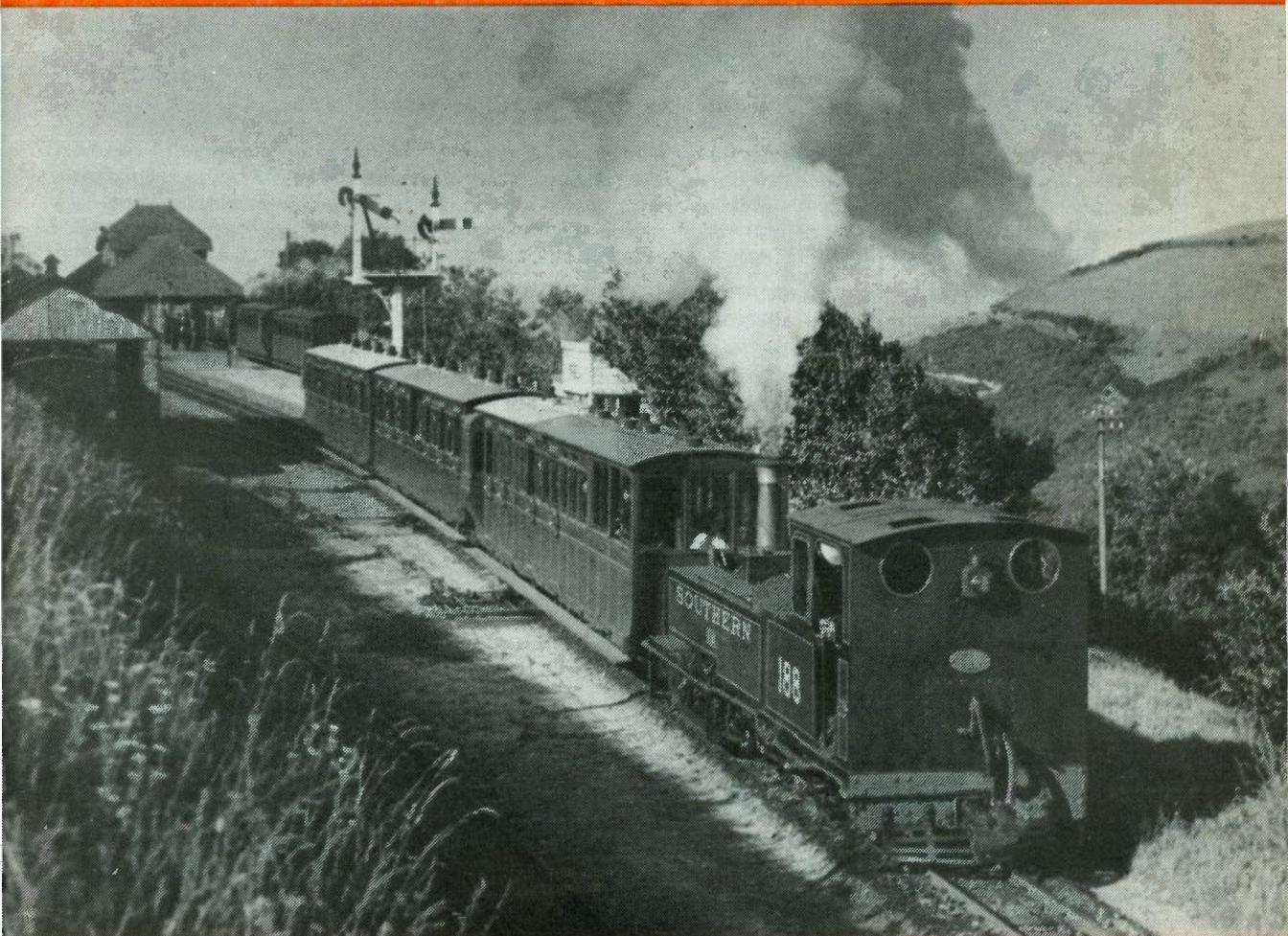


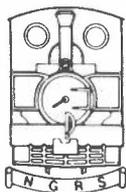


# THE NARROW GAUGE

No.98



NARROW GAUGE RAILWAY SOCIETY



# NARROW GAUGE RAILWAY SOCIETY

Serving the narrow gauge world since 1951

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The Society was founded in 1951 to encourage interest in all forms of narrow gauge rail transport. Members interests cover every aspect of the construction, operation, history and modelling of narrow gauge railways throughout the world. Society members receive this magazine and *Narrow Gauge News*, a bi-monthly review of current events on the narrow gauge scene. An extensive library, locomotive records, and modelling information service are available to members. Meetings and visits are arranged by local areas based in Leeds, Leicester, London, Malvern, Stoke-on-Trent and Warrington. Annual subscription currently £6.00, due 1st April.

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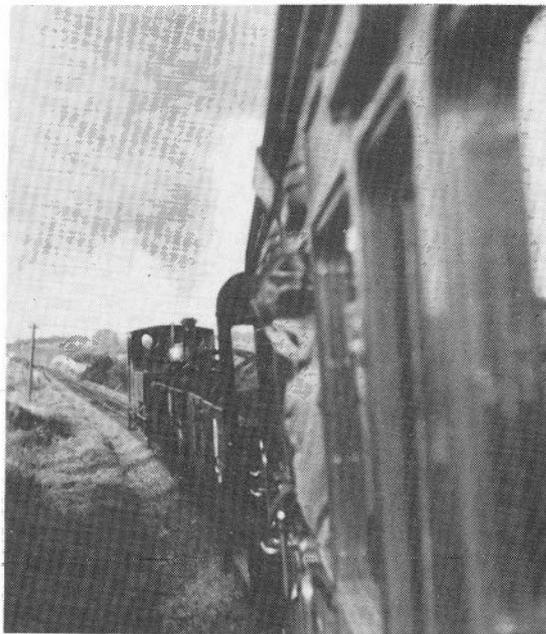
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cover: One beautifully clear evening 188 LEW bustles away from Lynton Station with the 6.07 p.m. departure for Barnstaple. Another locomotive stands in the bay platform with two coaches of the 5.55 p.m. arrival from Barnstaple. (G.H. Soole)

# LYNTON & BARNSTAPLE RECOLLECTIONS

E.R. Shepherd

*TAW working hard on a mixed train climbing  
away from Lynton in September 1933.  
(H. Holdsworth collection—Photographer not  
known)*



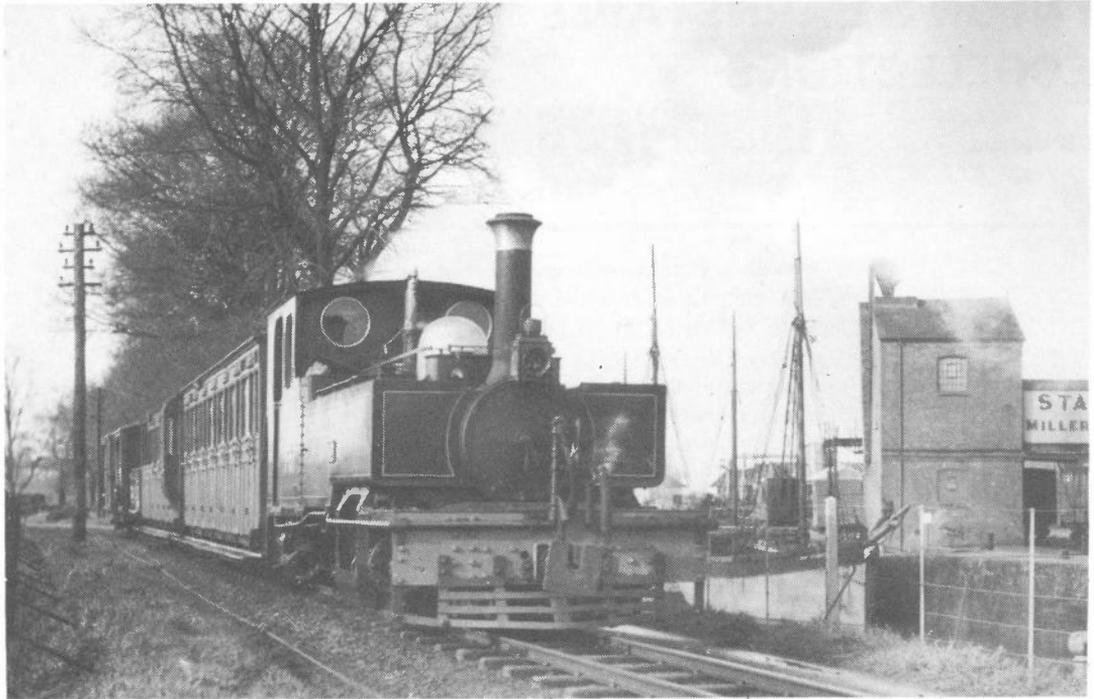
The Lynton and Barnstaple Railway was undoubtedly a line which, once seen, was never forgotten, and I feel fortunate that I was able to travel over it, even though my journeys were made when it only had a few weeks' life remaining. My parents and I had travelled from our home in Torquay via Exeter St. Davids and the Southern Railway line to Barnstaple, arriving on the evening of Saturday, August 31st 1935.

The following evening we walked down to Barnstaple Town Station, at about 7.45 p.m., and were soon rewarded by the sight of the 7.52 p.m. train arriving from Lynton. I had no idea what to expect, as being only eleven years of age, I had not a great knowledge of narrow gauge railways. The locomotive was, I am almost sure, EXE, and she came around the curve to the station in reverse, drawing to a halt at the buffer stops immediately above us. The driver or fireman changed the lamps, and as he did so remarked that the train had been full. In the cab, we could see the polished brass beading over the firebox gleaming in the evening light.

We had two return trips to Lynton during the next fortnight, on the 3rd and the 9th September, and in each case the trains (10.15 a.m. out and 6.07 p.m. return) were well patronised. On the second trip we were double headed by LEW and LYN and the leading locomotive was frequently visible from the train as we negotiated the many curves. Speed dropped almost to walking pace at times, but we climbed steadily up over the Exmoor foothills. Even in 1935 the stock jokes about "going off the boil" were in evidence, and during a stop at Chelfham a fellow passenger instructed our driver, who was walking past the coach, to "stoke her up". He was answered with an invitation onto the footplate (which he accepted with alacrity), and returned when we reached Bratton Fleming.

Although so near its end, the railway did not have a run-down appearance, but it was obvious that most of the passengers were not locals. When we arrived at Lynton and saw the position of the station in relation to the town, we could understand why the local population used the bus.

After our days spent at Lynton, we were back at the station in time to see the 5.55 p.m. train arrive and run into the bay, whilst our 6.07 p.m. train was waiting in the mainline platform. There was time to inspect one of the coaches with the central unglazed section, then we were off with LYN piloted on one of the occasions by LEW as far as Blackmoor, where the latter came off and returned towards Lynton, presumably to work a later train back to Barnstaple. I recorded all five locomotives during our stay, so they were all in use up to the end. Incidentally, the Lynton and Barnstaple was included on a seven-day "Runabout" ticket issued by the Southern Railway, covering an area centred on Barnstaple, and extending to Torrington, Ilfracombe, Lynton and Copplestone. The adult rate was ten shillings and sixpence (52 ½p). I have mine still.



*A train bound for Lynton, headed by 2-6-2T TAW, passing Rolle Quay at Barnstaple.(D.E.H. Box)*

It was during the war years that I next visited Barnstaple, in 1941, and had the melancholy pleasure of riding to Lynton and back by bus. Even at that time, road improvements had already been made, obliterating parts of the line's course, notably near Collar Bridge and Dean Steep. The coach left at Snapper Halt (6991) had had its running gear removed and had also been shortened; the one nearby (6993) was as it had been left, the doors not locked and the interior still complete with pictures, and cushions on the lathed wooden 3rd class compartment seats.

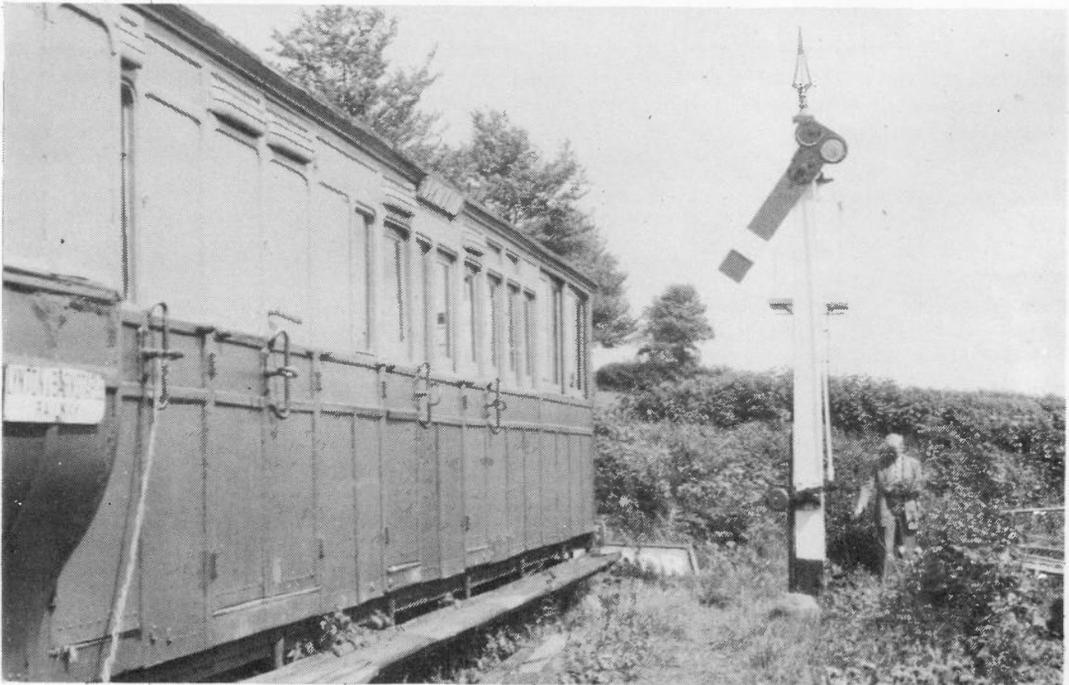
In 1943 I had an opportunity to visit Clannaborough Rectory, near Coplestone, and was allowed to inspect the third coach (6992) which had been moved there. Again, it was in very good condition, even down to a destination board on the exterior, with dark blue upholstery in the observation saloon. Station nameboards from Bratton Fleming and Blackmoor stood nearby. The occupier of the Rectory informed me that the coach had been purchased by the previous occupier, a Mr. R.C. Copleston, who had since moved to Lapford. I managed to find his new address, and he received me very courteously, and showed me photographs of the demolition train with LEW. A seat from Blackmoor and the nameboard from Snapper were standing in his garden at that time.

A visit to Chelfham station around the same time revealed the two station nameboards lying on the trackbed in the former station area, whilst coach 6993 near Snapper had been repainted green with a white roof; the couplings, brake gear and internal partitions had all been removed and an Elsan closet installed! This coach is, of course, now on the Ffestiniog Railway, albeit rebuilt from its original form. That at Clannaborough remained until last year when, by good fortune, it was acquired by the National Railway Museum for preservation as a representative narrow gauge railway vehicle of the late nineteenth century. One nameplate from each of the engines is already displayed at York, and the Museum also has a 7 ¼ in gauge replica of one of the locomotives.

Interest in the Lynton & Barnstaple, surely one of the finest narrow gauge lines, has always been strong and seems to have increased recently to include the formation of a Society to preserve relics, and possibly reopen a section of the railway.



*One summer evening in 1934, YEO waits at Barnstaple Town station with a train for Lynton.  
(D.E.H. Box)*



*Coach 6992, carrying a 'Lynton & Barnstaple Railway' plate on the guard's ducket and  
'LYNTON' destination board, at Clannaborough Rectory with the fine lower quadrant signal.  
(N.F. Gurley)*

# THE LINCOLNSHIRE COAST LIGHT RAILWAY

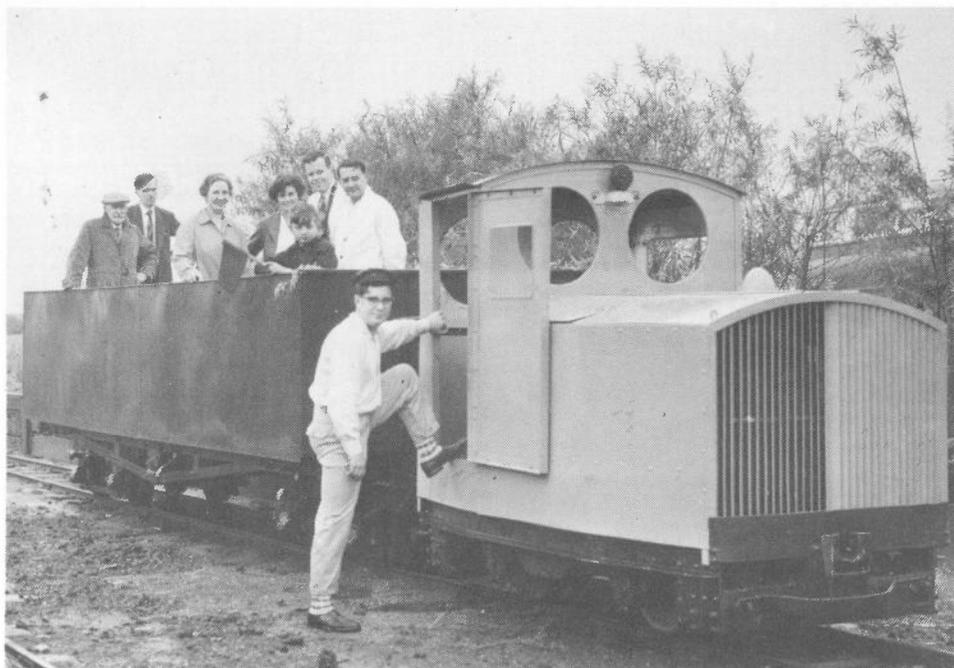
Peter Johnson

Every enthusiast must have his own list of lines that he 'always means to visit' but never quite reaches the top priority. For me, one of these was the 2ft gauge Lincolnshire Coast Light Railway, but a request to write an article for *Railway World* gave the incentive required.

The railway is to be found at Humberston, near Cleethorpes, on the south bank of the Humber estuary. Although slightly less than a mile long it is well worth a visit, being of interest on two counts. Firstly, despite being built as recently as 1960, it serves a purpose in that the majority of its passengers use it to reach a destination, rather than simply for a ride. Secondly, the rolling stock, for this must surely be a line of which the late Col. Stephens would have approved; the locomotives originated with the Nocton Estate, Southam Cement Works, Penrhyn Quarry, Humberston Brickworks and the War Department. Goods and passenger stock also came from the Nocton Estate but further vehicles were from the Ashover Light Railway and the Sand Hutton Light Railway.

The raison d'être of the line is a massive holiday camp called the Fitties. This is not a holiday camp in the accepted sense, but a site where plots may be bought or leased for the keeping of caravans or the building of holiday chalets. In 1960 car ownership was not so prevalent so the railway was built to carry holiday residents from the camp to the nearest bus stop, from where they could reach the centre of Cleethorpes. In 1966 the line was moved to a new site, parallel to the original and doubled in length so that it could serve its customers better.

The first stock acquired by the LCLR came from the Nocton Estate of Smith's, the well-known potato crisp manufacturer. It comprised a locomotive, now called PAUL (Motor Rail 3995/1926), two bogie vans and two bogie and five four wheel wagons. The vans, originally World War 1 stretcher carriers, were bought for conversion to passenger vehicles. This did not happen so one was used as a mobile shop-cum-booking office (and was recently sold to the South Tynedale Railway) and the other as a store and workshop. The bogie wagons were converted to open passenger coaches of which one survives. The other was scrapped in 1964. A further two bogie wagons arrived in 1961, a four wheel wagon in 1966 and four more bogies in 1969. A similar locomotive (Motor Rail 1935/1920) came from Nocton in 1969, and was named NOCTON.



*The first passenger train over the railway, in the original terminus at North Sea Lane on 21st August 1960. Motor Rail 3995/1926 heads a coach converted from a Nocton Estate bogie wagon. (Grimsby Evening Telegraph)*



*The headquarters of the line is North Sea Lane. In this picture are the open coach, a former WDLR stretcher carrier (this one subsequently sold), MAJOR and an Ashover coach. Note the recently installed air brake fittings on locomotive and coach. 17th July 1982. (Peter Johnson)*

Two coach bodies from the Ashover Light Railway arrived in 1961. Having been used at Clay Cross sports ground since the 1950s, they needed extensive repair before they could enter traffic. The first was completed in 1962, the second in 1964, finished in pale blue livery. They were given Nocton bogies and reversible tram seats, later replaced by first class seats from scrapped BR Derby lightweight diesel railcars. These are being replaced in turn by the refurbished tram seats.

Two locomotives were acquired from the Southam quarry of the Rugby Portland Cement Co., one steam and one diesel. Probably the best known features of the LCLR, JURASSIC is the Peckett 0-6-0ST illustrated on p.15 of *The Narrow Gauge* No. 97. Out of traffic since 1975, it has been overhauled and may be back in service during 1983. SOUTHAM was a 27/30HP Ruston (168437/1933) which was scrapped in 1968, not being capable of meeting the demands upon it. In 1963 WILTON (Motor Rail 7481/1940) was obtained from the nearby Humberston Brickworks, and fitted with a cab and bonnet. The Sand Hutton Light Railway coach body arrived on the railway in 1967. Once again extensive repairs were needed before it entered traffic, on a Nocton underframe, in 1970. It has a distinctive brown livery. Two more Motor Rail locomotives (8622/1941 and 8874/1944) were purchased in 1968 from a dealer at Chesterfield. Although they had been owned by the War Department they were virtually new machines. 8622 has yet to enter service at Humberston but 8874, named MAJOR, has seen extensive use and had recently been fitted with a new cab and bonnet. The cabside carries a brass plate which reads "REBUILT NORTH SEA LANE 1982". ELIN, a 0-4-0ST (Hunslet 705/1899) came from the Penrhyn Slate Quarry, via Louth, in 1969. It has been steamed at Humberston but is really too heavy for the track and would probably need overhauling before it could be used again. The last rolling stock acquisition came, as did the first, from Nocton. This was the Estate coach, which has been put into store as a long term restoration project. PETER, the Bagnall 0-4-0ST (2067/1918) from the Cliffe Hill Granite Quarries and owned by the NGRS was stored on the line from the end of 1960 until 1963.

Very little had been published on the LCLR. The major source of information is Ken Hartley's guidebook, published in 1970, and the NGRS library file on the line. I made my visit, by arrangement, on a day when the railway was otherwise closed. The personnel were very tolerant, and a great help. Never before has a special train been run for my sole benefit!

# PEAT HAULAGE IN THE BORDER COUNTIES

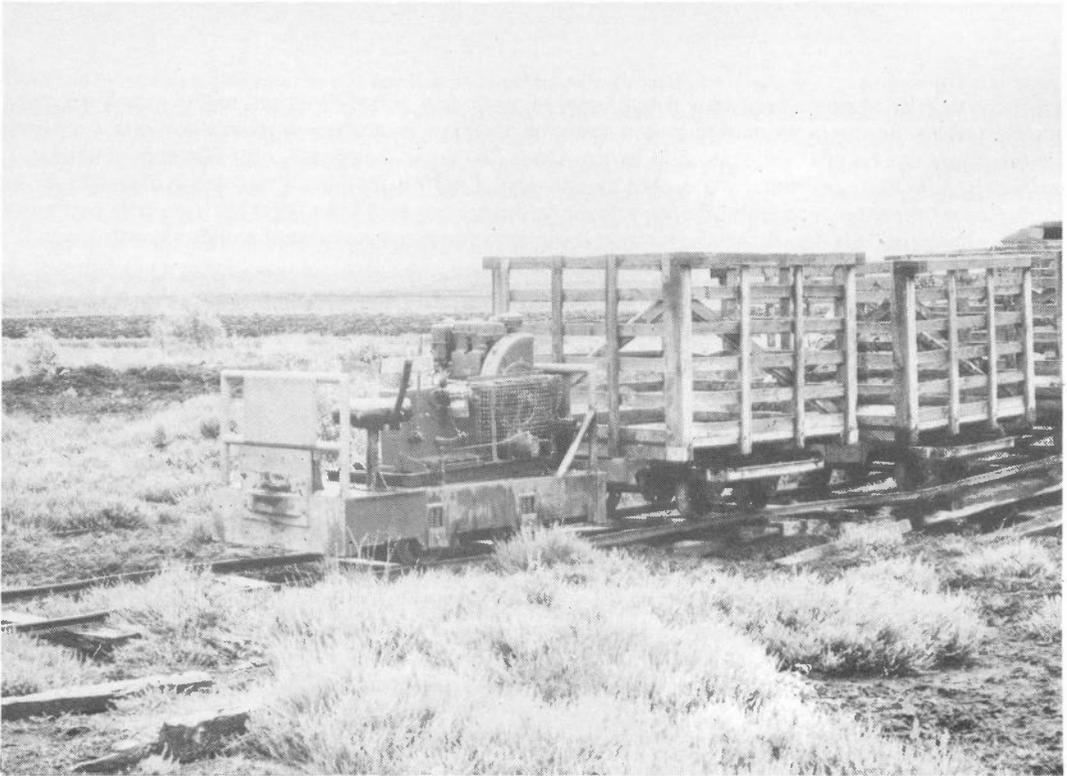
Ken Scanes

Richardson's Moss Litter Co Ltd extract peat from two mosses close to the Scottish border. Solway Moss, near Gretna, is just inside Cumbria and has been worked for decades. In common with most traditional peat workings horse haulage was used until locomotives were introduced in 1949, and since then a variety of types have been in service. One problem encountered here was the use of 2ft 6in gauge, so that locomotives transferred from other works had to be converted to suit the existing track.

The photographs on the opposite page were taken in August 1979, and depict two unusual machines which were supplied new. The upper view is of Motor Rail 26014, a "Mini-Simplex" delivered in 1966. It is fitted with a Lister diesel engine and is normally used for shunting on the moss. Behind the train can be seen a turntable for transferring wagons from the temporary rails across the moss to the more permanent track. The lower view illustrates a tiny, simply constructed machine supplied by Alen Keef Ltd in 1978. This incorporates the mechanical parts of a 2ft gauge prototype locomotive originally built in 1976, and is powered by a Lister engine. Like the Motor Rail it is used for shunting on the moss, which is quite extensive and can be seen stretching away into the distance.

Richardson's Nutberry Moss, at Eastriggs, is just inside Dumfries-shire, and is served by a 2ft gauge railway. Its first locomotive arrived from F.C. Hibberd & Co Ltd in 1955 and is still at work. However, the photograph below shows Ruston Hornsby 174532/1936, but so extensively rebuilt in Richardson's workshop that it bears little resemblance to its original appearance. A spacious cab with sliding windows, and even a coat hook, provides ample elbow room for the driver, and an air-cooled Lister diesel engine is carried on the front of the frame. In August 1979 it was in use on the main line, and is shown here arriving at the works, where the driver is easing his charge carefully over the points at the entrance to the yard.





# LUDWORTH MOOR COLLIERY

Adrian J. Booth



*Ludworth Colliery adit on 1st March 1979,  
with a stream of orange water running out of  
the mine between the tracks.*

*(A.J. Booth)*

There are more than one hundred privately owned coal mines in the United Kingdom today, mainly a legacy of nationalisation when they were deemed to be too small for operation by the newly formed National Coal Board. Few of these mines can be as small as was Ludworth Moor Colliery at Compstall, near Glossop which, until its abandonment in July 1981, was latterly operated by one man, Geoffrey du Feu. After leaving university in June 1978 Mr. du Feu worked the mine with fellow graduate Anthony Lodge, but the latter left after only two months to work for the National Coal Board, leaving his erstwhile colleague to mine alone beneath Ludworth Moor.

The history of the mine can be traced back to the early 1920s when coal was discovered there, and mining operations commenced in March 1927 under the ownership of A. Wozencroft of Ludworth. The two foot Compstall Bridge seam was mined, with five men being employed underground until problems forced closure in April 1932. However, in 1935 the mine was leased, first to a Mr. Kearsley, and later to John Cotterall of Wigan, but their operations were short-lived and the mine again closed in September 1936. A further attempt was made to start up in 1938, but this also failed the following year. Then, in 1940, Ebor Mullineux took over, and improved access to the coal seam by driving a new drift. Plate rails, laid to 18in gauge, had been used originally, but these were replaced by a 20in gauge tramway and tubs obtained second-hand. Four men were employed underground, and coal and fireclay were produced successfully by the Ludworth Moor Fireclay & Coal Company, as it was now known, until 1946 when the coal seam petered out. Efforts were made to locate workable reserves, with only limited success, although fireclay continued to be extracted. Eventually, in 1952, the mine was purchased by Mr. Alf Gee of Chisworth Broadbottom, who continued producing fireclay. A coal seam was located in 1960, and there was evidently an expansion of the business as Gee's underground workforce doubled to four men. Gee ultimately beat the Ludworth Moor Fireclay & Coal Company's seventeen year ownership record, and in fact the mine was operated by him (alone from 1964 onwards) for twenty four years until the sale to Mr. du Feu in June 1978. Incidentally, du Feu discovered that Gee had operated without the use of pit props, propping the roof with pillars of coal.



*The snow covered route to the mine on 1st March 1979, with various dumped wagons visible, and the adit just out of sight around the corner.*  
(A.J. Booth)

With the owner's permission the author was allowed to visit the mine on a snowy 1st March 1979. A 20in gauge railway was found to be in use, and the rolling stock totalled seven dumped tubs and one in use. The former category comprised a flat wagon with wooden frames and spoked wheels; four steel tubs with wooden frames and solid wheels; a steel tub with wooden frames and spoked wheels, measuring 38in long, 34in wide, and 22in high; and an all wooden wagon with spoked wheels, measuring 64in long, 33in wide, 21in high, with 7½in diameter wheels on an 18in wheelbase. The wagon in use measured 71in long, 33½in wide, 15in high, and had 8in diameter wheels on a 20½in wheelbase. Because the coal face was only 24in high, the wagon of necessity had a cut away section in one end and which permitted the coal to be shovelled in. On completion of loading a board was slotted into the gap to prevent coal from spilling out on the return journey from the face.

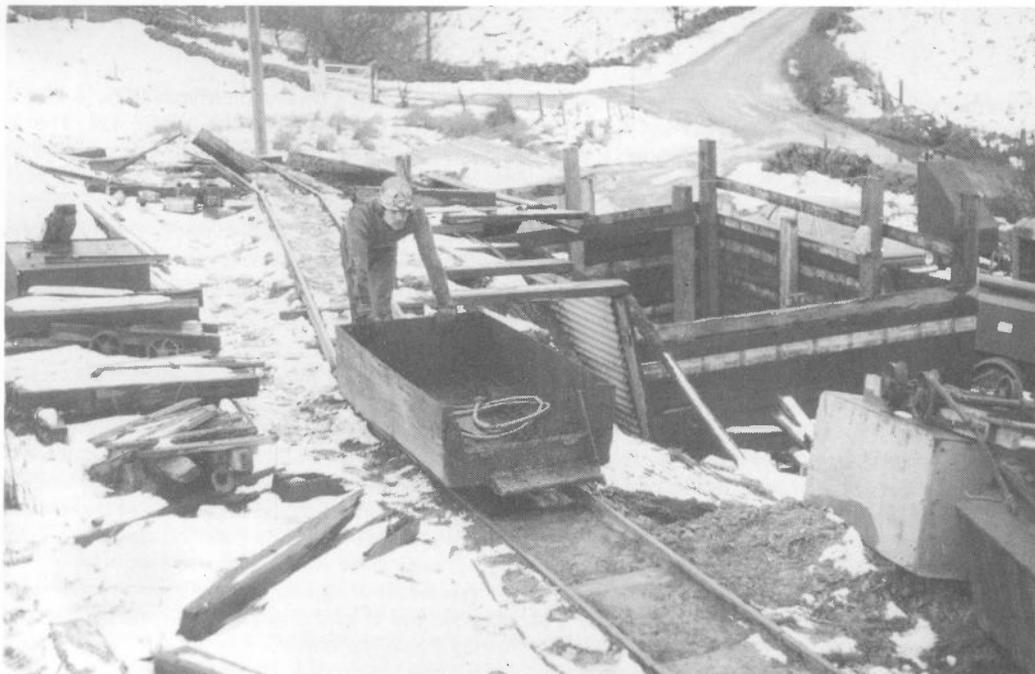
A typical days operations at the mine involved four trips to the coal face and a lot of arduous work. The wagon was manually propelled from the tipping point to the mine entrance, about 100yds away. Here it was necessary to crouch down to enter the four foot high adit, from which gushed a steady stream of dirty orange water. The tub was then pushed up a slight gradient, with the stooping position relieved only at a couple of points where the higher roof permitted a temporary standing posture—to the relief of the visitor's aching back! After approximately 350yds the track turned sharply to the left and ran downhill. At this point an air operated haulage engine was installed to pull the returning full up the 16yd gradient. From the bottom of this short slope the track continued for a further 70 yds up-grade to where it finished ten feet from the coal face, and here the wagon was secured with chocks under the rear wheels. The last 70 yds were hard going indeed, since the tunnel reduced in height to only two feet, which required a seemingly never ending half-crawl-half-wriggling on the stomach motion in order to gain forward momentum. At this point the owner's experienced use of leather gloves and knee pads was noted. Upon reaching the face Mr. du Feu, illuminated only by the light from his miner's helmet, cut coal from the two foot Compstall seam using a (deafening in the confined space) pneumatic pick. When half a ton of coal was cut it was pulled along the ground between the owner's arms, and then shovelled into the wagon through the slot in

the end. The anti-spillage board was then placed in position, the chocks removed, and a mighty push from du Feu's legs propelled the wagon off alone, down gradient. It came to a natural halt after seventy yards at the foot of the incline, and after du Feu had caught up with the wagon and attached the wire rope, he crawled up the incline and operated the haulage engine. The rest of the journey was then easy as the wagon was trammed out of the mine downhill all the way. Back in the fresh air the tub was trammed to a point beside the roughly constructed wooden hopper, where it was tipped on to its side to discharge. All coal produced from the four such journeys had a guaranteed sale to numerous customers who knew to turn up at the mine every day at 4 p.m. The small coal was retained in a skip and, with shades of 'coals to Newcastle', was sold periodically to the National Coal Board at Agecroft Colliery, Manchester!

One advantage of the owner's job was that if he needed more money, and if he had the energy, he simply made more trips down the mine, since whatever he produced he sold. In March 1979 he normally had take-home pay of £200 per week, on average, and working as described above was earning every penny! At the time of the author's visit Mr. du Feu believed there to be a minimum of five years (maximum fifteen years) good quality coal left, but when the mine was revisited in July 1981 it was found to be abandoned, and the cutting to the adit was filled in. The only railway track left in-situ was at the adit, where two flat waggons were found bathing in the orange waters. Three of the dumped tubs were still on site, as was the long wagon (latterly in use) which was laid on its back with only one axle. Who knows whether the coal supply gave out earlier than expected, whether the adverse working conditions eventually became unbearable, or simply that the owner had earned enough cash to permit temporary retirement!

In conclusion I would like to record my thanks to Geoffrey du Feu for allowing me to have a fascinating visit down his drift mine, and also to Trevor Lodge who kindly located details of early owners in *List of Mines and Guide to the Coalfields*.

(Since this article was written I have learned that the colliery closed on 18th July 1981. However, its full history is recorded in an excellent booklet *Ludworth Moor Colliery—The Mine and the Men* by Geoffrey du Feu and Roderick Thackray. This has 46pp 8¼in × 5.7/8in, 29 photos, 9 sketches and 12 plans. Price: £1.10 incl. postage from 137 Compstall Road, Marple Bridge, Cheshire).



*The mine owner, Geoffrey du Feu, prepares to depart from alongside the hopper and push the wagon to the coal face, on 1st March 1979.*  
(A.J. Booth)

# A BACKYARD LOCOMOTIVE

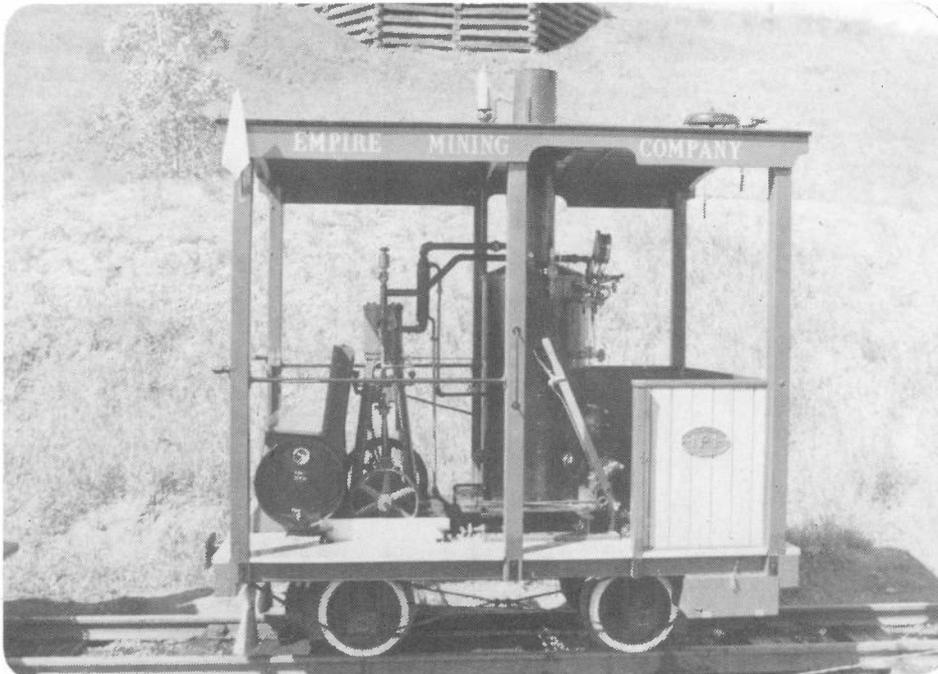
John E. Robinson

Empire Mining Company No. 1 is a 2ft gauge, steam powered, track inspection car completed on 19th May 1979 after two years work. It is the end product of more than thirty years model railroading, first in HO and HO<sub>n</sub>3, then in 1/4 in scale, producing models of 2ft and 3ft gauge prototypes. No. 1 is, therefore, simply an extension into the world of 12inch scale! All the work was carried out in my own backyard, in Denver, Colorado.

The frame and body were constructed from wood, cross-braced with steel sections to carry the engine and boiler. Brass journals 2 1/4 in by 4 in carry the axles, and the journal guides are tied back to the frame with diagonal bracing. Coil springs are fitted above each journal box. The overall roof is carried on six pillars bracketted from the frame, but only the rear portion occupied by the driver is enclosed to waist level by vertical boarding. The sides and front are fitted with horizontal handrails, and a vertical grab handle is mounted on each centre pillar.

A new Semple model FT-40 vertical boiler rated at 5 h.p. and working at 125 lb/sq.in. pressure is installed, the stack passing through the cab roof. This boiler is fully equipped with water and pressure gauges, and is fired with coal. Steam is supplied to a 3 1/2 in by 6 in single-cylinder, reversible, vertical engine running at 250 r.p.m. I obtained this second-hand, but no builder's data appears on the engine so I have no idea when or where it was made. A light, spoked flywheel was originally fitted, but has since been replaced by one of heavier, solid pattern. Yamaha chains and sprockets transmit the drive to the front axle, making the car a 0-2-2 type. Pressed steel 16 in diameter wheels of the design used on track speeders are fitted, set at a wheelbase of 4ft 6 in.

The car is 9ft long over the link-and-pin couplers, 5ft 4 in wide, and weighs 2500 pounds, including 100 pounds of coal and 15 gallons of water in a drum beneath the passenger seat. It's great fun to run or ride, and has a top speed of 8 to 10 miles an hour, fast enough for the passenger perched on the front end where he can do nothing to control his progress! It usually operates between scheduled trains on the 2ft gauge High Country Railroad at Heritage Square, Golden, a 1 1/2 mile track in the foothills of the Rockies about 11 miles west of Denver.



*Empire Mining Company No. 1 on the High Country Railroad in June 1979. Note the large chime whistle on the cab roof. The gong has now been replaced by a bell.  
(John E. Robinson)*

# W.D.L.R. HUNSLET 4-6-0T's IN QUEENSLAND

R.F. Ellis

The 60cm gauge 4-6-0 tank locomotives designed and built by The Hunslet Engine Co. Ltd. (HE) for the British War Department during the First World War were, following their wartime service, one of the most widely scattered locomotive classes, being dispersed to eighteen different countries. Some countries only had one or two examples of the design, but Queensland had one of the larger collections, fifteen in all, with a further engine built to the same design following later.

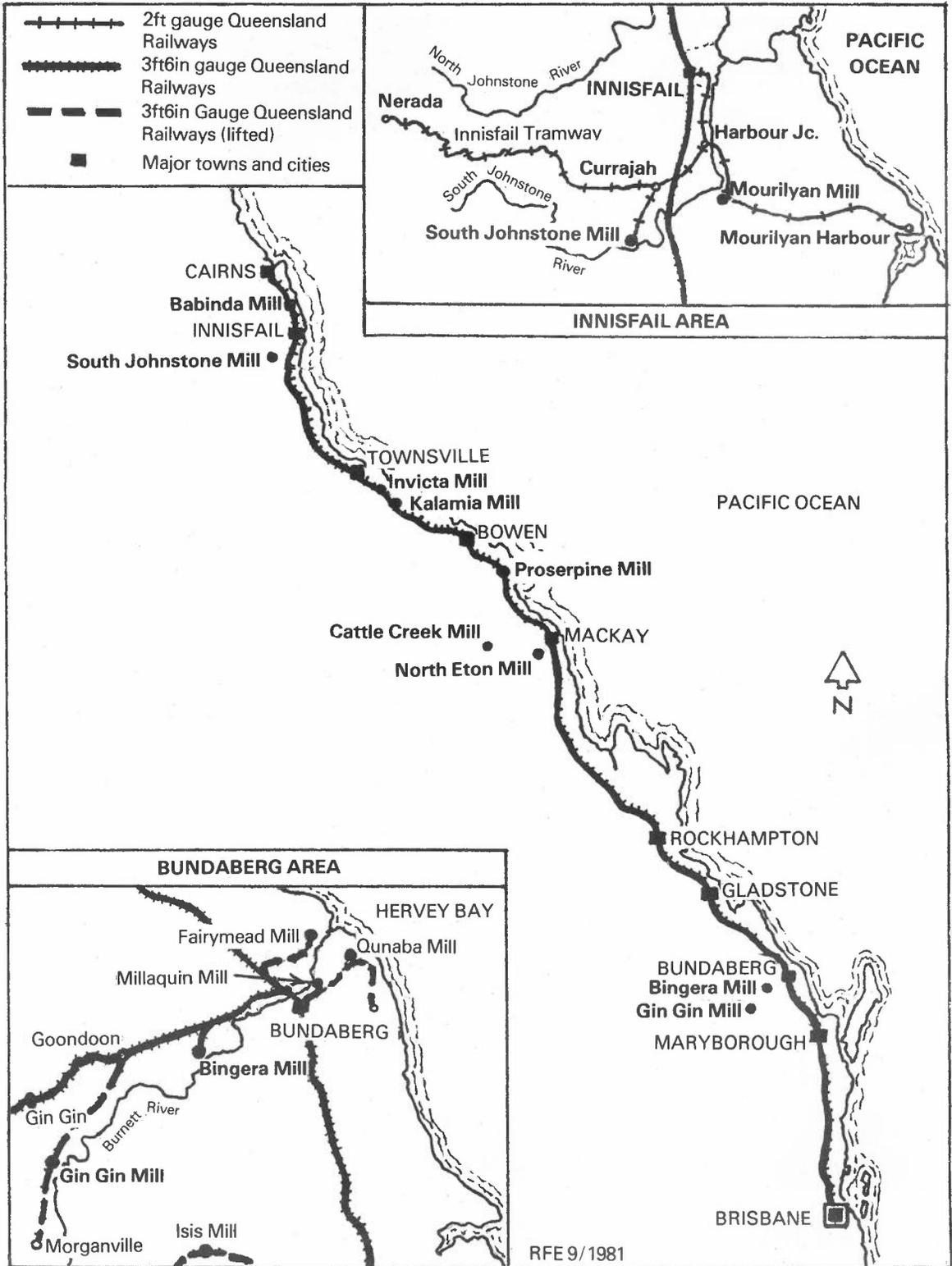
In *The Narrow Gauge* No. 87-88, Patrick Howat described in excellent and readable detail the fascinating Lochaber Narrow Gauge Railway in Scotland. It was disappointing to find two the Hunslet 4-6-0 tanks, BB14 (HE 1237/1917) and BB15 (HE 1217/1917) incorrectly described as coming to Queensland. This was not the case, but the error originates from the Hunslet records. The Colonial Sugar Refining Co. Ltd., although they do own sugar mills in the State, have no connection with the Cattle Creek Sugar Mill at Finch Hatton. The aim of this article is to give details of those locomotives which did come in Queensland, where they worked, (shown in bold type on the accompanying map) and their disposal.

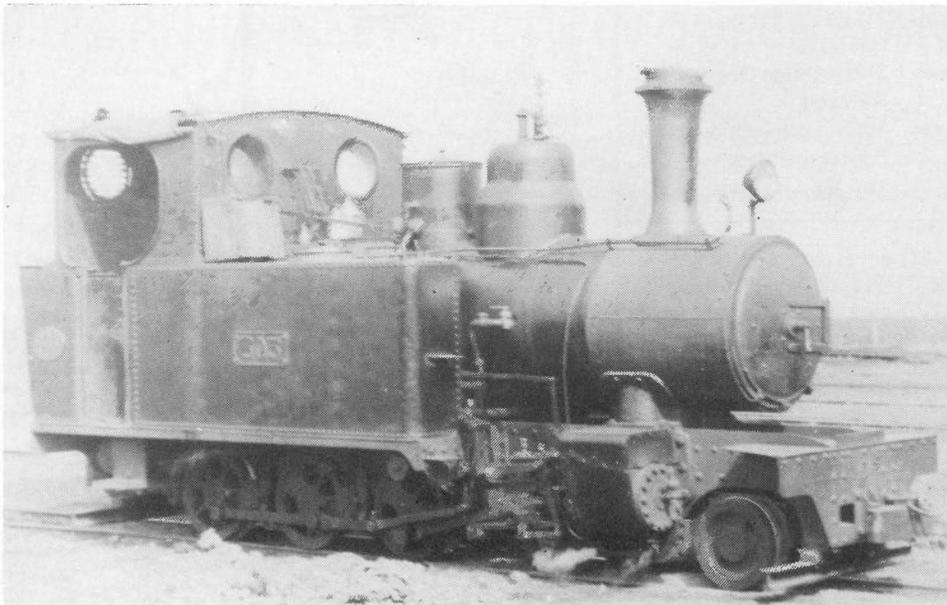
Nine of the 4-6-0 tanks were imported by the Engineering Supply Company of Australia (ESCA). Seven (HE 1215, 1218, 1219, 1240, 1241, 1242 and 1245) had initially been purchased by Hunslet from the War Stores Disposals Board (WSDB), and were converted from 60cm to 2ft gauge by moving out the wheel tyres and fitting new brake blocks to suit. Five locomotives were purchased in 1920 directly from the War Stores Disposals Board by the Agent General for Queensland (ACG) in London on behalf of the Queensland Government for use at the Government sponsored 'central' mills. The origin of one locomotive is a mystery (although it seems likely to have been imported by ESCA), and the final example was built by Hunslet in 1925, one of a batch of nine constructed between 1923 and 1926 to the original design. Thirteen locomotives were sold to sugar mills, including that built in 1925, and three to the Queensland Government Railways.

Most visitors to Queensland travel north from the capital, Brisbane, and this is a convenient route to survey those tramways which had the 4-6-0 tanks. The accompanying map indicates the position of each mill, whilst numbers, names and ownership are summarised in the appended list. Gin Gin Sugar Mill was located at Wallaville, west of Bundaberg, but its formerly independent tramway system is now connected to that of Bingera Sugar

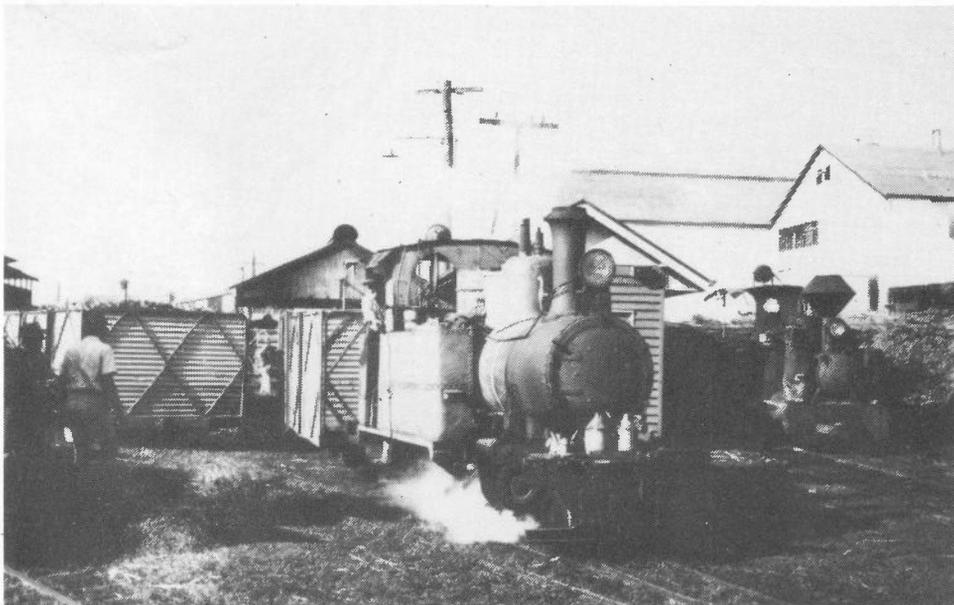


*Gin Gin Sugar Mill No. 1 still carried its WDLR numberplate, in common with several other 4-6-0 tanks in Queensland. The extended smokebox, which completely spoils the locomotive's lines, is very prominent.*  
(G. Bond)





*Bingera Sugar Mill HUNSLET (HE 1215) resting at the engine shed between duties. (G. Bond)*



*North Eton Sugar Mill No. 4 (HE 1239), shunts a rake of large bins used for machine cut cane. On the right is 0-6-0T No. 3, another Leeds-built engine from Hudswell Clarke, (HC 942/1911). (C.S. Small, G. Bond collection)*

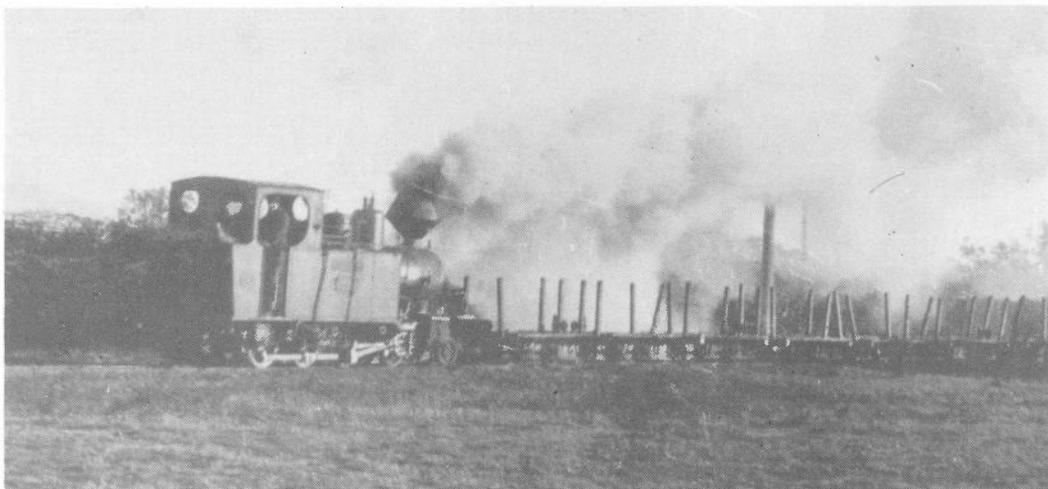
Mill, closer to Bundaberg, and Gin Gin Mill closed. This was one result of rationalisation within the sugar industry in that area which has seen four of the five mills around Bundaberg grouped to form the Bundaberg Sugar Co. Gin Gin Mill bought 4-6-0 tank HE 1218 in 1924 and named it HUNSLET. It was sold to Invicta sugar mill in 1956 and its subsequent history will be dealt with there.

The next two sugar mills to purchase 4-6-0 tanks were west of Mackay. North Eton Sugar Mill got HE 1239 in 1920 and numbered it 4. In 1922 it was loaned to South Johnstone Sugar Mill near Innisfail, but worked there for only one season before returning home. Cattle Creek Sugar Mill at Finch Hatton purchased HE 1245 in 1924, which became No. 1 TRILBY. This was followed two years later by HE 1229 which became No. 2 LILY. TRILBY was later dismantled to provide parts for LILY.

Kalamia Sugar Mill, owned by the Pioneer Sugar Co., was the recipient of the only 'new' 4-6-0 tank. Their No. 4 NORHAM, purchased through the well-known London Consulting Engineers, Sir Douglas Fox & Partners, carried Hunslet works number 1498 of 1925. For all practical purposes this engine and its eight sisters were new, but at least two of them received boilers from earlier wartime machines which were also dismantled to provide parts, so it is quite possible that other components originated from earlier engines. NORHAM was written off in 1956.

Proceeding further north, Proserpine Sugar Mill bought HE 1317 in 1920 which became No. 2 DIGGER, a name most appropriate for a wartime locomotive and an Australian one at that! This was followed in 1924 by HE 1219 which carried on the tradition, and was named FRITZ and numbered 3. This was the first to be withdrawn, in 1955, whilst No. 2 (No. 7 from 1955) followed in 1956. The Houghton Sugar Co.'s small Invicta Mill at Giru had only three steam locomotives, two of which were Hunslet 4-6-0 tanks, although one of these included a major portion of the other! In 1922 Invicta received HE 1226 which appropriately enough was given the name INVICTA. In 1956 INVICTA's boiler expired, but the engine was so well liked that it was decided to purchase HUNSLET (HE 1215) from Bingera Sugar Mill. A major rebuild now took place in which the side tanks, cab and nameplates of the former were fitted to the boiler, wheels and frame of the latter, and this combined engine retained the name INVICTA which now seemed more appropriate than ever!

The first section of the Johnstone Shire Council's Geraldton Tramway was opened in 1900. The tramway was duly extended and in 1914 ownership passed to the State Government which vested control under the Commissioner for Railways. In keeping with the renaming of the main town of the area, the Geraldton Tramway became the Innisfail Tramway of the Queensland Government Railways, the only narrow gauge (2ft) line owned by QGR. Up to this time the tramway was confined to the western bank of the Johnstone River, but now the QGR purchased the Mourilyan Sugar Mill's east bank tramway to Mourilyan Harbour on the coast, and built a bridge to connect the two systems. The three Hunslet 4-6-0 tanks which came to the Innisfail Tramway joined a family of John Fowler



*Invicta Sugar Mill INVICTA makes a smoky departure from the yard with a rake of cane trucks. This type, used for hand-cut whole-stick cane, has now been entirely superseded by bins.*

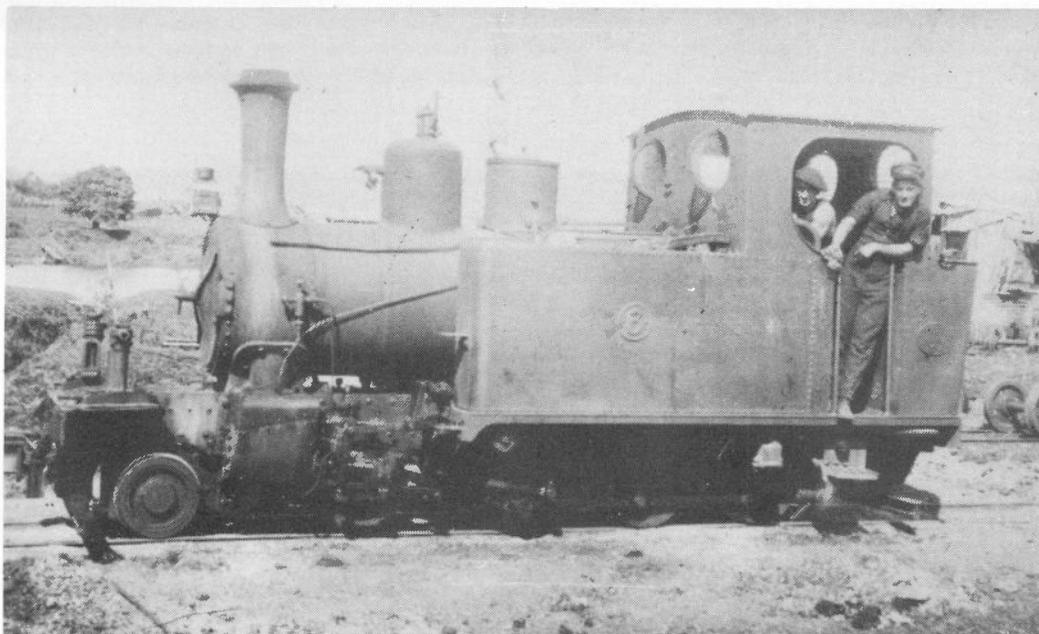
*(P. Flecker, G. Bond collection)*

locomotives, the only outsider being a small Krauss 0-6-0 tank. The first 4-6-0 tank (HE 1331) was purchased in 1920, and became No. 6 in the tramway fleet. This was followed by HE 1242 in 1924, and HE 1241 in 1925, which became No. 2 and No. 1 respectively, taking the numbers of old Geraldton Tramway Fowler 0-6-0 tanks withdrawn in those years. The 4-6-0 tanks were designated QGR class 6D9½ which signifies six coupled wheels, a tank engine (D), with 9½ in diameter cylinders. All were written off in 1937/38.

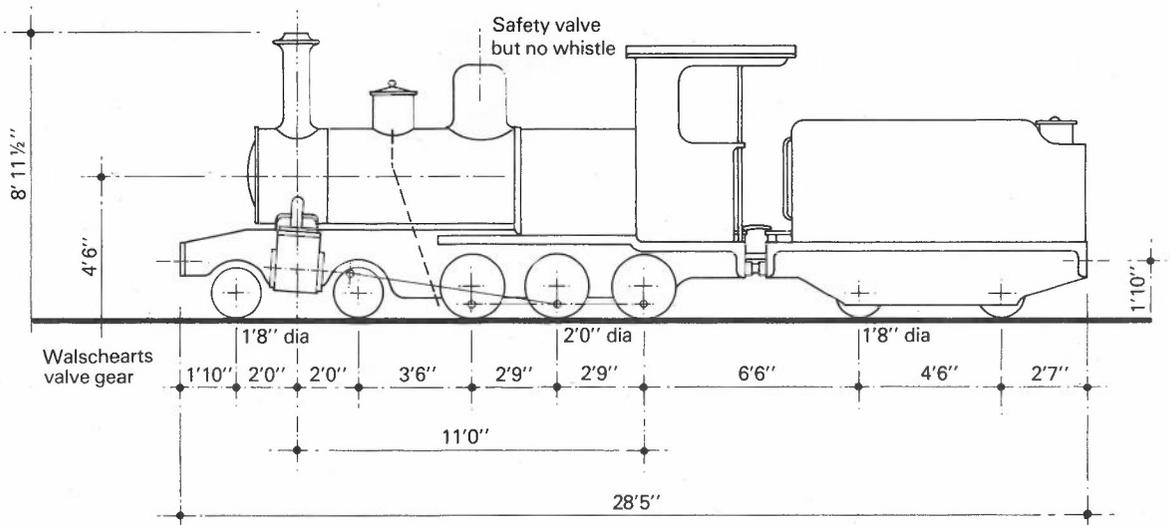
Most major railway systems proposed locomotive designs which never came to fruition, and Queensland Railways was no exception. One of the more interesting from our point of view was a B10 class 4-6-0 tender engine based closely on the Hunslet design. Keeping in mind the QGR class designation, which in this case is B for a six coupled tender engine, it will be noted that the cylinder diameter was to be ½ in larger. It is uncertain from QGR records whether this was intended to be a new engine or a rebuild of one of the tanks, although the latter seems most likely. The design drawing is notable for showing a four-wheel tender. The tramway's three Fowler 0-6-2 tender engines built in 1924 and 1926 all had bogie tenders which were much better suited to the tramway's conditions where tender first running would have been necessary.

A branch from the Innisfail Tramway ran to the home of another Hunslet 4-6-0 tank, South Johnstone Sugar Mill, south west of Innisfail. This mill also had three examples, No. 7 (HE 1236) and No. 9 (HE 1250), purchased in 1920, and No. 8 (HE 1240) purchased in 1924. As noted earlier, South Johnstone also borrowed No. 4 from North Eton Mill for the 1922 cane crushing season, and this loan would seem to have prompted the purchase of their third 4-6-0 tank. No. 7 was the first to be written off, in 1949, followed in order by No. 8 in 1950 and No. 9 in 1953.

The South Johnstone and Innisfail Tramway Hunslet 4-6-0 tanks probably rubbed buffers on the odd occasion, because the Innisfail Tramway was closely connected with the sugar industry as well as being a common carrier. Cut cane was hauled over the tramway to the South Johnstone mill, and the final product in bagged form, and later in bulk, was railed over the Tramway to Mourilyan Harbour from both South Johnstone and Mourilyan



*The crew of Innisfail Tramway 6 pose their charge in front of the Johnstone River. Although a Queensland Railways locomotive, the smokebox door is not of their standard pattern, but a homemade affair. Note the vital re-railing jacks on the front beam. (R. F. Ellis collection)*



Proposed B10 class 4-6-0 for Innisfail Tramway  
From Queensland Government Railway drawing 28 Sept 1923

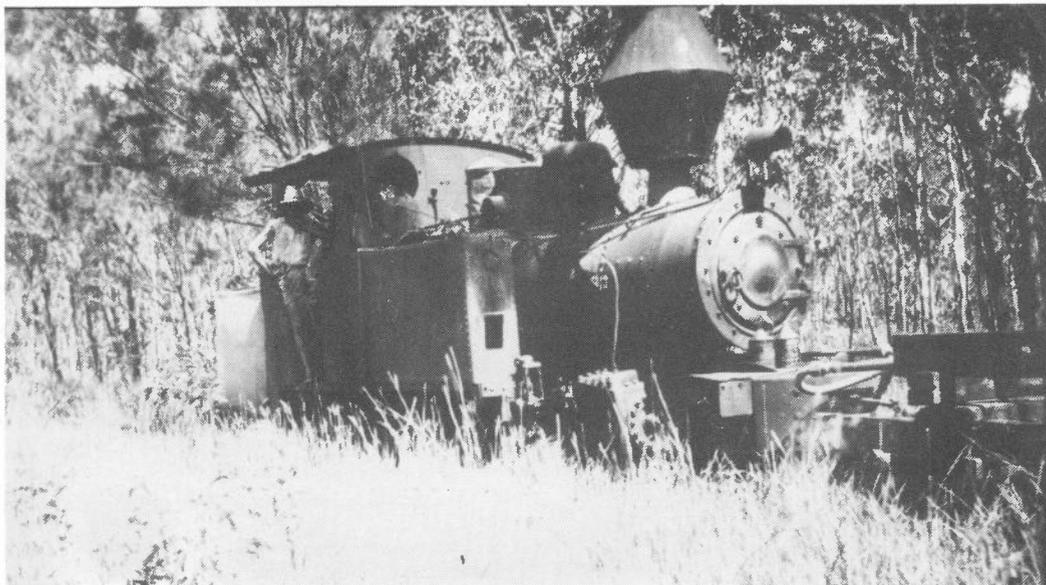
<i>Hunslet Works No.</i>	<i>Year built</i>	<i>WDLR number</i>	<i>Purchaser from WSDB</i>	<i>Subsequent owners</i>
1215	1916	303	HE, sold to ESCA	To Bingera Mill, HUNSLET, 1924. To Haughton Sugar Co, Invicta Mill, 1956 and rebuilt with parts of HE 1226, INVICTA. Withdrawn 1964. Preserved at Rowan Bay Bush Children's Home, Townsville, 1967
1218	1916	306	HE, sold to ESCA	To Gin Gin Sugar Mill, HUNSLET, 1924. Withdrawn 1966, sold for scrap 1967 Purchased for preservation by C. McLelland, Victoria
1219	1916	307	HE, sold to ESCA	To Proserpine Mill, No. 3 FRITZ, 1924. Withdrawn 1955
1226	1916	314	ESCA?	To Haughton Sugar Co, Invicta Mill, INVICTA, 1922. Withdrawn 1956 and parts fitted to HE 1215
1229	1916	317	ESCA	To Cattle Creek Sugar Mill, Finch Hatton, No. 2 LILY, 1926 To Australian Narrow Gauge Railway Museum Society, 1972
1235	1916	323	AGQ	To Babinda Sugar Mill, 5 DIGGER, c1920
1236	1916	324	AGQ	To South Johnstone Sugar Mill, No. 7, 1920. Written off 1949
1239	1916	327	AGQ	To North Eton Sugar Mill, No. 4, 1920. Preserved at Langford Park, North Eton
1240	1916	328	HE, sold to ESCA	To South Johnstone Sugar Mill, No. 8, 1924. Written off 1950
1241	1916	329	HE, sold to ESCA	To QGR, Innisfail Tramway, No. 1, 1925. Written off 7/1937
1242	1916	330	HE, sold to ESCA	To QGR, Innisfail Tramway, No. 2, 1924. Written off 6/1938
1245	1916	333	HE, sold to ESCA	To Cattle Creek Sugar Mill, Finch Hatton, No. 1, TRILBY, 1924. Dismantled to provide parts for HE 1229
1250	1916	338	AGQ	To South Johnstone Sugar Mill, No. 9, 1920. Written off 1953
1317	1918	405	AGQ	To Proserpine Sugar Mill, No. 2 DIGGER, 1920. Renumbered No. 7, 1955, withdrawn 1956 Preserved at Rotary Park, Proserpine
1331	1918	419	ESCA	To QGR, Innisfail Tramway, No. 6, 1920. Written off 7/1937
1498	1925	—	—	New to Pioneer Sugar Co, Kalamia, No. 4 NORHAM. Written off 1956

mills. The Innisfail Tramway regretablely closed in 1977, the system then being divided between the two mills, the western section to South Johnstone, and the eastern section to Mourilyan, and the connection across the Johnstone River is now rarely used.

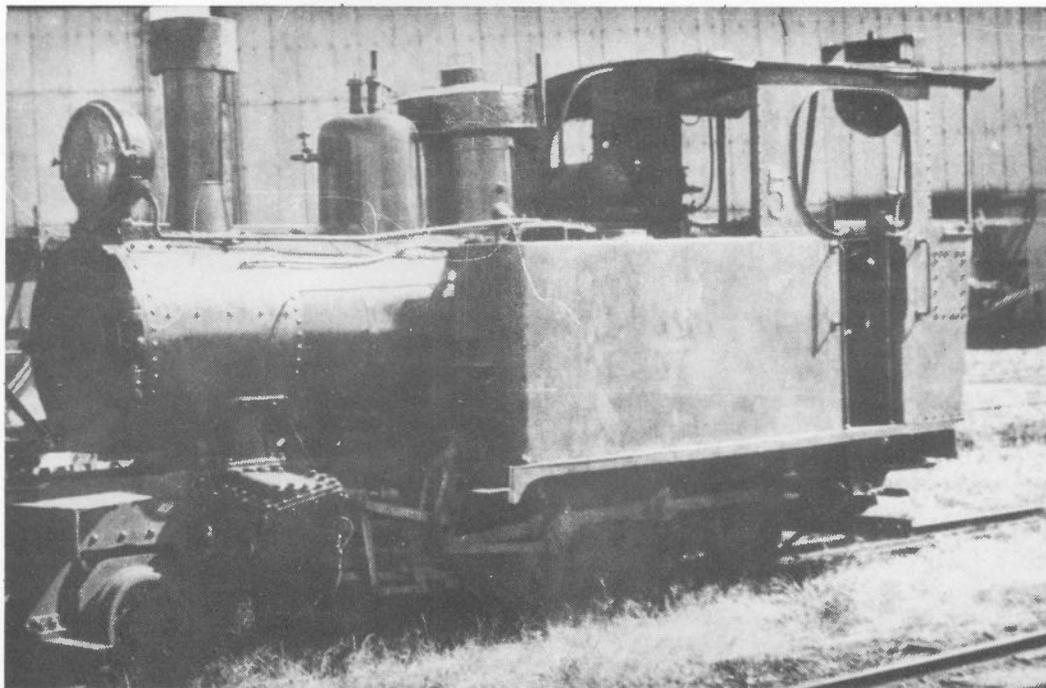
The most northern operator of 4-6-0 tanks was the Babinda Sugar Mill, which received HE 1235. Its date of purchase is doubtful but was probably 1920. Numbered 5, it also received the name DIGGER.

It is most fortunate that five of the Hunslet 4-6-0 tanks have been preserved in Australia. The only other survivors are one preserved in Argentina, one or more possibly still operational on the Burma Mines Railway (Hunslet received an order for spares in recent years), and the two in Nepal referred to in *The Narrow Gauge* No. 92. Invicta Mill's second locomotive was placed in the Rowes Bay Bush Children's Home, Townsville in 1967. No. 7 DIGGER from Proserpine Mill is preserved in the Rotary Park, Proserpine, although it carries no identification and probably includes parts of both 4-6-0 tanks from this mill. Cattle Creek Mill's No. 2 LILY was donated to the Australian Narrow Gauge Railway Museum Society, and is currently stored at the Brisbane Tramway Museum at Ferny Grove, Brisbane. No. 4 from North Eton Mill has been preserved as a war memorial in Langford Park, North Eton, a fitting tribute to the locomotives, and to the many wartime railway servicemen. It is the only one in almost original condition, the other three being fitted with extended smokeboxes and other modifications. Gin Gin Sugar Mill's HUNSLET probably had the luckiest escape of all. In 1967 it was sold to a Brisbane scrap merchant who held the locomotive in two of his yards. By a strange quirk of fate, a visiting Victorian traction engine enthusiast saw it sitting forlornly in the scrap yard and, having agreed a satisfactory price, purchased it on the spot! HUNSLET, still bearing her WDLR number 306 is now the proud possession of Charlie McClelland of Victoria who steams the locomotive on special occasions.

Thanks are extended to Geoff Horsman, who started my research into these locomotives, to David Mewes and John Browning for information and encouragement, George Bond and John Buckland for help with photos, and finally to Charlie McClelland for allowing John Browning and the author to view his proud possession, No. 306. I would be pleased to receive any information, or photographs, of other Hunslet 4-6-0 tanks for a comprehensive article on their world-wide wanderings.

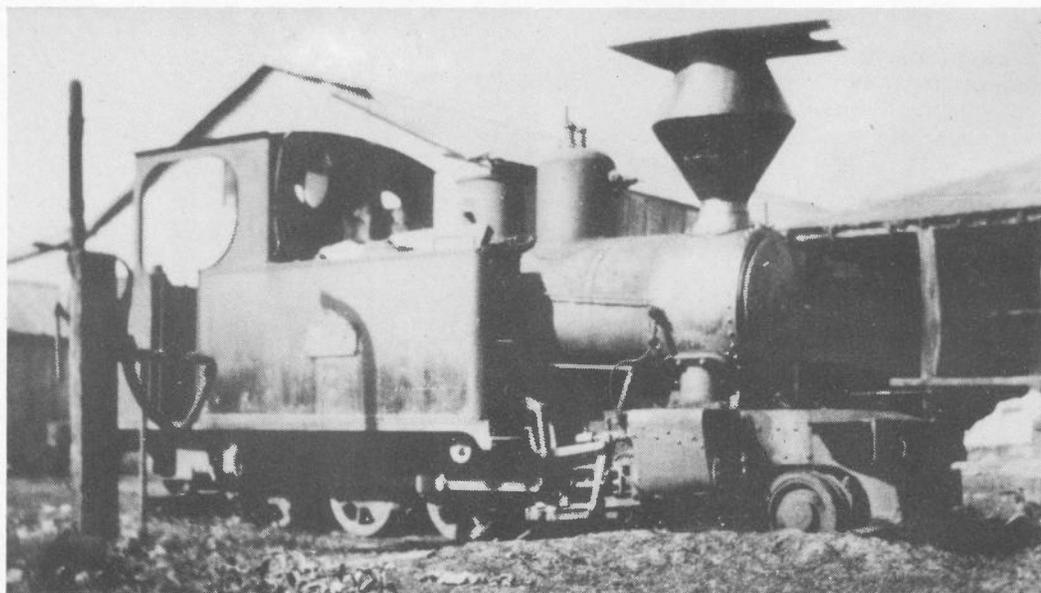


*South Johnstone Sugar Mill No. 7 (HE 1236) on the weedkiller train in February 1943. Note the extended smokebox with Queensland Railways pattern door, spark arrester and steam connection to weedkiller. (J. Godds, G. Bond collection)*



*Babinda Sugar Mill No. 5 (HE 1235) was considerably altered by the addition of Queensland Railway lamps and smokebox door, extended smokebox, welded chimney with spark arrester, enlarged sand dome, extended cab roof and large vent openings in the front of the cab.*

*(K. Rogers, G. Bond collection)*



*Cattle Creek Mill No. 2 LILY remained in virtually original condition apart from the 'balloon stack', here protected by a metal plate. However, it was later extensively rebuilt, including the fitting of an extended smokebox.*

*(A. Carlson, G. Bond collection)*

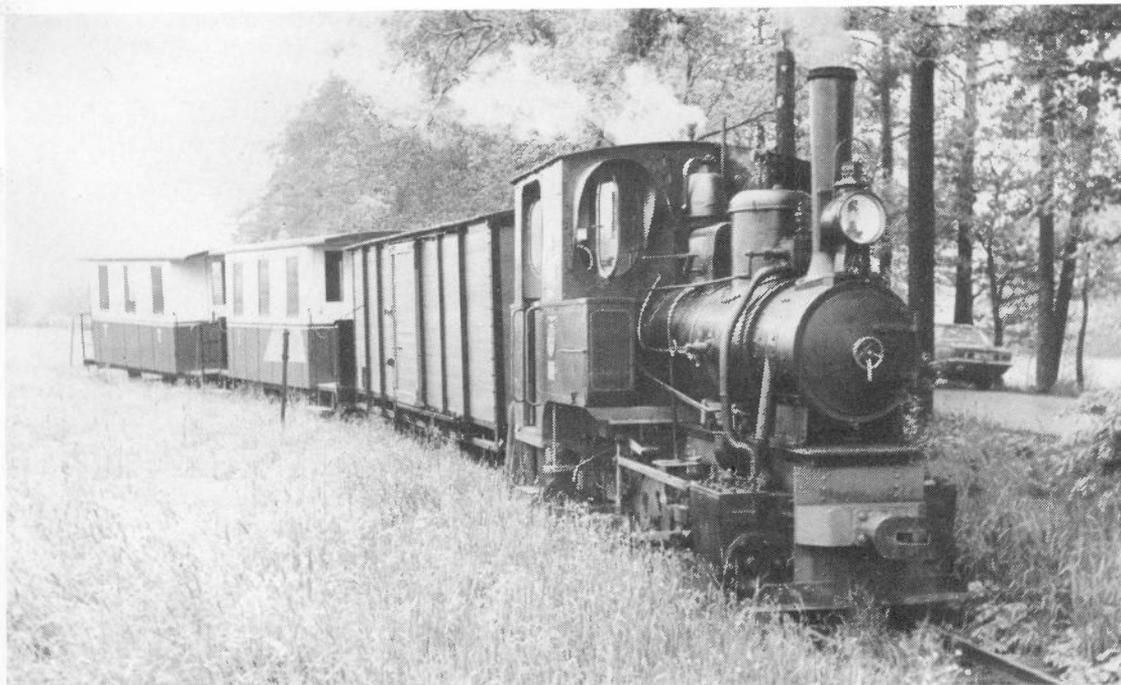
# DAMPFKLEINBAHN MÜHLENSTROTH

E.K. Stretch

The Mühlenstroth steam railway is not one of Europe's scenic lines, nor indeed will it actually take you anywhere, since it merely runs round in a circle; in this respect it might be thought to resemble a fairground ride, though to me the layout is more of a reminder of the 0-gauge I used to lay in a bedroom during the holidays when I was a boy. However, Mühlenstroth differs from a mere fairground circuit in its gauge, 600mm, and in the interesting collection of locomotives. And the visiting enthusiast will be assured of a friendly welcome.

Mühlenstroth—the name is pronounced to rhyme with **groat**, not **froth**—lies on a minor road near the village of Isselhorst, some two kilometres from the town of Gütersloh, in North Rhine-Westphalia. The story of the railway really began in 1971, when a group of railway enthusiasts acquired from a scrapyard a Hohenzollern 0-4-0 tank, since named MÖLM (in general appearance it is very like the Talyllyn's No.6 DOUGLAS) and set about restoring it to working order. It was 750mm gauge and they hoped to lend it to an Austrian railway but the deal fell through, leaving them with a working locomotive but nowhere to run it. Thoughts turned to building their own line, but it proved difficult to find a suitable site. Eventually Herr August Bentlage, proprietor of the "Gasthof Mühlenstroth", of 166 Postdamm, Isselhorst, came to their rescue, offering a piece of land adjoining this restaurant. A shrewd deal for the restaurant, no doubt, promising increased sales of meals and drinks, but also very welcome to the rail fans—and very convenient to those who find railway building thirsty work. Although the Gasthof stands on its own amidst fields, the actual piece of land available was rather cramped and it was apparent that a circular line would offer a longer ride than an out-and-back operation; however, this required sharp curves, and because of this and because 600mm gauge stock would probably be more readily available, it was decided to use this gauge. The locomotive MÖLM was regauged to suit, and inaugurated public traffic on 10th June 1973. More locomotives and rolling stock have been added, and the original small shed, now a workshop, has been supplemented by a fine new three-road engine shed of spacious dimensions, and a fan of sidings.

As it is now, the "main line" consists of a circuit somewhat in the shape of a parallelogram, offering a ride which must be about a kilometre in length, while a triangular junction on one side leads to the sheds and sidings which extend right across the middle of the circuit.



*No. 1 MÖLM (Hohenzollern 943/1897) approaching Postdamm station with a passenger train.  
(Klaus Jordens)*



*No. 2 AUGUST BENTLAGE (Henschel 28470/1948) outside the impressive new locomotive shed. (Klaus Jordens)*

Trains start from Bahnhof Postdamm, alongside the road but separated from it by a hedge; there is a loop here, a gravelled area serves as a platform, and a kiosk sells tickets and souvenirs. Trains sometimes run clockwise, sometimes anti-clockwise. There is another loop and halt roughly halfway round the circuit. The whole layout is virtually level, but one corner passes through the edge of a wood, while there are also quite a few trees around the triangular junction which leads to the sheds.

There are eight steam locomotives, one of which is still awaiting restoration.

1 MÖLM	0-4-0T	Hohenzollern	943/1897
2 AUGUST BENTLAGE	0-4-0T	Henschel	28470/1948
3 ADOLF WOLFF	0-8-0T	Borsig	10364/1918
4 FRANK S	0-6-0TT	Henschel	25983/1941
5 ARTHUR KOPPEL	0-4-0T	Orenstein & Koppel	12805/1936
6 RICHARD ROOSEN	0-8-0T	Henschel	15307/1917
8 —	0-6-0TT	Henschel	25982/1941
12 MECKLENBURG	0-8-0TT	Orenstein & Koppel	12518/1934

No. 1, already mentioned as having been rescued from a scrap heap, had been for many years the property of the Böhler Werke in Düsseldorf; the name MÖLM is a dialect version of the town of Mülheim an der Ruhr, where the loco was restored. No. 2, a considerably larger and heavier engine, was acquired in 1972 from a building contractor, Korte, in Bochum: it had been out of service, though under cover, from some twenty years, and needed considerable work before it entered service on the DKBM in 1974, being named after the person, now dead, who offered the DKBM a home. Nos 3 and 6 are both Heeresfeldbahn locos from the first world war, members of that large class of which others are preserved elsewhere. These two came to the DKBM in 1973 and 1977 from East Germany. Both had latterly been in service on the Muskauer Waldbahn; No. 3 was originally Heeresfeldbahn 2301, then became Polish State Railways 4243, and eventually Deutsche Reichsbahn 99.3318. No. 6, originally Feldbahn 1547, was at Muskau by 1945, where it eventually became Reichsbahn 99.3315. Both are now named after famous German locomotive engineers. Nos. 4 and 8 belong to a different generation of German Army

locomotives: both were built in the Second World War to 650mm gauge. No. 4 worked on the former Jüterbog-Lückewalder Kreiskleinbahn which was used for military purposes during the war: when the line was re-opened to the public after the war it became No. 1, being taken over by the Reichsbahn in 1949 and renumbered 99.4652. It was transferred to the island of Rügen in 1964, and came to Mühlentrost in 1974 after being regauged at the Wernigerode works of the Reichsbahn. FRANK S is apparently another benefactor of the DKBM who prefers not to have his full name used. No. 8, which is in poor condition and requires extensive work before it can operate, went to the Österreichische Bundesbahnen after the war, and—presumably after adjustment to 760mm gauge—worked on the Bregenzerwaldbahn and then the Ybbstalbahn. Withdrawn in 1972, the loco came to the DKBM in 1980.

No. 5 is the biggest of the line's 0-4-0 tanks : longer and heavier in fact than the Feldbahn 0-8-0's! This loco was acquired from Alexander Hoyer GmbH, a Duisburg public works contractor, and entered service on the DKBM in 1978. The name ARTHUR KOPPEL requires no explanation. The biggest of the DKBM's locos is No. 12; this was its original number on the extensive Mecklenburg-Pommersche Schmalspurbahnen for which it was built. Later Reichsbahn 99.3462, it was sold after withdrawal in 1970 to new owners in Britain, where it was overhauled at Boston Lodge Works by the Festiniog Railway. It came to the DKBM in 1978, after plans for its use in Britain had fallen through.

There are four diesel locomotives: the numbers shown here are those given in the Official Guide Book, but some other sources are contradictory and there may have been some renumbering.

V.11	4wD	Schöttler (Diepholz)	734/1939
V.12	0-4-0D	Deutz	11853/1941
V.13	0-4-0D	Deutz	23268/1939
V.17	0-6-0D	Windhoff (Rheine)	765/1943

V.11 and V.12 came to the DKBM in 1972 and 1973: the former from a limestone quarry near Ascheloh, the latter from a sand quarry near Bielefeld. V.13 worked for forty years for Heilmann and Littmann in Berlin, and was then acquired and overhauled by the Deutsche Eisenbahn-Verein who work the Bruchhausen to Asendorf metre-gauge line. As it seemed likely to be of no use to them, it was then presented to the DKBM—the two associations work closely together and have a joint magazine. V.17, quite a heavy loco, was built for the German Army, one of a class of 302 produced by various builders. It was acquired by the DKBM in 1981 from the Bayerische Braunkohlenindustrie AG in Schwandorf.



*The two Feldbahn locomotives No. 3 ADOLF WOLFF and No. 6 RICHARD ROOSEN outside the shed.  
(Klaus Jordens)*



*No. 5 ARTHUR KOPPEL (OK 12805/1936) shunting goods wagons in the sidings. (Klaus Jordens)*

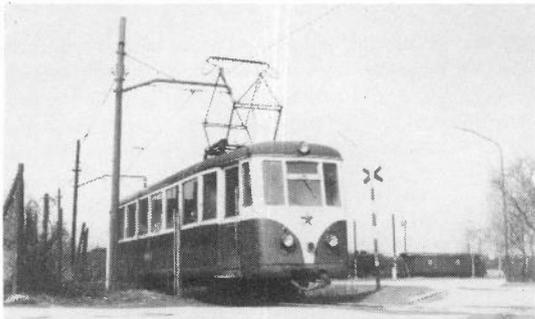
Also on the premises at present are two steeple-cab four-wheel electric locos built by Siemens: they formerly worked at the "Teutonia" cement works at Misburg near Hanover. Although they are the right gauge it seems unlikely that they will run on the DKBM as this would entail either the erection of overhead wires or the construction of a mobile generator; as yet they are not the property of the DKBM.

As no 600mm coaches were obtainable the railway had to build its own. All, of course, are of the typical continental light railway pattern with open end platforms. The first three were four-wheelers, only 5.8 M long over couplings. The first two have three rather small windows on each side, but the third is more substantial in construction and has more windows. Next came two bogie coaches, which differ in detail; the second is slightly shorter (7 m compared with 7.9 m) but has more windows. There are about thirty items of goods rolling stock, of wide variety. Hardly any two vehicles are the same, apart from a set of some fifteen side-tippers. There are a few small skips of typical industrial type and one or two small four-wheeled wagons. A number of quite large bogie vehicles, vans and wagons, from the Waldeisenbahn Muskau and the Mecklenburg-Pommern system, were mostly obtained in 1977. One or two wagons have been fitted with seats for use as open passenger coaches. One of the ex-Muskau wagons is from the First World War Heeresfeldbahnen and closely resembles the wagons built by Hudson for the British W.D. There is also a bogie water tank wagon which is often placed in the Postdamm "station" so that the locos can take water without returning to the shed.

The members of the Association are well aware that the circular operation does not give the impression of a "real railway", and they hope it will sometime be possible to lay a slightly longer line which offers "point to point" travel. However, they felt that it was better in the beginning to provide a modest layout which was within their capabilities, and that it was important to provide proper stabling and maintenance facilities. When one considers that there are only some 35 members, of which 25 are active, it is amazing what has been achieved in nine years. About a year ago, a British Army Railway Operating Company voluntarily carried out some track work.

The railway runs on Sundays and holidays, to a published timetable offering 22 journeys from 10.27 to 18.07; there is a pause of nearly two hours at lunch time. The operating season is from May to October. The timetable advertises that there is often more than one locomotive in steam, though on my visit in August 1981 only AUGUST BENTLAGE was operating: this was probably because some standard-gauge steam trains were operating in the area that Sunday and had proved a counter-attraction for members who might otherwise have been busy on the DKBM.

Much of the historical information in this article has been taken from the railway's Official Guide Book, but some has come from other sources which do not always agree on details. I am particularly grateful to Mr Klaus Jördens for providing several photographs, as some of my own were unfortunately unsuccessful.



# THE C.S.D. TRAMWAY

Pascal Pontremoli

*Car EMU 46.003 leaving the main line junction  
at Trenčianska Teplá. (P. Pontremoli)*

Inaugurated on 27th July 1909 this 760mm gauge line from Hölak to Trenčské Teplice, in what was at that time Northern Hungary, was built to provide a link between the main Pozsony (Pressburg/Bratislava)—Trenčsén (Trenčín)—Zsolna (Zilina) trunk route of the Vag Valley Railway (Vagvölgyi Vasut) and the small mountain spa resort at Trenčské Teplice. The 5.4km long line was built by a private Hungarian company, the Trenčsén—Holak Local Railway (Trenčsén—Hölak Helyi Erdekü Vasut, abbreviated to THHEV).

At the end of World War 1, the area was ceded to Czechoslovakia and the line was operated by the Československé Státní Dráhy (C.S.D.) as the Elektrica Draha Trenčianska Teplá—Trenčianske Teplice on behalf of the Hungarian company. In later years the line was nationalised and taken into the C.S.D. which still operates the line, (table 38c of the C.S.D. timetable) the only 760mm gauge line in Czechoslovakia offering a public service. The THHEV was electrified from its inception with a 750 volt DC overhead wire supply, later raised to 950 volt DC. The overhead line was supported along the route by wooden poles and metal hanging brackets, the terminal stations being equipped with metal poles.

The original motor cars were three two-axle cars built in 1909 by the Magyar Vagonés Géppgyar, Gyor, and these were numbered ACe1-3. In 1911 a further, slightly smaller, car was supplied by Ganz es Tarza, Budapest. This car was numbered ACe4. All four units were equipped with two 30kW traction motors, electrical braking, lighting and heating, passenger capacity was 24 seats. The weight of the ACe1-3 cars was 14.2 tonnes and overall length was 8060mm, car ACe4 had an overall length of 6500mm, wheelbase was 3000mm only. Cars ACe1-3 wheelbase was 3500mm.

As C.S.D. M 24.001-004 the old Hungarian built cars operated all services on the line until 1951 when new cars built by Vagonka Tatra, Studenka (today Československá Vagonky Tatra Studenka) were delivered and entered service. With the arrival of the new cars ACe4 (C.S.D. M 24.004) was withdrawn and the three remaining cars were placed in reserve. In 1958 ACe2 and 3 (C.S.D. M 24.002 and 003) were sold to a woodworking factory at Lubochna and were placed in service on an electrified forestry line. Ace4 (C.S.D. M24-004) was retained on the tramway and operated as a works car until 1966.

In 1951 the line was generally modernised and the new cars from Vagonka Tatra were placed in service as C.S.D. M 46.001-003 shortly afterwards being renumbered to EMU 46.001-003. These cars are fitted with four 120kW traction motors, operating at 950 volt DC. Overall length is 14,800mm, total wheelbase is 11,900mm, the bogie wheelbase being 1,700mm. Weight in working order is 24.8 tonnes and the seating capacity is 49 places. In 1954 three trailers of similar appearance were delivered by Tatra. Livery for the cars is the ubiquitous red and cream so beloved of Eastern European tramway undertakings, and of course no car is allowed out without the red star decorating either end.

The line at present operates from Trenčianska Teplá to Trenčianske Teplice and has six intermediate stations, starting at Trančianska Teplá these are as follows, Trenčianska Teplá obec at km 0.5, Trenčianska Teplá zástavka at km 1.6, Trenčianske Teplice sidlisko at km 4.3, Trenčianske Teplice zászvka at km 4.8, and Trenčianske Teplice at km 5.4. The only crossing is at km 3.1. The line is a classic roadside tramway between Trenčianske Teplice zástavka and Trenčianska Teplá, and apart from some very short sections at the roadside the remainder of the line runs on a private right of way through the fields. The main running shed is at Trečianska Teplá station.

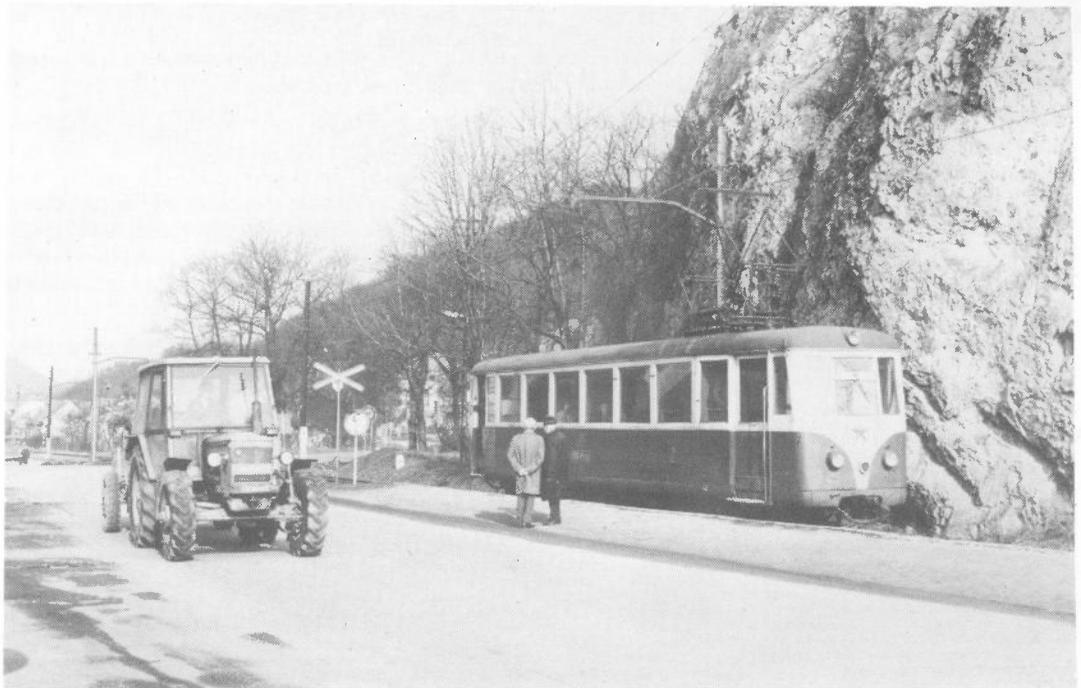
Present timetables list a total of 21 pairs of trains over the whole length of the line, this being increased to 27 pairs in the summer months. Fares may be tendered either at the stations or on the cars, all cars having their own conductor.

Although not the usual diet for narrow gauge enthusiasts the line is most interesting and being located in quite scenic countryside can make a pleasant change from many steam worked lines.



*(above): EMU 46.003 on the roadside route through the village at Trenčianska Teplá obec station, and (below) a more rural scene at Trenčianske Teplice zástavka, showing the car pausing at the platform before returning to the junction on 18th March 1978.*

*(P. Pontremoli)*



## MAIL TRAIN



### DECAUVILLE AND PORTABLE RAILWAYS

In *The Narrow Gauge* No. 85 Rodney Weaver questions whether Decauville was in fact the inventor of the all-metal portable railway. The words all-metal are essential in this matter because other portable railway systems existed long before. For example the Beverley Iron Works of East Yorkshire, (1861) manufactured a 'patent portable farm railway' based on a system of transverse and longitudinal wooden sleepers, the latter being covered by angle iron strips. (*Industrial Railway Record*, No. 57, p.353) I have discovered an indication that Decauville was not the only one in this business at the time. In the Dutch equivalent of *Engineering* for 1877 I have found a translation of an article originally published in *Nouvelles Annales de Construction*, September 1876. This is a description of a portable railway, summarised as follows: "Messrs. Ad. Lefranc & Cie. have built at remarkably low cost a 600 mm gauge light railway on the premises of their sugar factory at Holnon. They have also demonstrated this railway on the contest at Arras. The railway is laid by using complete sections of track with metal sleepers, and a length of 9 metres. The vignoles-type rails are attached to the sleepers by means of cast-iron chairs. The weight of the rail is 6.5 kg/metre. Three large bolts are placed transversely to maintain the correct gauge. The sections are connected by plates and bolts and can be laid by two workmen. The line at the factory has a length of about 2 km and is operated by two small locomotives built by Cail. These have a haulage power of 7-8 metric tonnes on horizontal track. The upper part of the wagons is formed by an iron box which is placed on a four-wheeled wooden chassis. Two of the wheels are fixed on the axle, whilst the other two run freely because of the sharp curves. Each wagon can carry 1000-2000 kg."

Unfortunately, no further details of the locomotives are given. This report suggests that Ad. Lefranc built the railway themselves, and I wonder if any readers know this firm, and if they built any other similar lines.

Earlier, in *The Narrow Gauge* No. 74, Philippe Knoepflin wrote that LILLIPUT, which carried Decauville works number 1, was actually built by Corpet (works number 242/1878), and sold in March 1880 to Kortman & Cy in Holland. According to the records of the Boiler Inspection Department at The Hague, a Mr. Th. Van der T Heem at Rotterdam acquired a license to use LILLIPUT on 17th April 1880. In fact he exploited the locomotive as an attraction at fairs for about a year. The records at The Hague contain details of boilers only, and the name Decauville is not mentioned. It is stated, however, that the boiler of LILLIPUT was built by C. Bourdon of Paris, and had a working pressure of 9 atmospheres. It remains unclear whether the firm of Bourdon simply constructed the boiler, or the locomotive. Can any reader comment?

I tried to make a list of surviving and preserved Decauville locomotives, but only succeeded in locating the following:

#### Type 10-4-0T (3.25t):

Ville de Perpignan	No. 412	600 mm gauge
MTP Pithiviers	431	600 mm gauge
Volos Brickworks, Greece	509	600 mm gauge

#### Type 30-4-0T ('Progres'):

MTP Pithiviers	945	600 mm gauge
Dr. Hummel, Montcourt	948	600 mm gauge
CFTT St. Lieux-les-Lavour	1087	500 mm gauge
Chalk Pits Museum, Sussex	1126	600 mm gauge
CFTM Meyzieu	?	600 mm gauge
M. Dubuis, Dannemois	?	600 mm gauge

If any reader has a complete list, and some detail on individual locomotives I would be most interested to see it published in a future issue.

SOESTEBOURG, HOLLAND

F.T. OUWERKERK

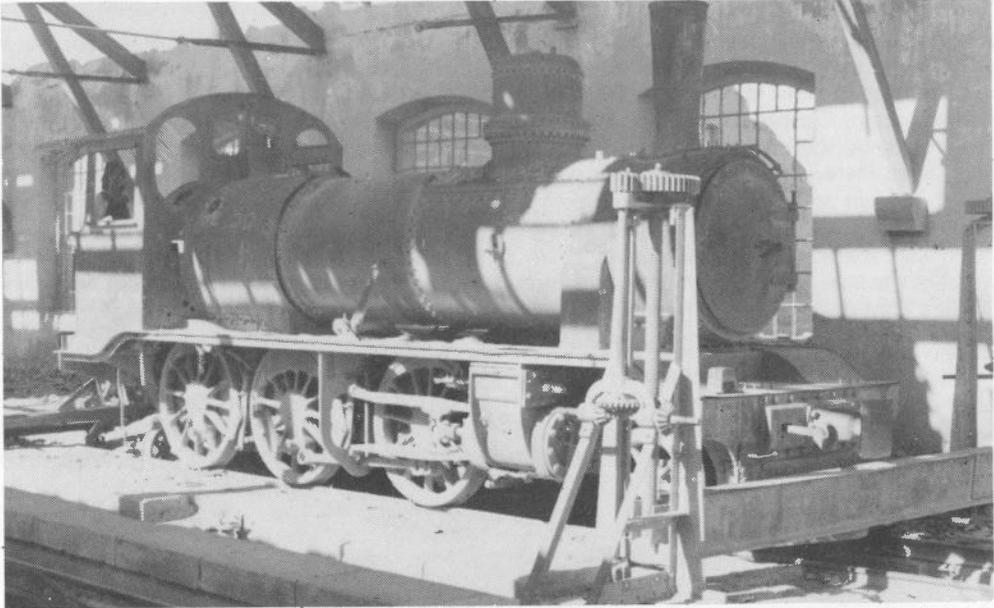
## HEDJAZ HOLIDAY

In NG 85 Keith Taylorson described his visit to the northern section of the Hedjaz Railway, but in April 1982 I drove from Riyadh, in Saudi Arabia, to Jordan, and stopped to visit the abandoned section at Medain Salih. The railway was opened to this point in 1907, and the final section of 212 miles to Medina, the southern terminus, was completed in 1908.

Although this line has carried no traffic since 1917-18, following the assaults directed by Col. T.E. Lawrence, there are many interesting remains. The accompanying photographs show several partly intact freight cars standing on the side tracks, their wooden sides stripped for fuel, and inside the shed a Jung 2-6-0 tender loco apparently prepared to be lifted on screw jacks for repairs that never got started. There is also the tender from a Hartmann 2-8-2, but I hear that there are other locos and cars on the line to Tabuk, so I shall have to return later in the year.

RIYADH, SAUDI ARABIA

JOHN R. CUMMINGS



## HEDJAZ HOLIDAY

The article in NG 85 was of great interest, and members may like to know of an article in *Arab News*, 12th May 1980 describing a search for remains of Col. Lawrence's action. The writer had travelled to Tabuk, nearly 250 km north of Madain Salih, and found the distinctive brown granite buildings of the Hedjaz Railway, a station, warehouse, water tower and three houses for staff. In his book *Seven Pillars of Wisdom*, Lawrence described an attack on an ambulance train four miles north of Halat Ammar, and the writer's informant described the location of a locomotive which might have hauled it. This lay 2-3km off the Jordan road, quite close to the border and some 100 km north of Tabuk. He got a lift to Halat Ammar, then set out on foot up a rise covered with soft sand, finally reaching a lip of rock overlooking the curving track below. At one point a twisted ribbon of rail and sleepers jutted from a dune, a hole appeared in the track further ahead, and after walking some way he climbed a dune obscuring the track in a rock cutting. From the top a familiar brown granite station—its roof burned off—could be seen, and close by the frame and boiler of a locomotive lying on its side in the sand!

Some day I hope to find this location myself, and will send a picture.

DHAHRAN, SAUDI ARABIA

JACK MATSON

## BERTSDORF TIMBER YARD

In 1977 I participated in a visit to East Germany, as a member of a party of gricers, and on 8th September we visited Zittau to travel on the 75cm gauge steam railway. We were pulled by 2-10-2 side tank number 99 1759-2, and I positioned myself on the right of the coach, having been forewarned that a timber yard on the outskirts of Bertsdorf utilised narrow gauge diesel locos. As our train passed the yard I caught a glimpse of three diesel locomotives, and was able to take the accompanying photograph. From the moving train I was only able to note that the loco in the foreground was painted light green and carried running number 6, whilst two locos in the background were maroon. Subsequent study of my photograph revealed the high quality of the main running track, whereas the lines running from the wooden turntable appear to be poorly maintained. Note the long flat wagon on the right of the prominent locomotive, presumably used for transporting the logs on the left of the picture, and also the locomotive in the right background.

Unfortunately, our full itinerary did not allow me time to visit the yard to gain further information. However, my photograph reveals what appears to be a public road on the left, and I hope that some intrepid gricer has made the short trek from there, and through the log pile, to identify the locomotives. My thoughts have often strayed back to the Bertsdorf timber yard, and I would be intrigued if anyone can provide full details of the operation, and a loco roster.

ROTHERHAM, SOUTH YORKSHIRE

ADRIAN J. BOOTH



## DAVID GREIG GOES ROUND THE WORLD

The picture on p.20 of NG92, showing a Fowler "Patent" 2-4-0T was assumed to have been taken at the Spreckelsville mill in Hawaii. I checked this against *Sugar Trains* and *Sugar Trains Pictorial* by Jay Conde, and concluded that it is definitely not one of the two Fowler locomotives owned by Spreckels Bros, for the following reasons:

Firstly, the Spreckelsville locos had been sold by November 1883, presumably to the Colonial Sugar Refining Co of Australia. So Claus Spreckels could hardly be considered a satisfied customer to whom Fowler's could refer in their advertising, whatever the reasons for the original sale might have been. Secondly, two photos from official Hawaiian archives reproduced in *Sugar Trains* (p.223-4) show the Spreckels locos to be conventional, not of the patent design, but with enclosed motion and perhaps of 0-4-2 type. They did not have the rounded cab of the patent design, but a simple pillar cab. The spark arrestor was not the large diamond stack of the patent loco, but a long straight stack with an Austrian style arrestor on top. Generally, the Spreckels engines appear similar to Fowler 5574/1883, a standard type 0-4-2 which proved to be the last surviving Fowler in Hawaii, remaining at the Waianae Plantation on Oahu into the 1930s.

Finally, the track in the picture is, in my opinion, not 2ft gauge. It may be 3ft gauge in which case it could have been taken at the Kaiwiki Sugar Co, Ookala-Hamakua, Hawaii, or the Waiakea Mill Co, Hilo, Hawaii. These had two 3ft gauge patent locos built in 1879 and 1884. The Kilauea Mill on the island of Kauai, being 2ft gauge, is ruled out, as are the 20in gauge "Fowler Railroad Plants" as they were known in Hawaii, at Hana, Maui and Heeia, on Oahu. I am inclined to assume a gauge of 2ft 6in, setting the location at Koloa Plantation on Kauai island.

The same picture appears in *Pictorial History of Railways* by C. Hamilton Ellis, but gives only Hawaii as the location.

GÜTERSLOH, WEST GERMANY.

PETER KUNTZE

I can add a few words on the locomotive shown in the background of the picture on page 16 of this article in NG 92. It was displayed (as can just be made out on the sign above the loco) by W.B. Dick & Co, and was an outside-cylinder 0-4-2 side tank with Morton's valve gear. According to Russell Wear it was of 2ft 6in gauge, had 7.1/8in outside cylinders, 21in diameter coupled wheels, 9ft total wheelbase and was sold by April 1884 to the Kaunia Dhurla Rly. in northern Bengal (now Bangladesh) becoming their No.5. This line was taken over by the Eastern Bengal State Rly. in 1887, and the loco was sold in 1909.

SOUTH CROYDON, SURREY

RICHARD HORNE

## THE MLADEJOV-HREBEC INDUSTRIAL RAILWAY

Our esteemed colleague, Herr Josef Otto Slezak, leading authority on the railways of Austria and the noted publisher of railway books has drawn our attention to a certain community of content between this article and his 1977 publication (*Dampfparadies auf 60cm spur*), No. 23 in his series 'International Archiv für Lokomotivgeschichte'.

We can thoroughly recommend this booklet, which contains four pages of text, eight pages of fine photographs, fully dimensioned locomotive drawings and a magnificent colour frontispiece. Copies are available from Herr Slezak at Hauptstrasse 42, A-1040 WIEN, Austria, price £2.50 sterling, which may be paid directly into account No. 25 35 3063 at the National Westminster Bank, London.

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'Mr. Coope had made arrangements for our journey from Chimoio's to "Ninety Mile Peg" on the Beira Railway by engaging two sets of machila (hammock) carriers and a traction engine. Most of our way lay along the half finished railway line, a single two foot gauge track. Practised machila bearers amble along at about six miles an hour, but mine only did four. Some of our bearers deserted, and after ten miles we tried to get something to eat with the aid of a tin basin, a frying pan, and the lid of a biscuit tin!

'The guard of our train wore a red and yellow blazer, and a shabby grey wideawake. He spent his time in trying to shoot every hawk or crow that we passed. It amused him, and did not hurt the birds. A little way from Fontesvilla, two of the wheels of our carriage came off the line. This, however, seemed to be such an ordinary occurrence that many of the passengers did not even take the trouble to get out. After about ten minutes the wheels were got back again, and we reached Fontesvilla safely, having been nine hours covering seventy five miles.'

('A South African Trek by Miss Alice Balfour.' *The Wide World Magazine*. June 1898).



## SUPPLEMENTARY FARE

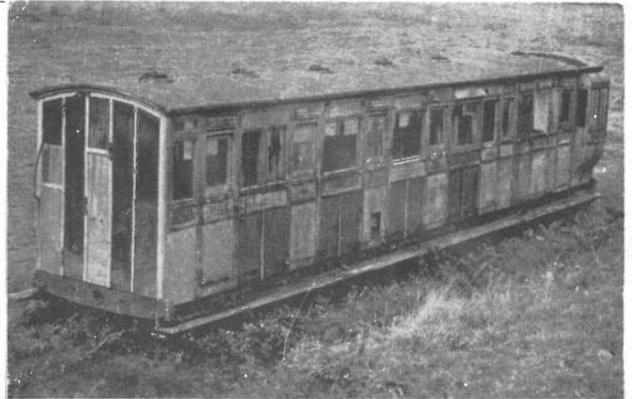
## SOUVENIR TICKET

The seating in this carriage is intended for the benefit of those passengers partaking of refreshments.

To assist in this a supplementary fare of 1/- is charged as a deposit, which will be refunded on presentation of this card at the counter for the purchase of refreshments.

### TARIFF

TEA AND HAM ROLL	1/-
COFFEE AND KIT KAT	1/-
SQUASH AND HAM ROLL	1/-
MINERALS AND CHOCOLATE BISCUIT	1/-
COFFEE AND BISCUITS	8d.
TEA AND BISCUITS	6d.
SQUASH AND BISCUITS	6d.
TEA 4d. SQUASH 4d. COFFEE 6d. MINERALS	8d.
TANGO, COKE	1/2
HAM ROLL 8d. CRISPS	4d.
CHOCOLATE	ICES



This carriage was built in 1897 for the Lynton & Barnstaple Railway.

When the Lynton & Barnstaple Railway was closed in 1935 it was purchased by a neighbouring farmer, and was left on a short section of the main line. With the disappearance of the fences it apparently rested in the middle of a field, but was used as a residence during the war (by humans) and by hens subsequently, all the interior being stripped out.

The Festiniog Railway purchased the coach in 1958 and in the spring of 1959 the vehicle was dismantled into sections and transported to Portmadoc in two lorry loads.

The sections have been reassembled with alterations, provided with seating from Sheffield trams and equipped with full facilities for the service of refreshments and light snacks. The carriage re-entered traffic in its new guise at Easter 1963.



When the Lynton & Barnstaple coach was returned to service on the Festiniog Railway as the 'Snapper Bar' special souvenir tickets were issued—at a supplementary fare of 1/- (5p). The front (left) carries the refreshment tariff, and the rear (right) a brief history of the coach.

(M. Swift collection)