

NARROW GAUGE WORLD

ISSUE 136
JAN-FEB 2019



■ 21ST CENTURY GLOBAL NG SPECTACLE

THE LINE IN WINTER

ALL-YEAR NARROW GAUGE

EVENTS ON
UK LINES
MARK FIRST
WORLD WAR
ARMISTICE



NG MODELLING



■ HIGHLIGHTS AT EXPO NG SHOW

- ▶ RHEIDOL REVEALS STATION DEVELOPMENT
- ▶ RUSSELL RUNS ON WHR TO BEDDGELERT

JANUARY-FEBRUARY 2019 | £4.75



9 771466 018076
www.world-of-railways.co.uk

ACCUCRAFT UK LTD

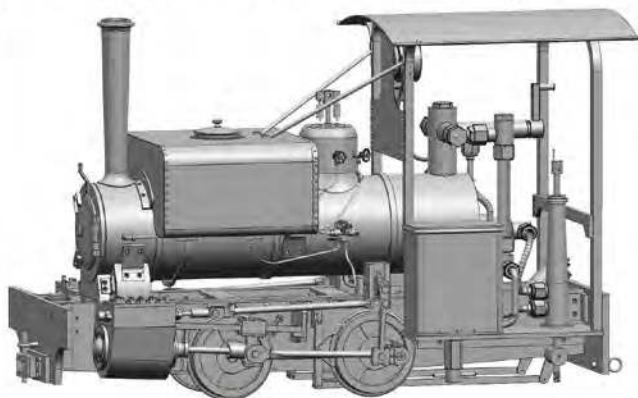
LIVE STEAM & ELECTRIC LOCOS AND ROLLING STOCK FOR GARDEN RAILWAYS

NEW FOR 2019 - KERR STUART 'WREN' **0-4-0ST IN 1:13.7 SCALE (7/8THS IN: 1 FT.)**

We are delighted to announce our next adventure in 7/8ths", the much-requested Kerr Stuart 'Wren' 0-4-0ST. In the UK the model has been produced in association with Kent Garden Railways and will only be available from them or direct from Accucraft (UK).

Kerr Stuart produced 163 'Wren' type locomotives before they ceased trading in 1930 and a further four were constructed thereafter by Hunslet. The 'Wrens' owe their origin to the 'Buya' class of 1903 although the type encompassed a huge number of variations including inside and outside frames and inside and outside valve gear. Our model is based on the 2' gauge 'new type' developed in 1915 with inside frames, Hackworth valve gear and cast-iron wheels fitted with steel tyres. In due course 'Wrens' were sent around the world, many to Africa and Asia whilst in the UK they found homes with

construction companies and the MoD. Half a dozen 'new types' have been preserved, five of them in the UK.



The model is internally gas fired and has slide valve cylinders with working Hackworth valve gear. The boiler is fitted with a water gauge with blow down valve, lubricator and pressure gauge. It will be available in 45mm gauge (gauge 1) only.

The model will be available black, blue, green and red with a UK RRP of £1650.00.



I.O.M. 'E' Van



W&L Coaches



L&B Bogie Open Wagon



L&B Bogie Van



1:13.7 Bagnall 0-4-0ST



L & B 'Yeo' 2-6-2T



I.O.M. 'Mona' 2-4-0T



1:32 'Victory' 0-6-0T



1:32 BR Mk1 Coaches



1:32 Oil Tanker



1:32 Mineral Wagon



1:32 7 Plank Wagon



For details of our complete range of models visit our website – www.accucraft.uk.com

ACCUCRAFT UK LTD, UNIT 4, LONG MEADOW INDUSTRIAL ESTATE,
PONTRILAS, HEREFORD, HEREFORDSHIRE, HR2 0UA

TEL: 01981 241380

PUBLISHER
Steve Cole
stevec@warnersgroup.co.uk

EDITOR
Andrew Charman
12 Maes Gwyn, Llanfair Caereinion, Powys,
SY21 0BD. Tel: 01938 810592
Email: andrew.charman@warnersgroup.co.uk

FEATURES EDITOR
David Joy
Email: dawjoy1@gmail.com

DESIGN & PRODUCTION
Andrew Charman

GROUP ADVERTISING MANAGER
Bev Machin
Tel: 01778 392055
Email: bevm@warnersgroup.co.uk

SALES EXECUTIVE
Allison Mould
Tel: 01778 395002
Allison.mould@warnersgroup.co.uk

AD PRODUCTION
Pat Price
Tel: 01778 391115
Email: patp@warnersgroup.co.uk

SUBSCRIPTIONS

Tel: (0) 1778 392469 (UK & Overseas)
Fax: (0) 1778 421706
Email: subscriptions@warnersgroup.co.uk

UK: \$40.50; Rest of Europe: \$52.00; Outside Europe: \$60.00
Binders: UK \$9.50 - Overseas \$11.00

DISTRIBUTION
News trade
Warners Distribution – Tel: 01778 392417
Model Trade
Warners Trade Sales – Tel: 01778 392404
Overseas Agents
JAPAN: Eriai Co, Ltd, 1-1-12
Toyotama-kita, Nerima-ku, Tokyo 176
Printed by: Warners Midlands Plc
Lincolnshire

All rights reserved. Material is only accepted on the understanding that there are no copyright restrictions. Although every care will be taken, all materials submitted are at the owner's risk and Warners Group Publications cannot be held responsible for loss or damage however caused. Copyright on all materials in this magazine remains vested in the Authors and Warners Group Publications. Reproduction of the whole or any part is forbidden without the relevant permissions. Warners Group Publications and the Editor cannot be held responsible for any error that might occur in text or advertisements. Reliance placed upon the contents of the magazine is entirely at the reader's own risk.

© WARNERS GROUP
PUBLICATIONS PLC 2019
ISSN: 1466-0180

Cover: Not all narrow gauge railways run through the depths of winter, but the forestry lines of Romania do, as Steve Sedgwick relates in this issue. We also celebrate several years of global narrow gauge chasing by another regular correspondent, James Waite.

*Main photo by Steve Sedgwick,
inset by James Waite*

NARROW GAUGE WORLD is published
nine times per year.

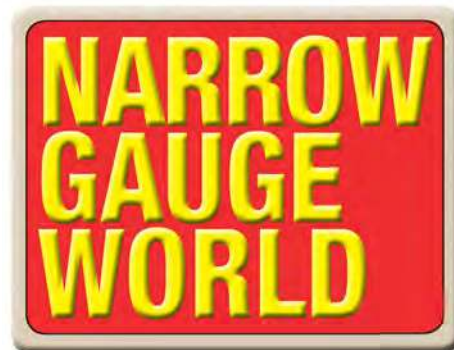
This issue published 14th December 2018
Next issue on sale 22nd February 2019



www.warnersgroup.co.uk

Issue No 136 Jan-Feb 2018

www.narrow-gauge-world.co.uk
www.facebook.com/narrowgaugeworld
Twitter – @NarrowGaugeWrld



CONTENTS

05 First Lines
Major step forward in north Wales.

06 Headline News
Russell - on that Welsh Highland...

07 UK News
Rheidol's new station project

14 News Focus
Railways remember the Armistice



18 World News
State boost to Zig Zag revival

20 Waite's World
Looking back on global travels

24 European Lines
All-year round running in Romania

27 News Gallery
Chilly scenes to match the times...

31 Early Narrow Gauge
Pioneering line in Leeds

36 Lost Lines
Short-lived Rhodesian tourism



38 UK lines
New narrow gauge in Scotland

42 NG Modelling
Size matters at Expo show

46 NG Modelling
Building a slate incline in 009

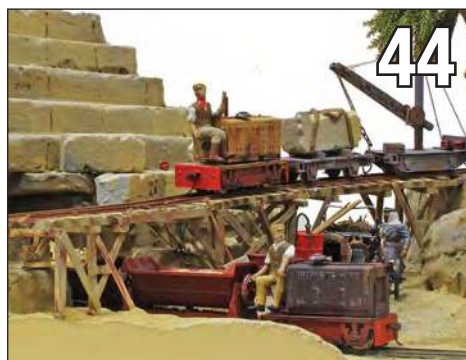
48 On the Modelling Shelf
L&B Lyn coming in 009 scale

50 On the Shelf
Heavyweight books to tempt

51 Viewpoint
Gauge debate rumbles on

53 Narrow Gauge Extra
Memories and reader help sought

54 Narrow Gauge Encounters
Croatian survivors



NEXT ISSUE – MAR-APR 2019
On Sale 22nd February

The Steam Workshop

Now Incorporating D.Hewson Models

*All steam models bought, sold, exchanged, valued, restored, repaired, finished, painted, lined,
.....and of course,.....played with!*



We always have a huge number of models in stock, and are always interested in anything from a set of castings to a gold medal winner. Please do visit our website, or simply give us a bell for the most friendly, helpful, fair and knowledgeable,..... (if we do say so ourselves),..... service available.



By Enthusiasts



For Enthusiasts

07816 963463

www.steamworkshop.co.uk

Apedale Valley Light Railway



Trains from Easter to October.
June 29 & 30 - Swords to
Ploughshares - Military Railways
September 21 & 22 - 50 years of
the Moseley Railway Trust
 Apedale Community Country Park,
 Loomer Road, Chesterton, Newcastle-
 under-Lyme



Jones Springs have been supplying UK heritage rail operators for over 50 years giving us a reputation for being reliable and trustworthy as well as allowing us to develop a range of skills and techniques which we have been able to apply to our work in the manufacturing of springs.

All our work on railways and locomotives is produced to British Rail standard 166 and British Rail standard 148a ensuring that all products we manufacture are created and tested to the levels of quality and precision required by British Rail.

With a general engineering shop based locally in the Midlands we can offer a range of services such as the manufacturing and repair of springs, our facilities also allow us to carry out load tests to make sure that your products are fit for purpose and use. We can also provide full certification for any test we carry out for you at our site.

JONES SPRINGS (ENGINEERING) LTD.

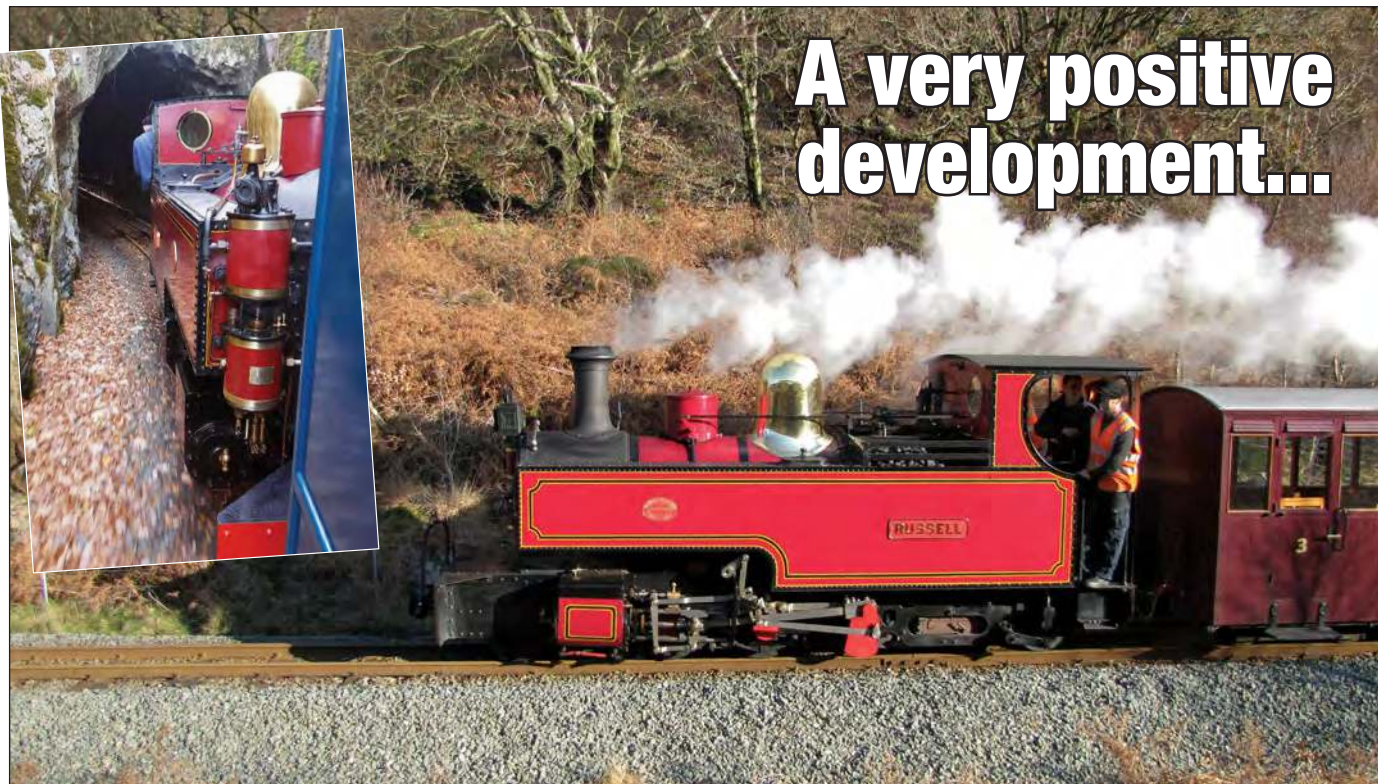
Gladstone Street, Darlaston West Midlands WS10 8BE

T: 0121 568 7575 F: 0121 568 7692

E: sales@jones-springs.co.uk

www.jones-springs.co.uk

A very positive development...



“Can we but hope that this is a watershed moment, that in future the talk of both sides, of opposing views, can truly be consigned to history?...”

Photos: ‘Russell’ on the Welsh Highland, the true Welsh Highland and a sight many were growing increasingly pessimistic about ever seeing... Photos: Mark Herbert and Michael Chapman

So there I was, setting off on a necessary but never-enjoyable Christmas shopping trip, brought forward due to my impending trip to Taiwan, when the hands-free phone in the car rang. “Did you know ‘Russell’ is going to Beddgelert on the Welsh Highland tomorrow?” one of my many friends in the movement told me...

Suitably armed it was a minor pleasure at the Warley National Model Railway Show in Birmingham next day, when Welsh Highland Heritage Railway director Steve Currin leaned across his book sales stand and said “You don’t know what’s happening today” and I replied “oh yes I do...”

More pertinently Russell’s trip up the Welsh Highland main line, fully documented on the next page, was the talk of the sizable narrow gauge contingent at the Warley show – because a great many thought it would never happen...

The tortuous tale of the Welsh Highland revival, and the major falling out that ensued between two railways on the opposite sides of Porthmadog, has been told many times and from many angles – in fact a new book by Peter Johnson appeared only last month.

The animosity was created when the Ffestiniog effectively acquired control of the trackbed of the line without the knowledge of the then Welsh Highland Railway ‘64 Co, which was seeking to reopen part of the line. The FR was painted throughout the industry as the villains of the piece – this editor

remembers, as a young member of the ‘64 Co, taking a display stand around south-east model shows and missing no chance to emphasise just how hard done by the Welsh Highland restorers had been.

History has revealed that the FR did indeed originally take control of the trackbed to stop a rival railway emerging in its back yard, but times and attitudes changed and instead the FR set about restoring the entire WHR, resulting in today’s line the like of which none of us ever imagined in the 1980s.

The animosity was deep seated, however, and has remained ever since, with elements of both sides guilty of stoking it on more than one occasion. And outside observers have grown increasingly frustrated, asking “why can’t they just get on?”

Russell’s run on the WHR, and particularly the Heritage Gala that has since been announced for next June, suggests that at last, they are getting on. During the Gala the loco will take trains from Pen-y-Mount on the Welsh Highland Heritage Railway (successor to the ‘64 Co), and up the Welsh Highland main line to Hafod Y Llyn. Both Welsh Highlands will be working together to deliver what promises to be a memorable event for all concerned.

Can we but hope that this is a watershed moment, that in future the talk of both sides, of opposing views, can truly be consigned to history? The Ffestiniog rebuilt what today is a world-class railway. The WHHR has created a museum experience that truly keeps the

heritage of the old WHR alive – headlined by Russell and set to be further enhanced when the Baldwin currently being restored at the Vale of Rheidol Railway makes its debut as the long-lost no 590. These two railways can only both benefit by working together.

Far-east travels

Within hours of finishing these words your editor will be getting on a plane with my Welshpool & Llanfair hat on, heading for Taiwan to represent the line at the Sugar Festival where our Barclay 0-4-0T ‘Dougal’ is the star attraction.

I’ve never travelled further than Carolina in the USA (Taiwan is twice as much time on a plane) and I’ve always been the UK narrow gauge man, relying on *NGW*’s network of correspondents to highlight the many global delights of the narrow gauge, so this will be quite an adventure. Heritage awareness is increasing in the Far East and there is an interesting story to tell, which I’ll do my best to relate in our next issue.

Meantime, while this is the January-February edition, brought-forward Christmas publishing schedules ensure that most of you will be reading these words before the festive holiday, so I’ll close by wishing you and yours season’s greetings and a Happy New Year. I’m looking forward to 2019 – simply viewing the next two pages demonstrates it’s going to be quite a year for the narrow gauge fan...

Andrew Charman



Russell's Welsh Highland run previews June 2019 Gala

To widespread surprise and delight across the narrow gauge world, the Welsh Highland Railway's only surviving original locomotive, Hunslet 2-6-2T 'Russell' (901/1906) undertook a test run on the WHR on Sunday 25th November, ahead of a starring role in a Gala planned for the line in June 2019.

The loco joined the WHR line at the Pen-y-Mount, Porthmadog terminus of the Welsh Highland Heritage Railway, custodians and restorers of Russell, and ran along the WHR as far as Beddgelert, just over seven miles from Porthmadog.

Following the successful gauging and inspection run, the two railways have announced that a Welsh Highland Heritage Weekend between Friday 21st and Sunday 23rd June 2019 will see Russell working from the replica 1920s WHR halt at Pen-y-mount, to Pont Croesor and on to Hafod y Llyn on the WHR main line.

The announcement is being welcomed as a sign that a long-standing animosity between the WHHR and the Ffestiniog & Welsh Highland Railway is coming to an end. This ill-feeling has festered since 1989 when the Ffestiniog gained control of the WHR trackbed, which the Welsh Highland

64 Co, predecessor to the WHHR, had been trying to acquire to restore the line.

Despite the restoration since of the full original WHR, part of which was carried out by WHHR personnel, elements of that animosity have remained, but there is widespread hope that the 2019 weekend will finally see an end to the disagreements.

First time in 81 years

The run on 25th November was the first time Russell had travelled the section of route since 1937, when it was on its way to the WHR's Dinas depot to be locked away at the closing of the line.

However the locomotive did run on the northernmost section of the WHR between Caernarfon and Waunfawr in 2000.

Between times Russell was restored in 2014 to as close as possible to its as-built condition in 1906, at a cost of more than £350,000 all covered by private donations.

"The inspection run went very well and we are very excited to be supporting the event – we believe that working together we can make a valuable contribution and make the event in June a spectacular weekend," said WHHR project manager Mark Seale.

"The primary goal for the inspection run was to ensure that Russell's rather special design of pony truck and running gear will negotiate the curves of the re-instated railway and ensure that enough movement from the trucks is evident on the tightest curve.

"Whilst the inspection run took place Ffestiniog Railway engineers were invited to take a closer look at the locomotive – (we) will now have the winter to prepare the locomotive."

WHHR chairman Graham Farr described the run as "another important milestone" in the evolving Welsh Highland Railway story.

"It demonstrates how Russell... can be used to complement and support the further development of the re-instated railway," he said, adding; "Hopefully this will be a first step and the Welsh Highland Heritage Railway looks forward to operating more heritage trains beyond our station at Pen-y-mount in the future."

FF&WHR general manager Paul Lewin added that Russell was the first loco announced for the heritage event and he hoped to reveal further attractions soon.

"2019 is looking like being an epic year for the Welsh Highland Railway 21 years on from the first trains running out of Caernarfon," Paul added.

"Not only will we see the opening of two new stations, we will also enjoy visiting locos that will go a long way toward recreating so many Welsh Highland heritage scenes of years gone by and some fascinating additional visitors too.

"We have really enjoyed working with the team at WHHR on the technical tests. We are looking forward to sharing the pleasure of seeing Russell in action with our many supporters and friends."



Top: 81 years on – 'Russell' in the Aberglaslyn Pass and taking water from the old column at Beddgelert.

Left: Staff from both railways posed for a team shot together after the arrival at Beddgelert.

Photos: Michael Chapman

Horse Tramway future secured as demolition of depot starts

Demolition work on the Douglas Bay Horse Tramway's Strathallan depot got underway in the week of 26th November, ahead of construction of a new depot early next year.

The island parliament, Tynwald, approved proposals for the reconstruction of the tram depot, including a £1.5m financial package, during its meeting on 20th November.

Crucially the parliament also voted in favour of an amendment put by Tim Baker MHK, which effectively pledges to continue funding the tramway indefinitely – the Government took over the tramway in 2016 after previous operator Douglas Council threatened to close it.

Mr Baker's amendment read '(Tynwald) is of the opinion that the Public Transport Division of the Department of Infrastructure should continue to operate the Douglas Bay Horse Tramway from the 2019 season onwards'.

A further amendment from Lawrie Hooper MHK which sought an 'economic assessment of the value of retaining the horse trams' did not attract sufficient support. Mr. Hooper was the only member to vote against the reconstruction proposals and Mr Baker's amendment.

Last on the old line

The Tramway's 2018 operating season ended on 21st October, the day also the last that services will operate on the original layout – reconstruction of Douglas promenade is well underway and the plans include rerouting of the tramway.

Special events on 21st October included a photo call with all available horses gathered outside Strathallan Depot. All travellers who rode on the very last service, using double-decker tram no 18, received a commemorative plaque.

■ The Vale of Rheidol Railway's three 2-6-2 tank locomotives were able to pose together for the first time in more than two decades on 23rd October when no 7 'Owain Glyndwr' returned to service following a four-year restoration effort.

The £370,000 project, part-funded by the Coastal Communities Fund, saw the loco used as a training tool for four young apprentices to learn heritage engineering skills – all have now qualified and will next turn their attention to the Welsh Highland Heritage Railway's Baldwin 4-6-0T.

Work done to no 7 included a chassis overhaul, new tyres on all wheels and a modified rear truck as fitted to nos 8 and 9 in the 1990s. One new cylinder was fitted, the other rebored, new pistons and valves and all new bearings added as were new springs. The boiler gained a new firebox and tubes, while the cab and tanks were renewed, incorporating the modification made to no 8 to hide the brake air pump. The loco has also been returned to coal firing, having previously burnt oil. *Photos: Peter Johnson*



€1.6m EU grant boosts Rheidol station plan

Confirmation of £1.6 million of European Union funding has allowed the Vale of Rheidol Railway to begin work on a major project that will create a new station and display facility at the Welsh line's Aberystwyth terminus.

The funding is being invested in the development by means of the Welsh Government's Tourism Attractor Destination programme, led by Visit Wales, which aims to create 13 must-see destinations across Wales.

Under the title 'Wales to the World' the VoR intends to transform its current terminus at Park Avenue into an authentic Great Western Railway 1930s-style station. A multifunction display and entertainment facility and a new café will all be created within the standard gauge steam loco shed that the line used before its new workshops were built.

A new carriage storage shed will be built to allow stock to be stored in a protected environment to aid their long-term conservation.

It is also thought that the development could bring closer the time when some of the large

collection of locomotives acquired since the 1980s can be put on public display.

VoR CEO Robert Gambrill described the package of work as highly significant in the story of the line. "With the help of Visit Wales we are creating a tourist experience that will encourage more people to venture to the area as well as the regular tourist hot spots in Wales," he said.

Above: Artist's impression of how the new station will look when completed.

Below: Peter Johnson's picture taken on 5th November shows that work on the new station is already well underway.





Dougal steams and stars in Far East

The Welshpool & Llanfair Light Railway's Barclay 0-4-0T 'Dougal' was successfully steamed in Taiwan on 19th November, following its arrival on the Far East island a week earlier (*NGW*134).

The loco had been invited out by TaiSugar, which now operates heritage railways at some of its former sugar mills. Dougal was set to be the star of a sugar festival at Chiayi mill at the start of December, during which a sister railway agreement would be signed between TaiSugar and the Welshpool line.

The 19th November run was the first time Dougal had steamed in more than five years. While still in ticket, it had been stopped by the W&LLR when a need for boiler work was identified. A boiler inspector sanctioned running at reduced

pressure, but this was impractical on the steeply graded Welshpool line.

W&LLR engineer John Bancroft, who oversaw Dougal's first steaming, set a maximum pressure of 100psi, and local boiler inspectors were satisfied that the loco could take its starring role in the festival.

Dougal's presence has created great interest in Taiwan, a press conference unveiling the loco covered by major news media and TV.

■ *NGW* editor Andrew Charman will report directly from the Sugar Festival in our next issue.

Above: 'Dougal' in steam at Chiayi on 19th November, with the W&LLR's John Bancroft at the controls. The W&LLR owns a Diema diesel similar to the locos in the background and acquired from Taiwan in 2001. Photo: W&LLR



■ Former Penrhyn Quarry Hunslet 0-4-0ST 'Winifred' and three replica carriages formed a special train on the Bala Lake Railway for members of the Penrhyn Quarry Railway Society on 20th October. The society, which is not connected to the Penrhyn revival project that suspended operations in 2017, held its AGM at Llanuwchllyn, Bala Lake Railway on 20th October.

On the return journey from Bala a stop was made at 'the sea wall' to allow members of the society to take photographs.

Photo: Bob Greenhalgh



Talyllyn takes marketing award

The Talyllyn Railway has won an accolade for its marketing at the Go North Wales Tourism Awards, which celebrate and recognise excellence in North Wales hospitality and tourism sectors.

Sponsored by Traveline Cymru the marketing award specifically recognises innovation in tourism marketing, demonstrating a true understanding of the market and the needs of customers.

TR general manager Stuart William, commercial manager Lorraine Simkiss, marketing officer Dan King and volunteer Lel Johnson, who redesigned the TR's publicity material, accepted the award at an event in Venue Cymru, Llandudno.

Commenting on the accolade TR chairman David Ventry, said that the appointment of Dan King as full-time marketing officer had been a key step in a bid to improve the railway's marketing. "Dan along with the other members of the team have initiated a fresh approach to our marketing and the results in this year's increased passenger numbers are there for all to see," he added.

Corris launches hands-on 'Your Railway' day

The Corris Railway is to launch a 'Your Railway For The Day' experience in 2019, offering opportunities to sample all aspects of the mid-Wales line's work.

Planned for days without timetabled operations in April, May, June and September, each day will include working on the footplates of the steam, battery and i/c locomotive fleet, joining the guard in their duties, controlling the yard at Maespoeth Junction from the signalbox and riding in a gravity train between Corris Station and Maespoeth Junction.

Participants will see behind the scenes in the workshops and have the opportunity to walk down the planned southern extension.

Cost of each day will be £450 with a maximum attendance of six – so if all six places are taken up each participant will pay £90. All will also become members of the Corris Railway Society for a year.

Details are at bookings@corris.co.uk



Talylllyn bids to restore pre-1867 watering point

The Talylllyn Railway has revealed plans to restore the line's original locomotive watering point at Ty Dwr between Abergynolwyn and Nant Gwernol.

Before Tywyn Pendre works was opened in 1867 locomotives were shedded at Ty Dwr, just above Abergynolwyn village on what was then known as the mineral extension. A waterfall supplied water to the loco and even when the shed fell out of use locos continued to take water when they shunted wagons between Abergynolwyn station and the base of the first incline to the Bryn Eglwys quarry, at what is now Nant Gwernol station.

In 1955 the slate pillars were demolished and the slabs reused to build a retaining wall at the site of a major landslip at Dolgoch in 1955. Later alterations were also made to the Ty Dwr site to enable passenger trains to travel through to Nant Gwernol.

Now the TR has announced plans to build as close a replica to the original facility as possible at the site. An appeal was launched at the Warley Model Railway Exhibition in Birmingham on 24th November 2018 to raise an initial £4,000 to fund the project.

Heritage strategy

Commenting on the appeal the Chairman of the Talylllyn Railway Preservation Society, Ian Drummond, said that restoring the old watering point had long been the object of discussion. "Now as part of our long-term heritage strategy we are actively seeking the funds through the Ty Dwr Appeal to make this a reality.

"The involvement of the railway in Gwynedd Council's bid for World Heritage status for the North Wales slate industry has highlighted the need for us to make the most of our heritage assets and the reconstruction at Ty Dwr is an initial part of these plans.

"There are other projects we are also looking at including what can be done at the site of the former winding house at the head

of the incline which formerly supplied Abergynolwyn village."

Next step will be a detailed survey of the site and the creation of plans for the rebuilding as close to the original. The restored watering point would not be used for regular passenger trains, but the intention is that it could be used for photographic and other special trains.

Further updates on the project will be provided on a dedicated Facebook page at www.facebook.com/tydwr. Contributions to the fund can be made online at www.justgiving.com/campaign/tydwr, or by sending donations to The Ty Dwr Appeal, c/o Talylllyn Railway, Wharf Station, Neptune Road, Tywyn, Gwynedd, LL36 9EY.

Above: 'Dolgoch' taking water at Ty Dwr in 1948
Photo: TR Collection

Below: The watering point at Ty Dwr in 1953.
Photo: John Adams/TR



BRIEF LINES



Darj staff at Ffestiniog

A team from the Darjeeling Himalayan Railway visited the Ffestiniog & Welsh Highland Railway in October to learn how UK lines provide a heritage experience for travellers but in modern rolling stock. Led by DHR Director, M K Nazary they also visited Adrian Shooter's Beeches Light Railway to see the only DHR B-class locomotive to leave India.

Ratty sells off carriages

The Ravenglass & Eskdale Railway is inviting expressions of interest in its current 'standard saloon' carriage fleet, as a programme begins to replace them. The first new vehicle, an observation carriage, has been built by the Ffestiniog Railway and the R&ER anticipates that from 2020 it will start replacing its present vehicles at a rate of two per year over a 10-year period.

Lincs Coast tanks Statfold

The Lincolnshire Coast Light Railway has sent the saddle tank of recently restored Peckett 0-6-0 'Jurassic' to Statfold Engineering in Staffordshire. The tank will be rebuilt using traditional riveting techniques to maintain its heritage appearance. Meanwhile the LCLR has announced that fares will be held in 2019 to the current rate of just £1 return, adults or children. Trains will run in 2019 on specified dates from June.

Leadhills plans new stock

The Leadhills & Wanlockhead Railway is investigating the potential purchase of a 23ft long bogie chassis from the Hayling Seaside Railway with the aim of building a new passenger body on it. The Scottish line has a longer-term ambition to replace all of its current passenger stock with more modern, enclosed bogie vehicles that will offer better comfort to travellers. The line also intends to construct a second brake van, partly to be used as a protective vehicle at the front of works trains on the down-grade of its extension.

€350,000 needed for restoration of station building

The full restoration of the former County Donegal Railway station building at Fintown has been estimated at €350,000 by conservation expert, Sean Brogan of Tir Connail Conservation (*writes Hugh Dougherty*).

Sean was asked by the Fintown Railway to survey the building which was gifted to the heritage line by Donegal County Council in May 2018, to estimate what would be needed to return it to operational condition.

"The station house was well built of cut stone back in 1895 when the line opened, but it's been lying out of use for close on 30 years and now needs to be stripped back to the walls and fully restored for present-day use," said Sean.



"The roof also needs attention and we estimate that €350,000 is needed to bring the station back to life."

Fintown Railway chairman Seamus McElwee said that the line is currently looking into grants to allow the restoration to go ahead, the station considered to be a great asset to the line.

"We would be able to relocate our ticket office, café and administration office from current temporary accommodation into the station building," Seamus said.

"It would be great to have it back, once again, in railway use. Once funding is identified, work will be able to start."

■ An evening photographic charter at Toddington on the North Gloucestershire Railway on Friday 19th October turned into a memorial to well-known photographer Malcolm Ranieri.

Malcolm, a volunteer at the NGR and a regular contributor to *NGW*, had helped organise the event with David Williams and Mike Smith, but sadly passed away in early October before the event took place. Roger Parsons from the NGR stepped in to help run the charter and two minutes silence were held in Malcolm's memory at the start of the evening, the start and finish of which marked by Roger blowing the whistle of 0-4-2T 'Chaka's Kraal No 6'. The Hunslet, Polish Chrzanów 0-6-0T 'Tourska' and Henschel Brigadelok 0-8-0T 15968 all took part in the event. *Photos: Mike Smith*



Model locomotive benefits War Office Loco Trust

The War Office Locomotive Trust, restorer of Hunslet 4-6-0T no 1215/303, has benefited by £3,000 from sales of a live-steam model of the loco.

After working with the Trust to produce the 'museum quality' 1:19th scale model, Accucraft UK felt that it should give something back to the Trust. At the Warley National Model Railway Show on 25th November, where no 1215/303 was on show, Accucraft managing director Graham Langer handed over a cheque for £3000 to Ian Hughes, prime mover behind the loco's repatriation from Australia.

Speaking beside the prototype, Graham said that Accucraft has a long tradition of working with the preservation movement, having previously supported all three 'Tracks to the Trenches' First World War events at the Apedale Valley Railway and the construction of 'new builds' 'Lyd', 'Lyn' and 'Tornado'. "We were happy to be able to contribute to the restoration of No. 303 and are grateful to all those who bought the scale model and thus supported our efforts," he added.

Ian said that with final bills from the rebuild only recently cleared, the donation is well timed and much appreciated. "It makes a great start on building up funds in case of any maintenance issues and to create a reserve for 10 years' time when the next boiler overhaul becomes due," he added.

Accucraft has also donated a 7/8ths scale Bagnall 0-4-0ST model to Amberley Museum's narrow gauge group to aid fund raising for repairs to the museum's full-size Bagnall 'Peter' (2067/1918).

Modified to capture the cabless format of Peter, but supplied with the original cab, safety valve housing and chimney should the new owner want to retro-fit them, the model will be the subject of a sealed-bid auction drawn on 11th January.

Bids should be sent to Katie Rabone, Amberley Museum, New Barn Road, Amberley, nr Arundel, West Sussex BN18 9LT by 9th January. The model has a reserve of £1,200 plus packaging and post.



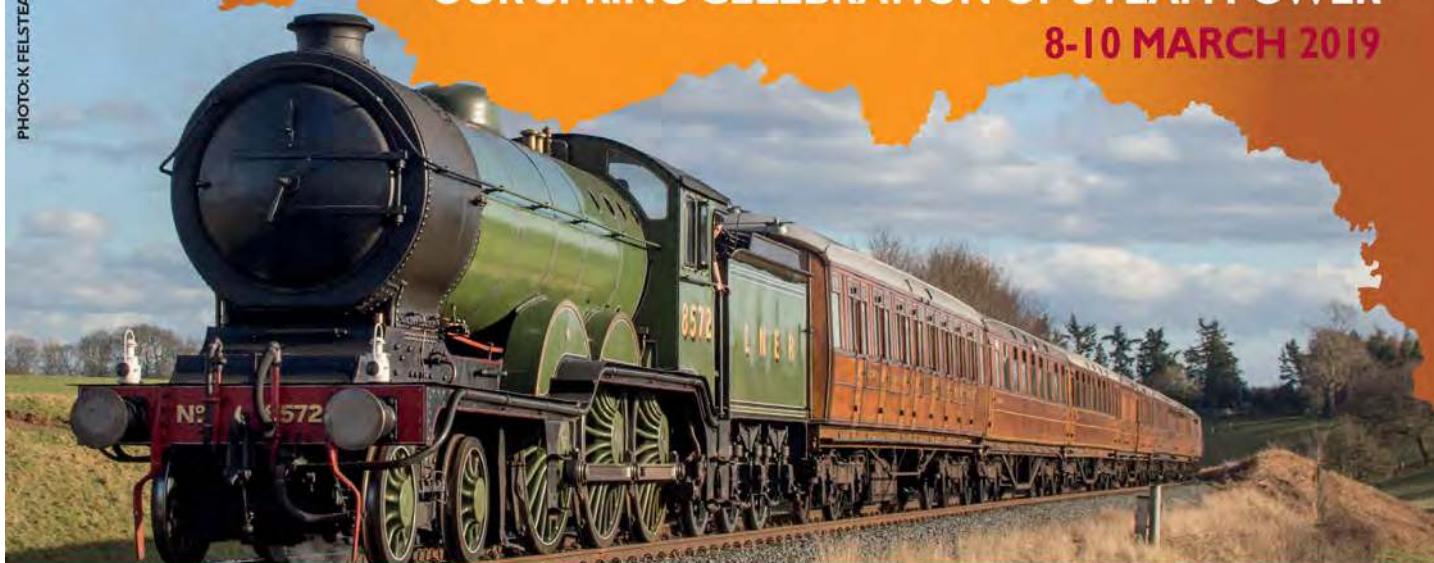
WORTH VALLEY

STEAM GALA

OUR SPRING CELEBRATION OF STEAM POWER

8-10 MARCH 2019

PHOTO: K FELSTEAD



The **DEBUT** of B12 8572 at KWVR.

The **FIRST** gala appearance of 45596 'Bahamas' in over 20 years and 78022 since restorations!

WITH THANKS TO M&GN JOINT RAILWAY SOCIETY, NORTH NORFOLK RAILWAY & BAHAMAS LOCOMOTIVE SOCIETY

KWVR.CO.UK

Keighley & Worth Valley Railway 01535 645214 admin@kwvr.co.uk



**TICKETS
ON SALE
NOW!**

INTERESTED IN NARROW GAUGE AND MINIATURE RAILWAYS?



Join the Narrow Gauge Railway Society today!

- 12 Magazines annually covering the best in all aspects of British and Overseas Narrow Gauge and Miniature Railways including News and Historical, Industrial, Private, and Preservation articles
- Exclusive visits to private railways
- Joining pack with back numbers
- Society library including photo and video sections

For membership and further information please: see our website or contact:
NRGS Membership Secretary,
1 Archers Drive, Old Bilthorpe,
Newark, Notts. NG22 8SD
Email: littlemail@talktalk.net

UK membership £24 per year
Overseas £40 per year

www.ngrs.org



NARROW GAUGE RAILWAY SOCIETY

Serving the narrow gauge world since 1951

BURE VALLEY RAILWAY DRIVE A STEAM TRAIN



Come and drive one of our unique narrow gauge steam locomotives. An ideal gift for someone special or an opportunity for you to indulge in a childhood dream!

One day experience

- Preparation of steam locomotive for service
- Driving a steam locomotive - 9 miles
- Refreshments (including a cooked lunch)

Adult (18+) £225.00

Contact us today to book

Aylsham Station, Norwich Road, Aylsham, Norfolk, NR11 6BW
01263 733858 - www.bvrw.co.uk



■ The Hampshire Narrow Gauge Trust has sent its Bagnall 0-4-OST 'Wendy' (2091/1919) on loan to the Hampton & Kempton Waterworks Railway for the rest of the season while the line's regular locomotive, Barclay 0-4-OST 'Darent' is undergoing a major overhaul. Wendy was in charge for the final steaming of the regular season on 17th November and also set to run the line's Santa Special trains in December.
Photo: Adrian Palmer.

£60K grant helps Lynton rebuild extension bridges

The Lynton & Barnstaple Railway has secured a grant of £60,000 to part-fund the reconstruction of two bridges on the next stage of its extension.

The money, from the Leader 5 programme, a North Devon funding initiative aimed at boosting the local rural economy, will provide around 40% of the cost of rebuilding bridges 54 and 55. These lie between Blackmoor Gate station and Whistlandpound reservoir, the extremity of the next stage of the L&B rebuilding.

Planning consent to reinstate the railway along this section has already been given but some small amendments will be needed before work on the bridges can start.

Bridge 54 will require a major rebuild with only one abutment currently in existence, but Bridge 55 is in better overall condition and should require less work.

The L&B expects to hold a pre-contract meeting with its preferred civil engineering contractor to enable a start on the work off-site before Christmas. Hopes are high that both bridges could be rebuilt by the summer of 2019.

Meanwhile the share offer for L&B Blackmoor PLC, based around the Old Station House Inn business running in the former station building at Blackmoor Gate, will close on 31st January.

The scheme, which aims to help fund the extension of the railway from its present one-mile length to 5.5 miles, has exceeded its minimum take-up of shares, but organisers hope to attract more entries to reduce the borrowing the L&B will need to undertake as extension work gathers pace. Details of the share scheme are on the L&B website at www.lynton-rail.co.uk



■ Ffestiniog Railway volunteers Michael Davies and Rob Smallman posed for the camera on 1st November at Porthmadog, celebrating the pair of them being part of the very first working party on the FR in October 1954. The group at the time also comprised the late Alan Garraway, who became the preserved line's first general manager, and Leonard Heath-Humphries, who as a schoolboy had called the first meeting in Bristol that led to the line being saved. Both Michael and Rob are still active on the Ff/WHR lines.
Photo: Rob Smallman

Slate industry World Heritage bid to boost Welsh lines?

In a move that could provide a welcome boost to Welsh narrow gauge lines, the UK Government has decided to submit a bid to declare the slate industry in Gwynedd a World Heritage site.

A successful bid to the United Nations Educational, Scientific and Cultural Organisation (UNESCO) would provide a major advantage in terms of awareness and tourism potential to the area, which includes the Talyllyn and Ffestiniog Railways, both former slate lines, and the National Slate Museum at Llanberis.

The slate industry played a critical role in the development of narrow gauge railways, with many of the mines using rail transport and the 'quarry Hunslet' 0-4-OST becoming totally identified with the industry. Many former quarry locomotives now run on preserved lines throughout the UK and beyond.

Governments can nominate one site per year to the UNESCO committee. The bid will be formally submitted in 2019 with a decision expected in 2021.

If the bid is successful the slate industry will become the fourth World Heritage site in Wales and the 31st in the UK. It will also join another famed narrow gauge line granted World Heritage status in 1999, the Darjeeling Himalayan Railway in India.



■ Winter work at the Talyllyn Railway includes a major overhaul of 0-4-2ST 'Tom Rolt' built by the railway and first entering service in 1991. This was the scene at Pendre works on 17th October with the loco already stripped down.
Photo: Chris Smith/TR

■ The Warley National Model Railway Show at the NEC Birmingham went to town with its narrow gauge content this year, with every one of the four full-size locomotives on show at the 24th-25th November event under 4ft 8.5in.

The Romney, Hythe & Dymchurch Railway had a major display with Greenly Pacific 'Northern Chief' and 4-8-2 'Samson' framing an observation carriage. Many visitors took the opportunity to sit in the cabs, despite both engines being festooned with the show's standard labels stating "Please do not touch – these models have taken many hours to build"...

Elsewhere in the hall the recently completed War Department Hunslet 4-6-0T no 1215 provided a topical display, while from the Statfold Barn Railway came Hudswell Clarke 0-6-0PT 'Alpha'.

The show also featured several narrow gauge model layouts, which will be featured in our next issue.

Photos: Andrew Charman



Below: The Romney, Hythe & Dymchurch Railway's End-of-Season Parade event on 27th October featured its usual intensive action with all available locomotives working trains and various unusual combinations, including what appears below to have been a tug-of-war stand-off between Mountain 4-8-2s 'Hercules' and 'Samson'! The line also played tribute to rail enthusiast Sir William McAlpine who died in March 2017. Responsible for saving the line from closure in 1972 and a former chairman, Sir William also rescued Krauss 0-4-0 'The Bug' from a Belfast scrapyards. In a short ceremony at New Romney, the loco was fitted with commemorative plates on its cab sides.

Photo: Steve Town





Lines mark Armistice centenary with poignant ceremonies

Several heritage railways staged special events to recall the 100th anniversary of the ending of the First World War on Sunday 11th November. Over the next three pages we highlight some of them.

The Ffestiniog Railway dedicated a new war memorial at its Tan-y-Bwlch station on 11th November, following a significant effort to learn more about the contribution that FR employees made to the First World War.

Members of the Ffestiniog

Railway Heritage Group undertook to discover the names of the FR employees who served their country in the conflicts, at the same time trying to establish more details of their individual stories. In May 2017 an appeal was made through social media and the various local

Above: 0-4-0ST 'Palmerston' at Tan-y-Bwlch, where the new memorial (below) was dedicated. Photos: Chris Parry/FF&WHR

media outlets, and as a result of this it was learned that at least two former employees lost their lives in the First World War – both were killed in action in France.

The memorial was funded by the Railway Heritage Trust to commemorate the sacrifices made by these men. A special train was run from Porthmadog on the day and a short service of remembrance held at the station, along with a display of items of rolling stock that saw service on the Western Front.

Andy Savage, executive director of the Railway Heritage Trust and a former deputy chairman of the FR, said that the Trust's researches had revealed that the Ffestiniog was one of a small number of railway companies that had not honoured those who served in the war with a memorial.

"Uniquely, the quality of the railway's records made it possible to create a memorial at this late stage that not only honoured the two employees who fell in the war, but also all those who served in the forces," he added.



The Steeple Grange Light Railway is laid on the trackbed of the standard-gauge Killers' Branch of the former Cromford and High Peak Railway in Derbyshire (writes *Tim Jeffcoat*). Killer Brothers Ltd, later known as Hopton-Wood Stone Firms Ltd, was responsible for supplying many of the headstones used by the Imperial War Graves Commission in constructing cemeteries in France, Belgium and elsewhere following the end of the First World War.

Steeple Grange chairman Martin Smith devised a plan for a facsimile headstone to be made for the 2018 Remembrance Day, and conveyed in a narrow-gauge wagon down from the railway's Middleton terminus to Steeplehouse, where the Killers' Branch fed into the C&HPR main line (now the High Peak Trail). Here it would be set up on an earth bank next to the trail, for all to see.

The idea caught the imagination of local residents and eventually resulted in three headstones being made, one for the railway, one for the parish of Middleton-by-Wirksworth, and one for Wirksworth town itself, all to be conveyed initially in the SGLR's wagon. Funding for the production of the headstones came from the Heritage Lottery Fund and the Tarmac Landfill Communities Fund.

All three headstones were inscribed by a grandson of one of the original stonemasons, and each has its own inscription.

To convey the two other stones onwards after their rail journey, the committee organising the event secured the use of the gun carriage which had carried the remains of King Richard III for reburial in Leicester in 2015.

On 11th November all three headstones were conveyed early in the morning from Steeplehouse to Middleton and back again, accompanied by a passenger train. By then the gun carriage and two impressive black horses had arrived at Steeplehouse.

The Wirksworth stone was transferred from railway wagon to gun carriage in heavy rain at 9.45am, and departed down the steep hill to the town about 15 minutes later. The railway wagon was then shunted to the SGLR's branch platform and the railway's stone was offloaded and set in place on the bank alongside the High Peak Trail.

A short service of dedication followed at 1pm, and half-an-hour later the remaining stone returned to Middleton by train, again accompanied by a passenger



Above: Lister 'Lizzie' departs Middleton with the Hopton-Wood wagon carrying the headstones.

Below: The Hopton-Wood wagon and Lizzie at Steeplehouse. Photos: Phil Richards/SGLR

working. The gun carriage was waiting near the top of the line and the Middleton stone was transferred to it and taken up into the village.

In charge of the stone wagon was SGLR member John Poyser's Clay Cross-built Lister diesel 'Lizzie', repainted for the event in wartime khaki. The drop-side wagon used to carry the headstones was an existing vehicle in the railway's fleet which had been renovated and fitted with

Hopton-Wood Stone Firms Ltd vinyls, based on an early 20th century photo of a standard-gauge private-owner wagon.

Former BR Ruston Hornsby diesel ZM32 'Horwich' worked the passenger train, which included a new wooden-bodied vehicle that has been built this summer by member Gerald Atkinson on the reconditioned frame of an former Ladywash Mine manrider. »





The Welshpool & Llanfair Light Railway reopened a week after the end of its 2018 operating season in order to run a special Armistice service on 11th November in association with local branches of the Royal British Legion.

Trains hauled by Kerr Stuart 0-4-2ST 'Joan' and Beyer Peacock 0-6-0T 'Countess' left Llanfair Caereinion and Welshpool respectively and met at Castle Caereinion where a short remembrance service was held.

The two locomotives then swapped trains, returning passengers to their station of origin.

The event drew widespread praise from those who attended. "In 15 years at the W&LLR, I don't think I have ever guarded such a illustrious and poignant train," guard Roy Wilkinson said afterwards.

Above left 'Countess' heads the Welshpool & Llanfair's Armistice train.

Photo: Andrew Charman



Commemorations also took place on the continent. French Army Pécot-Bourdon No. 101 'Kostolac' (Baldwin 41983/1915), has been loaned by the Pozega Museum in Serbia, together with a Renault FT-17 tank loaned by the French Army Museum for display just outside Napoleon's grave at the Invalides memorial complex in Paris. The loco was due to remain on display until 6th December before heading for the Tacot des Lacs in Grez-sur-Loing.

Initially there had been plans to steam two First World War locos on temporary track at the Invalides. Instead they ran together on 11th November at the Tacot des Lacs line. Following return of the 2.30pm passenger train, 'Felin-Hen' (46828/1917 formerly at Bundaberg in Queensland) and Alco-Cooke TL100 (57158/1917), double-headed a short photo train in the rain.

Photos: Thomas Kautzor



WWW.JELLYMODELS.COM

-NARROW GAUGE RAILWAY MODELS-



FOLLOW US ON    



Cleethorpes Coast Light Railway,

Lakeside Station, Kings Road, Cleethorpes,
North East Lincolnshire, DN35 0AG.

Tel: 01472 604657 • Email: info@cclr.co.uk

www.cclr.co.uk



Amerton Railway

Come to Amerton Railway in 2019



New Facilities & Events coming in 2019

Steam Gala : Midsummer

- Bagnall 'Isabel' & Hunslet Wren Jennie' return after 10 Year Overhauls
- Kerr Stuart Wren 'Lorna Doone' in action
- New Build Balcony Coach in service

Everything Goes Gala : Early Autumn

- A quirky mix of Steam & Diesel when anything that can turn a wheel will!

What's New

- New Picnic & Train Viewing Area Open
- Leek & Manifold Signal Box controlling trains at Amerton Station
- Footplate Experience Days on Isabel
- Industrial Railway open for Shunting Demos
- Teddy Bear Travel Days for Kids

There's a lot going on at Amerton!

To catch up with developments at Amerton go to www.amertonrailway.co.uk or our Facebook page

THE SOUTH'S MAJOR SHOWCASE OF MODEL ENGINEERING & MODELLING



FRIDAY 18th to
SUNDAY 20th
JANUARY 2019

Featuring the Past, Present and Future of Modelling



Great Hall, Alexandra Palace, London N22 7AY

10am - 5pm Friday & Saturday, 10am - 4.30pm Sunday

Last entry Friday & Saturday 4.00pm Sunday 3.00pm.

The Model Active Zone will close at 3.30pm on Sunday.



MEET THE CLUBS AND SOCIETIES

- Over 45 national & regional clubs and societies attending
- See nearly 2,000 fantastic models on display
- Exciting demonstrations

LOTS TO SEE AND DO

- Model trains, boats & tanks
- Passenger carrying locomotives
- Radio control planes & trucks in the fabulous Model Active Zone
- Meccano, Horology & more...

OVER 55 LEADING SPECIALIST SUPPLIERS PRESENT.
EVERYTHING HOBBYISTS NEED UNDER ONE ROOF!

Sponsored by

ENGINEERING in Miniature

Like us on



London Model Engineering Exhibition

Follow us on



@LMEE19



THE MINISTRY OF STEAMPUNK

Amazing exhibits combining the past with imagination.

Car Parking for 1,500 Vehicles & **FREE** Showguide

BOOK YOUR TICKETS NOW



TICKET	ONLINE TICKETS*	FULL PRICE TICKETS**
Adult	£11.50	£12.50
Senior Citizen	£10.50	£11.50
Child (5-14 yrs)	£3.50	£4.50

* Tickets are available via our website at discounted prices until midnight Tuesday 15th January 2019.

** Full price tickets are available on the day from the ticket office.

For groups of 10 or more, 10% discount applies. Quote GRP10 online.

See our website for the latest exhibitors and mini showguide with floorplan

www.londonmodelengineering.co.uk



Organised by Meridienne Exhibitions Ltd

All information subject to change, correct at time of printing.





■ Baldwin 2-6-2T no 14A officially re-entered service on the Puffing Billy Railway, near Melbourne, AUSTRALIA on 18th October, running for the first time as an oil burner.

The conversion of the locomotive, originally built in 1914, to light diesel oil took 12 months in the Puffing Billy's workshops, and was carried out to enable the line to run with steam all-year round. The section from Lakeside to Gembrook, considered the most scenic on the line, is heavily wooded and prone to fire risk from sparks emitted by coal-fired locos.

The oil conversion is the first of its kind outside of Europe and a first for the Puffing Billy, traditionally a coal-fired railway. Developed in Switzerland by Dampflokomotiv und Maschinenfabrik (DLM AG), the conversion uses burner technology developed on a series of brand-new steam locomotives built by DLM's predecessor, SLM, for the Swiss and Austrian Mountain Railways.

The official return to service of 14A coincided with the 20th anniversary of the Puffing Billy reopening from Lakeside to Gembrook.

Photo: PBR

Zig Zag revival effort boosted by \$2.3m Government Grant

Just as this issue closed for press news filtered through that the Zig Zag Railway's efforts to recover from serious bush fire damage suffered five years ago have received a significant boost from the State Government.

The New South Wales Government will commit \$2.3 million of funding to the 3ft 6in gauge line, which has not run since being hit by the State Mine bush fire in October 2013.

Military explosives training was blamed for the fire, which burnt for two weeks, destroying 210 homes and damaging 150 others before it was brought under control.

The Zig Zag Railway, opened in 1975 as a heritage line having been built on

AUSTRALIA

the challenging alignment of a former standard-gauge route, lost carriages, track and infrastructure to the blaze.

The line's volunteer workforce has since faced huge challenges trying to relay track on new sleepers and restore torched rolling stock. However initial trial runs were able to commence in 2016 and hopes are high that the line will reopen in 2019.

The announcement of the funding was made during a two-day Government tour of the area. State Premier Gladys Berejiklian described the line as an important link to the state's rail history and said that the new funding would open up

the attraction to thousands of new tourists each year.

"Zig Zag was one of our state's greatest engineering feats, providing passage across the Blue Mountains and opening up regional NSW," Ms Berejiklian said.

"The redeveloped Zig Zag railway is expected to attract over 60,000 tourists to Lithgow each year. By helping restore this iconic railway, the NSW Liberals and Nationals Government is supporting jobs in Lithgow, boosting tourism across the Blue Mountains and strengthening the local economy."

The latest funding adds to \$5.1 million already raised by the railway and contributed by Transport Heritage NSW.

New home for Pinguely

A small red 0-6-0T engine displayed since April 1991 in a park next to the River Rhône in Tournon, FRANCE has found a new home (writes **Phil Horton**).

The loco was built by Pinguely in 1905 (works no 167) for the metre gauge Les Chemins de fer du Morbihan on the southern coast of Brittany. After the railway closed in 1947 it worked at the forges in the steel-making town of Gueugnon in the Department of Saône-et-Loire.

In 1975 it was bought by the Supporters of the Vivarais Railway (SGVA), along with another Pinguely loco, twin cab 0-6-0T (240/1909). Both engines were delivered to Tournon for possible use on the preserved railway but proved to be hopelessly underpowered for the demanding route and no 101 was plinthed.

By September 2018 it had been sold to the Bas-Berry Tourist Railway at Écuillé as a long-term restoration project and is now displayed outside the station. The Bas-Berry line has already



restored one ex-Tournon Corpet-Louvet 0-8-0T (1616/1923).

The SGVA hopes to use the money raised by the sale of no 101 to restore a twin-cab loco which is currently dismantled at the depot at Boucieu-le-Roi on the reopened Vivarais line.



'Skipper' bids to attract main-line travellers

A 2ft gauge locomotive has been chosen to broaden the appeal of a mixed gauge railway museum (*writes Hugh Dougherty*).

Perry of Adelaide-built 0-6-2T, 'Skipper', will be used to entice passengers arriving at Port Adelaide's new Port Dock station, which opens in April 2019, to cross the platform and delve into the National Railway Museum. The new station is located within the NRM's grounds.

The 1946-built loco has been cosmetically restored to pristine condition, and will be placed on a section of narrow gauge track as a lure to prospective museum visitors arriving off the Metro trains that will serve the new station from Adelaide every half hour.

Museum executive officer, Bob Sampson describes the Perry as very eye-catching and perfect for attracting the eye of train passengers. "We've had the loco in our collection since she came to us in 1981, having worked on sugar cane railways for nearly 40 years, and she's a fine example of local build, locomotive engineering," he says.

The new station, built as part of the regeneration of Port Adelaide, will have an island platform, Metro trains using one face and museum trains the other.

The station is the result of a great deal of hard work and careful negotiation with Adelaide Metro and the local council by the museum volunteers. It is also regarded as a fitting way to mark 30 years of the NRM, which opened on the Port Dock site in

AUSTRALIA

1988, covering Australia's three gauges – 5ft 3in, European standard 4ft 8½in, and 3ft 6in. Mixed gauge shunting and narrow gauge steam operation are both features of operating days at the museum.

"We attract over 40,000 visitors annually," says Bob. "We expect that to rise when the new station comes into operation, with passengers arriving, literally, on our doorstep."

"I don't think there's another railway museum, broad, narrow or mixed gauge, anywhere, with its own mainline station on its premises, as we now have, so 2ft gauge Skipper will play her part in making our own part of railway history as a narrow gauge engine broadening our appeal and reach."

Above: Beautifully restored: 'Skipper' is ready to attract new visitors to the museum.

Below: Bob Sampson stands on the site of the new Port Dock Station.

Photos: Hugh Dougherty



Museum loco to run at Silverton

AMERICA

The Durango & Silverton Narrow Gauge Railroad in Colorado has reached an agreement with the Eastern California Museum for a loan of oil-burning Southern Pacific Baldwin 4-6-0 no 18 (SP18).

The 3ft gauge locomotive, recently restored to service by volunteers with the non-profit Carson and Colorado Railway, will run on the D&SNGRR until June 2019, allowing the line's mechanical team to complete the conversion of resident K37-class 2-8-2 locomotive no 493 from coal to oil-firing and train crews on it.

Special charter

SP18 will operate on the Durnago line on selected Thursdays, and also feature in an excursion to Silverton in late spring or early summer 2019.

"As the D&SNGRR enters its third decade of operation under current ownership, and embarks on a new phase of growth and development, it is imperative for us to consider alternative motive power sources which keep the railroad running safely all year round and in a variety of seasons and weather conditions," said Allen C. Harper, co-founder, chairman, and chief executive officer of the D&SNGRR.

"The SP18 lease is a significant component of this business strategy, and one which enables us to successfully complete no 493's vital conversion to an oil-burning locomotive, and further diversify our fleet of vintage locomotives."

"SP18 has played an important role in the West's rich railroading history, so D&SNGRR crew and passenger access to this marvelous engine fulfills our deep commitment to preserving these locomotives and historic rail lines for generation to come."

SP18 was built in 1911 and ran on the Nevada-California-Oregon Railroad. In 1928, Southern Pacific transferred the engine to its Keeler branch, where it ran until 1954 when it was retired. It moved it to Dehy Park in Independence, California, where it remained until 2017.

The Carson and Colorado Railway was formed to restore the loco and began work in 2010, in the open at Dehy Park. In June 2017 SP18 was moved to the Eastern California Museum and placed undercover. The restoration cost approximately \$170,000, with another \$150,000 spent on building a permanent facility for it at the museum.



1

21st Century Narrow Gauge

Ahead of his new book, *James Waite* recalls memorable photos from global travels to find the narrow gauge.

David Joy writes: Our longest-running series is undoubtedly *Waite's World*, which first appeared back in NGW74 (March/April 2011). Continuing without a break, it has covered lines in all corners of the globe that have been visited by James Waite. Some 60 countries feature in his new book *Twenty-First Century Narrow Gauge: A Pictorial Journey*, which includes more than 300 photographs along with historical notes about the railways and the locos they portray. In the first of two articles, James writes about what lay

behind some of his most memorable pictures – and especially the challenging circumstances under which many were obtained.

I was brought up in Devon close to one of the GWR's prettiest branch lines and can't remember a time when I wasn't an ardent enthusiast. My first taste of the narrow gauge came at school which, conveniently, was within sight of the old Lynton & Barnstaple Railway. Its route was then largely intact even though the track had been lifted more than twenty

years earlier. A family holiday in North Wales let me discover the little trains for myself and I was well and truly hooked! I've been fortunate that retirement from full-time work has enabled me to see for myself the many fascinating railways still running in far-away places. This first article on photos featured in the book concentrates on those taken in the Americas and Europe.

1. USA – Colorado

The USA and Canada contribute 24 of the photos in the book. To

All photos in this feature by James Waite – see text for details and dates.

2



represent them here's one from the superbly scenic 3ft gauge Durango & Silverton line. In the case of heritage railways I've tried to concentrate on trains which look at least something like they did when they were running for real.

This isn't to criticise the many lines which have built modern carriages or facilities to fulfil their customers' expectations but it does seem to me that heritage involves the conservation of old material and it's this which makes for the most satisfying photos.

The D&S paints most of its carriages in the Rio Grande's diesel-era bright yellow but happily a few of them ran for a brief period in their old post-1917 dark green. Here K-28 2-8-2 no 478 (Alco 64989/1923), which carries its old Rio Grande lettering, crosses the Animas River on 24th September 2011. Split-second timing was required to capture the loco as it emerged from the bridge!

2. Brazil

It's only just after dawn and the low light and interesting clouds added a little sparkle to what would otherwise have been a mundane view of 2-8-2 no 153 (Alco 69445/1941) on the metre gauge EF Dona Tereza Cristina near Tubarão in the Brazilian state of Santa Catarina.

This isolated railway serves the country's largest coalfield. No 153 is one of its smaller locos and most trains were worked by seriously large 2-10-4s and 2-10-2s until diesels took over in the late 1980s. Now no 153 is one of three steam locos kept in working order for heritage trains.

This was a photo charter arranged by the indefatigable Bernd Seiler from Berlin whose FarRail Tours organisation specialises in trips to remote railways often requiring enormous amounts of advance planning – sometimes to the incomprehension of the local railwaymen who aren't used to the demands of railway photographers.

The journey to Tubarão involved a flight to the delightfully-named regional capital of Florianopolis followed by a drive for nearly 200km, one of the most nerve-racking I've ever experienced with a procession of heavy lorries being overtaken by motorists for whom blind corners and oncoming traffic seemed to present only minor hazards! The book includes 27 photos from seven Central and South American nations.

3. Wales – Penrhyn

Very early in the morning of 16th September 2016 three old Penrhyn quarry locomotives ventured out from its Coed-y-parc workshop, the



"I set off from home at the unearthly hour of 2.30am to avoid the threat of flooding from torrential rain being forecast for North Wales..."

first time this had happened for at least 50 years.

A few years ago the building was made available to the Penrhyn preservation venture. It's part of a complex built almost entirely of slate blocks which remains a highly atmospheric place even though most of it now forms an industrial estate.

This is one of several scenes in the book made possible thanks to the photo charters run by Martin Creese or David Williams, to whom many of us owe a debt of thanks. I set off from home at the unearthly hour of 2.30am to avoid the threat of flooding from torrential rain being forecast for the journey to North Wales and arrived before dawn to be given a most welcome cup of coffee by the railway's hospitable volunteers.

The shot shows 0-4-0T 'Marchlyn' (Avonside 2067/1933) and 0-4-0ST

'Winifred' (Hunslet 364/1885) being prepared outside the workshop not long afterwards. It's surprising how often some of the most rewarding photos can be taken long before events like this are supposed to start! What a shame that the Penrhyn preservation venture is no more.

4. Wales – Boston Lodge

Craftsmanship of a high order! I couldn't resist including this photo at Boston Lodge of Bob Timmins painting the GWR's regalia on no 6338, the last of the three replica carriages which were built there for the Welshpool & Llanfair Light Railway, on 30th June 2010. The British heritage scene would be much the poorer without the dedication and skills of our many volunteers. Scenes in the British Isles feature in 40 of the book's photos. »





5

5. Netherlands

The heritage scene from 25 countries in the rest of Europe is portrayed in 113 photos. The 3ft 6in gauge RTM was Rotterdam's first tramway company. It started business in 1878, initially operating a horse-drawn tram service through the city's streets. Between 1898 and 1909 it built a network connecting the city's Rosestraat station with the districts to its south and west and the islands along the coast.

Closures of the lines began in the 1950s and the last tram ran in 1967. A preservation society has since rescued much of the equipment and now runs it on a new line near the

coast at Ouddorp, the terminus of one of the old routes.

One of the RTM's most striking features was its stock of splendid panoramic coaches dating from the very early years of the 20th century. I took this ultra-wide angle view to emphasise the lines of the leading carriage no B363, built by HSP in 1903, as well as the unusual clouds, harbingers of an approaching storm, and to make up for the rather dull scenery at this spot midway along the line. 0-6-0Tm no 54 (Orenstein & Koppel 8065/1915) is typical of many such locos which once ran in the Netherlands and its colonies around the world.

"Tourists are discouraged and if you're not a scientist you need a good reason to fly. Fortunately a visit to see the loco fitted the bill..."

6. Norway

I've concentrated on locos in steam but included some static subjects where they had a tale to tell or just looked attractive. I thought this photo at Ny Ålesund, in Norway's northern outpost of Svalbard at a latitude of 79 degrees, well merited inclusion.

There are many 'most northerlies' here including the post office, the North Pole Hotel and a disused colliery as well as this 900mm gauge train headed by the old colliery's 0-4-0T no 2 (Borsig 7095/1909). They've stood next to the old harbour ever since the railway closed in about 1958. No 2 came secondhand from Salangverket on the Norwegian

6



mainland and was the colliery's first loco on arrival on 12th July 1917.

In the past 50 years or so this remote village has been transformed from a colliery settlement into an international scientific research station. Reaching it was quite an adventure. Regular scheduled flights go to Longyearbyen, Svalbard's capital, but it's a long way from there and the only way in is by an occasional small plane run by the old colliery company which now looks after the scientific community.

Tourists are discouraged and if you're not a scientist you need a good reason to fly. Fortunately a visit to see the loco fitted the bill and on 21st July 2008 my wife and I were welcomed on board for a day trip. The gentleman who took us to the airport, on holiday from taxi driving in Helsinki, was very envious as he'd been trying to get there for weeks!

The book includes ten photos from Norway. I received an immense amount of help from Roar Stenersen, the engineering manager at the Norsk Jernbanemuseum, in unravelling the history of his beautiful country's narrow gauge railways.

7. Serbia

Narrow gauge steam survived in everyday service at Kostolac colliery and power station in eastern Serbia until 2009. The lignite deposits there were first mined in about 1885 and the coal was taken away along a 600mm gauge railway to the nearby River Danube for shipping.

After they invaded in 1941 the Germans expanded production and built a network to the 900mm gauge they often preferred for industrial railways. The United Nations sponsored the urgent construction of ten 0-8-0s in 1945 to replace locos removed by the Germans when they withdrew. As European builders had full order books they were supplied by Davenport in Iowa.

This photo is one of 13 in the book of decidedly non-heritage subjects in eastern Europe. It shows Davenport no 13 shunting its train through the unloading point at the power station on 7th November 2005. What unpleasant working conditions!

8. Russia

The great race! Thanks to a friendly tram driver I was able to photograph 750mm gauge 0-8-0 no Gr-185 (O&K 15285/1949) running alongside his tram at the Rostov-on-Don children's railway, down in the south of Russia, on 1st November 2009. The line opened in 1940 and forms a 4km circuit around a park in the east of the city.

Russia's children's railways, or



"They differ markedly from the many other narrow gauge lines since they need to emulate main line practice in order to fulfil their educational function..."

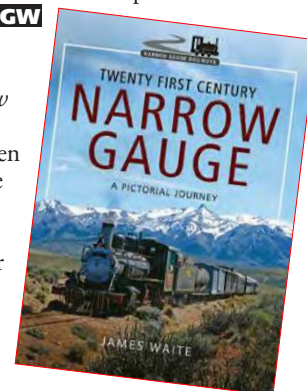
pioneer railways as they were called in socialist days, are intended to enthuse children and to educate them in railway operation. Most are of 750mm gauge and differ markedly from the old Soviet Union's many other narrow gauge lines since they need to emulate contemporary main line practice in order to fulfil their educational function.

More than 400 Grs were built at the old Orenstein & Koppel factory for the Soviet Union in the late 1940s and early 1950s by way of post-World War 2 reparations. Despite a government decision in 1956 to phase out steam some still ran until 1984. The 750mm gauge was very much a Russian standard even before the 1917 revolution, both for public and industrial railways.

Sergei Dorozhkov, the director of

Russia's principal narrow gauge museum near Pereslavl, has been a tower of strength in preserving his country's narrow gauge heritage for many years. He very kindly provided and checked over much of the information about former Soviet locos to accompany the book's 10 photos taken there. **NGW**

■ *Twenty-First Century Narrow Gauge* is to be published by Pen & Sword at the end of January and will be reviewed in our next issue.



EUROPEAN LINES

Minus 20 in Romania...

Steve Sedgwick survives deep midwinter on the forest railways to obtain some spectacular photographs.

The sight of steam engines working in cold snowy conditions has a special appeal – the landscape is transformed and the cold exaggerates steam and smoke effects of the locomotives. It was with these attractions in mind that a party of like-minded photographers embarked on a winter trip in late February 2018 to the Vaser Valley and to the Moldovita narrow gauge lines in northern Romania. These lines are both 760mm gauge and were once part of the widespread system of Căile Ferate Forestiere, Romanian forestry

railways, otherwise known as the CFF.

Although the winter trip was planned over a year ahead it coincided perfectly with a Europe-wide cold spell. The so-called 'Beast from the East' caused transport chaos in the UK. In Romania and nearer to its Russian lair, a stronger, rarer 'Beast' brought much more snow and routine temperatures between minus 10 and minus 20 degrees. But unlike affairs in the UK, roads remained open in Romania and steam operations went ahead without fuss on both railways.

The larger of the two lines, the

"An early morning visit to the loco shed in sub-zero temperatures before dawn was too good to miss..."

Vaser Valley Railway, is based at Vișeu de Sus near Romania's northern border with the Ukraine. This fascinating line is still primarily a working logging railway doing the job for which it was built. It is currently just over 40km long with a 3km branch and closely follows the narrow and wooded Vaser Valley into mountainous forests near the Ukraine border. At its fullest extent there were also another 13km of track up the Novat valley, now unused, plus some other shorter branches and a further 3km or so at each end of the current line. Every day except Sundays a production train leaves at 7am with a rake of closely coupled empty bolster wagons. It returns in the afternoon loaded with 300 to 500 tons of tree trunks for the sawmills of Vișeu de Sus. This makes the Vaser Valley line Europe's last operational forest line.

There are five Bo-Bo diesel engines to deal with these timber trains. In addition a fleet of smaller diesels, railcars and homemade drasines move smaller loads, supplies and workers around the different logging sites. The Border Police and the government forestry service even have their own drasines as there is no road access to this area. The railway has also diversified into running tourist trains and occasional charters as another source of income. For this

www.narrow-gauge-forum.co.uk



Heading: Reality of a Romanian winter – several days of low temperatures made getting water for the locos increasingly difficult. The crew had to break the ice with a crowbar to reach water for Resita 764.449.

Left: Resita 0-8-0s being prepared at Viseu de Sus shed after overnight snow.

Above: On the Vaser Valley, Resita 764-449 approaches Suligu in some stunning sunny weather.

Right: Resita 764-431 was the only steam loco in operation at Moldovita. It was shunting its train in the station yard in bright sunshine in minus 22 temperatures.

it maintains a pool of five Romanian 0-8-0 Resita/Reghin tank engines. There is also a privately owned 1910-vintage Örenstein & Koppel 0-8-0T loco which, given its age, only comes out on special occasions.

Freezing dawn

On cue, snow fell on the evening of our arrival and the following day was to be a busy one for the line. There was the production train and photographers' charter followed by two well-booked tourist trains.

Romanian tourists are clearly made of

stern stuff and were seemingly unfazed by the overnight snow and temperatures around minus 10. For a few brave souls, me included, the prospect of making an early morning visit to the loco shed with three engines being steamed in sub-zero temperatures before dawn was too good to miss.

Forgoing breakfast, our small group walked from the hotel through the empty frozen town to the railway yard. It was dark and very cold with snow flurries in the air. This was the first and reassuringly successful test of

our multi-layer cold weather clothing. Arriving just before 6am, we found all three engines well in steam. Two were outside under floodlights, perfect for the new high ISO cameras that have made tripods redundant and realistic low light photography a pleasure. The locos were being cared for by a shedman who gets them ready well before the footplate crews arrive.

These engines are mainly wood fired. The shedman was busy stuffing the fireboxes to the crown with split logs specially cut to size. Using logs »



on a logging railway sounds like a simple and economic way of fuelling locos. In practice, it is very labour intensive – smaller boughs and side branches have to be set aside from commercial lumber and taken to the loco shed, they are cut and split to a standard size to fit the loco firebox and stacked by hand to dry under cover. Logs are hand loaded onto the loco and a van, a log compartment hitched behind the engine.

A working engine has a voracious appetite for logs. At the start of the journey logs may be stacked from floor to roof on the footplate and then passed forwards from the log compartment at frequent intervals. Some coal is also carried for an extra thermal boost, especially on well-loaded tourist trains. Water for the engines is generally drawn from several lineside streams using a vacuum hose. As temperatures fell during the week these watering holes gradually froze over so the crews had to resort to crowbars to get through the ice to the water below.

The journey up the Vaser Valley was transformed from an earlier autumnal visit which was described by Brian May in *NGW* 126. Snow and ice etched new details into our views of trees, rocks, river and railway. Overall, the trip delivered sun, grey skies and snow. The fast flowing Vaser River gradually iced over and side streams changed into

spectacular frozen waterfalls. Our days fell into a pattern of getting ahead of competing trains or waiting in passing loops for other services.

The number one priority was the descending afternoon production train. The largest of these that we saw had 26 loaded bolsters plus logging equipment and a workers' carriage. The all-up weight of this was around the 500-ton mark – remember, this is 760mm gauge track.

The L45H diesel on the front end comes in at just 32 tons so braking is an issue on such a large unfitted train. Despite the low temperatures, several bolster brakemen were dotted along the length of these trains to keep things under control on the slow downhill return to Vișeu de Sus.

Getting colder...

After four days at Vișeu de Sus attention turned further east for two days on the Moldovita railway. This is the 10.4km stump of a once multi-branch CFF system of logging lines which has now been replaced by road transport. The remaining line is now a tourist-only operation with no logging traffic. In late February 2018 there was only one engine available – Resita 0-8-0 tank no 764-431 which carried the name 'Bucovina'. A second machine was away for repairs.

The landscape here contrasts to the narrow wooded valley of the Vaser. At Moldovita the line is largely

“Boiler water from a leaking tube streamed out of a damaged smokebox door complete with a cracked nameplate...”

a roadside operation along a wide attractive valley studded with villages and farms with traditional wooden buildings. Also the Moldovita railway can field an extremely photogenic but ramshackle looking works train of bolster wagons, worn-out vans and workers' carriage.

Poor Bucovina was very work-worn with oil-encrusted motion. Boiler water from a leaking tube streamed out of a damaged smokebox door complete with a cracked nameplate. It was at Moldovita that we experienced the coldest conditions, minus 22, in bright clear sunshine, perfect for those long-distance landscape shots. The downside was that the intense cold made practical issues like watering the locomotive rather problematic as most of the regular watering halts were heavily iced over.

Two more days at Vișeu de Sus with extra steam tourist services triggered yet more early morning starts to see a real working shed in action. Snow on the final morning dressed all in magic white confetti as the locos moved around the snow-dusted yard. Further up the line even the smallest branch was dressed in fresh snow, quickly blown away in the winds of our last day. **NGW**

Below: Fresh snow produced this 'chocolate box' scene on the Vaser Valley near Valea Rea.

All photos by Steve Sedgwick, taken between 24th February and 3rd March 2018.

■ Very many thanks go to Mike Tyack and to Daniel Secarscu for organising and hosting this visit.



In the chill of winter...

It's cold outside, but not everything is still on the railways, with atmospheric photos to be had...



Above: A scene that at first glance could be from one of the many North American scenic narrow gauge railways, was actually taken during what was likely the first ever photo charter on the Brecon Mountain Railway on 2nd November. The 1930-built Baldwin 4-6-2 No. 2 pauses among the Autumn colours at Pontsticill. *Photo: Stuart Chapman.*

Below: Yes we know we used part of this picture on the cover but the full version, complete with frozen waterfall, is worth printing. It was taken at the start of the year by *Steve Sedgwick* on the Vaser Valley line in Romania, as featured in this issue. Steve also visited the Moldovita line (overleaf), the first section of which runs through the town streets.





**NARROW
GAUGE
WORLD**





Left: The best place to be on a chilly end of Autumn day... *Steve Town* squeezed in alongside the driver of Romney, Hythe & Dymchurch Railway 4-8-2 'Hercules' during the line's End of Season Parade on 28th October.

Below: More chilly stuff for *Steve Sedgwick*, who was up early at the Ffestiniog Railway's Victorian weekend at the start of October. It was 7.20am by the workshop clock just visible in the doorway when England 0-4-0ST 'Palmerston' moved off shed to collect its train of vintage rolling stock for the first train of the first day, large puddles from overnight rain lending extra atmosphere to the pictures.



Pioneer Steam

Anthony Dawson relates the pivotal role in development of the steam locomotive that was played by a narrow gauge railway near Leeds.



When we think of the first steam locomotive, invariably George Stephenson's name is raised, together with that of 'Rocket'. A bit more head scratching brings forth perhaps 'Locomotion No 1' or for the really learned, Richard Trevithick and his engine of 1803. Yet Trevithick's engine, no doubt the first locomotive on rails and narrow gauge too (around 3ft gauge, *Ed*), was not a commercial success.

The first commercial use of steam power on rails is due to John Blenkinsop and Matthew Murray at the Middleton Railway near Leeds in 1812, when in June of that year the first train of coals was brought down to Leeds from coal pits on Hunslet Moor by steam power. And done so on the rather peculiar narrow gauge of 4ft 1in.

The Middleton Railway had been opened in 1758 to carry coal from Middleton Colliery on Hunslet Moor (where coal had been worked since 1202) to staithes on the River Aire, near Leeds Bridge. It was owned by the Brandling family of Felling, County Durham and has three claims to historical significance: firstly the first Act of Parliament authorising a railway; secondly the first practical, commercial use of steam locomotives; and thirdly the first preserved standard-gauge railway to be run

Above: George Walker's classic 1814 book *Costume of Yorkshire* included a portrait of a collier with the Middleton Railway in the background.

Inset: Title page of the first Act of Parliament to authorise a railway in 1758 – the Middleton waggonway.

Below: Rack rail from the Middleton Colliery Railway.

All uncredited illustrations from the collections of Anthony Dawson and David Joy.

entirely by volunteers (it was re-laid to 4ft 8½in in 1881).

The idea to lay a railway from his coal pits on Hunslet Moor to the Aire had first occurred to Charles Brandling in the early 1750s. The roads were poor and transport of his coal to the point of sale was slow and expensive. To reduce costs he planned a tramway, but he met considerable opposition from his arch rivals the Fentons – the 'Coal Kings of Yorkshire'. Whilst most of the route was across land owned by Brandling a short section ran over land owned by the Fentons and they refused to allow Brandling to lay his railway.

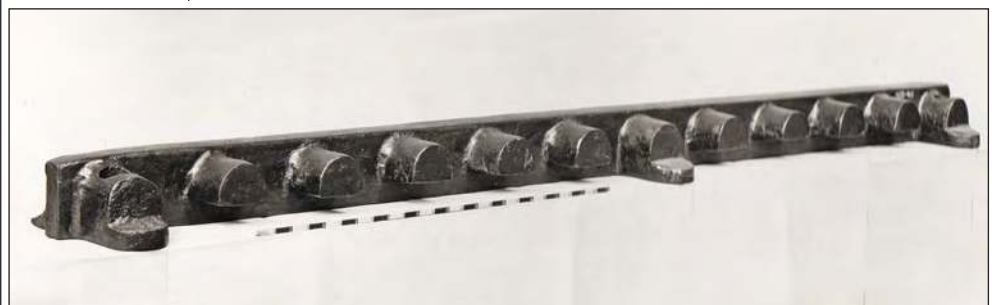
A deviation was proposed, the line running alongside the King's Highway, which Brandling was allowed to do so long as 'all Passengers and Travellers ... may safely commodiously & conveniently travel & pass along'. With Brandling's

announcement in January 1758 that he would open his railway, a price war between the Brandlings and the Fentons ensued, each rival coal master attempting to undercut the other. In order to build his line, Charles Brandling had taken out various wayleaves for a period of 60 years, and in order to ensure his own legal position, he obtained an Act of Parliament on 9 June 1758:

'An ACT for Establishing Agreements made between Charles Brandling Esquire, and other Persons, Proprietors of Lands, for the laying down a Waggon-Way, in order for the better supplying the Town and Neighbourhood of Leeds, in the County of York, with Coals'.

John Blenkinsop

By 1807 the Middleton Railway had 4½ miles of track, including 'main-way and bye-way', of which only the »





main line was laid with iron rails set on stone blocks. The line was worked by horses on two level sections at Belle Isle and Hunslet Moor, connected by inclined planes. Most of the pits were on the Belle Isle level and on the slopes towards Middleton.

The Brandlings were absentee coal-owners, so in 1808 they appointed John Blenkinsop as their agent in Middleton on a salary of £400 per year (about £30,000 in 2018). Blenkinsop was a north countryman, born in Felling, having previously spent four years working at the Brandlings' Tyneside collieries. Like Trevithick before him, and the Stephensons after him, he was from

good Dissenting (nowadays Unitarian) stock. As a Dissenter, Brandling would have had no truck with traditional modes of thought, and placed great reliance upon the use of science and reason to understand the world around him.

War in Spain

With the outbreak of the Peninsula War in 1808, the cost of horses and their fodder had doubled, or even trebled, overnight. The British Army was wholly reliant upon the civilian horse trade, and as a result horse dealers and breeders increased their prices to exploit this sudden demand. Horse prices were at their highest in

Above: Replica of the original stone sleeper blocks and rack rail.
Photo: Anthony Dawson/Middleton Railway Trust

Below: Line drawing of a Murray-Blenkinsop locomotive clearly showing the wooden 'silencer' on top of the boiler, cranks set at 90 degrees and the small feedwater tank.

around 1812, and again in 1815, as a result of the demands of the military. The escalation in the price of horses and their fodder resulted in many colliery managers being unable to buy more horses, or feed the ones they did have. This meant managers like Blenkinsop had to seek alternative forms of transport.

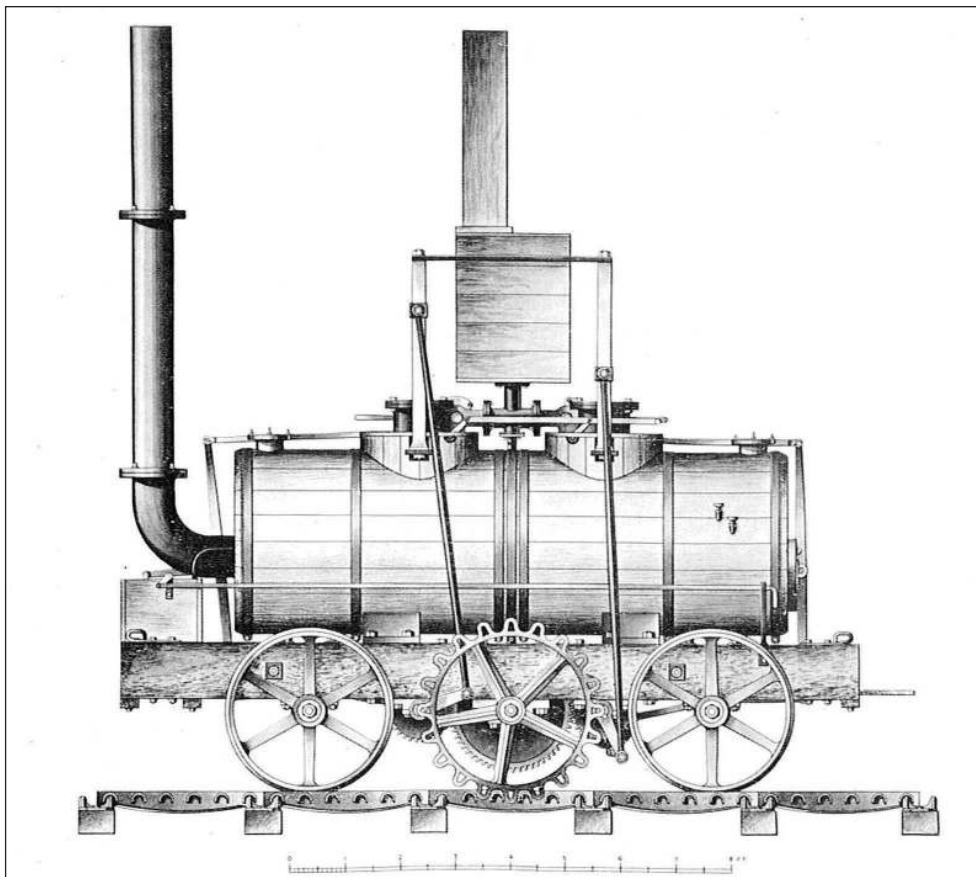
Blenkinsop's first essay in locomotive design was in 1810-1811 using a single-cylinder condensing engine, but it was not a conspicuous success. Together with Matthew Murray of the Round Foundry in Leeds, he set about designing a workable steam locomotive. Murray was the great rival of Boulton & Watt, the latter company being involved in industrial sabotage against him and even buying up land around the Round Foundry to prevent further expansion of his works. Despite this by 1810 Murray had considerable experience of building steam engines, as well as complicated mill machinery. He became the leading partner in the firm of Fenton, Murray & Wood, which built Blenkinsop's locomotives using a rack-and-pinion drive patented on 10th April 1811. Royalty payments were also paid to the Trevithick estate for the use of his patent on 'strong steam'.

In order to carry the weight of the locomotives, the line was re-laid using cast-iron fish-bellied edge-rails on stone sleeper blocks, replacing the earlier L-shaped tram plates. The unusual gauge of 4ft 1in meant that the boilers of the locomotives were oval in shape to fit the restricted loading gauge. Because some parts of the line were still horse-worked, the rack rail had to be laid to one side rather than down the centre, so as to keep the space between the rails free for the horses. Over £200 was paid for stone sleeper blocks and £1,700 for cast iron rails.

Steaming Success

The first steam-hauled train of coal was triumphantly described by the *Leeds Mercury* of 27th June 1812:

'On Wednesday last a highly interesting experiment was made with a Machine constructed by Messrs Fenton, Murray, and Wood, ... under the Direction of Mr John Blenkinsop, the Patentee, for the purpose of substituting the agency of steam for the use of horses in the conveyance of coals on the Iron-railway from the mines of J. C. Brandling ... to Leeds. This machine is ... of four horses' power, which, with the assistance of cranks turning a cog-wheel, and iron cogs placed at one side of the rail-way, is capable of moving ... at the speed of ten miles an hour. At



four o'clock in the afternoon, the machine ran from the Coal-staith to the stop of Hunslet-Moor, where six, and afterwards eight wagons of coal, each weighing 3 tons, were hooked to the back part. With this immense weight, to which, as it approached the town, was super-added about 50 of the spectators mounted upon the wagons, it set off on its return to the Coal-staith, and performed the journey, a distance of about a mile and a half ... in 23 minutes. The experiment ... was witnessed by thousands of spectators, was crowned with complete success.'

As a result, Brandling could dispense with some 50 horses, their fodder and the men needed to care for them. 'We cannot', enthused the *Mercury*, 'forbear to hail the invention as of vast Public Utility, and to rank the inventor amongst the benefactors of his country.'

The first two locomotives – 'Prince Regent' and 'Salamanca' – owed much to the thinking of Trevithick, such as the use of cast-iron boilers. Blenkinsop's oval boilers were cast in two halves and bolted together, with two cylinders set into the top so as to keep them warm and prevent priming. By 1813, however, Blenkinsop had moved over to wrought-iron boilers with a 'double iron tube' – in effect a Trevithick-style return flue – rather than the single flue of the cast boilers.

The cylinders were eight inches bore with a 24-inch stroke, working vertically upwards. Despite Matthew Murray having invented the D-shaped slide valve years before, steam was controlled again after Trevithick, using four-way rotary plugs, worked by long rods driven by eccentrics on the axle. The cranks were set at 180 degrees, suggesting that the cylinders were only single-acting on the earliest locomotives. By 1814/15 they were set at 90 degrees, implying that they were now double-acting.

Enginemmen and firemen were initially paid 35s for 'working' and 18s for 'firing' the engines, but in 1814 this was changed to piecework, on a per-trip basis: 1s 2d per coal wagon with an extra 3s per day for carrying out track repairs. The locomotives worked on the two levels at Belle Isle and Hunslet Moor to Leeds in conjunction with self-acting incline planes. By 1815 four engines were in operation, two per level and the drivers were paid a daily rate of 3s 6d and firemen 3s, but these wages were reduced by 6d in 1817. The boilers were clad with timber to improve their thermal efficiency from 1812 when a joiner was paid one and a half day's overtime for that work. A

"The boilers of the locomotives were oval in shape to fit the restricted loading gauge..."



Right: Replica of the cog wheel on the side of the locomotives. Photo: Anthony Dawson/Middleton Railway Trust

Below: Now a media centre and trendy eatery, Matthew Murray's Round Foundry was opened in 1796 and built the world's first commercially successful steam locomotive. Photo: Anthony Dawson

'Patent Steam Carriage's House' was erected for the stabling of the engines in 1815 at a cost of £25 and was probably the very first engine shed.

Exhaust steam originally vented directly to the atmosphere, but this was noisy and scared the horses. So in 1813 Blenkinsop added a 'wooden cistern between the cylinders as a receiver and a discharging pipe on top' which acted as a silencer. A water tank and force-pump was added to the front end of the locos by 1815.

Murray, in correspondence with the French engineer Monsieur Andrieux in summer 1814, noted that he calculated boiler size

according to the length of line, with hot water usually being used for refills at either end. Each locomotive cost £380, which included £30 for the payment of royalties for the Trevithick patent. A third engine built in 1813 was named 'Lord Wellington' and a fourth locomotive 'Marquis Wellesley' was named after the brother of the Iron Duke.

Cost saving

The Blenkinsop-Murray locomotives considerably reduced running costs of the colliery. Blenkinsop estimated one locomotive replaced between 40 and 50 horses alone, at a time when a horse cost upwards of £50 to »





“Large stone blocks and pieces of iron were placed on the railway in an attempt to wreck the locos...”

purchase and £50 to £60 per year in upkeep. Horse power cost him £1,360 per year, whilst a locomotive cost £160 per annum – a saving of £1,200. Blenkinsop stated in 1818 that ‘his patent locomotive-engine, with two eight-inch cylinders, weighs five tons, consumes 2 to 3 cwt of coal, and 50 gallons of water per hour, drawing 27 loaded wagons weighing 94 tons, on a dead level at 3½ miles per hour, or 15 tons up an ascent of 2 inches in the yard; when lightly loaded travels 10 miles an hour, does the work of 16 horses in 12 hours’.

This reduction of manpower did not go down well with the local Luddites and ‘machine breakers’. On 31st December 1812, large stone blocks and pieces of iron were placed on the railway near Leeds Pottery and on Hunslet Moor in an attempt to wreck the locomotives. In this they were successful as the *Leeds Mercury* reported: ‘Part of the Machinery of the Said Carriages was ... Broken and otherwise materially injured.’

Blenkinsop advertised a reward of 50 guineas to catch the miscreants.

European Interest

So successful were the Murray-Blenkinsop locomotives that overseas engineers came to Middleton to study them; the French in 1814, and then in 1815 Prussian engineers visited and took copies of the designs to Berlin. The following year Dr S. H. Spiker, the King of Prussia’s Librarian, visited. Two locomotives identical to those at the Middleton were built in Berlin but they never proved successful.

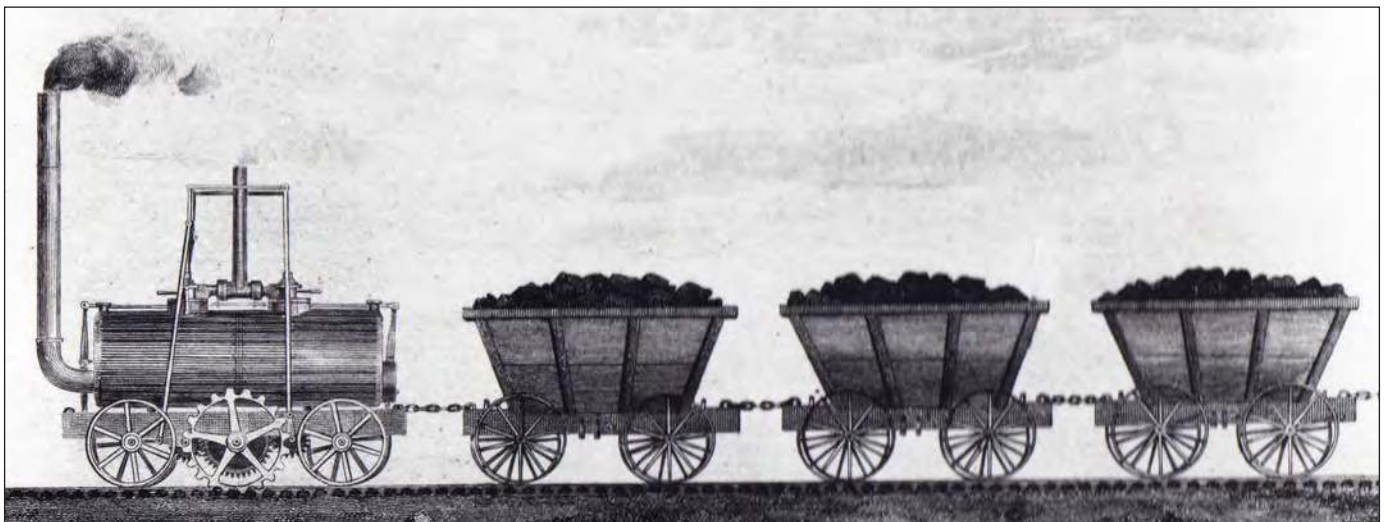
The future Tsar Nicholas I of Russia visited the railway and the Round Foundry in 1816. Representatives from the Liverpool & Manchester Railway came to assess the capability of steam versus rope-haulage on railways. On 16th January 1829 trials were held for them, which demonstrated that a locomotive could pull 140 tons – 38 loaded coal wagons – at a speed of 2 to 3½ miles per hour.

Unlike other lines, which reverted back to horse-haulage when peace returned the price of horses and fodder to normal, the Middleton persevered with its locomotives. Blenkinsop’s locomotives, despite the explosion of Salamanca in 1818 and a second in 1834, had a working life of 20 years. Rope haulage was introduced in 1835 and steam re-introduced on what was still 4ft 1in gauge in 1866. This long life is testament to their sound design and construction. Whilst other engineers such as William Hedley had proved that iron wheels on iron rails had sufficient adhesion to dispense with Blenkinsop’s rack and pinion drive, the Middleton engines had shown the world that steam could be practical and a commercial success.

Sadly, John Blenkinsop and Matthew Murray are often overlooked in favour of the Stephensons and others. Trevithick had shown the potential of the steam locomotive but they made it a practical reality. Move over George Stephenson. **NGW**

Above left: Print of 1828 by N Whittock showing the Middleton Railway’s coal staith alongside the River Aire at Leeds. The artist mistakenly depicted the loco with two chimneys.

Below: Period engraving of one of the locos and three wagons.



John Sutton Books & Models

Specialist in Industrial and Narrow Gauge Railways

2 foot Narrow Gauge coach FOR SALE
18'8" long, 4'3" wide, 6'10" high

Can be viewed in **Darlington**
Only serious enquiries please

£3500 ono

Ring or e-mail to make appointment to view



Mob: 0779 8924575
johnsutton3@sky.com

18th
ANNIVERSARY

THE MODEL RAIL SHOW FOR LARGER GAUGES

MIDLANDS GARDEN RAIL SHOW

0 GAUGE, G SCALE, GAUGE 1, 16MM & MORE...



Sponsored by
ENGINEERING in Miniature **GARDEN Rail**

**SATURDAY 16th &
SUNDAY 17th MARCH 2019**

Open 10am – 4pm Daily

WARWICKSHIRE EVENT CENTRE



A Leading Garden Railway Exhibition



Over **35 leading suppliers** to help
you create your dream garden
railway including locomotives,
rolling stock, track and accessories.
Up to **15 layouts and displays**.

Full restaurant facilities.
FREE car parking for over 2,000 cars.

BOOK YOUR TICKETS NOW!

ADMISSION PRICES	ONLINE TICKETS*	FULL PRICE TICKETS**
Adult	£8.00	£9.00
Senior Citizen	£7.00	£8.00
Child (5-14)	£3.00	£4.00

Children under 5 FREE
when accompanied by a full paying adult/senior

* Tickets are available via our website at discounted prices.

** Full price tickets are available on the day from the ticket office.

Please call SEE Tickets on 0115 896 0154 if you would like to
book a ticket by phone. Last admission 1 hour before closing.

www.midlandsgardenrailshow.co.uk



Organised by Meridienne Exhibitions LTD



Modelling the Narrow Gauge?
#7mmnarrowgaugeassociation
www.7mmnga.org.uk



For access to:

- Bi-monthly, full colour magazine
- Second-hand, modelling goods & On30 sales
- Prototype & Modelling publications
- Annual exhibition & AGM
- Area Groups

Join online or write to Membership Secretary,
43 Hornbeam Spring, Knebworth, Herts, SG3 6AY.

DUNDAS MODELS

MILLIE STREET KIRKCALDY
FIFE SCOTLAND KY1 2NL
Telephone and fax: 01592 640896
Website: www.dundasmodels.co.uk
Email: sales@dundasmodels.co.uk

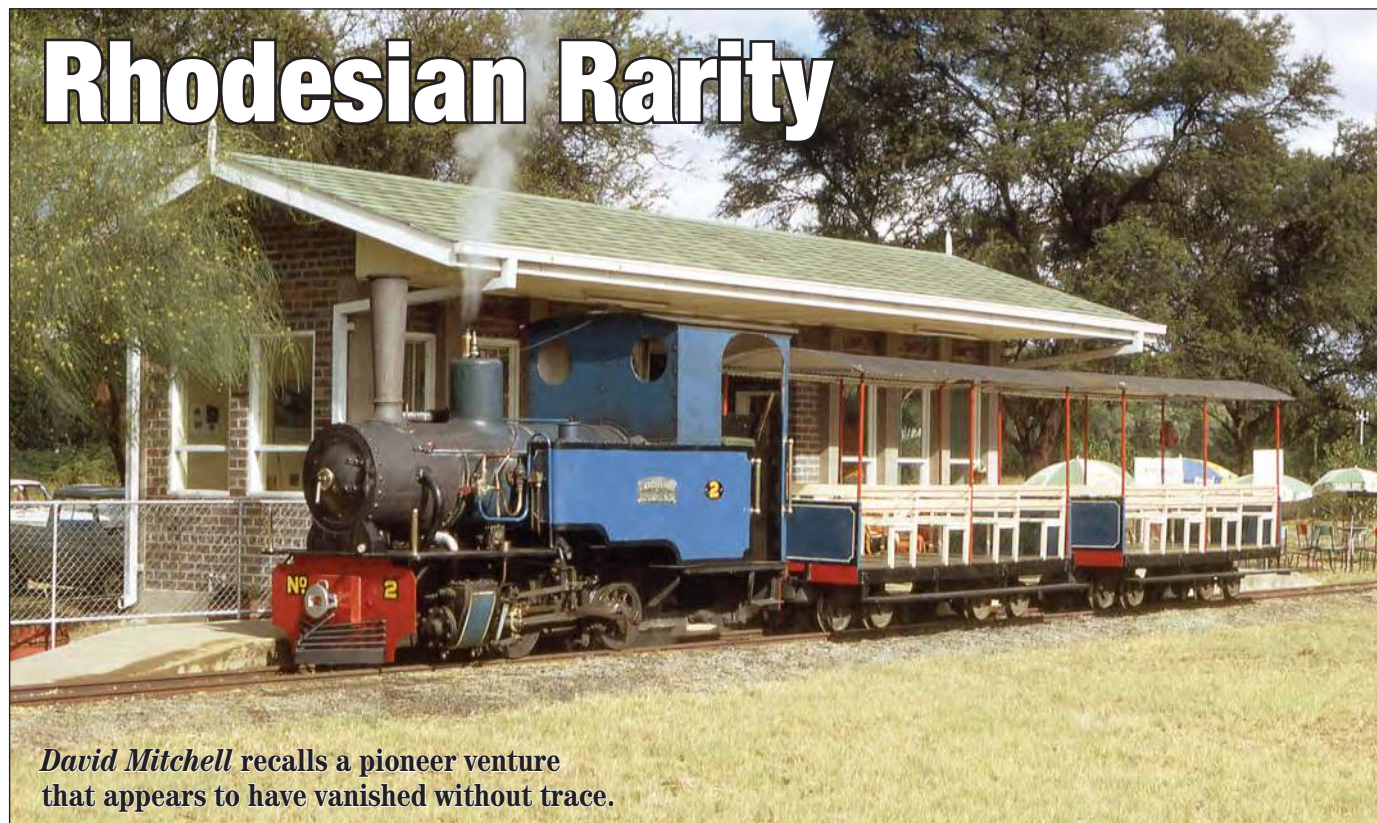
Visit our Illustrated Website to see the complete range of Dundas
Models 009 Kits (ex Parkside Dundas) and the products from 40
other 009 and NG Suppliers. A vast and varied selection of Narrow
Gauge Products, RTR, Kits, Peco Track, Accessories & Books all
at competitive prices.

£2.00 for our 009 Catalogue. UK Post & Packing £3.00 per Order.
Overseas Postage at cost (VAT deducted from Non EU Orders).

Exhibitions:
Narrow Gauge North, Pudsey Civic Hall, Dawsons Corner, Pudsey, LS28 5TA 9 March
The 009 Society, All Saints Parish Hall, Church Road, Rainford, WA11 8HE 30 March
York Model Railway Show, York Race Course, York, YO23 1EX 20-22 April



Rhodesian Rarity



David Mitchell recalls a pioneer venture that appears to have vanished without trace.

Enthusiast-operated railways are rare in Africa. There were some miniature lines in parks in South Africa and Rhodesia but very few operating normal railway equipment. In South Africa there are now enthusiast trains on some of the former South African Railways narrow gauge lines and of course the operation at Sandstone.

Probably the first such line was at Gwelo – a midlands town in Rhodesia, now Zimbabwe. A group of enthusiasts conceived the idea of a

pleasure line using a locomotive from the 2ft gauge Selukwe Peak Railway and rails from the Victoria Falls tramway. The SPR served the Rhodesia Chrome Mines and was a feeder to the Rhodesian Railways (RR) standard gauge branch from Gwelo to Selukwe. The Victoria Falls tramway provided a network of lines around the Falls carrying passengers on manually propelled trolleys. It was laid with ex Cape Government Railways 45lb rail and closed in the early 1950s.

Above: 'Margaret' waits for its passengers at the neat Nether Gwelo station. April 1973.

Below: The loco and carriage shed at Bend Junction with Orenstein & Koppel 0-4-0WT 'Buckeye' being prepared for the afternoon's work.

The Gwelo & District Light Railway Society was formed on 25th June 1963 and Rhodesia Chrome Mines donated a 1932 Orenstein & Koppel 0-4-0 well tank called 'Buckeye' which arrived in Gwelo in August 1963. It had originally been supplied to the Lonely Mine in Matabeleland before being sold to Rhodesia Native Timber Concessions and then passing to the Seluke Peak Railway about 1939.

Most of the land was donated by Gwelo Municipality and the site of Nether Gwelo station was leased from Rhodesia Railways at £1 per annum. Two open toast-rack carriages were built on donated lorry underframes and mounted on bogies from the chrome mine. The track was laid with hardwood sleepers using granite fines as ballast.

Rapid extension

The line was opened as far as The Bend on 28th March 1964, the ceremony being performed by Sir Roy Welenski, the Prime Minister of Southern Rhodesia and a former RR driver. He drove the inaugural train. An extension to Gum Trees was opened by the mayor of Gwelo on 10th July 1966. Finally a second O&K 0-4-0 tank, called 'Margaret', arrived in March 1967 and entered traffic in April 1970 after a complete overhaul. It had been built in 1910 for the Van Rijn Gold Mining Estates.

The following is a description of the railway at this time. 'The line is about three quarters of a mile long



with a turning circle at each end giving a ride of about 1½ miles. It is operated each Sunday afternoon when members of the Society man the train and carry out other duties. The public gain access to the line at Nether Gwelo, where there is a neat brick-built station with a booking office and waiting room. The platform is alongside the northern turning circle.

The station bell is rung, the signal raised (both signals are upper quadrant, ex RR) and the train starts off round the 60ft radius turning circle, rejoining the main line just south of the station. The points are spring loaded and the guard signals with a green flag that they have returned to normal. The track comes alongside the mainline to Bulawayo and on the right-hand side RR trains can be seen shunting in Gwelo yard.

After quarter of a mile the line swings away from the RR into the trees and at the half-mile post reaches Bend Junction where it divides to start forming the southern turning circle. On the left is a brick-built engine shed and a lean-to carriage shed. The loco will probably take water here and the other engine will be seen in the shed.

The line turns through 90 degrees and the two arms of the loop are parallel, giving the impression of double track. After about 300 yards the lines diverge to form a large turning circle on which is a platform adjacent to the Bulawayo road called Gum Trees. The train continues round the circle to rejoin the line back to Nether Gwelo. The whole trip takes about 15 minutes.'

Minor incidents

The locomotives were painted Caledonian blue with the carriages cream with blue end panels and black roofs. Up to 1973 the line had only had two mishaps – little railways have little accidents! Buckeye dropped a plug in 1968 and Margaret had its chimney knocked off by a carriage shed roof beam in 1970.

The author had two very enjoyable afternoons on the line in 1971 and 1973 in company with Tony Baxter (Chief Engineer) and Leigh Langford (Secretary). Both were involved in the founding of the line and Tony was also instrumental in establishing the Bulawayo Railway Museum. Moved to this museum in 1972 was preserved RR class 7 4-8-0 no 43 which had been displayed in the playground next to Nether Gwelo station.

The line no longer appears to be in existence. Edward Hamer, in his book on Zimbabwe locomotives (2001), states that Buckeye had been



Above: Margaret, also an O&K 0-4-0WT, pulls away from Nether Gwelo past the cleared starter, April 1973.

Right: Buckeye still carried its SPLR No 6 plate. It worked until about 1986.

Below: Buckeye and its train approach Nether Gwelo. All signals were ex-Rhodesia Railways, by then entirely colour light signalled.

All photos by David Mitchell, April 1971 except where stated.



sold off the line and its location was unknown, while Margaret was at Gwelo out of use. The Bulawayo Museum Newsletter for July 2006 reports the locos in California and

being overhauled for use on an intended theme park. However, the Gwelo & District Light Railway has gone leaving behind some very pleasant memories. **NGW**



Scotland's Newest Narrow Gauge



Hugh Dougherty visits a line in Fife opened in 2018 that has the rare distinction of being in a vintage bus museum.

Take a trip on Scotland's newest narrow gauge line, the West of Fife Munitions Railway, and you'll enjoy a ride to savour. Not only does this unique line offer a journey over the country's most recently laid narrow gauge metals, but there are also connecting vintage buses, and the promise of expansion.

The line is run by the Shed 47 group as part of the Lathalmond Railway Museum, a three-pronged operation that has a standard gauge line, exhibits a standard gauge rail weighbridge with model railway, and

the 2ft gauge line, all within the site of the Scottish Vintage Bus Museum just outside Dunfermline.

"The whole site was a Royal Navy stores depot built in 1942 in case Rosyth was bombed," explains Shed 47 group secretary, Grant Robertson. "It was bought by the bus museum in 1997 and we started our own group then when two of our founder members discovered Shed 47, the original standard gauge loco shed on site, and we began to build up our standard gauge collection and running line. We had always wanted

Above: Where the bus meets the train! The West of Fife Munitions line's unique narrow gauge interchange.

Below: Alan Keef no 47 'Sandra' is ready for the off with its seated wagon behind.

All photos by Hugh Dougherty, September 2018

to include narrow gauge, as the site has a rich history of narrow gauge tramways serving quarries, which pre-dated the Royal Navy World War II purchase and laying out of its own railway system."

That chance came in March 2016 when Shed 47 members visited the closed Ministry of Defence site at Eastriggs, near Annan, once home to an extensive 2ft gauge system that served the munitions factory there. They bought 900 metres of 40lb/yd track panels and six turnouts, transporting the whole lot home to Lathalmond in triumph.

The purchase allowed the group to lay an initial 350 metres of track, including rolling stock sidings. Starting from a bus shelter, used on museum running days and offering a unique take on rail-road interchange, the line extends to the site boundary. In 2018, visitors were offered the very first rides on Scotland's newest narrow gauge railway.

Shed 47 group members, Jan Littwin, the owner of his own home-based 2ft gauge railway in nearby Freuchie, and David Coupar, in real life a driver on ScotRail's rather broader tracks, bought the three locomotives now on the line. They all came from central Scotland peat railways formerly owned by Wm Sinclair Ltd, after the company went into liquidation in October 2015.

"We moved quickly to purchase



the locomotives then,” says Jan, a founder member of Shed 47. “We also acquired two track-carrying bogies and a flat wagon which was the track maintenance train on the Penicuik and Carnwath peat railways.

“A low-side cage wagon has been fitted with air brakes and removable seats to be used as a passenger vehicle or an ammunition carrier. Given the former Navy stores site and the origins of the track, munitions is the theme of the railway and we’ve already taken part in a World War II re-enactment event with the line playing its part.”

The group was also successful in saving Scotland’s last high-sided peat-carrying wagon and there are plans to build a covered passenger carriage in-house. A further two flat wagons from the Eastriggs system are on the nearby privately-owned Lomond Hills Narrow Gauge Railway and they will be used on occasions at Lathalmond.

Out on the line

On the day I visit a special train is put on for me, hauled by Alan Keef no 47 ‘Sandra’, a four-ton diesel hydraulic with a Perkins A3152 engine and JCB transmission, painted in military green. The last loco to work on the Sinclair lines, this engine started life being hired out by Alan Keef. It first saw service in Mansfield with Keir Construction Ltd on tunnelling contracts and then later became the yard loco at Keef’s.

“She may also have worked at the ICI factory at Arderseer before being sold to the peat lines,” explains our driver, Jan. “She’s a good and reliable locomotive and she has made her own piece of narrow gauge history by pulling our first trains.”

Out on the track we pass the rolling stock siding and shed, built as a lean-to beside an existing shed used for museum bus storage, and run alongside the Gask Burn. Grant Robertson proudly points out that this is one of the few narrow gauge lines in Scotland which affords views of a standard gauge heritage line, and vice versa, as we rollick along in fine style to the current end of the line.

Facing in the opposite direction is an intriguing point and section of curved track making straight for the Gask Burn. “That’s the extension,” smiles Jan. “We’re working out a design for a bridge over the burn so we can then lay another 540 metres of track back towards the rail weighbridge, using the trackbed of a standard gauge line formerly on site, so we’ll really be able to take passengers to a destination.”

There’s also a phase 3 of the extension programme, meeting up »

“The group, having seen mixed gauge crossings and turnouts on Eastriggs visits, are not ruling these out in the future...”

Top: Member Jan Littwin gets the passenger benches ready for action.

Above right: Motor Rail ‘Elouise’ of 1955 is in need of ‘some TLC’.

Right: The road ahead – the curved track leads off to the Gask Burn and the first phase of the extension.





with Shed 47's existing standard gauge line. The group, having seen mixed gauge crossings and turnouts on Eastriggs visits, are not ruling these out in the future. By the end of phase 3 the line will be 1200 metres long and will be able to claim the title not just of Scotland's newest 2ft gauge railway, but the longest too.

In the meantime there's plenty of work to be done, with students from Fife College arriving on the day of my visit to help build a fence alongside the track. Jan and David's other two locomotives, Alan Keef-built 1989, a Deutz air-cooled diesel mechanical, and Motor Rail 21505 'Elouise', built in 1955 and supplied new to Reading Council Sewage Works, are both in need of "some

TLC", as Jan puts it, but in time will run services on the extended line.

Jan also owns two locos on his Freuchie line. Hudson Hunslet 4440 of 1952, a former National Coal Board underground coal haulage machine, and 1961-built 'Sylvia', Motor Rail 22128 of 1961, will from time to time see service on the West of Fife Munitions line. Meanwhile there are 'hush-hush' negotiations with a potential new member to bring a steam loco to the railway.

Fast tracking

What has been achieved already on the narrow gauge at Lathalmond is nothing short of remarkable, given the short time involved from buying the track to running the first trains in

May 2018. For the 2019 season, the group promises an even more mature line and hopefully progress on the first phase of the extension.

There is a tantalising stack of 2ft gauge track, ready and waiting in the yard. According to secretary Grant Robertson, it will all be getting used in due course. "We hope that plenty of enthusiasts will come to see and experience what we have to offer on both the narrow and standard gauges," he says. "We're especially proud of our bus/train integration on bus museum running days, which is more than's been achieved at several points on the national network!"

So, make tracks for this unexpected, new narrow gauge gem, located in the unlikely curtilage of a bus museum, and you won't be disappointed. The line recalls the days of the industrial narrow gauge railway in Scotland, whether for munitions, mining or peat extraction. The Shed 47 Group is made up of members who are enthusiastic, practical and committed to making this narrow gauge line one of the best in the country.

I can hardly wait to travel across the Gask Burn on the 2ft gauge in due course. That, allied with a trip on the group's neighbouring standard gauge line, a ride on a vintage bus and a visit to the group's rail weighbridge, would be just the ticket. But I'd make the narrow gauge journey first, of course! **NGW**

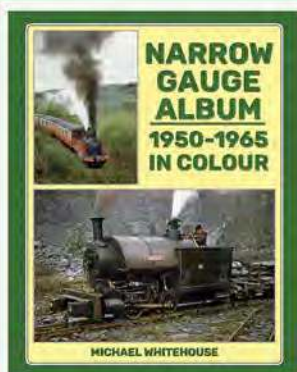
More Information

Full details of the West of Fife Munitions Railway, Lathalmond Railway Museum and the Shed 47 group, including opening times and running days, are at www.shed47.org

Above: Alan Keef no 28 of 1989 also awaits a return to service. The loco is coupled to the last high-sided peat wagon to survive in Scotland.

Below: Out on the line, Sandra heads for the current limit of working.





NARROW GAUGE ALBUM

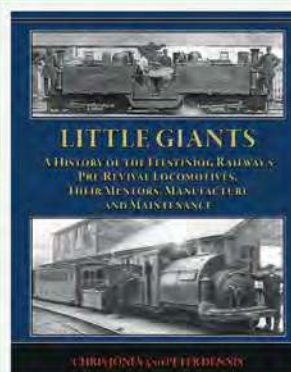
1950-1965 IN COLOUR

MICHAEL WHITEHOUSE

To Arigna For Coal – On the Cavan & Leitrim / The Penrhyn Quarry Railways / Dinorwic: An Inexhaustible Store of Wealth / 'We Never Closed': The Talylyn Railway 1950-60 / Festiniog Reborn / English – Mainly Ironstone – Narrow Gauge / The Paper Railway / 'Whichever Way You Throw Me, I Stand' – The IoMR / The Llanfair 'Jinny' – The Welshpool & Llanfair / Velton's Own Railway – The Vale of Rheidol / The Snowdon Mountain Railway / Donegal Excursion / 'Are Ye Right There Michael' – The West Clare

From the wilds of the west of Ireland, through the mountains of North Wales to the rolling countryside of the east of England ironstone fields, the narrow gauge railway provided an invaluable service for around a hundred years. Valuable minerals were carried from quarries and mines to seaports for onward transport, whilst remote areas that were without any transport connections were connected to the outside world for a fraction of the cost of a full size railway, their inhabitants no longer isolated from the benefits of travel and trade. However, as roads improved and the motor vehicle gained the upper hand, this way of life began to come under increasing threat and by the 1950s the narrow gauge systems that remained faced a bleak future. A few were fortunate to attract the attention of a new breed, 'preservationists', pioneers in a new field who initially just wanted to save something of what was about to be lost forever but who also recognised the potential of the lines that they were bent on saving. One such was Patrick Whitehouse, who not only took an active part in the movement but who also travelled far and wide to photograph many of the narrow gauge lines and systems before they were lost. In 1957, he compiled his seminal Narrow Gauge Album, which brought many of these wonderful but obscure railways to the attention of thousands of other enthusiasts, some of whom followed in his footsteps with their cameras. Now, PBW's son Michael has delved in to the family and other archives to compile a similar album for the 21st century, accompanied by essays from a variety of well known names and sources. Several of the lines featured within these pages were saved: the Welshpool & Llanfair, the Festiniog, the Talylyn and, eventually when BR finally tired of running it, the Vale of Rheidol, form between them a core part of the narrow gauge lines of North Wales that now attract tourists in their thousands, together with the Snowdon Mountain Railway. The Isle of Man Railway is also still with us, albeit much reduced from the era here depicted, but the sizeable Welsh slate quarry systems were just too complicated and industrial to save; the English ironstone systems have also gone along with the industry they served, now largely eradicated from the landscape. In Ireland, the Cavan & Leitrim, West Clare and County Donegal are all long closed but have short preserved lines on a part of their routes. This is a chance then to enjoy many of these lines and the myriad range of sturdy locomotives that worked them as they were, a couple when in the early throes of their preservation, but most when they were in the final years of performing the job for which they were built. And all in glorious, life breathing colour!

208 pages, in colour, laminated board covers. ISBN 9781911038 49 8. **PRICE £25.00 + £4 p&p**



LITTLE GIANTS

A HISTORY OF THE
FFESTINIOG RAILWAY'S
PRE-REVIVAL
LOCOMOTIVES,
THEIR MENTORS,
MANUFACTURE
AND MAINTENANCE

CHRIS JONES AND PETER DENNIS

592 pages, in full colour throughout, laminated board covers.

ISBN 9781911038 43 6. **PRICE £60.00 + £6.50 p&p**

THE SOUTHWOLD RAILWAY

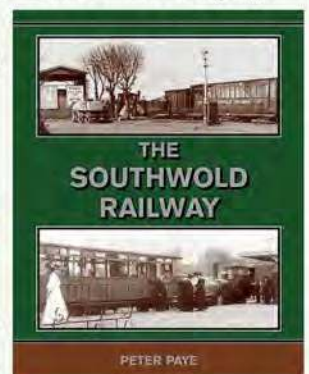
PETER PAYE

THE FIRST FULL
HISTORY OF THIS LONG
LOST BUT MUCH LOVED
NARROW GAUGE EAST
ANGLIAN BYWAY

248 pages, laminated board covers.

ISBN 9781911038 42 9.

PRICE £25.00 + £4 p&p



LIGHTMOOR PRESS

Unit 144B, Harbour Road Industrial Estate, Lydney, Gloucestershire GL15 4EJ

Tel: 01594 840641 or 01993 773927. Email: info@lightmoor.co.uk

www.lightmoor.co.uk

ORDER ANY OF OUR
TITLES ON-LINE

www.lightmoor.co.uk

NO RISK OFFER • NO RISK OFFER • NO RISK OFFER • NO RISK OFFER

5 ISSUES FOR ONLY £5

We are sure you'll love Narrow Gauge World magazine, but if you don't there will be nothing more to pay. If you agree with us on how great it is, we'll continue to send it to you for just £8.99 a quarter.



2 EASY WAYS TO SUBSCRIBE

ONLINE: www.world-of-railways.co.uk/ngw

(Click 'subscribe' and enter promo code NGW/136)

CALL US ON: 01778 392002 (Quote: NGW/136)

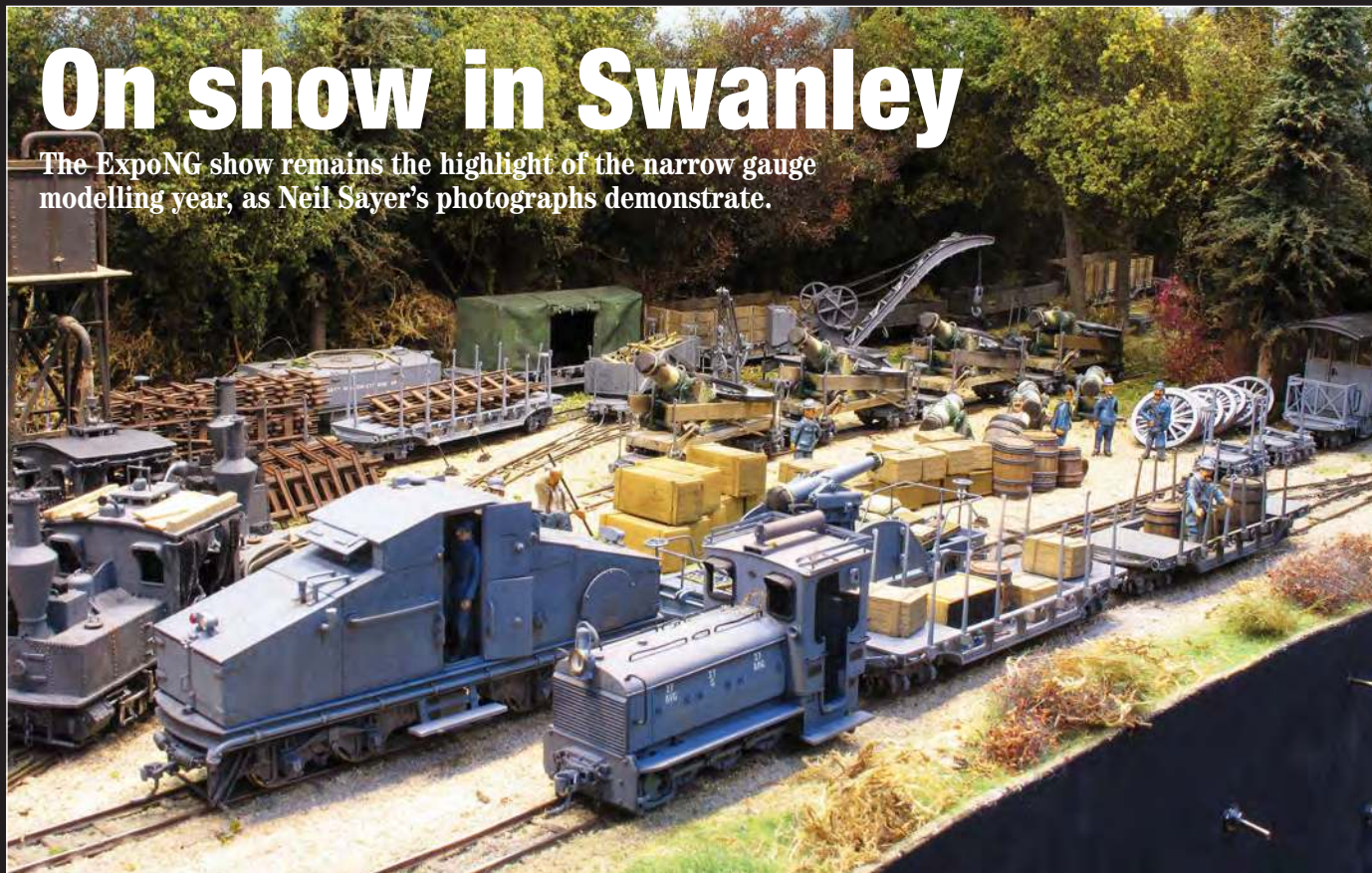
Terms and conditions: This offer is only available on Direct Debit to UK customers.

After your first five issues, your Direct Debit subscription will begin on a quarterly payment of £8.99

NO RISK OFFER • NO RISK OFFER • NO RISK OFFER • NO RISK OFFER

On show in Swanley

The ExpoNG show remains the highlight of the narrow gauge modelling year, as Neil Sayer's photographs demonstrate.



Once again this year the Editor found himself sitting in an all-day board meeting when he should have been attending the top event of any UK narrow gauge modeller's calendar, the Expo NG show organised by the Greenwich & District Narrow Gauge Society in Swanley, Kent. With the man chairing said board meeting also a narrow gauge modeller, we really need to get our act together and plan more effectively!

Thankfully we had photographer Neil Sayer in the hall able to provide us with highlights of the show, and it's clear from even the few pictures we have room for that the event offered as much variety as ever, in terms of scales, gauges and subject matter.

This year's show marked two special dates for the organisers – not only was it the 35th Expo NG, it also celebrated the 50th anniversary of the Greenwich Society. These two figures were celebrated in the rules for the annual Dave Brewer Memorial Modelling Challenge, which this year simply required a working layout built in a maximum space of 50cm length, 35cm width and 50cm height. And just to make things more interesting, no 'fiddle sticks' running off one side to allow operation, were permitted.

Top and above left: Many visitors spent a long time admiring the sheer level of detail in Bernard Junk's First World War themed 'Somewhere behind the Front'.

Left: The terminus of a Welsh slate quarry line was created in 'Pen Y Graig', modelled in the classic 5.5mm scale by Barrie Johnstone. The incline was a well-modelled detail.

The layout could be of any scale and gauge, so long as it represented a narrow gauge scene. And the quality entry, of eight layouts, certainly provided a great deal of variety, ranging from the tiny 006.5 gauge right up to 1:32nd scale. Some of the best examples of very compact modelling are highlighted on the next two pages.

Variety was as ever a theme of the show, with more than 20 layouts on display alongside a host of trade support. But it's perhaps appropriate that with the 2018 show date of Saturday 27th November falling just two weeks before commemorations to mark the 100th anniversary of the first World War Armistice, one of the most impressive layouts on show was 'Somewhere behind the Front,' built in 7mm scale and 14mm gauge by Bernard Junk. Set in 1918, it portrays a small French supply depot, focusing on less obvious subject matter – there is not a War Department Baldwin or similar to be seen on the packed sidings, instead filled by less familiar machines that played their part in the war, such as the products of Pechot.

Celebrating meanwhile was John Wilkes, winner of the David Lloyd Trophy for the overall best-in-show layout with his 'Coleford' in 009, while another 009 layout 'Shipmeadow' won Richard Doe the Reinier Hendrikson trophy for the best freelance layout.

Next year's Expo Narrow Gauge will be held on Saturday 26th October. And the editor is already celebrating because he doesn't have a board meeting scheduled that day... See you there?

Top right: Dutch narrow gauge supplier Tramfabriek showed that it understands railway modelling with this superb diorama. 'Picknick in Gelderland' has been built to 3.5mm scale, 9mm gauge by Sven van der Hart and Jos Guerts. Okay there is just a circle of track to run the company's product on, in this case a rather nice steam tram, but look at the detail...



Centre right: Some reasonably modern image narrow gauge in the form of 'The Yard' built in 7mm scale, 16.5mm gauge by Martin Coombs. The overhead crane is particularly well modelled and weathered.



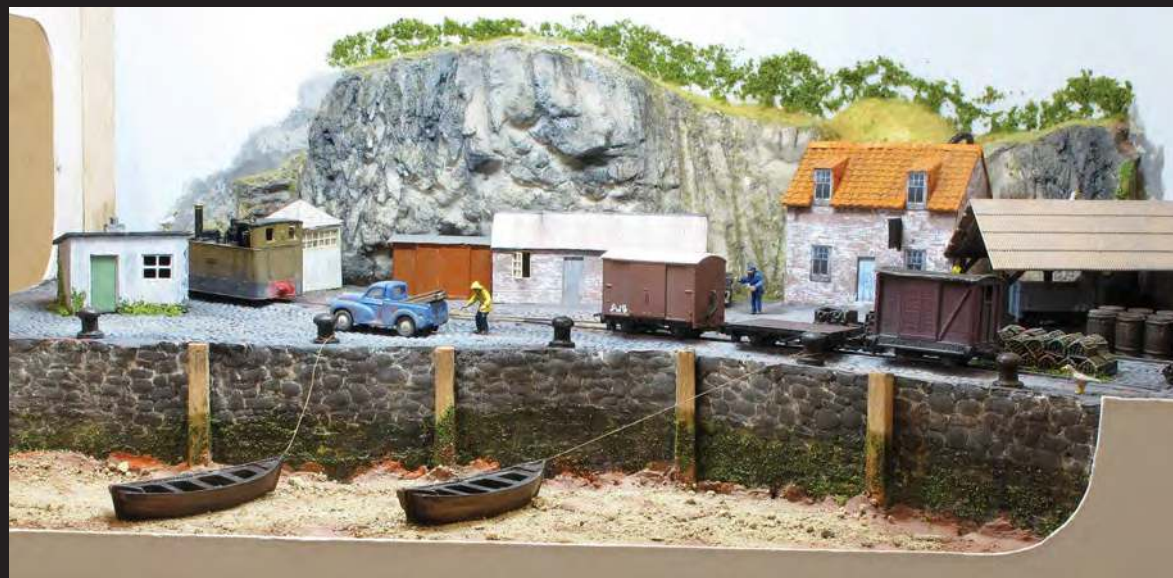
Right: Minimum gauge modelling in 4mm scale – there are two gauges in Peter Smith's 'Empire', 6mm in the quarry and 9mm on the narrow gauge mainline below. Again there is plenty of good detail here, from the chalky cliffs to the loading shoots.

Well brewed...

With only the maximum size specified entrants in this year's Dave Brewer Memorial Challenge certainly let loose their imagination...

As well as winning best-in-show with his larger 'Coleford', John Wilkes also produced this deceptively simple 'Life of a Line' in 009 scale. The clue is in the title – on one side the line is modelled as it would have been soon after opening, with a bright, clean station and freshly ballasted track. On the other side it is close to closure, with the rails simply two bright lines of steel running through a weed-covered road bed. Clever...

The largest scale was represented by this 1:32nd entry with its smile-inducing title 'Toot 'n' Come in'... A clever theme, but also some fine modelling representing a line being used to build a pyramid. The judges certainly liked it, builder Steve Pearce taking home the David Lloyd Trophy.



More conventional modelling, but no less appealing. 'St Petroc Quay', in 009 scale by Harry Dawe, represents a Cornish theme. The rocky harbour basin, with the tide out, is particularly well done.

MODEL LINES

Bachmann Baldwin earns 009 Society Hancock award



■ During the 2018 Warley National show the 009 Society presented its new P D Hancock Award to Bachmann Europe Plc, for the OO9 scale model of the Baldwin 10-12-D locomotive.

Bachmann is the first recipient of the award, named in memory of the pioneering 009 modeller. Philip, who passed away in 2011, had inspired many to take up the scale through his writings on his Craig & Mertonford Railway.

The award recognises 'outstanding achievement in small scale narrow gauge railway modelling' and was presented for the Bachmann brand's entry into the British-outline OO9 scale market, with models of the Baldwin, covered goods wagon and open bogie wagon the first releases in an evolving range.

Hunslet to come

Further models currently in development by Bachmann include various versions of the ubiquitous Quarry Hunslet loco and the Ashover bogie carriage.

The award was presented by Dr Charles Insley, secretary of the OO9 Society, and Geoff Bowyer, treasurer, to Stephen Tooley, Bachmann Europe's research & development department manager.

"Bachmann has a long history of making OO scale models so the introduction of a range of 009 narrow gauge models was an obvious development, Stephen said.

"I'm really proud of the efforts of everyone at Bachmann Europe to bring these exciting models to market and we couldn't be happier with the reception the new range has received from our customers and consumers."



The ingenuity of Dave Brewer entrants knows no bounds. 'Slugworth & Co', a 009 layout by Joshua and Michael Campbell, squeezes two completely separate dioramas into the space available, separated by a backscene and effectively illustrating each end of an industrial line. Joshua's efforts won him the Junior Dave Brewer trophy.



More fine modelling in 'Muldasgrün', created by Christian Danziger and Ronny Rudolph. With such impressive detail it appears to a larger scale than the 7mm that it actually is!



On the slate...

Gill Cutler describes how a trip to Wales inspired 'Llian Doron Incline', her excellent model of typical slate industry architecture.

The idea for this small narrow gauge layout came from visiting Llanberis in north Wales on our many days out in that area. We were very lucky one weekend to find that the restored Vivian Quarry incline at the slate museum was working and were inspired to base our next modelling attempt on this scene.

Having decided on our next project we went back up to Llanberis again and took loads of photographs, both close ups and scenic. Some of these were printed out and attached to a board on the wall of our workroom (spare bedroom) so that we could get some idea of scale and design.

The baseboard is made of insulating material which is very strong but light and we covered it in lining paper so that it could be painted and would take glue and such like easily. The inclines and scenics are constructed out of cardboard and the rock faces are made up of tree bark which when painted looks very much like rock.

All the buildings are scratch built (my job) and the trollies were scratch built as well (his job). The buildings are basically Plastikard stuck round a polystyrene block and the roofs are cardboard covered in graph paper cut to look like tiles.

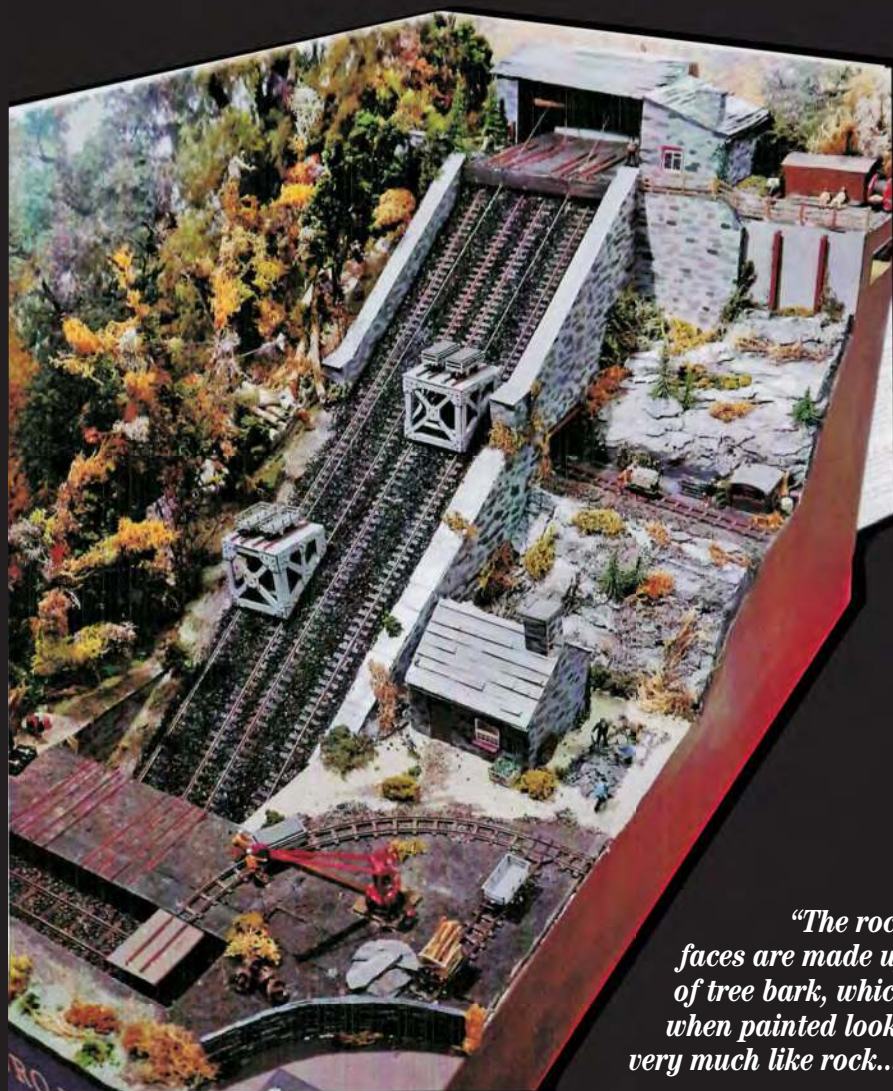
Fiddly job

The trollies are stiff card covered in Plastikard and the rivets are the heads of lace-making pins which we found in the cupboard. The stone walls are all covered in Plastikard and painted, a fiddly and time-consuming job, especially if someone decides to stick them in place before they have been painted... But the job is worth it as they look authentic.

The actual incline track is to no particular scale as the trollies had to take two 009 wagons side by side. It took a while to find the best cord to use for the trolley cable but eventually some crochet cotton was dyed and seems to do the job well. However it is inclined to stretch with use and has to be tightened occasionally.

The worst headache was the mechanics – a long time was spent looking for the right gears until our son eventually came up trumps with his old Meccano set! It now works well.

The backscene is an actual photograph of the end of our garden which our local printer enlarged to fit the layout. The autumn colours then dictated the colour of the rest of the foliage which seems to



"The rock faces are made up of tree bark, which when painted looks very much like rock..."

blend in well. I was a bit doubtful at first that the scenery was too sharp but the trees have toned it down.

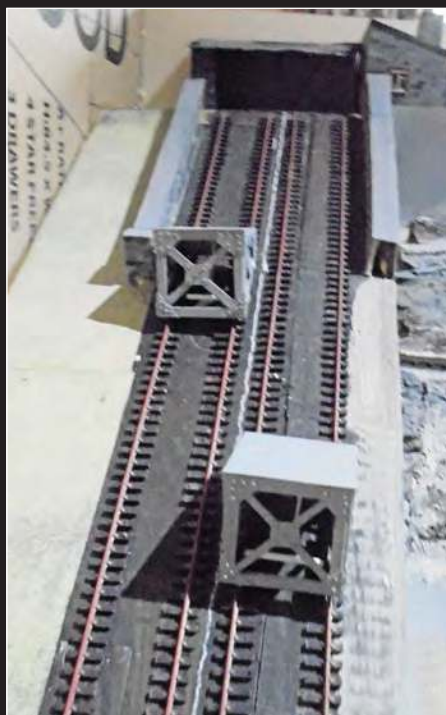
The rest of the additional scenery was left to my imagination and this is the part I enjoyed as I like it to be alive with different individual scenes of activity, tree cutting, engineering, slate shovelling and

talking. The model room in the roof was raided for all the figures, trucks and such like. The little gears by the buildings were obtained out of old clocks.

Fooling the young

We do have a switch at the front for the children (and adults) to press to start the





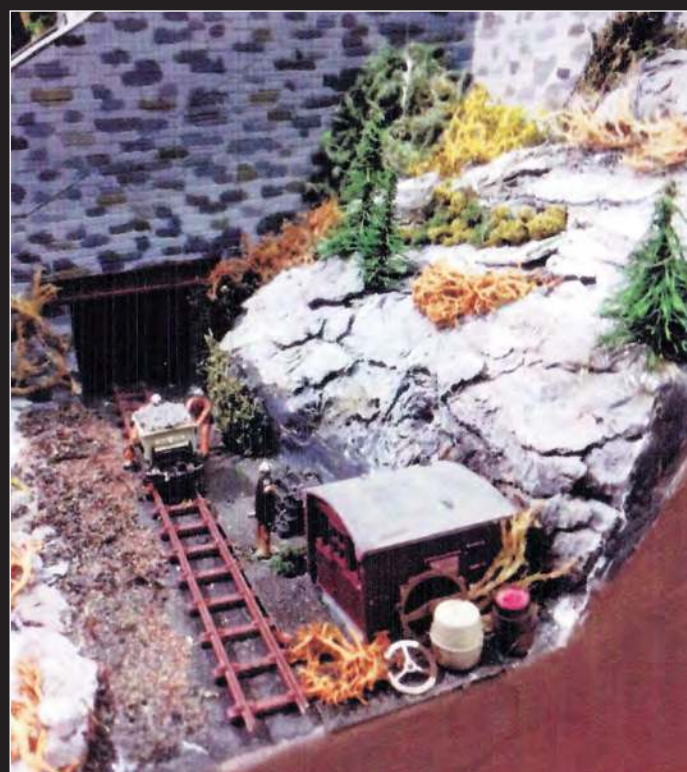
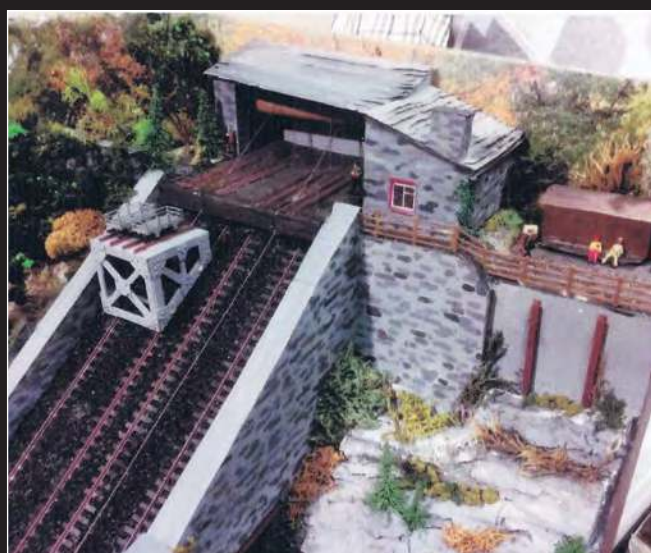
trolleys moving but at the moment it is not connected – but don't tell the little ones that as they think they are working it themselves... We are looking for an automatic switch to reverse the running but as yet we have not found the right one for the layout, so at the moment someone has to be there all the time to alter the running direction.

In all the little layout probably took about nine months to build and we had other things to do as well as modelling (shopping, cooking, housework...). In the end we had to make a good push to get it ready for its first show.

Although we have used photos and such of the incline at Llanberis this layout is not a specific replica of that incline but just represents a typical quarry incline in North Wales.

Now what will be our next project? We were rather taken with a scene from Beamish Tram & Transport Museum, but we shall have to wait and see... **NGW**

"Don't tell the little ones as they think they are working the incline themselves"





Now Heljan plans Lynton & Barnstaple Lyn in 009...

Modellers in 009 scale visiting the Warley National Show at the end of November were given more good news, as if they haven't had enough in recent times.

Heljan, which changed the whole attitude to ready-to-run British prototypes when it launched its Lynton & Barnstaple Railway Manning Wardle 2-6-2Ts, is now planning to add to the range with the line's Baldwin 2-4-2T 'Lyn', a new-build version of which entered service on the Devon line at the end of 2017.

The new model will be available with the loco in either L&BR dark olive green or Southern Railway Maunsell green, complete with authentic detail variations, including the original and later stovepipe chimneys, to suit the period livery, while there will also be a version in plain black for those 009 modellers who want the loco on their freelance line.

Heljan tells us that research and

development of the model is underway, this no doubt including avoiding a repeat of the issues that were suffered by early examples of the Manning Wardle. More details about price, features and specification will be announced later and it is expected that the market launch will be in 2020.



Some Warley visitors were surprised to see what they thought was an early engineering sample of the new loco on display on Heljan's stand, until they looked more closely! It was in fact an example of the whitmetal kit first launched by Langley Miniature Models many years ago. *Photo: Andrew Charman*



Lynton & Barnstaple Gala Days Volume 12 (DVD)

Where there is a Lynton & Barnstaple Gala there will be not far behind a Trevor Garnham with his video camera! This latest charts both the May and September 2018 events, and while we've commented before on the struggles of providing variety when you only have a one-mile running line to film, for these events Trevor has the major addition of Baldwin 2-4-2T 'Lyn' and for the September Gala both Lyn and 'Lyd' running together.

There is no music, no commentary, just trains providing their own soundtrack. The filming extends to every aspect of each Gala and gives due time to the volunteers who run them, but without doubt the highlights are authentic L&B locos hauling authentic trains in an authentic setting. Very relaxing to watch, and each sale contributes to breaking out of that one-mile running line... AC

Produced by TAG Video Productions for Lynton & Barnstaple Railway Trust, available from the railway or online at <http://www.lynton-rail.co.uk/railway/shop/> Price £15.00 plus post

Narrow Planet launches Christmas cards

Received just too late for our Christmas card round-up in the last issue were the first cards issued by well-known narrow gauge model railway supplier Narrow Planet. But as this issue publishes earlier in the month than normal if you are quick you might just be in time to snap up some of these attractive cards.

Featuring exclusively commissioned artwork by James Hilton, resident model

maker and artist at Narrow Planet and designer of several of the company's kits, each pack contains a selection of four festive designs with a nod to the range of kits offered.

A pack of 12 cards including envelopes retails at £6.95 including UK postage, and a percentage of the proceeds from this range will be donated to the Railway Children charity which works with street

children in India, East Africa and the UK.

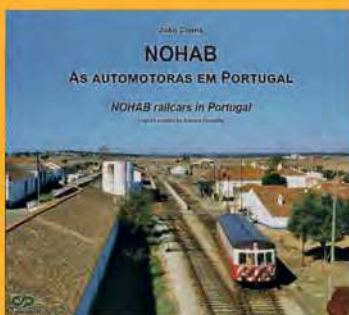
Cards are available through the Narrow Planet website, <http://shop.narrowplanet.co.uk/products/npm-001>



Books on railways around the World

Nohab railcars in Portugal

A tribute to the 21 broad gauge and 3 narrow gauge diesel railcars delivered by Nohab to Portugal in 1947-49. Some served for 58 years, and some do further service in Argentina. Only one, No 111, remains in Portugal. The proceeds of this book go towards its restoration. 292 pages 30x25 cm, well ill, hb, £48.00.



Serbian Steam Romance

The Šargan Mountain Railway, by Predrag Sibinović. An unusual celebration of Serbia's railway heritage, the famous 760 mm gauge Šargan Eight, the Romantika train etc. Parallel text in Serbian and English, numerous colour photographs. 120 pages 23x22 cm, hb, £18.00.



Available from specialist booksellers and directly from

Stenvalls

Box 17111, 200 10 Malmö, Sweden.
Tel +46 40127703, fax +46 40127706
Shop: Föreningsgatan 12, Malmö

www.stenvalls.com

Alan Cliff's Railway Books

"Holy War"

The story of the last narrow-gauge steam quarry engine in Wales **£3**

All books post free

Books signed. Cheques payable to:
Jack the Station Cat Ltd
38 Clifton Park Road, Rhyl LL18 4AW
Tel 01745 344963
www.jackthestationcat.co.uk
Trade Enquiries Welcome

Weardale Models

Custom-built Narrow Gauge Models in various scales and gauges built to order. A Variety of scales from HOE to 16mm available.



07733 112795 • 01388 763002
i.simm@btconnect.com
<https://isimm4.wixsite.com/weardale-models>

**TO
ADVERTISE
HERE CALL
ALLISON
ON
01778
395002**

NICK TOZER RAILWAY BOOKS

**RAILWAY BOOKS
BOUGHT & SOLD**

*Free Railway
Booksearch Service*

155 Church Street, Paddock,
Huddersfield, HD1 4UJ
Shop now open: Tue/Wed/Sat
(non-show dates) 11:00-17:00
+ Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
www.railwaybook.com
email: nick@railwaybook.com

ADVERTISERS' INDEX

ACCUCRAFT UK LIMITED	2
AMERTON RAILWAY	17
BLACK DWARF LIGHTMOOR	41
BURE VALLEY MODELS	11
CLEETHORPES COAST LIGHT R/WAY	17
DUNDAS MODELS	35
JACK THE STATION CAT LIMITED	49
JELLY MODELS	17
JOHN SUTTON BOOKS & MODELS	35
JONES SPRINGS LTD	4
KEIGHLEY & WORTH VALLEY RAILWAY	11
MAINLINE & MARITIME LTD	49
MERIDIENNE EXHIBITIONS	17, 35
TRACKS TO THE TRENCHES	4
NICK TOZER	49
RAILS OF SHEFFIELD	56
STENVALLS	49
THE 7MM NARROW GAUGE ASSOC.	35
THE NARROW GAUGE RAILWAY SOCIETY	11
THE STEAM WORKSHOP	4
WEARDALE MODELS	49

3 Broadleaze
Upper Seagry
Chippenham
SN15 5EY

**MAINLINE &
MARITIME**

**WHAT YOU SEE
IS WHAT YOU
PAY!
ALL PRICES
INCLUDE UK
P&P**

JUST PUBLISHED!

British Military Railways Overseas in the Great War



Edited by
Dr. Paul E. Waters & J. Julian Rainbow

Compiled by
The British Overseas Railways Historical Trust
to mark
the Centenary of the Great War

£50 inc. UK p&p

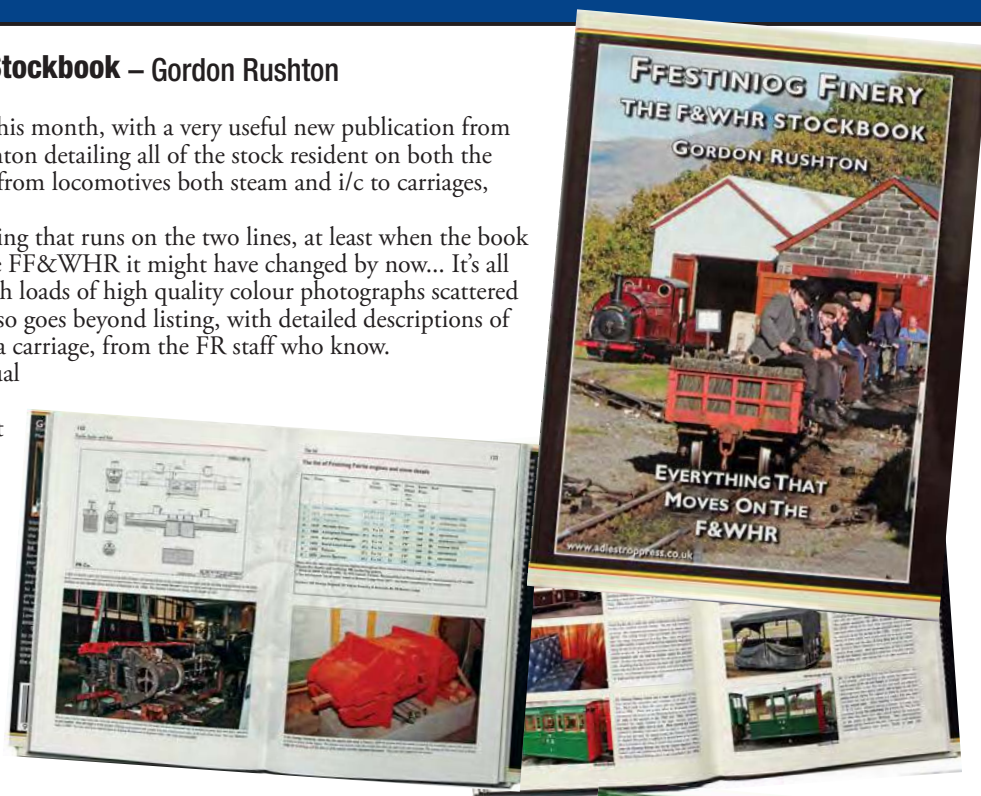
Ffestiniog Finery – The F&WHR Stockbook – Gordon Rushton

■ More heavyweight Ffestiniog reading this month, with a very useful new publication from former FR general manager Gordon Rushton detailing all of the stock resident on both the Ffestiniog and Welsh Highland railways, from locomotives both steam and i/c to carriages, freight and works vehicles.

Gordon claims to have detailed everything that runs on the two lines, at least when the book was written – the way things move on the FF&WHR it might have changed by now... It's all very well documented and illustrated, with loads of high quality colour photographs scattered throughout some 326 pages. The book also goes beyond listing, with detailed descriptions of how the locos work, and how one paints a carriage, from the FR staff who know.

The narrative is written in Gordon's usual personal style and while this reviewer did spot a couple of minor errors, they do not detract from what is a very full work and one that Ffestiniog fans and others will greatly enjoy leafing through. **AC**

ISBN 978-0-9571456-3-4 Published by Adlestrop Press. Available from Festiniog & Welsh Highland Railways, Tel: 01766 516034. Web: www.festshop.co.uk Price £40.00

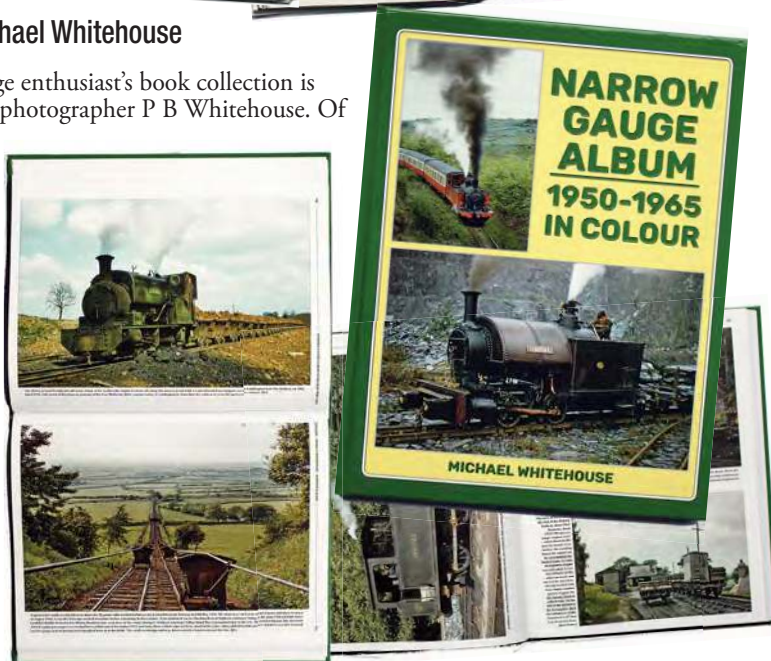


Narrow Gauge Album – 1950-1965 in Colour – Michael Whitehouse

■ One of the most prized early publications in any narrow gauge enthusiast's book collection is *Narrow Gauge Album*, first published in 1957 by renowned rail photographer P B Whitehouse. Of course it was a product of its time with the limited quality of printing available, so now PBW's son Michael Whitehouse has compiled a new album, researching in the family archives and using his father's photographs at all the quality that modern techniques allow.

This really is a sumptuous book, with superb quality colour photos from the 1950s, at their best in large format. The lines covered stretch right across the narrow gauge scene, from well-known preserved operations such as the Tallylyn, Ffestiniog and Welshpool & Llanfair (the last documented before preservation), to long-lost lines such as the Cavan & Leitrim, West Clare and Donegal lines in Ireland, the industry of Sittingbourne, Penrhyn and Dinorwic, Kettering Ironstone, and the northern lines of the Isle of Man. A host of well-known narrow gauge personalities provide salient words to go with the pictures and complete what is a delightful publication and a must for any narrow gauge enthusiast. **AC**

ISBN 978-1-911038-49-8 Published by Lightmoor Press. Email: info@lightmoor.co.uk Web: www.lightmoor.co.uk Price £25.00

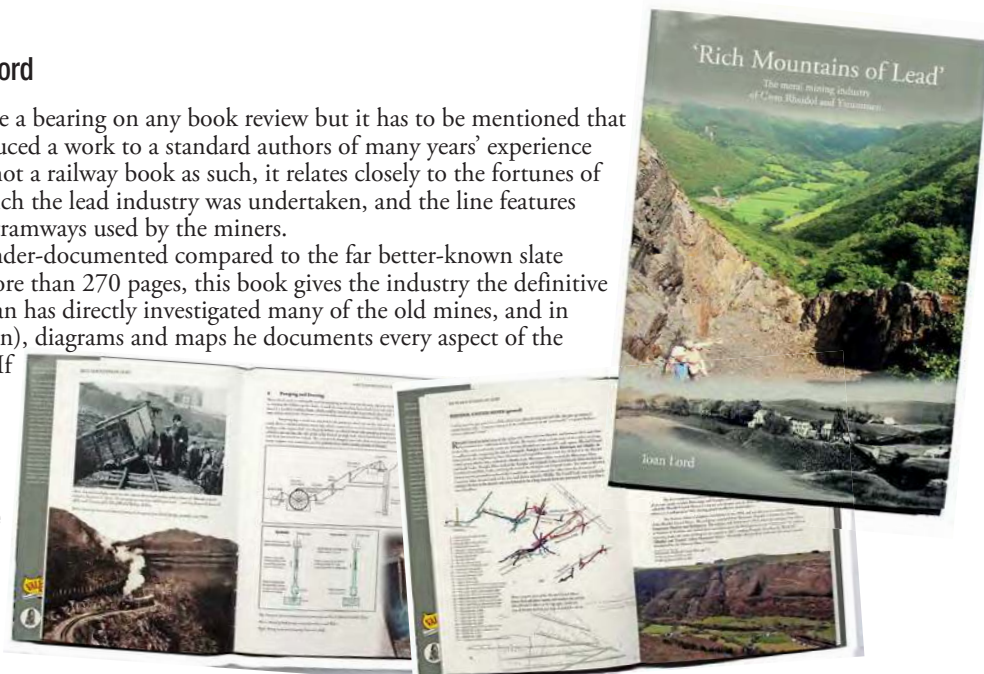


Rich Mountains of Lead – Ioan Lord

■ The age of the author should not have a bearing on any book review but it has to be mentioned that at just 20 years old, Ioan Lord has produced a work to a standard authors of many years' experience would struggle to match. While this is not a railway book as such, it relates closely to the fortunes of the Vale of Rheidol Railway around which the lead industry was undertaken, and the line features prominently in the pages as do various tramways used by the miners.

Welsh lead mines have always been under-documented compared to the far better-known slate industry, but no longer – running to more than 270 pages, this book gives the industry the definitive history it deserves. A keen pot-holer, Ioan has directly investigated many of the old mines, and in words, pictures (both period and modern), diagrams and maps he documents every aspect of the various lead mines in impressive detail. If your interest extends to the industries served by the narrow gauge, you will greatly enjoy this book. **AC**

ISBN 978-095445-463-0 Published by Lightmoor Vale of Rheidol, available from the railway and at the online shop www/rheidolrailway.co.uk. Price £45.00



What Lyn was up to...

As you know my photo in *NGW* 134 of 'Lyn' running on the Welsh Highland Railway caused the 'Disaster awaiting' comment in *NGW* 135 from Brian Howard with regard to the seemingly not correctly set point that the locomotive appeared to be approaching.

Just to clarify, Lyn and single-Fairlie 'Taliesin' were employed on the Caernarfon-Waunfawr shuttle as part of the WHR Super Power weekend; the locomotives topped and tailed. In the photo Lyn is moving away from the camera with Taliesin leading.

The train had just gone through the points in the direction of Caernarfon and the point blades were moving back to the Porthmadog-direction or right-hand running for the loop. The train had not paused under the bridge as you said in your own comment.

Michael Chapman

...and how those points work

You may well have already been inundated with people amplifying the points issue revealed in the letters section of the latest *NGW* but here is my contribution.

The turnouts on the loops on the WHR and at Tan-y-Grisiau on the FR are fitted with hydraulically damped trailable points. As Lyn was running round at Waunfawr it will have just trailed through those points to wait under the bridge.

Having trailed through them the blades are pushed over by the first wheelset, raising a large weight in a cabinet just out of shot and then held there by the damping mechanism.

Once clear there is a delay whilst the weight returns the point to normal which happens slowly as the hydraulic damper bleeds off. It is very slow to watch happen.

There is an electric detector switch (in shot to the left of the point) which illuminates a white light when the point is back to normal. So if Lyn was running round the driver will be waiting for the white light.

These points can be manually overridden but it's a right fuff and the rules (can't recall the exact wording) set out that things have to be pretty screwed up to use the override.

This can lead to some interesting, or to the outsider bizarre, operations such as the following that I saw: -

- Train from Dinas arrives to terminate (Christmas service) at Beddgelert. It's a mixed with a coal wagon for Boston Lodge next to the engine (Boston Lodge was taking coal from the WHR at Dinas).
- The NGG16 Garratt is uncoupled from the coal wagon and the wagon is uncoupled from the train.

Right: The mystery of 'Lyn' and the point solved! As a second shot taken by Michael Chapman shows, the loco was topping and tailing with single Fairlie 'Taliesin' during its starring role at the Welsh Highland Superpower event in September, and so was moving away from the apparently mis-set point in Michael's picture published in *NGW* 134.



"These points can be manually overridden but it's a right fuff and the rules set out that things have to be pretty screwed up to use the override..."

- NGG16 runs into Pont Croesor section shunt limit, waits for points to go normal.
- I'm on the diesel 'Vale of Ffestiniog' held out at the home signal by the shunt token being in use.
- NGG16 runs back into the station, taking water as it passes the tower.
- Signal clears for Voff as the shunt token is returned once the Garratt is taking water.
- Voff runs into the platform occupied by the Garratt taking water (the platforms aren't in the token section and are permissive)
- NGG16 goes out the Rhyd Ddu end and waits for the point to go normal, runs in, gets its train and clears off leaving the coal truck. Once it's gone...
- Voff runs into the Rhyd Ddu section on the shunt token – the driver changes ends whilst waiting for the points.
- Voff runs into the station and couples onto the truck.
- It then propels into Pont Croesor section on the shunt token.
- The driver changes ends waiting for the points.
- The loco pulls the coal truck into the station and uncouples.
- Voff runs into the Rhyd Ddu section on the shunt token – the driver changes ends whilst waiting for the points.
- The driver runs through the station back into the Pont Croesor section.

- The driver changes ends waiting for the points.
- The loco runs in and couples onto the wagon.
- Voff departs wrong line for Porthmadog with the truck on the right end now.

I don't drive on the WHR but went along with a pilot man to practice my changing ends on the diesel I rarely drive.

Paul Martin

Andrew C replies: I suppose I could have saved a lot of effort regarding Lyn and the apparently mis-set point by asking the photographer who took the shot! But the discussion since has been interesting...

Very interesting indeed was Paul's insight to the complexities of operating on a busy heritage railway – thanks Paul, don't fancy all that end changing on a diesel...

More on the gauge debate

As a recent subscriber to *NGW* I was very interested to read the views on Tony Olsson in *NGW* 135 about gauge differences. I have long been interested in JZ (Jugoslav Railways) in particular the extensive 760mm narrow-gauge system.

It was my understanding that whilst German railways chose 750mm as their 'intermediate' narrow gauge, the Austrians, having bought some secondhand rails



gauged at 2ft 6in from Wales (?) chose 760mm. In World War 2 the German HFB ordered some quite large 2-10-2s from Henschel and two were sent to what was then the fragmented system in their ally Croatia, where they carried the numbers 40-751/2. However they were not popular and eventually ended up as shunters, at least 40-752 was photographed on this work in the mid-1960s; there seems some doubt as to whether 40-751 actually entered service at all.

Henschel was renowned for its good design, and I am wondering whether the problem lay more with the gauge of these long inside-framed locos; were they actually built for 750mm? Could locos cope with a 10mm difference (less than half an inch?) Or could the tyres be slightly moved out on the wheel centres to cope with this small gauge gap?

I have posed this problem to the JZ expert Tadej Brate who lives in Slovenia, he seems to think that a loco gauged to 750mm could quite happily run on 760mm track. What do others think?

Bob Brown

Not in the UK!

I have enjoyed your magazine for every many years; my wife picks it up in Dublin quite often. I find many interesting books in your review pages; one of my all time favourites is David Joy's gem *Engines that Bend*.

Today I ordered Peter Johnson's *Rebuilding the Welsh Highland Railway* after I read your review. At 86 and no longer very mobile, I have had to abandon my long-held determination to see this line in action, and its massive Garratts – a nice open fire, and this book, would help me dream a little...

And now, dear Editor, I have a problem with issue 135. I live in Donegal, Ireland and was delighted to see an article about the County Donegal Railway Museum, and flummoxed to find Donegal regarded as being in the UK. Not so, sir; if you must divide your magazine into 'us and them' kindly put Donegal in with them!

Sadly, the Irish narrow gauge preservation scene is a mess, and a lot of valuable locos and stock are in danger of disappearing. Ireland needs a National Railway Museum; Northern Ireland (which is in the UK) has the wondrous Cultra campus...

Éamonn Jordan

Andrew C replies: You are so right! You would think with every second TV news story currently about Brexit (sorry for mentioning that word) I would have thought about that. The distinction will be made in future...

Not a phone, a bell...

Today the new issue of *NGW* arrived here and I found the report by James Waite about the

"Sadly the Irish narrow gauge preservation scene is a mess, and a lot of valuable locos and stock are in danger of disappearing"

Abreschviller Forest Railway. On page 21 above at the left there is a picture of a steam locomotive and in front of it a grey installation. The text names it 'an original phone point...'

Unfortunately this is completely wrong. The grey installation shown is a bell. In German it is called Siemens Spindelläutewerk (perhaps spindle bell in English?), or in French, 'cloche d'annonce des trains'.

These bells could be found in many countries. As far as I know they have been employed in the Netherlands, Switzerland, Germany and France (perhaps even others).

In France some are still in use at the Chemin de fer Touristique Vallée de la Doller (sorry, at 1435mm gauge, not narrow) and I think a few other preserved French railways will also still have a few in use.

In Switzerland the Swiss Federal Railways SBB had many in use until the end of the 1980s or early 1990s and the preserved railway from Bauma – Bäretswil – Hinwil has them still in use today, due to the lack of any other means to announce the trains.

These electro-mechanic bells have been produced by Siemens in tens of thousands over the last 100 years. In the station they ring to announce a train departure – over an electric line the next station and all operating points in between get the announcement at the same time so they know that a train is coming.

Samuel Rachdi

James Waite replies: That's an interesting letter and I'm sure Mr Rachdi is right. I was told it was a phone point but maybe there was a translation issue or misunderstanding of some sort.

No diary, again?

The January-February issue is traditionally the second where our diary and events pages take a break. The vast majority of the railways are closed in the opening months of the new year, with most operating seasons getting underway at around Easter.

However it is well worth checking the railway websites for some early new year action as some will be running. The Tallyllyn for example will be running Mince Pie specials from 26th December to 1st July and is among several lines operating over the February school half term. The Welshpool & Llanfair will be running half-term trains in 2019 following a successful trial last year and there are others doing the same.

Our full diary and events listing will return in *NGW* 137.



Left: What **James Waite** thought was a phone point on the Abreschviller Forest Railway in France (*NGW* 135), was actually a bell – see the letter from **Samuel Rachdi**.

Can you help?



A STATION ON THE SANDS.

■ Nigel Town discovered the photo above, of the Fairbourne Railway, in a "very old book" he inherited after his father-in-law passed away. The tender has confused Nigel and he wonders if *NGW* readers may be able to throw some light on it. "It appears to be sitting on a flat truck carrying the tender. It may well be a mis-matched pairing to suit a gauge change? Also an interesting cameo for the Fairbourne guys to perhaps re-create for their enthusiasts weekend?"

So can any reader out there provide an answer? If so, send in to us and we will publish the responses.

Groudle petrol loco?

Peter Holmes and myself have been working up the Industrial Railway Society's book relating to Cumbria and the Isle of Man. We have a question that we thought might be put to a wider audience to see if such information is to hand.

The Groudle Glen Railway once used a little petrol locomotive. Between the years 1950-1955, coal was in short supply and expensive following the end of the Second World War, so as an interim to enable the railway to operate, a small petrol loco was obtained, probably on a loan basis.

Whatever this loco was, it was very under-powered and reports of it in service are few. It certainly struggled to pull two loaded carriages up from Lhen Coen Station and it had even greater difficulty in trying to prevent the train from pushing it down the bank on the return.

For the 1955 season the loco 'Sea Lion' was brought back into use and the petrol loco was let go. Had this loco originated on the Isle of Man, or come from somewhere in the UK?

Could we appeal to the readers for any information in connection with this loco, such as who built it and from where had it come, in fact any information to add to the story, leading to an identification. This is one the last mysteries to unravel, before the book can be wrapped up and sent to the printers.

Andrew John Waldron

Where is a Keef diesel?

As part of some prototype research I'm trying to confirm the current

status and location of one of Alan Keef Ltd's K12 diesel locos; specifically works number 4. It was originally sold to Country Kitchen Foods at Wilmslow for use on its line over Lindow Moss. As far as I know, although the line went out of use in 2000, the loco is still stored on site.

I was trying to confirm this when someone on the Industrial Railway Society mailing list stated that there had been a report in *NGW* which did indeed confirm the loco was still on site. Unfortunately while they said the report had appeared "not that long ago" they did not give an issue and haven't yet responded to my question on that topic.

I'm hoping you have a way of searching through the text of back issues and might be able to point me at the right place? If it helps, while the company was originally Country Kitchen Foods, it's also been known as Croghan Peat (and variations on the name all including Croghan) as well as Middlebrook Mushroom.

Mark Greenwood

Andrew C replies: We do have an internal index but no mention could be found in it, and neither myself or features editor David Joy can remember such a report – some readers do routinely confuse us with the very good publications of the Narrow Gauge Railway Society. So can anyone out there answer Mark's, or Andrew's question? If so, send your information into the editorial office and we will pass it on.

Got a question for *NGW* readers? Send it in to the address on page 3...

That was the year that...

Our regular look back in the archives at news stories of the time and their legacy.

From 40 years ago

Darjeeling RIP?

Most disconcerting reports of events on the famous Darjeeling Himalaya Railway over the past two months indicate a distinct possibility of services having been withdrawn. Due to a strike of operating staff protesting Indian Railways plans for staff cuts no trains have operated since early December.

The consensus of opinion amongst management, operating staff and local authority representatives was that this may well be the opportunity Indian Railways have been awaiting to close the line entirely.

The line has been incurring huge losses over many years, the 132 level crossings have increasingly hampered road traffic and local authorities are actively pursuing its closure. Possibly the one reason for its survival so far has been the need for continued employment in this area of chronic job shortages.

As of 5/1/79 no trains were running and there was little prospect of a solution being forthcoming.

(*NGN*, February 1979)

Thankfully this portent of doom proved to be not quite accurate, and a much improved Darjeeling line is still with us today. However it still seems to lurch from one crisis to the next, with security never quite assured...



Photo: Michael Chapman

Leighton Buzzard sand line closes

Joseph Arnold & Sons sand quarries have ceased to use rail transport. Enquiries reveal rail traffic ceased at New Trees Quarry and Double Arches Quarry around May 78 except for a solitary loco being employed as yard shunter. 4wd MR 8540/40 was finally taken out of traffic in early November. By the end of November most of the track at Double Arches had been lifted except for the loco shed area and the track on which the skips were stored. (*NGN*, February 1979)

The industry line died but narrow gauge at Leighton Buzzard took a new turn. By this time the Leighton Buzzard Narrow Gauge Railway preservation operation had been running trains for more than a decade and has since evolved into the well-established line today.

Extracts from Narrow Gauge News,

the news journal of the Narrow Gauge Railway Society – for more details of the Society and how to join, go to www.ngrs.org.uk or see the Society's advert elsewhere in this issue.



Twelve on the rails

Three preserved locos are tracked down in Croatia by *James Waite*.

Twelve-coupled locomotives have always been rare, especially on the narrow gauge, but one splendid specimen is no 80-81 of the JŽ, the old Yugoslav state railways. It's an extraordinary 0-12-0T built by Krauss at Munich in 1939 (works no 15722) which became no 81 of the Slavenska Podravska Željeznica or Slavonian District Railways.

Slavonia is Croatia's most easterly province around 200km from Zagreb. Much of the region used to be poor and heavily forested and from the mid-1800s many inhabitants emigrated to the US. It was governed by Hungary until 1918 and late in the century the Hungarian government encouraged development of a logging business. The railways built to bring in the timber were metre gauge and the SPŽ developed from them, to become the only public metre-gauge system in the old Yugoslavia.

The first section opened in 1890 and the system was completed in 1907. Mostly it runs through flat country though there's a range of hills near Orahovica, one of the principal towns served by the line. No 80-81 appears originally to have been built for a line through these hills and both the loco and the railway on which it ran were later taken over by a quarrying concern based in Orahovica.

War torn

The SPŽ became part of the JŽ in 1946. The section between Belišće and Osijek was the last to operate and services there ended in 1970. The railway at Orahovica had closed three years earlier after which no 80-81 was plinthed in the town. The district saw considerable fighting during the 1990s civil war and I wondered for a long time whether the loco had survived. Happily it did and in recent years a large shelter has been erected to protect it.

Belišće is still home to a large sawmill, timber and paper manufacturing business started by one S.H. Gutmann, who was also largely responsible for the construction of the SPŽ. Not surprisingly the factory was always one of the SPŽ's main customers. Inside its premises a complete SPŽ train is preserved in excellent condition headed by 0-8-0T JŽ no

"Like several locos in the old Yugoslavia it probably owes its survival to a Partisan connection..."

Above: Very much a challenging loco to photograph but well protected by its substantial shelter is the unique JŽ 0-12-0T no 80-81 (ex-SPŽ no 81). It is now preserved in a small park at the site of the former Orahovica station.

Right: SPŽ 0-6-0T no 33 (later JŽ no 30-33) 'Gabor' is today displayed at the Zagreb Technical Museum.

Below: JŽ 0-8-0T loco no 50-58 'Partizanka' (formerly SPŽ no 58) is preserved with its train at the sawmill at Belišće.



50-58 'Partizanka' built by Krauss at Munich in 1913 (works no 6699).

This is a very pretty machine and like several locos in the old Yugoslavia probably owes its survival to a Partisan connection, though no-one was able to tell me what it might have been. The train is located well beyond the factory gate and as there is quite formidable security any visit probably needs to be arranged in advance.

The factory once had a large

internal metre-gauge system where one of the SPŽ's original 0-6-0Ts, no 33 'Gabor', later JŽ no 30-33, built by Krauss at Munich for its opening in 1890 (works no 2380) spent its final working days. It has been meticulously restored and is now an exhibit at Zagreb Technical Museum.

I'm most grateful to Toma Bacic from Zagreb for his help in tracking down the loco at Belišće and for arranging my visit there. **NGW**



THE NORTH'S PREMIER MODEL RAILWAY SHOW IN DONCASTER



9-10 FEBRUARY 2019

30+ LAYOUTS • 80+ TRADERS/SOCIETIES • LEARN FROM EXPERTS



**PRE-BOOKED
TICKETS**

ADULT £8.00

BRM SUBSCRIBERS £7.00

NON-BOOKED £9.00

Kids(5+) £4.50

Family £27.00

(2 adults & 3 kids)

TICKETS ON SALE!

MODEL-RAILWAY-SHOWS.CO.UK

Sat 10am - 5pm & Sunday 10am - 4:30pm. Advance ticket holders 9.30am Sat & Sun

Doncaster Racecourse, Doncaster DN2 6BB | Ticket hotline 0844 581 9900

FREE PARKING OR SHUTTLE BUS





RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of

**National
Railway
Museum**

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A
LIFETIME COLLECTION. DISTANCE NO OBJECT.
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO
SECONDHAND@RAILSOF SHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE

**TOP
GUARANTEED
PRICES
PAID**

*We urgently require collections of any size,
featuring products from the following manufacturers:*

**FAMILY
BUSINESS
FRIENDLY
SERVICE**



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

AND MORE...

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://www.twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)