

NARROW GAUGE WORLD

ISSUE 142
SEPT 2019



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We have chosen to model the two surviving locomotives in their final form, No. 2 *Kathleen* in 'tram' condition with the extended cab roof and tram style cab (albeit without full skirts) and No. 3 *Lady Edith* in 'main line' form without these additions. Locomotive Nos. 5 to 8 were supplied by the makers complete with skirting over wheels, cowcatcher, bell, and headlamp at the bunker end, typical of a 'tramway type' locomotive for use on roadside track. Built in 1887 and subsequently rebuilt with bigger boilers, the eight locomotives became part of the Great Southern Railways in 1925 in due course losing their original green livery for GSR grey and later black.

Two examples survived to be preserved, *Kathleen* in the Ulster Folk & Transport museum and *Lady Edith* at the New Jersey Museum of Transportation in the USA, although there are moves to repatriate her. We'd like to thank our friends at the Ulster Folk & Transport Museum and the Cavan & Leitrim Railway Preservation Society at Dromod for their help in gathering data for these models; the retail profit* from any example purchased in Northern Ireland will go to the former, the retail profit* from any sold in Eire will go to the latter and a percentage of all UK sales will be split between the two organisations (*when purchased direct from Accucraft UK Ltd).

The model is internally gas fired and has piston valve cylinders. The boiler is fitted with a water gauge, pressure gauge and lubricator, the gas filler valve is under one of the water tank fillers, the gas control valve is disguised as the brake standard and the cab controls are accessible via the hinged cab roof. It is available in either fully-lined Cavan & Leitrim green, un-numbered GSR grey or plain satin black. Nameplates are provided for both *Kathleen* and *Lady Edith* but these are not fitted, allowing customers to choose another member of the class if they so wish. The target **UK RRP is £1950.00**



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Cover: Freight workings are always a constituent part of the annual Threlkeld Quarry Museum Gala and this view of resident Bagnall 0-4-0ST 'Sir Tom' was captured during a photo charter preceeding the event, before the rains arrived!
Main photo: Steve Sedgwick

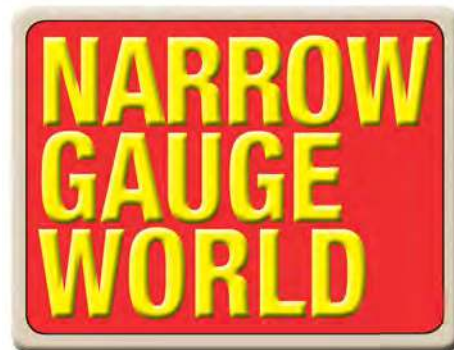
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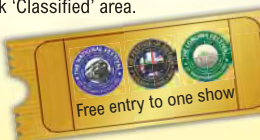


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Fuelling concerns...



"Many are coming to regard the future availability of the round black stuff as the biggest threat to the future operation and survival of our railways..."

Photo: Wisps of smoke in a delightful scene at last month's Threlkeld Gala – but could this be a time-limited scene? Photo: Steve Sedgwick

Welcome to *NGW* and another busy month, with lots going on in the narrow gauge world despite the weather doing its best to spoil things. Particularly gratifying is to be able to report over the page on the physical start of not one but two major extension projects at the Leighton Buzzard and particularly the Lynton & Barnstaple Railway.

The question is, however, when these extensions eventually come into use what will be running on them? This month I want to focus on a very serious subject, and that is coal. Why serious? Because many in the heritage railway industry now regard the future availability of the round black stuff as the biggest threat to the operation and survival of our railways.

You see the Government's Department of Environment, Food & Rural Affairs, DEFRA, ever more conscious of environmental concerns, wants to ban the sale of domestic house coal. This has been identified as a major contributor to particulate emissions and DEFRA wants home burners to switch to greener options.

There were initial fears that the coal-burning ban would also cover heritage railways. These fears have been quelled by DEFRA indicating railways would be exempt, but this won't make the problem go away.

If home coal burning is banned, the remaining UK pits will likely go out of business. This would

mean heritage lines would have to source the coal they need by importing it from abroad.

Not only does non-UK coal tend to be less clean, and particularly smoky, portraying an image at odds with modern times, it would also be prohibitively expensive to import, basically because the entire annual needs of all UK heritage railways would likely fill only one or two ship holds. At the very least railways would need to join forces to import in bulk and find a way to store much larger quantities at a time.

Image problem

All this comes as a time when steam railways are becoming increasingly aware of an image that is increasingly out of sync with today's emissions-conscious world. In fact removing the entire emissions of all our railways would hardly make the slightest dent in environmental figures, but the perception is there.

So the railways need to get together, make their voice heard and emphasise the many benefits they bring to the UK, not least an annual contribution to the country's GDP of close to half a billion pounds, as well as the 4,000 full-time jobs provided by heritage lines, skills training etc...

The Heritage Railway Association is working hard to ensure the voice of our industry is heard, and a glimmer of hope is that politicians with major clout

are hearing us and understand the issue. Your editor recently enjoyed an in-depth discussion on the subject with Nicky Morgan MP, chair of the All-Party Parliamentary Group on Heritage Rail, and it is clear that Ms Morgan is committed to trying to find a solution to protect the future of our railways.

Friends and foes

Since our conversation Nicky Morgan has been promoted to the cabinet in Boris Johnson's government, as culture secretary. But it's not all good news, Theresa Coffey MP, who was under secretary of state at DEFRA, responded to the coal concerns by asking why a government pursuing a clean-air strategy should be worried about coal for steam locomotives becoming more expensive. Prime Minister Boris Johnson has since promoted Ms Coffey in DEFRA...

So heritage railways are facing what could be their biggest battle yet, and everyone involved in our vocation must ensure they miss no opportunity to make those with influence fully aware of how important our railways are to the UK – it's not just playing trains...

Meanwhile, enjoy your *NGW*, and get out and visit some railways. Days before writing these words I visited a line for the first time, and I'll tell you more next month. High season may be behind us, but there is still plenty to enjoy...

Andrew Charman



Lynton & Leighton extensions underway as diggers move in

Two railways have kicked off extension projects in the last month with diggers moving in to begin trackbed clearance.

The Lynton & Barnstaple Railway's long-awaited 'break-out' from its current one-mile line towards Blackmoor Gate and Whistlandpound, and the Leighton Buzzard Narrow Gauge Railway's extension from Stonehenge Works towards its original terminus at Double Arches, are underway.

On the L&B the first phase of the extension saw contractor I&H Brown begin rebuilding on 23rd July of two bridges that will be needed. Bridges 54 and 55 are both on the final part of the route, west of Blackmoor Gate station that will be the first target of the extension work.

The work commenced just before a three-year detailed planning permission for the one-mile section between Blackmoor and Whistlandpound, granted by North Devon Council, expired. The extension section from the current limit of operations at Killington Lane is under the jurisdiction of the Exmoor National Park Authority and the railway will not be able to start on this section until it acquires some land still required and can show it has all the rebuilding funds in place.

The two bridges will cost £220,000 and

the railway has been awarded a European Leader 5 grant aid contributing up to £60,000. A £160,000 'Bridge The Gap' appeal (www.lynton-rail.co.uk/page/bridge-gap) is seeking to raise the rest.

Only the southern abutment of the original bridge 54 survives, partly due to damage suffered in Army exercises in the Second World War. Bridge 55 remained intact but the deck was life-expired and the railings had gone. Tony Nicholson from the L&B told *NGW* that work has been set back slightly by continuing rain but both bridges are still scheduled for completion by early September.

Meanwhile on the Leighton Buzzard Railway contractors have been busy taking back topsoil and good progress has been made despite the work being slightly behind schedule. It had been hoped that sufficient work would be complete for some track to be laid during the week commencing 12th August, reconnecting sidings at Stonehenge Works to the rest of the railway. This was now expected to commence on 19th August.

Material excavated during the earthmoving operation will eventually be used during the remediation of the adjacent Nine Acre Quarry. A wide formation is being excavated and the railway has acquired enough track material to relay a double line up the hill.

Above left: The surviving abutment of the Lynton & Barnstaple's Bridge 54 can be seen at centre.

Above: A digger starts clearing up Munday's Hill on the Leighton Buzzard. A wide formation is being cleared, below.

Photos: Tony Nicholson/LBR and Geoff Gauntlett



■ The Lynton & Barnstaple Railway's Essex-based carriage restoration group has completed a fifth vehicle for the line.

Coach 5 is the latest of what are described as rebuilds but effectively new-builds incorporating surviving original parts. A composite vehicle, it incorporates both first and third-class compartments and was purpose-built for the L&B by the Bristol Wagon & Carriage Co in 1897.

The carriage was delivered to the L&B's Woody Bay station on 14th August and will be officially launched into traffic at the Autumn Gala on 28th-29th September. This event is also set to see a return of L&B Manning Wardle 2-6-2T 'Lyd' courtesy of the Ffestiniog Railway, the loco again being paired with fellow new-build, Baldwin 2-4-2T 'Lyn' which is resident in Devon. *Photo: Dave Ely/LBR*

Narrow gauge mourns passing of avid collector Peter Rampton

The Vale of Rheidol Railway and the narrow gauge heritage sector is in mourning following the passing in July of Peter Rampton at the age of 85.

Peter was the VoR's founder and chairman but his legacy stretches far beyond the mid-Wales line. As founder of the Phyllis Rampton Narrow Gauge Railway Trust, he built up a collection of more than 20 locomotives from around the world. These were mostly kept at his Surrey Farm and visits by enthusiasts firmly discouraged, which led to both criticism and fevered speculation as to the contents of 'Collection X'.

It is known that the collection includes a pair of Indian Railways 4-6-2 Pacifics and South African Lawley 4-4-0s as well as several other types which likely would have been lost had Peter not stepped in to save them. Some of these locomotives are destined to be displayed in a museum that the VoR plans at Aberystwyth station.

Peter's first UK line was the 2ft gauge Brecon Mountain Railway which he and Tony Hills created on a standard-gauge trackbed in 1979. Nine years later the two stepped in when British Railways decided to sell the VoR, buying it in April 1989. The two split in 1991, Hills retaining the BMR and Peter the VoR.

In recent years the VoR has undergone a major revitalisation, with refurbished stations and equipment and most recently an all-new station at Aberystwyth.

VoR locos wore wreaths on 23rd July in commemoration of Peter's passing and VoR CEO Robert Gambrell said; "Peter was the driving force behind our amazing railway. His passion and drive to see the Vale of Rheidol Railway restored to its former glory will remain testament to a man whose legacy will live on for many years to come."

"One of life's great eccentrics, the world is a lesser place without him. Rest in Peace old friend."

■ The Vale of Rheidol Railway's Aberystwyth workshops is making solid progress with the rebuild of the Welsh Highland Railway's 1917-built Baldwin 4-6-0T no 790. This is to be restored in the guise of loco no 590 which worked on the line until scrapped in 1942.

As the photos taken in early August show, assembly of the Baldwin is well underway. Future work will include reconstruction of the bunker and assessing the best way of restoring the cab, which is a surviving component



■ Zillertalbahn 0-6-2T no 2 'Zillertal' arrived at Welshpool on 13th August at the start of its two-year hire contract on the Welshpool & Llanfair Light Railway. Its chimney removed to meet road transport loading gauges, the loco was unloaded at Raven Square and towed by rail to the W&LLR's Llanfair Caereinion base.

As a result of delays in the loco's arrival, and the need for intensive 'Fitness to Run' testing, the W&LLR stated that an in-steam launch at the Annual Gala on 30th August-1st September was now unlikely, although the loco would be on display at the event.

Photo: Joe Gunby/W&LLR

West Lancs celebrates taking ownership of line

Members of the West Lancashire Light Railway have celebrated the signing of a contract on 5th August purchasing the land on which the line sits.

The line has operated for more than 50 years but always on a recurring six-months lease with landlord Henry Alty Ltd, owner of the extensive brickworks site in which the WLLR is sited. But with much of the site being sold off for development, including a supermarket, housing estate and country park, it was decided that members needed security of tenure.

WLLR chairman Mike Spall described the delight of achieving a goal of raising the £260,000 required for the land. "A dark cloud over the future of the railway has been lifted and we can now start to develop

and invest in our popular heritage railway," he said. "Our visitors can expect to see great things in the coming years as our plans are rolled out."

Mike added that in coming months ideas to improve the site and its facilities would be considered. "Some changes are being driven by the developments next door, with a new site access and car park, new toilets with disabled access and a new electrical substation. Others will be more of our own making."

Meanwhile the focus will continue on raising further funding to repay loans taken out to enable the land purchase. The appeal continues and further details are available on the railway's website at www.westlancsrailway.org/redevelopment





■ As the Hampshire Narrow Gauge Railway Trust prepares to vacate its site at Bursledon Brickworks by the end of the season, its Bagnall 0-4-0ST 'Wendy' celebrated its 100th anniversary at the Amberley Museum rail gala on 13th July. Wendy looks set to stay at Amberley for the foreseeable future.
Photo: Steve Moores/HNGRT

Hayling line for sale

The Hayling Seaside Railway is on the market, with an asking price for the Sussex 2ft gauge line of £310,000.

Founded following an abortive attempt to restore the standard-gauge Hayling Island branch, the line was first built by a group of enthusiasts as the East Hayling Light Railway at Mill Rythe holiday camp on the island, and opened in 1988.

Soon after its opening the local council pitched the idea of a railway along the seafront and one of the enthusiast group, Bob Haddock, proposed relocation of the line. The plans took 12 years in the face of opposition from a group of local residents, the EHLR finally closing in 2001 and reopening on the new site as the Hayling Seaside Railway in 2003.

Since then the mile-long line has been steadily developed, the major advance the opening of a new and highly visible depot

building at Eastoke Corner in 2017.

Bob has now put the line up for sale, the price including the route and buildings, two Alan Keef-built steam-outline locomotives, five passenger carriages and the lease from Havant Borough Council.

Currently the line opens at weekends and Wednesdays and daily during school holidays, and carries around 40,000 passengers each year. It also has an enthusiastic supporting society of volunteers. The sale documents quote an annual turnover of £60,000 and profit of £20,000 and suggest that expansion opportunities could include extension of the line to the Ferry Boat Inn, creating a possible link with the Eastney Ferry.

Details of the sale can be found online at <https://uk.businessesforsale.com/uk/light-railway-holiday-service-in-hayling-island-for-sale.aspx>



Young take over on the Talyllyn

The Talyllyn Railway handed its entire operations over to its Young Members Group (YMG) on 9th-10th August with members aged between 14 and 25 undertaking all operating roles.

The YMG has been an active group at the TR and an effective training ground for operational staff. Speaking before the weekend YMG chairman Adam Davies described it as a great testament to the group. "We would like to use the gala event to appeal to even more young people by showing the breadth of volunteering roles that can be undertaken – we are running extra trains throughout the weekend and expect to have a lot of fun," he added.

The TR again teamed up with TV presenter and historian Tim Dunn, who live-streamed the event to social media throughout the Saturday. The day also featured the TR's annual late-night steam event with trains running into the early hours – the last departure from Tywyn Wharf was at 11pm, returning at 1.17am.

Photo: Darren Turner/TR



■ The newly-built body of the Bala Lake Railway's latest carriage was delivered to the mid-Wales line on 29th July. The vehicle, which will be mounted on a four-wheel chassis, is an almost exact replica of the saloon used by Lord Penrhyn on the Penrhyn Quarry Railway, and today preserved in the Penrhyn Castle Industrial Museum.

The replica has been five years in the making by a single member of the BLR, David Hale from Somerset. "It's an absolute work of art," said BLR chairman Julian Birley. "We have to put it on wheels – the axle boxes are being made at the moment, then the draw gear and brake gear. It



will then be painted as per the original in Penrhyn Castle.

"With carpets and curtains to complete it will be in traffic for next season. A train of 'Winifred', three quarryman's open carriages and the saloon will give a unique representation of a Penrhyn Quarry passenger train."

Meanwhile the railway is pressing on with its plans to extend into Bala town centre. It hopes to benefit from incorporating its route into major flood defence upgrades, but will need to raise a contribution of £300,000 to the project.



■ This year's annual open day on the private Richmond Light Railway in Kent on 17th August featured Beamish Museum's new-build Thomas Green loco 'Samson'. The loco is seen here departing from the line's impressive station with a shuttle train, topping and tailing with vertical-boilered 0-4-0 'Leary' recently acquired by the Richmond line. We'll have more on this delightful 2ft gauge line next month.

Photo: Andrew Charman

New diesels for Snowdon

Two new hybrid battery-diesel locomotives are to be built for the Snowdon Mountain Railway, beginning a replacement programme for the rack line's existing diesels which began service in 1985.

The SMR began looking into replacement locomotives five years ago and after extensive market research and specification development chose Clayton Equipment Ltd, a UK-based manufacturer specialising in bespoke hybrid battery-diesel locos for use in tunnelling, metro and mining, as preferred supplier.

The two new 800mm gauge locos will be commissioned and ready for service for the start of the SMR's 2020 season. They will be driven by high-torque, maintenance-free electric motors, and powered by a traction battery and diesel generator.

Traction and braking is all taken through the rack pinions and when descending from

the summit the diesel generator will be switched off whilst service braking recharges the battery ready for the next ascent.

The new locos will be quieter than the conventional diesels and with lower emissions and a reduced operating cycle will deliver significant fuel and carbon emission savings. They will also allow the carrying of up to an extra 12 passengers per train.

SMR senior engineering manager Mike Robertshaw said that investing in new hybrid locos is a great opportunity to move the SMR fleet forward into the next generation.

"The proposal offered by Clayton allows us to push Snowdon Mountain Railway into a new era of fuel efficiency, emission reductions and take a radical step forward for the business," he added.

Specific designs for the locomotives will be revealed in coming months.



■ The latest carriage for the Hampton Kempton Waterworks Railway was delivered on 4th June. Jim Hewett of the railway admitted to *NGW* that the vehicle's history is "a bit of a mystery. It was made by Severn Lamb to what we believe was a standard design and it looks similar to ones that used to run at Thorpe Park. We bought it from North Bay Engineering at Darlington but don't think they used it. We think it was at the Perrygrove Railway in the Forest of Dean but they obviously never ran it as they are 15-inch gauge. It is in good condition but will take us a while to get it running. Photo: Josh Webb/HKWR

BRIEF LINES

Lines hit by weather

Heavy rain and high winds over the weekend of 10th-11th August affected several UK lines. Along those forced to cancel operations due to the rain on the Saturday were the Evesham Vale Light Railway and the Littlehampton Miniature Railway, while on the following day high winds forced the Fairbourne Railway to suspend services for the day.

Peat railway opens up

The growing Crowe Peatland Railway project in Lincolnshire will be staging its first-ever public open days on the weekends of 14th-15th and 21st-22nd September. For more details of this 3ft gauge line see page 42.

Shed work at Gelert's Farm

The Welsh Highland Heritage Railway is planning a major refurbishment of its 'Big Shed' display centre over the winter. The work by contractors between December and March will include replacing life-expired cladding, refurbishing framework, building a block wall alongside Gelerts Farm platform, new insulated doors and new LED lighting.

Network Rail at Buzzrail

The Leighton Buzzard Railway has become the latest line to work with main-line infrastructure operator Network Rail, a team from the Milton Keynes depot fitting anti-trespass guards to one of the LBNGR's road crossings.

Corris carriage progress

Carriage 24, one of two new passenger vehicles under construction at the Corris Railway has had its welded metal carcass completed and has been mounted on its bogies. This allowed it to make its first journey on the running line for gauging purposes, a round trip between Maespoeth Junction and Corris for with Ruston Hornsby diesel no 6 supplying the motive power.

Fairbourne steam for diesel

The Fairbourne Railway's Hunslet-style 2-6-2T 'Russell', built in 1979 by Milner Engineering, returned to passenger services at the end of July following a major overhaul. Meanwhile mechanical issues with 0-4-0 diesel 'Gwrl' in early August resulted in the unusual substitution of advertised diesel services for steam haulage.



New dome concludes restoration of Nancy

After 22 years the £160,000 restoration of Avonside 0-6-0T 'Nancy' (1547/1908) is complete. On 27th July the loco received its new dome, following its return to steam at the Dromod Works of the Cavan & Leitrim Light Railway in March (*NGW*138).

The dome was made by specialist Dorset Copperfish and delivered to Dromod by Alan Keef Ltd, which completed the rebuilding of the loco, on 27th July. C&LR volunteers wasted no time fitting it to crown Nancy's restoration.

C&LR manager Micheal Kennedy described the arrival of the 'missing piece' as worth the wait. "The dome looks fantastic – the Cavan and Leitrim Railway would like to express their thanks to Alan Keef and Lord O'Neill for their involvement

with this last piece of Nancy's restoration."

The focus is now on laying sufficient track at Dromod to enable the loco to operate, and the railway has issued an appeal for potential volunteers to get in touch at dromodrailway@gmail.com.

The C&LR museum contains many railway artefacts including a Tralee and Dingle Carriage from 1891, several Ruston and Hornsby diesel locomotives, artillery, aircraft and vintage buses. It is open until the end of September and is accessible by rail from Dublin. Further information is on Facebook or at www.cavanandleitrim.com

Photos: 'Nancy' looks complete with its pristine new dome, which C&LR volunteers wasted no time in fitting.

Photos: Darragh Connolly/CLR



Donegal wagon to be restored

A 138-year-old goods and cattle wagon, built by Oldbury in 1881 for the opening of the 3ft gauge West Donegal Railway is being restored by County Donegal Railway Restoration Ltd, writes *Hugh Dougherty*.

The wagon ran until the closure of the CDR in December 1959, and was rescued by the North West of Ireland Railway Society, whose then chairman, Ken Ewing, restored the body as a personal project. He sourced buffer couplings and chains, as well as a set of axle boxes from the Isle of Man Railway and much of the timber replacement was funded by local business sponsorship. The intention was to run the wagon on the Foyle Valley Railway.

The project stalled, however, and the body was donated by NWIRS to the South Donegal Railway Restoration Society, now CDRRS, which sent the survivor to the Railway Preservation Society of Ireland at Whitehead for restoration. Stored in the open, a lack of funds precluded work starting, so the wagon was returned to Donegal Town on 22nd July, and is now stored in the former station goods shed.

Donegal Railway Heritage Centre manager, Niall McCaughan, said that the wagon will be restored over the winter. "Much of the work done initially, now needs replacing, and we will restore the wagon to its original condition. This is a very interesting dual-purpose goods wagon."

€20K aid to bring Drumboe home

A €60,000 fundraising drive to bring Alex-County Donegal Railways Class 5, 2-6-4T 'Drumboe' home to Donegal, to mark the 60th anniversary of the closure of the line in December 1959, has received a €20,000 donation from the grandson of the line's longest-serving manager.

The cash has come from Graham Henry Forbes, whose grandfather, Henry Forbes, managed the CDR between 1910 and 1943. He is credited with ensuring the line's survival until 1959, by introducing petrol and diesel railcars, and instigating vigorous promotion and strict economies.

Graham Henry Forbes, who lives in Thailand, said: "My grandfather would have been proud of the attempts to put life back into the Donegal Railway."



■ The 3ft Gauge Stradbally Woodland Railway celebrated 50 years of operation over the Irish bank holiday of 3rd to 5th August. The line is Ireland's oldest volunteer-run heritage railway and the 50th Anniversary was celebrated alongside the 55th National Steam Rally, services worked by the line's former Bord na Mona Andrew Barclay 0-4-0WT, built in 1949.

Photo: SWR.

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■ **Change in the air.** This pipe bridge, which has dominated the skyline at the Sittingbourne & Kemsley Light Railway's Kemsley Down base ever since the line was preserved in 1970, was removed in August as part of general improvements in the area surrounding the line. The replacement bridge can be seen behind and a level crossing has also been significantly widened to enable articulated vehicles to cross the line at an angle. New level crossing gates have been installed to cater for the wider crossing.

The railway reports a "fantastic" response to its 'Premier Parts' appeal, raising money to return Kerr Stuart 0-4-2ST 'Premier' to service in 2020. It is hoped that the loco's boiler will return to the line in August. "Many of the items on the shopping list have been purchased but there's still a way to go yet," a S&KLR spokesperson said.

Meanwhile former Chattenden & Upnor Railway carriage no 204 'Four Elms', has been moved to the engine shed in preparation for reconstruction. The vehicle was a closed saloon when it arrived at Sittingbourne in 1978 from the Welshpool & Llanfair Light Railway. *Photo: S&KLR*



East Suffolk line adds extension

While extensions to major UK lines occupy our headline news this month, another line has been building a short but significant extension.

The addition to the East Suffolk Light Railway, at the East Anglia Transport Museum, will add 150 metres to the length of the 2ft gauge line.

The line opened in 1973, the museum aiming to recreate a typical light railway. It runs along the northern perimeter of the museum between the main station at Chapel Road, and Woodside, the furthest point of the museum's trolleybus route.

Motive power is provided by two Simplex industrial locos, both of which previously worked on a line at the Imperial War Museum at Duxford aerodrome, and a Ruston formerly employed at Portland Cement at Lewes, Sussex. A further 1934 Simplex loco came from the King's Lynn quarry of British Industrial Sand.

Artifacts at the East Suffolk Light Railway include the only surviving vehicle of the 3ft gauge Southwold Railway closed in 1929 – the body of a luggage van originally built in 1885.

Above: The extension past a new flat crossing as work proceeds on the 150 metre extension.

Below: The new crossing over the tramway. *Photos: Tim Major/ESLR*



Golden time at Apedale

The Moseley Railway Trust enters its second half century in 2019 and plans to mark the milestone with a special September Gala.

In 1969 a teacher at Cheadle School, near Stockport, had the idea of building a railway as an educational project. The first line consisted of a few yards of track, a tramcar converted from a wagon used at a brickworks, and a horse called 'Tim' who provided the motive power. The railway moved to another, nearby, school in 1970.

According to Simon Lomax of the MRT the intervening years have seen a rollercoaster ride; "and not just from the state of the track laid on the school playing fields!" The school railway closed

in 1998, and the MRT subsequently re-located to Staffordshire and created today's Apedale Valley Light Railway.

The Golden anniversary event at Apedale on 21st-22nd September will include at least one visiting steam locomotive – Stafford-built Bagnall 0-4-0ST 'Kidbrooke', as well as the debut of 2017-built Decauville 0-4-0T 'Edgar' on passenger services.

For one weekend only, and subject to completion of necessary approvals work, visitors will be able to ride on the normally non-passenger Field Railway. This operation will aim to re-create the experience of passenger trains at the School line in Cheadle – small diesel locos hauling coaches converted from industrial wagons.

Negotiations are also continuing to bring a further, "very special", guest loco to the event.

MRT50 will be open from 10.30 until last admission at 4pm. Admission will be £6 adults, £3 children. Further details will be published, when available, on the Trust's website at www.avlr.org.uk and on the MRT Facebook page.

Left: The MRT's 50th Anniversary Gala will include a rare opportunity to ride on the Field Railway at Apedale. *Photo: MRT*





Submerged Simplex comes back to life

A landmark project by volunteers on the Lincolnshire Coast Light Railway has seen a loco that helped to build much of the Lincolnshire Coast and to protect it from the sea, move under its own power for the first time in more than 45 years.

According to Lincolnshire Coast Light Railway Historic Vehicles Trust chairman Richard Shepherd the 'Skegness Simplex' has always been special to the Trust due to its local connections. "At its first location in Mablethorpe and then in Skegness, it literally helped build the towns – it's a tangible reminder of what was once an important industry in the area"

The 20hp Simplex was built by Motor Rail in Bedford in 1947 as works number 9264 for W G C Hammond, contractors, of Mablethorpe. It moved skip loads of spoil to strengthen local sea defences and it would have been submerged under seawater and sand during catastrophic floods of 1953 which killed 43 people in Mablethorpe.

The loco was retrieved and is believed to have worked on strengthening the defences to prevent any recurrence of the flooding. In 1964, it was sold to the Mablethorpe Brick and Tile Company, and sold again in 1970 to Skegness Brick and Tile Company. It worked there in an increasingly dilapidated condition until 1976 when the works were closed.

It was purchased at auction on 19th March 1977 by Robert Dales of Wold Newton, near Grimsby who disposed of it in May 1998 where it was bought by LCLR Trust treasurer, Paul Walkinshaw.

The Simplex joined the Trust's wagons at a store in Lincolnshire, and repairs began. A replacement radiator was fitted and the loco was donated to the Trust. It moved to the LCLR's base in the Skegness Water Leisure Park in 2003 before returning to the chairman's home near North Somercotes to aid the restoration.

Much of the mechanics were found to be in very poor condition – removing the pistons took an all-day struggle. After failed attempts at North Somercotes to start the engine the loco's restorers moved it back to the railway's HQ in Skegness and fixed up a temporary fuel supply.

Careful towing made it possible to prime the fuel pump and the engine struck up, ticking over very satisfactorily. "We believe this is the first time the engine has run since 1974, and as the youngest of our fleet (built in 1947), for more than half its life, it has laid dormant," said Richard.

"It requires painting, brakes, cooling system, exhaust, bonnets, and re-fitting to return the engine to runnable condition. As the wheel-sets have thin flanges and the chains are very tired, we plan to use it as another shunter and power for works trains when we repair track and infrastructure."

Irt goes to Kirklees for Estate line Gala

The Kirklees Light Railway's 14th annual Steam and Diesel Gala on 14th-15th September will take the theme of 'Estate Railways' and will feature five visiting locomotives.

Top of the list will be the Ravensglass & Eskdale Railway's 'River Irt', currently celebrating its 125th year, and it will be joined by two Heywood versions of 'Katie' from the R&ER and Eaton Hall Railways.

The other visitors will be Cagney No.44 from the Rhyl Miniature Railway and former Fairbourne Railway locomotive, 'Count Louis'.

The visiting engines will operate alongside the seven-strong home fleet which includes a third 'Katie'. Another former Fairbourne loco, this loco nearly ended up operating on an estate railway when it was purchased from the Dudley Zoo Railway by Captain Vivian Hewitt for intended operation on a banana plantation in the Bahamas fuelled by coconut husks. Fortunately for the KLR, the loco only made it as far as Anglesey before being purchased by the Fairbourne following the death of the Captain.

The Gala weekend will feature an intensive timetable with departures every 30 minutes from Clayton West and Shelley and an hourly shuttle service operating between Clayton West and Skelmanthorpe. There will also be a 'driver for a donation' experience at Shelley Station, the redeveloped miniature railway will be in operation and there will be a display of vintage vehicles, models and a photographic exhibition.

An 8pm departure will run on Saturday evening and the infamous 'Shelley or Bust' final train of the gala will depart at 5pm on Sunday hauled by as many available locomotives as possible. More details are at www.kirkleeslightrailway.com



■ Visiting Barclay 0-4-0 'Jack' departs with another busy train during the Devon Railway Centre's Steam Gala on 17th August. Also in action at the two-day event was the centre's resident Orenstein & Koppel 0-4-0WT 'Rebecca'.

Photo: James Webber



Lorry accident 'fatally damages' historic stock

Terminal damage was caused to historic freight stock after a road tanker crashed through an armco barrier and fell onto the Košice Children's Historical Railway (TASR) on Wednesday 14th August.

The driver of the tanker was injured in the crash in Košice, and taken to hospital by ambulance.

TASR director Lubomír Lehotský told Slovak media that the accident caused "fatal damage" to a wagon manufactured in 1886 and which is listed as a national cultural monument.

"I can't estimate the damage yet, but it will be over 100,000 euros," Lehotský said (Police later estimated a damage bill of 200,000 Euros).

"One of the wagons is a rare historical one, we worked on another for three

SLOVAKIA

years and put it into operation just a few days

ago," he added.

"The accident happened in a siding and fortunately, there was no train passing by."

The Košice Children's Heritage Railway is a 4.2km long metre gauge line and was opened on 20th September 1955 as the first pioneer railway, designed to be operated by children of elementary school age, in the former Czechoslovakia. It was the only such line to survive the division of the country.

Since 2012 the railway has been operated by the Košice Children's Railway Coalition. Rolling stock includes steam locomotives U 36.003 'Katka' – the oldest functioning steam loco in the former Czechoslovakia – and U 29.101 'Krutwig' and diesels TU 29.2002 'Janka' and TU 29.2003 'Danka.'

Photos: TASR

Montenvers rack line derailment disrupts services

Services on the Chemin de fer du Montenvers rack railway in the Haute-Savoie region of **FRANCE** were disrupted on 12th August after a train with 150 tourists on board derailed.

Fortunately no-one was hurt in the accident, which occurred at Planards when a train was descending towards Chamonix. However the leading vehicle of the two-car train was left hanging off the track and many passengers shocked by the experience.

Services were suspended on the line and officials estimated that some 2,000 visitors were stranded further up the mountain at the 'Sea of Ice' tourist attraction. Some walked down while others were ferried by shuttle trains working between the accident site and Chamonix.

The 5km long metre-gauge Montenvers line runs from a connection with the standard-gauge SNCF in Chamonix, to the Hotel de Montenvers station on the Mer de Glace at an altitude of 1913 metres. It is highly popular with tourists.

Injuries follow forestry loco derailment

A dozen passengers were slightly injured when a locomotive and carriage derailed on the Vaser Valley Railway – the forestry railway of Vișeu de Sus, in the far north of **ROMANIA** on 10th August.

The accident to the 760mm gauge train, which was 11 vehicles in length and carrying 340 passengers, left the bo-bo diesel locomotive resting on its side against an earth bank. The injured were said to include a four-week-old baby and three-year-old child.

The 20km-long Vișeu de Sus is regarded as one of the main tourist attractions in the region and carries tens of thousands of tourists each year.

Seven apprentices sign on with Harz

Efforts by the Harzer Schmalspurbahnen in **GERMANY** to address growing staffing issues have seen the recruitment of seven new apprentices.

The seven will be taught the professions of industrial mechanic, office management clerk and, for the first time, technical product designer, working on the popular 140km long metre-gauge steam line.

Since 2008, the Harz has trained a total of 18 apprentices.





Ruston restored to run at museum

The Milang Railway Museum in South Australia has completed the restoration of a 48hp Ruston & Hornsby locomotive, 48 years after it last ran.

The Class 44/48 loco was built in the first half of 1938 at Ruston's Lincoln works, acquiring works number 187078. It was shipped to Ruston & Hornsby (Australia) in Melbourne on 5th July 1938 at the second attempt – the first time it was dropped at London docks and had to be returned to Lincoln for repair.

The loco was then purchased by the Waratah Gypsum Company and employed on a salt and gypsum harvesting operation at Stenhouse Bay in South Australia. It received a new 48hp engine in 1956.

By 1971, operations had ceased and the loco was donated the Mile End Railway Museum, the predecessor of today's Australian National Railway Museum. It was kept in various storage locations, finally being loaned to the Milang Railway Museum in 2017.

AUSTRALIA

Restoration to full running condition took two years and included the complete replacement of all electrics which had been removed in the 1960s. The biggest challenge was finding a new starter motor

and one was eventually located on a derelict locomotive at Broken Hill.

The Ruston will now be maintained in running condition to perform demonstrations on the Museum's 2ft gauge tramway. We'll have more on this project in a future edition of *NGW*.

The photos above show the Ruston working at Stenhouse Bay in 1947. Photos: Arnold Lockyer

Right: The restored Ruston loco being driven by the Milang museum's project team leader, Neville Thomas. Photo: Peter Lucas



■ A slice of life on the Puffing Billy. The AUSTRALIAN 2ft 6in gauge line operates wood-collection trains on around a monthly basis, to collect fallen timber and bring it back to Belgrave for locomotive lighting-up purposes.

Most of these trains are diesel-hauled, but occasionally as a thank you to the line's volunteer supporters, a steam loco is rostered on the service.

On 20th July Baldwin 2-6-2T no 7A, built in 1905, was on the service, seen here with timber being loaded in the Wright Forest – the railway's bridge 8 is just visible in the background.

Photo: Alexander McCooke





Parlor Car Rangeley heads for new home

The only 2ft gauge parlor car in **North America** has been on the move (*writes Wayne Laepple*). 'Rangeley' has been preserved and housed indoors ever since closure in 1935 of the Sandy River & Rangeley Lakes Railroad – longest and best-known of the Maine two-footers.

Latterly it has been at the Maine Narrow Gauge Railroad & Museum, which operated a 1.5-mile line at Portland. In 2018 the museum was notified that it would have to vacate the property.

Several items from the core collection are being moved some 60 miles to Sheepscot on the Wiscasset, Waterville & Farmington Railway, fully described in *NGW*124. Rangeley was transferred on 17th July a day prior to combine car no 14 arriving on the line.

Both carriages were promptly lined up behind Forney 0-4-4T no 9, built by the Portland Co in 1891. All three had originally seen service on the Sandy River railroad – and it was the first time in 95 years that they had been together on the same line.

There was enhanced UK interest in

Rangeley in 2004, when the Ffestiniog Railway built a replica of the carriage for Adrian Shooter's Beeches Light Railway. It was named 'Carrabasset' – a location on the Sandy River line. As reported in *NGW*141,

it has now been acquired by the Statfold Barn Railway.

Photos taken on the Wiscasset, Waterville & Farmington Railway by Stewart Rhine, 17th-18th July, 2019



■ The Puffing Billy Railway in Melbourne, AUSTRALIA celebrated the appointment of the first female locomotive driver in the railway's 119-year history on 31st July. Volunteer Belinda McKenzie's first turn on the regulator were supported by an all-female crew, including the fireman, guard, and conductors.

Belinda, 40 started volunteering at Puffing Billy in 2010 after a visit to the railway. "I was at Puffing Billy as a passenger when the driver and fireman saw me checking out the running gear of one of the engines," she said. "They invited me into the cab to take a look. I asked them how they got their jobs, they told me they were volunteers and that I could be, too. I signed up that day!"

Belinda has held a number of volunteer roles at Puffing Billy. She encouraged women to consider the opportunities and unique experiences available to volunteers at the line.

"The stereotypical image of a railway worker – hot, sweaty and covered in soot – is probably not appealing to a lot of females, however there are so many volunteer roles at Puffing Billy," she said.

"I was the fourth female fireman at the railway – we now have two more, as well as a female trainee fireman. These hands-on rail roles are physically and mentally challenging, but it sure beats logging away at the gym!"

"It's a unique and interesting hobby and the friends I have met since being at the railway will last a lifetime."

Photos: PBR



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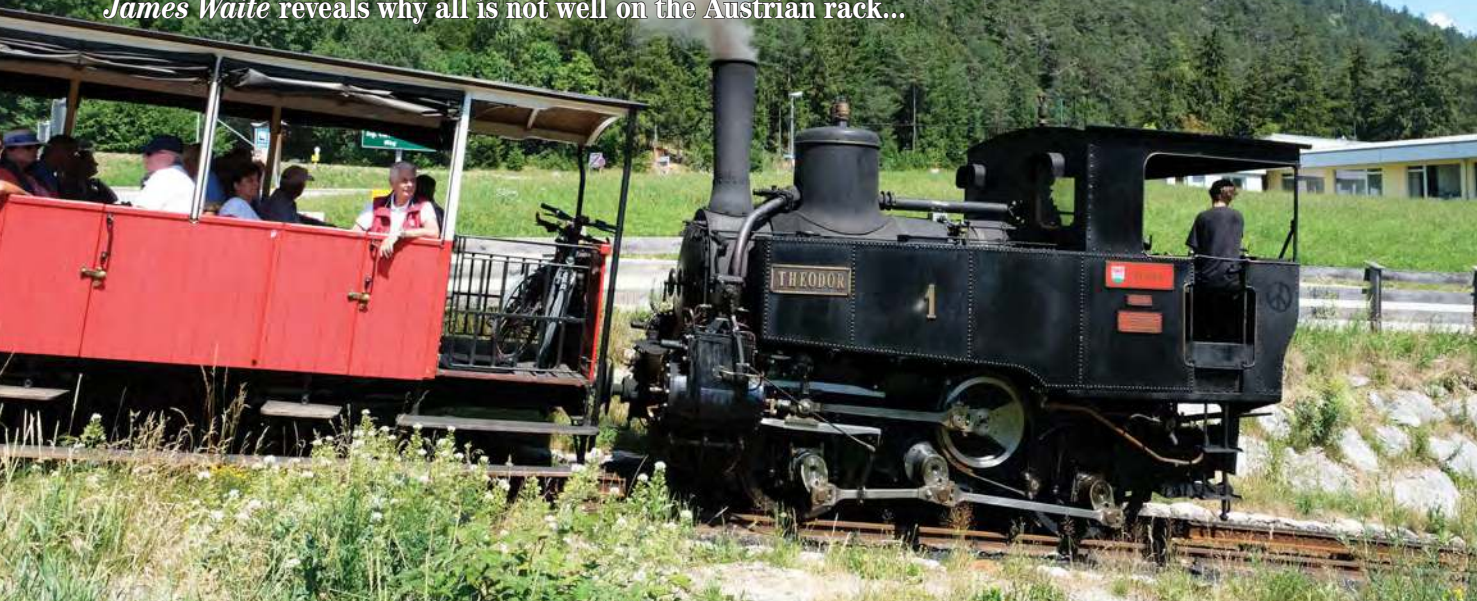
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Difficult Days on the Achenseebahn

James Waite reveals why all is not well on the Austrian rack...



Long claiming the title of Europe's oldest steam-worked rack railway, Austria's Achenseebahn has led an uneventful life but has recently been in crisis. Loss of public funding meant reopening for the 2019 season seemed doubtful. Both the locomotives and the track had become poorly maintained – and there were no trains during the early summer. Urgent repairs have now been made and services resumed, but a full summer timetable requires at least two working locos. This has proved challenging.

James Waite visited the troubled Achenseebahn over a three-day period in late July. This feature outlines the line's origins and the background to current problems. Photos depict what he found on a day-by-day basis and convey the magnificent setting of this superb mountain railway.

Above: Day 1, 24th July. Only loco no 1 'Theodor' was in use. It is seen leaving Eben on the rack section down to Jenbach.

Below: No 1 runs round at the upper terminus at Seespitz on one of its three trains.

The origins of the metre gauge Achenseebahn go back to 1887 when Consul Theodor Freiherr von Dreifuss published a proposal to build a railway connecting the Achensee, a large lake in the mountains close to Austria's border with Bavaria, with the Inn valley at an altitude some 440 metres below. Even in those days there were environmental concerns and some villagers in the district objected to the proposal. It was, however, supported by the monastery at Fiecht which owned the Achensee and ran steam boats on it.

On 1st August 1888 Kaiser Franz Josef I granted a 90-year concession to build and operate the railway from the mainline station at Jenbach to Seespitz, 6.36km away at the southernmost point on the lake. The first sod was cut on 15th October 1888 and the railway opened on 4th June 1889.

Originally the railway stopped 400 metres short of Seespitz pier. The idea seems to have been that the monastery could obtain revenue from conveying passengers' luggage to the pier and a light 600mm gauge tramway was built for the purpose. It was only luggage which was carried – passengers were expected to walk! The inconvenience this caused was obvious and in 1916 the Austrian military stepped in and converted the tramway to metre gauge. However locomotive operation was forbidden and it wasn't until 23rd July 1929 that the railway gained full control and



started to run through to the pier.

In 1919 the city of Innsbruck bought the Achensee and the steam boats from the monastery. In 1924 it founded Tiroler Wasserkraftwerke AG ('TIWAG') jointly with the Tirolean provincial authorities and a banking consortium and it still owns almost half the shares in the company.

A hydro-electric scheme which involved extracting water from the Achensee to serve a power plant down in the Inn valley west of Jenbach was completed three years later. At the time it was the largest of its kind anywhere in Austria and supplied electricity not only to Innsbruck but also to other Tirolean communities and the Austrian Federal Railways.

In 1950 TIWAG became the owner of the majority of the shares in the railway company. One might think that electrification would follow but this was not to be. There had in fact been a series of proposals to electrify the line, the first in 1912, but none of them came to fruition.

Today the railway still operates from a cramped site on the northern side of the main line. There's a small ticket office and shop, a separate restaurant building and a four-road engine shed built to house the four locos supplied for the opening by Floridsdorf in Vienna, accessed by a hand-powered traverser.

New workshops

There was also a carriage shed, also accessed from the traverser, able to house the six carriages which have normally formed the passenger rolling stock. This was replaced in 1993 by a much larger building which houses a spacious workshop and a mechanical coaling plant as well as accommodation for the carriages. The locos had previously been overhauled in the cramped space within the shed, aided by a small range of machine tools powered by a stationary steam engine and an overhead shaft and belts.

A Riggerbach rack section begins as soon as the line leaves Jenbach and continues to Eben, about midway along the line. The remainder is gently graded and is adhesion-worked. Trains are propelled up the rack and locos on Seespitz-bound trains run round there.

The four open carriages built for the railway's opening by the Graz wagon company have been in service ever since. The history of the line's closed carriages is more complicated. In the early days there were three, built by Esslingen in 1886, which came secondhand from the Gaisbergbahn in Salzburg. They were much shorter than the opens.



Above: Day's end. No 1 (left) has returned to the shed. On its right is no 4 'Hannah', built in 2008 using mostly cast-off spare parts and a boiler from a Polish 0-6-0T.

Right: On 25th July nos 1 and 4 were both in use until no 1 failed. No 4 pushes the very late last train of the day up the rack section towards Eben.

Below: Earlier in the day no 4 was leaving Eben as no 1 waited to run-round its train and continue to Seespitz.

Two of these disappeared in 1902 and were replaced by two, similar in size to the opens, built by Graz in 1903 and 1907. These six have been in service ever since; the third was converted to a covered wagon in 1926 and, much later, became a low-sided open one. In 2001 the railway fitted it with a replica of its old Gaisbergbahn body as a bar car, mainly for private hire. Freight traffic ended in 1973 and now only two wagons remain for permanent way work.

The railway seems never to have been very prosperous and apart from the 1993 building little appears to have changed over its history. The 1920s and 1930s, when Austria was coming to terms with the loss of its empire after the First World War, look to have been especially bleak. Loco no 4 was withdrawn in 1930 and left as a source of spare parts. What remained of it was eventually scrapped in 1956. »





Major problems arose from a fire in the engine shed on 16th May 2008. Loco no 1 was severely damaged. The railway had for some years previously been building a new no 4. This was now pushed forward as an urgent project and the new loco entered traffic soon afterwards. The shed itself was rebuilt; no 1 was refurbished and re-entered traffic the following year.

Growing problems

In 1980 three local community councils acquired 50 per cent of the railway's shares as part of the arrangements for renewal of the operating concession and this was later increased to 70 per cent. But financial reconstruction in 2009 left them with only 30 per cent and matters seem to have gone downhill since then.

The line's long-serving manager was dismissed in 2013 and at the

time of writing the resultant dispute is still in lawyers' hands.

The railway had received a periodic subsidy from central government amounting latterly to 3.5 million euros, part of a larger grant of 15 million euros provided to the Jenbach district. It was announced that from 2019 this would stop on the basis that the line had become solely a tourist attraction and was no longer a public transport provider; now the whole grant was to go to the Zillertalbahn which operates bus services throughout the district as well as the 760mm gauge railway running south from Jenbach.

At one point it looked as though the Acheneseebahn would not reopen for the 2019 season but in January the Tirolean provincial government applied for a grant from central government of 1.2 million euros which it would pass to the local communities and enable them to

Above: On day 3, 26th July, the under overhaul no 3 'Georg', had been moved out of the workshop to make space for repairs to no 1. No 4 comes off shed while at left is one of the railcars from Switzerland – their future use is unclear.

Below: A very different picture during the winter of 2011 – all four locos were under overhaul as part of a planned maintenance programme.

All photos: James Waite

become the majority owners once more. The money was to fund urgent repairs to enable the line to reopen as well as repaying past debts. The majority ownership may also facilitate further grant aid from the European Union. At a meeting planned for this autumn the shareholders will consider what changes in management are appropriate.

Electric – and extension?

The prospect of electrification hasn't gone away and there is also a proposal to extend the line to Pertisau, a popular tourist town, in conjunction with a major road construction scheme, but there is no definite plan and more importantly no funding. This hasn't stopped the railway from buying, reportedly at a nominal price, five rack-equipped electric railcars made redundant on the Appenzeller Bahnen in Switzerland. However the steepest gradient on their old line was only 10 per cent whereas on the Achenseebahn it is 16 per cent. The rack system is also different and it's not clear if the vehicles will be suitable without major rebuilding. Currently they occupy much of the yard and carriage shed at Jenbach.

I've made several visits to the railway since 1971. During one in the winter of 2011 all four locos were being overhauled and planned maintenance was clearly the order of the day. In July 2019 things seemed very different. The railway had spent part of the early season without trains as there was no serviceable loco but by the time of my visit two, nos 1 and 4, were available, though no 1 failed at the end of my first day. These issues aside the line was as delightful as ever. Let's hope that it can soon get back on an even keel. **NGW**



Listers on the Levels

Donald Brooks visits a 2ft gauge line in Somerset with a timeless atmosphere.

The village of Westonzoyland, around four miles east of Bridgwater, has a secure place in British history as the site of the 1685 Battle of Sedgemoor, generally regarded as the last battle on English soil, when troops loyal to James II defeated the Monmouth rebellion.

Narrow gauge enthusiasts, though, may well give the battlefield a miss and head down the narrow lanes which lead to Westonzoyland Pumping Station Museum on the banks of the River Parrett. The route leads across part of the flood plain known as the Somerset Levels and the first section, Lake Wall, follows a centuries-old embankment that was constructed, along with drainage channels, to help mitigate the effects of flooding in the area.

Industrialisation in the 19th century made new flood prevention measures possible. Westonzoyland Pumping Station, built in 1831, originally used a beam engine to drain the fields by pumping surplus water into the Parrett. In 1861 the engine was replaced by a much more effective Easton Amos machine, which remained in use until 1951, making the surrounding area much more agriculturally productive as well as reducing flood risk.

The pumping station is a handsome Grade II*-listed brick building, completely overshadowing its anonymous 1951 replacement, built to house a diesel pump. The

Above: With the pumping station in the background, Lister 34758 shunts across the loop points outside the exhibition hall with one of the flat wagons used to move waste wood for fuel.

Below: Listers on the Levels. Canopied 34758 and uncanopied 6299 outside the engine house.

Westonzoyland Engine Trust started restoration of the disused original pumping station building in 1977, building up a large collection of stationary steam engines and pumps, most of which are housed in the purpose-built Exhibition Hall alongside. The Easton Amos drainage machine is still in situ in the pumping station and works at regular special events, though nowadays it is powered from a portable boiler rather than the unrestored 1914 Lancashire boiler in the engine house.

There was no history of any narrow-gauge operation at the pumping station, though Jubilee

track had been used for river bank maintenance nearby. This led to the idea of laying some track at the museum as a reminder of how narrow-gauge railways were used to support flood control as well as other industries locally. It was also the intention that the line would itself serve as an industrial railway, helping to move exhibits and materials around the site.

The first 2ft gauge track to be laid was of very light section and was hand-worked, using a variety of skips. The rails led directly into the pumping station itself and were used early on to help with the installation »





of an 1886 Wills stationary engine in the coal-store area. To facilitate this a wagon turntable, obtained from Poole Brickworks near Wellington, was fitted just inside the doors, providing access to a short siding. This is still the only undercover storage on the system.

From the pumping station the railway runs towards the exhibition hall, where a siding off to the left serves the shed housing the portable boiler. There was once a wagon turntable providing access to the exhibition hall itself, but this has now been removed, leaving the track inside inaccessible. By the 1990s the Westonzoyland railway had become little used and it was the portable boiler that proved its salvation as the line was rejuvenated from 2005/6 to transport fuel from the site entrance to the boiler.

Motive power

Once a railway has been built, thoughts inevitably turn towards

motive power and the first locomotive to arrive was Simplex 40S310 of 1968, acquired from Severn Trent Water's Minworth sewage works at Sutton Coldfield. Next was canopied Lister Railtruck 34758 of 1949, obtained from Fisons Peat at nearby Ashcott, where the works tramway closed in 1983. Finally the third locomotive housed at Westonzoyland is uncanopied Lister Railtruck 6299 of 1935, delivered new to a cement works near Bridgwater and restored to immaculate working order in 2017.

Visitors to a heritage site with a working narrow-gauge railway will naturally want to ride on it. A bogie carriage, built in 1970 for the 2ft gauge Creekmoor Light Railway in Dorset, was obtained from the Cleethorpes Coast Light Railway, where it had never been converted to 15in gauge. Following acquisition in 2015 the open carriage was thoroughly rebuilt at Westonzoyland, with the chassis widened to allow for

installing more spacious seating.

The potential operation of locomotive-hauled passenger trains meant that the original 14lb per yard rail was no longer suitable. Several years earlier some 30lb rail had been obtained from Wessex Water's Milverton sewage works near Taunton. In 2016 this was taken out of storage and a start was made on relaying the line on steel sleepers.

Passenger trains are boarded from a metal-grid platform outside the exhibition hall, where a winch incline has been installed for display purposes between the railway and the building. A Lynn steam winch from Hemyock dairy, just across the border in Devon, is used to haul a wagon up the gradient. Initially a Hudson skip was used, but in May 2019 a miniature replica milk tanker was constructed by mounting a fuel bowser on a Hudson chassis as a reminder of the Hemyock creamery.

Trains head east, away from the pumping station itself, running parallel to a drainage ditch and through the railway's passing loop before curving through some trees to run alongside the approach road, past the visitors' car park. After 200 metres or so the line ends at the woodpile, where wood for fuel is stored in the open air near the site entrance. There is neither a platform nor run-round facilities here, the train simply reversing to the exhibition hall.

Above: Lister 34758 and the ex-Creekmoor carriage of 1970 alongside the museum building.

Below: Simplex 40S310 stands outside the exhibition hall. A wagon turntable once connected this siding to the track that can be seen behind the locomotive, running into the museum building.



Future plans

The Westonzoyland Engine Trust is a small voluntary organisation, with probably fewer than 15 working members and an annual turnover of about £25,000, a significant proportion of which is spent on insurances. Although the last decade

has seen major improvements to the Westonzoyland Light Railway, this is far from the end of the story according to Jason Keswick, the Trust's treasurer and a keen narrow gauge enthusiast.

The first priority, as for any railway, has to be the provision of covered storage for the stock and space for volunteers to work in the dry. Planning permission has recently been granted for a two-road shed off the passing loop and work is expected to start later in 2019, subject to funding. The shed roads will be accessed by a turntable rather than a point, not exactly a roundhouse but perhaps a two-road straighthouse.

The shed will allow the railway's own locos to be moved from their inconvenient home in the pumping station and will provide secure storage for rolling stock and potential visiting locomotives. There will also be display space in the shed, allowing the Trust to provide more interpretation of the railway collection and of the use of narrow gauge in industry generally. This should in turn help the Trust retain its accredited museum status.

Extension plans

Next on the agenda is an extension to the eastern end of the railway, adding another 50 metres to the ride and providing a proper terminus with a platform nearer to the site entrance. The journey will still be short, but any further extension would only be possible were more land to be acquired, unlikely at the moment. An improved platform is also planned by the exhibition hall.

There will also be new locomotives working. In May 2019 Westonzoyland took delivery of its first resident steam locomotive, a four-wheel vertical-boilered engine built recently by Noel Donnelly and as yet unnamed, which has been moved from Purbeck Mineral and Mining Museum.

The intention is to have this loco on display for the rest of 2019 and work on it over the winter so it can run in 2020. The availability of steam is a development which will make the railway more attractive to families, while also raising the possibility of photo charters.

There have been visiting locomotives at Westonzoyland in the past and improved facilities make further visitors more likely in the future, though the cost of transport remains an obstacle for the Trust. Finally Jason Keswick is himself restoring a 1933 Hibberd Planet locomotive, originally built for Rochford Nurseries in Essex, and this will also be housed at Westonzoyland.

Above right: The demonstration winch incline outside the museum's exhibition hall. When in use, a rope is run through the shuttered window to haul a wagon. Power is provided by a steam winch built by Lynn of Sunderland, originally used in the dairy sidings at the end of the standard gauge Hemyock branch in Devon.

Centre right: Hibberd 'Planet' 1830 of 1933 finished its working career at the Boothby Peat Company of Bolton Fell in Cumberland and is seen there just before Peter Nicholson bought it for preservation. It was later acquired by Jason Keswick, who is restoring it for use at Westonzoyland. Photo: Peter Nicholson, July 1968

Lower right: Not long after arrival at Westonzoyland, the four-wheel vertical-boilered locomotive awaits work necessary to make it ready for service in 2020. In the background is a 1926 Lincoln-built Robey portable boiler currently used as a supply for all the museum's steam-powered engines. Photo: Jason Keswick, May 2019

All uncredited photos by Donald Brooks, April 2019



Over the next couple of years the Westonzoyland Light Railway is likely to see some major developments. Remaining unchanged, though, will be the friendliness of the welcome, typical of so many smaller narrow gauge sites, and something of the atmosphere of a real industrial railway.

I am grateful to Jason Keswick for facilitating my visit to Westonzoyland and for providing information and photographs for this feature and also to Peter Nicholson for additional information and a photograph. **NGW**

More Information

The museum is open every Sunday between 1pm and 5pm and admission is free. The Westonzoyland Light Railway can usually be operated on demand, but interested visitors are advised to email in advance to ensure that there will be someone on site to drive the train (steamteam@wzlet.org). Perhaps the best time to visit is one of the regular 'Steam Up' days, held monthly during the season, or the Light Railway Gala on August Bank Holiday Monday. These events include a modest admission charge.



Narrow Gauge – with a side order of Gherkins...

Michael Chapman recalls a visit to a German line with some distinctly unusual catering.



The 750mm gauge Mansfelder Bergwerksbahn runs for 11 kilometres between Benndorf and Hettstedt Eduard-Schacht in Saxony-Anhalt and was once part of a much larger narrow-gauge network. The origins of these railways can be traced back to 15th November 1880 when regular trains began to operate between the mine at Glückhlf (near Welfesholz) and the Kupferkammer (copper smelter) at Hettstedt.

The railway was constructed for the transport of copper ore and coal. Passenger traffic commenced in 1882 when the first carriages were brought into service to carry miners to and from work.

By 1883 all the primary mines and smelters in the area were connected by a 750mm gauge network. This continued to

grow until by 1930 13 mines, six smelters and two interchange stations with the German State Railways were all linked by 95 kilometres of narrow gauge railway. At its peak the network had 29 locomotives, 30 carriages and 705 mineral wagons. Like the Leek & Manifold in the UK, transporter wagons were used to piggyback standard-gauge wagons between sites on the network.

Between 1964 and 1969, the copper mines at Eisleban and Hettstedt closed and the carriage of passengers ceased in 1970. The smelter was closed in 1972 and the track to the town of Helbra was lifted some years later. In 1989 the smelter and power station at Helbra closed and with it the railway too.

A year later the section between Hettstedt and Klostermansfeld reopened as a heritage railway, but by 1993 all other lines had been lifted. In 1994 the line was brought under the ownership of the Mansfelder Bergwerksbahn, which maintains it as

Above: Orenstein & Koppel 0-8-0T no 9 prepares to depart from Hettstedt with a photo run-past. An island platform has since been built at this location.

Below: A bunker-end view is not that attractive! No 9 has just arrived at Hettstedt.

Facing page, top: A broadside view at Siersleben is more flattering. Even the loco's connecting rods are in just the right place.

Photos by Michael Chapman, taken in March 2011.

part of Germany's industrial and mining heritage.

Inner warmth

When I visited the line in 2011 it was a very cold March day. Having travelled to the railway via a Regio DB service, the participants on the tour hurried to join the train which was waiting in the platform at Benndorf. Upon boarding the beautifully restored carriage we were all surprised by the warmth inside and were delighted to discover it contained two wood-burning stoves. Most people hurriedly removed their coats and scarves and placed them in the overhead racks.

The locomotive at the head of the train was no 9, an 0-8-0 side-tank built in 1931 by Orenstein & Koppel. Unlike the narrow gauge locomotives I am used to seeing in Wales and elsewhere, this machine had no fancy lining or ornamental brass work to polish. Instead it was painted in overall black with red frames and had that special look you only seem to get with German narrow gauge. It was constructed to do a job – pure and simple as that.

The train consisted of two beautifully restored matchboard-sided end-balcony carriages and a combination car. The carriage I travelled in was no 93, built in 1926. The frames and running gear were





constructed at the Wagonfabrik in the town of Werdau, and the body made in Bautzen by Busch. Both sites still survive, now part of Alstom.

The carriage was lovingly restored at the Mansfelder Bergwerksbahn between 1996 and 1997 and looks superb. The interior had been beautifully painted and a framed display proudly showed what the carriage had looked like prior to restoration – a grounded body with boarded-up windows; a sad sight indeed. In addition to the two stoves and the luggage racks there was restored period lighting, two-plus-two chairs and tables and even a toilet compartment. I, however, elected to keep my coat on and travel on the end-balcony behind the locomotive.

Parallel lines

The ride, whilst nowhere near as spectacular as on the famed Harzer Schmalspurbahnen, was fascinating. The train slowly meandered over the undulating landscape and past the slag heaps from the former mining industry. At one point the narrow gauge ran very close to the standard-gauge network, allowing photographs of a modern Regio DB train.

At Kupferkammerhütte terminus (a little way further on from Hettstedt Eduard-Schacht) the Mansfelder Bergwerksbahn has its engine sheds. There is a run-round loop and a new platform has been constructed. There was also a line of disused wagons on display; two of these caught my eye as they were a snow plough and a snow blower.

The station was very well placed with a landscaped grassy bank on one side of the line. The more intrepid in the group climbed the bank to photograph the train as it 'departed' the station before pausing to allow the photographers back on board.

On the return journey to Benndorf another photo run-past had been arranged just before the halt at Siersleben. I was surprised that only a couple of hardy folk and I elected to

take up the offer; most people preferred to stay in the warmth with their beer! The train reversed and then stormed up the grade to where we were waiting. The sun was in the right place, there was smoke and steam – it all came together brilliantly!

The halt at Siersleben is worthy of note as it is in the middle of a turning triangle. The volunteers at the Mansfelder Bergwerksbahn spent a lot of time overhauling the signalling system here and the triangle is now fully operational. It has proved useful to turn locomotives and stock and on gala days two trains can be seen here.

In the works

Having boarded the train we set off again towards Benndorf. Upon arrival there was another surprise. Attached to the station site is a huge railway works, the MaLoWa Bahnwerkstatt and we were invited in. I was stunned – imagine a building similar in scale to the Great Hall at the National Railway Museum full of multi-gauge tracks, a traverser, hydraulic jacks, a transporter crane and lots of locomotives in various states of repair! This isn't a railway preservation site either; it is a fully working railway workshop.

Unfortunately there wasn't time to appreciate the scale and number of locomotives under repair, but I spotted the bogie from a narrow-gauge Mallet, a narrow-gauge diesel in fully stripped-down state, and a Henschel Brigadelok with the motion fully dismantled and the wheels out. The works has a very informative web site at: www.malowa-bahnwerkstatt.de. As the title page says, 'Everything on rails, we get going!'

And the gherkins? By way of explanation, the group I was on had booked an entire carriage and once everyone had boarded complimentary sandwiches were handed out along with rather a lot of Hasseroder premium PILS! As an accompaniment slices of gherkins were also provided – every passenger was given several



Above: Inside the impressive workshops at Benndorf showing different gauges of track, various wheelsets and steam and diesel locos under repair.

Below: Dr Stefan Wilke from the Mansfelder Bergwerksbahn (left) explains the line's history to travellers whilst gherkins are served.

slices wrapped in cling film. I am conscious of the need to eat five-a-day (and all that!) and didn't want to offend our German hosts but I was a little taken aback to receive sliced gherkins. Perhaps it is a local custom? I am also ashamed to say I'd only ever encountered 'Mcgherkins' in burgers before my visit to the railway – anyway I liked them! **NGW**

More Information

If you are ever in Saxony-Anhalt a visit to the railway is highly recommended. The Mansfelder Bergwerksbahn has a really good website at: www.bergwerksbahn.de.



Industry, agriculture and more

Threlkeld was the prime focus for our photographers in recent weeks but there were other shots to get...



Above: Fowler 0-6-0WT 'Limpopo' (18800/1930) and Hunslet 0-4-OST 'Lady Joan' (1429/1922) provided an atmospheric, steamy scene during the Bredgar & Wormshill Light Railway 's open day in Kent on 8th July.

Photo: Joey Evans

Below: The Cumbrian weather stayed fine for the photo charter day that always precedes the Threlkeld Quarry Museum Gala, but Gala weekend itself was blighted by heavy rain, providing a suitably grey industrial atmosphere for this loco line-up on 27th July. Framed by visitors from Statfold Barn, Peckett 0-6-OST 'Liassic' (left) and Kerr Stuart Wren 0-4-OST 'Roger' are Bagnall 0-4-OSTs 'Kidbrooke', a visitor from Yaxham, and 'Sir Tom', a Threlkeld resident.

Photo: Michael Chapman





Above: 'Liassic' was pictured on an appropriate train of skip wagons during the Threlkeld photo charter on Friday 26th July. *Photo: Stuart Chapman*

Below: 'Sir Tom' will be used to some inclement weather in the Cumbrian hills and certainly experienced it over the Threlkeld Gala weekend, seen here working light engine as the clouds roll in. *Photo: Matt Ditch*



Overleaf: *Steve Sedgwick* attended the photo charter organised by David Tillotson on 12th July ahead of the Cleethorpes Coast Light Railway Summer Steam and Beer Extravaganza, and pictured visiting locomotive, 'St. Egwin' from the Evesham Vale Light Railway. The loco, built by the Exmoor Steam Railway in 2003 for owner Steve Bell, is seen here alerting the local residents near the Cleethorpes Boating Lake.

**NARROW
GAUGE
WORLD**







Above: The country railway in its surroundings. Welshpool & Llanfair Light Railway Beyer Peacock 0-6-0T 'Countess' was pictured hauling the line's vintage mixed train of replica Pickering carriages and heritage freight wagons on 20th July by *Joey Evans*.

Below: Three days later Joey headed further north to capture a double-headed working on the Ffestiniog Railway, with former Pernhyn Hunslet 2-6-0STs 'Linda' and 'Blanche' in charge near Tan-y-Bwlch. *Photo: Joey Evans*



Indian Narrow Gauge 1971

Michael Bishop recalls a memorable holiday that culminated on the currently troubled Darjeeling Himalayan Railway.

In the 1960s there was a limited amount of literature about narrow gauge in the wider world – a world that had been provided with much of its railways by this country. The *Railway Magazine*, however, could be relied upon to offer fascinating glimpses of what there was still to see, and in May 1968 an article 'Indian Railways in Fifteen Days', reported on a trip by a party of readers.

Railway-orientated trips on a party basis were almost unheard of at that time, and having had little experience of foreign travel, India would need a lot of pre-planning. So when a small advert appeared in the *Railway Magazine* in autumn 1970 inviting participants for a trip the following Easter, it was an opportunity too good to pass up. The organiser, John Riches, was a travel agent in London, who said it was an experiment on a non-profit basis. The cost was not cheap – £289 – but the price covered everything. The value of money has deteriorated somewhat since then...

So, having had the necessary smallpox jabs, bought the malaria tablets, and clutching a copy of Hugh Hughes and Frank Jux's recently published *Indian Narrow Gauge Railways* (price 7s 6d – shortly to become 37½ 'New Pence'), a new cine camera from Wallace Heaton in Bond Street and a lot of 8mm and colour slide film, I turned up at Heathrow airport on 27th March. John must have had trouble making up the party because about half of the 20 participants were Americans who were there for an interesting trip rather than the railways.

On the plane John provided a description and schedule of all Indian

locomotives prepared by Mr Hughes and a complete list of all the narrow gauge steam locos – 1 to 814 (they had recently been renumbered in sequential form).

Flights took a long time then with a stopover in Germany so it was early the following morning when we arrived at Mumbai (Bombay as it was then) where we realised the bodies on

the pavements were not dead, but merely asleep. Prior to that we were bombarded on leaving the airport by moneychangers – the value of the rupee was considerably higher on the black market.

After a brush-up at the hotel the day combined some sightseeing and several visits to the broad gauge (5ft 6in), seeing a variety of motive

Above: Metre gauge YP class 4-6-2 no 2197 (Krauss-Maffei, 1954) rests at Ajmer Junction at 9pm with the Delhi Mail.

Above right: At Nadiad Junction 2ft 6in gauge locos included WT class 0-6-4T no 595 (Bagnall 2279 of 1925).

Right: Ubiquitous engine on the 2ft 6in gauge was the ZB class 2-6-2. No 63 (Bagnall 2981 of 1952) is at Broach Junction, south of Baroda. Taking child-free photos in India is never easy!

All photos in this feature by Michael Bishop, March and April 1971





Above: D-1 4-8-0 no 707 (Hanomag 10472/ 1925) at Dholpur – reached by a full-day taxi ride from Delhi.

Upper left: ND class 2-8-2 (Kerr Stuart 4398 of 1928) on the 2ft gauge at Gwalior.

Lower left: Locos of the Central Railway wore highly attractive light green livery. NM class 4-6-2 no 763 (Bagnall 2458 of 1932) is seen at Gwalior. Sister locos nos 762 and 765 are in the UK among the Vale of Rheidol collection but not on display.

Below: Groudle Glen lookalike at Shantipur, near Calcutta. CS class 2-4-0T (Yorkshire Engine Co 2321 of 1932) is now at the Indian Railway Museum in Delhi.

power, including streamlined engines. The second day included a visit to the Wadala depot of Bombay Port Trust where some large broad-gauge Nasmyth Wilson engines were in steam – a 2-6-0T of 1915 and the sole surviving 2-10-2T which were both running up and down.

Express to the narrow gauge

On the third day we caught the Gujarat express to Baroda, spotting 2ft 6in gauge engines at junction stations on the way including Bilimora and Anklesvar. We quickly got the message that the ubiquitous engine on this gauge was the modern ZB class. On arrival at Baroda there were more 2ft 6in lines to explore, centred on Dabhoi Junction, a sort of Clapham Junction – the evening was spent chasing a train on one of these lines until darkness fell.

Next day we visited Dabhoi Junction where there were many locos on shed – the inevitable ZBs but also a variety of older engines of different classes built in the UK by Hudswell Clarke, Kerr Stuart and W G Bagnall. All looked attractive in their Western Railway livery of maroon and black. It was also fascinating to see the couplers designed by W R S Jones, whose later patent in conjunction with E R Calthrop was used by the Lynton & Barnstaple and the Leek & Manifold. In the yard there was a Cowans & Sheldon crane and match truck painted bright red.

We went on to Nadiad Junction for more 2ft 6in gauge, more ZBs (some built in Yugoslavia) and some WT class Bagnall 0-6-4Ts. It was then time to catch the broad gauge to Amedabad by the Delhi Mail, the night spent in bunks on the train.

The following day it was metre gauge to Delhi, with regular engine changes, and any of the party who wished were invited one at a time onto the footplate by the Anglo-Indian drivers. The locos were of the YP class, many highly polished and embellished with brass additions.

At Delhi I joined another member of the party in an all-day taxi trip some 70 or 80 miles southwards to visit two narrow gauge lines that were particularly appealing – the Dholpur (2ft 6in) and the Gwalior (2ft). The exhausting trip was worth it, even though there was no time to travel on them. The engines were particularly attractive in the light green of the Central Railway.

The Dholpur had modern Hunslet tank engines, as well as Hanomag tender locos, and a palatial carriage built by Kerr Stuart in 1909, presumably for the local Maharaja. The Gwalior had large tender engines, mostly from Japan, but also from Kerr

Stuart. The weather was hot and sultry and by the time we got back to Delhi it was after 9 o'clock, but we were glad we made the effort.

It was now time for the obligatory trip to Agra to see the Taj Mahal, so we boarded the Taj Express, followed by a flight to Banaras and then Calcutta. Biggest disappointment was finding that the 2ft gauge Howrah-Amta Railway with its Manning Wardles had closed a few weeks earlier (tantalisingly featured in the *Railway Magazine* of September 1965). But compensation was a trip by 5ft 6in electric train (two deaths every three weeks, we were told) to near the East Pakistan border at Shantipur. Here we rode a short distance on the 2ft 6in gauge line behind one of four diminutive Groudle Glen lookalikes, two built by Bagnall and two by the Yorkshire Engine Co (some of these are now plinthed).

Darjeeling highlight

As might be expected, the Darjeeling Himalayan Railway was the highlight of the trip. This involved taking a biplane to Bagdogra at the foot of the Himalayas and staying in a wooden hotel on stilts. First there was a long argument over insistence that the cameras be put in the hold, resolved in our favour after two hours.

The Darjeeling was a delight, as it was then only a little beyond its prime, with 25 of its B-class engines still running. The recently published book by the Darjeeling Himalayan Railway Society, *The Incredible Darjeeling 'B' Class*, is well worth purchasing to read about them.

In 1971 trains still ran in three sections, each 100 yards or so apart, and could be filmed one after the other in a continuous sequence going up the reverses. There was also the occasional goods train. A hired jeep enabled a whole day chasing and filming trains up and (when clouds descended) down the mountain. Tindharia works was in those days strictly off-limits, so on the way to the airport home, we stopped at New Jalpaiguri station and walked the half-mile off the end of the platform down the tracks to the engine shed.

We were rewarded with several B-class engines and also, much to my surprise, the two Pacifics built by the North British Locomotive Co in 1914. 'Boiler Empty' signs hung on the handrails, but they were a delight to see. I only wish with hindsight that we'd had the time to persuade a driver to pull them out of the shed to obtain some better photographs. At least they still exist, even if they are on plinths in different parts of India.

All in all it was a memorable 15-day holiday. **NGW**



The Darjeeling Himalayan Railway almost 50 years ago only a little beyond its prime.

Above is a busy Sukna station, goods stock in the sidings showing that in 1971 there was still plenty of freight traffic.

Upper right shows B-class 0-4-OST no 783 (Sharp Stewart 4562/1899) taking water at Sukna.

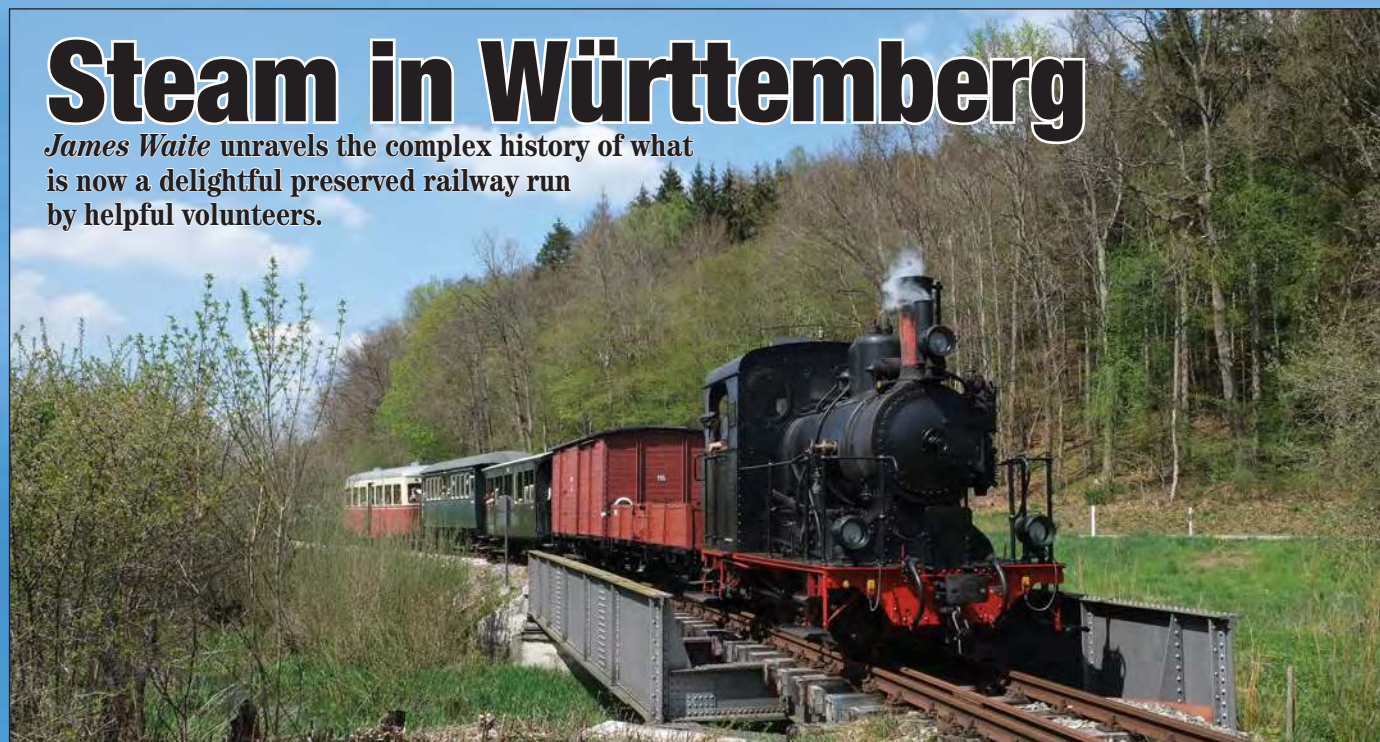
At lower right a surprise at New Jalpaiguri shed – the two elegant Pacifics built by North British in 1914. A plane to catch allowed only a grab shot of no 807 in difficult lighting.

Below shows no 785 (4978/1903), last of the B class locos built by Sharp Stewart on the main street in Kurseong.



Steam in Württemberg

James Waite unravels the complex history of what is now a delightful preserved railway run by helpful volunteers.



The first section of the metre-gauge Härtsfeldbahn in Germany opened on 30th October 1901. It headed south for 39km from a junction with the Royal Württemberg State Railways at Aalen, climbed up steeply onto the Härtsfeld plateau at Ebnat and then descended until it reached the valley of the River Egau near Neresheim. It then ran down the valley to Ballmertshofen on the border with Bavaria. On 3rd April 1906 it was extended for a further 16km through Bavaria, still following the Egau, to Dischingen on the River Danube where it connected with the Royal Bavarian State Railways line between Ulm and Augsburg.

In 1907 the railway's head office and its principal running shed and

workshops were set up at Neresheim, the largest intermediate station. The line was initially owned by the Württembergische Eisenbahn Gesellschaft which sold it in 1910 to the Württembergische Nebenbahnen. Both companies had interests in railways and, later, bus operations throughout the region and eventually came under common ownership.

In 1904 the chairman of the railway's parent company founded the Härtsfeldwerke, a limestone processing plant with a quarry on the south side of the valley about 2km south of Neresheim. Lasting until 1965, it was by far the largest source of freight traffic and extensive

"The railway is delightful and run by helpful volunteers, for many of whom it's a family affair..."

sidings were installed along with a passenger station to serve its workmen. The railway introduced its first rollbocke (transporter wagon) as early as 1906.

In its first years the line possessed a mixed bunch of locomotives, several of which were traded with other German metre-gauge lines, but soon settled down to working most trains with three 0-4-4-0 Mallet tanks built by Hohenzollern at Grafenberg, near Düsseldorf. Two of them, the second nos 1 and 2, arrived secondhand in 1905.



No 1, works number 1498/1901, was previously no 6m on the Bergheimer Kreisbahnen, west of Cologne, where it had become redundant when much of the system was converted to standard gauge in 1903 and 1904. No 2, works number 1688/1903, came from the Brohltalbahn, south of Bonn, where it had been no 7m and was one of two similar locos which were soon displaced by much larger Mallets, one of which now runs there as a heritage loco. No 3 (1471/1901), worked at the Härtsfeldbahn from new.

In 1913 the three Mallets were joined by two 0-4-0Ts, nos 11 and 12, Esslingen works numbers 3710 and 3711. Unusually for 0-4-0Ts they were intended not for shunting but for mixed traffic use – initially on the easily graded section south of Neresheim, and unlike the Mallets they were thoroughly modern superheated machines. They were designed for one-man operation and soon proved themselves to be powerful and efficient locos. It wasn't long before they took over many services over the whole line, especially after 1916 when no 3 was requisitioned for war service. It is believed to have been destroyed near Verdun in eastern France in 1918.

In 1919 the railway received delivery of no 5, one of 11 Krauss Munich type E VIIIId 0-8-0Ts which had been ordered for the army in 1918 and one of six of them used to replace requisitioned locos lost during the war. It wasn't popular, spent periods on loan to other railways and was eventually scrapped in 1950.

The railcar era

Financial losses in the early 1950s led to a plan to close the line in 1953 but instead public funds were made available for modernisation and



Main picture:
Railcar T33, trailer 101 and no 12 beside the shed at Neresheim.

Facing page, top:
Scenery on the Härtsfeldbahn – 0-4-0T loco no 12 (Esslingen 3711/1913) crosses the River Egau south of Steinmühle.

Above: No 12 shunts freight and passenger stock at Neresheim.

Photos by James Waite, all taken May 2019 except where stated.

regular services were taken over by diesel railcars on 1st June 1956. Two of them, nos T30 and T31, were newly built by Waggonfabrik Fuchs of Heidelberg (works numbers 9053 and 9054) and were fitted with standard-gauge buffers and coupling gear so that they could be attached directly to standard-gauge wagons on rollbocke. They must have been some of Fuchs's last railway vehicles as the firm switched to manufacturing combine harvesters in the following year.

There were also nos T32 and T33, two much older Wismar-built railcars, works numbers 20270/1937 and 20233/1934, both of which had previously served the Kleinbahn Bremen-Tarmstedt. A fifth railcar numbered T37 (MAN 145169/1960) arrived in 1964 secondhand from the Südhaz Eisenbahn, a part of the well-known Harz network which crossed over into West Germany. It lost most of its traffic when East Germany closed its border, leading to

the withdrawal of its passenger services in 1962.

No T33, the elder of the two old Wismar railcars, was completely rebuilt in 1963 with a new, much shorter body which was fitted for coupling to standard-gauge wagons while no T32 was withdrawn in about 1967.

The two Mallets were scrapped when the first railcars arrived but the 0-4-0Ts were kept in reserve. No 12 was withdrawn in 1962 and found its way to a children's playground at Heidenheim, an industrial town near Neresheim. No 11 last ran in the following year and was preserved at Neresheim station.

On several occasions in the 1950s and 1960s the railway was used to test newly-built diesel locos and railcars. They came from a number of manufacturers but all employed transmission made by Voith at its factory at Heidenheim which is perhaps why the line was chosen. The »





buffers and couplings. No T31 was sold to a contracting firm for permanent way work in Malaysia and may also still exist.

Loco no 11, already at Neresheim, came into the preservationists' care in 1995. Its boiler needs major work and the loco is currently stored off site. The railway has to decide whether its historical value justifies major rebuilding or whether a new one should be built.

The society made steady progress. No 12 steamed again in 1994 and reconstruction of the section south from Neresheim for 3km through the picturesque Egau valley as far as Sägmühle began in 1996. It reopened in 2001, just a few days before the railway's centenary.

The current line passes the site of the Härtsfeldwerke which has now reverted almost entirely to nature though the fine old manager's house and one of the industrial buildings have been preserved and the terraces of the old quarry can still be seen on the hillside.

Now the society is rebuilding a further stretch to Katzenstein which adjoins the Härtsfeldsee, an artificial lake built as part of a flood-retention scheme and a popular tourist attraction. It is intended that this will reopen in 2020.

Passenger stock

Several of the old railway's freight wagons and rollbocke have been preserved. None of the old carriages survived in anything like their original form but the society has been resourceful in sourcing replacements.

In 1901 the railway started out with seven smart bogie carriages. Two were re-bodied in the 1950s to match the new railcars and the final three in original condition were scrapped in 1973. However the Brohltalbahn acquired a similar vehicle secondhand in 1913. Diesel railcars took over its passenger services in the 1930s and most of its steam-era carriages were scrapped, but miraculously this one survived. It moved to Neresheim in 2000 and entered service six years later after extensive reconstruction.

In 1949 the railway's parent company bought six carriages of six-wheel format and built between 1888 and 1892 for the Brünigbahn in Switzerland. Two went to the Alb-Bähnle and four to the Härtsfeldbahn. Two of the latter were rebodied to match the railcars in 1962 and 1963, moved to Amstetten with the railcars in 1973 and were sold three years later to the Inselbahn Langeoog on one of the East Frisian islands in the North Sea.

The Härtsfeld society bought these in 2002 and they now await

first was a Jung-built machine, works number 12022/1954, reportedly ordered for service at a Massey-Ferguson factory in Brazil. It had two power units pivoted from a central cab section and was one of several generally similar locos produced by Jung in the 1950s. These included three for Deutsche Bundesbahn metre-gauge lines, dubbed class V29, and 11 for 2ft and 2ft 6in gauge railways in India, examples of all of which still exist.

Unlike them the loco for Brazil was rod-driven and bore more than a passing resemblance to the well-known Swiss crocodile electric locos. It arrived at Neresheim in May 1954. Later visitors included one of many Krupp-built locos ordered for Burma and railcars destined for the Peloponnese system in Greece and for Bolivia, and also for the 3ft gauge railways in Mallorca which must have required the loan of metre gauge bogies. The Härtsfeldbahn was ideal for these trials as the steep, curving climb out of Aalen presented a severe test for any locomotive while the

straight sections further south offered opportunities for running at speed.

Preservation

The modernisation in the 1950s and 1960s wasn't enough to save the railway. It closed in 1972 and by 1976 had been completely dismantled. The four surviving railcars moved to the Amstetten-Laichingen Bahn or Alb-Bähnle, about 50km southwest of Neresheim, which was owned by the same company. They served it until it closed on 14th September 1985.

Earlier that year enthusiasts founded a preservation society for the Härtsfeldbahn and they soon rescued railcar no T33. In 1986 they opened a museum at Neresheim station, laid their first track and provided a new home for 0-4-0T no 12. No T37 was added to their collection a few months later.

The other two railcars eluded them. No T30 moved to the Brohltalbahn where it is still in service, almost unchanged except for the removal of its standard-gauge

Above: The attractive station at Neresheim – a town famous for its Benedictine abbey, a favourite with tourists.

Below: Passing the site of the Härtsfeldwerke – a limestone quarry that was the primary source of freight traffic on the line until its closure in 1965.





rebuilding. The other two were scrapped in 1973. The two which had been at the Alb-Bähnle since 1949 were also rebodied but one of the original bodies survived as a hut. DGEg, the German preservation group, bought the body in 1974 and the chassis in 1982. The two were reunited and the part-restored vehicle arrived on loan at Neresheim in 1998. Its restoration was completed in time for the reopening.

In 1905 the Härtsfeldbahn had bought a quartet of four-wheeled carriages, built by Esslingen in 1884 for the opening of the metre-gauge Zahnradbahn Stuttgart or Stuttgart Rack Railway and which had become redundant when it was electrified. They served for many years but the last two were scrapped in 1958. The Stuttgart line retained a number of similar carriages until it was modernised in the early 1980s when five were sold for preservation. The society obtained one of these in 1991 and returned it to service ten years later. Two more have since arrived and are awaiting restoration.

Crocodile power

The society has another significant loco. The crocodile diesel which was tested in 1954 never reached Brazil. Political unrest, which culminated in the suicide of the president in August 1954, reportedly brought exchange control restrictions and the purchase money couldn't be paid. Instead the loco went to the Virkkala-Ojamo Rautatie, a metre-gauge railway in southern Finland which opened in 1925 and served a cement factory. It became the line's no 4, joining no 3, an ex-German army 0-8-0T similar to the Härtsfeldbahn's no 5.

The line was so pleased with no 4

that it bought a similar loco in 1966, numbered 5, but the railway then closed in 1970. In 1972 no 4 moved to the Luzern-Stans-Engelberg Bahn in Switzerland. It was modernised in 1974 and used for freight service, acquiring the name 'Jumbo'.

The 1966 loco also ended up in Switzerland. It went to the Furka-Oberalp Bahn as no Gm71 and is now preserved at the Furka steam railway. No doubt these two locos enjoyed life in the land of the crocodiles but eventually Jumbo moved on after the Engelberg line merged with the Brünigbahn in 2005 and was surplus to requirements. It found a new home at Neresheim, thanks to financial assistance from the Voith company.

The Finnish line's no 3 has also survived and is currently being restored by a Dutch enthusiast with a

view to occasional operation on preserved metre-gauge lines. Maybe these will include the Härtsfeldbahn.

Neresheim is an attractive town, dominated by a Benedictine abbey on the hillside above the station whose magnificent baroque church draws visitors from far afield. The railway is delightful and run by helpful volunteers, for many of whom it's a family affair. The young lad who spent his entire day on no 12's footplate with his father during one of my visits looked as though he was quite capable of operating the loco single-handed, just as its designers had intended! One evening the crew kindly left the loco outside until it was dark so that I could take some night shots. The scenery and the superb rolling stock speak for themselves. This railway comes highly recommended! **NGW**

Above: Crocodile diesel 'Jumbo' found a new home on the Härtsfeldbahn courtesy of some financial assistance provided by the Voith company.

Below: On a September 2018 visit, the helpful crew left no 12 outside the shed so that some night shots could be taken.





Manx Birthdays and Welcomes

This year's Manx Heritage Transport Festival on the Isle of Man between 24th and 29th July not only featured some significant anniversaries, but also saw some new motive power welcomed to Manx rails. Our *Phil Parker* braved the weather to record some of the highlights in pictures...



Facing page, upper: Various special activities on the Isle of Man Steam Railway included the simulation for photographers of a joint departure to Port Erin and to Peel and Ramsey on the line abandoned in 1969.

Beyer Peacock 2-4-0T 'Fenella' and Dubs 0-6-0T 'Caledonia' operated a special trip along the stub end of the old Peel line to produce photographs such as this one. Fenella celebrated its 125th birthday during the Heritage Transport Festival and later in the week was seen running on the Port Erin service with a headboard commemorating regular driver, and an IOMR legend, Hughie Duff.

Facing page, lower: On the Manx Electric Railway a 'Tunnel Vision' event was staged on Friday 26th July, celebrating four more 125th birthdays, of 'Tunnel cars' 5, 6, 7 and 9. This shot was taken during an evening of photography and parallel runs between South Cape and Bulgham. *Photo: Dave Martin*

This page: The Groudle Glen Railway began the festival in the unusual position of having not one, but two new locomotives to officially name, and even torrential rain could not douse the celebratory atmosphere of the official dedication. GGR chairman Trevor Nall, President of Tynwald Steve Rodan and historian Charles Guard performed the official duties, naming the engines 'Otter' and 'Brown Bear'.

Both locos are new-build machines based on Bagnall designs – Otter is a standard Sipat design built by North Bay Engineering in Scarborough/Darlington and Brown Bear a similar loco to the GGR's existing 'Sea Lion', effectively replacing the line's other original Bagnall 'Polar Bear' which is these days based at Amberley Museum in Sussex.

The new locos bring the total GGR fleet up to eight resulting in a bit of a squeeze in the engine shed! Despite the weather, around 50 people witnessed the events and then enjoyed suitably decorated cakes at the Sea Lion rocks café.





"The Manx weather did its best to dampen proceedings, despite the Onchan Silver Band playing 'Bring Me sunshine'..."

Top and above left: Further Manx Electric Railway celebrations on 28th July focused on yet another 125th anniversary – 1894 was a busy year for Isle of Man Transport!

In this case it was 125 years of Electric Railway services to Laxey, with many in attendance for the special occasion. Invited guests were transported from Derby Castle by 1894-built Car no 7 and Trailer 37 driven by Andrew Scarffe. Yet again the Manx weather did its best to dampen proceedings, despite the Onchan Silver Band playing 'Bring Me sunshine'.

Above: Services on the Manx Electric Railway during the Festival proved so popular, particularly in the early part of the week, that Ratchet car no 14 had to be pressed into extra service to cope with the crowds.

Left: "Who parked that there?" A highly varied week of activities provided many photo opportunities, some more unusual than others, such as this view at Douglas when a fully working model of an Eastbourne trolleybus succeeded in completely obscuring the Isle of Man Steam Railway's former Manx Northern Railway and unique Dubs 0-6-OT 'Caledonia'.

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Peat line comes to life in Lincs

First public open days in September will mark a milestone in the progress of one of the UK's newest narrow gauge heritage railway projects, the Crowle Peatland Railway.

Located on the Isle of Axholme in Lincolnshire, the small but enthusiastic group behind the project are aiming to showcase the history of peat extraction in this area of the county and the 3ft gauge railways that supported the industry.

Helped by grants from the National Lottery Heritage Fund and the SSE Keadby Wind Farm Fund,

plus support from North Lincolnshire Council, the group has erected a Romney hut running shed and workshop, enabling a start to be made on building a railway.

Three Schoma 0-4-0 diesel hydraulic locomotives have been placed under cover in the shed along with two of their associated slave units. Schoma works 5220 'The Thomas Buck' is in working order and will be paired with slave unit 5221. Works 5129 runs, but is in need of work on the ancillaries – it will pair with slave 5131.



Above: The rare sight of a new 3ft gauge line taking shape on the Isle of Axholme.

Left: A trio of Schoma diesel locos are now safely stored under cover in the society's new shed.

Photos: Dave Billmore



Works 5130, recently arrived from display at Scott's Peat Works is in store until the first two locos and slaves are signed off as fully restored, and will be paired with slave 5132.

The society also has a Moto Rail Simplex 0-4-0 DM (40s302-1967), which is being restored at North Lindsey College engineering dept. Scunthorpe. .

Two roads have been laid from the shed out towards the moors, with a turn-out and head-shunt positioned to eventually extend as the main running line.

More details of the Crowle Peatland Railway are on the website at: <https://peatland.co.uk/> and the open days are on 14th-15th and 21st-22nd September.

...AND NOT QUITE SO NEW LINES

■ The Lincolnshire Coast Light Railway celebrated the 10th anniversary of its reopening at the Skegness Water Park on 13th July. Speaking to the assembled guests Richard Shepherd, chairman of the railway's Historic Vehicles Trust, described the reopening as a dream come true; "A dream – because in 1985 when the original line at Humberston closed, no-one dared believe it would one day run again."

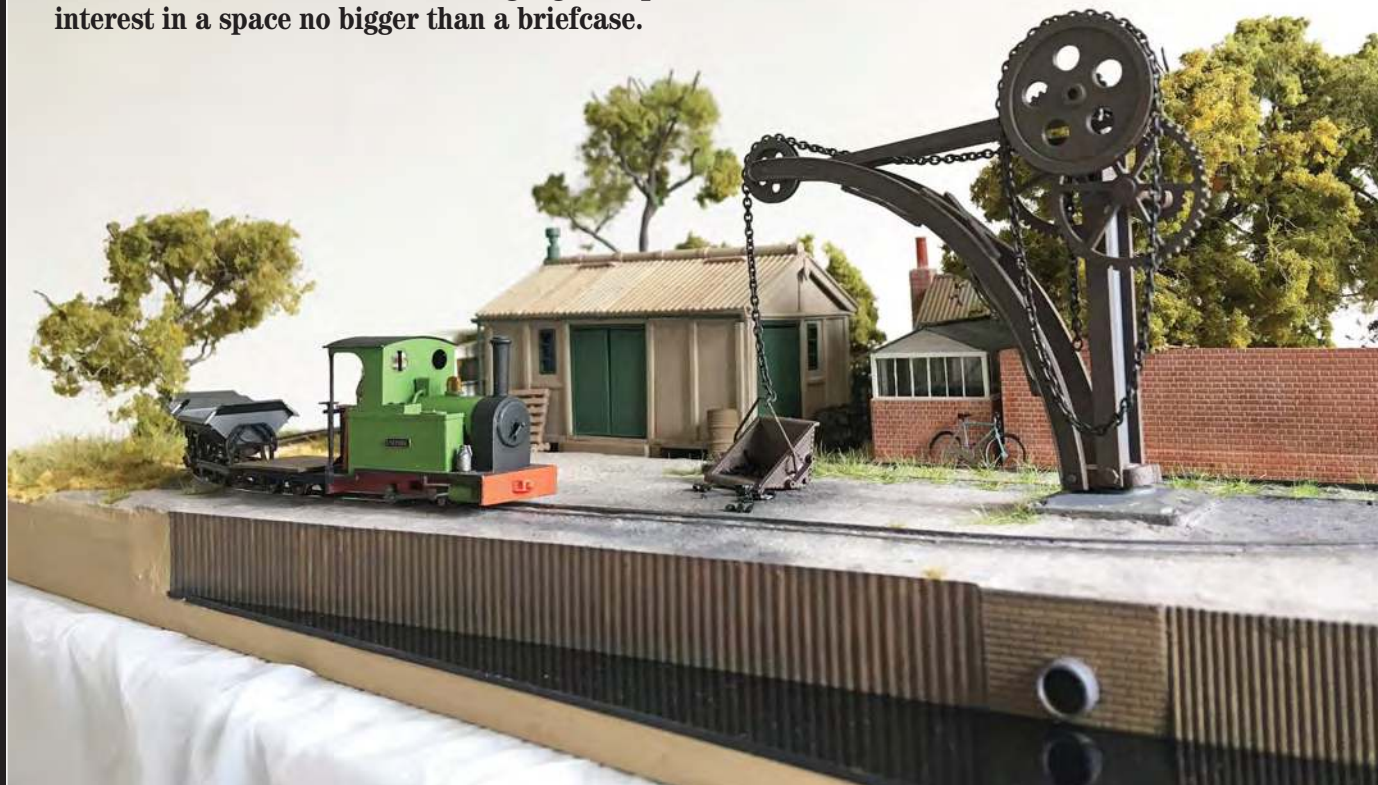
Richard paid tribute to the volunteers who had made such progress in the ensuing decade, highlights including restoring Peckett 0-6-OST 'Jurassic' to steam and hosting a visit from the Princess Royal. He then invited the Mayor of Skegness, Cllr Mark Dannatt to load into Jurassic's firebox a wooden anniversary 'cake' (actually a chunk of old railway sleeper) iced by Horncastle student Millie Waby and decorated with 10 candles and scenes from the line.

Photos: Dave Enefer/LCLR



Canal Street Wharf

James Hilton shows how minimum gauge can provide maximum interest in a space no bigger than a briefcase.



*T*oday, Borchester is a bustling market town on the M5 corridor between Bristol and Birmingham and all trace of the wonderfully charismatic 18-inch gauge water works railway have disappeared. The town, built on the banks of the river Seven, was a prosperous market town and improvements in water and sanitation led to the creation of the pumping station near Hempsted Bridge in 1873.

Coal was initially transported from a wharf on the Borchester Canal to the works by a horse-worked tramway. A standard-gauge spur was laid onto the Canal Street wharf from the nearby Great Western Railway in 1935, allowing coal to arrive from the wider rail network.

Surprisingly the line survived until 1956 when the pumping station switched from coal to diesel power. The track was lifted during the autumn of that year and stock, life-expired, was cut up on site...

Of course, all the above is a work of fiction based upon an imaginary water works on the outskirts of modern-day Gloucester, however it provides a useful back story to my latest foray in 006.5...

Minimum gauge

What is 006.5? It is 00 scale (in other words 1:76 or 4mm/ft) using 6.5mm gauge track, which represents an 18-inch gauge prototype. Utilising track and mechanisms from the Busch Feldbahn range, stock I've designed as kits for Narrow Planet »

Above: Avonside loco 'Empire', the first steam locomotive to be offered in the 6point5 Models range, pauses at the wharf. The gentle subtle colouring of the wharf was achieved by painting the clay used to bury the track with Humbrol enamels, then sieving ash from the fire across it before it dried. Coal dust is weathering powder and static grass and real coal form the finishing touches.

The distinctive crane is the venerable Ratio model, the water is a piece of 1.5mm clear plastic with the back sprayed black.

Below: Hudswell Clarke diesel 'Crewe' with a pair of Brede-style coal wagons, all from the 6point5 range. Viewed from the end of the layout this shot shows both sides, and how the position of buildings and trees helps disguise how small the layout actually is – no bigger than a briefcase – in photographs.

All photos by James Hilton





Above: Crewe arriving at the wharf past the stored caravan. A spur that used to lead to another wharf is still just visible in the undergrowth.

Below: Exmoor 'James', another 6point5 model to be released at ExpoNG, has the lines of a Hunslet, and could definitely be confused for a smaller Hunslet Waril. It is seen here crossing the stream on the girder bridge behind the wharf.



(marketed under the 6point5 Models banner) along with a de-rated Gaugemaster W controller (utilising a 6-volt AC power supply, giving a variable 4.5v DC) the models are tiny but well detailed and the layout demonstrates what can be achieved in a tiny space.

Starter set

In this instance the layout uses a Busch starter set of track combined with a short length of old P4 track I had – I like this as it gives context to how narrow the 6.5mm gauge track is in comparison. The layout also features some Ratio and Wills kits along with a scratchbuilt office based upon that at Wantage in the tramway goods yard.

The trees are from a childhood layout, along with the small bridge over the drainage ditch and by using several layers of MDF to form a base has meant I can have the riverside wharf, as well as some undulation in the surrounding if limited scenery.

If you are interested in learning more about 006.5 scale there is a booklet and catalogue available from Narrow Planet on the website – for the space-starved narrow gauge modeller the scale offers the chance to build a full layout in miniature. Canal Street Wharf, along with the 6point5 Models range will be at the ExpoNG show on Saturday 26th October at Swanley in Kent (more details at right). **NGW**

More Information

<https://shop.narrowplanet.co.uk/pages/6point5-minimum-gauge>
http://static.narrowplanet.co.uk/pdf/samples/6point5_the_wharf.pdf





Above: Crewe heads for the wharf with a scratchbuilt crew van based upon a Ffestiniog workman's carriage. The tippers and van chassis are all Busch models, straight from the starter set, as is the chassis under Crewe.

Below: A peaceful moment between trains – the crane is used to unload both river barges and standard gauge wagons. The bicycle leaning against the office suggests life, without resorting to unrealistic still figures.



MODEL LINES

Swanley bound for ExpoNG

■ It's that time of year again – the Greenwich and District Narrow Gauge Railway Society is well advanced with plans for this year's edition of Expo Narrow Gauge, widely regarded as Europe's premier narrow gauge exhibition.

This year's ExpoNG will be held on Saturday 26th October at its usual venue of the White Oak Leisure Centre, Hilda May Avenue, Swanley, Kent (BR8 7BT).

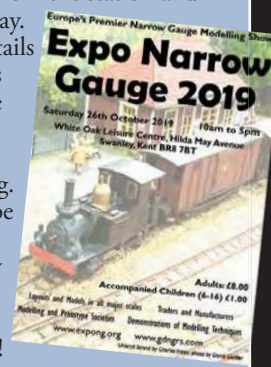
Organisers hope to have around 65 stands in attendance, with at least 14 layouts in a range of scales and gauges, as well as the usual range of specialist traders and manufacturers, prototype and modelling societies and displays of modelling techniques.

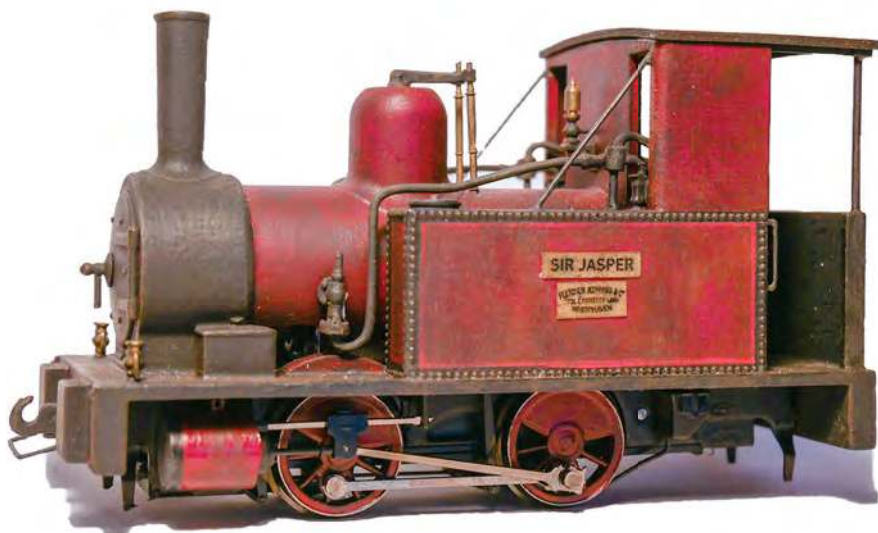
Layouts confirmed to date include in 3.5mm scale, 9mm gauge (HOe) 'Ulvaryd Strand', in 12mm gauge (HOM) 'St Amis sur Mer', in 4mm scale, 6.5mm gauge 'Canal Street Wharf' (featured at left), in 9mm gauge (009) 'East Works', 'Llandecwyn', 'Llanfair Caereinion', 'Sandy Shores' and 'Thurtey', in 1/4-inch scale, 16.5mm gauge (On30) 'Clearwater Harbour', 7mm scale, 9mm gauge (O9) 'Derwent Road', 14mm gauge (O14) 'Abbey Light Railway' 16.5mm gauge (O-16/5) 'Appleton Deane', 'St Mary's', 'Wilstone', and in 21mm gauge (O21) 'Fintonagh'.

Public opening times are 10am to 5pm and entry costs £8 for adults and £1 for accompanied Children aged from 6 to 16. The venue is a short 10-minute walk from Swanley railway station (rear exit into Everest Place) which is served by trains from London Victoria. There are good road connections from junction 3 of the M25 motorway and the A20.

The show's close proximity to Channel Tunnel terminals at Folkestone, Ebbsfleet and Ashford also make it an easy day trip from the Continent. Routes will be signposted from the station and the motorway.

More details of this year's show can be had on the website at www.expong.org – we'll be going along so hopefully we'll see many a reader there!





EDM launches 3D printed Townsend Hook in 7mm

Modellers in 7mm scale will welcome the new kit from EDM Models, already renowned for very highly detailed models in the scale.

'Townsend Hook' and sister 'William Finlay' were supplied by Fletcher Jennings & Co to the Dorking Greystone Limestone Co at Betchworth Quarry, Surrey in 1880. Townsend Hook became an early member of the Brockham Museum collection and is today at Amberley, while William Finlay is now in the Narrow Gauge Railway Museum at the Talylyn Railway's Tywyn Wharf station, having with its sister been part of a Fletcher Jennings gathering on the Welsh line in 2015.

While the original locos were built to the very unusual 3ft 2¼in gauge, they represent a standard design that the makers might have supplied to any narrow gauge operation, so would find an appropriate home on many a layout.

Paul of EDM Models paused from driving steam trains on the Ffestiniog Railway just long enough to tell *NGW* that the 3D printed body kit will be available very shortly; "It's just waiting on the last castings arriving." The body is supplied in four parts with additional cast brass and other details, and just needs a Dapol 00-gauge B4 chassis to complete it and provide the propulsion.

EDM has just launched a new website, www.ngtrains.com. Paul says that new products are being added daily and the site includes a blog on which progress of the Townsend Hook kit and other products can be followed.

Produced by EDM Models
Tel: 01904 331973
Email: info@ngtrains.com
Web: www.ngtrains.com
Introductory price £95 (requires chassis)



Banwy adds Diema to its 009 range

On sale soon for 009 scale from Banwy Models will be a 3D-printed body kit for the former Taiwan Sugar Corporation (TSC) Diema diesel locomotive which is now to be found operating at the Welshpool and Llanfair Light Railway.

However the kit could potentially have much wider applications than on W&LLR-themed layouts – the Welsh line's Diema was one of a number built by the German firm for TSC. Only one other is known to have left the Pacific island, going to the Pithiviers Transport Museum in France, but there are so many now redundant in Taiwan (see the feature in *NGW*137) it's not hard to create a story of one being acquired for your preservation-themed model or indeed purchased for an industrial setting.

The model has been developed using photographs and measurements of the prototype – Banwy Models owner Dave Gauntlett is a volunteer on the W&LLR. It is designed to fit on a Kato 11-104 chassis though other chassis are easily adaptable to go under the kit, such as the Graham Farish N-gauge class 47 bogie.

Banwy Models produces a number of 009 scale models of rolling stock that work, or have worked on the W&LLR. The Diema will soon be joining other products that can be ordered through the Banwy Shapeways store at <https://www.shapeways.com/shops/banwy-models>.



■ How delightful is this? It's the new 16mm scale model from Accucraft UK of the Talylyn Railway's Fletcher Jennings 0-4-0T (yup, the Whitehaven firm is definitely flavour of the month!), the first examples of which are now being delivered to their lucky owners.

As can be seen the loco is available in a number of correct liveries. Mechanically it follows Accucraft's usual well-proven practice with a gas-fired boiler. Full details can be had at www.accucraft.uk.com but if you are interested act quickly as the first batch is almost sold out!



Manx Electric Railway 125th Anniversary 2018 – a Pictorial Souvenir

by Andrew Scarffee & Barry Edwards

■ The Manx Electric Railway celebrated its 125th Anniversary with a week of special events during September 2018, and this newly-published 32 page softback A4 booklet gives a behind-the-scenes account of how the anniversary week was planned.

The book takes the reader through each day of the event, starting with a description of the particular day's activities then showing the cars, trailers and some of the people involved.

One of the highlights of the week was the return to service of ratchet car number 14 after an extensive restoration carried out jointly by MER staff and volunteers – this is illustrated thanks to one of the authors who was in charge of the work.

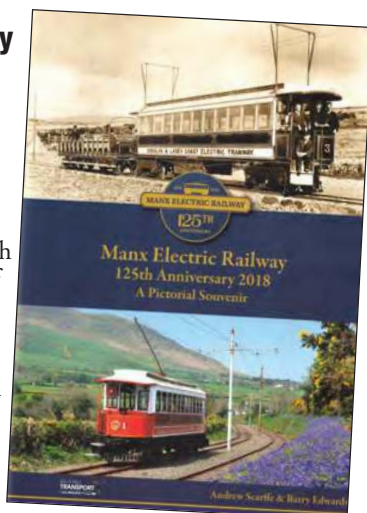
The MER carried more than people during the event – there was a recreation of the postal duties undertaken until competitively recently. Several freight trains also ran, giving photographers a chance to capture some of the goods stock that normally doesn't get a run out.

Illustrated in colour throughout, apart from a couple of historic photos, the quality of production is very high. The text is informative and a perfect record of a very special week on Mona's Isle. **PP**

ISBN 978-0-993014-51-2

Published by Isle of Man Transport

Price £9.99



Ffestiniog Railways Harbour Station Porthmadog – Building a new signalling scheme

By Bob Bloodworth

■ New to the editorial library is another of those inexpensive large format (A4) softbacks that many a **NGW** reader will find fascinating.

Over the book's 56 pages the reader is taken through the creation of the signalling required when Harbour station was enlarged to accommodate the Welsh Highland Railway, described by the author as 'a very large project.'

There is impressive detail along with tables, diagrams and a host of colour photographs of the installations that electrical engineers in particular will no doubt pore over.

The book packs a lot into its pages and for under a tenner is a bit of a bargain. **AC**

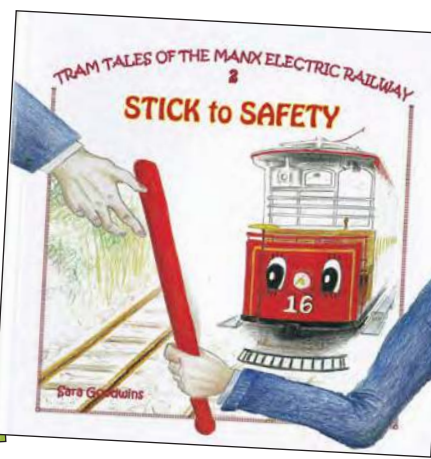
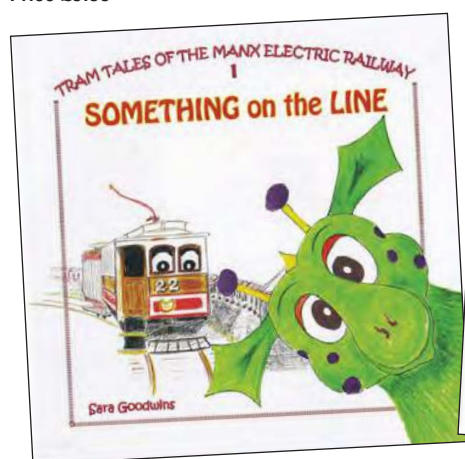
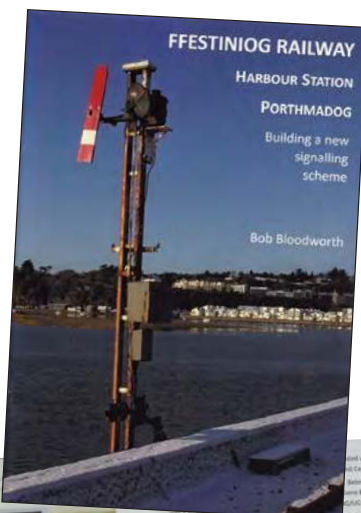
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Tram Tales of the Manx Electric Railway

by Sara Goodwins

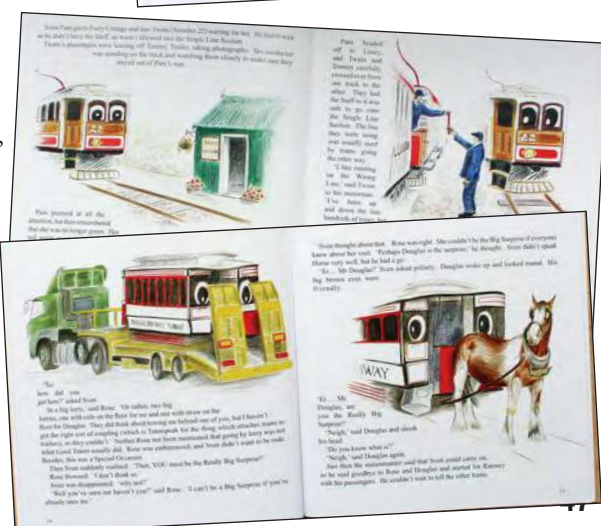
■ It's definitely Manx Electric Railway month and these delightful little books are firmly aimed at younger enthusiasts. They follow the usual format of trains, or in this case trams, with faces on, but like the best products of this type they score by teaching their readers railway practice – not may children's books take staff & ticket procedures as their theme!

The three books are clearly written by someone with a good knowledge of the Manx trams, electric and horse-drawn. There's also an audio book, which will keep your youngster quiet in the car while you are taking them to see the real trams they've read about in the books! **AC**

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More on Glyder

In the August 2019 *NGW* is a brief article concerning the restoration to steam of the loco 'Glyder'. The history of this loco is poorly recorded.

Glyder was constructed by Andrew Barclay at its Kilmarnock (Scotland) factory, leaving the premises on completion on 8th October 1931. It was bound for the Bunhope reservoir construction by the Durham County Water Board via the standard-gauge railway in a wagon, and was known at the reservoir as 'No 5, Grey'.

At this site no less than 21 steam and two petrol locomotives were used between 1930 and 1937 on the construction of dams, pipework, channels and such.

The loco remained on site until 22nd January 1938 when it, and the few remaining locos, were auctioned off, with the Penrhyn Quarry purchasing Grey for £60. Again delivery to Wales was by the standard gauge, the loco thus arriving a few days later at Port Penrhyn.

The loco was soon known as 'Glyder' with two nameplates ordered during a review that revealed that a new firebox was required to meet boiler insurance requirements. This was fitted on 4th January 1939 and made out of steel, as copper was then in short supply due to the oncoming Second World War.

Meanwhile two 7cwt weights were added to the front and rear bufferbeams to improve the loco's traction heading long slate trains. However Glyder was then laid up over the duration of the war and thereafter 'stored' to 1946 and beyond.

The next reference of the loco being in service is on 11th August 1953, a photo showing that it still retained the livery of the Water Board, this being several green panels, each squarely outlined by four thin yellow stripes, all on a black outer lining, painted onto the cylinders, cab sides and boiler, but not the smokebox, which remained black all over.

From 4th December 1953 the loco was again 'boarded up'. Between April 1955 and 6th June 1955, major repairs to the boiler and other areas were carried out, followed by a repaint of the loco into the usual elaborate Penrhyn livery and lining of this period, and finally by the loco going into long-term service in July 1955 on the quarry's Ffridd level.

On 9th November 1961, the newly repaired diesel loco no 9 collided with Glyder whilst both were hauling wagon trains. Full details of the incident are not known but the driver of the diesel was 'sent home'. Both locos were damaged, Glyder resuming service late on 14th November.

The diesel remained out of use for



more than three months. It had been overhauled a few months earlier, newly painted red all over with some sections outlined in white, and worked outside the main workshop. It was displayed and used there for staff and visitors but after the collision both the loco and its driver were banished to the distant cutting levels, where it soon became a dusty grey, including the driver!

In September 1964 Glyder became the last Penrhyn loco to be overhauled and on 15th September drew the last train to use the 'main line' to the base of Felin Fawr incline, with all the vehicles and loco separately drawn up to the top by two linked diesels and a length of old wire rope! This left the port and associated areas empty of vehicles other than a couple of severely damaged and useless items.

Glyder left the quarry on 20th July 1965 by road, initially heading to Liverpool. The following day the loco was taken to Manchester docks, and joined seven other locos on the deck of a ship departing on 27th July heading to the USA – but that is another tale...

Eric R Foulkes

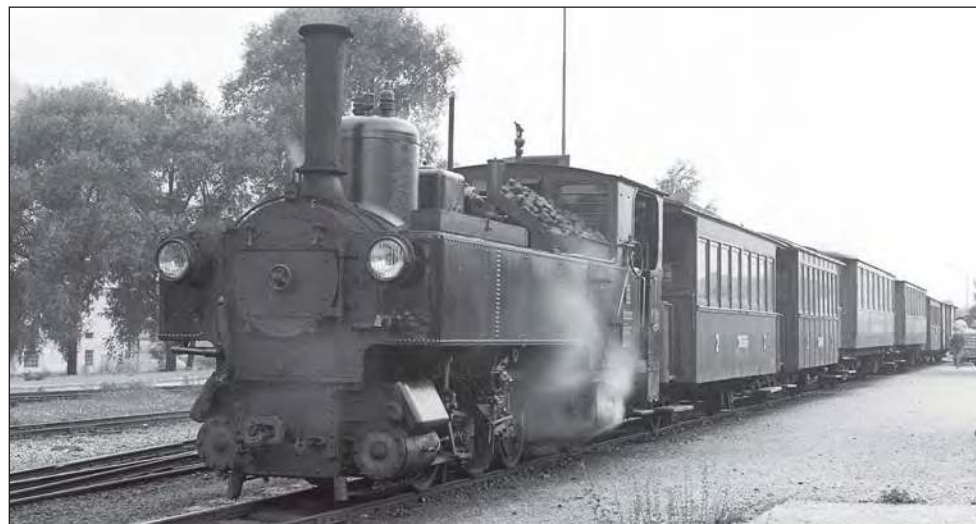
Beamish museum is just the latest of several industrial surroundings for 'Glyder' – see the letter from Eric Foulkes. Photo: Paul Jarman/Beamish Museum

Zillertalbahn U-class no 2, pictured here in 1966, is to operate on the Welshpool & Llanfair but could the Welsh line have had a Yugoslavian loco? See Bob Brown's letter. Photo: David Mitchell – see also page 52

A lost opportunity?

Thanks for publishing the letters in recent issues regarding the transfer of locos on different gauges, which have been interesting to read. The news that an Austrian U-class is to run on the Welshpool and Llanfair Light Railway has brought mixed emotions to me; after visiting the JZ narrow-gauge system in the then Yugoslavia in 1973/5, I fell in love with the country and hoped via the then Yugoslav-British Association to see whether a class 83 0-8-2 could be gifted to the UK by Marshall Tito, as a 'thank you' for our support of the Yugoslav Partisans in World War 2.

I wrote to the committee then in charge of the W&LLR asking if they could provide a home for this loco, but they turned me down saying it was too large for the line. Other 760mm options also seemed limited. Sadly the knowledge of what was otherwise then still available in Yugoslavia (including U-class locos in industry) was not widely available; a companion volume to the Halliwell book on JZ standard-gauge motive power which was published in 1973 never appeared for a»



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number of reasons. If it had, I could perhaps have found a more suitable locomotive to promote.

Whilst most of the locos on the extensive JZ 760mm system have since gone to the furnaces, some remain plinthed or working at Banovici or restored for Sargan. Perhaps the biggest loss is the hulk of the UNRRA Porter-built 0-8-0 no 22 which rests now outside Zrenjanin works in Serbia. These 0-8-0s effectively ran large parts of the old Steinbeisbahn and other forestry railways – I caught a glimpse of some of them dumped in Zavidovici yard from the train in 1973. Can no-one persuade the Serbian authorities to progress the restoration of this unique reminder of the post-war contribution to the European economy from UNRRA?

Bob Brown

Sutton miniatures

With regard to Mr Mills' enquiry for information regarding the Sutton Park Miniature Railway in *NGW*141. Plateway Press published a book by J G Tidmarsh, *The Sutton Coldfield Fifteen Inch Gauge Railway*, about the history and operation of the railway. First published back in 1990 the book has been out of print for many years. I picked up a secondhand copy a few years ago, so it may be worth seeing if copies are available either on eBay or through a specialist book dealer.

Tidmarsh's book gives the closing date as 7th October 1962. Within four months the locos and stock had been put into storage and the site razed. The Cleethorpes Coast Light Railway is now the home of the Sutton Miniature Railway collection, which consists of three locomotives, ten coaches and a variety of artefacts recovered from the railway.

The Plateway Press book also covers the long-lost 15-inch gauge line (1929-1937) at Great Yarmouth Pleasure Beach as most of the equipment there ended up at Sutton Coldfield. The Pleasure Beach still

exists, but there is no trace of this lost line. I know, I've looked!

Gerry Balding

All of the Sutton locomotives and Astock went into store in the Midlands but were moved to the Cleethorpes Coast Light Railway in 2002 where they remain as 'The Sutton Historic Collection'. Some Sutton coaches were in use on my last visit but none of the locomotives.

These consist of three scale model 4-4-2 Atlantics, one a very early Bassett-Lowke product from 1908, and a 1946 petrol-driven unit, styled to resemble a pre-war GWR railcar; this came from Dudley Zoo and was built by Trevor Guest.

Graham Thorne

In response to the Sutton Park enquiry, I suggest that Mr Mills obtains a copy of the DVD *The Sutton Miniature Railway Story*, Produced by Railfilms Ltd 2016.

Colin Renshaw

History of the Sutton Park line can be found in the book *Miniature Railways Volume 1, 15-inch Gauge*, by Clayton, Buttell & Jacot, published by the Oakwood Press.

Michael K Williamson

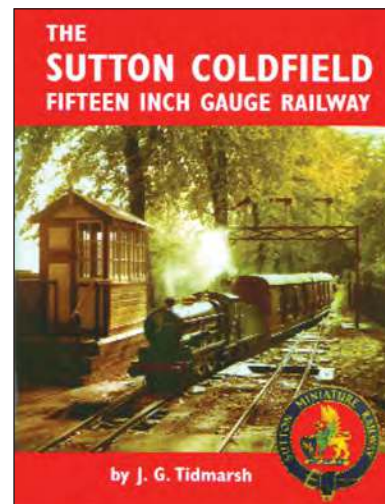
Andrew C replies: Many thanks to these and several other readers who provided answers to Mr Mills' enquiry, as we confidently expected they would. The editor had completely forgotten that he had the Plateway Press book in his library!

The wrong battery

In the 'Quarry Railway with a Difference' article in *NGW*141 (describing the former 2ft gauge line at Crich Tramway Museum), it is stated that a 1962 Wingrove & Rogers type W128 battery locomotive numbered 7 was borrowed from Sallet Hole Mine near Bakewell.

Whilst I do not dispute this, the photograph in the article on page 24 annotated as a WR however is of a

"It seems a terrible shame to not take advantage of historic structures when they are available, even if their heritage is different..."



Greenwood & Batley locomotive.

Sallet Hole had two WR locos numbered 7, WR 4952/52 and WR 6505/62, the latter going to Raynesway Plant in around 1973. Perhaps this is the locomotive borrowed by Crich?

Is it known which GB loco was borrowed? And from which mine? Sallet Hole, which was nearer Stoney Middleton than Bakewell only had one GB during its existence, GB 2781/57 and this was numbered 5 in the Sallet Hole fleet. The other mine owned by Laportes was Ladywash Mine near Eyam and this had six GB locomotives numbered 1 to 6.

Adrian Foster

Above right: Out of print but available secondhand, this Plateway Press book tells the Sutton Park Railway story.

Below: Our correspondent Tim Williams misses the days when the Vale of Rheidol Railway departed from the standard gauge station in Aberystwyth. *Photo: the late John Searle*

In defence of the old Aber

Regarding your reply to the letter about the new Vale of Rheidol station in Aberystwyth (*NGW*141), your information may be more up to date than mine, but when I visited on 17th June, the direct footpath to the main-line station was closed off and from the look of the site, it seemed like this was intended to be permanent. Visitors wishing to access the standard-gauge station needed to exit via the car park and walk around via the road.

While I cannot fault the excellent work done on the replica station, it did feel a little sterile, perhaps due to its newness. I would have much preferred to have departed from the historic standard-gauge platform. It seems a terrible shame to not take advantage of historic structures when they are available, even if their heritage is different. And yes, I did arrive by car, but that does not affect my view and it did not seem to me the distance to the old platform vs the new one was of much consequence. **Tim Williams**



That was the year...

Looking back at narrow gauge news stories from the archives and their legacy...

From 25 years ago

Vale of Rheidol Railway (1ft 11½in)

A boilermith from Crewe... who "looked as if he could drive red-hot rivets barehanded," said that the locos are due for major boiler work by 1975 and this might cause the end of BR control.

On shed for 'exams' (on 30/7) was 'Prince of Wales.' However one should pity people working in the converted standard-gauge shed as things are far from ideal, the whole job being done quickly on the cheap without much thought for the staff. Indeed, no pit was envisaged but one has been provided just inside the door using one original pit wall with the other moved over, the result being a pit just 12 inches between the rails.

The ashpit outside is of better proportions, but is only 4ft long and cleaning the ashpan from such a confined space is very difficult. Coaling of the locos is done from VofR wagons on the middle shed road – surely the layout could have been arranged to permit direct coaling from a standard-gauge wagon?

Only the loco road in the shed is concreted, the other two roads have only ash ballast which blows around merrily in winter weather, and it seems incredible that first-class facilities were not provided when the realignment was made. (NGN, October 1969)

An eye-opening report – how those crews of the time would marvel at the first-class facilities enjoyed by today's VoR loco crew!

William McAlpine, c/o Sir Robert McAlpine Contractors, Hayes Depot (2ft 6in)

'Chevallier', Manning Wardle 1877 of 1915, ex-Bowaters, Sittingbourne, Kent has been rebuilt and is in full working order. The loco arrived at Hayes during October 1968 as four lorry loads of 'bits' and has been lovingly restored at the depot. It carries a brass plate in the cab that reads 'Rebuilt by Sir Robert McAlpine, Hayes, Middx, 1969.'

Recently Chevallier was at the centenary celebrations of the company held at Sandown Park, where it steamed up and down 100 yards of track, hauling an ex-Bowater coach.

Chevallier will be moving to a permanent home on Mr W McAlpine's stud farm near Henley on Thames where it is hoped to lay a short line for it. (NGN, October 1969)

The short line at what became William McAlpine's famous Fawley Hill setup never happened. Chevallier has remained a locomotive without a permanent home, though it did spend several years on two stints at the Great Whipsnade Railway. Now owned by Bill Parker of the Flour Mill Workshop in the Forest of Dean, Chevallier currently resides at, though is not part of the working fleet of, the Welshpool & Llanfair Light Railway.



Extracts from **Narrow Gauge News**, the news journal of the Narrow Gauge Railway Society – for more details of the Society and how to join up, go to www.ngrs.org.uk or refer to the advert elsewhere in this issue.



From a Different Age 1...



■ Viewing the photos in this month's UK news pages showing the commissioning of the brand-new loco 'Brown Bear' at the reborn Groudle Glen Railway, it's hard to believe that the tiny Isle of Man line once looked as in the pictures on this page.

The pictures were taken by Michael Bishop during the line's closure and dereliction period. Michael takes up the story; "I went (to the island) in 1966 only to find the Isle of Man Railway closed, so I ended up walking some of the route and photographing as much as I could before it was scrapped.

"However the Manx Electric Railway was open and I got to Groudle to take these pictures." He adds that the Bagnall loco 'Sea Lion' was present but "difficult to photograph surrounded by boskage and the tree canopy."

Michael returned in 1968 and visited the Kirk Michael Steam Centre established by enthusiast John Walton. 'Sea Lion' had been moved there a few days earlier. In the same party was noted narrow gauge enthusiast and publisher Andrew Neale, on the far left in the photograph below.



From a Different Age 2...



■ Regular *NGW* correspondent **David Mitchell** comes up with the goods yet again, in this case with regard to the 0-6-2T built in 1900 for the Zillertalbahn in Austria and given the appropriate name 'Zillertal.'

This locomotive has been recently restored to full working order, and as we report in this issue's news pages arrived in mid Wales on 13th August at the start of a loan period on the Welshpool & Llanfair Light Railway – currently scheduled for two years.

David pictured Zillertal in July 1966, when the loco was operating on the Austrian line. The major difference between the appearance of the engine then and now is the addition of a practical if not overly attractive spark arrestor. Certainly many are looking forward to seeing this engine operating on the steeply-graded Welsh line, paired with the Austrian carriages gifted by the Zillertalbahn to the Welshpool & Llanfair in 1968.



Tramways

- Douglas Horse Tramway: *Isle of Man*, 01624 662525, www.rail.im/ Tuesday to Sunday subject to promenade work.
- Great Orme Tramway: *Conwy* 01492 577877, www.greatormetramway.co.uk Daily services from 10am.
- Manx Electric Railway: *Isle of Man* 01624 662525, www.rail.im Daily services.
- Seaton Tramway: *Devon* 01297 20375, www.tram.co.uk Daily services from 10am.
- Snaefell Mountain Railway: *Isle of Man* 01624 662525, www.rail.im Daily services.

Miniature Railways

- Audley End Railway (10.25in): *Essex* 01799 541354, www.audley-end-railway.co.uk Daily until 8th Sept then weekends
- Beer Heights Light Railway (7.25in): *Devon* 01297 21542, www.pecorama.co.uk Daily trains from 10am.
- Lappa Valley Railway (15, 10.25, 7.25in): *Cornwall* 01872 510317, www.lappavalley.co.uk Daily from 10am.
- Littlehampton Miniature Railway (12.25in): *Sussex* www.littlehamptonminiaturerailway.com Weekends
- Moors Valley Railway (7.25in): *Hants* 01425 471415, www.moorsvalleyrailway.co.uk Daily 1st-15th Sept, then weekends. Gala 14th-15th
- North Bay Railway, Scarborough (20in): *Yorks* 01723 368791, www.nbr.org.uk, Open daily from 10.30am
- Rhyl Miniature Railway (15in): *Clwyd* 01352 759109, www.rhylminiaturerailway.co.uk Weekends
- South Downs Light Railway (10.25in): *Sussex* 07518 753784, www.south-downs-railway.com Weekends

Special Events

Only events of interest to rail enthusiasts are included in this guide – for contact details see Diary on following page.

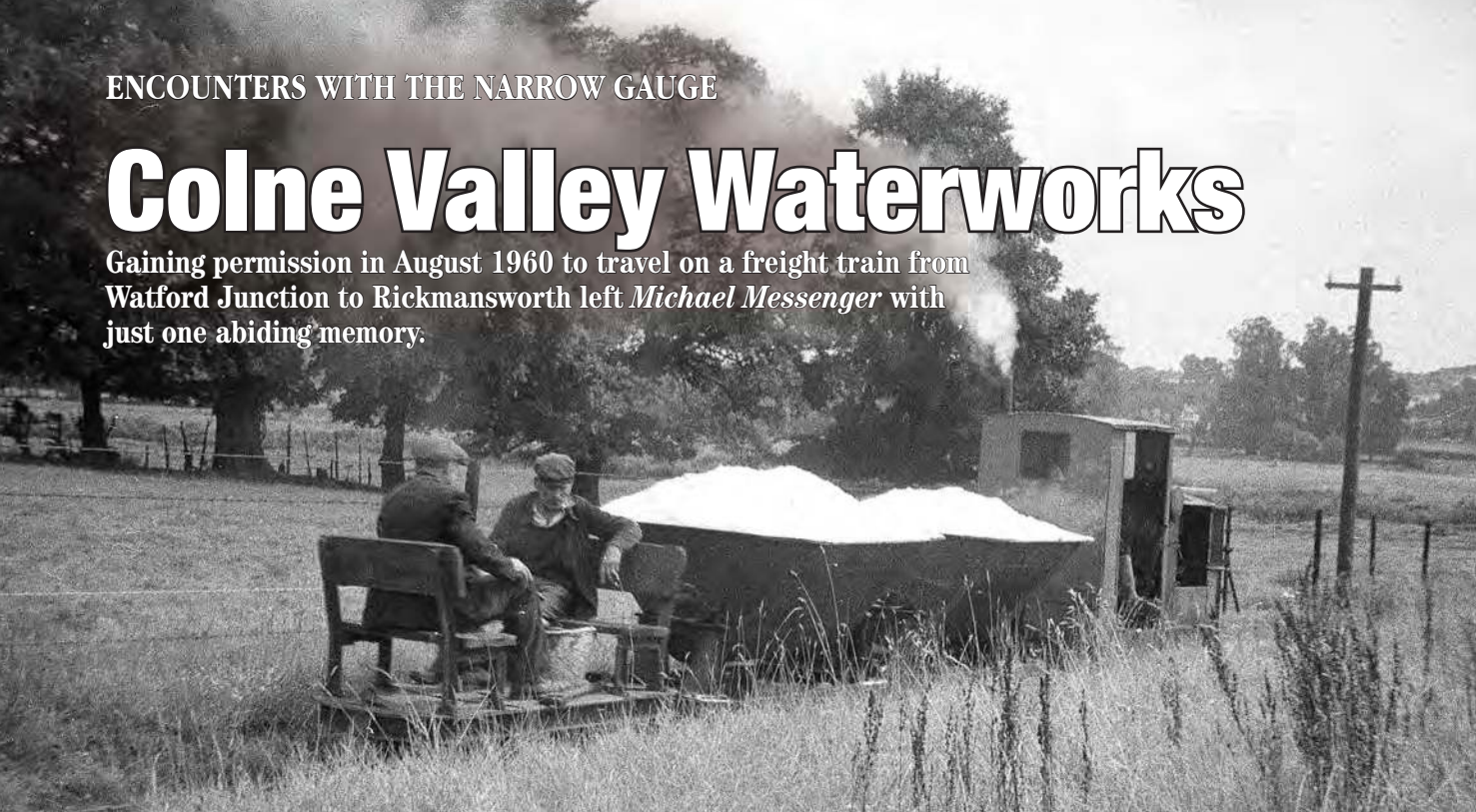
- Daily to 8th, then daily except Mon, Tue; Devon Railway Centre Open Day Museum nr Tiverton, 2ft gauge line. <http://devonrailwaycentre.co.uk>. Everything Goes 28th-29th
- 30th Aug-1st Sept, Welshpool & Llanfair Light Railway Steam Gala. Intensive service, new loco on show, displays both termini
- 1st Sept, Bressingham Steam Museum Model Railway Day. Layouts in various sizes/scales, trade stalls. Steam lines running
- 1st Sept, Bredgar & Wormshill Railway Classic Tractor/Farm day. Kent 2ft line, all available stock running. <http://bwlr.co.uk>
- 1st Sept, Corris Railway Gravity train. 3.15pm departure.
- 1st Sept, Kirklees Light Railway Vintage Vehicle Rally. 150+ vehicles on display at Clayton West.
- 6th-8th Sept, Statfold Barn Railway Road Rail & Ale. Intensive service Sat & Sun, Roundhouse museum open, workshops Sat.
- 7th-8th Sept, Bure Valley Railway Steam in Miniature. Miniatures and models in various scales, intensive timetable
- 7th-8th Sept, Rhiw Valley Light Railway Open Weekend. 15in gauge line close to Welshpool & Llanfair. www.rvlr.co.uk
- 13th-15th Sept, Cleethorpes Cpoast Light Railway Rail Ale & Blues Festival. Live blue music, real ales and steam timetable
- 14th-15th Sept, Amberley Museum Miniature Steam Weekend. Visiting rail & road miniatures and models.
- 14th-15th Sept, Amerton Railway Everything Goes Gala. All steam & diesel locos operating, passenger and goods trains.
- 14th-15th Sept, Kirklees Light Railway Steam & Diesel Gala. Estate Railways theme, five visiting locos including 'River Irt'.
- 14th-15th Sept, Vale of Rheidol Railway Forgotten Engines 2. 3 'hidden' locos on show, all three 2-6-2Ts in steam.
- 14th-15th, 21st-22nd Sept, Crowe Peatland Rly first public open days. Peat line in Lincs, details at www.peatland.co.uk
- 15th Sept, Lincolnshire Coast Lgt Rlwy Operating Day. Skegness Water Park Classic Wheels show, www.lclr.co.uk
- 20th-22nd Sept, Perrygrove Railway Vintage Working Wknd & Gala. Intensive timetable, visiting loco 'The Bug' from Romney.
- 21st-22nd Sept, Apedale Valley Lt Rly 50th Anniversary Wknd. Visitor 'Kidbrooke', debut of 'Edgar', passenger trains on Field Rly.
- 21st-22nd Sept, Leek & Rudyard Railway Steam Gala. Intensive service, guest locos, attractions at stations.
- 29th Sept, Gartell Light Railway Open Day. 2ft Somerset line, frequent timetable. 01963 370752, <http://newglr.weebly.com>
- 28th-29th Sept, Lynton & Barnstaple Railway Autumn Gala. Several engines in steam, marquee attractions, real ale
- 28th-29th Sept, Sittingbourne & Kemsley Railway End of Season Gala. Passenger & freight trains, steam & diesel.

What's On	Sun 1st	Mon 2nd	Tue 3rd	Wed 4th	Thu 5th	Fri 6th	Sat 7th	Sun 8th	Mon 9th	Tue 10th	Wed 11th	Thu 12th	Fri 13th	Sat 14th	Sun 15th	Mon 16th	Tue 17th	Wed 18th	Thu 19th	Fri 20th	Sat 21st	Sun 22nd	Mon 23rd	Tue 24th	Wed 25th	Thu 26th	Fri 27th	Sat 28th	Sun 29th	Mon 30th
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Colne Valley Waterworks

Gaining permission in August 1960 to travel on a freight train from Watford Junction to Rickmansworth left *Michael Messenger* with just one abiding memory.



Halfway along the old London North Western Railway branch was an obvious transshipment siding for a narrow-gauge line that came across the fields. It was only a short distance from my home so a few days later I set off on my bike to investigate and explore further.

I made my way to Brightwell's Farm where a lane crossed the 2ft gauge tramway. Here was a gated crossing and a delightful little footbridge but there was no activity on the railway. I nosed around and took a couple of photographs but decided to come back the following day hoping to see some action. I was lucky and the next day a small Ruston diesel was busy working.

What I had found was the light railway of the Colne Valley Water Company, which had the Eastbury pumping station on Hampermills Lane, opened in 1873. In 1931 it was expanded and the railway was built to

connect it to the main line siding to bring coal for the pumping engines and also chlorine and salt for water softening. Only about half a mile long, it was almost a straight line.

At Brightwell's Siding the narrow gauge split into three lines. One pair formed a run-round loop south of the standard-gauge siding while another ran on the north side. Running south-east from here the tramway soon reached the level crossing.

The footbridge had formerly been at the Never-Stop Railway at the 1924/5 British Empire Exhibition at Wembley and there was also a tiny octagonal hut here, presumably from the time when the crossing had to be manned. After crossing the river Colne on a sizeable girder bridge the line climbed up to the works where it split to take the coal and salt to different parts.

Two small 16hp 4wDM Rustons were bought to work the line; one

Above: Classic industrial narrow gauge. Their transshipment work done, the workers ride back to the pumping station behind no 2 and a couple of wagons of salt.

Below left: Exhaust fumes swirl under the footbridge as no 2 propels two empty skip wagons towards the exchange siding.

Below: The farm crossing at Brightwell's Farm in August 1960. The footbridge came from the Never-Stop Railway at Wembley. The hut was needed when trains ran more frequently.

Photos by Michael Messenger, August 1960.

RH166015 of 1932 and the other RH166024 of 1933, numbered 1 and 2. Rolling stock seemed to be exclusively side-tip V-skip wagons, some adapted to flat wagons, and at least one man-rider.

The pumping station was converted to diesel power in 1956 so was only carrying salt and chlorine when I saw it; very much reduced traffic from earlier days. We moved house soon after so I did not get to see the railway working again, although I did call in when in the area in 1967. It was about the time it closed and whilst there was no activity it did seem to be intact.

Surviving loco

The two locos went on to preservation, going first to Brockham Museum in 1968 then to Amberley Chalk Pits Museum. No 2 is still there in storage while much of no 1 was stolen and what was left has been used to keep no 2 going.

The lasting image of the small Ruston and two skip wagons running through the grass across the fields has remained with me. It was my first sight of a narrow gauge industrial line and has probably influenced my railway interest ever since. **NGW**





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