

# *The* **NARROW GAUGE**



No. 39 SEPTEMBER 1965

**THE NARROW GAUGE RAILWAY SOCIETY**

# THE NARROW GAUGE RAILWAY SOCIETY

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MAGAZINE No. 39 — SEPTEMBER 1965

## EDITORIAL

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This month will be necessarily brief as we cannot spare the room for any Editor's ramblings as we have such a wealth of material to fit in.

We are still in need of articles so that a couple of issues can be kept "in hand" so please let me have YOUR contribution to our pages, a report on a line visited during your holidays or some other pet subject on which you have carried out research. One point however, could I appeal to contributors to spell out names and places in capital letters to avoid misprints.

John Townsend has made an excellent job of copying my collection of photographs on the Lynton & Barnstaple Railway on to 35 mm slides, the finished results have to be seen to be believed. As this activity benefits Brockham Museum he is naturally a little disappointed that members have not been as enthusiastic as he hoped. He wonders if there is any demand for slides reproduced (with permission) from photos we show in the magazine, cost would be about 1/6d. each - let me know.

My thanks to all the contributors to this magazine which I hope you will find interesting.

Best wishes,

HENRY HOLDSWORTH.

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# BALDWIN NARROW GAUGE LOCOMOTIVES

By Ivan Stephenson

## "MAUD L" & THE CEDAR POINT & LAKE ERIE RAILROAD

The "MAUD L" story starts on a sugar plantation in America's "Deep South" where private railroads used to abound. Before the state authorities constructed and maintained good roads the plantation owners built and operated their own private railroads, these lines were built to transport the sugar cane from the fields to the refinery. On the light uneven tracks mules hauled the wooden cane cars but as the demand for sugar and the grinding capacity of the cane mills increased a faster, cheaper and more efficient form of motive power had to be found. Enter the steam locomotive!

The different plantations had railroads of many different gauges, standard, 3 ft., 2 ft. 6" and 2 ft. were all in use, but the majority of the narrow gauge lines were 3 ft. gauge. The narrow gauge was employed by about half the plantations as it could be laid down and operated more easily than the standard gauge. The lines were just as variable in length as they were in the gauges used. Some plantations had railroads only a few hundred yards long, whilst other plantation lines were up to 75 miles in length!

The locos and cars belonged in appearance at least to an earlier age of railroading. The trains consisted of 4 wheeled wooden cars, which were coupled together by the outlawed link and pin couplers. Often 40 or 50 of these little cars piled high with sugar cane were hauled by equally tiny 0-4-4 and 2-4-4 FORNEY TYPE tank engines, in later years tender engines were used, the 2-6-0 being a very popular machine. Later still, of course, diesel poisoning both rubber tyred and on rail set in.

The heroine of our story the "Maud L", a 3 ft. gauge 2-4-4 FORNEY Tank was built to the order of the Lepin family, owners of the Laurel Valley plantation at Thibodaux, Louisiana, by the Baldwin Locomotive Works, she has 102 x 12" cylinders, 29" driving wheels and carries the works number 20295.

The "FORNEY" type engine derives its name from its designer who introduced it to the elevated railroads of New York and Chicago between 1872 and 1880, these engines were however standard gauge machines. The narrow gauge FORNEYS were very simple in design and construction, the



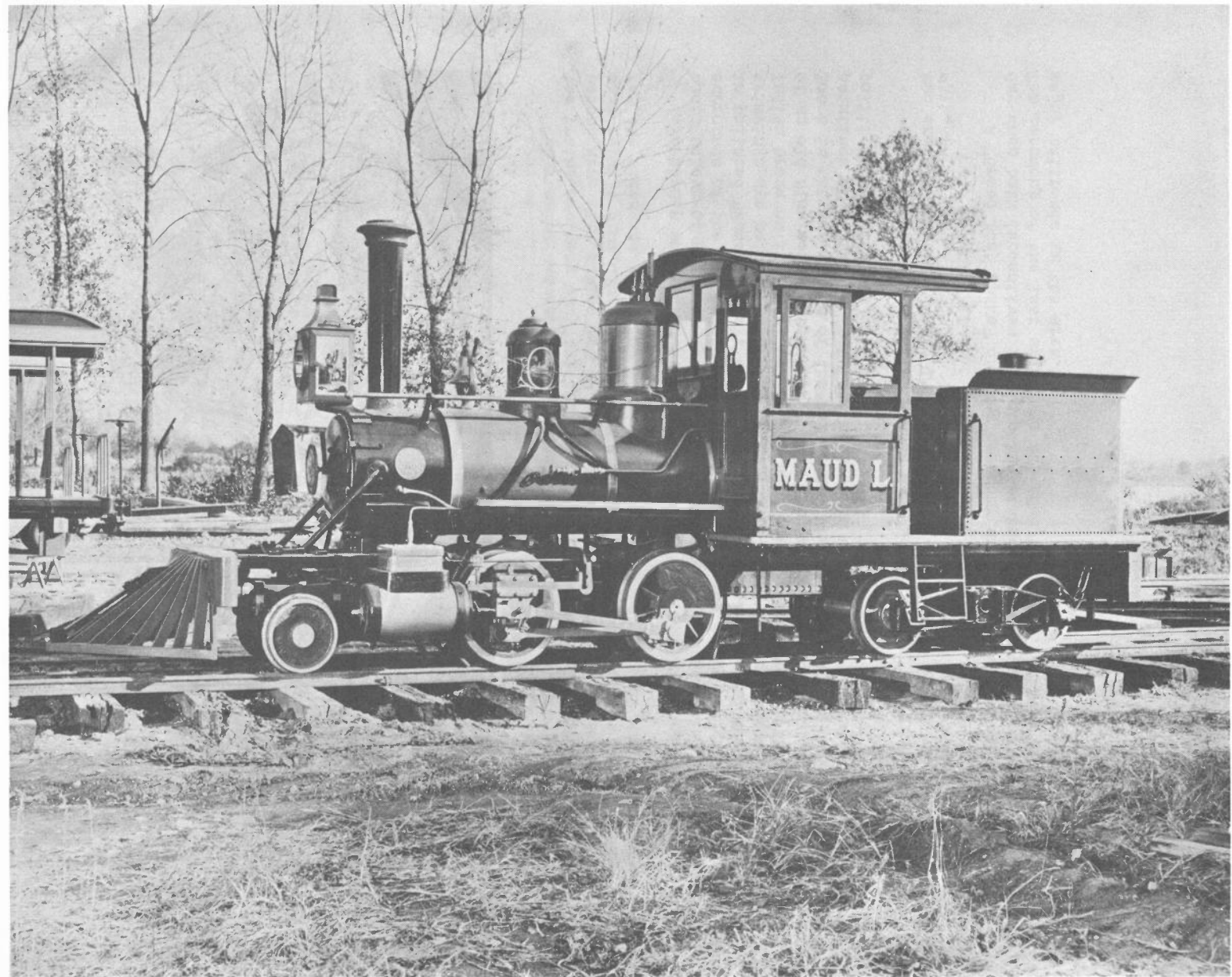
basic design originating from about 1875, they were also much lighter and therefore much easier to handle and repair than the narrow gauge 4-4-0s and 2-6-0s then being constructed for common carrier railroads such as the 3 ft. gauge Denver and Rio Grande.

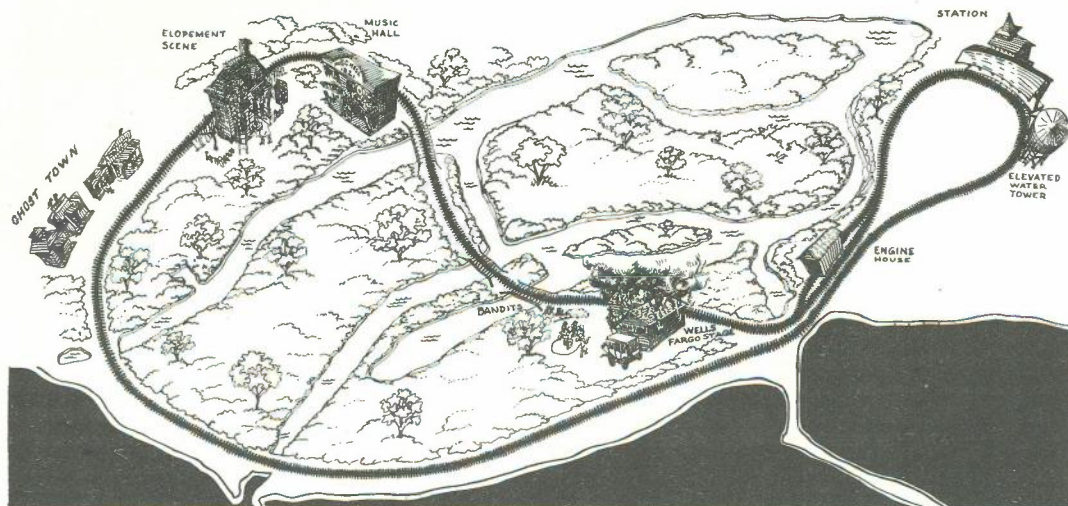
The big sugar plantations were family run affairs and the little engines were usually named after members of the family. "Maud L" got her name in an unusual and rather romantic way, it appears the owner of the Laurel Valley plantation was in love with a certain young lady, unfortunately the young lady did not share his feelings and married someone else. Our plantation owner was heartbroken as he watched the birth and maturing of his beloved's daughter, Maud. When the brand new "baby Baldwin" arrived he decided to name it after the little girl, when asked why he said "I'll still have my own little Maud." The engineers who ran the plantations locos always knew the engine as "Miss Maud" and took a pride in seeing her paint and brass clean and shining.

The 1926 cane season was ending when "Maud L" trundled up to the plantation's engine house for the last time, her fire was dropped and with what steam pressure that remained she was moved into the shed to await the opening of the following year's cane season in September. However, "Maud L" was never to see the hurly-burly of the round the clock operations of the cane season again. September came and went but "Maud L" stayed in the engine house. She never left the shed again until 1962, by that time her old owner had been dead for many years but his son mindful of the little engine's importance had kept her for sentimental reasons. The long hibernation had not suited the "Maud L" and some deterioration had taken place. Fortunately, a friend of the family was able to persuade them to sell the engine to Mr. George A. Roose so that she could be restored to run again and bring pleasure to thousands on the 3 ft. gauge Cedar Point and Lake Erie Railroad at Sandusky, OHIO.

The Cedar Point and Lake Erie Railroad is situated in Cedar Point Amusement Park on the southern shores of Lake Erie's Sandusky Bay. The railroad as the map shows runs in the form of a large irregular loop, the distance around this loop is nearly 2 miles. The line runs through woodland and has to cross 3 small creeks, these are spanned by wooden trestle bridges. Railroad facilities consist of a station, an old style wooden water tank and a small locomotive shed.

The train passes several set-piece attractions, these include an old ghost town music hall with a concert band of skeletons! There is also a Wells-Fargo Stage Station which burns before your very eyes, however a crew of firemen are on the scene with an old handpumped fire engine and the blaze is soon out.





The running season starts on May 22nd, and lasts until Labour Day, the trains are very busy for last season the line carried 545,000 passengers. The trains are made of semi-open crossbench or toastrack cars rebuilt from old Denver & Rio Grande flatcars, the livery is red for the sides and green for the car ends.

Perhaps a word could be said here about "Maud L's" livery. The basic colour of green is applied to the bunker and cab panelling, the surrounds of the cab panels are polished wood. The boiler is finished in polished "Russia Iron", whilst the wheels, cowcatcher and various trimmings are painted red. The large oil headlamp has paintings of an Indian brave on its side, whilst the sand dome is decorated with paintings of an old Mississippi steamboat. Such decorations were common on American locos in the early days of the railroads, the headlamps often carried paintings of buffaloes, mountain scenes and even the portraits of politicians of the day!

When the Cedar Point line opened on May 25th, 1963, the Company had two engines in steam, "Maud L" and a small 2-6-0 tender engine named "Albert".

A "Grand last Spike" driving ceremony was held in the station opening day when both locomotives ran into the station from opposite directions. The ceremony of the last spike was attended by representatives of all the major railroads in the area.



The engine "Albert" was used on lease from the American Railroad Equipment Association until the close of the 1964 season, it was then purchased outright by the Cedar Point's management. "Albert" is a somewhat younger engine than "Maud" being a 1911 vintage machine, she was built by the Davenport Locomotive Works for the St. John Plantation at St. Martinville, Louisiana, and operated there until 1959. The A.R.E.A. purchased "Albert" in 1959 and restored him to the 1875 period in appearance, "Albert" was then used for a time on the "CHEROKEE CHIEF" railroad, a 3 ft. gauge tourist line at Cherokee, North Carolina, before being leased to Cedar Point.

The C.P. & L.E. has 3 other steam locomotives on its roster, all of them are small O-4-Os and all are in running order. All the O-4-Os were built as saddle tanks, but the tanks have now been removed and the engines equipped with tenders. The oldest O-4-O is an 18 ton machine, built by the Vulcan Ironworks of Wilkes Barre, Pennsylvania, in 1922. The other 2 engines were built in 1946 and 1948, by the Porter Locomotive Works. The 1948 "Porter" was purchased from the A.R.E.A. in December, 1964, it had operated at Cherokee with "Albert" and carries the name "Victoria R.I."

If this season's traffic is as heavy as last year the line expects to have at least three of the five available locomotives in use on busy days. The Cedar Point and Lake Erie also own 2 2 ft. 6" gauge steam locomotives, but these are awaiting restoration. The engines are a 1898 "Porter" O-6-2 tank and a 1910 "Lima" 2-6-2 tender engine. When restoration work is finished both engines will be put on display.

In conclusion I would like to thank Mr. G.A. Roose, President of the Cedar Point and Lake Erie for providing the photographs and information on which this article was based.

EDITOR'S NOTE: Would members indicate if R.N.R. should enquire about an official visit to the line in 1966.

## **MORE 18" GAUGE LOCOS. of WOOLWICH ARSENAL and CHATHAM DOCKYARD**

by M. H. Billington

Members will no doubt be aware of the excellent set of photographs depicting scenes on the 18" gauge lines at Woolwich Arsenal taken around 1927, which are on sale for the benefit of the Brockham Museum fund, such photographs should find a place in every members collection. (from ANDREW NEALE, 24 Erridge Road, Morton Park, London S.W. 19)

A few other photographs showing 18" gauge locos for the Royal Arsenal and for Chatham Dockyard have come into my possession and I thought they too might be of interest.

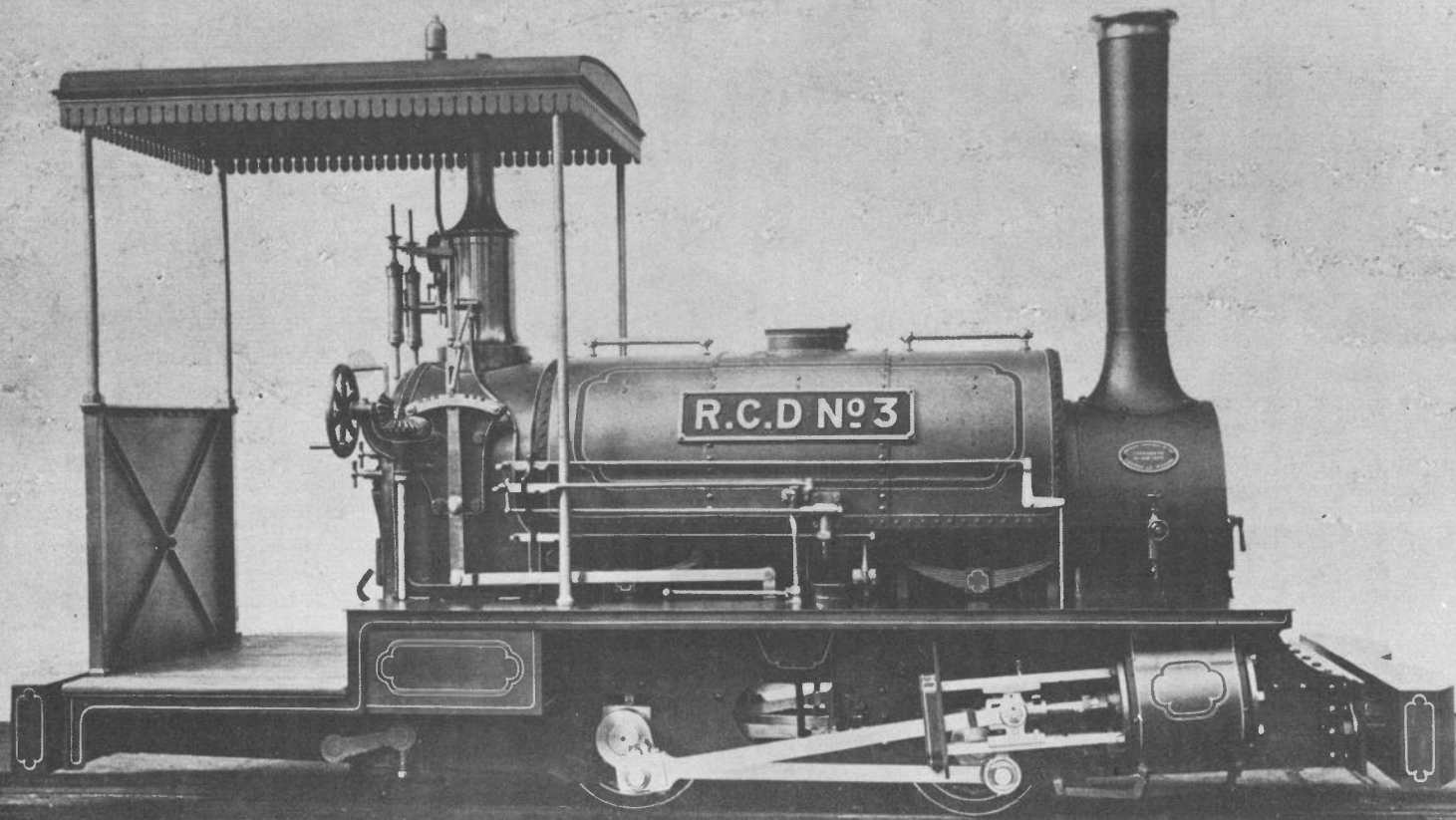
R.C.D. (Royal Carriage Dept.) No. 3 was built by the Vulcan Foundry of Newton-le-Willow, Lancs., in 1878 (their works No. 838) and had 7" x 9" cylinders, 1'9" wheels and the heating surface was comprised of Tubes 86 sq.ft. Firebox 14 sq.ft. - the Grate area was  $2\frac{1}{2}$  sq.ft. its water capacity was 100 galls. and there was provision for 4 cu.ft. for coke.

The reason for the Eastern type of canopy is not apparent, as I was assured by Mr. Collingwood of the Vulcan Foundry some years ago that the loco was not intended for service outside of this country. The loco was named "Iron Duke" c 1891 and later passed to Chatham Dockyard (owned by the Admiralty), alas details of its subsequent fate are unknown.

"Mars" was one of four similar locos also built for Woolwich by the same firm, these were "Vulcan" No. 989/83, "Mercury" 1075/84, "Mars" and "Venus" 1160-1/85 all with  $7\frac{1}{2}$  x 12" cylinders, 1'8" coupled wheels and 100 lb. per sq.inch boiler pressure, the heating surface was as follows:- Tubes 202.9 sq.ft. Firebox 22.3 sq.ft. Grate Area 4 sq.ft. the capacity of the side and well tanks was 200 galls. and the coke space  $11\frac{1}{4}$  sq.ft. (PHOTO - see inside rear cover please).

All of these locos were transferred to Chatham Dockyard but in 1906 "Vulcan", "Mars" and "Venus" were sold to the Woolmer Instructional Military Railway (forerunner of the famous Longmoor Depot).





"Arquebus" was one of a total of thirteen locos built by Manning Wardle & Co., of Leeds from 1871 to 1889 (the loco in question was No. 1130 of that year) for Woolwich and had 6" x 8" cylinders.

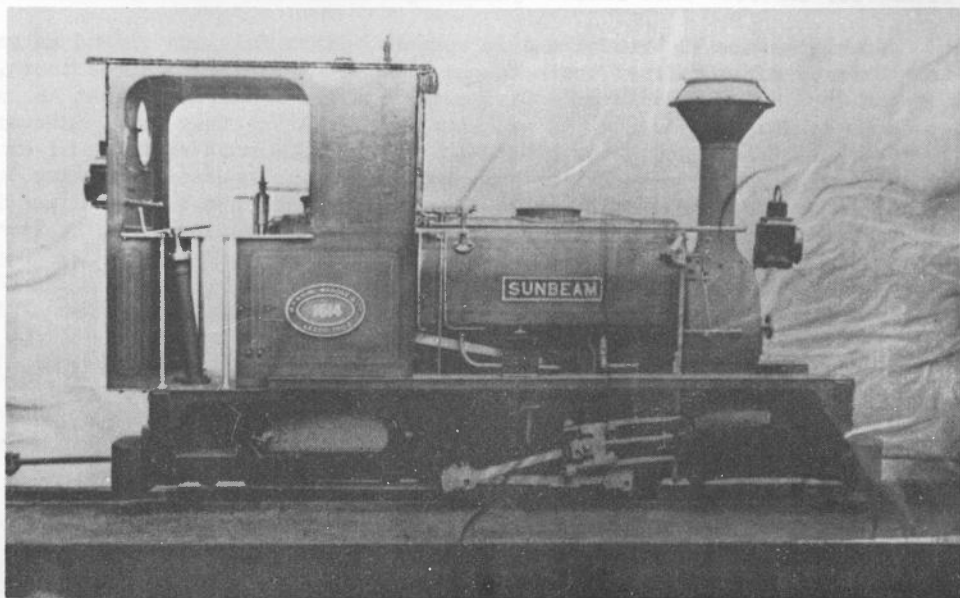
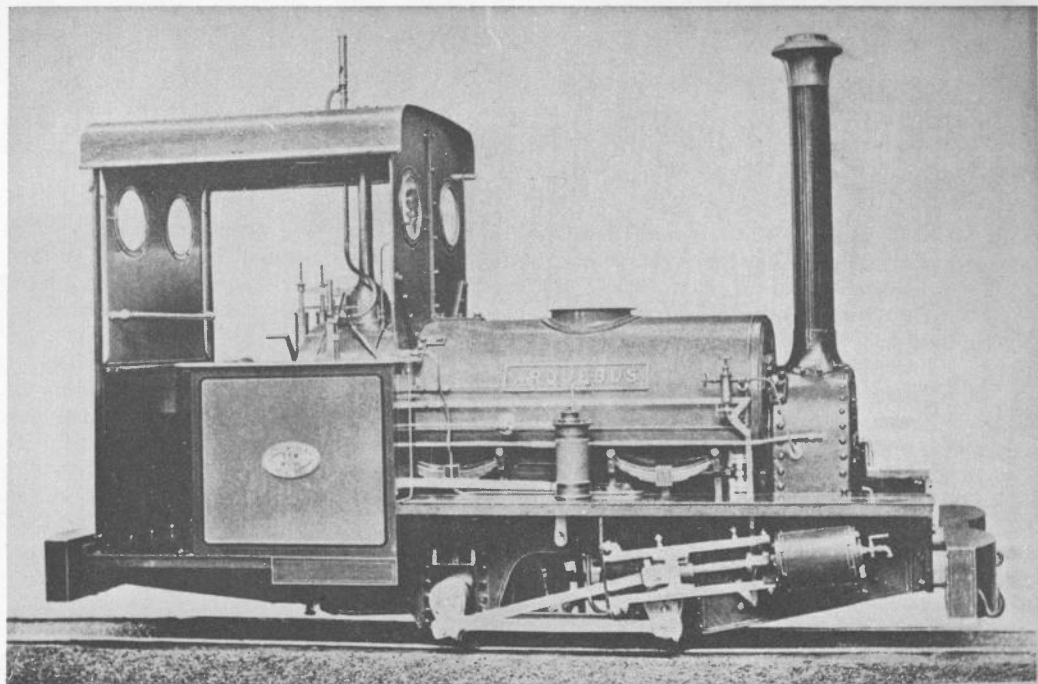
In all there were 71 steam locos on the 18" gauge lines at Woolwich, plus some interesting petrol and diesel powered machines, all the well known British firms which specialised in industrial locos supplied examples and even classes for service at the Arsenal but regrettably out of the magnificent total only one is now extant, this being "Woolwich" herself, Avonside No. 1748 of 1916, now resplendent in blue livery, lined red and yellow which works on the Bicton Woodlands Railway, near Budleigh Salterton in South Devon, a line to which I can heartily recommend a visit.

Regarding the Chatham Dockyard, unfortunately little is known of the system which went out of use a few years before the war. I have only one rather indifferent photo of "Sunbeam" (Manning Wardle No. 1614 of 1903) which is appended herewith, this had cylinders 9" x 12" but no other dimensions are available.

"Sunbeam" was one of ten locos built by this famous firm for Chatham (incidentally the first loco built for Woolwich, No. 353/71 "Lord Raglan" also worked at Chatham in later years) and although only a total of twenty four narrow gauge locos are known to have worked there, they included examples by such firms as John Fowler of Leeds, and Dick Kerr of Kilmarnock, (better known for Traction Engines and Electrical equipment respectively) whilst the well known Bristol firm of Messrs. Fox, Walker & Co., built a whole class of six 2-4-2T Trench engines equipped with Handysides steep gradient apparatus - to my great regret I know nothing of the design of these locos, nor have I seen a photograph but I am living in the hope of doing so one day.

I am sorry that I am not able to give the full story of the Chatham Dockyard locos, but perhaps these few notes will whet the appetite for more and in due course the full fascinating story will grace the pages of the "Narrow Gauge".

My sincere thanks are due to Mr. Collingwood of the Vulcan Foundry, the Hunslet Engine Co., and my friends in the Birmingham Locomotive Club, Industrial Locomotive Information Section, for allowing me to quote details from their excellent "Industrial Locomotives of South Eastern England" pocket Book - which is still available.





# SUNDAY IN THE ISLAND

By J. I. C. Boyd

Editor's Note: This article was written for the magazine in 1961 but for various reasons was never used by previous Editors. Mr. Boyd has agreed to it being published now and has provided the photographs. The text has been left as written in 1961.

Last Sunday morning (as I write) August 20th 1961, some of you may have seen the Morning Service which was broadcast and televised on the B.B.C. from the open air service, Kirk Braddan, Isle of Man. I watched with keen interest for only the week before I had been there myself, mainly to see something of the special trains put on by the I.O.M.R.

These open air services are 105 years old, the largest congregations have been known to be over 35,000 at one service and as they are held at some distance from the town of Douglas, many look for a ride to and from Kirk Braddan. I do not know how many years it is since the railway first put on a train service but today it is the only Sunday service operated by the I.O.M.R. It runs only at the height of the summer season and cannot be found in the public timetables. The official timetable leaflet however, sets out on the reverse that trains leave Douglas for Braddan at 10.10 and 10.40 a.m. on Sundays and return after the service.

Seeing the railway service at work during the summer is to witness narrow gauge operation on a scale which no other system on these islands has ever provided at any time, and it is all the more interesting today because so many rivals for interest have fallen by the wayside.

We had been well briefed and in company with a Tallyllyn friend we waited near Pulrose for the first train to come round the Peel line curve there, out of Douglas on the Sunday morning. Over several years I had noted that the saloon stock is seldom used during the week but comes out for this duty, however the 10.10 (running a little late) proved to be made up almost entirely of ex 4 wheeled stock, 10 coaches in all, not so very well filled. It was interesting to see, reference Mr. Clayton's notes, that F54 which retains the brake end was in use at the head end as a brake van and was actually used as such when it formed the tail of the returning train later.

No. 12, the brownish newly-painted engine was at the head, she carried the well weathered and cracked oval red tea-tray of a headboard on the front left beam, indicating further Special to follow. We took our pictures and walked along the track to Quarter Bridge level crossing. Here an amazing sight met our eyes, queues of motor coaches filed up from the crossing, police in charge and one ganger doing his best with the four gates. We took pity on him, knowing that No. 12 would empty at Braddan, run forward to Union Mills and round the train then return light to Douglas after leaving her coaches on the far side of Braddan. Unfortunately, it was one of those days when the wind plays tricks with the ears. We distinctly heard the shrill whistle of the engine and thinking she was making up time by returning promptly, we shoved back the gates in the face



ABOVE - No. 13 at Kirk Braddan

BELOW - No. 12 passing Pulrose



of the traffic and wound up the windlass to pull off the signal. Only after five minutes of traffic jangle did we realise she must have been running round her train at Union Mills (incidentally, the only time at present when this loop is used) when we heard the whistle. Not once but four times did we attempt to clear the traffic and signal her down - eventually she came, with the board on the bunker end. I took her photo as she sidled through the old Halt north the crossing.

We walked up into the trees for a picture of the 10.40 coming out, late as she must invariably be now. Eventually she came and with her every vestibule saloon on the line, plus three other bogies as well, nine in all, not forgetting the F75 the "Governor's" plus the "Keys" saloons in tandem, which seems now permanently married to F36 since the Governor and his retinue were taken on a tour of the railway when we last visited the Island during May. The crowded train swept past, 12 at the front and 13 pushing in a pall of filthy smoke behind.

The sound of hymn singing was already coming down to us through the trees and very fine it sounded too. Soon, as we reached Kirk Braddan ourselves we found the halt deserted save for 13, one train, 12 and beyond it, another train. Here was the pattern for the return, with 13 on the saloon plus rake, and 12 on the mainly fourwheel rake. Very correctly we noted that the engines had been severed from their trains, that the first train now had a red flag tied to the rear coupling. Very correctly, too we were asked why we had come along the track but before we could fully explain ourselves we were recognised and "Pass Friends".

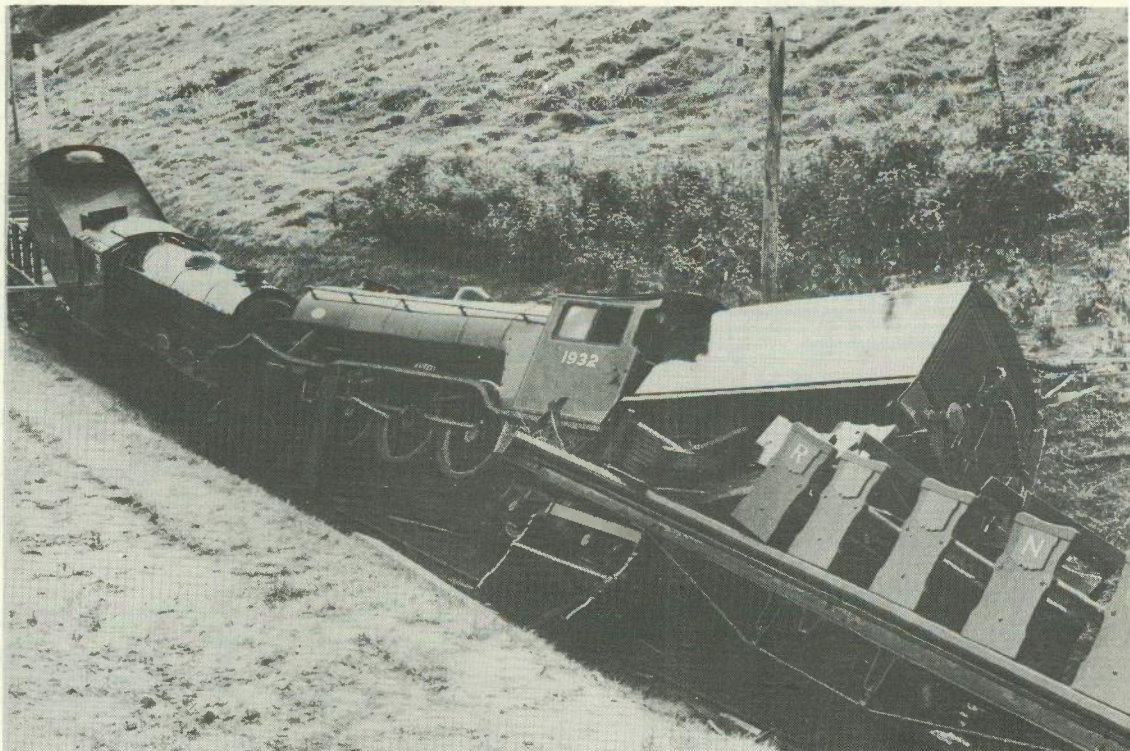
After spending an interesting service-time in re-checking all those points about the carriages which one does "to make sure" - only to find we had them all before! - and enjoying the service which came clearly from the amplifiers, the last hymn was sung. People began to swarm down the steps from the road and back into the first train. I booked singles to Douglas 6d. each, they appear to cover either class and the 1sts are used notwithstanding. The spelling of Braddan on the tickets is just Bradden (not Kirk Bradden or Kirk Braddan), and they are not serial numbered.

Our run back broke no speed records, there was a delay for Quarter Bridge crossing to open, but we enjoyed every slow minute of it. Our coach was the portion of the F75 first provided and used in 1873 for the Duke of Sutherland, and having recently sailed underground in connection with the Bi-Centenary of the Duke of Bridgewater's Canal, it was fitting we should now patronise another peer.

We ran into the usual Peel line platform and waited the approved ten minutes for the second train behind No. 12. We did not carry the special board. I hoped that station duties would prevent our train leaving the platform and my hopes were fulfilled - we had the unusual spectacle of a Peel line train arriving at the Port Erin arrival platform.

So the Isle of Man Railway's Sunday came to an end and I hope that this account will have been of interest.

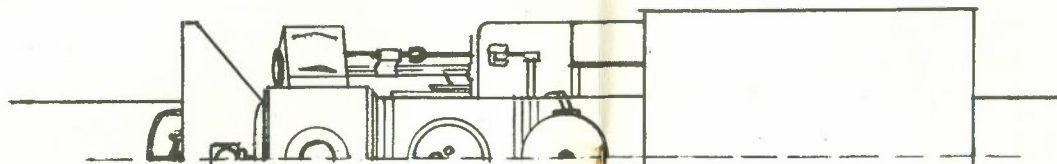
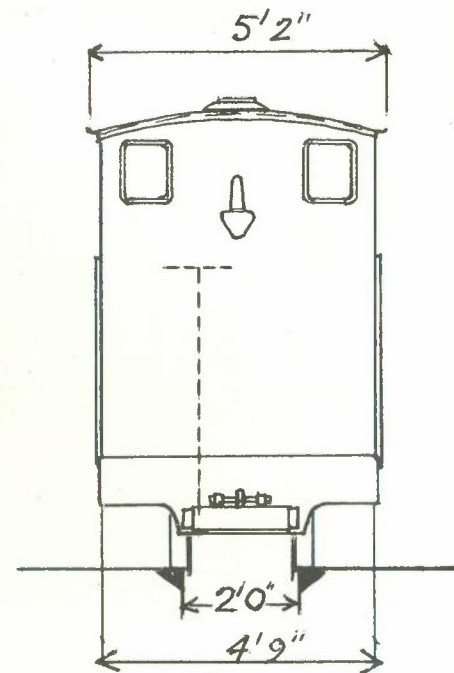
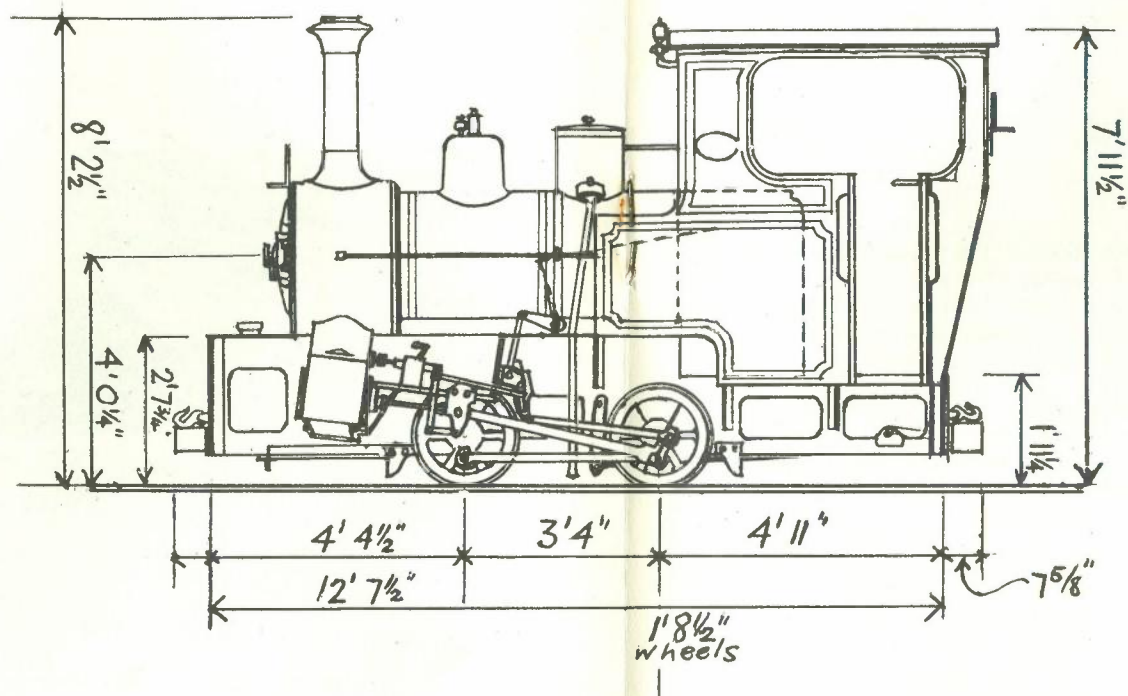
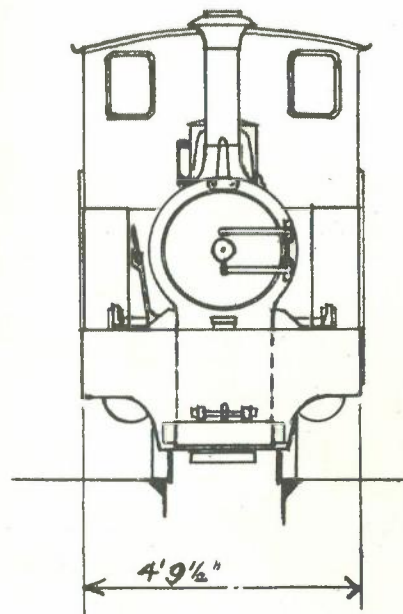




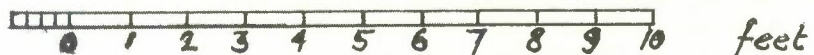
#### CRASH ON THE NORTH BAY MINIATURE RAILWAY

Further to Ron Redman's article in Magazine No. 36 on the Scarborough Miniature Railway Pacific Locomotives, this photograph shows the 1937 accident in which a driver lost his life. This happened on the Northstead Manor Gardens end of the passing station loop "Beach". Note signal and telegraph pole.

Photo - RNR.



Scale:-



Based on makers drawings  
9873 & 9883

0-4-0 WT "MENA"

HUDSWELL CLARKE & CO LTD  
WORKS No 1019 of 1913

# THE NARROW GAUGE LOCOMOTIVES OF HUDSWELL CLARKE & CO. LTD.

drawing — Peter Bowdon.  
photo & details — R. N. Redman.

## Part 4

## "MENA"

Typical of the tiny narrow gauge industrial locomotives built after the turn of the century at the "Railway Foundry" is "MENA", a 2'0" gauge 0-4-0 well tank engine for the Barry Sand & Gravel Co., of the Merchants Exchange, Cardiff.

The design was based on a range of well tank locomotives built to orders by Robert Hudson, the light railway engineers of Leeds; the well tank arrangement being very popular as it gave a stable locomotive with plenty of weight near rail level for working on light and often rough quarry or contractors tracks.

The engine was supplied direct to Porthcawl station with a fitter to put it into service on January, 1912, for the princely sum of £400! (very good value even in those days). Very little appears to be known about the line apart from the fact that it ran from the gravel pits to connect with the Great Western sidings at Porthcawl.

The Company must have been rather proud of the line as they issued a postcard (rather a touched-up print) depicting the loco working 16 very loaded tippers with a caption "OUR PRIVATE RAILWAY AT PORTHCAWL CONVEYING SAND TO G.W.R. SIDING. IMMEDIATE DISPATCH OF ANY QUANTITY ALWAYS."

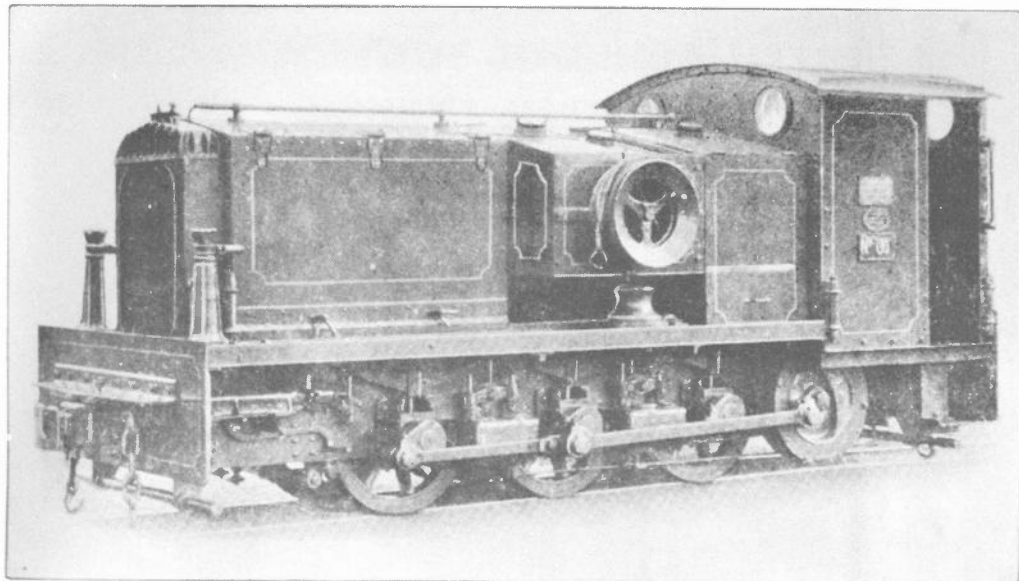
### SPECIFICATION OF LOCOMOTIVE 0-4-0 WELL TANK

Works No. 1019	Date January 30th, 1912.
Cylinders 6" x 9" outside	1'8½" diameter wheels
Rigid wheel base 3'4"	
Gauge 2'0"	<u>COST</u> £400
Weight in working order	5 tons 10 cwt.
Designed to negotiate a 25 foot radius curve	
Working pressure 180 lbs.	
Tractive effort 2,000 lbs @ 75% B.P.	

Works photograph from collection of R.N.R.







## BRITISH INTERNAL COMBUSTION LOCOMOTIVES

Part I    By Brian Webb A.I.B.D.

The history of the steam locomotive is very well covered and it is perhaps most unfortunate that as enthusiasts we have not spent more time recording the shorter but most interesting history of the internal combustion locomotive. Although I think the steam loco is much more visibly interesting than the I/C loco I have over the past few years been slowly covering the development of the British I/C loco myself, and have now got quite a pile of material on this subject and would like to appeal via this short article to anyone who has photographs or notes on any pre-1940 petrol, kerosene or diesel locos to please contact me at 3 Cambridge Place, Falsgrave, SCARBOROUGH, Yorkshire.

The interesting locomotive shown here was built at Burton-on-Trent in 1917, by Baguley (Cars) Ltd., (now E.E. Baguley Ltd.) at their old Shobnall Road Works. The Works plate carries the name of McEwan, Pratt & Co., Ltd., who had closed down a few years previously and whose drawings, patents and business had then been taken over by Baguleys.

However, the loco was sold via the Drewry Car Co. Ltd., who had an arrangement with Baguleys to build their products for them at Burton-on-Trent, and carried the McEwan, Pratt nameplate through the fact that Mr.

...cont'd at foot page 19

# SOUTH AFRICAN SURVEY

## Part 3 THE PLATINUM BAGNALLS

By Frank Jux

When you buy that set of platinum-pointed spark plugs do you wonder where that rare metal comes from? The world's largest producer is South Africa, with production from the Rustenburg Platinum Mines in Transvaal province to the N.W. of Johannesburg. The district has a very mild climate and there are citrus estates here in a wide valley almost ringed with hills. In this same valley are the mines, with some half a dozen shafts spread over an area of perhaps ten square miles, and with crushing works and a smelter.

Serving this outcrop of industry in an otherwise agricultural area are 3'6" and 2'0" railways. The 3'6" section comprises a siding (known as Columbia siding) from the South African Railways to the smelter and shaft at Waterval. Incoming traffic comprises coal supplies and ore from distant mines. Outgoing from Waterval is processed ore to a recovery plant near the main line. This section is operated by a standard Hunslet O-6-O diesel with a Bagnall O-8-OT as spare.

The two foot section is more extensive and connects all the shafts with processing plants and smelter. The main reduction plant, offices and workshops are at the highest point on the system, designated as the Rustenburg Section, and ore from the shafts in the Waterval and Union Sections is hauled to the main works. A rough estimate of the route mileage involved is ten, operated entirely by three Bagnall diesels with 204HP Gardner engines, with a small Auston operating tubs around Waterval shaft, and Rustons and GEC and Goodman electric locos underground.

P.T.O.

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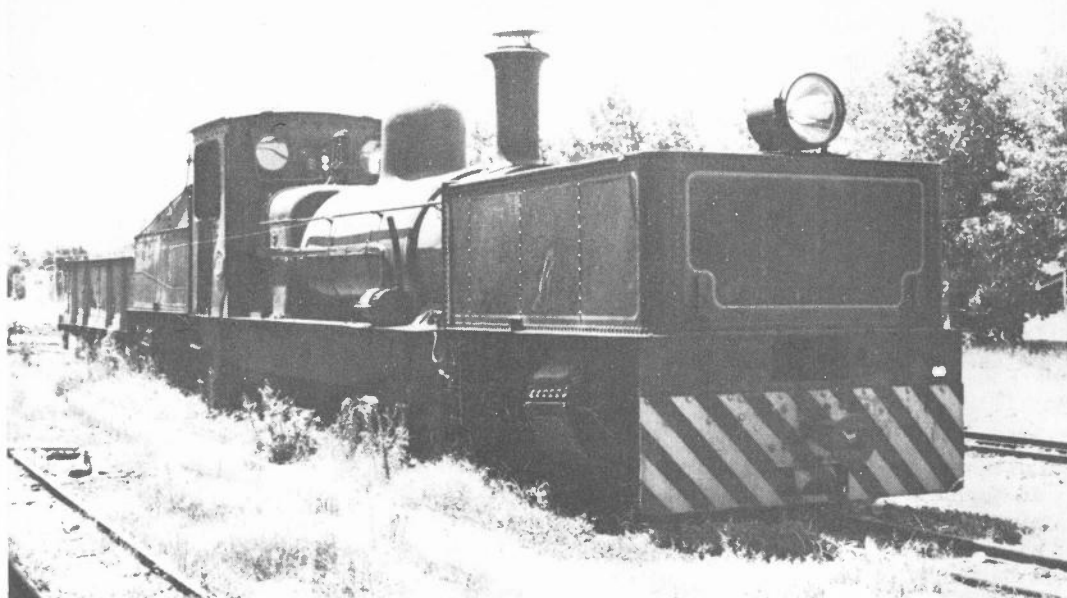
Continued from page 18

McEwan had joined the Drewry Car Company, and continued to sell his locomotives from Drewry's London office carrying his own nameplate.

The locomotive was one of a batch of ten built for the 60 cm. gauge lines of the French Government in France and is of most modern appearance for the period in which it was built. Carrying Works numbers 686 - 695 in the Baguley Works number register, they incorporated outside frames, rod and fly crank drive, and flycranks supplied by Kerr, Stuart & Co. Ltd., of Stoke-on-Trent, who in turn allotted Works numbers 3052 - 3061 to them in their register.

I have little in the way of mechanical details of these machines but they were fitted with a White & Poppe 60 h.p. petrol engine and also a power driven winch which can be seen on the side of the engine casing and which no doubt proved of great use for re-railing etc., in the terrible conditions prevalent in France at the time of their construction.



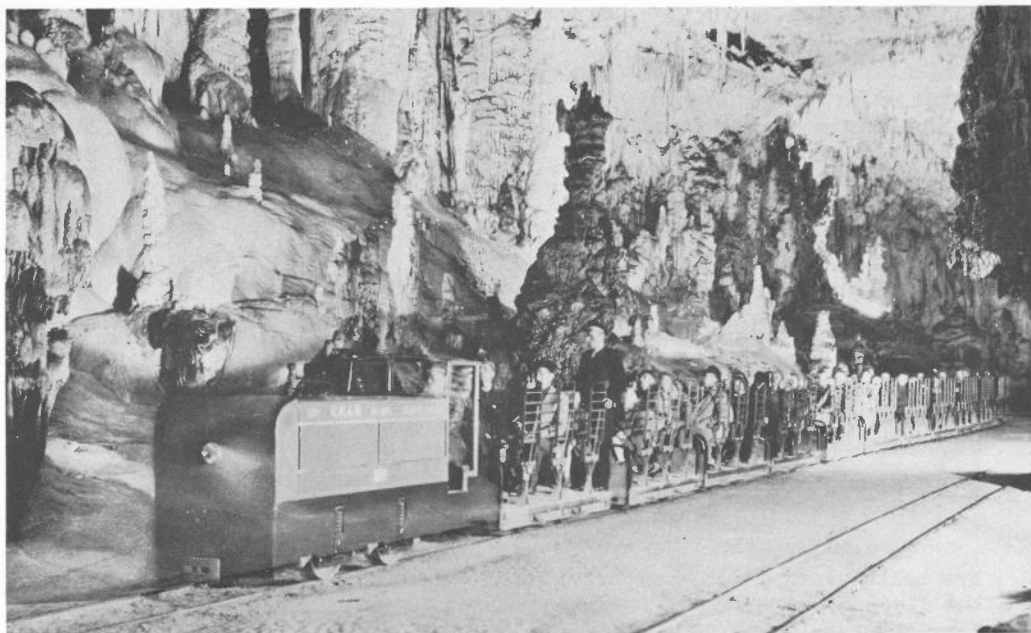


This handing over to non-steam haulage occurred about three years ago when the last Bagnall diesel was delivered. In 1948 a complete change of stock had been made, replacing small Hudson and Orenstein and Koppel locos with Bagnall O-4-2T's and a mixture of second-hand former SAR narrow gauge locos. The Bagnalls however, were still small and platinum ore weighs heavy, the locos capable of handling reasonable loads were the ex SAR 2-6-6-2 Garretts. These must have presented quite a sight in full cry! One Garrett and the 4-6-2T survive together with four Bagnalls, though they have not turned a wheel for some time. The diesels work continuously except Sunday, and an occasional half-day shift, and maintainance is performed at these off-duty moments.

Since no major breakdowns have occurred it is safe to assume efficient maintainance, borne out by their very clean external condition. Each loco bears a number plate with its running number and the inscription "Rustenburg Platinum Mines Ltd. - Rustenburg Section". The Bagnalls O-4-2T's have had electric generators fitted at Rustenburg with electric headlamps in place of the oil lamps provided, and steam brakes in place of the manual brakes fitted as standard. No cabin backplate is fitted to enable the crew to benefit from the cooling effect! The diesels are appreciated as cooler, cleaner, and more efficient in power and utilisation, and in using less water. Water is scarce and obtained from local dams and boreholes. In dry weather these supplies can run dangerously low.

(Notes based on visit 27.12.63)

This completes the very interesting 3 part article by Frank Jux - we look forward to further news of the South Africa scene in the future.



## YUGOSLAV DISNEYLAND

By K. E. Hartley

The outstanding feature of my 1964 holiday in Yugoslavia was the fact that throughout the whole fortnight only once did I travel on rails - and then for a mere 6 kilometres and furthermore, not a single photograph of railway interest did I take!

As I was staying near Opafija I had very little hope of seeing any narrow gauge and the standard gauge wasn't very rewarding either. The only times that I saw an honest steam loco (almost always a massive black 2-10-0 with red wheels) was when I was belting through the pleasant countryside in a diesel bus - one very good reason why I got no photographs! A few modern electric locos in a rather lurid livery of medium green and bright yellow were observed on trains of goods wagons painted red-brown or more seldom, on local passenger trains composed of long, sage green, four wheel coaches.

Although my rail journeying was so restricted, it certainly was out of the ordinary, for it was on the 60 c.m. gauge "Battery-Electric" operated railway which conveys thousands of sightseers on the initial stage of their tour through the world famous "biggest in Europe" caves at POSTOJNA, and brings them back almost to daylight once more on the final phase of the excursion. Without doubt the caves are wonderful, with all manner of

varieties of stalagmite and stalatite, discreetly lighted by normal electric lamps - no fancy colouring to create a false sense of beauty. My outstanding impression as we moved at a moderate pace through all these fantastic formations was of a trip through "DISNEYLAND" - but without the wondrous animals and people usually associated with this land of fantasy.

The railway itself is said to be about 6 kms. in length and the track, which is practically all double, but at varying distances apart, is decidedly on the heavy side for this gauge. Also it is very well maintained.

The electric locos equipped with headlamps at each end are massive 4 wheelers of Italian origin, the lettering along the top of the battery compartment reads "OFF E.M.A.M. MILANO SEGRATO". A small plate above the underframe bears the words "TUDOR ACCUMULATI". I was told there were four of these machines, but I actually saw only No. 1 (light blue) and No. 2 (bright green) in action. They normally handle trains of 120 persons, in small 6 seater open cars, i.e. twenty to a train.

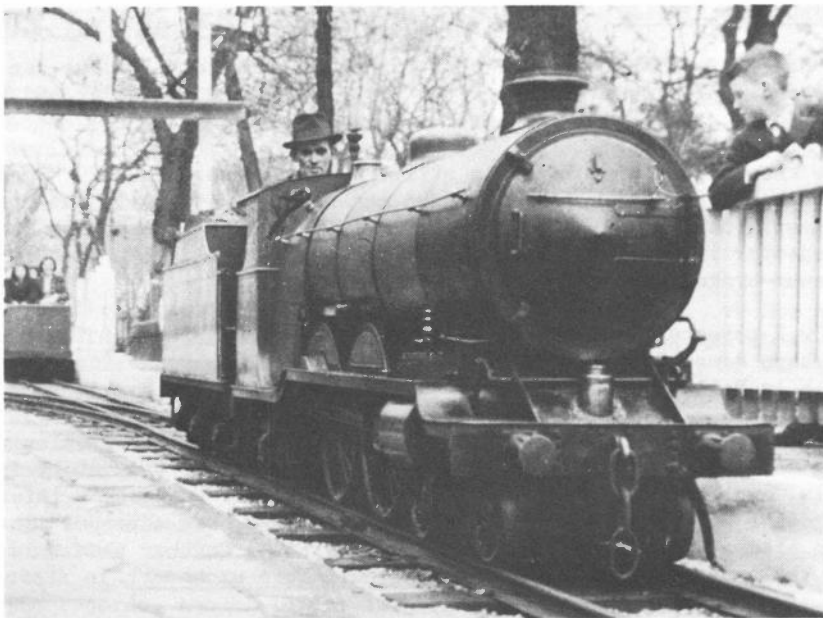
These passenger vehicles are very low built. I think the axleboxes are bolted into the channel of the frames and the wheels project through the floor, being covered either by separate curved splashers, or by two long transverse boards. The seats are reversible and their ends are protected by a metal framework and grill - very necessary as clearances at some points are pretty close! The colour scheme appeared to be a shade of green with, in some cases, the frames in red oxide (probably a temporary measure).

Photography was out of the question, as I'd no "flash" equipment and anyway it was supposed to be not allowed. So I made sketches and they tally pretty well, on the whole, with the postcards and colour slides of the train which, fortunately, could be purchased.

During this Yugoslav holiday I also made a coach (!!) trip to Trieste, and found that this famous city had an extensive and very active system of tramways and trolleybuses. The trams were big, modern looking single deckers, running on bogies, and were often to be seen hauling a 4 wheel trailer. Most of them were smart in a two-tone green livery, not unlike the ESTADO "Billard" railcars common on the metre gauge in Spain. A few, however, sported a bright blue livery.

Perhaps a more interesting feature of Trieste and certainly more unusual, was the transporting of standard gauge goods wagons and vans along the waterfront, and through the streets to some destination I was unable to discover, on massive low trollies running on eight small rubber-tyred wheels. They were hauled by normal four wheeled industrial tractors. Unfortunately, traffic conditions prevented me from obtaining a photograph of this novel mode of transport.





## **"SYNOLDA"**

On page 13 of the Society's publication, THE SAND HUTTON LIGHT RAILWAY, Mr. Hartley says that the 15" gauge locomotive "SYNOLDA" "is believed to have been scrapped in 1939".

I should like to challenge this. In my opinion this engine was still at work for at least another five years. I base this remark on the enclosed photograph, which I took at Belle Vue, Manchester, on 15th April 1944. Comparison between this photograph and those of "Synolda" show that, apart from the lack of a vacuum-brake pipe and the nameplate in 1944, the two engines are identical in almost every respect. Since it is known that "Synolda" did go to Belle Vue, and since the fate of the only two other members of the class is known, it is my opinion that the engine that I saw at Belle Vue in 1944 was, in fact, "Synolda" still at work.

I have not been to Belle Vue again since that date. However, from unpublished photographs that I was shown last year, I think it is possible that "Synolda" is still at work even now. Unspeakable things have been done to its appearance, but there are still sufficient details left unaltered to make recognition possible for one who knows where to look. Perhaps one of our fellow members in the Manchester area could be persuaded to go to Belle Vue some time soon, to investigate and report back.

ARTHUR G. WELLS - CANTERBURY.

REPLY FROM KEN HARTLEY

I had it from Mr. Woodcock that "Synolda" went to Belle Vue, and later to Southend. Also from him about the botched repairs to boiler and firebox, circa 1938/9.

We know that "Count Lois" is still at Fairbourne. In 1929 "Sans Pareil" was in Ravenglass shed, still in faded maroon and pretty well intact. By this time "Synolda" was at Southend and still had the bracket for the vacuum-brake ejector in the cab. Furthermore, the driver told G.W. that it still had vacuum-brakes when at Belle Vue earlier.

Now I personally am uncertain as to the ultimate fate of "Sans Pareil" but perhaps somebody can definitely answer this? Could she (or bits of her) be A.G.W.'s Belle Vue loco?

The fate of "Synolda" has been, without doubt, the big problem when writing the "Sand Hutton" book, I have tried to get the true story from all possible, or likely sources, and although I feel Mr. Woodcock's information is correct I purposely stated "is believed to have been scrapped" in 1939 or soon after. It would be extremely unwise to go further than this in view of all the uncertainties; B.L.'s cannot enlighten us at all.

As Mr. Wells may be aware, Greenly's designs for B.L.'s, and for Barnes were very much alike, and with a little swapping of a few bits it would be almost impossible to detect which was which!

and GEORGE WOODCOCK

No doubt about it - it's a genuine B.L. "Class 30", with two or three trifling alterations.

The engine is to my mind that which ran at Southend. Possibly Parkinson had it repaired, BUT, I do know the boiler was clapped out, and so far as I saw really past it. Could he have got one during the war years, between 1939 when it stopped running and 1944, date of Well's photo? UNLESS B.L. had a spare boiler in stock, which is unlikely. In any case the engine would have then lasted a good many years. There is one point, that is, building up plates by runs of arc weld - Parkinson could have got it done.

I have always at the back of my mind had the idea that more than three "Class 30s" were built. I have no proof - there is one way to find out perhaps. The boilers were made by Allchin's of Northampton, they closed circa 1932, wonder if their old books escaped destruction? The order book would show.

Well that's that! But who can say beyond all dispute if A.G.W.'s loco is "SYNOLDA" or???

## LETTERS to the EDITOR

FROM:- ERIC S. TONKS, Chairman, BIRMINGHAM LOCOMOTIVE CLUB (Industrial Locomotive Information Section), 87 Sunnymead Road, South Yardley, Birmingham 26.

The new format of "The Narrow Gauge" is a great improvement indeed and I found the "items from letters" interesting and stimulating as these controversial snippets always are.

I would like to comment on one of these by "Decauville". We are all agreed that as far as this country is concerned the narrow gauge steam industrial line is almost finished, it is doubtful whether any of the current handful of survivors will be with us in five years time. A pity, we are all agreed, but history is history. It is perhaps less fully realised that the narrow gauge diesel tramway is very nearly finished too, apart from a few selected industries.

This is very clearly shown by the fact that since the Industrial Locomotive Information Section of the B.L.C. was formed in 1949 information on the loco stock of just over a thousand "diesel only" n.g. systems have been added to the records, thanks to the efforts of a group of dedicated members. The total of such lines operating today is round the 300 mark and dwindling annually. It therefore behoves interested enthusiasts not to delay their investigations, the information becomes harder to get the longer it is left.

There is much to be discovered and it would be a great pity for members to waste energy digging for information that has already been discovered. You know the kind of thing - a chappie visits a sand quarry and learns that they had three Rustons on the now defunct tramway so he writes to Rustons for the details, but we already know these in all probability and could have saved him (and Rustons too) the trouble. The information in our files is at the disposal of all researchers and a preliminary check with us might save some work. It would be a pity to duplicate any work when there is so much unknown. So if we can help, we shall always be very glad to do so.

FROM: DOUG. CLAYTON, BIRMINGHAM 18.

I was interested in Mr. K.E. Hartley's article on the Z.V.T.M. line in the Netherlands and his reference to the line having been closed completely in 1950 and the stock sold. In July 1949, I had the pleasure of a visit to the Rotterdamsche Stoomtramweg-Maatschappij (R.T.M.) line including a tour of the main workshops near Rotterdam. Apart from the numerous tram locomotives then still in use and under repair, there was a diesel electric railcar Z.V.T.M. ME 16 undergoing an overhaul to make it available for use on the R.T.M. line.

Another similar car already rebuilt and renumbered M 72 was complete and ready for service, though not at the time specifically noted as ex Z.V.T.M. From this it would seem that at least some of the rolling stock had been sold prior to final closure. Probably the main reason for this part of the Netherlands being infrequently visited is because the two provinces are separated from the main parts of the country by Belgium, making necessary a journey across two frontiers or by boat across the Schelde.

FROM:- JOHN TOWNSEND, LONDON.

Good for "Decauville". No wonder we enthusiasts are regarded as a lot of morons by the general public who quite rightly regard most of us as big boys watching the trains go by and copying their numbers into our little notebooks. How often the public see Mr. Enthusiast even at Towyn and Portmadoc with a taperecorder over one shoulder and two cameras over the other, peering intently at a number plate and copying it into his little notebook, presumably as a "cop".

Without wishing to offend any of our members I think we have to decide whether we are narrow gauge enthusiasts or merely enthusiasts of the works plate and the coal-burning firebox. I am certainly not denying that there is some atmosphere about the steam locomotive which is not shared by any other machine, but let us not be blinded to the quaintness and historical and technical interest of many of our petrol and diesel locomotives. Those members fortunate enough to be able to visit the peat railway on the A.G.M. morning must have been aware that this line had more atmosphere to it than many steam worked lines. Granted it might have had more in many eyes if it had been a Kerr Stuart pulling the special train instead of the Ruston but we must judge the line on what it is rather than what it could be.

FROM:- NORMAN DANGER, PENARTH.

I should like to point out a misprint in Mr. Douglas's most informative article on the I.C. locomotives of the R @ E.R. which appeared in THE NARROW GAUGE No. 35.

On page 12 the rebuilding date of Muir Hill Fordson N.G.39A is given as 1938. The earliest known pictures of this machine as an 0-4-4 dummy steam loco were published in a 1936 issue of the "Ford Times", the house journal of the Dagenham factory. This suggests that the 4WP tractor was rebuilt to 0-4-4 about 1935 or early 1936, probably to replace RIVER MITE. I can find no evidence to support the date of 1930 which appears in the official handbook to the R @ E.R.

FROM:- MICHAEL MESSENGER, HONITON.

I was extremely interested in the letter from "Decauville" of Surrey in magazine No. 38. I have not read for some time something which puts my own



thoughts so well. While I don't think that it is strictly true that the Welsh preserved lines "have no more character than the seaside miniature lines" they certainly have altered their appearance radically. To a certain extent this is inevitable since the two aims of 'preserve' and 'operate' are not compatible to any great degree but the Welsh lines seem to be putting the emphasis on operate. Perhaps at Brockham we can do something about it and preserve the charm of the narrow gauge.

Perhaps it might be an idea if the Society published a pictorial book something after the style of the recent "Narrow Gauge Steam", of photographs illustrating this side of the narrow gauge. I'm sure we must have sufficient "enlightened" members with such photographs in their collections to do so. This could serve the two-fold purpose of showing what is trying to be done at Brockham and of raising funds for the Museum.

EDITOR'S NOTE: Only One hundred and ten - yes 110 - copies of our own Sand Hutton booklet have been sold to members up to date.

FROM:- KEN PLANT, SHEFFIELD.

Regarding Ron Redman's mystery photo on page 27 (Magazine No. 38) the information is as follows:-

The Cosmopolitan Gold Mine at Pine Creek in Australia's Northern Territory was owned by the Associated Finance Corporation, and in 1903 had 1,640 ft. of 2 ft. gauge track. In the following year it was taken over by Carters Consolidated Co. Ltd., and the tramway extended to a length of  $1\frac{1}{2}$  miles. The locomotive shown in the photograph is Kerr Stuart 797, ordered 12.3.1903 by the Northern Territories Mining and Smelting Co. Ltd., (a mining syndicate) and despatched 20.4.1903 to Port Darwin for £660 f.o.b. (free on board). It was a standard Kerr Stuart "Skylark" 0-4-0 saddle tank locomotive ( $7\frac{1}{2}$ " x 12" cylinders and 2'3" driving wheels) arranged to burn wood fuel and fitted with a spark arrester (presumably in the smokebox as it is not apparent on the photograph), the boiler pressure was 160 lbs. and the weight 8 tons  $10\frac{1}{2}$  cwt. The name carried when new was "McDONALD" and I would be interested to know if in fact it went new to the Cosmopolitan Gold Mine.

This letter has an interesting sequel - the Australian Correspondent who sent the photo to RNR for identification is called McDONALD !!!

FROM:- DECAUVILLE, SURREY.

May I make one comment on the letter from '590'. To suggest that a locomotive can convey more of the atmosphere of a line than an illustrated history book seems to me quite wrong. If the atmosphere of a line is due to its locos, '590' presumably equates the W.H.R. with Norden Clay Mines as "RUSSELL" worked at both places. Or, again, a 1st World War ammo tramway has the same atmosphere as Jee's Hartshill Granit Co., because Hunslet 4-6-OT's worked at each. How then can a locomotive convey any atmosphere of a line?

FROM:- KEN HARTLEY, SELBY.

Re R.N.R.'s query on page 27 of Magazine No. 38, Mr. George Woodcock comments:-

Re a firm called "LIGHT RAILWAYS LTD.", perhaps I can help. This was founded circa 1924-6 and a short note on it appeared in "Locomotive" magazine around that date. They dealt in the products of Robert Hudson of Gildersome Foundry, Leeds. Locos were supplied by Kerr Stuart, Baguley and, I think, Bagnalls. Their adverts in the late '20s showed a small 0-4-2 with fuel racks, working a train. This engine "GALLIPOLI" I think was a Baguley.

They used as a London office the offices of one of the Companies noted. "Loco" mag. was cagey about this. They were purely factors and I think folded up in a few years - perhaps 1929 or 30 in the slump. They also dealt in I.C., perhaps "Motor Rail" or Bedford.

The Baguley engine noted also figured in articles in "Locomotive" and "The Engineer", for 1923, on the Baguley gear, invented by Major Baguley. Seems this was the first loco fitted.

(A second letter on the subject followed):-

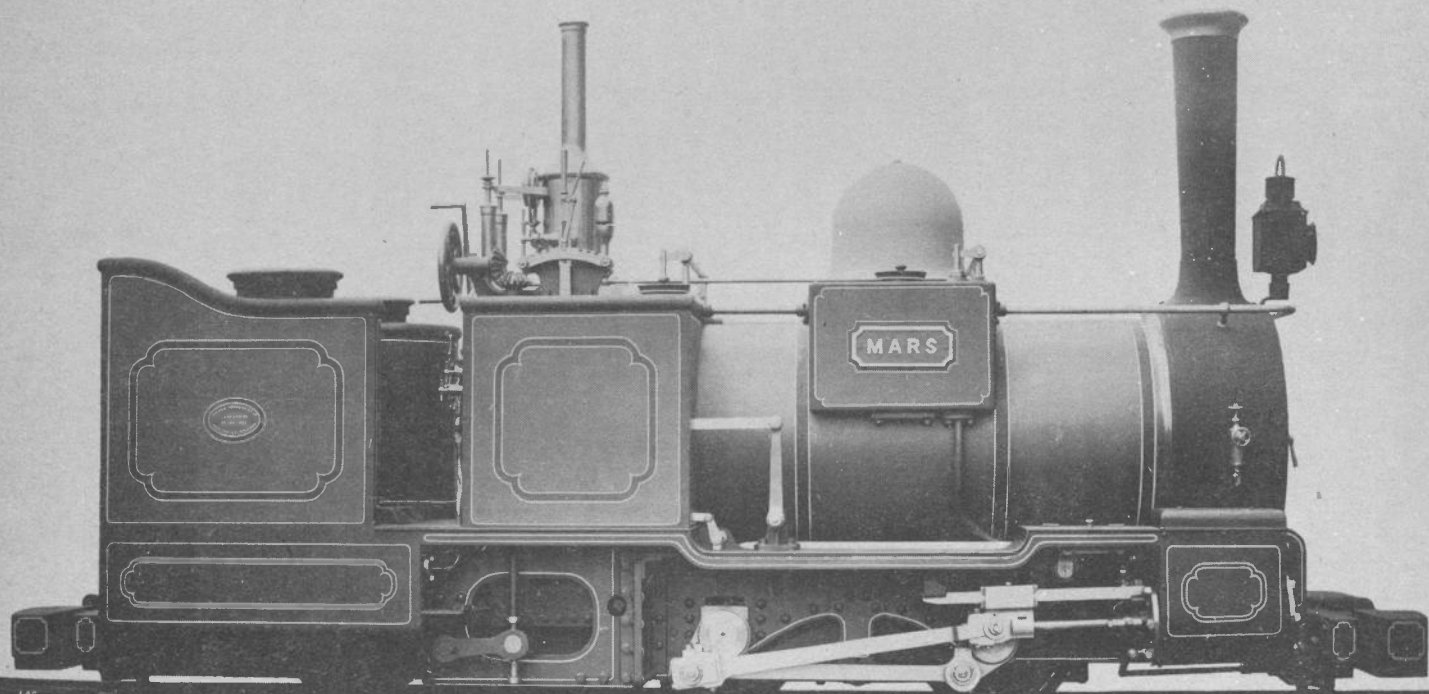
You could add Howards of Bedford to the list. After they joined A.G.E. in 1920 they were short of work and later turned to Light Railway plant, both I.C. locos and track etc. A photo in "Locomotive" article shows Howard's erecting shop. Howards were sold up, on sale starting 13th July 1932, and although a good deal of Light Railway parts were in stock the sale included only one or two complete trucks but no I.C. locos. I have the sale catalogue here. My guess is that the Light Railway Co. may have used the offices of A.G.E. which was Aldwych House, Howards closed their own London office on joining A.G.E. or soon after."

(A.G.E. was a combine in the 1920s, which included Howards, Burrells, Clayton & Shuttleworth, and I think other firms, and was the "Agricultural & General Engineers". It went bust in 1929, Marshalls collected the remains of C. & S., and Garratts of Leicester ditto with Burrells and built the very last Burrell T.E.'s).

FROM:- RON REDMAN, LEEDS.

Re South African Survey, part two, in the last issue by Frank Jux. The photograph on page 8 is not a FOWLER 0-4-0 but is in fact one of the two 0-6-0 pannier tank locos built by Hudswell Clarke & Co. Ltd., for the SUB NIGEL CO. for an order by Robert Hudson (both locos carried Hudson works plates).

Both engines are identical 2'6" gauge 0-6-0 pannier tanks with 8½" x 12" OUTSIDE CYLINDERS, 2'0" diameter wheels, works numbers being 1486 built 1924, and 1578 built 1926.



FROM:- KENNETH L. WORTH, WARWICKS.

Mr. Layne's notes on the once renowned Farthinghoe Works were most interesting - it filled many gaps in my knowledge of this Company. However, he did not mention the most celebrated product of this firm, the 3'4<sup>1</sup>/<sub>2</sub>" gauge Wilkinson-Babbit acetylene tram engine that ran trials on Kenilworth Tramway's shortlived Dalehouse Lane extension in 1887. This machine, the brainchild of Acharias Babbit was powered by a four cylinder six stroke high speed gas engine, which ran on acetylene stored under a pressure of 1200 p.s.i. in cylinders on the roof. The locomotive, which ran on 6 wheels, was 18 feet long and weighed 12 tons. Because of a strange Warwickshire bye-law the tramway had centrally flanged rails and as the tram engine did not there was some initial difficulty in running it, as a result the locomotive was regauged to the odd figure quoted earlier.

Although performance was fully up to expectation, the machine was involved in the unfortunate incident involving Mrs. Brunnage's umbrella which led to the closure of the Kenilworth system in October 1887, and its ultimate fate has remained a mystery. It is believed to have been bought at a later date by a Captain Stephens who had some connection with a railway in Kent about 1895.

All that now remains to recall this unfortunate experiment is the acetylene hydrant outside Kenilworth Police Station, which features in the classic photograph reproduced in Parrish's book on "Lesser Known British Tramways 1880-1910".

FROM - BRIAN CRITCHLEY, SOUTH WOODFORD.

With reference to the Rev. Boston's article on his Cadeby Light Railway, it should be pointed out that the 2' gauge Bagnall in Birmingham's Museum of Science and Industry bears the builders number 2087 and not 2088, and that according to the B.L.C. Handbook which covers the Birmingham Tame & Rea District Drainage Board where this locomotive originally worked, she was built in 1918 and not 1919.

I know that you are always on the look-out for ideas for the magazine, therefore might I suggest that an annual photo competition might be worth considering?

EDITOR'S NOTE! DONE!

First prize £1.1.0d. and two runners-up of 10/6d. awarded for postcard size black and white prints suitable for reproduction in this Magazine (Narrow Gauge subjects only). Prizes withdrawn if entries do not reach 25. Entries close 31st January 1966. Editors decision final. Any entries may be reproduced in this Magazine.