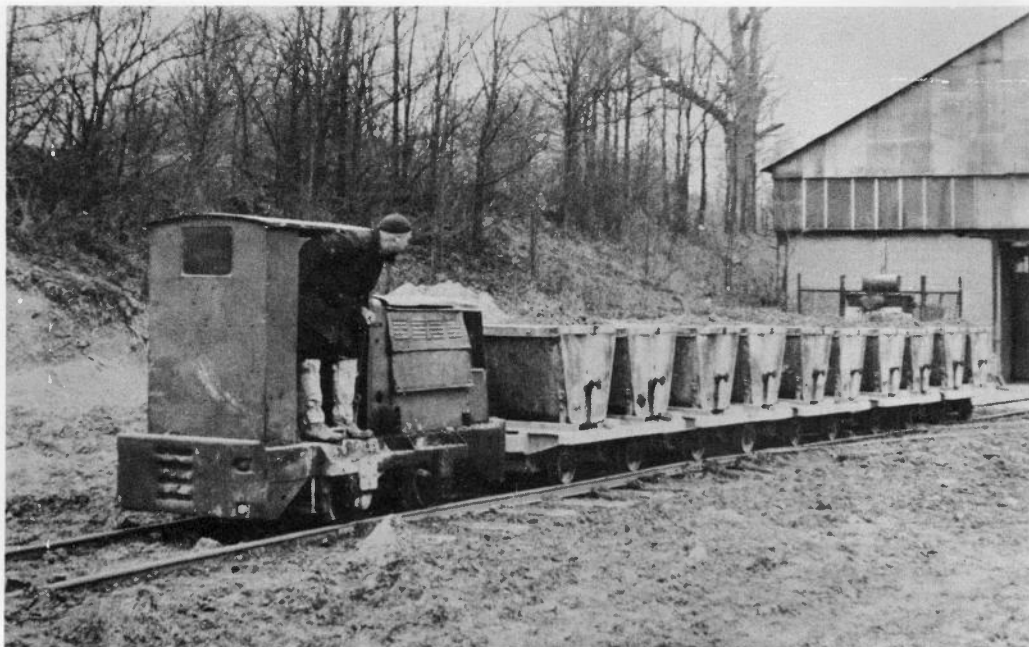
*(Doug Clayton)*



*INDUSTRIAL DIESELS — (1) AYLE COLLIERY CO LTD. AYLE EAST DRIFT. ALSTON, CUMBERLAND. Hunslet 'Tiny Tim' 2 ton mining diesel with 15H.P. Enfield engine. One of the smallest industrial locos ever built. No. 4991 (1956) sits outside the adit, right on the county boundary between Cumberland and Northumberland. [2ft gauge] (Pete Nicholson)*



*INDUSTRIAL DIESELS — (2) A.P.C.M. LTD, DUNBAR CEMENT WORKS, EAST LoTHIAN. (NGN72/18) The two 3ft. 6ins. gauge English Electric 0-6-0 Diesel Hydraulics of 1966, Nos. D926 and D925, stand out of use and awaiting a decision as to their fate after only four years service. (Pete Nicholson)*



*INDUSTRIAL DIESELS — (3) A.P.C.M., PADDLESWORTH QUARRY, SNODLAND, KENT (3ft gauge) is one of the very few quarries where British N.G. locos can still be seen at work. RUSTON 221618, a 48DL was one of four such locos working very busily in Feb. '70.*

*(Pete Nicholson)*



*INDUSTRIAL DIESELS — (4) JOHN HOWARD & CO. LTD, HEADLAND QUARRY, ANGLESEY. (NGN73/17 & 55/17) One of the two 3ft 6ins gauge 165HP Rustons, No. 384143 of 1955 an 0-6-0 Diesel Electric, which have been scrapped on site. Rail transport soon proved unsatisfactory on this contract and the rail system was already out of use when the photo was taken in July 1969.*

*(Pete Nicholson)*



# BRITISH NARROW GAUGE LOCOMOTIVE REGISTER

(COMPILED BY THE SOCIETY HON  
RECORDS OFFICER)

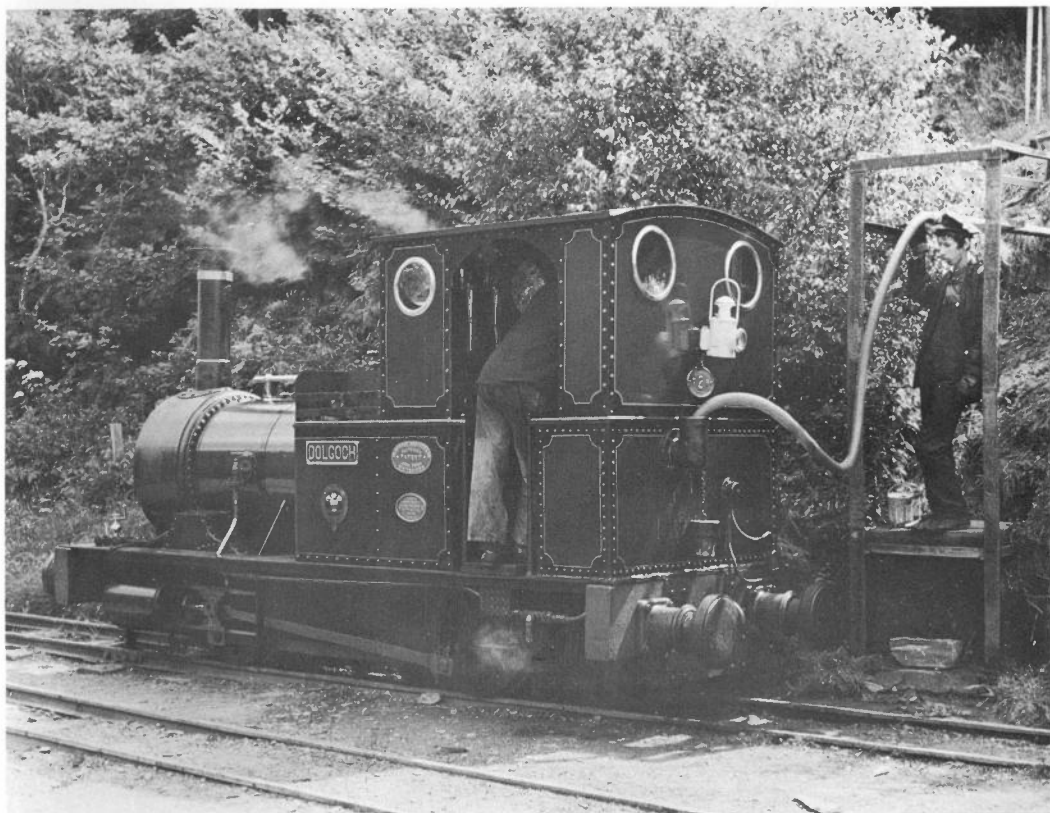
## INTRODUCTION

It has been a long felt need by the Society Records Dept. that details of Locomotive Builders and their N.G. Locomotives, which survive today, should be published in list form utilising the numbers allocated by the Builders themselves and incorporating all known basic technical information. This is, therefore, the first part of an intended series which will deal with the locos extant in the British Isles at the time of publication. All forms of motive power will be covered-steam, i/c and electric.

Members are invited to submit material-photos (not necessarily recent but good quality

black & white) and/or technical data of such locos for inclusion in future parts. Additional and corrective information on published items also welcomed. The records are being compiled for ALL builders simultaneously-(it is proposed to ultimately publish the cumulative parts in one book suitably brought up to date with information subsequently received and illustrated with further photos and drawings).

**NEXT ISSUE (SPRING 1972) PART 2—  
ORENSTEIN & KOPPEL.** All contributions relating to this builder to the H.R.O. as soon as possible please ! remember, initially the series is restricted to the British Isles only.



*No.63 Almost certainly the best known Fletcher Jennings loco in the world — a delightful machine, shown here with Talyllyn volunteer staff replenishing the well tank at Abergynolwyn in 1969.  
(Rimmer, Courtesy of Talyllyn Railway Co.)*

# Part 1. Fletcher, Jennings & Co. Lowca Engine Works, Whitehaven, Cumberland.

The origins of this company date back to 1763 when Adam Heslop founded an engineering works at Lowca. This passed into the hands of Messrs Millward in 1808 and in 1830 passed to Messrs Tulk & Ley who built the first locomotive in 1840 (standard gauge). In 1857 the works again changed management becoming Fletcher, Jennings & Co. who built the first narrow gauge loco in December 1862-one of the very first such locos built anywhere in the world. This was No.28 an 0-4-0 saddle tank for the Aberdare Iron Co. and was 2ft8in gauge.

A further change in title took place in 1884 when it became The Lowca Engineering Co. Ltd and changed yet again in 1905 to The New Lowca Engineering Co. Ltd. Locomotive production ceased in 1912 when a serious fire destroyed the works, from which the company never recovered being finally wound up in 1927. In all, 66 narrow gauge locos were produced, the last being in 1900, of which four, of three different classes, survive today. These are detailed below.

Class	B.b.	C	E
Type	0-4-0WT	0-4-2ST	0-4-0T
Length (over buffers)	16ft 6in	16ft10in	13ft11½in
Width	5ft 5in	5ft 3in	6ft
Height	8ft 5in	8ft	8ft 3in
Weight	8½tons	8½tons	8tons
Driving Wheels	2ft 3in	2ft 3in	2ft 4in
Trailing Wheels	—	1ft 9in	—
Wheelbase	6ft 6in	Fixed = 4ft, Total =8ft	4ft
Cylinders	75/8inx16in	8½inx16in	8inx16in
Tractive effort @ 85% W.P.	4090lbs	4360lbs	4350lbs

No.	YEAR	CLASS	GAUGE	OWNER, LOCATION, & RUNNING IDENTITY
42	1864	C	2ft 3in	Talylyn Railway Co., Tywyn, Merion. [No.1 TALYLLYN]
63	1866	B.b.	2ft 3in	Talylyn Railway Co., Tywyn, Merion. [No.2 DOLGOCH]
172L	1880	E	3ft2¼in	N.G.R.S. c/o Brockham Museum, Dorking, Surrey. [No.4 TOWNSEND HOOK]
173L	1880	E	3ft 2¼in	J.B. Latham, "Channings", Kettlewell Hill, Woking, Surrey. [No.5 WILLIAM FINLAY]

## NOTES.

**42 & 63.** It is, perhaps, not strictly correct to classify either of these locos as being surviving products of Fletcher, Jennings as, in fact, neither has its original frame —(the normally accepted factor determining a locos pedigree)— or indeed many other parts, if any, remaining from 1864/66. 42, which was built as an 0-4-0ST, was modified to become an 0-4-2ST by Fletcher, Jennings in 1867 and in c1900 was rebuilt at Towyn using new frames supplied by W.G. Bagnall. These are retained today but even these have received structural modification on several occasions ! 63 retained its original frame until as recently as 1963 when it was completely rebuilt by Gibbons Bros Ltd, Lemches Bridge Works, Brierly Hill, Staffs. who supplied a new frame and fitted a new Hunslet built boiler. This loco is fitted with

'Fletchers Patent' valve gear, the unusually long wheelbase bringing the rear (driving) axle behind the firebox. [Both these locos are now finished in the standard T.R. livery of mid-green].

**172L & 173L** The 'E' class, which was available for a range of gauges up to standard gauge, was fitted with Stephenson's valve gear with single slide bars. [Both these survivor's remain in maroon livery].

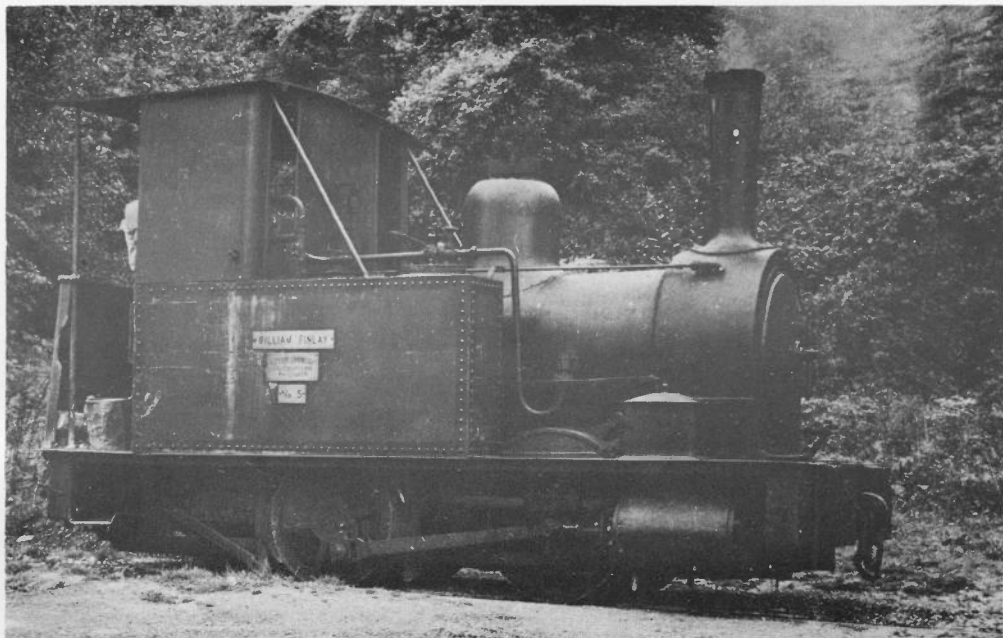
## FURTHER REFERENCES :

Fletcher, Jennings. British Locomotive Builders Works Lists-1. Union Publications. The Dorking Greystone Lime Co. Ltd. & 'Townsend Hook'. N.G.R.S. o.o.p. The Locomotive. Nov. and Dec. 1947 and Jan. 1948.

## ACKNOWLEDGEMENTS TO :

Talylyn Railway Co. and J.B. Latham.

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*No. 173L Before preservation by J.B. Latham seen here trundling round the works of The Dorking Greystone Lime Co, Ltd, where it and 172L (the N.G.R.S. loco) spent all their industrial working lives.*  
(Maurice Billington)

## RETROSPECT

3'0" Gauge : CAVAN & LEITRIM RAILWAY, EIRE [Closed 1 . 4 . 59]



*BALLINAMORE SHED (C.I.E.) IN 1954. LOCOS No.8, 4-4-0T (Stephenson 2619 of 1905), No.5, 2-6-2T (Hunslet 555 of 1892) ex T.&D. & another, 2-4-2T (Nielson Reid of 1899) ex C.B.&P.*  
(Courtesy Photomatic Ltd.)

# THE NARROW LINES OF INDUSTRY

## NARROW GAUGE IN THE MINES OF CORNWALL 1970

M. J. MESSENGER

Cornwall is probably the most mineralised part of the British Isles and mining has been pursued with varying degrees of success since pre-Roman times. The peak was reached during the last century and the industry has declined steadily since so that by 1960 only two mines, South Crofty and Geevor, were working, for tin. However tin is fast becoming a scarce commodity and the constantly rising price has made mining again an economic venture. Several new mines are opening and an interesting feature is that mining is one field where rail, narrow gauge at that, reigns supreme over the rubber tyre albeit limited on the surface.

**SOUTH CROFTY LIMITED**, now a wholly owned subsidiary of Siamese Tin Syndicate Ltd, has at the time of writing the most extensive n.g. system on the surface. The main shafts are Robinsons (G.R. 668413) and New Cook's Kitchen (G.R. 664409) and a 2' tramway latterly worked by Ruston & Hornsby diesels linked these to the mill. The section to New Cooks Kitchen, on a timber trestle, was replaced by a conveyor belt in 1968 and only the longer section to Robinsons is now in use. This formerly ran on to Palmers shaft before a collapse put that shaft out of use. Robinson's is also the site of one of the preserved Cornish beam engines; this one an 80" pumping engine, of 1854. The boiler house has recently been converted to a charging station for the 1'10" battery locos used underground. Considerable development is afoot at New Cook's Kitchen which will become the main haulage shaft thus bringing about the demise of the tramway from Robinson's. A new headgear has been erected and new ore bins on the site of the Hayle Railway's North Crofty branch. Extensions to the mill have brought about the demolition of the old tin-yard and several Brunton calciners including the remains of the 1'3" and 2' tramways that served them.

**GEEVOR TIN MINES LTD's** main shaft is Victory (G.R. 375345) and as with most other of the mines shaft haulage is by skip. A short length of 1'6" tramway runs to the adjacent workshops and is used solely for maintenance purposes. Another recently laid line serves an ore stockpile behind the workshops.

Of the new mines **CAMBORNE MINES LTD's** Pendarves Mine (G.R. 647387) has the most extensive surface n.g. From No.1 shaft it serves the charging station in front of the winder, the workshops and stores. Being a new mine all dimensions have been metric from the start so the gauge is correctly 600mm. The shaft is 250 m deep and

considerable development work is taking place on the Nos 3 and 5 levels, at 150 m and 250 m respectively. An interesting feature in certain of the drives is a datum line one metre above rail level.

Pendarves is a completely new mine in virgin ground but **WHEAL JANE LTD**, a wholly owned subsidiary of Consolidated Gold Fields Ltd, took over the setts of several old mines. Initial exploration was carried out at adit level (23 fathoms deep) of Nangiles Mine (G.R. 764420) using Engine shaft by **FORAKY LTD**, contractors. An interesting find in the old stopes here was a 1'7" gauge **woodway** with straprail. Work is now centered on Clemow's shaft in the old West Wheal Jane (G.R. 772427) and a new shaft is being sunk nearby. Narrow gauge is restricted on the surface to a short line to the dumps at Nangiles and at Clemow's a double track runs from beneath the headgear to ore bins and a dump. At both Clemow's and Engine shafts, loaded wagons are brought to the surface in the cage.

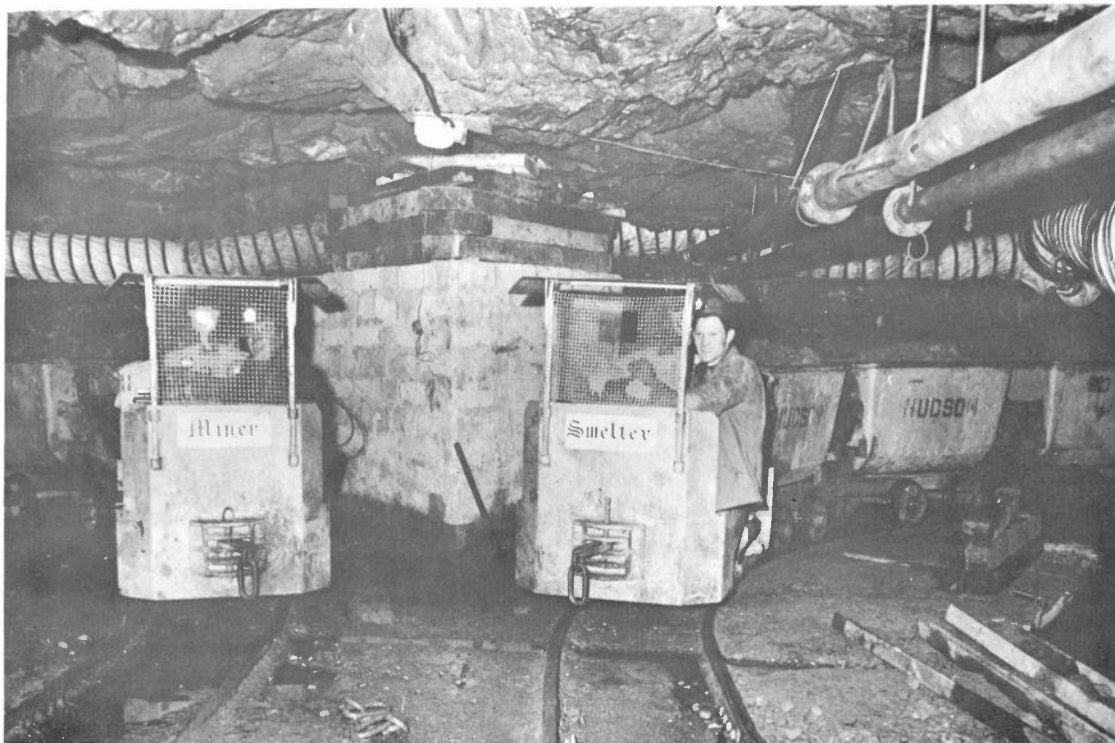
**MOUNT WELLINGTON** (G.R. 761417) is another re-opening of an old mine. The headgear stands opposite Nangiles across the valley and high above Twelve Heads village. A new shaft is sinking but no n.g. is in use here yet, for as at Pendarves, the skip empties straight into lorries.

**ST JUST MINING SERVICES LTD**, are trying to reopen the famous old Levant mine (G.R. 367346) on the cliffs South West of Geevor. A short length of 2' track runs from the stores along the cliff to nearby the shaft but is not used. A sea breach has had to be sealed before major work could begin. Access is by the tiny Skip shaft below the preserved 1840 24" whim engine. There is a Clayton 4w Battery Loco in the stores but it will not go down the shaft. Even Hudson side-tippers are dismantled for the descent!

One other extant system worthy of mention is the Test Mine of **HOLMAN BROS. LTD**, near Troon. (G.R. 656367) This consists of 7000 feet of tunnels radiating from a small quarry and was started in the mid-1930's to test and demonstrate Holman mining products. A Lister diesel loco is in use but all tunnels are large enough for road vehicles. The mine is all on one level apart from a short incline raise built by students of Camborne School of mines.

**CAMBORNE SCHOOL OF MINES** also have a little 1'6" track in and on the surface of the part of Great Condurrow Mine (G.R. 660391) that they occupy, but it does not see much use.





*Recalling the nostalgia of the 'Redruth & Chasewater' names MINER and SMELTER — a remarkable picture taken underground at Wheal Jane Ltd.*

**CAMBORNE MINES LTD (600mm Gauge)**

CLAYTON	5554/1	1968
"	5554/2	1968
"	5554/3	1968
"	5728	—
"	5780	—

WINGROVE (No. Unknown)

**HOLMAN BROTHERS LTD (2ft Gauge)**

LISTER	34030	1949
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**SOUTH CROFTY LTD (1ft 10in Gauge)**

HUNSLET	6342	1970
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RUSTON	7002/0865/7	1965
"	7002/0865/8	1965
"	7002/C867/5	1967

WINGROVE C6712 1963 ["14"]

"	F7113	1966
"	F7114	1966
"	F7115	1966

(Sixteen Nos. Unknown)

**GEEVOR TIN MINES LTD (1ft 6in Gauge)**

CLAYTON	5514	1968
"	(No. unknown)	

WINGROVE (No. unknown)

GEEVOR (Fourteen No Numbers given)

**ST. JUST MINING SERVICES LTD (2ft Gauge)**

CLAYTON	5623	—
"	5639	—
"	5712	—
"	5764	—

**WHEAL JANE LTD (2ft Gauge)**

CLAYTON	5512/1	1968 ["JM56"]
"	5512/2	1968
"	5688/1	["MINER" and
"	5688/2	"SMELTER"]
"	5766	1970 ["5 SPITFIRE"]
WINGROVE	5537	1956

**CLAYTON EQUIPMENT CO. LTD.**

4-wheel Battery Electric, 1½ Ton.

**HUNSLET ENGINE CO. LTD.**

4-wheel Diesel, 28H.P.

**R.A. LISTER & CO. LTD.**

4-wheel Diesel, R.T. type (ex Petrol)

**RUSTON & HORNSBY LTD.**

4-wheel Diesel, L.B. type

**WINGROVE & ROGERS LTD.**

0-4-0 Battery Electric, W217 type

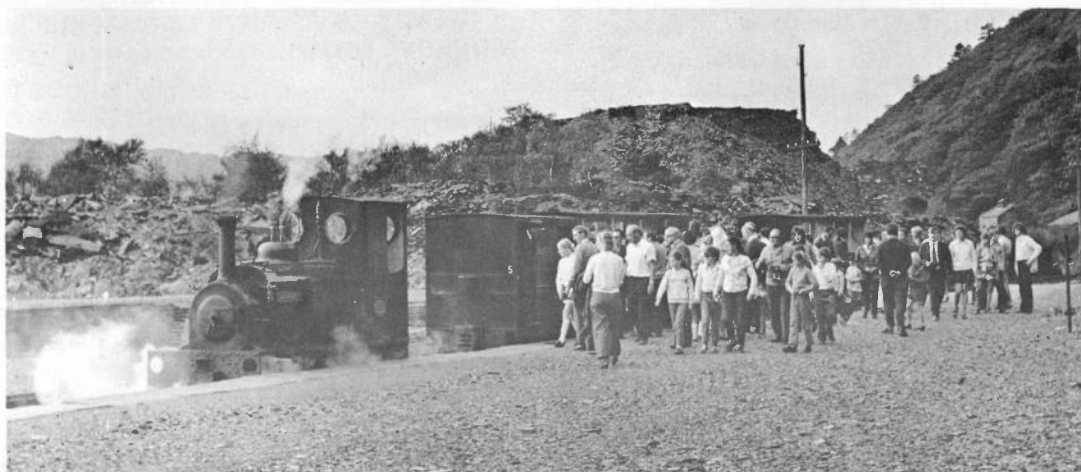
**GEEVOR TIN MINES LTD.**

0-4-0 Battery Electric, (W.217 design)

(Compiled N.G.R.S — H.R.O.)

# NARROW GAUGE PICTORIAL

*This issue we feature scenes following the opening of the RHEILFFORDD LLYN LLANBERIS. The biggest N.G. event in Britain this year – depicting locos DOLBADARN (HUNSLET 1430) No. 4 (RUSTON 277265)*  
(E.N. Kneal)





# NARROW GAUGE International

\*"N.G. INTERNATIONAL" RAILWAY BOOKSTALL – LIST No.1 Accompanies this issue\*

## West Germany



## Schmalspur- und Kleinbahn-Betriebsgesellschaft

(eingetragener Verein)

Translation :— Narrow-Gauge and Light Railway Operating Society (Registered as a Charity).

### Article by Mike Spellen.

The SKBG was finally able to open the first part of their planned museum line, a few miles south of Hamburg in a village known as Holm-Seppensen, on Whit-Saturday May 29th. 1971. At present some 450 yds. are in use and a further 200 yds almost ready. The first stage of development consists of some 1100 yds which will probably all be in use in 1972. The whole layout has been built by the members which explains the rather slow progress, since the club has at present only 31 members, some of whom live very far from Holm-Seppensen. (My own address is 250 miles distant !)

The "train" on the opening day was hauled by loco No.4 which only arrived on the line 2 weeks earlier, having been purchased from a factory in Hamburg, as was the loco No.2 which is at the moment in reserve pending a boiler inspection. Loco No.4 has a new boiler and should serve for quite a few years without trouble. Considerable spares are available for both locos.

At present the club possesses only one coach, previously No.11, which was obtained from a turf works in Gross Hesepe and regauged to 600mm. This is a very neat bogie coach which runs very smoothly and has seats for 24 persons. These are divided into 4 seats in a small compartment at one end which is called 2nd. class and the rest of the space is taken up with 20 seats in the 3rd. class. Entrance is via open end platforms. The coach has at present no brakes but these will be fitted later — at the moment the loco is fully capable of braking this one coach.

One 8-wheel and two 4-wheel open goods wagons with sprung axles were recently obtained and the

8-wheeler will be converted into a coach (probably a toastrack) as soon as possible. Several other goods vehicles are already club property or have been reserved for us.

In spite of the fact that we had not advertised the opening date (due to not knowing exactly when the newer loco would arrive), we are happy to be able to report that we had a large number of passengers on the opening day, including reporters from 3 newspapers. All in all we carried well over 100 persons on this one day (which could be a good omen for the future), and which involved 7 return trips over the line, each time fully loaded.

Among our future plans is the electrification of at least part of the line in order to be able to use our loco No.3 which is a very curious vehicle. The chassis is from a conventional side-tipper (4-wheeler) on which the previous owners (Dorentruper Sandwerke) built a "body" and mounted the one D.C. motor, which develops 7.5 HP and drives both axles via chains. The loco is complete and in working order, only the overhead wiring is needed together with the necessary rectifier to enable the loco to be put into service.

Further information can be obtained from our member — MIKE SPELLEN, 404 NEUSS, EICHENDORFFSTR. 25, W. GERMANY (leaflets 4p S.A.E.)

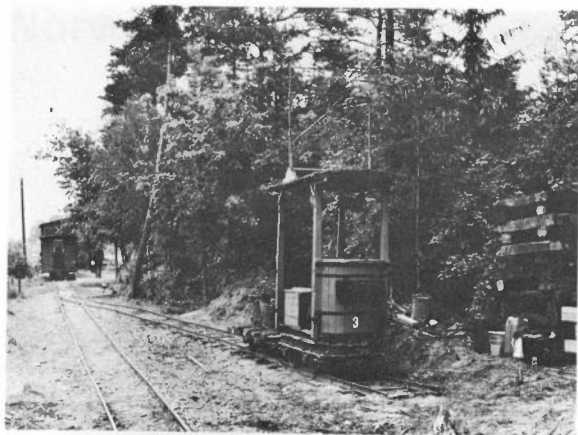
Details of the locos are as follows : Gauge : 600mm

No.2 0-4-OT Schwartzkopff of 1927  
ex. Norddeutsche Affinerie, Hamburg.

No.3 0-4-0 Electric. Self-made c1925  
by Dorentruper Sandwerke (presented to the SKBG 1970)

No.4 0-4-OT Jung 10373 of 1942  
ex Norddeutsche Affinerie, Hamburg.

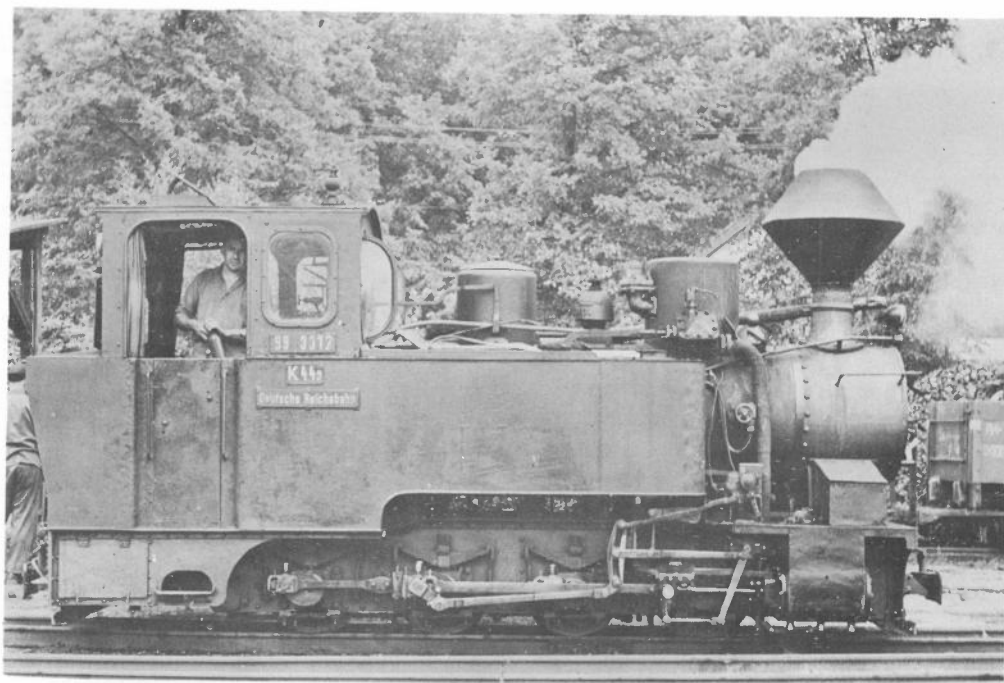




*Two scenes at HOLM – SEPPENSEN on 29/5/71.*

*(Mike Spellen)*

## East Germany



*DEUTSCHE REICHSBAHN No. 99.3312. (Ex D.F.B.) 600mm gauge Built Borsig 8472 (1912)  
at Bad Muskau August 1969.*

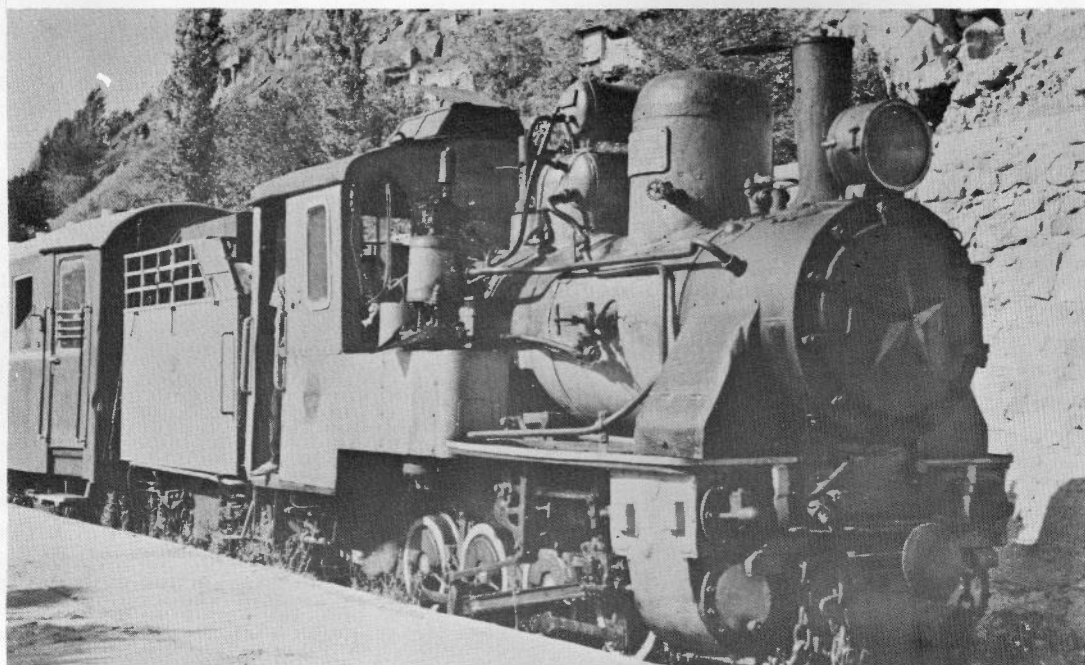
*(Ron Cox. Collection)*

## Italy "CORALO" AND "ALTAMURA"



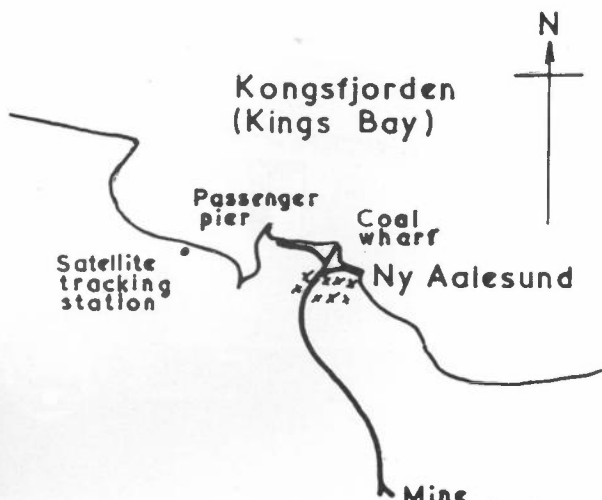
*They worked on a 750mm line in Italy, the BARI BARLETTA TRAMWAY. According to the information scrawled on the back of the photo, they were Nos. 7 and 9, being 0-6-2 tanks. Presumably there were also locos from 1 to 6 somewhere, while the list might have gone on with 10 up to Heaven-knows-what. Who does know?* (Sydney Moir)

## U.S.S.R.



*750mm(?) Gauge "Pioneer Railway" at JERCWAU, SOVIET ARMENIA, September 1969. (Ron Cox. Collection)*

# Norway



*"The Most Northerly Locomotive Shed in the World."*  
(Neill Pitts)

## THE MOST NORTHERLY RAILWAY IN THE WORLD

NEIL PITTS

The distinction belongs to a railway built by the Kings Bay Coal Company of Spitzbergen to carry coal from its mine to the Wharf at Ny Aalesund, which is the most northerly permanently inhabited settlement in the world. It is situated just south of the 79th parallel and is thus a mere 11° from the North Pole. The line was built in 1917 to a gauge of 891mm (2'11") and was about a mile and a half in length. The mine was sited rather below the 50 metre contour and there was a descent of about 100 feet in favour of loaded coal trains. Motive power consisted of two locomotives, both built by Nydqvist & Holm AB of Trollhattan, Sweden. One was a 0-6-2T, works No.56 of 1875 and the other a 2-4-0T, works No.198 of 1885.

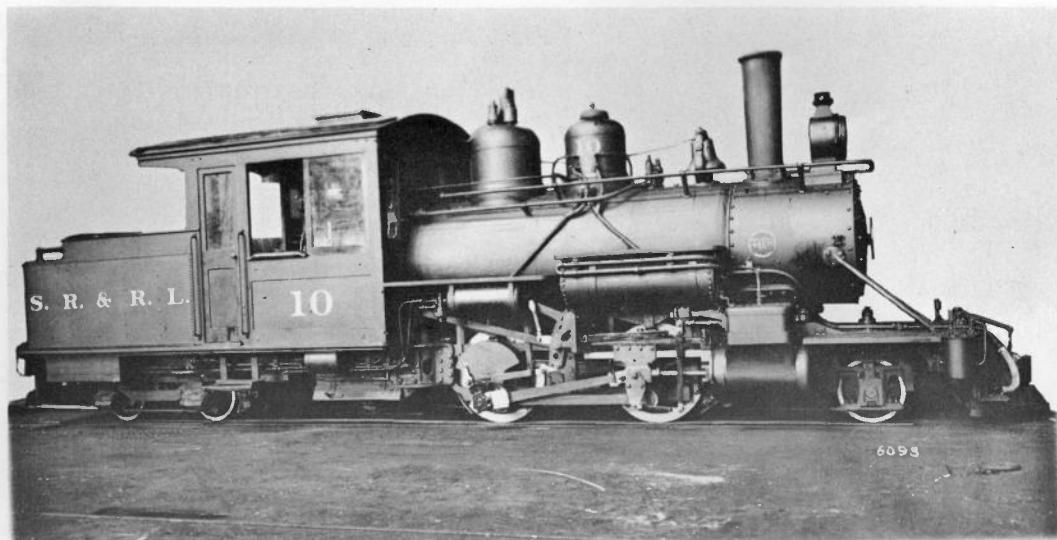
Following an explosion in the mine in 1963, (the resulting fire not yet having been extinguished, !) mining operations ceased and the railway fell into disuse. It has now been largely dismantled, but

the two locomotives remain securely locked in the engine shed, and some trackwork in the vicinity of the shed and wharf remains in situ. According to local information (1970) the engines have been sold for scrap in view of their age.

During its working life the railway carried some 60,000 to 80,000 tons of coal annually to the wharf for shipment. For such a small concern the track layout in the neighbourhood of the wharf was quite extensive, and doubtless the system, like many another industrial railway, was utilised to convey stores for the local community, the area around the wharf is referred to in contemporary publications as the "railway station".

The town at present has a very neglected look and now is the home of an E.S.R.O. satellite tracking station and a station of the Norsk Polar Institut. In the past several polar expeditions have used Ny Aalesund as a staging post.

## U.S.A. . . . (1)



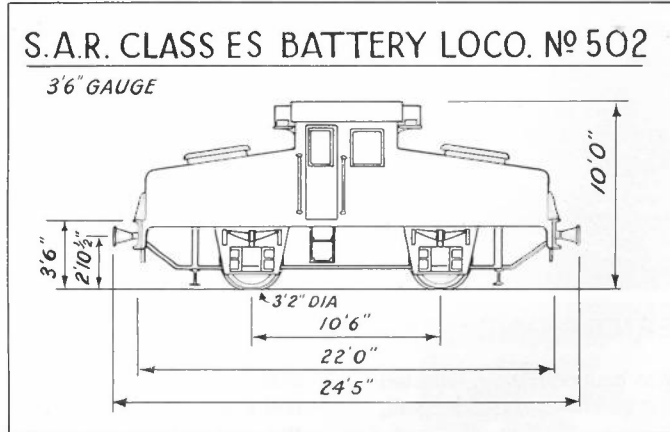
*SANDY RIVER & RANGELEY LAKES RAILROAD No. 10 BALDWIN 44231 (1916)  
( \* See also 'N.G. Modeller' — page 35) (Bill Strickland Collection)*

## U.S.A. . . . (2)



*3ft Gauge EAST TENNESSEE & WESTERN NORTH CAROLINA RAILROAD No.12 a 4-6-0  
at CRANBERRY N.C. in 1948. (Prior to being "touristified".) (Ron Cox. Collection)*

## South Africa . . . (1)



*This little battery-electric locomotive, built by the English Electric Co. Ltd., for use as a shunter in the yards at the E.S.C. Colenso power station, first set to work in 1925. Eventually she was no longer required at Colenso, and was sent off to Durban, working in the yards at Congella, where she is now.*

*Weight of loco : 20.4 long tons*

*Max Tractive Effort : 9,000 lbs.*

*Two series motors rated at 50.b.h.p. each*

*Maximum safe speed : 30 m.p.h.*

*Normal Voltage : 240 : Battery : 208 cells  
(Sydney Moir)*

## South Africa . . . (2)



**REAR END OF A NARROW-GAUGE GARRATT** (South African Railways)

*In service, a Garratt HAS no rear, for it can be worked equally well in either direction. This shot of a Class NG.G 16 on the Avontuur Branch of the South African Railways shows the latest thing in headlights . . . twin sealed beam lamps. It also shows the favourite position of the engine-men, seated OUTSIDE the cab, and the way in which ventilated and cattle vans are sheeted over when used for ordinary goods traffic.*

*(Sydney Moir)*



# THE NARROWER GAUGES

FEATURING THE 7¼" – 21" MINIATURES



## THE LITTLE WESTERN RAILWAY by Ken Hartley.

(Rich Leithead)

This very pleasing 7¼in gauge railway, situated in the Trenance Gardens at Newquay, Cornwall, with the former G.W.R. stone viaduct as a backdrop, was visited in June 1971. The line was originated, I believe, by Mr. Booth, who was later joined by a former R.A.F. colleague — they are a friendly and enthusiastic pair, who obviously greatly enjoy their railway.

The track forms an irregular oval, giving a run of 250-300 yards and is laid with "Cromar White" F.B. alloy rail secured to timber sleepers, with limestone chippings as ballast. The latter is largely 'boxed-in' with concrete edging slabs, which keep everything very tidy. The layout at the only station-BADGER'S HALT-consists of the main line, with a run-round, opposite the platform from which a spur leads to the nearby turntable. This gives access to four tracks, the centre pair of which serve the 2-road Locomotive Shed. The other two tracks form single sidings flanking each side of the shed. The water tank for the steam locos is sited at the "Departure" end of the platform-the trains running in a clock-wise direction.

Both the station building-cum-booking office and the loco shed are of pleasing design and are a happy compromise in size-they do not appear so horribly "out of scale" as is often the case. Beyond the tracks, on the inside of the layout, runs a small stream which is suitably bridged, while on the far side of the oval the slightly higher ground calls for a shallow cutting and renders the brick faced tunnel less conspicuous. This last item is fitted with doors and houses the 4 "cromar white" bogie coaches when not in use.

Pride of the line is the coal-fired 1/8th scale L.M.S. ROYAL SCOT 4-6-0 locomotive built some years ago to Bassett-Lowke drawings by the Secretary of the Malden & District S.M.E. It had seen several years service in Jersey and was in poor

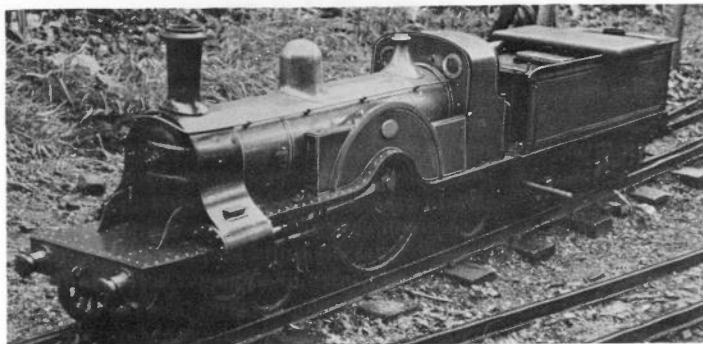
shape when purchased, being "a mass of patches and make-shift repairs". The present owner spent two years re-building the loco which is painted red-not quite a true L.M.S. shade-and lined out in yellow. The engine is 20½in high and with its tender measures 8ft over buffers, while the weight is 8cwt. The working pressure is 100psi and the haulage capacity "up to 2½tons".

The second steam loco is of a G.W.R prototype-the 0-4-0T Dock Shunter-the now well known "MIDGE" design. It is painted dark green lined and lettered in yellow and sports a highly polished dome and chimney in brass. This engine was bought new and is stated to have been built by a Derby Works fitter. It will haul 1½tons on the level and has a weight of 1½cwt; it measures 38½in over buffers, is 17¼in high and works at 80psi steam pressure.

The third loco is another "Cromar White" product- a B.R. HYMEK type BoBo "diesel" originally painted red like the 'Scot' but now running in a more familiar blue livery. The power unit is a petrol-driven 197cc "Villiers" said to be ex-"Bond" 3 wheel minicar. It has electric starting and I believe 'reverses' by causing the 2-stroke engine to run 'backwards' ! (Yes, this is technically possible). Actually there is little need for running in reverse as the 'diesel' can be easily turned by push power ! This loco seemed well able to cope with a full 3-car train of 20 passengers, mainly youngsters of course.

Two complete circuits of the track (ie roughly 1/3 mile) constitute a trip for which a fare of 5p is charged for children and 10p for adults. Coloured post cards depicting four different views of the railway are available at the booking office priced at 2½p each.

For much of the above 'gen' I am indebted to Mr. Booth and his partner. (Ref. : NGN69/9).



*R.A. NORTH, BOQUHAN HOUSE, Nr. BALFRON, STIRLINGSHIRE. Member, R.A. North has an extensive 7 1/4 ins gauge railway in his grounds, the main track being about a 1/4 mile. There are four steam locos and a BoBoBo petrol loco built by Mr. North, but the "Pride of the Line" is this 4-2-2 G.N.R. Stirling single built by a Mr. Faulkner of Barnes and which has been in the family so long is now regarded as an heirloom. (Pete Nicholson)*

**RAVENGLASS & ESKDALE RAILWAY.** — The Villiers engined "Scooter". Its diminutive size is made obvious when compared with the points levers behind. It is a well constructed machine and is bound to be the forerunner of many enthusiast-built Rail Scooters in the future. [N.G.N. 69/6]

(Pete Nicholson)



## COLLECTORS PIECE

### ITEMS 1 – 6 TICKETS FROM NEW PLEASURE LINES.

The collection and study of 'railwayana' such as tickets, luggage labels, railway letter stamps etc has not been covered by the Society previously and with the ever increasing interest in such topics it is considered a series dealing with items past and present will be welcomed by many members.

This first part deals with the tickets of three lines which have opened to the public in 1971 and shows some of the very interesting and varied tickets that are currently available.

#### ITEMS 1 & 2 Rheilffordd Llyn Llanberis – Llanberis Lake Railway, Llanberis, Caerns.

This railway started public operation on 19th July and issues tickets of the familiar Edmondson card type. They are bilingual (as are all signs on the line – except the one for 'Litter' which is in English only!). Adult Return is grey and the Child Return is orange. The return fare, which is not stated on the ticket, for the present section of line from Gifnach Ddu to Cei Llydan is 25p adult and 13p child.

(Ticket supplied by Pete Briddon)

#### ITEM 3. Cotswold Light Railway, Cotswold Marina, Broadway Lane, South Cerney, Glos.

Tickets have been issued from the beginning of operations in mid-summer. This is a machine issued, preprinted ticket the date being printed

on issue by the machine. The reverse reads: "Passengers travel entirely at their own risk" and "Available on day of issue only". Printing is in black on thin grey paper, the fare value being over-printed in red.

(Ticket supplied by Andrew Wilson)

#### ITEMS 4, 5 & 6 Shanes Castle Railway, Antrim, Northern Ireland.

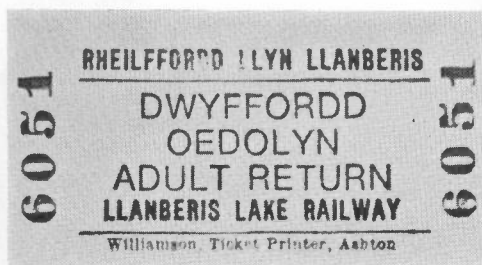
The S.C.R. opened on 30th April and has been open to the public on Wednesdays and Saturdays throughout the season. The return tickets are Edmondson cards, the adult being light buff and the child pale green – the words 'Adult' and 'Child' being overprinted on the ticket diagonally in red. The fare value, in common with most tickets in these days of escalating prices is not stated.

In addition to these a 2 1/2 ins square paper ticket is also issued for the "Shanes Castle Railway and Nature Reserve". The child single is printed on very thin pale blue paper, the adult on white.

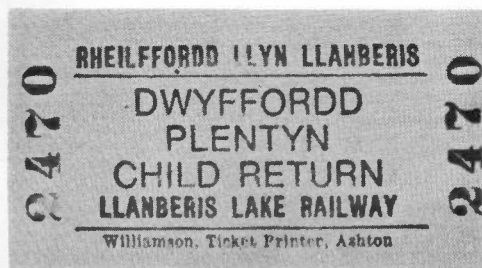
(Tickets supplied by Rich Morris)

The Editor will be pleased to receive contributions for 'Collectors Piece'. Actual Items, or photos of same, should be submitted along with S.A.E. if their return is desired. **NEXT ISSUE** 'Some Historical Gems'.

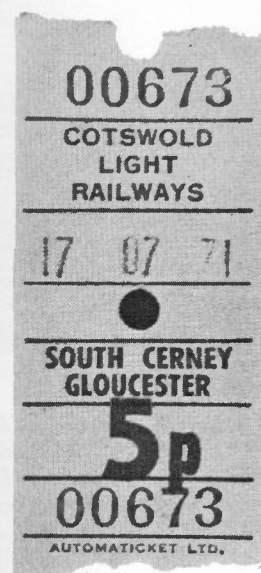
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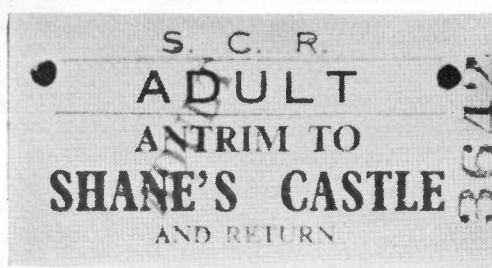
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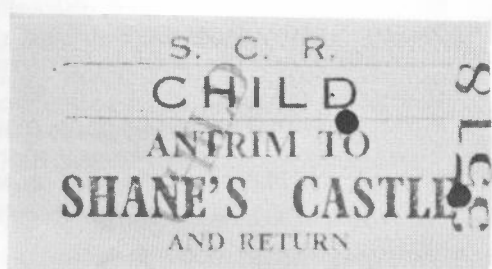
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(4)



(5)



(6)





## STANDARD CLIP AND BOLT PORTABLE TRACK

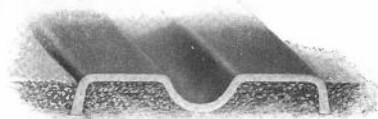


Fig. 7



Fig. 8

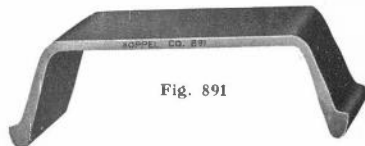


Fig. 891

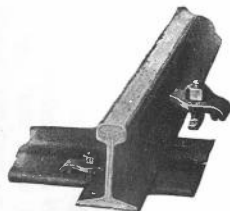


Fig. 415

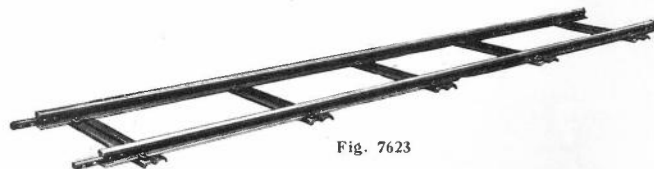


Fig. 7623



Fig. 1495

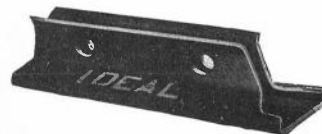


Fig. 1376  
(Patented 10-17-16)



Fig. 1729 (Patented)



Fig. 7619—Clipbolt



Fig. 7620—Clip



Fig. 7624

**P**ORTABLE TRACK SECTIONS. We supply the track in sections as shown in above Fig. 7623, completely mounted on the steel ties and fitted with joints. The sections are merely to be laid on the ground and coupled together, and the railroad is ready for traffic. Two men may carry a section anywhere, lift and relay an entire system in a short time.

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**Curved Track** is supplied in sections of 15 feet with 6 steel ties with a radius of 30 ft.

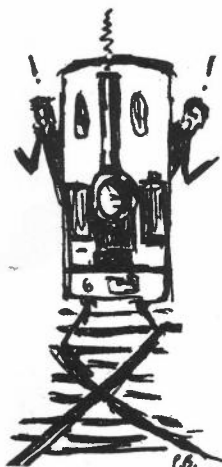
**THE RAILS.** We supply new first-class steel rails.

**THE TIES.** We supply steel-rolled ties as shown in above Fig. 7 of 4½-inch or 5-inch width or Fig. 8 of 5-inch width or Fig. 891 of 5-inch, 6-inch or 7-inch width.

**THE FASTENING OF RAILS WITH THE TIES** is performed by our special clips and bolts, as shown in Figs. 7619, 7620 and 415. The clips are provided with lugs, which fit into the holes of the ties, so preventing the possibility of the rails spreading and allowing the cars to derail.

**CONNECTION OF SECTIONS** is performed by rail shoes as shown in Fig. 1376 and Fig. 1729, or by plain joints as shown in Fig. 1495. The shoes are held in position and connected to the rail ends by one bolt. These shoes have a shelf at the outer end with flared edges, so that the next section of track can be dropped down on this shelf and easily pushed into position. The rail shoes are provided with holes in the base, so that any dirt collecting in them drops out instead of being pushed back into the shoe. Plain joints, as shown in Fig. 1495, are generally used where the track does not have to be moved very often.

# BREAK OF GAUGE by P.B.



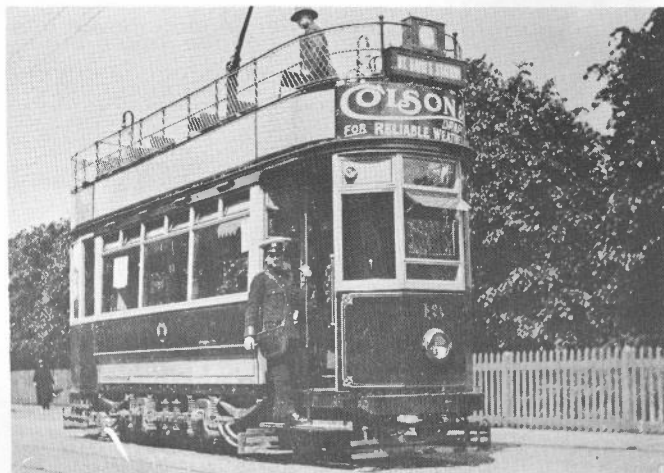
## TRAM DEPOT

The N.G. street tramcar is well deserving of a place in our magazine. The trams played an enormous part in the development of many of our towns and cities — and for many years held pride of place in Urban Public Transport.

The last British street tramcar in public service clattered into its Glasgow (4ft7½ins gauge) terminus on 4th September 1962, although many cities Overseas still operate tramway networks — many

of these being very modern high speed and efficient undertakings.

Less than 30 N.G. (including EX-N.G.) cars survive in the U.K. today and the majority of these are of 4ft7½ins gauge or now converted to Standard Gauge. However 'Tourist variations' of the N.G. tramcar are still to be found operating at Brighton, Llandudno, Seaton and in the Isle of Man.



*3ft 6ins GAUGE : EXETER CORPORATION TRAMWAYS, EXETER, DEVON. (5 R/Mile system closed 19/8/31) One of Exeters' 37 cars; No. 19— an 'Open Top' — (in dark green and cream livery) pictured at ST. DAVIDS (G.W.R.) STATION. No.19 stands on a BRILL 21Eww 4-wheel truck.*

*(Photo Courtesy T.M.S./L. Storry)*

Next Time : Birmingham Corporation (3ft 6ins gauge)



# Correspondence Junction



**JIM CROW** writes . . . .

*(Pete Nicholson)*

I know many Railway Enthusiasts and Railwaymen alike who have displayed considerable interest in a number of our British Public Houses !

However, one such establishment in South Wales is, surely to us, of outstanding interest, I believe unique in being named after our specialised interest. THE NARROW GAUGE INN in Water Street, Neath is now closed but still standing today. Up until 1969 Landlord Tom Chambers and his wife were 'drawing off' HANCOCKS 'liquid refreshment' for its patrons. (Very few of whom knew what Narrow Gauge meant-or indeed could pronounce it correctly, preferring 'GAWGE' to "GAYGE" !)

On a fleeting visit in June 1969 it was gleaned from the occupants of the public bar that the establishment was named after the 'Waggonway' that ran along Water Street to the quay from the nearby GNOLL COLLIERY.

The present owners of the premises, WELSH BREWERS LTD-successors to HANCOCKS-have generously donated the INN SIGN to myself but as yet they have been unable to un-earth any other history. As my commitments have not permitted time for extensive research may I appeal to 'N.G.I.' readers for any other information on this very interesting building ?



**MIKE KENNARD** writes . . . . *(Mike Kennard)*

I enclose a picture taken on 11th June 1969 in the yard of Messrs JOHN EASTWOOD & SONS LTD, SCRAP MERCHANTS of ANDERSONSTOWN, BELFAST, N. IRELAND. They depict the famous (or infamous?) KRAUSS 8378 of 1926 0-4-0PTT loco of 1ft3in gauge-previously R.H. & D.R No.4. "THE BUG" Sold 1933/34 to Belfast Corporation for a Miniature Railway in the cities Belle Vue Park (There named JEAN).

In 1960 it was sent to Andersonstown for scrap but in fact was progressively covered over with a mountain of scrap metal until extracted during site clearance in June 1969. Eastwoods then decided it to be in too bad a condition to warrant preservation (as did, I regret to say The R.H. & D.R.) and as answers to other correspondence addressed to N.I. was declined, it inevitably (and definitely) met its final fate shortly after. I thought our members might be interested in taking a last look at what is surely a tragic loss of a piece of British Miniature Railway heritage — perhaps someone could supply a photo of it in action ?

PETE NICHOLSON writes . . . .

I have discovered SOMETHING COMPLETELY DIFFERENT . . . . . A MINE RANGER ! Seen on a test track at N.C.B. BILSTON GLEN COLLIERY MIDLOTHIAN was one of the 'revolutionary' MINE RANGERS, an entirely new concept in rail transport. The diesel loco and rolling stock run on 'channel rail', the wheels being

flangeless and is kept on the track by guide wheels running in the channel on the side. It is said to have many advantages over conventional N.G. railways for mining use, one of which is that it can, apparently, be taken closer to the working face. "Gauge" was measured as 1ft 8ins. Who built it,? How many have been built ? Can anyone supply us with further information ?



*(Pete Nicholson)*



SANDY RIVER & RANGELEY LAKES R.R.  $\frac{1}{3}$  scale model of No.10 — on a  $2\frac{1}{2}$  chain (55") Garden curve.

(\*Prototype illustrated in 'N.G. International' — page 26)

*(Bill Strickland)*

# NARROW GAUGE MODELLER

EDITED BY BILL STRICKLAND, NGRS : HON MODELLING SECRETARY.

It was thought that Modellers Specialising in the Narrow Gauge would appreciate their own page/s — in which they can air their opinions, share ideas or show off photos of their models. In this issue I am answering a question raised by some of my correspondents and sincerely hope that you yourselves will provide the material to make better use of the space in future issues.

The subject is FORNEY LOCOMOTIVES — what are the possibilities of successful Models? — and what about the corners?

The original two-foot Forneys had pivotted bogies and one pair of drivers were blind and rode the curves without apparent trouble, but it could have been interesting to see if any wear problems may have developed if the Billerica & Bedford RR hadn't folded up; but (quote from H.T. Crittenden) "the hard boiled Yankees of the Sandy River" didn't wait to see as they had the drivers retired and bogie suspension modified before they took

delivery. To the modeller the blind tyres would be an easy solution but with flanges on all wheels no model would corner and stay on the rails. This I proved before making my first Forney by making a mock-up chassis with alternative axle positions and adjustable bogie centres and came to the conclusion that some form of articulation was essential and the solution in this case was a separate chassis for the driving wheels, gears and motor, with a pivot arranged in the centre of the cylinder block which was made solid with the frame spacer block. This maintained the daylight under the boiler and as the chassis only pivots a few degrees is barely noticeable even on a tight curve; the rear end of the chassis extends to include the ashpan which also serves as a cover for the gears. A flat leaf spring maintains a reasonably correct distribution of weight and corrective adjustment of this weight is essential to obtain the best hauling performance.



*A.G.M. DAY VISITS — (1)  
The "N.G. SAFARI" at WHIP-  
SNADE ZOO 18/5/71. Members  
enjoying the sight, sound and  
smell of W.& U.L.R. Steam  
provided by "CONQUEROR" &  
EXCELSIOR' (Bagnall 2192 and  
Herr-Stuart 1049 respectively)*

*A.G.M. DAY VISITS — (2)  
A smaller contingent later in-  
spected the fleet of beautifully  
restored Ruston Diesels at the  
DORCLIFF RAILWAY work-  
shops. Tring (Doreen Lawson at  
the controls of 432654).*



I have since been working on another Baldwin, No. 44231 built 1916. She was the biggest and reputedly the 'bestest' of the Maine Forneys; as their No. 10 she was the "lively lady" of the S.R. & R.L. Ry.; if all the reports are true she did on occasions do better than even time. She was the only Maine two-footer to have 36" drivers, the others had either 33" or 35" wheels. My unfinished model is 11½" long, 35/8" high and 25/8" wide, quite a monster on 00 gauge and her 4¼lbs weight certainly helps when it comes to

juice pick-up. Her 28 volt motor is geared 30-1 and with the wick turned right up she does a scale 36 M.P.H.; she will negotiate a 40" radius hauling or shunting a ten car train so you would-be modellers of Forneys need have no doubts about getting around the corners.

Drawings to a scale of 3/8" = 1 foot of the original Billerica & Bedford RR engines and cars can be made available if anyone is interested, these are blue prints and unfortunately not suitable for reproduction in "N.G.I."

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All entries submitted must be Black & White (**not colour**), glossy prints, ideally of at least postcard size and fully captioned on the reverse. All entries will be subject to inclusion in "N.G.I." at any time following declaration of the competition results — and unless their return is specifically requested, will be retained for inclusion in the Society's Photographic Library.

Entries can be submitted from — N.G. Passenger — Pleasure — Miniature — Industrial or Contractors Lines — Builders Works — Private Preservation or Museums

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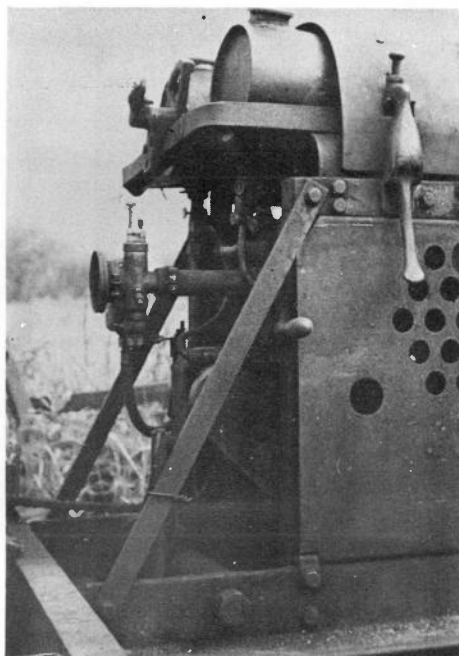
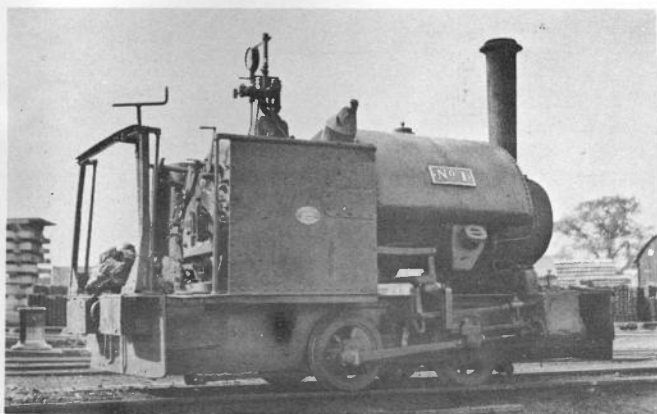
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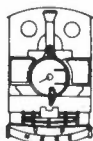
## KNOW YOUR NARROW GAUGE

1) Identify builder of loco in pic. A —————→

2) Identify railway in pic. B —————↓



\*Answers next time



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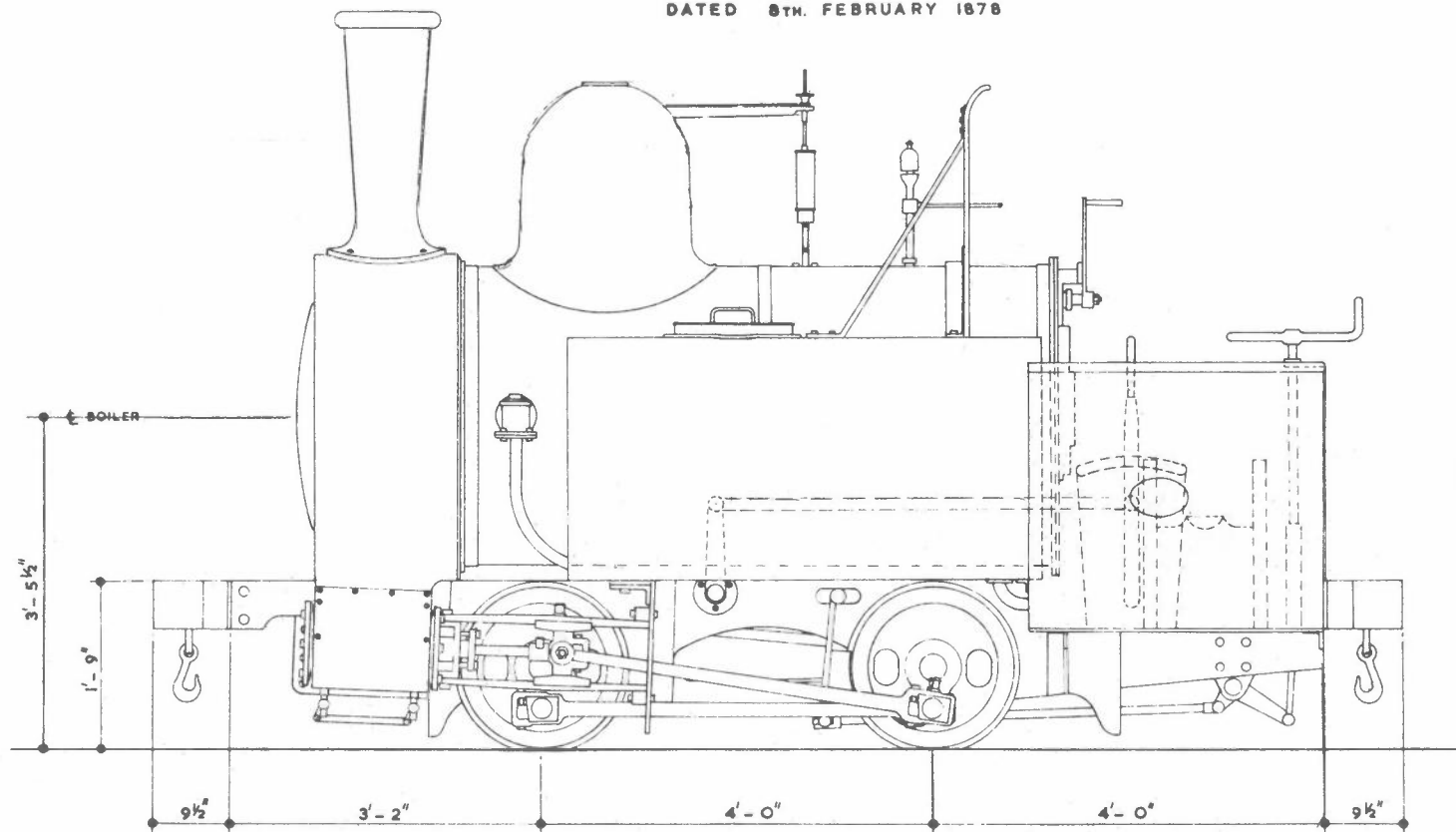
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