

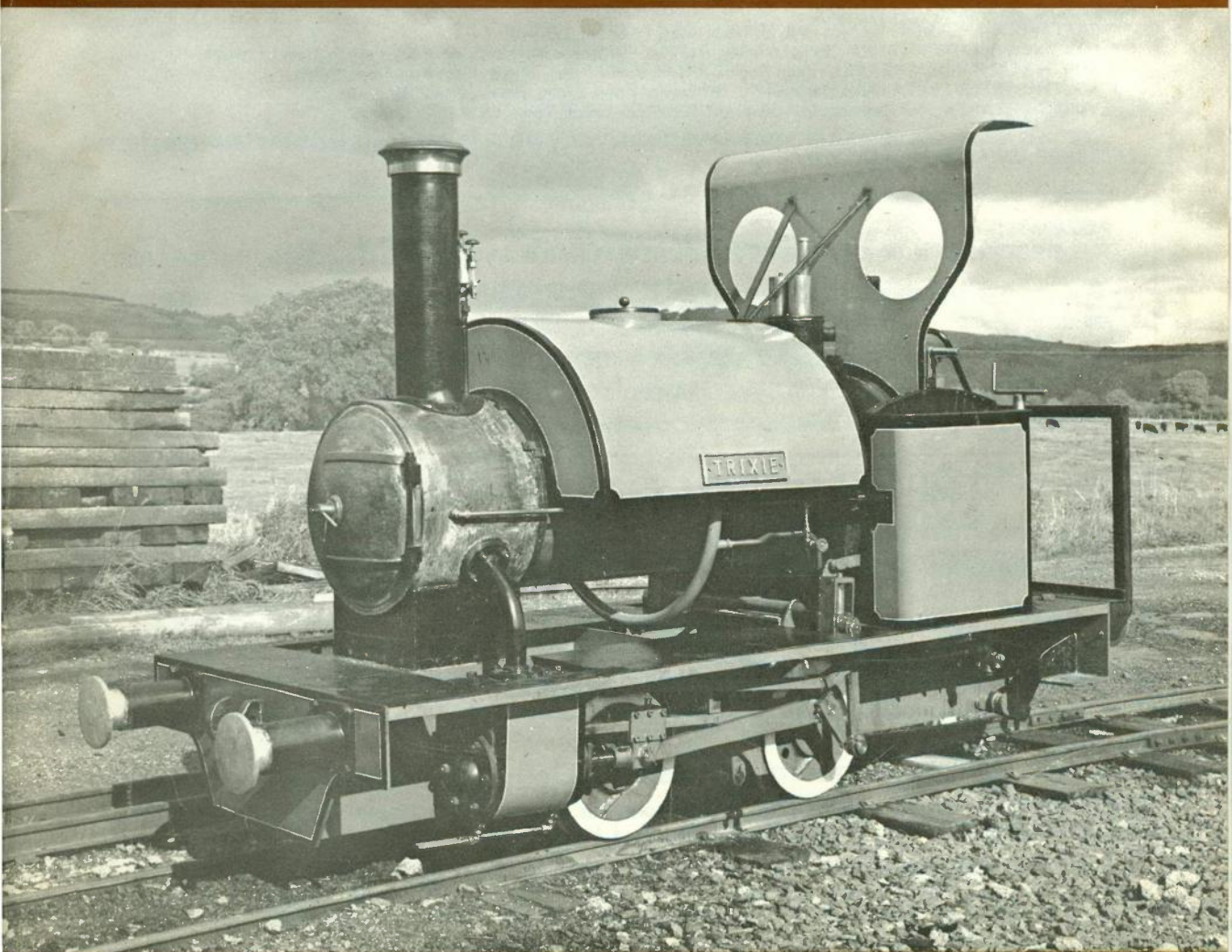
The NARROW GAUGE



No. 69

AUTUMN 1975

35p



NARROW GAUGE RAILWAY SOCIETY



NARROW GAUGE RAILWAY SOCIETY

(FOUNDED 1951)



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EDITORIAL

Our apologies to the membership for this long period without a magazine which has been due to unforeseen production problems, happily now solved.

This magazine is in fact the last issue to be produced by Rich Morris and I am sure you will join me in giving him our grateful thanks for all the work he has put into producing the magazine.

We wish him every success in his new venture, Narrow Gauge Times.

Andrew Neale, Hon. Editor.

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OUR FRONT COVER :

TRIXIE, the brand new 2ft. gauge loco by Alan Keef, on steam trials on the Bala Lake Railway.
(*Pete Nicholson*)

THE SMALL COMPANIES

A SERIES DEVOTED TO THE
'PRESERVATION MOVEMENT'

(Cheadle Moseley Grammar School
Narrow Gauge Railway Society)
1969 — 1974

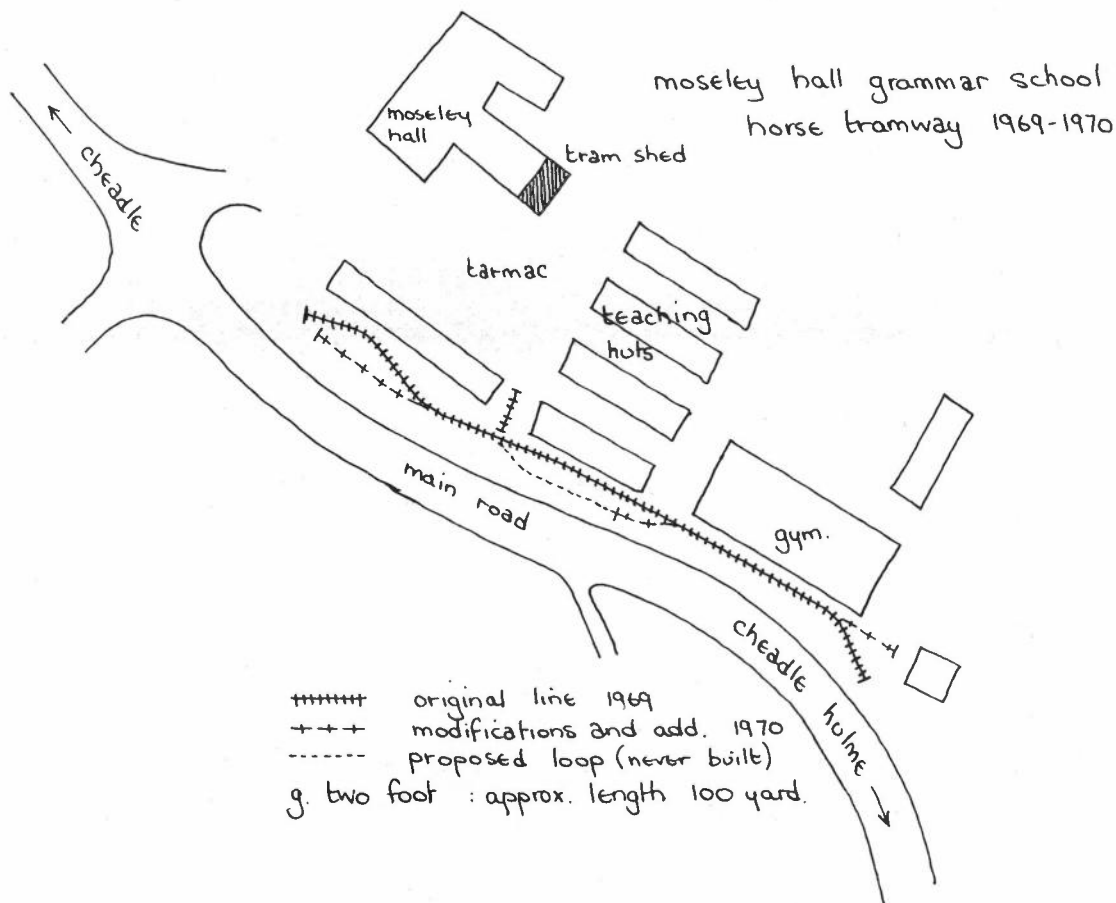
Gauge : 2ft. (orig) & 1ft 8ins
Situating : Nr. Cheadle Hulme,
Cheshire. by Colin Saxton



*Your author at the controls of Double Deck horse tramcar No.1. At the old Moseley Hall School site;
2ft. gauge. (Courtesy "The Stockport Express")*

The purpose of the Society has always been two-fold. Firstly, to provide an interesting educational project by means of which varied types of learning situations may be created for boys, and secondly, to preserve and operate, in as near original conditions as practical, industrial narrow gauge railway equipment.

The history of the Society since narrow gauge began in 1969 can be roughly divided into three stages, the events within each being governed by circumstances beyond the control of the Society, but nevertheless, making the organisation much more of a challenge.



STAGE ONE :— MOSELEY HALL SITE (Old School) 1969-1970.

By the time that I joined the teaching staff at Moseley Hall in 1968, a move to new premises was already decided, although the exact date was not known. Because of this, any narrow gauge activity had to be of a light and temporary nature, and this fact, plus a lack of finance, prompted the Society to consider horse traction. Although I had experimented a little with 10¼ ins. gauge, none of us really knew anything of the practicalities of true narrow gauge, and so we regarded this stage as a test bed, for greater things to come, if we, and the authorities concerned, thought the idea worth pursuing in the future.

A restricted site was found, of about twenty by four hundred feet on which was laid a single, almost straight track of 2 ft. gauge, pinned down to scrap timbers by bent four inch nails; and it worked! The gauge was determined by the vehicle, in 1969 a single deck open horse tram built on a brick drier chassis, with ex chapel reversible benches for seating and simple chain and wood block brakes. A very active and sympathetic Parents Association provided

us with a horse called 'Tim', and in return, we operated for the first time at the Association Summer Fair, one Saturday in July, 'Tim' arrived for driver training at 11.00hrs, and passengers were carried throughout the afternoon. Although there were difficulties, mainly due to lack of brake power, and seating accommodation, the day was a great success, and proved beyond doubt that such a project was feasible within the school. Garden Party Day has remained our big annual running event. All money taken on this day is donated to the school, which in return provides us with a small annual grant.

Flushed with success, in 1970 our thoughts turned to greater things, including a tram conversion to double deck, which we believe was the only one running in the country, and our first attempt at scratch building a point with angle iron and nails, which had to be seen to be believed, — yet worked!

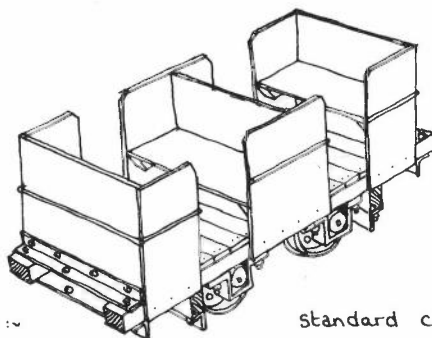
In the autumn of 1970, the horse tramway was dismantled, as the move to new premises was now imminent.

STAGE TWO :— THE NEW SCHOOL SITE 1971 — 1972

Throughout the summer of 1970 I had been searching for a locomotive as an ideal development of the original project, and in July, quite by chance, found not one but three, at Crowle brickworks in Lincolnshire. The manager was very helpful, and allowed us to camp on site, where track, and one locomotive, A Ruston four wheel diesel, was dismantled, and carried over the Pennines in convoy, by minibus, Landrover, and small lorry.

There was much more room at the new school for tracklaying, but landscaping was not complete, and so, once more, temporary tracklaying was begun, this time to 1 ft. 8 ins. gauge, dictated by the locomotive and spares that we had acquired.

1971 and 1972 saw two entirely different track layouts, each of about 350 yards, as we moved about the site, dodging contractors spoil heaps, and new seeded areas. Also during this time we brought over the second Ruston diesel locomotive from Crowle, and were given a Ransomes, eight hundred-weight petrol 'calfdozer,' ideal for dragging around track sections. We also experimented with different layouts and sizes of carriage. On each one we have fitted de-railment bars, which prevent the vehicle dropping through the track if an accident occurs. It makes re-railing much easier, and is safer in operation where small boys are involved.



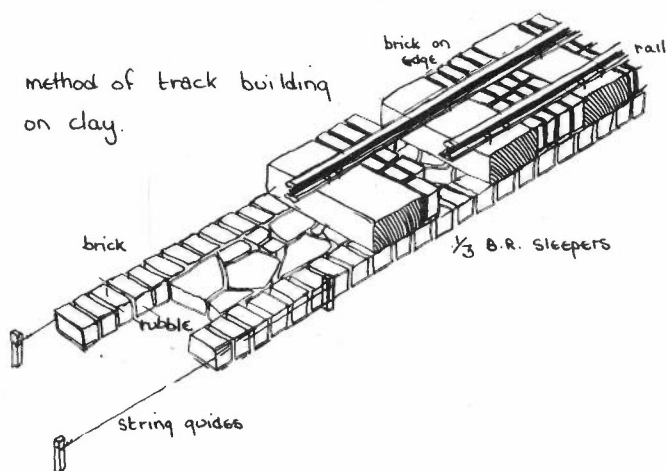
dimensions :-

L : 7 foot
W : 2 foot 6 inches
H : 3 foot

standard carriage :-

blackboard, with wood
frame and Hudson
wheels and axle boxes

method of track building
on clay.





STAGE THREE :— PERMANENT LAYOUT 1973 — ONWARDS

By the end of 1972, the school playing field was level, and seeded, and we were given permission to build around the edge of the site. We have, at present, constructed about 350 yards of track, on a brick and rubble bed, and are now constructing a large running shed of about twelve by thirty feet. As the site is very open, and not supervised at weekends and holidays, we felt the need for covered accommodation for our stock, especially as we had by now acquired a third locomotive, a Motor Rail 'Simplex' petrol unit. We aimed to have the shed complete by Easter 1974, after which time we would be in true

*C.M.G.S. Tramway. Driver & Secondman aboard No.1 MOSELEY (Ruston & Hornsby 354013 of 1953) 1ft 8ins gauge.
(Courtesy "The Stockport Express")*

running order, and could welcome visitors.

We hope, long term, to have our working industrial narrow gauge museum. To this end, we are planning a tipping dock, and also have a small collection of industrial 10 1/4 gauge chain-haulage quarry tubs.

As an educational project we are as yet only scratching at the surface, the teaching possibilities are almost endless, and we do know that we are giving, as well as receiving, a great deal of pleasure and satisfaction.

STOCK LIST

Locomotives	Works No.	School No.	Colour
Ruston Diesel. 20DL	354013 (1953)	1	blue
Ruston Diesel. 11/13HP	187057 (1937)	2	—
* reserved for electric and steam units		3	—
		4	—
Ransomes 'Calfdozer'	MG. 1781	5	blue
Motor Rail Petrol (Simplex)	7066 (1938)	6	green

* We hope to have a varied selection of motive power, including battery electric, and steam, in order to show the basic workings of each : The Simplex locomotive has been given the number 6 as this was its original Northallerton No. of 1938 (We also have two Ransomes Ploughing units, Works Nos. TS 30 and TS 30B)

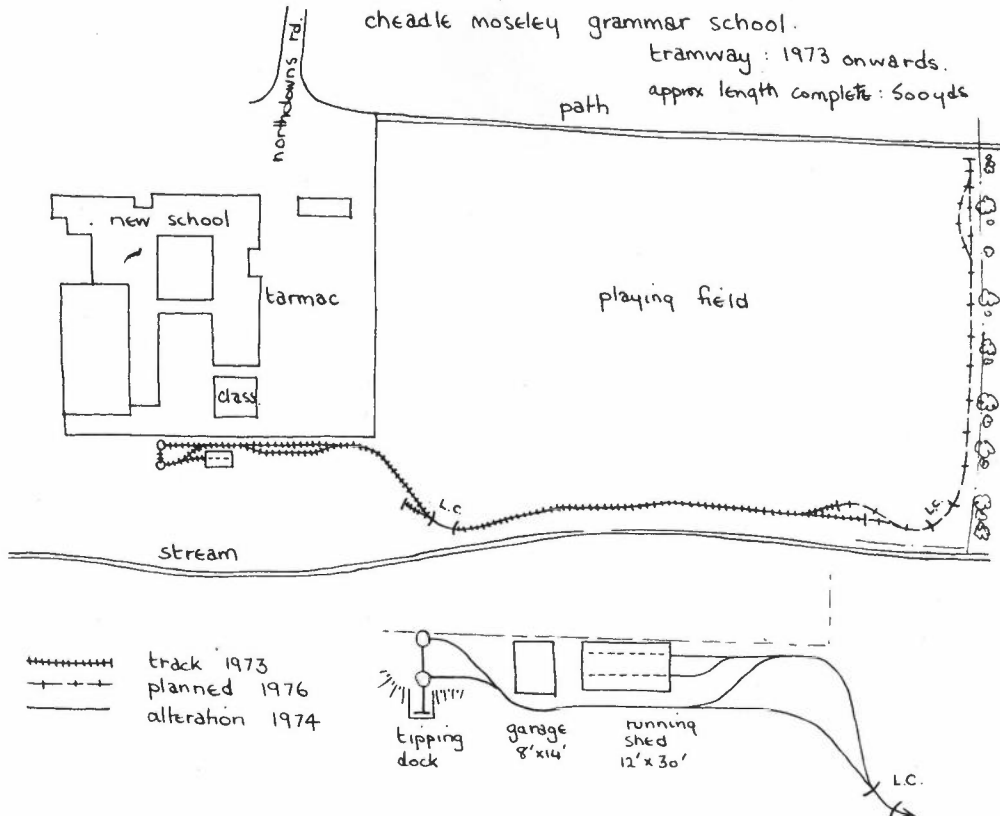
Wagons	School No.	Colour
Hudson Side Tip	10	
Hudson Side Tip	11	
Hudson Side Tip	12	metal — red oxide
Hudson Side Tip (mod to end tip)	13	wood — dk. grey
Flat wagon on Hudson Chassis	14	
Bunker wagon on Hudson Chassis	15	



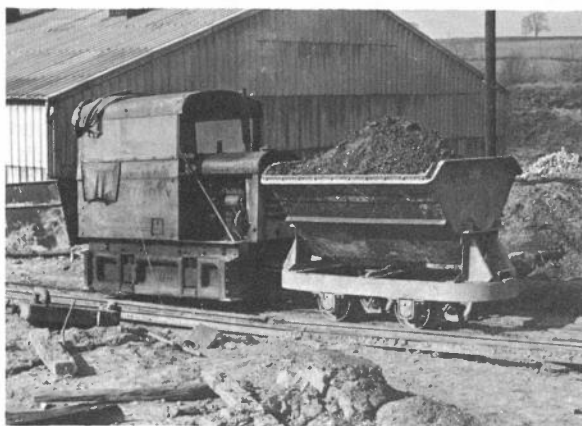
*The Garden Party,
1972 Enthusiastic
footplate staff on 4w
diesel loco No.1,
MOSELEY (& happy
travellers behind).*

Carriages	School No.	Colour
Wood frame and body on	20	red
Hudson wheels and axle boxes (W.B. 3ft 6ins)	21	
+ Brake comp		
Similar to above, but semi-open with roof.	22	red + wood stain
(planned for 1974) semi-open with roof.	23	
(planned for 1974) semi-open with roof	24	
(planned for 1974) semi-open with roof.	25	
Enclosed luxury saloon, similar in size to above, based on single deck tram design with reversible seats, brake fitted. (planned)	26	—

HAULAGE WAGONS (CHAIN) All 10 ¼ ins gauge.



IN THE NEWS

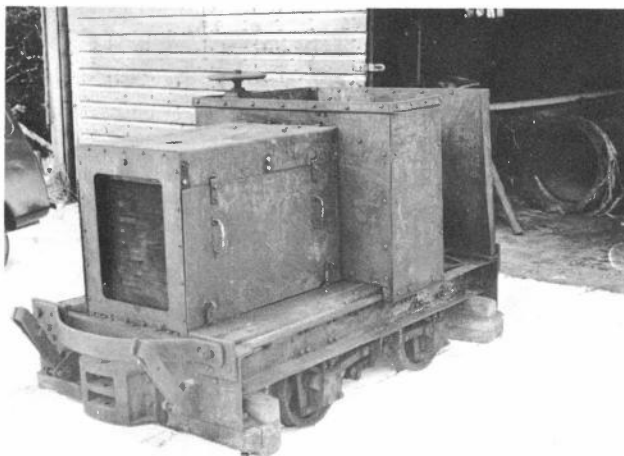


A rarity indeed! — Britain's last working Hudson 'Go-Go' Tractor, 36863 of 1929 pictured at work on 22/3/73 at Campbell Brick Co. Ltd, Barrow Hill Brickworks, Staveley, Derbys, where it succeeded a Motor Rail. (NGN78/17)

Loco subsequently purchased for preservation by Michael Jacob and moved to Bampton, Oxon on 19.4.75 — for overhaul by Alan Keef. (Narrotrack Ltd)

FOJO, Orenstein & Koppel 9239 the 2ft gauge 0-6-0WT imported from Pedorido in Portugal, working at the original site of the Creekmoor Light Railway, Nr. Poole, Dorset during Easter 1973. (NGN83/9). The entire railway has since been moved to new premises at Crockway Farm, Nr. Frampton, Dorset but has not yet been put into operation there.

(Pat Henshaw)



North Ealder Water Board, Barley, Lancs. Baguley 4-wheel diesel No.3002 of 1937, outside its shed at Barley, in the December 1973 snow, before removal for renovation by the Rossendale Forest Railway Society. (NGN.88/11).

(P. Taylor)

THE NARROW LINES OF INDUSTRY

DOWN THE DRAIN

by Sydney A. Leleux

*Routine surface maintenance
to Clayton battery electric loco
No.5926 (1972) C. V. Buchan
Ltd, Stoke Link Sewer, Hem
Heath, Staffs (1ft 6ins gauge)
(Sydney A. Leleux)*



Sewage works railways have long been studied by NGRS Members. As a variation on this theme a small party of N. Staffs area Members recently had the opportunity to examine a new sewer being constructed by C.V. Buchan Ltd. for Stoke-on-Trent Corporation, under the direction of S.N. Mustow, F.I.C.E., City Engineer. This runs from Leek Road Works, Hanley, to Strongford Works near Wedgwood's factory, four miles away. Where conditions are suitable a trench is dug and 7ft diameter precast concrete pipes laid in it, but on several sections the sewer has to be tunnelled. It was one of these tunnel sections that we visited.

The tunnels are excavated both ways from five 15ft diameter working shafts sunk in waste ground along the route of the sewer. The shafts are about 50ft. deep and lined with precast concrete rings. Around the shaft top are huts for offices, mess room, stores etc., in addition to buildings housing the air compressors, and loco. battery chargers. The compressors supply air for the power tools used underground, and also for pressurising the tunnel if it is necessary to do so to keep out water. There is also a crane to hoist materials and spoil in the shaft, and a hopper for loading spoil into lorries for disposal. The crane may be an ordinary tracked mobile one or the hoist may be built into the end of the spoil hopper. Men descend the shaft on near vertical fixed ladders, which are protected from swinging objects on the hoist by vertical planking.

At the foot of the shaft the tunnels disappear

either way through square holes in the lining. The single track across the shaft divides into a loop holding about eight skips either side of the shaft. At each end of the loop, is a thick brick wall with a small opening just large enough for a skip. The openings can be closed by strong steel doors, so that this first section of tunnel can be used as an air lock.

If the tunnel passes through water bearing ground, compressed air may be used to stem the inflow of water. On this contract several sections were being excavated under a pressure of 10psi. The lowest pressure possible is used, as working under compressed air has a number of complications, the least of which is that it takes five minutes to pressurise the airlock. Legal requirements to safeguard the welfare of the miners begin at 15 psi. Our section of tunnel was being excavated under free air, but the airlock was there 'in case'. At another working shaft where compressed air was being used I noticed a puddle on the surface bubbling vigorously as air leaked up through the ground.

Each tunnel has its own battery electric locomotive, so that there were ten 1ft. 6ins gauge Clayton locomotives working on this contract. Each locomotive has a spare battery which is charged on the surface and then used to replace the run down one. Weekly loco. maintenance is carried out on the surface at the top of the shaft. The locomotive we tried had a surprising turn of speed even on the first notch of the controller. Perhaps the speed was

heightened by the poor light and the rattle of the track in the tunnel?

The party decided to walk up to the face. We had been warned it might be muddy, and they were right! We set off up the tunnel, which was lit by a naked bulb every 20 yards or so. Soon the sleepers were under water, and then the rails too disappeared under up to 2 inches of water. Stepping from sleeper to sleeper - or tunnel ring to tunnel ring - was fine, so long as one did not misjudge one's step, as the invert held about 9 inches of water and mud. The correct procedure is to walk along a rail, holding one of the tunnel pipes (compressed air or water drainage) for balance. We were going downhill so conditions gradually worsened. At intervals there was either a pump at work (sounding just like a dentist's saliva extractor!) or a clay wall was thrown across the rails and a man was bailing out the mud from the invert into a skip with a bucket.

At length we reached the face. Here, of course, the work gradually advances, at about 10ft / shift, so provision has to be made for moving all the support equipment forward. There has to be a loop to hold empty and full skips, and a short siding for the grouting wagon. All this trackwork is welded on steel plates, each 12ft. x 4ft. On the underside of the plates are steel guides which fit over the main tunnel track. A ramp rail at each end leads from the tunnel track to the steel platform, this being winched forward as necessary. A short distance further on the tunnel ended. Permanent track in 12ft. lengths is laid as soon as possible, but to avoid laying and relaying short lengths of track as the face advances a temporary sliding section is used until a full length is laid. These sliding sections consist of a pair of 12ft rails on their sides, spaced by a number of steel sleepers welded to the heads. The webs of the sliding rails rest on the heads of the permanent track so the track can be easily moved forward. The skip's wheels run in the web too.

In operation, the locomotive pushes the empty skips from the air lock loop to the face loop. The locomotive then runs to the full rake and returns to the shaft. A single locomotive can work on a $\frac{3}{4}$ mile long tunnel, only longer sections require an intermediate loop and a second train. At the shaft, loaded skips are pushed to the centre of the shaft and the bodies hoisted off for emptying at the surface. Each U-skip contains about a ton. The bodies have to be carefully replaced, as the tracks are at only 2ft. 3ins. centres at loops and the wagons are 2ft. 1 in. wide !

At the face, empty skips are pushed by hand to the loading point, then pushed back to the loop. If the ground is soft two men with pneumatic spades dig forward and two others load the skip with shovels. If blasting has to be employed an air operated front loader is used. Exhaust air is used to ventilate the workings. In good ground a 10ft. heading may be dug and then the five tunnel rings assembled together. In poor ground a ring is assembled as soon as possible. The sections weigh about $1\frac{1}{2}$ cwt. each and are erected entirely by hand. At intervals the space between the lining and virgin ground is filled by cement grout forced in under pressure.

When the tunnel is finished the hollows in the sections are filled with concrete blocks to give a smooth lining. Occasionally variations in the rock cause extra shockwaves when blasting so that the end rings are damaged and have to be replaced.

Rolling stock is mainly U-skips, with some flat underframes to carry lining blocks. Wheels are free on their axles to ease movement on the curves, at places which may be as little as 12ft. radius.

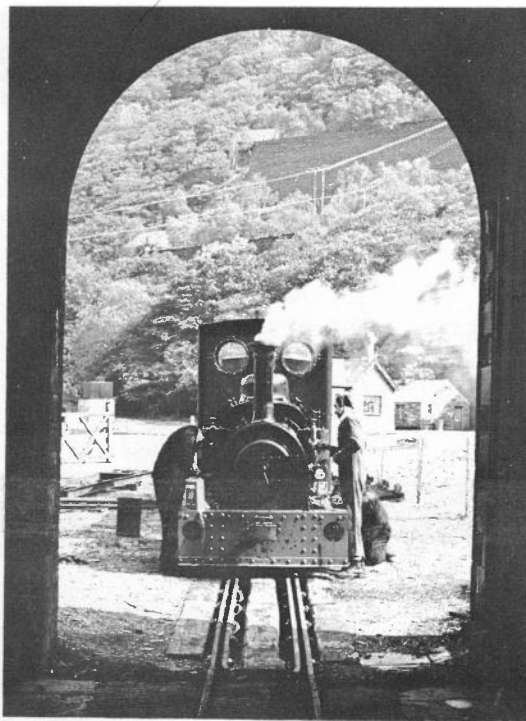
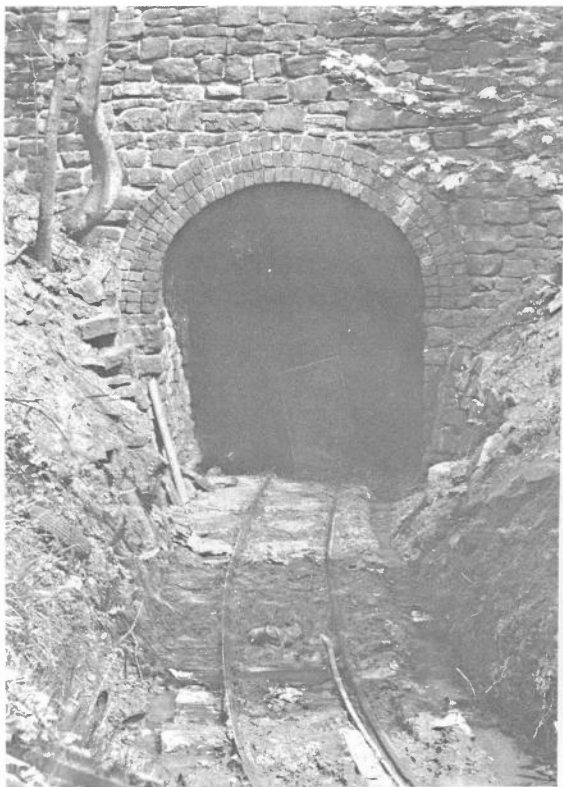
It is hoped that these notes may show some of the problems associated with these temporary mining railways and the men who work them, in 12 hour shifts. I am most grateful for the facilities given by Messrs. C.V. Buchan Ltd. to inspect their contract and for permission to publish this description.



*N.G.R.S. N. Staffs area visit 30.9.72.
The party underground & inspecting
Clayton 5792 (1970), a 1ft 6ins gauge
four wheel battery electric.*

(Sydney A. Leleux)

NARROW GAUGE PICTORIAL "LOCOS THROUGH THE ARCHES"



In Wales.....

*Llanberis Lake Railway (1 ft 11½ins gauge)
DOLBADARN, Hunslet 1433 of 1922 0-4-0ST.
Steam raising and preparatory work being
performed prior to the first run of the day.
Outside the Gylfach Ddu workshops, Llanberis,
in 1972.*

(E.N. Kneale)



In Scotland.....

*3ft gauge Motor Rail 'Simplex'
72HP 4wDiesel No.60.S.393
entering one of the tunnels at
the Edmund Nuttall Foyers Con
tract, Inverness-shire 10.6.71.
(NGI.61/16) (Pete Nicholson)*

"LOCOS THROUGH THE ARCHES"

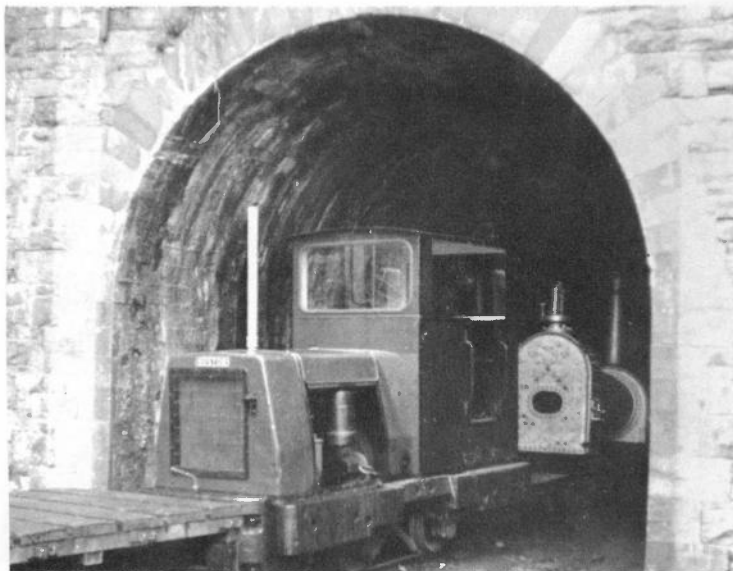
continued



Scotland again
Barclay 1871 of 1925, 2ft. gauge 0-4-0 Wing Tank, hiding inside a gloomy retort house at Scottish Gas Board, Granton Gasworks, Nr. Edinburgh on 26.12.67. Loco subsequently to Dr. R. P. Jack of Eddleston, Peebles for preservation.
 (Pete Nicholson)



Wales as well
Ruston 444207, a 1961 built 48DLU class 4wDiesel of 1ft. 11½ins gauge, fully restored and fitted with a new spacious cab by Member Tony Hills. It stands outside the former Padarn Railway loco shed and is framed by an archway at Gilfach Ddu, Llanberis.
 (Pete Nicholson)



. and in the U.S.A.
3ft gauge East Broad Top Railroad No.12, Baldwin 37325 of 1911, a 2-8-2 tender loco, viewed here standing on the turntable at Orbisonia shed.
 (C. M. Whitehouse)

TRIXIE

by Alan Keef

Illustrated by Pete Nicholson



COTE OPEN DAY. Brand new and gleaming, first time on the track, 12.9.74.

Many people for many years have been discussing the pro's and con's of building a brand new 2ft. gauge steam locomotive and Mr. Trevor Barber, formerly manager of the Whipsnade & Umfolozi Railway, and myself were no exceptions. We both thought that it could be done, which was in any case obvious, and second that it could be done at an acceptable price, which was not quite so easy.

So 1972/3 were spent by Trevor on the drawing board coupled to many long telephone calls and general discussions as to type, general arrangement and particularly saleability, as we both realised that it would have to be built for a customer, as neither of us could afford it merely for our own amusement. I did a little bit of advertising, and a lot of talking and to prove we meant business Trevor had the frames fabricated. Now we actually had some hardware which was part of a new — a brand new — locomotive.

It was at this stage late in 1973, that a chance conversion at Bala produced the possibility of Bala Lake Railway taking the prototype on special terms if it could be produced for the 1974 season and if steaming and other trials were satisfactory. Suddenly we were in business.

Work then proceeded apace and all manner of bits and pieces of the new locomotive took shape. So also did a sizeable crop of gremlins; mostly to do with the boiler; starting with a long wrangle with Lloyds and finishing with the company who had the contract to build it, going bankrupt! We have all experienced otherwise good engineering firms taking fright at the mere mention of rails and this produced its own set of problems on the mechanical side.

All this satisfactorily delayed construction so that it was September 5th 1974 before she was standing on blocks with steam up and the wheels going round but she worked.

This was followed by an open day at Cote for customers and friends which proved that not only did the wheels go round but that she also moved along the track. This was shortly followed by transfer to Bala where the main steaming trials took place. On this superb track it was really possible to put the locomotive through it's paces. Following much fiddling with the valve setting and brick arch in the firebox there was a spectacular trip 2 miles out and 2 miles back including $\frac{1}{4}$ mile of 1 in 70 at the very end, and on arrival it was necessary to turn on the injectors to prevent her blowing off.

However due to the late delivery and an increase in costs due to inflation, the Bala Lake Railway decided not to purchase. But there was still some glamour in store. . . . The open day had been attended by

members of the Society of Environmental Improvement and could they borrow TRIXIE for an open day at their Centre of Alternative Technology to be attended by no less a person than H.R.H. the Duke of Edinburgh !! This duly took place on October 30th 1974 although firing on the compressed straw pellets provided, was rather less than successful.

It was here that TRIXIE was seen by a Mr. Street of Meirion Mill, Dinas Mawddwy who had a tentative proposal for a railway withing the grounds of his woollen mill, as an added attraction to visitors to that establishment. Negotiations proceeded and now a completely new railway is nearing completion with TRIXIE as its main attraction. We all wish her well and will be interested to see how she stands up to regular work.



IN VERY SELECT COMPANY. Being inspected by H.R.H. Duke of Edinburgh at the Centre of Alternative Technology, Llynqwert Quarry, Nr. Machynlleth, 30.10.74. (Photo. by Alan Keef)

Mechanical Details.

Cylinders 6" x 9"	Length 11' 0"
Wheels 1' 8" dia.	Width 4' 9"
Wheelbase 3' 0"	Height 7' 6"
Weight (empty) 4 tons 15cwt.	

The design is very obviously a cross between the Kerr Stuart 'Wren' class and the Bagnall such as Teddy Bostons 'PIXIE', although it is possibly more powerful than either. Future editions will have the boiler and cylinders moved forward slightly to better equalise the springing and give greater footplate space. The Hackworth gear works quite satisfactorily although it would not suit a pundit of valve setting. Walschaerts gear would be nice but it is very doubtful if the extra cost could be justified in relation to the type of work an engine of this class will do. The boiler is of traditional 'launch' pattern welded throughout and even on mediocre coal steams like a wild thing. Twin Penberthy injectors are fitted together with two gauge glasses and a displacement lubricator. Mechanical lubrication would obviously be desirable on longer runs.

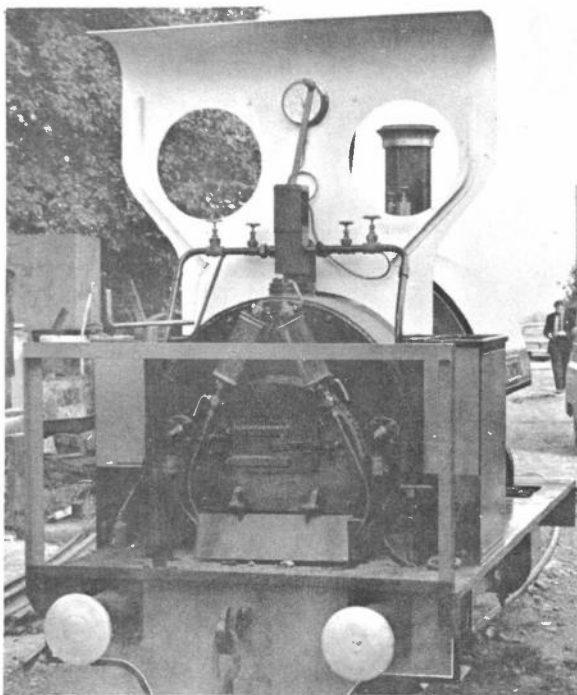
There has been some controversy over the chimney which should be tapered, but then pattern

costs are high, and also of the weather sheet, but then some of us have fond memories of Kettering Furnaces! A design with a full cab is available as also is a large boiler 0-4-2 for longer hauls. Side tank, tender etc., are all variations on the same basic theme — perhaps one day an American 4-4-0 with double bogie tender. . . .

So there she is, if you fancy one the price will be about £10,000 and delivery 9/12 months. Of incidental interest is a recent serious enquiry from overseas for industrial use, which would be quite a turnout for the book!!



WHEEL SPIN. Builder Trevor Barber trying to get to grips with grassy rails : Cote Farm 12.9.74.

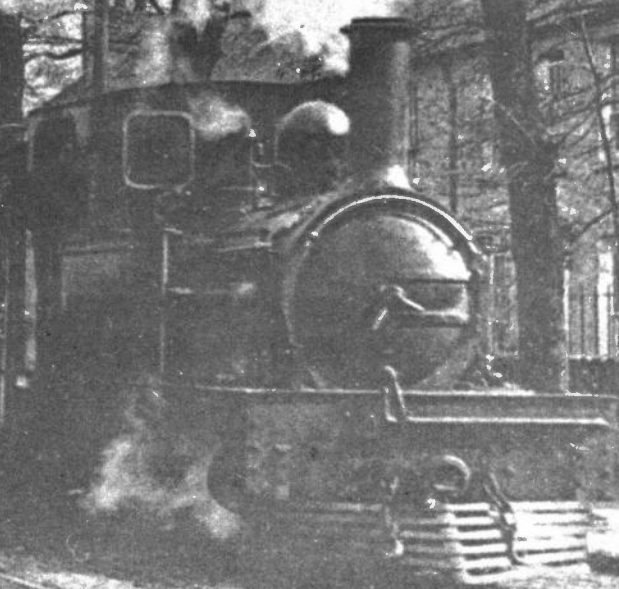
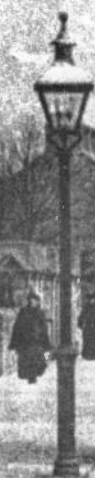


BACK VIEW. This gives a good idea of the backhead and firebox arrangements.

"CENTRE PAGE SPECTACULAR"

Western Road, Cork, 1900 — Cork Electric Tramways No.18 and steam hauled train of the Cork & Muskerry Light Railway, running on their parallel but unconnected 2ft 11½ins / 3ft. gauge tracks in the suburbs of Cork city. As Mr. Henry Casserley says in his 1974 book "Outline of Irish Railway History" — this situation was unique in the British Isles'. The C.&M.L.R. closed 31.12.34.

(Collection. Walter McGrath)



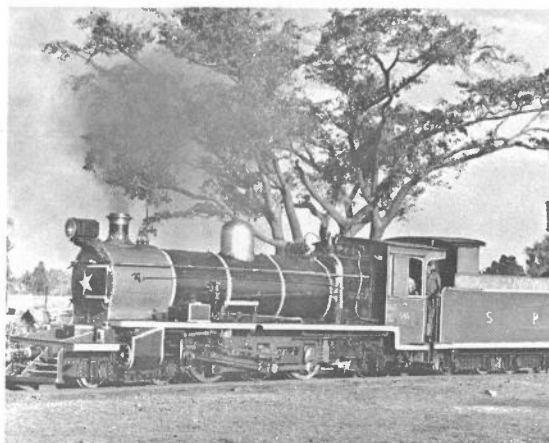
NARROW GAUGE

International

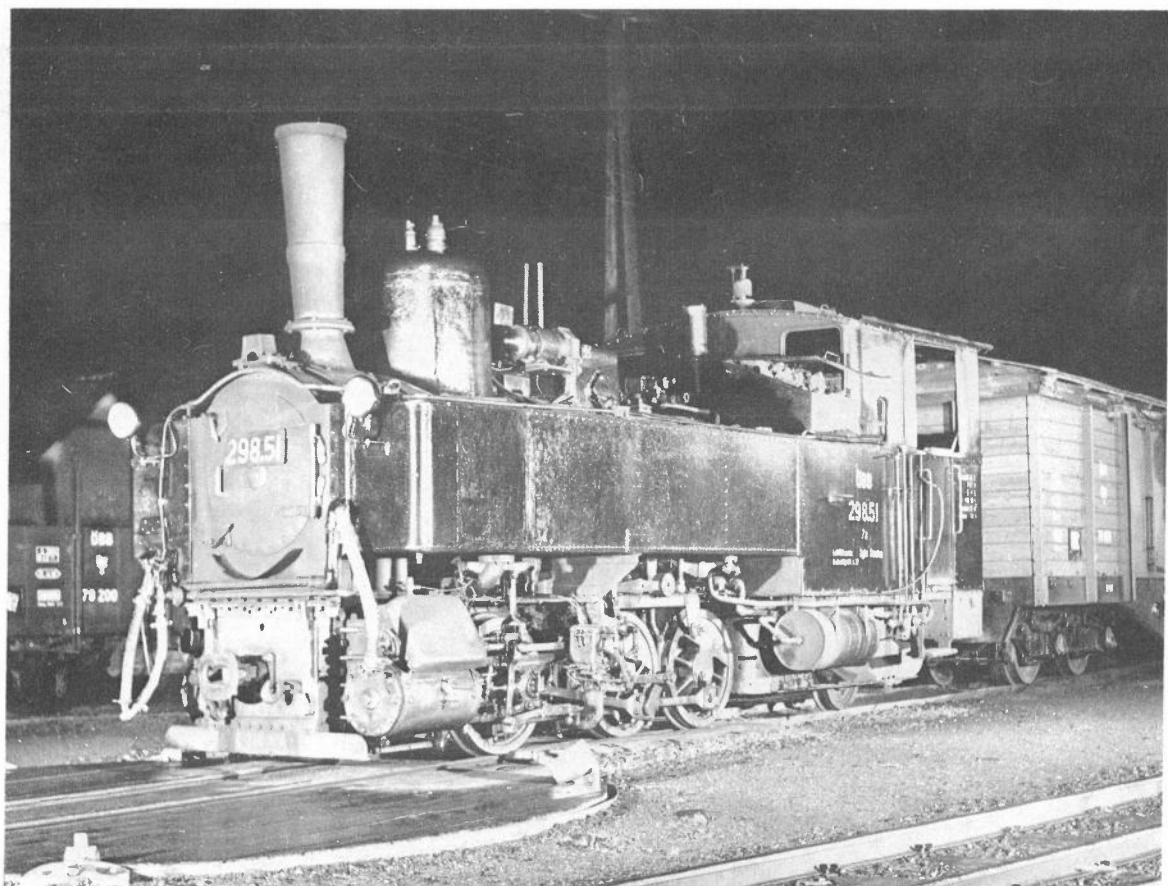
NOCTURNAL

...NARROW GAUGE

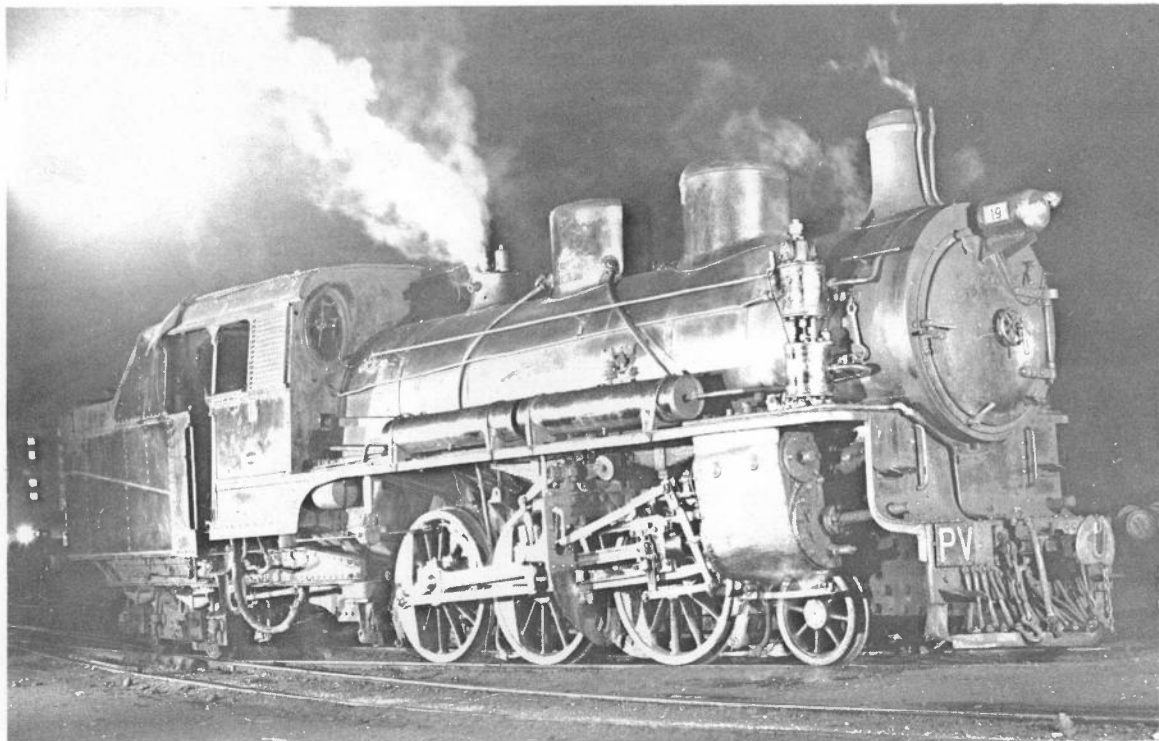
From the camera of Ron Cox



INDIA : Southern Railway, 2ft 6ins. gauge. E5. class No.506 (Kerr Stuart 4-6-2 of 1922) at Helahanka shed, February 1973. (D. Trevor Rowe)



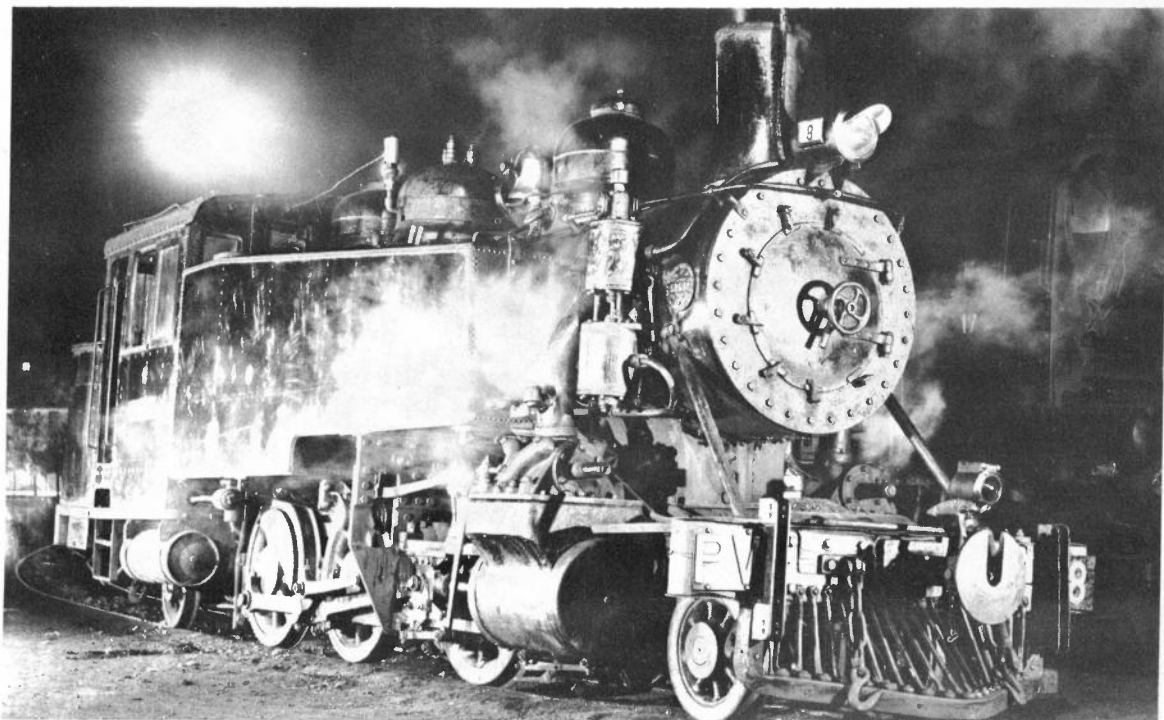
AUSTRIA — STEYRTALBAHN 760mm gauge 0-6-2T No.298.51 (Krauss 3709 of 1898) at Garsten.



SPAIN — Ponferrada Villablino
Railway. Metre gauge 2-6-0
'Engerth' No.19 (Krauss 7631
of 1920) at Ponferrada.

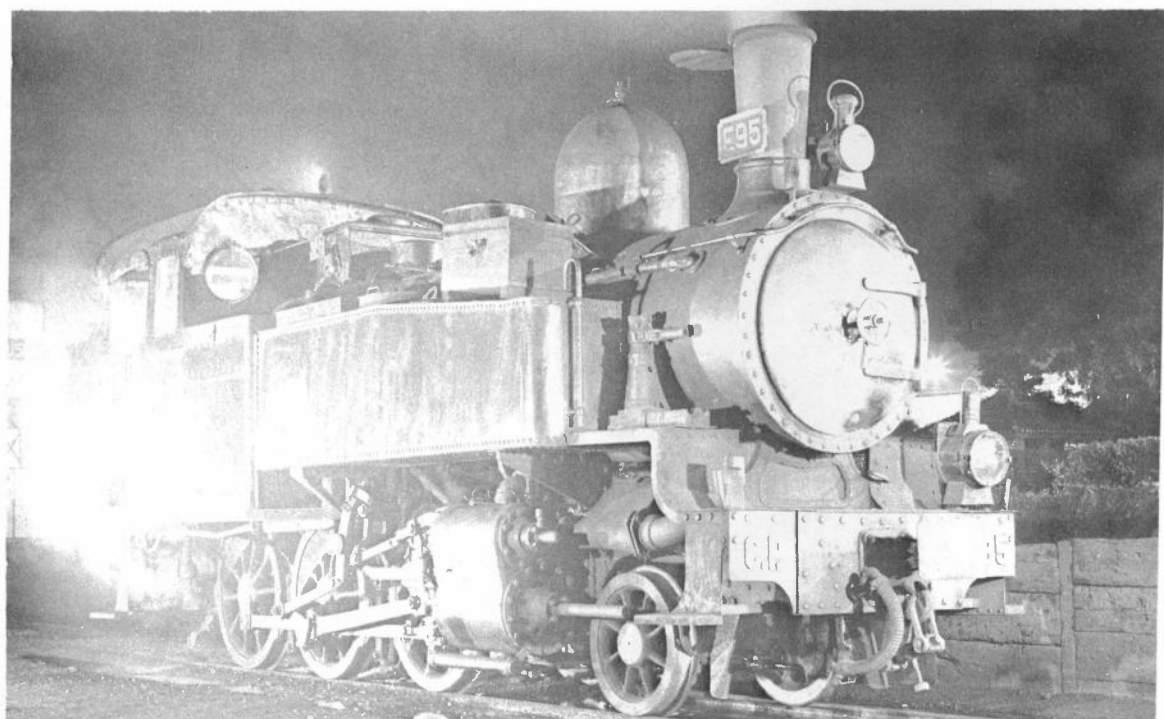


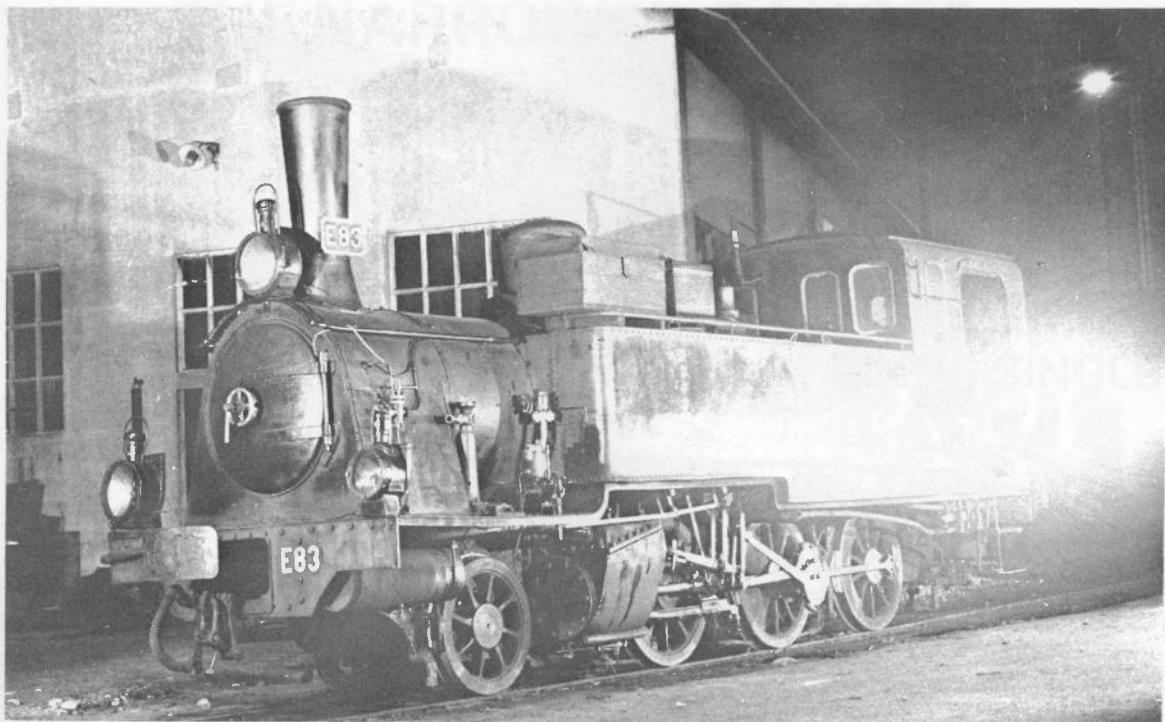
.... & 2-6-0T No.21 (Borsig 5032 of
1912) ex Ponferrada Works in
June 1971.



..... & 2-6-2T No.8, PONFERRADA (Baldwin 52682 of 1919) on Ponferrada shed, June 1971.

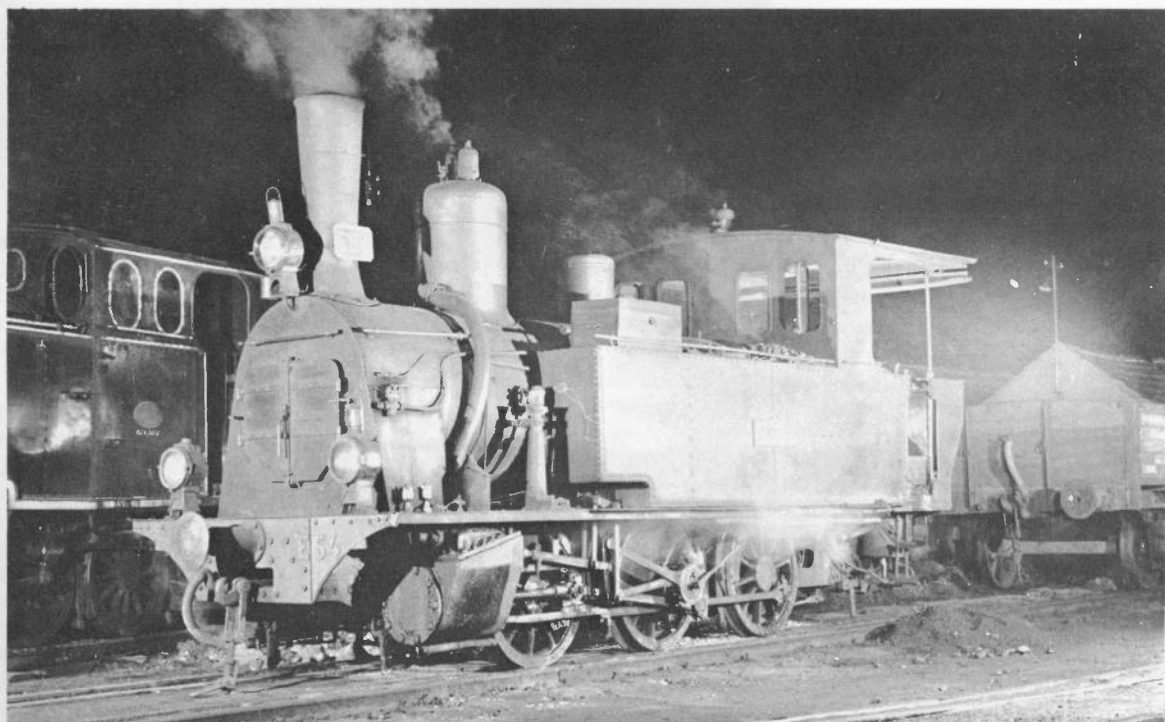
PORTUGAL — C.P. Metre gauge 2-6-0 No. E95 (Decauville 591 of 1910) at Viseu.





..... & 2-6-0 No. E83 (Esslingen 2191 of 1886) on shed at Oporto Boavista.

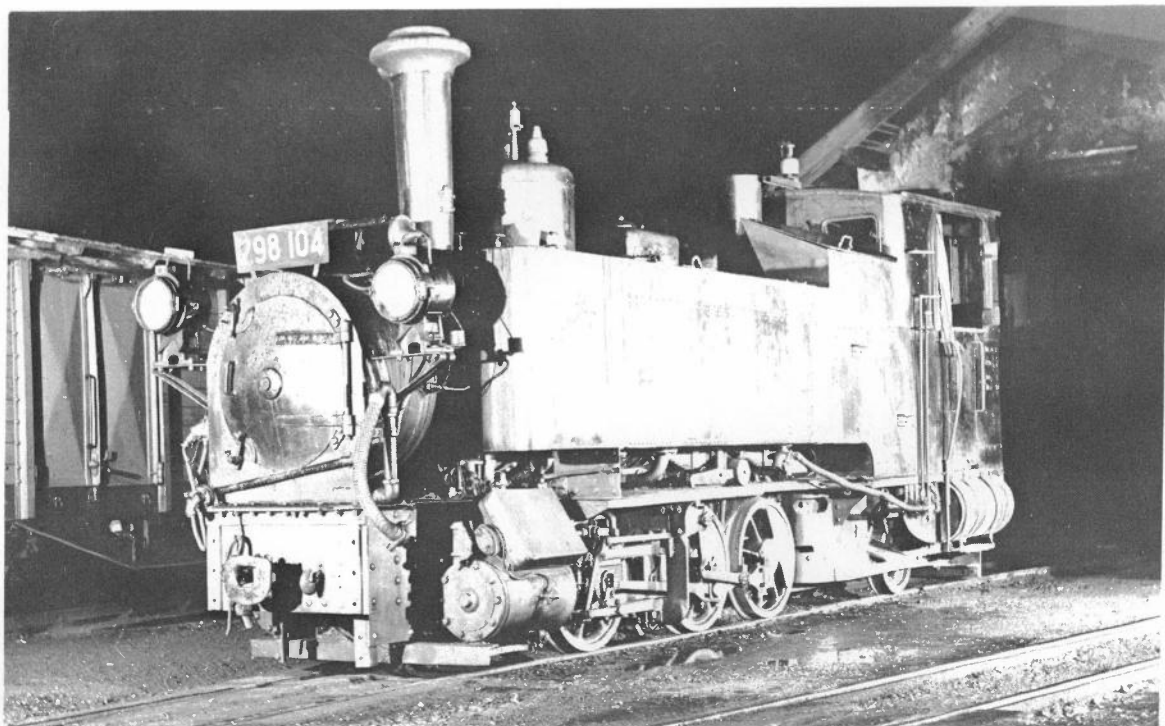
..... & an 0-6-0, No. E54 (Esslingen 2348 of 1889) on Regua shed.





Ponferrada — Villablino again — 2-6-0 'Engerth' No.16 (Macosa 151 of 1956) at Ponferrada.

& the Steyrtalbahn again — 0-6-2T No.298.104 (Krauss 2256 of 1890) at Garsten.



THE NARROWER GAUGES

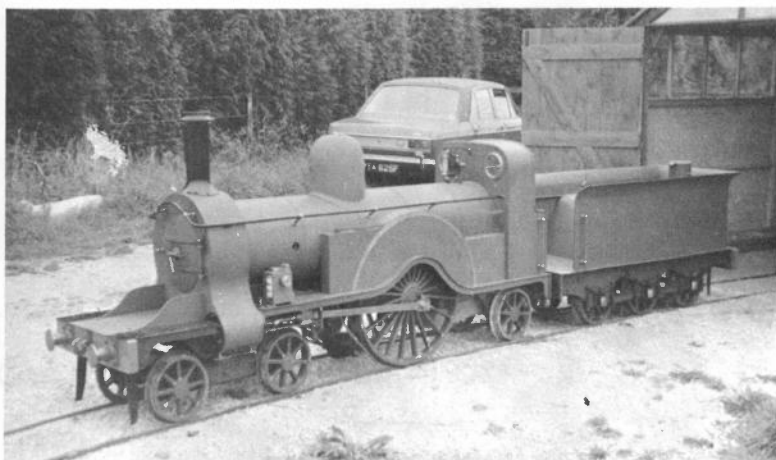
FEATURING THE 7 ¼ in — 24in MINIATURES

We are now pleased to be able to release full details of the 'Historic Exhibit' referred to in N.G.I.60, page 7. . . .

it was — — an 18in GAUGE STIRLING SINGLE

The more recent history of the 18in. gauge one-third scale model of a rebuilt Stirling Single, originally constructed by the Locomotive Engineering Class (which included the late Henry Greenly,) at the Regent Street Polytechnic in 1898, from parts supplied by W. G. Bagnall Ltd.

by R. G. Pratt



Photographed at Bere Regis, Dorset, prior to application of 8 (!) coats of G.N.R. livery

On Thursday 1st. November 1973 the one-third scale model 'Stirling Single,' left Bedford & Jestys Sylvasprings Watercress Railway at Bere Regis in Dorset for a new lease of life on a private railway to be laid by its new owner, Mr. Braithwaite of Fulbourn in Cambridgeshire.

This is the locomotive purchased nine years ago by me from the late Mr. A. L. Bird of Cambridge. It had previously run on both the Fairbourne and Jaywick Miniature Railways but had been much neglected and could best be described as 'derelict'. Its restoration was first undertaken by the now defunct firm of Frank Mortlock & Sons of Lavenham, Suffolk, but on the closure of that works consequent upon the death of the owner it was taken, in pieces, (having been stripped down to the bare frame), to the B.R. Ipswich M.P.D. but in just six months, this too was closed down and the remaining work, other than the steam fittings, was undertaken by C. W.

Juby Ltd., Precision Engineers of the Alpha Engineering Works, Ipswich, Suffolk. A new boiler and firebox were made by J. & W. Gower of Bedford, (the last job undertaken by this firm I believe). By August 1969 I had removed from Suffolk to Somerset. There being no suitable line to which it could be taken for trials in Somerset, the loco. was delivered to Bere Regis on the invitation of Mr. John Jesty the proprietor of the 'Sylvasprings' watercress firm and associated railway at Doddings Farm, an engine shed and siding having been provided there in July 1970. The work then remaining to be done included all boiler-feed arrangements, cab fittings and painting. A satisfactory test steaming took place on 19th June 1973 and the painting in G.N.R. livery followed. I subsequently heard that further steam trials at the full 120-lbs. pressure had been conducted at Fulbourn and the new owner was very well pleased.

CALENDAR OF EVENTS

30 Dec.	1964	Purchased from the late Alan Lance Bird of Cambridge
		Locomotive taken to the works of Frank Mortlock & Sons at Lavenham, Suffolk, where it was stripped down to the bare frames in preparation for total renovation
22 May	1965	Death of Victor Mortlock Senior partner in Frank Mortlock & Sons and on the same day, death of A. L. Bird, (above)
29 May	1967	Works at Lavenham closed down and locomotive removed in pieces to B.R. Ipswich Loco. Running Sheds
Oct.	1967	New boiler and firebox made for the loco. by J. & W. Gower of Bedford
25 Jan.	1967	Boiler Test and Inspection Report received
20 May	1967	B.R. Ipswich Running Sheds closed down; loco. in a partly erected state taken to the Ipswich works of C. W. Juby Ltd.
April	1968	Boiler delivered to Ipswich
30 Dec.	1968	Engine shed erected at 'Doddings Farm' Bere Regis and siding made to connect with the system of the Sylvasprings Watercress Railway there.
July	1970	Locomotive arrived at 'Doddings'
28 July	1970	First steaming
19 June	1973	Sold to Mr. B. Braithwaite of Fulbourn, Cambs and collected by him
1 Nov.	1973	

& another 'Single'

. at present in the workshop of Bob Timmins at Bewdley Station on the Severn Valley Railway. This 18½ in gauge 2-2-2 is dated at 1845 although its builder and history are not known. It was obviously built as a working loco and is fitted with inside Gooch valve gear. The dome and safety valve housing are solid brass castings and the boiler is lagged with mahogany. Note the flangeless driving wheels. It is now owned by Jonathan Minns of Hampstead, London who acquired it from the estate of the late Captain Hewitt of Anglesey. (NGN89/7)

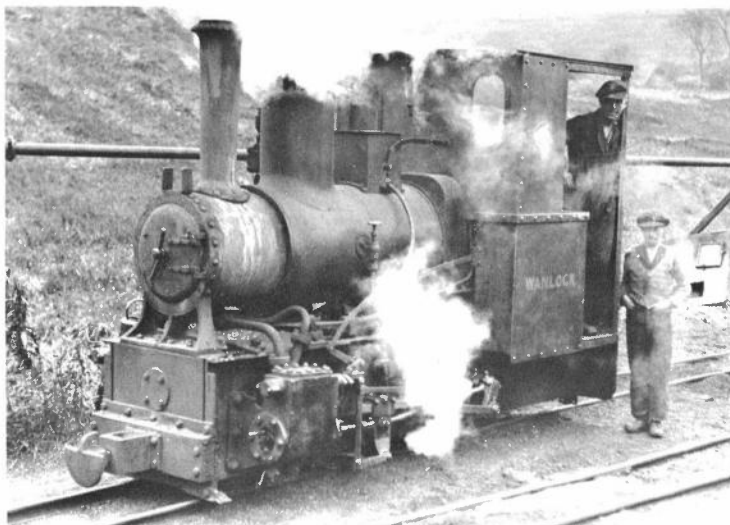
(Pete Nicholson)



RETROSPECT

WANLOCKHEAD MINING CO, WANLOCKHEAD, DUMFRIESSHIRE, SCOTLAND

GAUGE



*Barclay 0-4-0WT
WANLOCK, at work in the
lead mines of Scotland's
highest village, 1380ft up in
the Lowther Hills.
(Pictured 30.7.31 by H. C.
Casserley).*

COLLECTORS PIECE

ITEM 35 :

BALLYMENA & LARNE RAILWAY HANDBILL

(Courtesy : J.H. SMITH of BELFAST)

TIME & FARE TABLES — 1879
With map of system superimposed



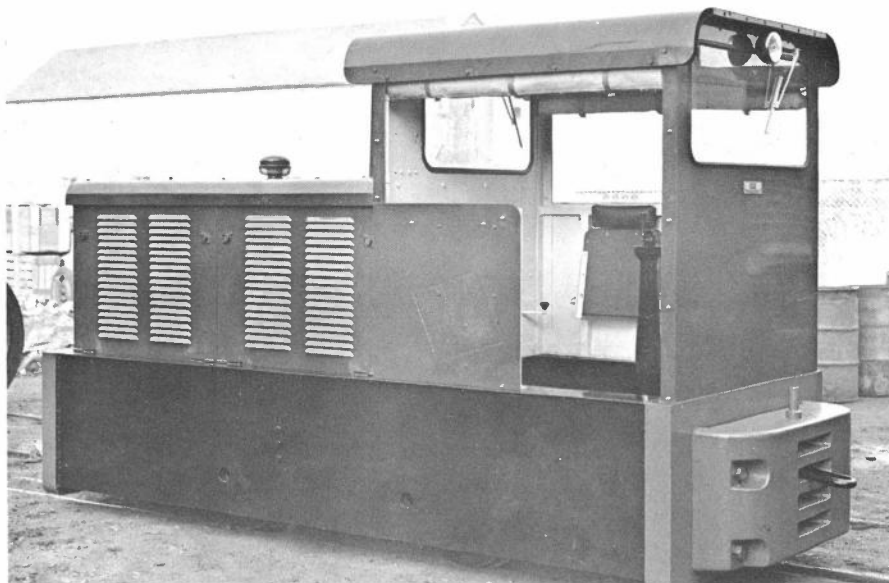
30 miles of 3ft gauge in Co Antrim, N. Ireland. First passenger services 24.8.78, the last on the Larne — Ballyclare section) on 3.7.50.

EX WORKS.....

EX WORKS 1973

BAGULEY-DREWRY LTD. No.3686

700mm GAUGE



*The first three of a batch of 12 locomotives, (Nos 3686-3697) for Indonesia were exported, ex works 5th January 1973. Powered by a 60HP 4 cylinder Perkins diesel engine. Transmission hydraulic with two speeds in either direction. Weight 7 Tons. Livery dark green cab and bonnet, black frames, red beams.
(Courtesy Baguley-Drewry Ltd, via Rod Weaver)*

TRAM DEPOT



LEFT : 3ft 6ins gauge **BIRMINGHAM CORPORATION TRAMWAYS**. Car No.616, in Steelhouse Lane on route No.2, (Erdington) during the 'Last Tram' celebrations in July 1953.

(Peter Shoesmith)

BELOW : Metre gauge **CREFELDER STRASSENBAHN** (W. Germany) Car No.93, as reconditioned and returned to service for special runs during the lines 75th anniversary celebrations in May 1970.

(Michael Spellen)



CORRESPONDENCE JUNCTION

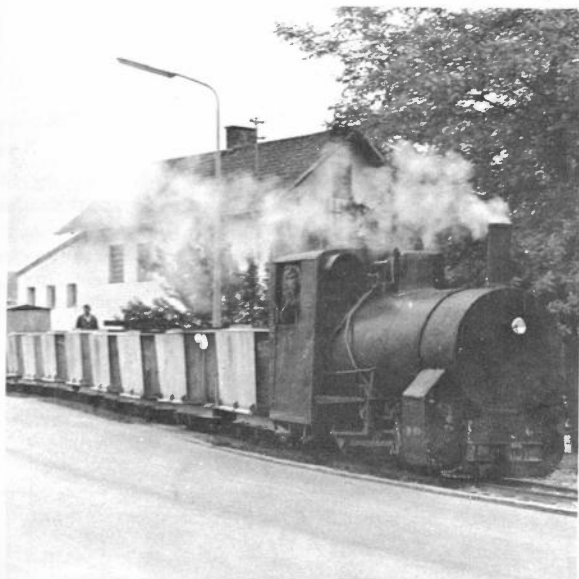
Two items from ROD WEAVER

NGI.67/28 : Neither the Van Staadens nor the Mohaka bridges can claim to be the highest narrow gauge bridge in the world. There are three bridges at least, carrying 3ft 6in or metre gauge tracks which exceed the height of the Van Staadens bridge apart from the Mohaka viaduct, and two of these are higher than the latter as well.

The Gokteik Viaduct on the Lashio branch of the metre gauge Burma Railways is often described as the highest railway bridge of all, but although it carries the line some 800ft above water level this claim is open to doubt because it is built on top of a natural rock arch; the bridge proper is only (sic) 350ft tall. If one takes this lower figure then the highest narrow gauge bridge must be the Zambesi bridge at Victoria Falls, 420ft above water level, (and the highest railway bridge on standard or broad gauge

the 435ft high Fades viaduct in Southern France). The third bridge to surpass Van Staadens is the Solis Viaduct on the metre gauge Rhaetian Railways, which stands 290ft above river level. So depending on one's acceptance to 3ft 6in gauge eligibility and one's interpretation of the height of a bridge built on top of a natural bridge, the highest narrow gauge bridge must be either the Zambesi or the Gokteik.

NGI.67/13 : With reference to those giant Baguley wagons for Abadan, I have now established that they were intended to carry loads up to a maximum size of 83ft long and 10ft diameter, round curves of only 95ft radius — roughly equivalent to working a typical U.S. passenger coach up the Penrhyn Railway ! When dealing with a load some 20ft longer than the platform, a match truck was coupled to either end, not to carry any part of the weight, but to enable the wagon to be coupled to a locomotive.

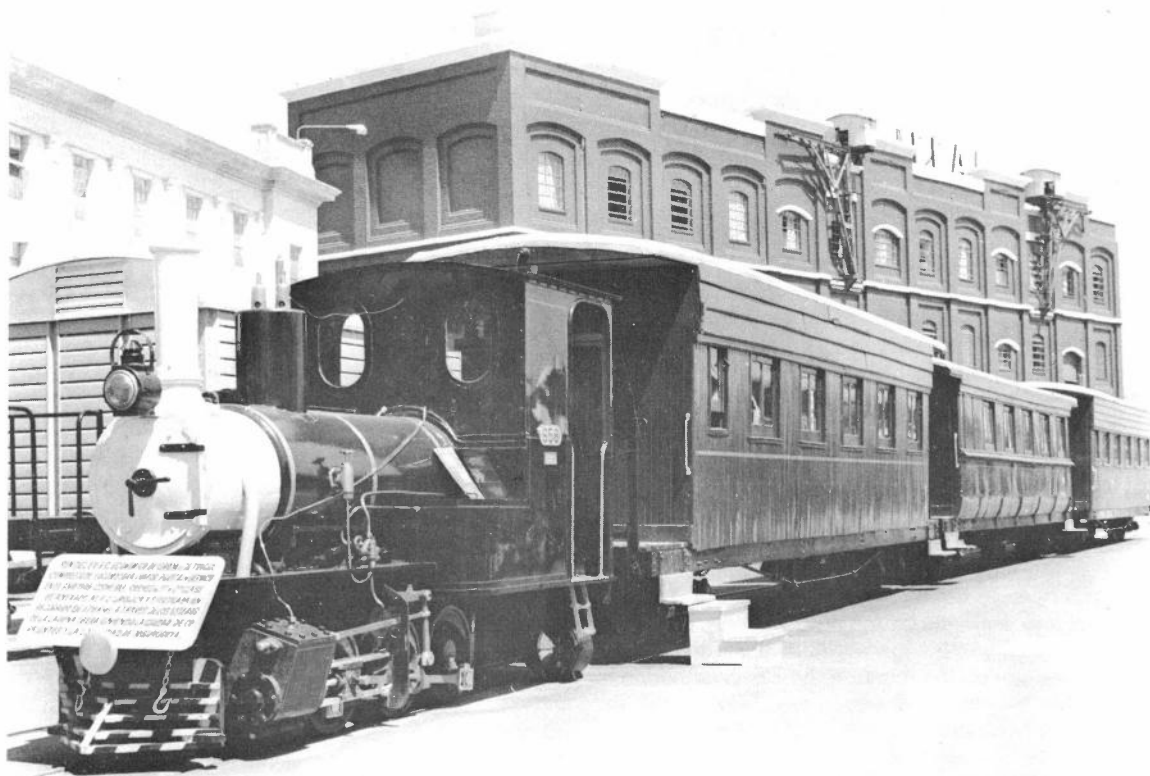


MICHAEL JACOB sends us this remarkable picture of a crane-fitted American 'Brookville' 4w diesel (Works No. UD.18. UDR. 8860. ZI). It works on metre gauge tracks in and around Boulogne Harbour (Ponts et Chaussées Service Maritime du pas de Calais, Digue Carnot) and is within less than five minutes walk of the Hoverport Terminal.

Pictured by MIKE SPELLEN, 12.6.72 :—

. . . . this delightful little fireless 0-6-0 of the Kaolin Chemie, hauling a rake of four wheelers along the roadsides of Schwertberg, Nr. Linz, in Austria. Built by Floridsdorf (No. 3012) in 1930, to 600mm gauge.





GEOFFREY MOORE writes

I would be very interested to know if any reader has details of the locomotive depicted above. The description given is that it is a former FERROCARRIL ECONOMICO locomotive of 600mm gauge and was put into service in 1909 on a line : F.C. URQUIZA Y EFECTUABA that ran a distance of 178km along the banks of Lake Ibera between the city of Corrientes and the district of Mburucuya in the Argentine. The coaches behind the locomotive are a refreshment car, and a first and second class vehicle.

& from SYDNEY LELEUX

N.G.I. 67/9 : The 1ft 11ins gauge system at Hanley Sewage Works fell out of use in the latter part of 1972, except for the section within the press house. Sheppard — Meiller containers are now unloaded onto rail trollies which are pushed under the presses. The sludge is dropped into the containers which are then pushed outside for loading onto road vehicles which effect the disposal. The Lister locomotive is now used mainly on the 2ft gauge screening tip line.

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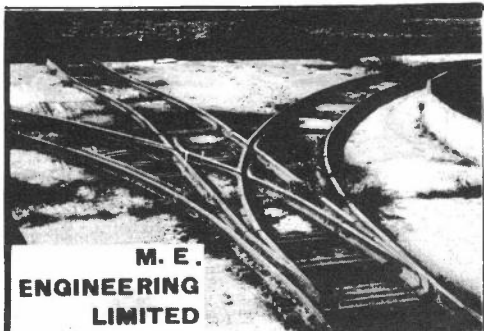
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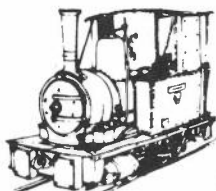
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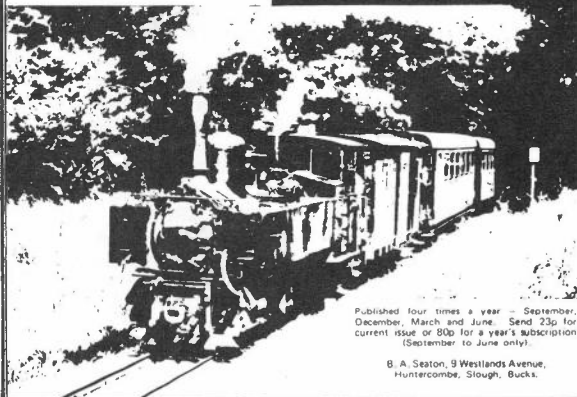
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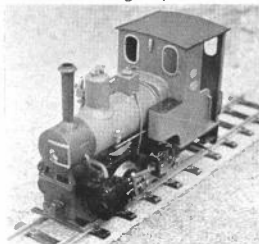


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Talyllyn Railway

The Talyllyn Railway is tackling three major projects at one time. They cost a lot, both in terms of money and physical effort. We need your help now just as much as we did over 23 years ago when we first started running the railway. The three big projects are, 1) Nant Gwernol Extension, 2) New carriage shed at Pendre and, 3) our new steam locomotive 'Irish Pete'



Talyllyn Railway, Wharf Station, Tywyn
(Towyn), Gwynedd, N. Wales. Phone:
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NARROW GAUGE NEWS

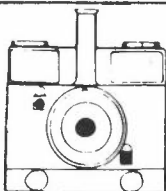
Edited by Ivan Stephenson and including material compiled by the Hon. Records Officer, Pete Nicholson, Accuracy is the envied reputation of 'NGN' — A fact today's writers of literature on N.G. railways cannot ignore! Our Members read the facts! — and read them **FIRST** in 'NGN'; always ahead, with news direct from our roving reporters — 'in the field'.

"The recognised news centre of N.G. railways" — regularly published the first week in February, April, June, August, October and December. Each issue has at least 18 pages, crammed with news from a World of 'great little trains'.

There are still gaps in the **N.G.R.S. LIBRARY** shelves — perhaps you can help to fill some of them? Hundreds upon hundreds of files, books, drawings, photos etc, have been maintained for the benefit of us all by our Librarian Peter Lee — since the earliest days of the Society. Peter is dependent on Members regularly sending in relevant published works — Books, Society Magazines, Newspaper-Cuttings, etc, etc, (Photostat copies are just as acceptable if you wish to retain originals!) In order to keep this unique collection as complete and up to date as possible **ABSOLUTELY ANY REFERENCE WHATSOEVER** to N.G. RAILWAYS should be included, so that future authors and researchers need look no further for published information on narrow gauge subjects.

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

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N. G. R. S. Grand Annual Photographic Competition

Competition Organiser :

MICHAEL JACOB, 77 PARKHILL ROAD, BEXLEY, KENT, DA5 1JB

With this issue of N.G.I. I have to announce that due to a now 'wayfaring' lifestyle, coupled with other ever increasing commitments, I find I am unable to continue with the organising of the N.G.R.S. Photo Competitions; these circumstances prevent me from providing an acceptable service to the Competition at the standards set and maintained over the past three years.

I trust that all our Members will appreciate that these Competitions have proved successful and popular — with the photographers and the many readers of N.G.I. An increase of nearly 300% in the number of entries was apparent from the outset and a total of 705 photos were entered for the last three Competitions, providing a number of valuable illustrations for N.G.I. as well as entertainment during the judging at the A.G.M.'s

My sincere thanks to all Members who have assisted and contributed towards these Competitions by way of entries and the donation of some generous prizes. Every effort has been made to ensure the return of all photographs to their respective owners, but we did receive a few without names of credit on the reverse, so if you believe you may have not received some of your entries back please contact me (within a month of receipt of this Magazine) so that a further check can be made. All photos unclaimed by that date will be despatched to the Society Librarian.

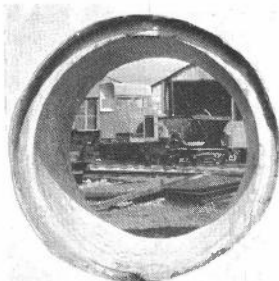
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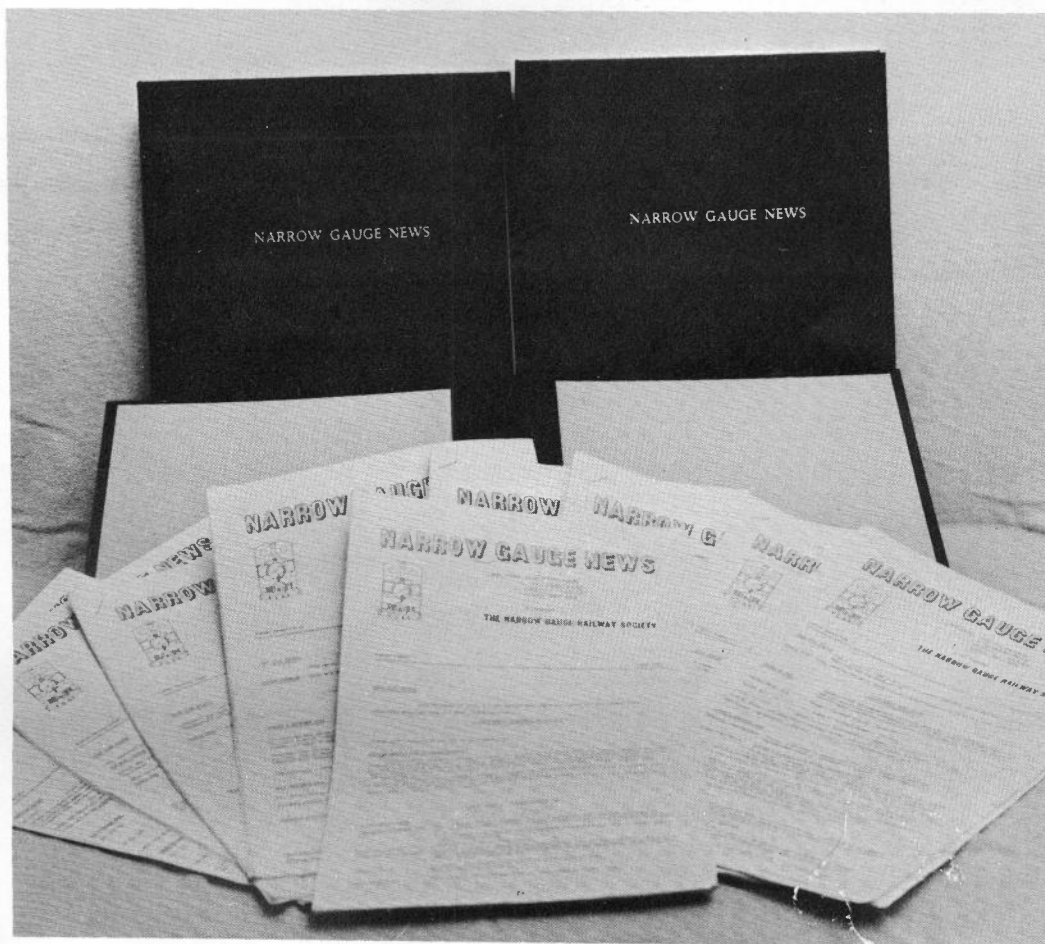
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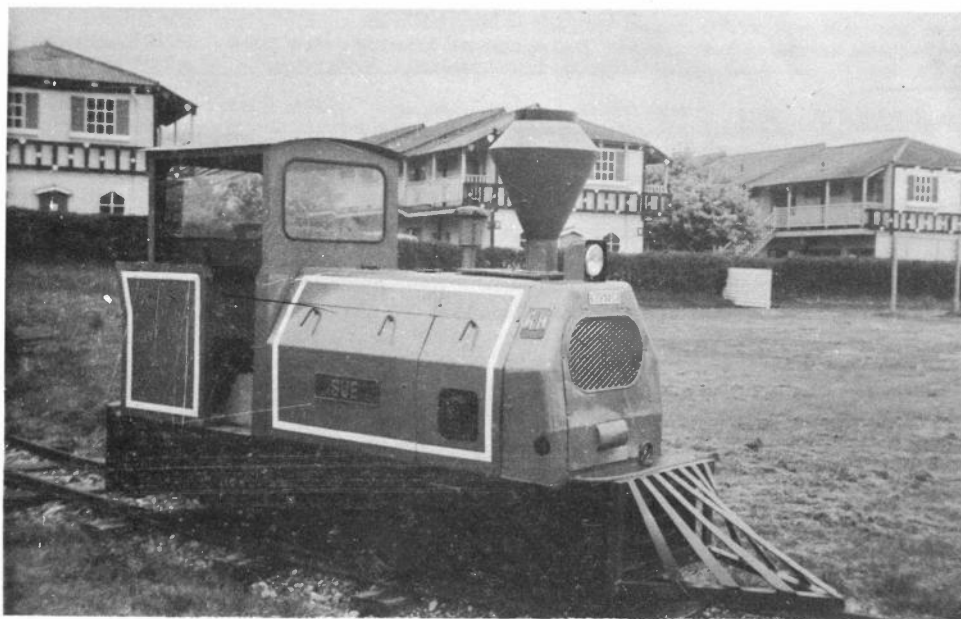
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