

NARROW GAUGE WORLD

ISSUE 146
MAR-APR 2020



■ TAIWAN'S ALISHAN STEAMS MULTIPLE SHAYS

TIME TO AWAKEN

MANY HIGHLIGHTS AHEAD
AS NEW SEASON BECKONS

NG MODELLING



■ 009 BACHMANN BALDWIN REVIEW

▶ HOST OF NEW PROJECTS AT STATFOLD
▶ WHERE & WHEN TO SEE NEW-SEASON NG

MARCH APRIL 2020 | £4.75



www.world-of-railways.co.uk



RAILTRAIL®

QUALITY ESCORTED HOLIDAYS BY TRAIN

ESSEX STEAM & RAILWAY CURIOSITIES

DEPARTS: Thursday 4 June 2020

Fares From **£589**

5 DAYS



- ★ Epping Ongar Railway Steam Gala with vintage buses
- ★ Visit the East Anglian Railway Museum at Chappel & Wakes Colne

- ★ The Unique Mangapps Farm Railway with everything from London Underground Trains to a Canadian Caboose
- ★ Travel around rural Essex on vintage buses.
- ★ Lunch at Wibblers Brewery
- ★ Travel on the rural Southminster Branch
- ★ Visit the Southend Pier Museum
- ★ Travel on the Southend Pier Railway
- ★ Ride the Colne Valley Railway
- ★ Travel on the scenic Gainsborough Line over Chappel Viaduct.
- ★ Enjoy 2 miniature railways and pub meal

SWISS MOUNTAIN STEAM

DEPARTS: Wednesday 15 July, 19 August & 16 September 2020

Fares From **£1775**

8 DAYS



- ★ Shimmering blue lakes, past alpine meadows, up to heavenly skies, by steam train
- ★ Ride the extended Furka Steam Railway – original route of the Glacier Express

- ★ The amazing Brienz Rothorn steam mountain railway
- ★ Return rail journey up the spectacular Schynige Platte
- ★ Lunch at the Schilthorn summit – James Bond 007 mountain
- ★ Lake Thun cruise & funicular up Harder Kulm
- ★ Coffee & cake at the Panorama Restaurant at Harder Kulm
- ★ Stay in beautiful car-free alpine spa town of Wengen
- ★ Bernese Oberland Pass – offering freedom of the region on your free day

NORTHERN & CENTRAL FRANCE STEAM EXPLORER

DEPARTS: Friday 29 May 2020

Fares From **£1189**

7 DAYS



- ★ Froissy-Cappy-Dompière Steam Gala with 3 engines in steam and freights.

- ★ Full day at the superb Baie de Somme line
- ★ Private steam charter on the new MTVS line at Crevecoeur
- ★ Steam charter on the Chanteraines line
- ★ Charter on Pithiviers line
- ★ Private steam charter on the Metre Gauge Le Train du Bas Berry Line to Argy
- ★ Travel on the scenic Meter Gauge Blanc d'Argent Line railcar to Valençay
- ★ Based at the historic cities of Amiens and Orléans

GERMAN SUMMER STEAM EXPLORER

DEPARTS: Saturday 6 June 2020

Fares From **£1599**

9 DAYS



- ★ 3 days steaming on the Harz Mountains Railway from/to Nordhausen-Wernigerode- Brocken- Quedlinburg-Hasselfelde-Eisfelder Talmühle

- ★ Rare opportunity of sensational steam power up the famous Rübeld Railway
- ★ Private steam charter on the 750mm Mansfelder Bergwerksbahn
- ★ Guided tour of the MaLoWa railway shed with goulash soup lunch
- ★ Rare standard gauge steam on the Hessencoumier line at Kassel
- ★ Visit to view the Stassfurt locomotive collection at the former DB steam shed with barbecue meal
- ★ Stay in the heart of historic Wernigerode, the capital of the Harz region

WORLDWIDE TOUR – USA FALL COLOURS

DEPARTS: Wednesday 30 September 2020

14 DAYS



- ★ Steam through quintessential New England towns in first class 1920's vintage coaches
- ★ Enjoy a scenic steam ride alongside the Delaware River behind a Chinese steam locomotive
- ★ Ride on double headed Shay locomotives on the Cass Scenic Railroad

- ★ Take a steam hauled ride through Amish Country on the Strasburg Railroad
- ★ Ride on the steeply graded Western Maryland Railroad behind the huge C&O 2-6-6-2
- ★ Experience the open carriages of the Durbin Rocket!



- ★ Visit the Pennsylvania Railroad Museum that houses a world-class collection of locomotives
- ★ Visit some of the earliest locomotives in America at the Mount Clare Roundhouse
- ★ Spot American bald eagles from the Potomac Eagle vintage diesel train

- ★ Enjoy free time in the fabulous cities of Boston, New York and Washington
- ★ Discover Boston's many micro brewed beers
- ★ Stay at the Steamboat Inn, a unique paddle steamer themed hotel!

Fare Flight Inclusive (ex Heathrow) From **£4299**

Fare Ground Only From **£3749**



Big on quality, small enough to care

Platinum
Trusted
Service
Award

For consistently
delivering excellence
★★★★★
2020 feefo

OVER 130 TOURS ON OUR WEBSITE
For more information visit
www.railtrail.co.uk or call **01538 382323**



PUBLISHER
Steve Cole
stevec@warnersgroup.co.uk

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

FEATURES EDITOR
David Joy
Email: dawjoy1@gmail.com

DESIGN & PRODUCTION
Andrew Charman

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

SALES EXECUTIVE
Hollie Deboo
Tel: 01778 395078
Email: hollie.deboo@warnersgroup.co.uk

AD PRODUCTION
Allison Mould
Tel: 01778 395002
Email: allison.mould@warnersgroup.co.uk

SUBSCRIPTIONS

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

UK: \$40.50; Rest of Europe: \$52.00;
Outside Europe: \$60.00

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

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

© WARNERS GROUP
PUBLICATIONS PLC 2020
ISSN: 1466-0180

Cover: A new season beckons and indicative of the behind-the-scenes winter work that goes on is this view taken on the evening of 18th December. The Great Whipsnade Railway's Kerr Stuart 0-4-2ST 'Excelsior' (1049/1908) was being warmed through in readiness for boiler tests the next day.

Photo: Joey Evans

NARROW GAUGE WORLD is published nine times per year.

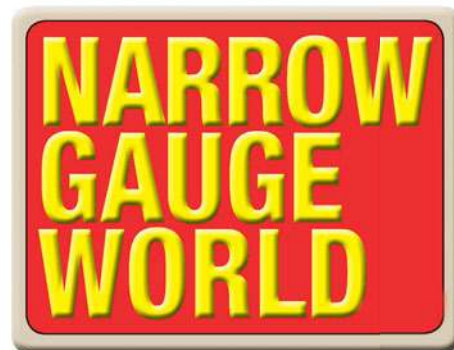
This issue published 28th February 2020
Next issue on sale 24th April 2020



www.warnersgroup.co.uk

Issue No 146 Mar-Apr 2020

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



CONTENTS

05 First Lines
News overload in the NG world

06 Headline News
FR loco had brake fault for 18 years

07 UK News
New lines, new locos and more

16 World News
Loco recovered from 93 years in river



20 World News Special
Double Shays in Taiwan

22 Waite's World
Surviving Spanish industrial locos

25 Lost Lines
Build a Baldwin project

26 News Gallery
Winter warmers on the NG

31 UK Lines
New mining museum railway

34 Survivors
NG Barry scrapyard in Spain



36 Locomotives
Metre-gauge Mikados in Goa

40 Anniversaries
Donegal – 60 years gone

42 NG Modelling
Bachmann 009 Baldwin reviewed

44 NG Modelling
Baudget locos in Gn15 scale

46 On the Shelf
Live-steam dominates new releases

48 Viewpoint
Buzzrall memories, derelict railcars

51 Narrow Gauge Extra
When Amberley rail was a sideshow

52 Diary
When to get new-season trains

54 Encounters
Surprise Eureka at Durango



NEXT ISSUE – MAY 2020
On Sale 24th April



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

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

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

JONES SPRINGS (ENGINEERING) LTD.
Gladstone Street, Darlaston West Midlands WS10 8BE
T: 0121 568 7575 F: 0121 568 7692
E: sales@jones-springs.co.uk
www.jones-springs.co.uk

Reg. in England - Company No. 00520744

Not a toy shop selling trains but... **A MODEL SHOP FOR RAILWAYS** **SALISBURY MODEL CENTRE**

Tue-Sat
0930-1700

37 Fisherton St SP2 7SU

2 min walk from town centre, railway stn
and central carpark. **OPEN SUNDAY**

Closed Mon
Sun 1030-3

Scenic stockist of:- JAVIS, WOODLAND, NOCH, PECO, FOG, BUSCH.
Paint & Adhesives:- HUMBROL, VALLEJO, TAMIYA, REVELL,
LIFECOLOR. Weathering PIGMENTS and INKS by AK and WILDER
Kits for Railways as well as the Military or Aircraft Modeller.
Tools by:- EXPO, IWATA, PROSE, GAUGEMASTER.
Trains and rolling stock in N and 00, even a bit of NARROW GAUGE.
all subject to availability - please ring to place orders



"Sandy Shores" by J Warne

Come for a day in Salisbury. Great Walks, Cafés, and Cathedral for the family; a Great Hobby Shop for You. See Website for full details
www.salisburymodelcentre.co.uk

3 Broadleaze
Upper Seagry
Chippenham
SN15 5EY
01275 845012

**MAINLINE &
MARITIME**

www.mainlineandmaritime.co.uk

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

SPECIAL OFFER!

British Military Railways Overseas — in the — *Great War*



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

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

£50 now £27! (inc. UK p&p)

Apedale Valley Light Railway



**Season Starts April 4. Trains every
Saturday & Sunday.**

May 9 & 10 - Railway Gala

**June 13 & 14 - Military Trains
weekend**

October 3 & 4 - Diesel weekend

Apedale Community Country Park, Loomer
Road, Chesterton, Newcastle-under-Lyme
www.avlr.org.uk

Find us on:
facebook

Narrow gauge news overload...



Photo: 'Fiji', a familiar resident at the Statfold Barn Railway, has some new and unfamiliar company in the form of Hunslet diesel 'Carnegie', an 18-inch gauge loco built for the Royal Arsenal at Woolwich and to be restored to run on an extended 18-inch gauge line at Statfold.

Photo: Joey Evans

Welcome to the latest issue of *NGW* and the end of what has been an extremely frustrating period for your editor! Why? Because this is the last of our bi-monthly winter schedule issues this year, and in the two months since the last issue the narrow gauge world has experienced a total news overload! I have had to sit there and watch story after story breaking, knowing that it would be far too long before I could bring them to you...

For this reason you will notice a minor change in this issue in that we have extended the number of both the UK and World News pages – we had to get it all in somehow...

The good news is it's mostly all good news! A host of new projects, railway revivals and other positive moves have been revealed in recent weeks, which of course is very pleasing to see, especially in these troubled times when we face serious challenges. I've mentioned coal supplies before, I'll mention it again – the noises coming out of the new Government are not encouraging for the likelihood of being able to source coal from the UK for very much longer.

Why is this important? Well, if we can't get coal from the UK, we will have to source it from abroad. It will not only be dirtier than the high-quality rocks that come out

of UK pits, it will add significantly more cost to our railways – in the order of 20 per cent or more, and such increases may simply be too much for some of our railways to stand... This cannot be ignored...

Of course it's still far too early to know what effect Brexit will have on our arena – but it's interesting to hear that some UK engineering firms could already have lost out due to our departure – see page 18...

Very busy workshop

Back to more positive stuff – one amazing aspect of the current news overload is just how much of it involves the Statfold Barn Railway. Graham Lee and his team appear to have a hand in most of the interesting stuff around at present. I must admit, when the arrival of Garratt K1 in Staffordshire for "restoration for static display" quickly turned into "we are going to return it to steam," I was among the least-surprised people around.

This is a great solution for all concerned – it makes no sense for the Welsh Highland Railway to use its in-demand resources on restoring a locomotive that simply isn't up to hauling the heavy service trains the north Wales line requires. But Statfold restoring the loco will ensure that K1 continues to perform for the enthusiasts and return to its home line on a regular

basis – and having footplated the loco on a full Welsh-Highland run, I'm particularly looking forward to seeing it back in action...

Equally the acquisition of the former Woolwich Arsenal stock by Statfold is also good news for the future of what is important heritage narrow gauge and personally of interest to this editor, who as a very young person rode behind the Woolwich Arsenal diesel Hunslet 'Carnegie' at the Bicton Woodland Railway in the early 1970s. Sadly the steam loco 'Woolwich' was out of use that day! I'm looking forward to seeing them at work again, and on an extended Statfold 18-inch gauge line – another win!

Of course it's not just Statfold – there's fascinating new-build work going on at the likes of North Bay Railway Engineering and Workshop X at Killamarsh, loads of news at the Ffestiniog Railway, and no doubt a whole host of new stories to emerge as we get into the new season.

Stick with *NGW* – it is our avowed intention that for the widest range of narrow gauge news, this is where you come, while ensuring we continue to document the history of the narrow gauge world in depth. We've got more behind-the-scenes features from today's narrow gauge coming up, and much more to enjoy too!

Andrew Charman

WHR loco that ran away had brake fault for 18 years



A diesel loco that ran away on the Welsh Highland Railway for more than a mile had operated with an undetected braking fault for more than 18 years, a Rail Accident Investigation Branch report concluded.

On 16th April 2019 the 1967-built Funkey diesel 'Vale of Ffestiniog', acquired from South Africa by the Ffestiniog Railway in 1993, was being transferred light engine from Dinas to Porthmadog to work passenger services on the following day.

As the loco approached Beddgelert on a falling 1 in 43 grade, at the line speed of 10mph, the driver realised he could not reduce speed any further despite fully applying the brake.

He tried taking the brakes off and reapplying them, applying the handbrake and changing gear, but to no avail. He considered putting the gearbox into reverse but decided such a move could cause catastrophic gearbox failure, damage to the loco and possibly injury to himself.

The loco ran through Beddgelert station and entered a single-line section without the token, passing a signal at danger. However the driver, a senior FF&WHR manager, knew no other trains would be in section, as he had earlier placed the token at the station to facilitate his movement.

Passing through an open crossing, the loco then slowed as the gradient levelled out, stopping just after the Bryn-y-Felin bridge over the Glaslyn river. It had run 1.1 miles since braking control was lost.

An examination after the incident revealed that on all four sets of the loco's brake equipment part of the linkage fouled on the brake hanger, preventing full application of the brakes.

Brake modification

The fouling arose from remedial measures made in the FR workshops in 2001 to fix leaking seals in the brake cylinders. With replacement seals difficult to source, the cylinder air pressure had been increased but as this would cause different braking levels between loco and train and a potentially jerky ride for passengers, the linkage was modified to reduce the braking force, introducing the potential foul.

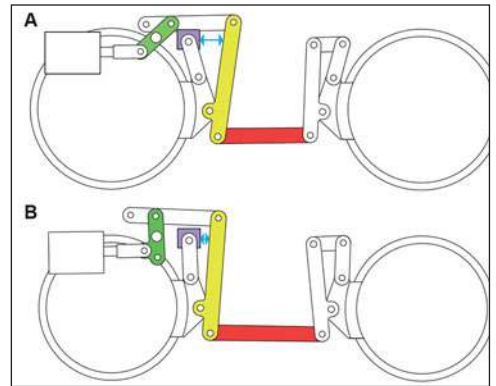
The fault lay undetected for the next 18 years, mainly due to the loco only running light engine when shunting – hauling trains the vacuum braking of the rolling stock masked the issues with the loco brakes.

Since the last brake block change, in February 2018, the blocks and wheels had worn, resulting in the foul. The RAIB

Above right: Funkey diesel 'Vale of Ffestiniog', involved in the incident.

Right: Diagram of the fault – the original linkage is shown in A, after the modification in B. After increasing the brake cylinder pressure the Ffestiniog altered the link shown in green to reduce the leverage on the brake hanger. To compensate for the change to the brake geometry a turnbuckle slack adjuster was used (red). The change reduced the clearance (blue arrows) between the brake hanger (purple) and vertical link (yellow), which as the wheel and brake block became worn caused the foul.

Photo and diagram: RAIB



found inadequate record keeping for brake adjustments on Vale of Ffestiniog.

Inspectors also discovered that for solo crewing the loco was fitted with a 'deadman' system which automatically disengages the gearbox and fully applies the brakes if the driver is unable to cancel it. This could be deactivated, principally for shunting, and Vale of Ffestiniog was running in this form when the incident occurred – despite FF&WHR rules stating that when out on the line the deadman system could only be deactivated if there was an additional crew member in the cab.

In its report the RAIB recommended that the FF&WHR should improve its management of engineering changes, thoroughly consider any risks involved and preserve knowledge of any changes for the future of the railway.

Modifications of brakes and other safety-critical systems should be adequately monitored, approved and recorded. And when locos were fitted with deadman systems they should be used at all times when an engine was single-manned.

The RAIB also advised heritage railways generally that the incident emphasised the importance of carefully checking changes to safety-related equipment, and the risks of any safety equipment failing.

Lessons learnt

FF&WHR general manager Paul Lewin emphasised safety is a first priority on the line, and every recommendation in the report has already been operated on.

"Further we have shared the knowledge and lessons learnt from this incident with other railways via the Heritage Railway Association," he added.

"It is important to note that the locomotive was travelling at a very low speed throughout this incident. Further that in an emergency it would have been possible to stop the locomotive by placing it in reverse gear," Paul said.

"However as this may have done significant damage to the locomotive the driver decided not to take this course of action, seeing that the crossings were clear and knowing that the loco would come to a stand on the next flat section of line."

The modification, carried out 18 years ago, was not subject to the line's modern engineering change procedures which had been updated. A search had been undertaken to identify any other historic changes that should be reviewed.

Paul also assured potential FF&WHR passengers that a failure of this type could not occur on passenger trains which are fitted with continuous braking systems.



Welsh Highland Railway NG/G16 Garratt no 87 is about to emerge from a 10-year overhaul. Built by Cockerill in Belgium in 1936, the Garratt arrived on the Welsh Highland Railway in 2006, having originally been imported for the abortive Robin Hood's Bay railway project in Yorkshire.

A generous sponsor paid more than half a million pounds for no 87 to be restored for the WHR. It then worked on the line for 10 years before being withdrawn for overhaul in October 2018. The sponsor requested the latest repaint into lined South African Railways livery. Photo: Chris Parry/FF&WHR

Llanfair line tastes mince pie success

The Welshpool & Llanfair Light Railway will be repeating its post Christmas Mince Pie Specials in 2020 following a highly successful initial experiment on 27th-29th December.

More than 500 paying visitors took the trains, which ran over half the line between Llanfair Caereinion and Castle Caereinion. Some train loadings compared to regular-season services.

Initially Beyer-Peacock 0-6-0T 'The Countess' worked the services but following injector problems it was replaced by visiting Zillertalbahn 0-6-2T 'Zillertal.'

The Mince Pie success followed an exceptional Santa Special season, the W&LLR seasonal trains selling out despite an extra train being timetabled compared to the 2018 season, and two more then being added to meet demand from local schools. The 27 Santa services operated compares to 16 only four seasons ago.

"We ran more Santa Specials than ever before and we still sold out," said W&LLR general manager Charles Spencer. "The Mince Pie Specials provided us with something else to offer and like the Santa trains mainly attracted more local people, at a time when they wanted to get out of the house after the Christmas festivities."

On the currently dormant section of the W&LLR track gangs have been renewing track and refurbishing a bridge over the Pussy Brook near Sylfaen Halt. Planning is also underway for the reinstatement of the passing loop at the roadside halt – this will go ahead in 2020 as part of a programme funded by a grant from the Tourism Amenity Investment Support (TAIS) scheme run by the Welsh Government.

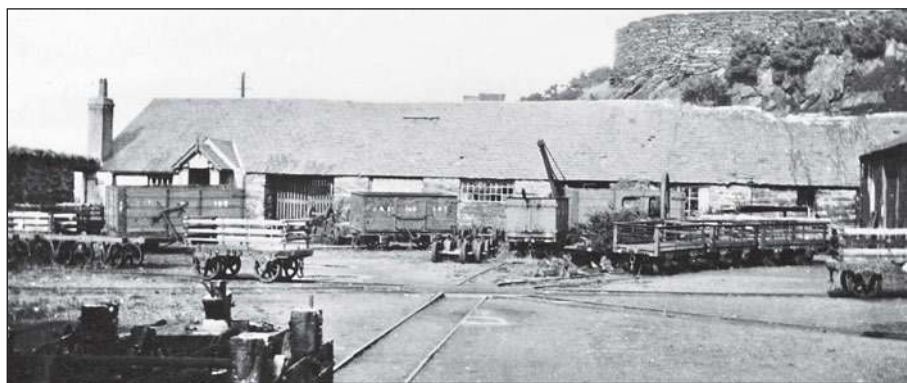
Severn Lamb renews pier trains it built

Long-established rail engineering firm Severn Lamb has won a contract to supply new trains to the Southend Pier Railway, effectively replacing its own stock.

The current pair of diesel-powered multiple unit trains were supplied by Severn Lamb in 1986 to the 3ft gauge line that runs 1.25 miles along the pier at Southend-on-Sea in Essex.

The replacement, construction of which will begin later this year for delivery in the first quarter of 2021, will be fully electric. Each set will also be able to be split to run with fewer carriages during off-peak times.

Southend-on-Sea Borough Council has opened a Facebook competition to choose the look of the new trains, based on four exterior design options, each with three livery choices, supplied by Severn Lamb.



Boston Lodge project passes lottery hurdle

Efforts to secure funding for the Ffestiniog Railway's Boston Lodge works redevelopment from the National Lottery Heritage Fund (NLHF) look set to succeed after the £4.2 million project secured a First Round approval.

The project aims to improve interpretation of the historical significance of the Ffestiniog & Welsh Highland Railways and secure the future of the Boston Lodge site, one of the oldest railway works in the world, by conserving the remaining 19th century buildings.

Focus of the conservation programme will be the Top Yard, which dates back to the early 1800s – the first works supported the building of the Cob embankment and were expanded to serve the originally horse-drawn FR in the 1830s.

The plans form part of a 34-phase development programme for Boston Lodge, extending over more than 10 years and concentrating the railway's current engineering needs elsewhere on the site.

Funding from the NLHF is expected to support 14 of the phases, building on eight phases already completed.

The programme includes some new buildings to accommodate the lion's share of heavy engineering work, allowing the conservation and more gentle use of the older buildings.

Once the work is complete a focal part

of the heritage interpretation will see visitors able to take guided tours of the old works and the original FR locomotive shed.

According to FF&WHR general manager Paul Lewin the project comes not a moment too soon for Boston Lodge Works. "The reputation and importance of this workshop is known far and wide in the heritage railway and industrial history sectors and yet, before our eyes, the very fabric of the site and its heritage buildings is crumbling," Paul said.

"This programme will see the creation of appropriate facilities for our employees and volunteers which will help to maintain the all-important skill base. The historic buildings will be conserved and each will have a distinct future role."

Having secured First Round approval the project now goes into a detailed planning and consultation, expected to take a year, and will then be submitted to the NLHF for further approval before physical work on site begins.

Above: Boston Lodge Top Yard in period times – this area will be the focus of the conservation part of the redevelopment.

Below: Boston Lodge Works – the new and dominant buildings to the foreground will enable conservation work on the historic Top Yard, behind the white building at centre.

Photos: FRCo





Strong start for Lynton Manning Wardle project

The project to build two new Manning Wardle 2-6-2Ts for the Lynton & Barnstaple Railway has made an impressive start, with close to £100,000 of funding already secured.

The 762 Club, which is overseeing the project to recreate L&B locomotives 'Yeo' and 'Exe' following its successful build of Baldwin 2-4-2T 'Lyn' for the line, issued its first project update in January.

Currently 49 members have signed up to support the construction of both locomotives, with a further 36 specifically backing Yeo and 11 Exe.

Each locomotive is expected to cost £500,000 to build and by the end of 2019 £91,000 of funding had been ring-fenced for the pair. It is anticipated that once

construction begins in earnest many 762 Club members will join the project.

Initial components made will be the cylinders, motion and wheels. The cylinders will be virtually identical to the existing Manning Wardle 'Lyd', built by the Ffestiniog Railway – the FR is aiding the new project and will build Exe at its Boston Lodge works.

Yeo will be erected at the workshop in Killamarsh, Derbyshire which is also planned to host the project to recreate the North Wales Narrow Gauge Railway single-Fairlie 'Gowrie'.

Above: Completion of the two new Manning Wardles will enable recreation of scenes such as this, a rare view of 'Exe' and 'Yeo' together in around 1934.

Photo: L&BR Collection



Left: Physical progress on the extension of the Lynton & Barnstaple Railway. Rebuilding of Bridge 54 and 55 at Blackmoor has been completed – Bridge 55 was still intact although its deck was life-expired and it had lost its railings, but Bridge 54 (pictured here) had to be completely rebuilt, only its southern abutment surviving.

Photo: Tony Nicholson/L&BR



Locals restore Donegal bridge

Members of Drumhoe Heritage Society have restored Foyagh Bridge, near Rosstown, on the closed Ballyshannon branch of the County Donegal Railways (*writes Hugh Dougherty*).

Brothers Joe, John and Charles McGarrigle cleared years of undergrowth from around the bridge which dates from the opening of the 3ft gauge line in 1905. Pat Walsh rebuilt the wall leading up to it.

Foyagh bridge narrowly escaped demolition as part of a road-widening proposal in the mid-1960s – the brothers' father, Mick McGarrigle, recognised the value of this piece of local railway heritage and fought successfully to save it.

Built of cut stone with a brick arch, the bridge was on the Donegal-Ballyshannon section of the CDR which closed with the rest of the railway on 31st December 1959.

Track was lifted during 1960 and the bridge became increasingly derelict, although it was considered for re-opening in the 1990s, along with a stretch of track towards Rosstown, by the former South Donegal Railway Restoration Society.

Niall McCaughan, Donegal Railway Heritage Centre manager, said that the important piece of local railway heritage has been conserved thanks to the superb, voluntary work by members of the Drumhoe Heritage Society.

"They have ensured that the bridge will continue to act as a very visible reminder of the railway for many years to come."

CDR closure recalled 60 years on – page 40

Photo: Foyagh Bridge, now restored, looks good enough to carry a CDR train again.

Photo courtesy Drumhoe Heritage Society



Currently under restoration at the facility dubbed 'Workshop X' in Killamarsh, Derbyshire is this Fowler 0-4-2T (16341/1924). Built for the sugar industry in Queensland, Australia, the loco was acquired in early 2018 by Richmond Light Railway owner Jeremy Martin. However he then realised the loco would be too big for his private Kent line so late last year he sold the Fowler to Simon Hudson of Leeds-based miniature engineers The Steam Workshop.

The restoration is at an early stage with the level of work needed still to be fully determined. The loco is likely to be finished in similar form to its original specification, illustrated in NGW141. *Photo: Joey Evans*

■ The Leighton Buzzard Light Railway ended its centenary celebration year in style on 31st December when Baguley 0-4-0T 'Rishra' (2007/1921) was steamed in order to return from the line's Stonehenge Works to the loco running shed at Page's Park and took the opportunity to tackle the newly-built extension up Munday's Hill. Those present reported that the diminutive loco made quite a sight – and sound – as it ascended the 1 in 26 gradient!

Photos: Geoff Gauntlett



Glyn Valley hunts parts for static Baldwin

The New Glyn Valley Tramway & Industrial Heritage Trust has launched an appeal for Baldwin locomotive components to add to the re-creation of a static Baldwin 4-6-0T First World War trench loco that the Trust has begun to erect at its former Glyn Valley Tramway Station at Glyn Ceiriog.

The Trust has acquired several components replaced on the Baldwin currently being restored at the Vale of Rheidol Railway. It hopes to recreate the loco that worked on the Glyn Valley line until scrapped in 1936 and is trying to find more parts to aid the build.

For the full story turn to page 25

Ffestiniog puts bottle into plastic sleepers

The Ffestiniog Railway is expanding its use of recycled plastic sleepers, replacing conventional hardwood items.

The main constituent of the plastic sleepers are recycled milk bottles yet once laid and ballasted the sleepers look very much like the traditional items, the slight differences only apparent close up.

Recalling the earliest days of preservation, the new sleepers are supplied as standard gauge items which are then cut in half and pre-drilled ready to receive the rail chairs. Unwanted holes in the adaptable items can even be repaired using something similar to a puncture repair kit.

FR infrastructure manager Alex Spring says that the plastic sleepers should last 100 years, three times as long as hardwood versions which would have taken at least one hundred years to grow. By using plastic the FR is saving the felling of more than a football pitch worth of tropical hardwood from Africa or South America, while also

preventing plastic waste going to landfill or ending up in the oceans.

The Ffestiniog Railway Society has funded supply of the sleepers for the next four years, enough to replace 500 metres of wooden sleepers between Boston Lodge works and Rhiw Plas Bridge and from Crossing Bothy to Crossing Mawr between Penrhyndeudraeth and Tan-y-Bwlch.

The FR Society has also funded two replacement points in Boston Lodge yard, while other work underway over the winter includes building the new southern portal on the Moelwyn tunnel. The stone portal matches the northern one installed a year ago.



Spot the difference – the recycled plastic sleepers look the part once laid, and last a lot longer.

Photo: Chris Parry, FF&WHR

BRIEF LINES

Vandals hit Caernarfon

Vandals struck twice at the Welsh Highland Railway's new Caernarfon station on 22nd and 28th November, damaging glass panels on the frontage. The replacement bill was said to be £5,000.

Heritage centre at Romney

The Romney, Hythe & Dymchurch Railway has begun converting the former paint shop at New Romney into a heritage centre. The centre is planned to open on 1st August as the 15-inch gauge Kent line begins to build up to its centenary in 2027.

New mentor at museum

The Narrow Gauge Railway Museum has appointed a new mentor in Bob Gwynne, assistant curator of the National Railway Museum in York and an active volunteer on the Llangollen Railway for more than 40 years. Bob succeeds Anthony Coulls at the Talyllyn Railway-based museum, Anthony stepping down after a number of years due to pressure of other work.

Lines triumph at awards

Just as *NGW* closed for press the Volks Electric Railway, West Lancashire Light Railway and the Bala Lake Railway were among the lines honoured at the annual Heritage Railway Association awards. We will have more details in our next issue.

Simplex parade for 60th

The Lincolnshire Coast Light Railway plans to celebrate the 60th anniversary of its opening on the original site at Humberston, south of Cleethorpes with a 'Parade of Simplexes' on Saturday 6th June at its present location in the Skegness Water Leisure Park. No passenger trains will be running on the day at the free-to-attend event which the LCLR expects to be of particular appeal to photographers.

Snaefell tram to be restored

Sources on the Isle of Man have told *NGW* that a new frame and body has arrived at the Snaefell Mountain Railway's workshops to recreate car no 3. The 1895-built tramcar was destroyed after it ran away empty from the summit and derailed on 30th March 2016. The 3ft 6in gauge tram was said to have left the track on a bend and rolled end over end to its destruction.

Work starts on potential revival of FR Dinas branch

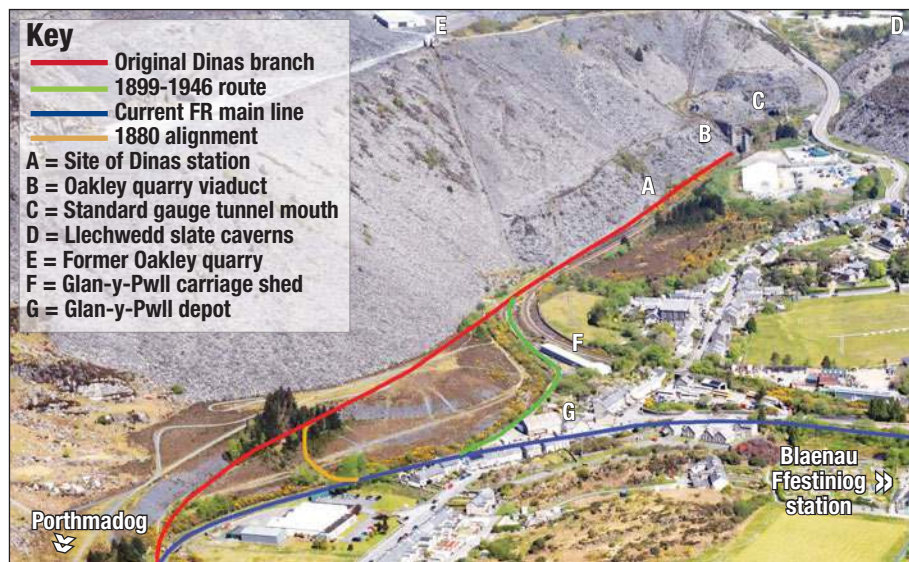
The Ffestiniog Railway has begun work on the potential reinstatement of its Dinas branch at Blaenau Ffestiniog, reopening of which would take the line back to its original terminus.

Originally the end of the FR mainline opened in around 1832, official passenger services began running from Dinas in 1865, facilities including an impressive station building next to the engine shed that housed the line's top shunter.

However within five years a line was built diverging south at Glan-y-Pwll to the new Duffws station much closer to the centre of the town. This proved so popular that Dinas was quickly abandoned.

The shed outlived the station, in use until 1900, and both have since been buried by slate waste, but slate traffic used the branch until the FR closed in 1946.

First mooted last summer, reinstating the branch would enable the FR to take tourists



to the Llechwedd Quarry, formerly a major slate customer and today a significant active leisure venue, pursuits including zip wires and mountain bike routes.

The preferred plan would be to reinstate a curved alignment opened in 1880, as this would allow shuttles to run up the branch from Blaenau Ffestiniog station without conflicting with main line FR services.

The FR owns part of the branch, from Glan-y-Pwll, where the current line has storage sheds, to the former Holland incline. Owners of further parts of the

route have indicated a willingness to lease the land required.

As a start, clearance work around the terminus has taken place, revealing lengths of the old formation and further working parties are scheduled for the summer.

Reinstating the branch is considered a long-term ambition for the FR, but with the Welsh slate industry currently bidding for World Heritage status, now would appear to be an opportune time to restore an important and long neglected part of the line's history.

Photo: Peter Johnson

Leadhills extension opening delayed to 2023

The arrival of the first train into Wanlockhead since 1939 has been delayed until 2023 (*writes Hugh Dougherty*), despite initial hopes that the 365-metre extension of the 2ft gauge Leadhills and Wanlockhead Railway from its current limit of working at Glengonnar Halt would be completed this year.

Ground was broken on the extension in August 2017, but a combination of very wet winters, planning delays and limited volunteer time has forced the Lowthers Railway Society to turn the calendar back and aim for completion and the new Wanlockhead East Station by 2023.

"In the light of what we know now, the original timetable was too ambitious," said Alan Mackie, Wanlockhead East extension project manager.

"The first step will be to engage a contractor to carry out clearance of rockfall debris from Wanlockhead cutting and to install a drainage scheme and I would hope this can be achieved sometime this year."

The railway has gained final approval for the project from Dumfries and Galloway Council planners, nearly a year after the application was submitted in February 2019.

"There are a few planning conditions which we can easily meet and we also need a sign-off by Historic Environment Scotland as the first three metres of the

new track are in Leadhills, which, as well as being in the South Lanarkshire Council area, is a scheduled monument," Alan added.

"But it is encouraging to have received planning consent and that allows us to move forward."

Right: Way ahead: Wanlockhead cutting will be cleared of rocks and drained this year.

Photo: Hugh Dougherty



■ Contrary to our report in NGW145, Penrhyn Quarry Hunslet 0-4-OST 'Nesta' (704/1899), repatriated from Puerto Rico by Vale of Rheidol Railway CEO Robert Gambrill in 2016, is not currently at the line, having gone on display in the Bala Lake Railway's Heritage Interpretation Centre at Llanuwchllyn. Transport was sponsored by the Penrhyn Quarry Railway Society (www.penrhynqrs.co.uk) and it arrived in time for the Society's AGM at the line on 19th October. Nesta is expected to be on display at the centre for around a year.

Photo: Robin Willis/PQRS





BRECON MOUNTAIN RAILWAY
RHEILFORDO MYNYDDO BRYCHEINIOG

Enjoy the beautiful scenery of the National Park from an ideal position – in a narrow gauge steam train! Travel in one of our all-weather observation carriages behind a vintage steam locomotive to Torpantau high in the Brecon Beacons.

Trains run from February to the end of October and at Christmas. Visit 'Shunters' licensed tea rooms, gift shop, walks, picnic areas, children's play area, model railway, locomotive workshop, steam museum, special events, free car and coach parking.

Tel: 01685 722988

Visit: www.bmr.wales
Email: enquiries@bmr.wales

MANX HERITAGE
TRANSPORT FESTIVAL
29 JULY - 2 AUGUST 2020



SNAEFELL MOUNTAIN RAILWAY
125TH ANNIVERSARY

Enjoy five action packed days travel on the Isle of Man's unrivalled network of heritage railways – nostalgia guaranteed!

Isle of Man **TRANSPORT**
visit **www.rail.im**
call **01624 662525**



Amerton Railway

Come to Amerton Railway in 2020
Our 30th Anniversary Year!

Steam Gala 27th & 28th June
Four Amerton Locos + Visitors!
Frequent passenger & freight services & shunting demos
Behind the Scenes Tours

Dorman 150 19th & 20th September
Our popular Everything Goes Gala, this year celebrating 150 years of Dorman!
A quirky mix of steam & diesel : Any loco than can turn a wheel will!
Frequent passenger & goods trains + shunting demos



What's Going On
Chartley Halt with Picnic Area
Leek & Manifold Signal Box controlling trains at Amerton Station
Footplate Experience Days on Isabel
Industrial Railway open for Shunting Demos
Teddy Bear Travel Days for Kids

There's a lot going on at Amerton! Find out at
www.amertonrailway.co.uk or our Facebook page

BURE VALLEY RAILWAY
DRIVE A STEAM TRAIN



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

One day experience

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

Adult (18+) £225.00

Contact us today to book

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



■ Caribbean bound. The 2ft 6in gauge Le Meuse 0-4-0T (3243/1926), which has been resident at Statfold Barn for several years, left the museum on 21st January. The loco, which in the past has been steamed at the Welshpool & Llanfair Light Railway and on temporary track at the former Glyn Valley Tramway's Chirk station, was on its way to the newly-built tourist line at the St Nicholas Abbey rum distillery in Barbados.

All the stock for the St Nicholas line, opened last year, has been supplied by Statfold. The Tamworth business has built three new passenger carriages and restored Jung Mallet 0-4-4-0T 'Tjepper No.5' for use in Barbados.

Photo: Joey Evans

Royal Arsenal Railway to be revived at Statfold

Surviving 18-inch gauge stock from the former Royal Arsenal Railway in Woolwich, London is to be restored and operated at the Statfold Barn Railway.

When the Arsenal line was being run down in the 1950s Avonside 0-4-0T 'Woolwich' (1748/1915), Hunslet 0-4-4-0DM 'Carnegie' (4524/1954) and seven goods wagons were acquired for a tourist line being built at Bicton Gardens, near Budleigh Salterton in Devon. The wagons were converted into passenger carriages and the line opened in 1963.

In 1998 the Gardens changed hands and the new owners purchased a steam-outline diesel from Alan Keef Ltd. The original stock was sold and was eventually acquired by the museum set up by the Waltham Abbey Royal Gunpowder Mills (WARGM) in Essex.

Plans to run the 18-inch gauge stock at the museum have been superseded by a subsequently-built 2ft 6in gauge line, and WARGM has now decided the former Arsenal items are surplus to requirements.

Agreement has now been reached with Statfold to take the two locos, five carriages and a powder wagon. They will be restored to operate on the Trust's 18-inch line.

Built inside the 3ft gauge tramroad constructed for Statfold's former Burton & Ashby tram car, the short 18-inch gauge line has been used to steam Hunslet 0-4-0T 'Jack', transferred from the Armley Mills Museum in Leeds. Plans are for the line to be extended for its new occupants.

As part of its agreement with WARGM, Statfold will donate a 2ft 6in gauge diesel for use in Essex – the identity of this locomotive was still to be confirmed as *NGW* went to press.

Commenting on the new arrivals, Statfold Trustee Henry Noon said; "we are very happy to accept this generous donation from WARGM. Not only are both locomotives appropriate to our Hunslet group collection but they also add to the narrow gauge story we are telling here at Statfold. This is an exciting addition to our extensive narrow gauge collection."

Above: Hunslet diesel 'Carnegie' is now settled into the Statfold museum, here alongside the former Llechwedd quarry 'Coalition'.

Below: The transfer also included the former Bicton Woodland Railway passenger stock, converted from Royal Arsenal wagons.

Photos: Joey Evans



Photo: Joey Evans

Superior visits for frame repairs

As the Le Meuse locomotive left Statfold (above) another 2ft 6in gauge engine was arriving at the Tamworth venue, Kerr Stuart 0-6-2-T 'Superior' (4034/1920) from the Great Whipsnade Railway.

Kevin Edwins, senior engineer to the zoo line, told *NGW* that the loco was at Statfold for repairs to its leading frame stretcher, following evidence of movement and some loose rivets. It was due back at its Bedfordshire home by mid February.

The Whipsnade line celebrates its 50th year of operation in 2020 and to mark the milestone will be dropping its current 'Jumbo Express' title and reverting to the Great Whipsnade Railway name.

The line was set to reopen for the February half-term and then at weekends until 4th April, when daily services begin. Winter track maintenance and repairs have included the completion of the yard points relay on plastic sleepers, along with remaking the access crossing in the yard to suit the heavier lorries that are now entering the yard.

Photo: Joey Evans



Pioneer Garratt set for steam return in 2020

Beyer-Peacock Garratt locomotive K1, which was recently transferred from its home base of the Welsh Highland Railway to Statfold Barn for cosmetic restoration and display, is to be returned to steam at the Staffordshire centre.

NGW145 reported that the Ffestiniog & Welsh Highland Railway had agreed a 10-year loan of the loco, the first of its type built in Manchester in 1909, to Statfold for display in the Trust's Roundhouse museum.

The Garratt has been out of use on the Welsh Highland Railway since 2014 and WHR resources are taken up maintaining the line's operational fleet of former South African Railways NGG16 Garratts.

K1's arrival at Statfold on 4th December generated a great deal of comment amongst enthusiasts, with a strong desire to see the loco returned to service. And following an inspection and a check that K1 fits the line's loading gauge, the two organisations have agreed a plan that will likely see the loco in steam before the end of 2020.

In a press release the FFWHR stated that it had neither the funding nor the resources to bring the loco back into traffic for at least four years – even then it would only see occasional use.

At the same time Statfold Barn is keen to have a larger loco available; "By working together, a solution has been arrived at where Statfold Barn will carry out the work required immediately and the loco will be made available to the FFWHR free of charge for selected periods each year."

FRCo director Mike Hart commented that to cut through all the red tape usually associated with loco deals and to get things moving on the overhaul straight away was very refreshing. "This is a great example of how things can work in the heritage railway world if we put our minds to it."

Statfold trustee Henry Noon described the agreement as a win-win situation for everyone involved. "Statfold Barn has

always appreciated the support of the narrow gauge community and we look forward to making K1 available to them at our forthcoming open days," he said.

"K1 will be a valuable addition to our loco roster and adds greatly to the narrow gauge story we are telling with our variety of loco types on display and in action."

Statfold has certainly moved quickly – within days of the announcement the Garratt's boiler had been lifted, its tubes removed and a cold exam carried out.

Above: New surroundings: Garratt K1 shortly after its arrival at Statfold on 9th December. The loco is now well into restoration with its boiler lifted.

Photo: Joey Evans



■ An increasing workload at the Statfold Barn Railway Trust has resulted in a new workshop being set up adjoining its Roundhouse museum. Initial residents are Hudswell Clarke 'Fiji' 972 of 1912 and Fowler 'Saccharine' 13355 of 1912 – the Fowler is having its 10-year boiler examination while a similar test on Fiji will be brought forward to coincide with work being done to the motion and wheelsets.

The new workshop includes a public viewing gallery and the facility will be open for inspection at Statfold's 'Back to Basics' Enthusiast Day on 21st March. Tickets for this event must be pre-booked – details are at <https://statfoldbarnrailway.co.uk/events/enthusiast-day/> **Photo: Joey Evans**

Corris Falcon new-build gains motion

The Corris Railway has raised the £8,000 needed to complete the outside motion of its new-build Falcon 0-4-2T.

In November the line set a target of £44,000 to complete the bottom part of the new loco (NGW145) by September 2020, so that it can be demonstrated working on compressed air during the Open Day at Alan Keef Ltd where it is being built.

The next major steps to complete the inside motion and its assembly will require a further £22,000 so major income is still being sought. Donations can be made online via www.corris.co.uk or cheques payable to Corris Railway, sent to Peter Guest, 38 Underwood Close, Callow Hill, Redditch, B97 5YS.

The Corris has agreed with Alan Keef that the railway's volunteers will build the brake gear, smokebox, bunker and cab, cutting more than £30,000 from the final cost of the project.

Lines hunt volunteers

The Cleethorpes Coast Light Railway will be staging its annual volunteer Recruitment Day on 14th March. Between 10am and 4pm visitors will get a behind-the-scenes look at the line with opportunities to shadow various roles.

The Ffestiniog & Welsh Highland Railway Volunteer Recruitment event will be over two days, on 25th-26th April.

Eileen Clayton

■ The Ffestiniog Railway lost one of its biggest personalities on 27th December with the passing of Eileen Clayton following a battle with multiple sclerosis over 25 years.

A lifelong rail enthusiast, Eileen was introduced to the FR in 1977 after taking a job as a lecturer at Snowdonia National Park's Plas Tan y Bwlch centre. She passed out as a loco fireman, but would go on to make a huge difference to the railway in many other aspects.

In the early 1980s she began working to improve the appearance of a line that has overstretched itself rebuilding back to its original Blaenau Ffestiniog terminus. In 1985 she took over the line's newly set-up Parks & Gardens department and ran it for more than 30 years.

Eileen's influence was felt and remains right across the railway, from restoring buildings to introducing special volunteer project programmes, especially for young people. As colleague Andy Savage wrote in his obituary of Eileen; "She made it her mission to bring in new volunteers, especially youngsters and we now have company directors who joined the railway as Eileen's 'kids'. Many others have gained



positions of responsibility on the FR and indeed in the wider rail industry.

"The fact that the Ffestiniog has a noticeably younger volunteer profile than most heritage railways is largely thanks to the changes she introduced. Eileen's efforts with volunteers were recognised with an MBE in 2006."

Andy added that the memorial to Eileen is "throughout our railway – the gardens, the buildings and, above all, the volunteers are her memorial." *FRCo*

Above: Eileen with one of her innovations, the trains for Kids Week. Photo: FR



Dave Billmore

■ We are sad to report the passing on 17th December of regular *NGW* contributor Dave Billmore after a brave battle with leukaemia over some six years.

Dave was a lifelong narrow gauge enthusiast, joining the Narrow Gauge Railway Society as a young man. His reports of NGRS visits to such venues as Bowaters Paper Mill featured in our pages, and he is best known to our readers for 'Pioneers on the Pilgrim's Way' in *NGW* 109-111, the four-part history of the Brockham narrow gauge railway museum near Dorking where he was an active volunteer for many years.

Dave later joined the Welshpool & Llanfair Light Railway where he became a familiar figure as a steam loco driver. But he was also happy to take on any task that needed doing, from lineside management to rewriting risk assessments, replacing trackside signs with more heritage appropriate versions, and funding a replica correct-pattern lineside hut at Heniarth Halt where the Billmore family spent many a happy time.

Most recently Dave had also volunteered on the new Crowe Peatland Railway project in Lincolnshire, while he was also a familiar figure in the Association of 16mm Narrow Gauge Modellers and had an extensive garden line at his home.

Friends from across many narrow gauge organisations joined the standing-room only gathering in Doncaster for Dave's funeral on 10th January, the chat after dominated by rail subjects. He will be missed in our pages. *Andrew Charman*

David Rodgers

■ Noted photographer and tour leader David Rodgers died in January. He was a skilled cameraman whose work frequently appeared in our pages, most recently with photo features on an Indian hill journey to Shimla and a day trip to the Isle of Man (*NGW* 132, 135).

He covered galas at Ravenglass, Statfold Barn and Kirklees, the 15-inch gauge line close to his home town of Huddersfield. At the time of his death we were working on a feature on Changa Manga forestry railway in Pakistan.

It is for his skill in leading tours to far-flung outposts of the world that David will especially be remembered. These were certainly demanding, as for day after day

they involved participants getting up at dawn and finally collapsing at dusk. He always managed to provide the finest photo opportunities, even if it all proved far from a leisure activity and a holiday could be needed to recover.

Triumph came in Zambia with success on the utterly remote and improbable line immortalised in the documentary *Last Train to Mulobezi*. Previous steam tours had been defeated by the 100 miles of appalling track and lack of water, but David refused to surrender.

Against all odds the luxury train not only got to Mulobezi but safely returned to Livingstone. Even though it was 37 hours late and officially 'lost', those aboard agreed that it had to be his ultimate achievement. *David Joy*

■ A special train on the Talylyn Railway on 2nd December marked the funeral of Sara Eade, a very active volunteer on both the Talylyn and Corris lines over many years but also a well-known local historian and author of several books focusing on the communities the two lines served and the people that worked on them.

Sara passed away on 16th November, aged 68. Many fellow members of the two railways joined the train to share their memories of someone who was very highly regarded across the community.

Photo: Alan Black



Above: A young Dave volunteering at Brockham. Right: He was never happier than when driving trains on the Welshpool & Llanfair, no matter what their size.



Pioneers for Bure Valley 30

The Bure Valley Railway is set to celebrate 30 years of existence in July with the locos that first operated on it.

When the Norfolk 15-inch gauge line opened in 1990 it had no locomotives of its own and so services began with the 4-6-2 Pacifics 'Samson' and 'Winston Churchill', hired from the Romney, Hythe & Dymchurch Railway in Kent.

On 10th July the two will return to the line for an anniversary event that will also see travel offered at 1990 fares. The two Romney engines will then feature in an Anniversary Gala over the following two days, with normal fares applying.

The BVR was set to complete the overhaul of loco no 8 'John of Gaunt' over the winter – the 2-6-2T, built in the line's workshops in 1996/7 to a Vale of Rheidol style look from components manufactured by Winson Engineering, will return to traffic with a reprofiled cab and finished in lined British Railways mixed-traffic livery.

Kirklees ends 2019 on a high

The Kirklees Light Railway enjoyed a strong end to 2019, December income up 3.2 per cent on the previous year.

According to KLR general manager Erin Towey December growth will always be limited as Santa Special services always run at near full capacity – 99 per cent in 2019.

The 15-inch gauge line saw very strong visitor numbers in 2019 – up 13.5 per cent and exceeding 65,000 for the first time. Gross ticket income was also up by a very positive 14.4 per cent.

"Our staff and volunteers worked incredibly hard to achieve these encouraging figures and have received a well-deserved pat on the back," Erin said.

"It is very welcome news to find things are continuing to move forward for Yorkshire's Great Little Steam Trains and we look forward to seeing what 2020 holds."

The railway reopened on 8th February, running at weekends and daily during local school holidays. Summer evening events trialed in 2019 will also continue this season, dining services include the Cocktail Express, a Fish & Chips Flyer and new for 2020, a 'La Vida Loco' Mexican evening.

Water Ruston to Embsay

Ruston & Hornsby 48DL diesel 'Vulcan' (198287/1942), owned by Yorkshire Water, has found a new home at the Embsay & Bolton Abbey Railway

The loco was used at treatment works at Chellow Heights and then Thornton Moor in Bradford, and then from 1972, it was leased to the Abbey Light Railway in Leeds.

Yorkshire Water took the engine back when the Abbey line was closed in 2014.

■ Another workshop very busy at present is North Bay Railway Engineering Services in Darlington, with three major loco projects currently underway.

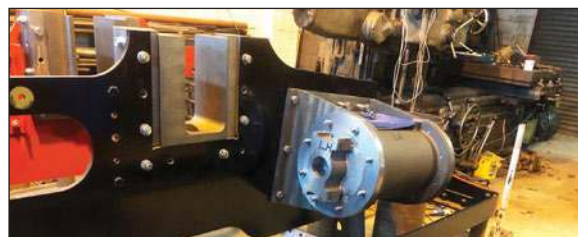
North Bay has been building the boiler for the project to recreate the 1863 Ffestiniog Railway England 0-4-0 'Mountaineer,' the only one of the FR 0-4-0s not later converted to a saddle tank.

As the photo (upper right) shows the boiler is now essentially complete while the group building the loco needs to raise further funds towards the projected total cost of £250,000. Details are at www.1863mountaineerloco.co.uk

Also launching an appeal for funds is the Southwold Railway Trust, in order to complete the build of its replica Sharp Stewart Southwold 2-4-0T 'Blyth'. North Bay has been building the bottom end of the loco with the first cylinder recently attached to the frames (centre right).

When the loco is complete the intention is to run it at the Trust's Steamworks site in Southwold. Details of the appeal are at www.southwoldrailway.co.uk/trust-projects/2-4-0t-no-3-blyth/

Also in the North Bay works is the Llanberis Lake Railway's ex-Dinorwic Hunslet 0-4-0ST 'Thomas Bach' (894/1904). The workshop is completing a major overhaul, including a boiler change, started by the Lake line's own engineering team. Work done has included adjusting the loco's valve timing, remaking several components and repainting in bright lined blue. Thomas Bach is expected back in Wales in early May. *Photos: NBRES*



■ The Ravenglass & Eskdale Railway saw a strong turn-out of volunteers, staff and canine companions for its Track Week in January. Work carried out included the lifting and replacement of more than 360 yards of track around the area of Irton Road station, the replacement of four cross-track drains, rebuilding of a substantial retaining wall, moving of a side track drain away from the sleeper ends and regrading of the formation at the railway's summit.

Just as *NGW* closed for press the 15-inch gauge Lake District line announced its second successive Steam Gala on the bank holiday weekend of Friday 8th-Sunday 10th May. The event will commemorate the 60th anniversary of the line's saving for preservation when it was bought at auction in 1960, and will feature two visiting engines, Guest 2-4-2 'Siân', resident at the Kirklees Light Railway and Romney, Hythe & Dymchurch Railway 4-6-2 'Southern Maid'. We will have more details in our next issue. *Photo: David Moseley/R&ER*



Loco rescued from 93 years buried in river

A heritage Trust has carried out a remarkable recovery of a 3ft 6in gauge loco, from the river in which it had lain for some 93 years.

New Zealand Railways (NZR) V-Class 2-6-2 no 127, built in the UK by Nasmyth, Wilson & Co in 1885, was successfully excavated from the tributary of the Oreti river in the Southland region of New Zealand's South Island on 29th January, in an operation carried out by the Lumsden Heritage Trust and costing \$200,000 (around £98,000).

Funding for the six-year project was secured from several sources including lotteries, heritage and local community development funds.

Following their withdrawal from service with NZR the engine and sister loco no 126 were tipped into the river to act as flood defences. This practice was not unusual, depressed post First World War

NEW ZEALAND

scrap prices encouraging alternative uses being

found for withdrawn engines.

The recovery operation was carried out by a 110-tonne crane, after volunteers hosed out several tons of mud and silt from within the loco and its tender, and cut away tree roots that had grown up around it.

The team had also hoped to retrieve no 126 from the river bed, but according to the Trust's Facebook page "logistics got the better of us," on what was described as a "massive historical team event".

The loco is now on display at the Trust's museum in Lumsden, a small town of just 500 people, and it will be restored, but only as a static exhibit.

Photos: Above, No 127 emerges from its watery tomb. Below left, the loco is tipped into the river in 1925. Below right, how it looked before recovery began and bottom, the excavated loco on display at Lumsden.

Photos courtesy Lumsden Heritage Trust



East Broad Top to return

The East Broad Top Historic Railroad in Pennsylvania, USA, which has not operated since December 2011, should be back running for 2021.

Just as *NGW* closed for press it was announced that the 27-mile 3ft gauge line had been purchased by EBT Foundation Inc., a new non-profit organization.

The originally 33-mile-long East Broad Top Railroad, built from 1872 to 1874 principally to serve coal mines, had been operated by the Kovalchick family ever since Nick Kovalchick purchased the East Broad Top Railroad & Coal Company following the closure of its mines in 1956.

Nick operated the Kovalchick Salvage Company but instead of dismantling the line opened a section for tourist services in 1960. However in recent years the family struggled to operate the line as a profitable business, culminating in a suspension of services in 2011.

Terms of the sale to the newly-formed Foundation, the leaders of which include several people with tourist and main-line railway experience, were not revealed. The Foundation plans to hold several events in 2020, celebrating the 60th anniversary of tourist services starting on the line, and then start train services next year.

The sale includes the railroad's workshop complex, which dates to the 1880s and is regarded as one of the most complete early-20th-century industrial facilities anywhere in the US. The roundhouse houses six locos, all built by Baldwin between 1911 and 1920.

According to newly appointed general manager Brad Esposito, first priority will be to overhaul track and equipment, including locomotives and passenger carriages; install a fire-suppression system in the machine shops and roundhouse, and to work on several structural stabilization projects that will be undertaken in the railroad's Rockhill Furnace complex. Volunteer support is being sought and a Friends of the East Broad Top Railroad has been set up.

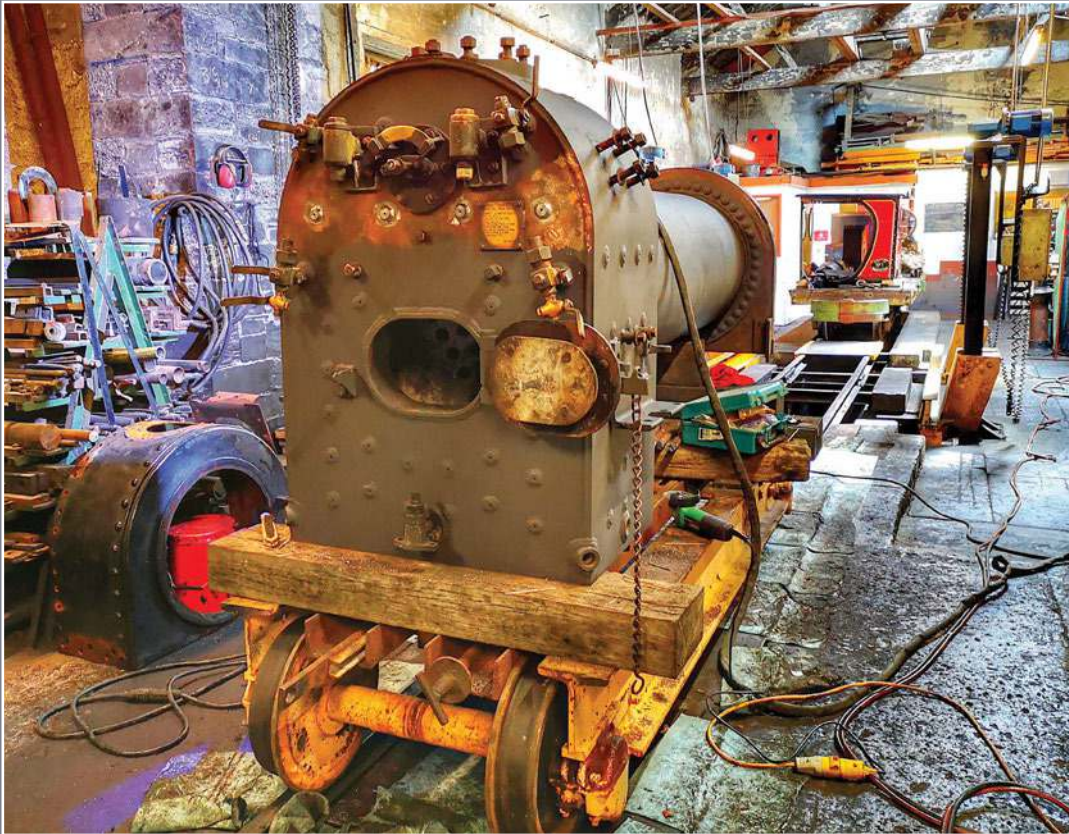
In a release Nick Kovalchick's son Joseph described the sale as the best possible outcome for the railroad. "It is with a combination of pride and relief that we pass the torch in its second reincarnation," he added.

Kingston Flyer on way back

Restoration of the Kingston Flyer in NEW ZEALAND is progressing well, with hopes that the 3ft 6in gauge service will re-enter service later this year.

In December the AB class 4-6-2 loco AB778, built in 1928, successfully completed a 28-kilometre test run to Fairlight and back with a KiwiRail track inspector present, and more tests were taking place as *NGW* went to press.

BERWYN STEAM FABRICATIONS



High Quality welding and fabrication of Steam Boilers

**7 1/4 gauge upwards | 4 inch traction engines to fullsize
Narrow gauge steam Locomotives**

We offer full inhouse manufacture to meet current PED 2014/68 Eu spec Bs 2790-1969

Our workshop facilities can offer: Full machining & fabrications services, Restorations and rebuilds, Coded welding to Bs 9606-1-2017 and Asme ix , Full Cnc milling and Manual Turning/ Milling , Slotting, Fabrications in a wide range of materials. Restorations & Rebuilds, Including New builds, Coded welding to bS 9606-1-2017 and Asme IX, Onsite welding repairs to all types of locomotive boilers. Fabrication of Class 1 steam pipework. Replacement welded stays, Superheater Flues and Bottle ends. Super Heater Elements and Headers

Please call or email Chris Pickard to discuss your requirements...

**01691 860750 • sales@powysteelfabrications.co.uk
www.berwynboilers.co.uk**



Zig Zag Railway hit again by bushfires

The Zig Zag Railway, which has not run since it was devastated by a bushfire in October 2016, suffered more damage in the fires that made global headlines in December.

A fire that spread through Lithgow, New South Wales over the weekend of 23rd December destroyed a toilet block, office, storage containers, sleepers and a communications hut at the 3ft 6in gauge line, a spokesperson adding that signalling equipment was lost and power and water supplies at the site crippled.

However it was emphasised that it could have been much worse – thanks to the efforts of firefighting volunteers the historic station building and the majority of rolling stock were undamaged. Three carriages were lost, but these had already suffered from

AUSTRALIA

vandalism and were not being actively restored by the line.

The latest damage was described as; “another setback for us, but we are still determined to be back as soon as possible.”

The line paid tribute to work done by the Australian Army, which deployed to the area to help in the bushfire recovery effort; “Working alongside Defence Australia reserve and full time soldiers are a large contingent from the TNI (Indonesian National Defence Force). When the tsunami hit Indonesia, Australia was the first on the scene. Now that we are in trouble our friends from the north have come down under to help us out.”

Photo: Historic carriage stock was lost in the latest blaze.
Photo: Zig Zag Railway

DHR celebrates 20 years of World Heritage

A strike by contracted coal handlers which halted steam services at Darjeeling for three weeks in November is over and the railway has been celebrating the 20th anniversary (on 5th December) of gaining its World Heritage Site status from UNESCO (reports *Fuzz Jordan of the Darjeeling Himalayan Railway Society*).

The month preceding the anniversary was marked with a series of special trains and other activities, whilst the anniversary day culminated with festivities in Darjeeling and the launch of a new coffee-table book about the line.

UNESCO's Comprehensive Conservation Management Plan (CCMP) is in its final stages and will then go to Indian Railways for comment. In the next month or so a UNESCO inspection team will visit the DHR, part of the follow-up action following the earlier criticisms by the World Heritage Centre about the line's conservation standards.

NG pair from UK for Maldegem festival

The traditional May festival at the Maldegem steam centre in **BELGIUM** on 1st-3rd May will feature two narrow gauge visitors from the UK.

Kerr Stuart 0-4-0ST 'Peter Pan' makes a welcome return after a major rebuild and will be joined by Maldegem debutant Kerr-Stuart Phil Mason's 0-4-0T 'Diana', operating trains alongside the centre's own Hanomag 0-4-0WT 'Yvonne'.

There should be seven locos in steam on narrow and standard gauges at the event, this year jointly celebrating the 75th Anniversary of the end of the Second World War and the 30th Anniversary of the fall of the Iron Curtain.

A display of preserved vehicles from Eastern Europe and Military re-enactment is planned alongside the usual international selection of trade stands.

Maldegem is about 14km from Bruges on the Belgian-Dutch border. For groups wishing to attend from the UK, transport from Zeebrugge P&O ferries terminal or Bruges railway station can be arranged by preserved bus. More details can be found at www.stoomtreinmaldegem.be/en

Progress on Colorado river loco

Restoration of Whitepass and Yukon 2-8-0 no 61, another loco used as a river defence following its withdrawal from service in 1949, is progressing well at the Stockton Locomotive Works in Antonito, Colorado, **USA**. Retrieved from the river in 1990 the 1900-built loco has been under restoration for several years and work on the cylinders was completed in late January.

Brexit may see UK lose to new French boiler shop

The UK's departure from the European Union could result in French lines setting up their own boiler workshop.

The Chemin de Fer de la Baie de Somme is one of several lines that has previously had boiler work done in the UK, principally at Israel Newton in Bradford.

Baie de Somme staff fear there will be “a lot of paperwork” meeting differing

future requirements of British and French regulators, and the idea of setting up a boilermaking workshop in a former shipyard at Saint-Valery-sur-Somme is gaining ground.

“We could train French people to pass on our skills”, said Guy Debes of the Baie de Somme. “We would not need to bring people to the United Kingdom.”



■ Following trials described in our last issue NG/G16 Garratt no 129 officially entered service on the Puffing Billy Railway in **AUSTRALIA** on 18th December, the 119th anniversary of the line's opening. An official unveiling ceremony was held before the first service operated by the loco, which arrived on the line in 1996. Full restoration began in 2011.

Photo: PBR

Steam Trams pair up to celebrate line extension

The Museum of French Steam Tramways and Secondary Railways (MTVS) has launched a fund-raising effort with the aim of returning Corpet-Louvet 0-6-0T 'Lulu' (1679/1925) to service in time for the loco's centenary in 2025.

The plan is to set up a 'Friends of Lulu' organisation with a subscription of multiples of 36 Euros a year. If 1000 subscribers can be signed up the funds will cover at least a third of the work needing doing, grant aid sought to

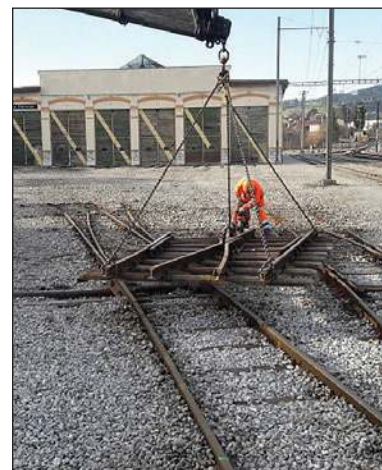
FRANCE

pay for the rest. Boiler work alone will cost 1000 Euros.

MTVS spokesman Olivier Janneau described Lulu as the group's "Ambassador" spending more time on a low-loader than rails as it travelled across France on promotional duties, most notably at the Palace of Versailles, Paris for millennium celebrations in 2000.

On return to service Lulu will take over duties on the MTVS running line at Crèvecœur-le-Grand from Blanc-Misseron Steam Tram no 60 of 1898, which will be reaching the end of its 10-year boiler ticket.

On 13th January MTVS members lifted three points from a depot complex in Switzerland that is due for demolition. The points will be re-used at Crèvecœur-le-Grand – Olivier added that there will be no Gala event at the group's new base this year, but there will be one last event at its previous home of Butry before extension of a parking lot severs the tracks.



Above: Points received from Switzerland will find a new use at Crèvecœur.

Left: Corpet-Louvet 'Lulu' is set for a return to steam.

Photos: Olivier Janneau/MTVS

Pechot loco goes to Frankfurt and possible restoration to steam

Newly arrived at the Frankfurter Feldbahnmuseum is Baldwin Pechot-Bourdon loco no 43325 of 1916. It is on loan from Dresden Transport Museum, its home since the early 1950s, hemmed in on a short length of track and difficult to photograph. Ruediger Fach at the FFM kindly arranged for it to be towed outside when I visited in December (writes **James Waite**).

The design of these locos dates back to 1888 when Colonel Pechot promoted a system of light railways as an asset for the French army in future wars.

A total of 62 were built by the start of the first World War in 1914 – a woefully inadequate number once the Western Front had been established. The Fairlie principle was

GERMANY

adopted so that the loco could keep going if enemy action put one end out of commission, lessening the danger of blocking the railways serving the Front.

Some of France's loco-building factories were behind the German lines and it was impossible to supply more locos in the time required so the French army turned to Baldwin which delivered 280 locos in 1916.

This loco is one of two survivors, the other at the Pozega narrow gauge museum in Serbia. 43325 is known to have been in France in 1940, probably at a Maginot Line fort, and was discovered in a shed at Chemnitz after the war. It is thought it may have worked on a light railway laid in the streets of Magdeburg

towards the end of the war, one of several similar lines in German cities used to clear away rubble from bomb damage.

The loco is now on a ten-year loan to the Frankfurt museum but this will be extended to 30 years if it is restored to working order.



The Pechot-Bourdon loco in the great outdoors at Frankfurter Feldbahnmuseum on 7th December, 2019.

Photo: James Waite

BRIEF LINES

Nilgiri revives steam

The Nilgiri Mountain Railway in **INDIA** operated a steam service over the section between Coonoor and Udthagamandalam on 9th December, for the first time in two decades. The service, which it is hoped will lead to further steam on the section, was a charter for 70 foreign tourists.

Cane line expands by 39km

Work began in November to extend a 600mm gauge sugar cane line in Queensland, **AUSTRALIA** 39km from Cordalba to Wallaville. The \$15 million project by the Isis Central Sugar Mill, employing 70 of the mill's workforce, is being carried out over an existing route and includes the refurbishment of trestle bridges. It is expected to open in time for the start of the 2020 sugar crushing season.

US city line to be revived?

The Central City Railway and Mining Museum in, Colorado, **USA**, has proposed reviving the city's 3ft gauge railway. Colorado and Southern Railroad 1896 Baldwin no 71 of 1896, currently displayed at the entrance to a recently-sold casino, would be moved, restored and eventually put back into service on a tourist railroad. The loco last ran in the city in 1990.

Readers can send in news from overseas lines for inclusion on these pages – contact details are on page 3

Seeing Shay double in Taiwan

The reunion of two working Shay geared locomotives on the Alishan Forest Railway in December provided much hope for the future as the spectacular mountain line continues to recover from typhoon damage. Report by *Nai-Yi Hsu* and *Andrew Charman*.



This page: Scenes from the 29th December charter, with the two Shays posed together at Zhushan station. Unfortunately the weather was wet and grey, something that enthusiasts in this Far East nation are used to... All photos in this feature by *Nai-Yi Hsu*



The rail preservation community in Taiwan ended 2019 with a major boost, when for the first time in several years two geared Shay locomotives operated together on the Alishan Forest Railway from Alishan up to Zhushan station.

The event was promoted as a 100th anniversary celebration for the line's opening – while the railway was completed in 1913 passenger and freight services throughout between Chiayi and Alishan did not start until 1920.

Making the joint steaming possible required a major logistical operation – the main line has been severed since 2009 by landslides caused by a typhoon, with further damage by another in 2015. Rebuilding, including the construction of a 1.1km tunnel at a cost equivalent to £10 million, is hoped to be completed by 2023. And Shay no 25, now also in excess of 100 years old, runs on the lower section, based at Chiayi.

Therefore at a cost of some 400,000 New Taiwanese Dollars (NTD), equivalent to around £10,200, no 25 was taken by road to Alishan on 23rd December, where it met up with its sister loco no 31, and was then returned west on 30th December.

Fee worth paying

The cost was met by participants in a charter train and photo shoot with the two locos on the upper, more dramatic section of the line – 80 participants were each charged 3952 NTD (£100) – 3952 metres is the elevation of Mount Jade, the tallest mountain in Taiwan.

Our correspondent Nai-Yi Hsu, one of the participants, told us that the fee included the cost of hiring the two steam locomotives, travelling on the charter and taking part in the photo shoot, and the hire

of a diesel; “Shay locomotives can’t make enough power to haul a train now, so it needs a supplementary diesel locomotive.”

For the first event, on 29th December, the Shays were rostered on two trains – no 25 as a photo subject and 31 carrying passengers. Both ran from Alishan to Zhushan, the highest station in Taiwan with an elevation of 2451 metres.

The trip included four photo stops, at Shitzfendau (the branching point of the Mianyue and Zhushan lines), on a U-curved viaduct near the 1km post where there were three photo run-pasts, at Zhushan station and finally Duikaoyue station.

At Zhushan the two Shays were separated from their trains and posed together, though they could not actually be coupled together due to a lack of suitable couplers.

Following dinner on the evening of 29th December a night photo event was held at Alishan Depot from 6.30 to 8pm.

The second event on 30th December was chartered by Japanese enthusiasts, and involved only a diesel which attracted a cheaper charter fee. A plan to run from Alishan down to the second Z-switchback was only able to go as far as tunnel number 48 due to the locos experiencing severe slipping, but still those present were treated to four photo stops and the sight of trains running down below Erwanping station, a rare sight since the severing of the line.

More Shays?

Hopes that more events can be organised in future are growing, especially as the Alishan Railway is now actively pursuing the restoration to service of possibly two more of the 20 Shays that remain on the line.

No 17, a member of the smaller 17-ton class, was removed from display outside a hotel in April last year and taken to the line’s workshops in Chiayi. Engineers from the Cierny Hron Railway in Slovakia, which signed a ‘Sister Railway Agreement’ with the Alishan line in December 2018, have since undertaken an in-depth technical examination of the loco and produced a report describing what will be required to return it to operational status. **NGW**



Above: A night shoot at Alishan depot on the evening of 29th December added extra appeal to the proceedings.

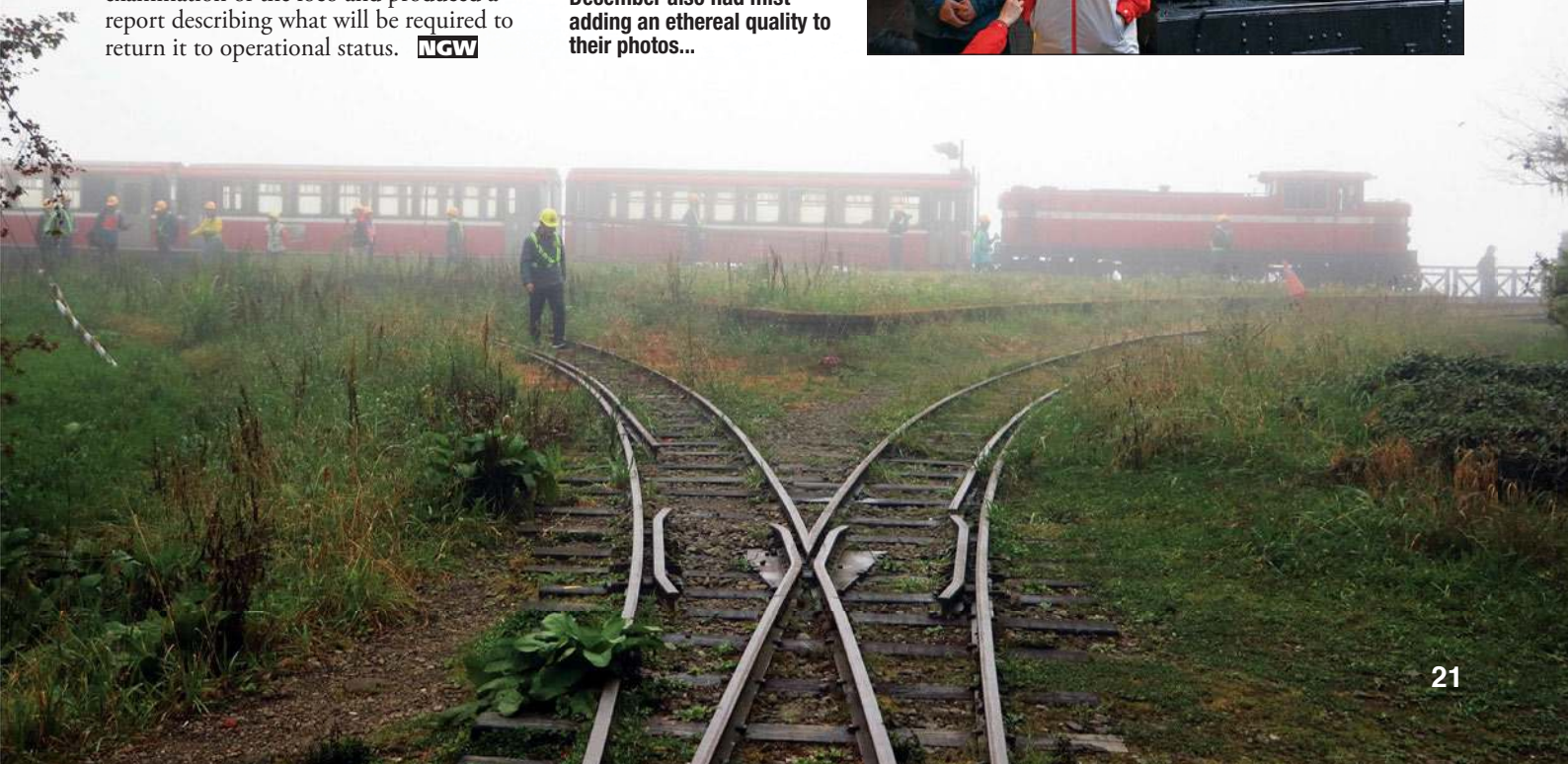
Upper right: No 31 is the star of the show – attendees on UK photo charters might note both the mandatory orange head gear, a step up from high-vis jackets, but also this description from Nai-Yi as to how photo stops in Taiwan are organised; “The delegates were separated into yellow, red, green, and blue groups and each group had 5-10 minutes to stand in front of the engines to take pictures.”



Lower right: Ting-Wei Ku, chief editor of *Rail News Magazine* and Huang Miao Hsiu, head of the Alishan Forest Railway and Cultural Heritage Office, were lead sponsors of the 29th December event.



Below: Participants on 30th December also had mist adding an ethereal quality to their photos...



Steam Survivors in Asturias

James Waite recalls contrasting visits to seek out industrial locomotives in northern Spain.



The valleys in the hilly country of Asturias in northern Spain bear more than a passing resemblance to those in South Wales. Like them they have rich reserves of coal and the mining industry grew rapidly in the later years of the 18th century. Railways inevitably followed; as in South Wales many valleys saw competing lines jostling for position in the limited space available but an additional feature was the use of differing gauges.

As well as the Iberian broad gauge there were the FC Langreo, one of Spain's first railways which felt as though it was narrow gauge but was in fact 4ft 8½in, and the FC Vasco-Asturiana at one metre. They all offered public services and several more gauges featured among the purely industrial lines.

Another similarity with South Wales was the prevalence of cast-off main-line locos on the industrial railways, along with many fascinating

Above: Flashback to August 1970. 650mm gauge 0-4-0T no 27 'Marques de Bolarque' (Borsig 8978/1914) has just arrived in the yard at El Entrego. Behind the wagons to the right is Langreo 0-6-0T no 45.

ancient ones that had run there since new. I had spent part of the summer of 1969 tracking down former GWR locos at the Welsh coal mines and the following year set off to do something similar in Asturias. Main-line steam was on its last legs in Spain but things were quite different in the Santa Ana colliery yard at El Entrego in the Nalon valley.

First I photographed a former FC del Norte broad-gauge 0-6-0 no 1654 'Don Pelayo' (Esslingen 1826/1881), latterly no 030-2413 of Renfe, the state railway, before she was sold to the colliery. Next I found Langreo 0-6-0T no 45 (Babcock & Wilcox 231/1928) which was on long-term hire and then a loaded 650mm gauge coal train arrived hauled by 0-4-0T no 27 'Marques de Bolarque' (Borsig 8978/1914) whose nameplate was almost as long as the loco!

At one point all three were working within a few metres of each other. Needless to say the layout was complicated in the extreme with much mixed-gauge track.

I moved on to Ujo, a miniature Clapham Junction where broad, metre and 600mm gauge lines met. Large-scale maps of the district were almost non-existent but by following the sun I hoped to find the engine shed of the Minas de Aller which was close by. It was noted for its fine collection of locos smartly painted in their dark green livery lined out in yellow and often kept in sparkling condition. They included six



fascinating 0-6-0PTs with indirect Brown drive, mostly built by Corpet in the late 19th century, and some US-built 0-6-0Ts.

I set off on foot but a wrong turning led me instead to a mixed broad/metre-gauge line in an adjoining side valley. It was too late to turn back but the sight of broad-gauge 2-4-0T no 110, home-built at the Turon colliery as its works no 1, made up for the disappointment. By the time I next visited northern Spain the Aller system had closed.

Gijon museum

In the early 1990s the excellent Asturias Railway Museum was set up in the old Norte station at Gijon. The conversion work must have cost a very large sum with a new overall roof at the passenger station and a large display and restoration building at the other end of the site. Sadly the vast majority of the many steam locos which once served the district were scrapped long ago, among them Don Pelayo, but those that have survived make a fascinating collection.

The broad-gauge exhibits include Turon no 110 and there are three locos from the Langreo, among them no 45. Marques de Bolarque has moved to far-away Murcia but a star exhibit among the museum's narrow gauge locos is Minas de Aller no 5, one of the Corpet 0-6-0PTs (works no 542/1891). The type wasn't unique to Aller as it was something of a standard Corpet product in the late 1800s. It has become familiar in the UK since Minas de Aller no 2 became a regular performer at the Statfold Barn Railway.

My wife and I visited in July 2012. Langreo no 45 was hidden away among many unrestored locos but elder sister no 30 (Haine St Pierre 1057/1910) had pride of place in the old station. Corpet no 5 looked especially fine restored to its old Aller livery. There had been a possibility that the loco would be in steam; in the event it wasn't though it had been moved out into the sunshine.

Close by was an Aller 0-4-0T from the isolated Mina Marianas colliery line where the locos bore letters instead of numbers. This one was letter D (Maffei 3946/1921). Also on display in the museum yard was 750mm gauge 0-4-0ST no 1 from the Minas de Moreda (Vulcan Iron Works 2497/1916), one of several locos built in the USA for the Asturias mines during the First World War. The mines were expanding rapidly, mainly because the war was making imports of foreign coal difficult, and they turned to the US as European builders were fully committed to war production.

Below left: Minas de Aller 0-6-0PT no 5 (542/1891) in Gijon museum yard. It carries the dark green paint scheme neatly lined in yellow which graced the Aller locos for many years.

Upper right: Langreo 0-6-0T no 30 (Haine St Pierre 1057/1910) may be a 4ft 8½in gauge loco but to Spanish eyes it is distinctly narrow gauge! Here it is inside the old station at Gijon.

Centre right: Minas de Aller 0-4-0T from Mina Marianas colliery where locos bore letters instead of numbers. It is letter D (Maffei 3946/1921) and stands in Gijon museum yard near its Corpet stablemate.

Below: Moreda 0-4-0ST no 1 (Vulcan Iron Works 2497/1916) exhibited in the museum yard.

All photos by James Waite, taken July 2012 unless stated



Tucked away under a staircase in the old station building was the oldest loco present, 800mm gauge 0-4-0T 'Elenore' from the Mina de Arnao (Couillet 469/1880). This had come to the museum for restoration in 2010. The Arnao mine has since been turned into another museum and the loco has returned home to

become one of its star exhibits.

To British eyes a major attraction at Asturias is no 21 'Nalon' (Hunslet 783/1902), one of a batch of four 0-6-0Ts built for the Vasco-Asturiana. This bears many of its builders' hallmark features and has survived thanks to being sold in about 1961 to begin a second life at »





a briquette-making plant alongside the V-A line at Figaredo, a little to the north of Ujo.

The Hunslet lives in a separate display building at the far end of the museum site from the old station which also houses metre-gauge 0-6-0T no 2 (Henschel 9475/1909). This spent its working life at a colliery near Lieres, served by a branch from the FFCC Economicos de Asturias which operated the main metre-gauge route eastwards from Oviedo. The colliery belonged to the Belgian-owned Solvay company to provide coal for its chemical factory at Torrelavega, near Santander, perhaps best known in the UK as the place where Orenstein & Koppel 'P.C. Allen', one of the stalwarts on the Leighton Buzzard Railway, worked before preservation.

The Torrelavega connection perhaps explains why Nalon received a heavy overhaul in 1963, probably for the last time, at the Santander works of the FC Cantabrico which formed a continuation of the line east from Oviedo. The work-stained appearance suggests that it retains the paintwork applied then.

From Gijón we moved on to the excellent Museo de la Minería y de la Industria at El Entrego, home to more mining locos. Perhaps the most attractive of them is the little 600mm gauge 0-4-0T 'Upina' (Krauss Munich 2345/1890), bought by the J. Bertrand mining company for its newly opened pit at El Peñón.

Big problems

We also wanted to visit Pozo Santiago, the last working colliery in the Aller district where 0-6-0T no 9 (Alco 58657/1918) was preserved along with Moreda 0-6-0ST no 3 (Vulcan Iron Works 2511/1916). It had the reputation for refusing visits and hadn't replied to a request for permission I'd made in advance, but as we had time in hand and it wasn't far from our hotel we thought we'd go anyway. But at Ujo the road up the Aller valley had been closed and there were police officers everywhere. One of them explained that there were "problems" and suggested we should return the following day.

It turned out that this was a period of industrial unrest. The Asturian miners have a long history of radical industrial and political activism. Back in 1934 Spain was a democracy but the rise of fascism resulted in a nationwide general strike. In Asturias this took the form of all-out insurrection.

Spain's African army, under the command of General Franco, was sent in, ruthlessly crushed the uprising and in its aftermath went on



Above: Of special interest to British visitors is Vasco-Asturiana 0-6-0T no 21 'Nalon' (Hunslet 783/1902).

Left: El Peñón 0-4-0T 'Upina' (Krauss Munich 2345/1890) at El Entrego museum.

Below: Minas de Aller 0-6-0T no 9 (Alco 58657/1918), close to the winding tower at Pozo Santiago that was the centre of the miners' demonstration.



a rampage throughout the mining valleys. Thousands of suspected participants were murdered and women were systematically beaten and raped. It must have provided a chilling foretaste of what was to come when Franco embarked on the Spanish civil war soon after.

In 1962 widespread industrial unrest in Asturias ended only when the Franco government caved in to many of the strikers' demands, the first time this had happened anywhere in Spain. The event offered a glimmer of hope that his regime might eventually be overthrown. In the 21st century Spain's coal mines required public subsidies; these contravened the European Union's competition rules but a run-off period was permitted until 2018.

The problem in 2012 was that Spain's new right-wing government under Mariano Rajoy decided to close the mines immediately, something which would have had devastating consequences for thousands of families in an already impoverished region. The industrial action and civil unrest that followed came to a head during the weekend of our visit when rockets were being fired at the police near Pozo Santiago, hence the road closure. Fortunately no-one was injured.

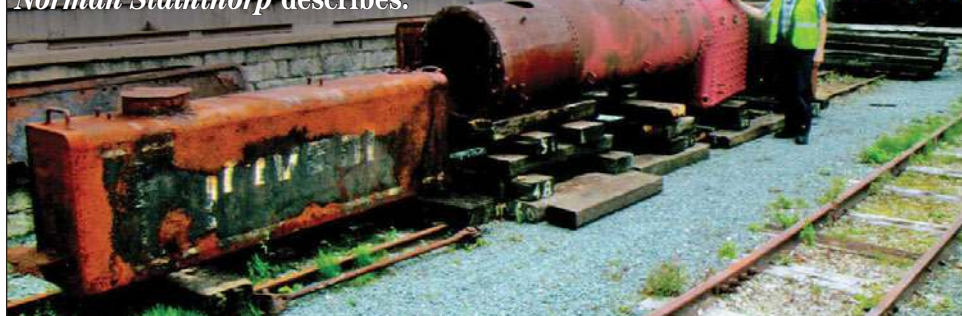
Opportunity taken

The following day traffic was flowing freely up the valley. The colliery gates had been thrown open and carloads of families were arriving for what at first looked like an enormous party. We followed them in, photographed the two steam engines and also some battery locos and mining tubs and then left quickly. The event turned out to be a demonstration in support of miners who were staging a hunger strike underground – against the backdrop of an effigy of the government's mines minister being hanged high above from the winding tower.

Again the miners won out and Pozo Santiago didn't close until late in December 2018, just days before the EU moratorium expired. By then a programme of rapid diversification of the region's employment base had softened the blow of redundancy, aided by the removal of the Rajoy government, Spain's burgeoning economy at the heart of the EU and relocation of industrial activity away from the UK in anticipation of Brexit. Now Hunosa, the state-owned mining company, is spending more than one million euros undertaking a clearance and scrapping programme at the Santiago site. It remains to be seen what will happen to the two steam locomotives. **NGW**

Build a Baldwin

On the former Glyn Valley Tramway a static display project is uncovering some historical curiosities, as *Norman Stainthorp* describes.



In 1985 a pair of former War Department Baldwin 4-6-0Ts, 778 'Lion', and 794 'Tiger' were imported from India by the Imperial War Museum, with the intention of them running on a re-created First World War trench supply scene at Duxford museum. But when the IWM realised what a poor state the locos were in the idea was abandoned.

Lion has since been restored at the Leighton Buzzard Railway, while Tiger is now under restoration at the Vale of Rheidol Railway, for the Welsh Highland Heritage Railway to represent the WHR's Baldwin 590 that was scrapped in 1941.

Several components on this loco have been replaced and these have been acquired by the New Glyn Valley Tramway & Industrial Heritage Trust, with the intention of recreating a static Baldwin at the former Glyn Valley Tramway Station at Glyn Ceiriog, north Wales. The hope is to represent WD 1089 that ran on the GVT and was known simply as 'The Baldwin', until it was scrapped in 1936.

Now the NGVT&IHT is seeking enthusiasts who may have items that could contribute to the re-creation. Any collectors who have generic Baldwin parts, 'under the bed or in the shed', are being asked to not let them eventually be thrown into a skip but to give them a future by donating, bequeathing or selling at scrap price to the project.

Already on site are a smokebox, boiler casing, firebox, two side tanks and a coal bunker standing astride the 2ft 4½-inch track laid at the station platform by the Trust.

Not a runner

Anyone reluctant to pass on parts that are beyond restoration for re-use on a working loco should rest assured that the Glyn Valley loco will not run again, as the trackbed from Glyn Ceiriog towards Chirk has been lost

"Not all the tanks went onto the correct engines..."

to road-widening and cannot be reinstated beyond the station yard.

Interestingly the right-hand side tank we have received has 'Lion' painted on it. The left-hand tank may be from Tiger, but it has some indecipherable lettering on the side that some think suggests it comes from a third loco called 'Cheetah'.

The anecdotal story is that when the locos were being readied for shipment to the UK, Indian staff understood that they were to be sent in knock-down form. This was in hand when they were told the locos could be sent complete. They were hastily re-assembled, and not all the tanks went onto the correct engines...

Progress on the Baldwin project can be viewed at the GVT museum in the former Tram shed workshops at Glyn Ceiriog. This is open every Saturday with free admission.

For more information or to donate parts contact site manager Edwin Lambert on Saturdays at the museum, or chairman Keith Roberts on thenewglynvalleytramway@gmail.com or 01691 712743. **NGW**

Above and below: The Trust has already acquired several parts for use in its static Baldwin project at the Glyn Valley Tramway's former Glyn Ceiriog station. Photos: NGVT&IHT



Deep in the depths of winter...

Pretty chilly temperatures for our photographers, but as a result impressive steam effects too...



Left: One of very few lines running in January was the 15-inch gauge Evesham Vale. *Kenny Felstead* caught the Exmoor Steam Railway-built 0-4-0T 'Monty' at work.

Below and right: Santa Special trains are certainly not for the purist enthusiast but run in the depths of winter they can be accompanied by some superb lighting conditions, while the low temperatures promote very visible steam. 'Whillan Beck' and 'River Irt' were in charge on the Ravenglass & Eskdale Railway in December.

Photos: David Moseley

Following pages: Definitely not for the purists! The Statfold Barn Railway competed to be one of the first narrow gauge lines to take up the currently trendy 'Train of Lights' challenge this Christmas.

Photo: Joey Evans







**NARROW
GAUGE
WORLD**





Above: Pioneer Garratt locomotive K1, which as our news pages report is to be restored to steam at the Statfold Barn Railway, was taken out onto the running line on arrival at the Staffordshire centre in December. In evening light it could easily have been back in Tasmania. *Photo: Joey Evans*

Below: In contrast the weather when the Welsh Highland Railway's NG/G16 Garratt no 87 returned to service on 15th February after a 10-year overhaul was truly foul, the country gripped by Storm 'Dennis'. *Joey Evans* braved the conditions to capture the loco in its newly applied South African Railways livery near Pitts Head.



Narrow Gauge to the Pithead

Donald Brooks visits the Lancashire Mining Museum at Astley Green – after two false starts over many years, long-awaited passenger services on a 2ft gauge line are due to commence in the spring.

The area around Chat Moss, on the boundary of Salford and Wigan, is full of transport history. The 1830 Liverpool & Manchester Railway, the world's first inter-city route, runs straight across the middle, while England's earliest canal, the Bridgewater, follows the northern edge. The canal's first section opened in 1761 and by 1776 it connected Liverpool and Manchester well before Stephenson's railway.

There is also a long tradition of narrow-gauge railways on Chat Moss. A special issue of *The Narrow Gauge*, published by the Narrow Gauge Railway Society in 1985, tells of the tramways and railways used for

reclaiming and fertilising the moss over the years. There were also lines used for peat extraction, some operating until relatively recently.

North of the Bridgewater Canal the landscape changes abruptly from the open spaces of the moss to the mill and mining towns of south-east Lancashire. The southernmost colliery in the Manchester coalfield, virtually on the banks of the canal, was Astley Green. Here the Pilkington Colliery Company started sinking shafts in 1908. The difficult-to-work seams ran south towards Cheshire, deep below Chat Moss.

Astley Green colliery itself used narrow-gauge lines, with tubs for the coal, manriders for the miners underground and a limited network above ground for transhipment of coal from the loaded tubs. Both cable and locomotive haulage were employed within the mine.

Some coal left the pithead by canal, but most went by rail. Initially a standard-gauge branch ran south to connect with the Liverpool & Manchester two kilometres away and used the same construction technique of floating the track on brushwood as had been adopted by Stephenson for the L&M. Later, after Astley Green had been taken over by Manchester Collieries in 1929, a new standard-gauge line was built to the company's main network based at Walkden.

Astley Green was a large mine, employing more than two thousand people on nationalisation in 1947, but was closed by the National Coal Board in 1970, despite significant reserves of coal remaining. It was the last colliery to survive in the area, though further west



Main picture: The two passenger locos, 'Sandy' and 'Newton', stand in Astley Green station shortly after returning from Statfold. The wrought iron headgear was made by Head Wrightson of Thornaby-on-Tees.

Above: Plinthed 0-4-ODMF, Hunslet 3411 of 1947, outside the engine house. The loco worked for the National Coal Board until 1987. It was previously preserved at Armley Mills in Leeds.

mining continued into the 1990s, including at Bickershaw near Leigh, famous for its use of standard-gauge industrial steam into the late 1970s.

Red Rose steam

Local-authority support helped save Astley Green from demolition, with ownership of the site ultimately passing to Wigan Council. It was leased from the Council by the Red Rose Steam Society, a volunteer-run group which to this day manages it as the Lancashire Mining Museum.

A 2ft gauge railway was planned from the early days of the society, as an added visitor attraction and a reminder of the lines that once worked at the pit. The first track was laid in the 1980s, however no passenger trains were ever worked on it and





“The present shed houses only six locos and provides little space to work on them...”

the line gradually fell into disuse.

The idea of an operating railway to showcase the large collection of rolling stock was revived in 2009, when track was laid on a new alignment, though again operations were limited and the new line also became disused. Determined efforts to revive it started in 2018 and since then much work has been undertaken

to prepare track, stations and trains.

The launch of passenger services is planned for spring 2020, ideally at Easter, though this will depend on progress. As seen in *NGW* 143, a key step towards this target was taken when two locomotives, 4wDH ‘Newton’, Hunslet 8975 of 1979, and 4wDM Simplex 60S ‘Sandy’, Motor Rail 11218 of 1962, had air braking

Upper left: Newton outside the engine shed. Clearly no-one was going to fit the coupler to the wrong end of the locomotive! It is intended to build a new shed on the site of the sidings at right of the picture.



Left: A quartet of four-wheeled diesels inside the cramped and basic engine shed.

Below: Newton and Sandy by the junction of shed and passenger lines. The green landscape south of Tyldesley today makes it difficult to believe that 50 years ago this location was at the heart of a very major colliery.



equipment fitted at Statfold, returning to Astley Green in early October 2019.

Newton previously worked on the surface lines at Parkside Colliery, Newton-le-Willows, hence its name, and had already visited Statfold a decade earlier for regauging. Sandy is probably the only narrow-gauge loco on site without a colliery background, coming from the Pilkington glass company’s sand quarry lines at Rainford in Merseyside.

The museum is open on Tuesday, Thursday, Saturday and Sunday afternoons throughout the year and admission is free. The railway’s shed and yard are to the left of the entrance and most stock can be found here, though locos, carriages and wagons are scattered all over the site.

The non-passenger line from the shed yard makes a sharp horseshoe curve round the back of the brick-built engine house to terminate in a headshunt underneath the 30-metre high headgear from the pit’s Number 1 shaft, the last surviving pithead of the Lancashire coalfield. It is well worth looking inside the engine house to see the massive winding engine which took Yates & Thom of Blackburn two years to build and can still be run, though now on compressed air rather than steam.

Reversing from the headshunt and taking the right fork at the junction with the shed line, trains immediately reach the single platform Astley Green station, which is equipped with a run-round loop. From here passenger trains leave the museum site through a security gate, the line then following a long reverse curve to run parallel to, though out of sight of, the Bridgewater Canal. The route, now on the trackbed of the old standard-gauge line to Ellenbrook and Walkden, currently terminates after about 400 metres at Whitehead Lane, which also has a run-round loop.

Future plans

An island platform within Whitehead Lane loop was constructed over the winter of 2019/20, ready for the first passenger trains, which will usually consist of three manriders. Two, previously used underground at Astley Green, are straightforward open carriages but the third has been converted to become the line’s accessible carriage. Continuous braking has been fitted on site to all three, with the work completed in early 2020. There will be a charge for the passenger journey, bringing in some welcome additional income to support future developments.

One of these, in the longer term, is a possible extension beyond Whitehead Lane, following the

standard-gauge trackbed alongside the canal, potentially more than doubling the length of the line. Another proposal would reinstate the abandoned track, mainly still in situ from one of the earlier schemes, to create a large horseshoe curve round to the site of the old standard-gauge yard near the canal. This line would be used to demonstrate colliery trains, not for passenger services.

Stock storage is a problem at Astley Green, with roughly 30 locomotives on site, many of them privately owned and some of 2ft 6in gauge, representing the largest collection of narrow-gauge colliery motive power in the country.

Almost all are four or six-wheeled flameproof diesels built by Hunslet or Hudswell Clarke for underground operation, though most are not in working order and are sheeted over for protection. Typical is the 0-4-0DMF, Hunslet 3411 of 1947, plinthed outside the engine house. Few of the museum locos worked in the Lancashire coalfield, with most coming from mines in Yorkshire, Northumberland, Nottinghamshire and North Wales.

The present shed houses only six locos and provides little space to work on them. The intention is to construct a new shed alongside the existing one, which will then itself be rebuilt, providing increased undercover storage and greatly improved working conditions for volunteers. Despite problems with ground water, a much-needed pit will be included in the new facilities.

Consideration will also be given to public display and interpretation of the stock and to the housing of potential visiting locomotives, which could include steam.

Away from the railway the main issue for the society is an urgent need to raise very substantial funds to conserve the mine headgear. While a scheduled monument, it is on Historic England's 'At Risk' Register, its condition described as 'poor' with major work necessary to guarantee its future. Future funding bids should be helped by the major regeneration work currently based around the whole Bridgewater Canal corridor, including the new RHS Bridgewater Garden at nearby Worsley.

Planning a visit

Astley Green is easy to reach, only a minute's drive from the A580 East Lancashire Road near Tyldesley. The 551/553 bus runs from Bolton Interchange, though the timetable should be checked in advance, particularly on Sundays. Those with broader transport interests might consider the 2km walk from the

"The main issue for the society is an urgent need to raise very substantial funds to conserve the mine headgear..."

Upper right: Sandy runs light through the loop at Whitehead Lane, current terminus of the line.

Right: The non-passenger loco 4wDHF 09 'Calverton' (Hunslet 7519 of 1977) in the loop at Whitehead Lane, before work started on the island platform in the space between tracks.

Below: Calverton and works train at Whitehead Lane, the end of the line. An extension would continue straight ahead, parallel to the canal, to Vicars Hall Lane bridge.

Photos by Donald Brooks – 14th August and 8th October 2019



Tyldesley Hough Lane stop on the Greater Manchester guided busway.

The start of passenger operations in 2020 should do much to raise the profile of Astley Green, hitherto little known even to narrow gauge enthusiasts, while the availability of train rides will help to increase general visitor numbers. Go along to have a look at this interesting little line and the industrial archaeology around it. Better still, if you live locally

volunteer with the small and friendly team that operates the railway. **NGW**

More Information

Details of when trains run are online at <https://lancashireminingmuseum.org/> or on the museum's Facebook page. The author would like to thank Derek Jones and his fellow volunteers at Astley Green for their generous assistance when visiting the site and for further help with information.



Narrow Gauge Barry

Philip Bedford discovers that 30 locomotives of some seven different gauges are still remarkable survivors in a Spanish scrapyard.

At the end of November I visited the Industrial Lopez Soriano scrapyard in Zaragoza. The last reports I had seen of this yard and its loco stock were from 2011, so I was keen to discover the current situation.

I flew to Madrid and used the 300kph AVE high-speed rail service to Zaragoza, then took a local train to Miraflores and walked to the yard. Access was not possible but all the locos could be seen from outside.

This is a very large site and much of the materials processing is now done under cover in new buildings. The main yard at the back of the site alongside the railway is largely cleared of scrap and only the locos remain.

There are 19 steam locomotives in this area, gathered in two groups. The first group at the back of the yard near the railway comprises nine identical 3ft 6in gauge former Rio Tinto Copper Mine 0-6-0Ts. These



Main photo: Overall view of the narrow gauge equivalent to Barry scrapyard at Zaragoza. The first group of locos immediately behind the graffiti-decorated wall comprises nine identical 3ft 6in gauge 0-6-0Ts. The second group in the distance at top right includes ten locos of four different gauges.

Photos by Philip Bedford, 29th November 2019



large and powerful locos are all of a standard type and were built between 1875 and 1908 by Beyer Peacock, Dubs and North British.

A tenth has been sold, restored and can be seen on a traffic island in the centre of Zaragoza, on the banks of the River Ebro. I had seen photos online of it covered in graffiti before I left for Madrid, but it has clearly been repainted and looks well.

The other group over beside the sheds and alongside the boundary wall comprises ten steam locos of four gauges, and includes some really historic machines. In my overall photo, they are at top right.

Next to the blue skip are two beautiful metre-gauge Black Hawthorn 4-4-0STs built in 1881 and 1882, works nos 618 and 676, which are complete in every way. They are nos 1 and 4 from the FC Carcagente-Denia in Costa Blanca. The smokebox and chimney of one





of them is at the left of the close-up photo of this group.

Next to them with traces of green paint are two former Tharsis Copper Mines 4ft gauge North British 0-6-0Ts built in 1904 and again complete in every way. Most prominent in this photo is 600mm gauge Orenstein & Koppel 0-8-0 no 12185 built in 1930. It is no 108 from the Azucarera de Madrid at La Poveda. Between it and the wall can be seen the chimney of another 600mm O&K sticking up, this time a 0-4-0WT which dates from 1911.

Also in this group are two more O&K locos. The bigger one is metre-gauge 0-6-0T no 6 of the FC Mollerusa-Balaguer, works no 680 of 1900; the smaller one is 600mm gauge 0-6-0T no 104 of the Azucaera de Madrid at La Poveda, works no 10660 of 1923. Finally there is a 5ft 5in gauge ex Ebro Sugar Factory 0-4-0T built by Maffei in 1925.

"The then yard owner loved steam engines and never cut one up..."

Above left: Prominent in the centre of this over-the-wall photo of the second group is a 600mm gauge O&K 0-8-0 built in 1930. To its immediate left is one of two North British 4ft gauge 0-6-0Ts dating from 1904.

Left and right: Nine British-built 3ft 6in gauge 0-6-0Ts await their fate – as they have been doing for many a year!

Among the undergrowth in this part of the yard is a collection of historic diesel and petrol locomotives. These are of 550mm, 750mm and 5ft 5in gauges, but some are so overgrown they are very difficult to spot and identify. However, among them are two very rare 550mm gauge Oberusel petrol locos dating from 1923 in near complete condition. There is confusion about these locos as some lists suggest they may have been built by Deutz. There are also at least three 750mm gauge Diema diesels.

Historic resident

In an inner yard between huge buildings is a historic broad-gauge 0-6-0. It is 'Renfe', no 030-2213 built in 1878 by Fives Lille, and it sits on a short length of track with its four-wheel tender. It can be seen from outside the yard if you look over the wall alongside the dual carriageway at the right spot.

The real stars though are three beautiful 550mm gauge Couillet 0-4-0Ts, which are kept under a canopy near the main gate. These tiny locos are complete in every way, retaining all their brass fittings and

huge brass headlamps. They are very dusty from the hundreds of scrap lorries that pass by every day but are extraordinary survivors.

Unfortunately on the day of my visit the boss had parked his Mercedes in front of them, so I was unable to get a photo from the yard entrance.

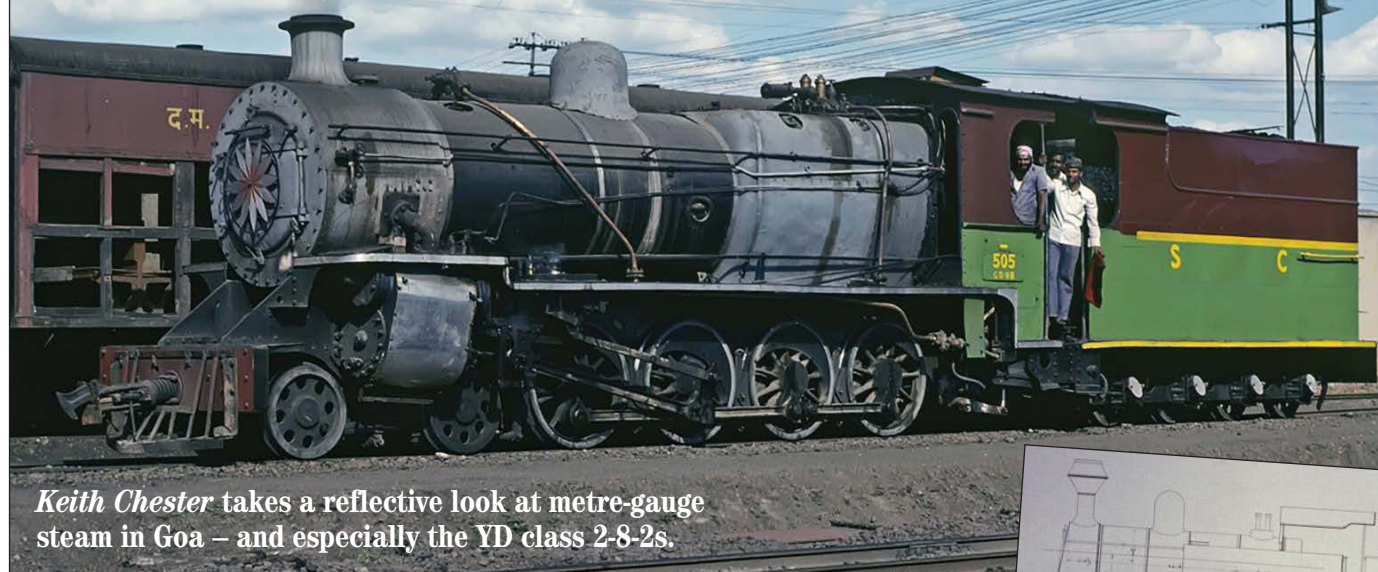
In total this remarkable yard is home to 23 steam locos – two broad and 21 narrow gauge. If you add in the seven diesel/petrol locos, there are seven gauges represented – 550mm, 600mm, 750mm, 1000mm, 1067mm, 1219mm and 1674mm.

The unusual gauges plus the very high prices quoted by the yard owners are almost certainly the reasons why these locos still sit here slowly rusting away in the Spanish sunshine. Many of them have been here for well over 30 years, having been put to one side by the late Sr. Lopez, the then yard owner, who loved steam engines and never cut one up.

I was delighted to be able to confirm that they are all still here, and hopefully one day they will find new homes and be restored. Three have been sold in recent years and gone to new lives elsewhere. **NGW**



Mellow Mikados



Keith Chester takes a reflective look at metre-gauge steam in Goa – and especially the YD class 2-8-2s.

At the end of the hippie trail in the late 1960s lay the pristine, endless beaches of Goa, a veritable paradise in which to recuperate in a haze of marijuana after the travails of the long overland trip through Iran and Afghanistan.

By the time I flew into Dabolim international airport in December 1985, much had changed. Ronald Reagan occupied the White House and the hippie dream had long since soured. As for Goa, it was beginning to develop as a destination for mass tourism. But the charms of its rich mixture of Indian and Portuguese colonial architecture remained undeniable; and, even better, a few kilometres inland of the golden sands of the famous Colva Beach lay one of the most scenic metre-gauge lines in India still using some steam.

The Portuguese first set foot in

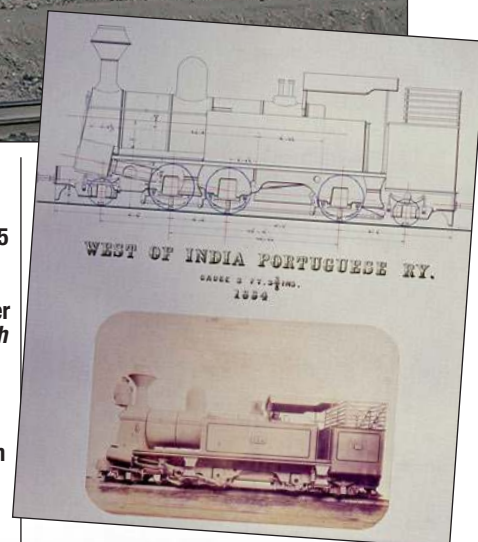
Goa in 1510 and, with its natural harbours making it the perfect base for their maritime and trading ventures in the Indian Ocean, quickly established themselves there. Within a few decades the city of Goa Velha (Old Goa) was rivalling Lisbon in both population and magnificence. Today, Old Goa is abandoned and the capital is Panaji on the north side of the river Zuari. On its southern mouth lies Goa's principal port, Mormugao (in the 1985 timetable spelt Marmagao), and the town of Vasco da Gama.

A commercial treaty between Portugal and Great Britain in December 1878 raised the issue of a railway connecting the coast of Goa with the rest of India. Such a line running from the port of Mormugao to Hubli was surveyed in 1880 and the following year the Portuguese

Above: Carrying its WIPR number, GS/8 4-8-0 no 505 (Bagnall 2268/1925) shunts at Hubli in December 1978. Photo: Keith Robinson

Right: 'Goa' was the first of the Kitson 2-6-2Ts on the West of India Portuguese Railway. (SLS Library Kitson Archive)

Below: YD no 30155 steams through the outskirts of Vasco da Gama with a Kolamb-bound local on 20th January 1986.



government signed a contract with the British-owned West of India Portuguese Railway Company (WIPR). This foresaw the construction of a modern harbour at Mormugao and a railway within the territory of Goa. Another company would build and operate a line to and from the border with British India.



At the insistence of the Indian Office in London, the line in Goa was to be metre gauge, still in its relative infancy (it had only been adopted in India in 1872) but much in favour at the highest levels of government as an alternative to the expensive broad-gauge railways to be found elsewhere in the sub-continent.

From Mormugao, the railway first passed through Vasco da Gama (km 3) and ran south some four to five kilometres inland from Colva Beach as far as Madgaon (km 28) where it took an eastward turn across a fertile plain to Sanvordem (km 43). At this point it began the climb up and over the Western Ghats that run down much of the west coast of India.

Between Sanvordem and Colamb (km 62) the grades were reasonable, about 1 in 100, but shortly afterwards and for the next 20 kilometres or so the line rose almost continuously at 1 in 40 as it ascended the formidable Braganza Ghat. The main locomotive depot and repair facilities were at Castle Rock (km 80) with a small sub-shed at Vasco da Gama.

Difficulties and delays

The regular heavy monsoons, a shortage of skilled labour and the general difficulties encountered in building a line up the Ghat delayed construction and it was not until 1888 that the line was completed through Goa. Just after Castle Rock it crossed the border. The section on to Londa Junction was built by the Southern Mahratta Railway (SMR), which operated an extensive metre-gauge system.

For motive power the WIPR ordered 15 2-6-2Ts from Kitson; each had its coupled axles spaced at 4ft 4in and 8ft 7in in order to find sufficient space for the wide wood-burning firebox. With 800-foot radius curves common on the Ghat section, the centre drivers were



Above: Busy scene at Madgaon, one of four stations in Goa with an overall roof. From here it was a short ride on an auto-rickshaw to Colva Beach.

Below: Watched over by the Western Ghats, an unidentified YD races across the plains between Sanvordem and Madgaon with the early morning local from Kolamb, 20th January 1986.

flangeless. Despite their ungainly appearance, these locos proved successful in service. Unfortunately, the WIPR could not find the means to pay for the final three and these were purchased by the SMR.

The WIPR's financial struggles continued. Teetering on the edge of bankruptcy, in 1902 it leased the railway and the harbour at Mormugao to the SMR, which, following a major reorganisation of railways in southern India, became the Madras & Southern Mahratta Railway (MSMR) in 1908. Like the SMR, the MSMR was that very Indian concept – a significant state-owned railway operated by a private company in London.

By this time, the Kitson Prairie tanks had been handling all traffic on the WIPR for a quarter of a century but, even with an engine fore and aft,

their maximum payload up the 1 in 40 grades was 216 tons.

Unsurprisingly, in 1911 the SMSR acquired three enormous class IM Mallets for the increasingly heavy traffic ascending the Braganza Ghat. These were standard North British 0-6-6-0s and were joined by a further three in 1921. The fleet in Goa was augmented by 11 4-8-0s (class GS/8) built by Bagnall in 1925–26 and four YD class 2-8-2s were allocated to the WIPR in 1933–34. It was these Mikados that were in later years to become synonymous with Goa.

In the 1940s the colonial government in India started placing some of the Class 1 railways in the country under its direct control – including the MSMR in April 1944. Following independence in 1947, virtually all railways in India were similarly treated and, to administer »





this vast network effectively, various regional railways were established in 1951–52. In this process the old MSMR formed a constituent of the new Southern Railway, which became the operator of the WIPR.

Despite all the political upheavals of the 1940s in the sub-continent, the enclave of Goa still remained a Portuguese colony. This was a thorn in the flesh of the newly independent Indian state, which put increasing political pressure on Lisbon to quit India. The Salazar regime in Portugal, however, was in no mood to do so and relations deteriorated, so much so that in 1955 the Indians blockaded Goa.

Portugal supplied its colony by means of an airlift. The metre-gauge railway was severed at the border and a new organisation, the Junta

Autónoma dos Portos e Caminhos de Ferro do Estado da Índia, was created by the Portuguese to operate the port of Mormugao and the railway to Castle Rock.

The standoff ended in December 1961 when the Indians seized Goa in an almost bloodless military action. The port and railway first came under the direct control of Delhi and in 1963 the railway fell (again) under the aegis of the Southern Railway. On 1 October 1966, the SR itself was split, the line through Goa becoming part of the South Central Railway.

Goa in 1985

This was the situation I found upon landing in Goa almost 20 years later. It was a pleasant surprise. Goa had a feel different from much of the rest of India: the dire poverty so evident

Above: The clean lines of the YD are evident as a middle-class family, together with their young ayah, chat with the crew of no 30159 waiting at Dudhsagar on 17th December 1985.

Below: Londa was the junction for the Goa railway and where the rest of the Indian system began. 1965-built YP class 4-6-2 no 2594 departs for Miraj with the Bangalore Mail on 18th January 1986.

elsewhere was absent, as were the teeming masses. The climate was more equitable, the food more palatable; the Portuguese colonial architecture a welcome change from the British so predominant elsewhere in the sub-continent. Unusually, the more important stations provided an overall roof, offering some relief from both the sun and the monsoon rains.

And unlike much of India, Goa had scenery. Behind the legendary beaches lay wide rivers, lush vegetation and the Western Ghats. Going east, however, after Londa Junction it was very much business as usual: the scenery became increasingly dreary as it turned into the flat, hot and dry plain so characteristic of much of India.

Londa also marked a return to YP and YG territory. Apart from their wheel arrangements (YP 4-6-2, YG 2-8-2) these two types were barely distinguishable and by the mid-1980s virtually monopolised metre-gauge steam workings the length and breadth of India.

Flexible survivors

Here too, however, Goa formed the exception. Though the heavy freights from the port and the expresses were dieselised, the daily passenger train to Londa Junction and the local services between Vasco Da Gama and Kolamb were worked by YD class 2-8-2s, their survival on the line between Mormugao and Londa due, I was told, to the fact that the bar frames of the more modern YG 2-8-2s were too rigid for the sharp curves that abounded on the climb up the Braganza Ghat.

From the beginnings of the Indian metre gauge there had been a strong tendency towards standardisation with a basic range of eight types introduced in the 1870s and 1880s. A new generation followed when the British Engineering Standards Association (BESA) evolved a programme for standard types for the broad, metre and narrow gauge railways in India in 1903.

For India's metre gauge lines, the BESA produced three basic types: a passenger 4-6-0, a 4-8-0 for heavy freight and a 2-6-2T. After the Great War a new range of standard types was developed. The stock of both private and state-owned metre gauge railways was run down and depleted due to the large number of locos dispatched to various theatres of war overseas and never returned.

There was also awareness that the increasingly heavy trains required engines with bigger boilers and bigger fireboxes to accommodate the poorer quality coals being delivered to the railways. The resulting two-cylinder



Indian Railway Standard (IRS) designs were in effect modernised versions of the previous BESA ones with the addition of a trailing axle to support a wide firebox: the 4-6-0 became a 4-6-2 and the 4-8-0 a 2-8-2.

'Popular' Mikados

For main-line service three types of Pacific were proposed (of which two were built, classes YB and YC) and for freight two 2-8-2s, class YD with a 10-ton and class YE with a 12-ton axle loading. There was no interest in the heavier YE; it was a similar story with the 12-ton YC, of which only 15 were delivered to India as opposed to the 161 of the 10-ton YB.

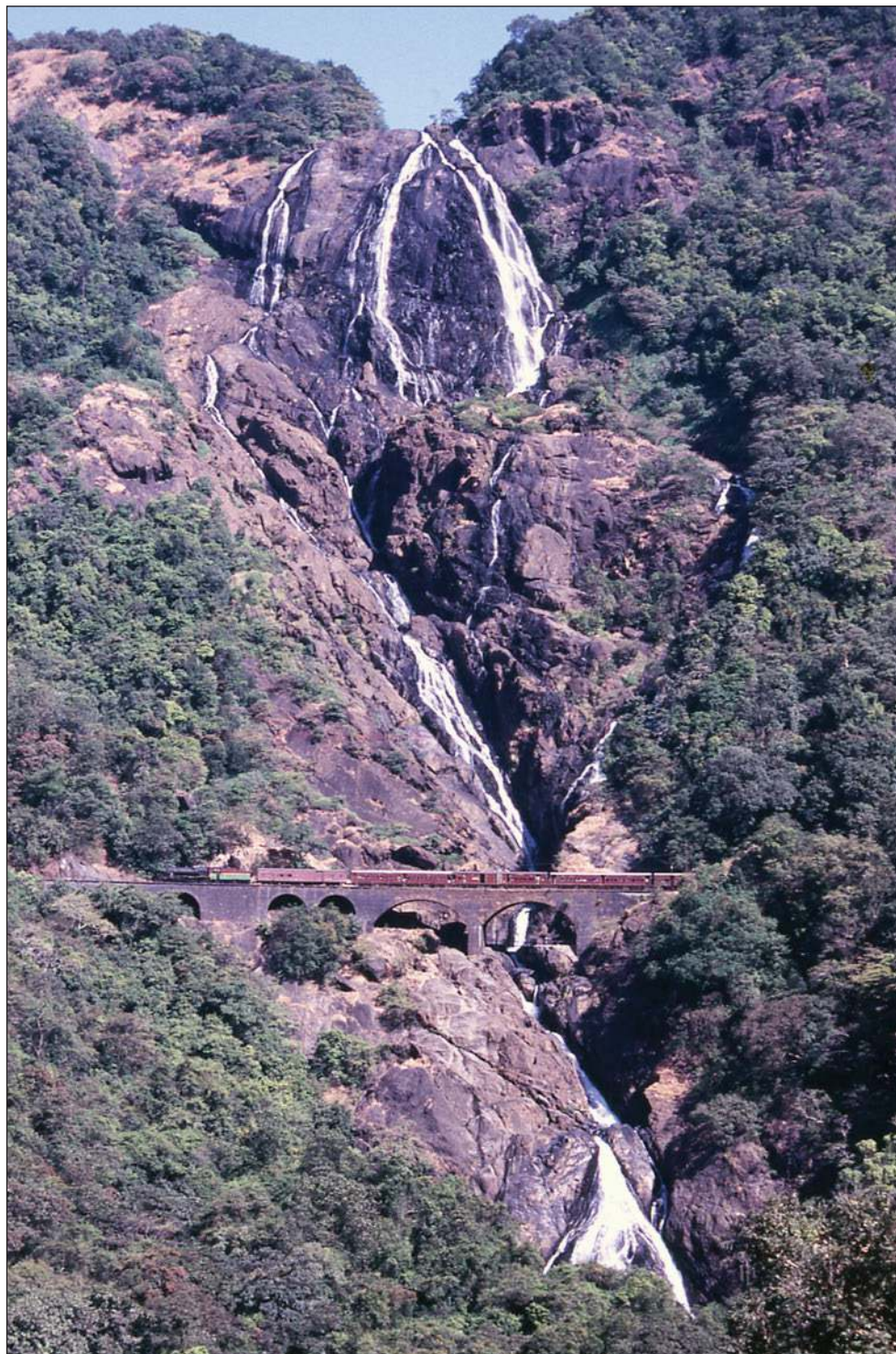
The YD was, however, duplicated and quickly proved to be a well-liked engine: Hugh Hughes, the doyen of Indian railway historians, repeatedly calls them 'popular'. Widely distributed throughout India, 167 were built between 1927 and 1949 with the bulk of construction in 1927-32; a further 68 were delivered to Burma. Upon Partition in 1947, 14 YDs went to East Pakistan (today Bangladesh), which also obtained an additional 25 new in 1953.

The MSMR was one of the first users of YDs, acquiring no fewer than 52 between 1927 and 1932; of these four are shown as being on the books of the WIPR. Thus, the class had an early association with Goa and the Braganza Ghat where, pre-World War Two, together with the surviving original WIPR 2-6-2Ts they shared duties with the six class IM 0-6-6-0s and 11 class GS/8 4-8-0s.

The Portuguese operated the railway in the late 1950s with the same stock, save the 2-6-2Ts had disappeared and a single class FM 0-6-0 had appeared. Following what the Indians call the liberation of Goa in December 1961 and the subsequent incorporation of the WIPR into the main Indian system, only six GS/8 and two YD were transferred to the Southern Railway. Fortunately, the SR and its successor the South Central Railway had plenty of other YDs in stock (88 as of October 1966) and with the phasing out of the remaining 4-8-0s, the SCR came to rely on the YDs for virtually all traffic in Goa.

About 20, overwhelmingly from the batch delivered by Vulcan Foundry in 1949, were still allocated to Castle Rock MPD in the mid-1980s and this was the only place in India to find them (other members of the class survived in Burma, Pakistan and Bangladesh).

Very much of its time, the YD was never going to win any beauty competition but it was a well proportioned no-nonsense design.



Above: Even when nearly dry the waterfall at Dudhsagar dwarfs the train. On 17th December 1985 no 30155 plods up the 1 in 40 gradient towards Castle Rock.

Uncredited photos in this feature by Keith Chester

Like Goa, these Mikados were very laid back and photographing them along the coastal section was easy. There was even time to nip back to Colva Beach for a quick swim between trains.

The section up the Braganza Ghat ran through jungle and was largely inaccessible, but there was one location of note. This was at Dudhsagar where there is a spectacular 310m-high waterfall. The tiny station itself was no more than a passing loop and, as there were few trains stopping there, it was fortunate that crews on light engines and freights were willing to offer footplate

rides. Dudhsagar literally means sea of milk but in December, some three to four months after the monsoon rains, the waterfall was not at its misty best. Nevertheless, it provided a splendid backdrop to a train headed and banked by a YD.

By the early 1990s only eight YDs remained in service working the Vasco-Londa Junction local passenger train and a few banking turns. These all seem to have come to an end in late 1992 or early 1993. Then a few years later, in 1998, the metre-gauge line itself became history when it was converted to broad gauge. **NGW**

60 Years Gone

Andrew Waldron was present at a very special event proving that six decades on, Ireland's foremost narrow gauge line has not been forgotten....



On 1st January 1960 the Irish narrow gauge reached a sad milestone, for on that day, the vast County Donegal Railway (CDR) system, largest of the Irish 3ft railway concerns, ran its last commercial and timetabled railway services.

The system had been truncated some time before the curtain came down on that eventful day in 1960, the Glenties branch for example closing in 1952. However a section running from Fintown on the branch to the Southern Shores of Lough Finn, 2½ miles in total was reopened by the Fintown Railway Group in June 1995 and now operates using former CDR Walker Brothers railcar no 18, the only such operational CDR railcar in operation to this day.

The Londonderry/Derry to Strabane section of the CDR also closed in 1955, but even without these lines the rest of the network covered a vast area amidst the hills of Donegal, totalling 87½ miles.

A few special goods workings continued on the Strabane to Stranorlar section for a few weeks

Above: Recalling the delights of the Irish 3ft gauge – former Bord na Mona Wickham railcar in action at Mullanboys on 3rd December. Photo: Mark McDaid

Below: A crowd at Mullanboys station for the first time in many years as visitors recall its CDR history. Photo: Freddie Symonds



beyond the official closure date, these ending on 25th January 1960. A few railcars then saw use assisting to lift the tracks and by 1961, there was little left for any outsider to visualise that there had ever been a railway in this beautiful part of rural Ireland.

Yet the preservationists refused to see the railway die without trace and a vast amount of former CDR rolling stock, locomotives, carriages, railcars and wagons has since been saved, the majority painstakingly restored.

Winter chill

The CDR's closure was marked under the title of '50 Years Gone' on 1st January 2010, amidst very harsh weather conditions. Members of the Railway Preservation Society of Ireland were instrumental in laying out 400 feet of track at Mullanboys Halt on the old CDR formation, between Donegal Town and Killybegs and also undertook to restore a 1948-built Wickham railcar formally with Bord Na Mona, so that some kind of a passenger train on the old CDR was made possible.

On the day, however, minus 14-degree temperatures and a carpet of snow and ice had closed much of the Donegal road network and the harsh conditions saw only a trickle of real diehards turn out for the event.

By that time Mullanboys halt had been purchased by Mervin Johnson and the old station was converted to a dwelling. Mervin had a pair of old bogies and a Ruston diesel locomotive, which he planned to use on the railway in connection with visiting parties to his own private 'Crown Green Bowling Pitch'.

Sadly Mervin then lost his wife and without her, he felt the old halt

at Mullanboys was no longer a viable proposition, and so he decided to sell up and move back to Belfast.

County Donegal Railway enthusiast, Freddie Symonds then stepped in and brought the cottage/halt, complete with the 400ft of track and then extended it by another 50 feet. A new station nameboard was made and an ex CDR bench and a luggage barrow procured to add some realism, but the idea was always in Fred's mind that the 60th anniversary commemoration should be staged on his little bit of track at Mullanboys.

On 3rd December 2019, that idea materialised, thanks to the support of the County Donegal Railway Restoration Society, including the redoubtable Mark McDaid who suggested that the Wickham railcar, now in the society's possession, should be made available again.

Proper celebration

Rather than risk another freeze-up in the middle of winter the event was staged on a really grand Autumnal day. The sun shone and some 40-50 patrons turned out to commemorate the anniversary. The CDRRS laid on a marvellous display of old photos and memorabilia, with hot drinks and even something a little stronger!

So, here is to '70 years gone' – Freddie has big plans for Mullanboys, including a working signal, level crossing gates and an item of CDR rolling stock. Meanwhile the CDRRS plans to lay some track on the old Barnsmore Gap formation and is currently raising funds to return Class 5 2-6-4T loco 'Drumbo' to working order for operation over another section of the recreated County Donegal Railway. **NGW**

John Sutton Models

I sell a wide range of new and secondhand models in SM32 and G45

- Orders welcome for UK and Overseas
- Callers welcome by appointment only please

Just arrived in stock
Accucraft Sabrina & Talgarth in 3 colours
IOM Bogie Braked Coach now available
Locomotive storage boxes in 3 sizes

Wanted: Your Garden Railway locomotives and complete collections. Excellent prices paid. Will pick up or can arrange collection - speak to John

Many new and second hand locos in stock check website for availability

66 Carthorse Lane, Brockhill, Redditch, Worcestershire B97 6SZ
 Tel: 01527 67696 - Mob: 0779 8924575
www.johnsuttonbooksandmodels.co.uk
johnsutton3@sky.com



NARROW GAUGE SOUTH

SATURDAY 18TH APRIL 2020
 OPEN 10AM TO 5PM

Barton Peveril College, Chestnut Avenue, Eastleigh, SO50 5BX
 Adults £8, Under 16s £2 with accompanying adult, Family (2+2) £18

Some of the 25+ layouts and exhibits already confirmed:

Bridport Town - O-16.5, David Taylor	Clyre Valley - OO9, Tim Couling
Ulvaryd Strand - OO9, Charles Insley	Worton Court - O-16.5, Geoff Thorne
Berger Hall - Gn15, Bill Corser	Tan-y-llyn - OO9, Steve Flay
Snowdon Ranger - 8mm NG, Peter Booth	Slugworth & Co. - OO9, Joshua Campbell
Garreg Wen - OO9, Matthew Kean	Sandy Shores - OO9, Jamie Warne

Full trade support in most scales, including the
 009 Society members sales & 7mm Narrow Gauge Association second-hand stands

Catering provided at the College canteen next to the show

See www.narrowgaugesouth.org.uk for more details.



Bridport Town

THE MODEL RAIL SHOW FOR LARGER GAUGES

MIDLANDS GARDEN RAIL SHOW

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



**SATURDAY 14th &
 SUNDAY 15th MARCH 2020**

Open 10am – 4pm Daily

WARWICKSHIRE EVENT CENTRE



A Leading Garden Railway Exhibition

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

Admire up to **15 amazing Layouts and Club Displays.**

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

BOOK YOUR TICKETS NOW!

ADMISSION PRICES	ONLINE TICKETS*	FULL PRICE TICKETS**
Adult	£8.00	£9.00
Senior Citizen	£7.50	£8.50
Child (5-14)	£3.50	£4.50

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

* Tickets are available via our website at discounted prices until midnight on Tuesday 10th March 2020.

** Full price tickets are available on the day from the ticket office. Please call SEE Tickets on 0115 896 0154 if you would like to book a ticket by phone. Last admission 1 hour before closing.

Inspiration for planning your garden railway - see live steam, gas and coal fired locomotives.

www.midlandsgardenrailshow.co.uk

Follow us for the latest news!



@MeridienneEx



Meridienne Exhibitions LTD





Bachmann 009 Baldwin 4-6-0T

The latest version of the seminal War Department locomotive from Bachmann is an impressive model with superb detail and clearly showing just how far this model scale has progressed...

We don't get many model locomotives for review at *NGW* Towers so the arrival of Bachmann's latest Baldwin 4-6-0T in 009/On30 scale (4mm to the foot on 9mm gauge track) was particularly welcome. The Baldwin was first launched in 2018 in four versions but has been recently re-released in six new variants.

You can now buy the loco as the Railway Operating Division version of the First World War with its plain black livery, the Ashover Light Railway's 'Bridget' in plain black, the unnamed example that ran on the Glyn Valley Tramway in that line's lined black, the plain livery of the Snailbeach District Railways (this presented in the weathered form that was typical of the Snailbeach locos), a 'might-have-been' in

Southern Railway Maunsell green, and our review sample, representing Baldwin 590 that ran on the Welsh Highland Railway in lined maroon – the full-size example will re-emerge soon as Baldwin 794 is currently under restoration at the Vale of Rheidol Railway for the Welsh Highland Heritage Railway and will take the identity of 590.

Of course this is not the only Baldwin available to 009 modellers – Minitrains released the 2-6-2T variant back in 2016 and we reviewed it in *NGW* 110. But a word of warning to those who might be considering running the two types together on perhaps a war-themed layout – the Minitrains engine is to HO9 scale, 3.5mm to the foot, which looks fine on a layout but when placed with the Bachmann Baldwin the latter is distinctly bigger. This has an advantage for the Bachmann as its more generous dimensions means no intrusion of the motor into the cab space as on the Minitrains.

Each of the Bachmann locos is

finished to suit its identity, with the correct open, semi-open or closed cab, and with all the correct detail – the ROD version for example comes with the coiled hose that affixes to the cab backsheet and was used to lift water from shell holes or streams when the engines were serving close to the front lines during the war.

Different generation

It is the level of detail that really bowled over this reviewer, our editor, and at this point we should reveal that Andrew C was once a regular 009 modeller, way back in the 1980s before he answered the call of live steam in the garden. In those days there was nothing British-outline available ready-to-run (yes we know the Baldwin is American, but so many ran in the UK it qualifies...) and we made do with building whitmetal kits. Just once glance at today's offerings clearly demonstrates just how crude those whitmetal models were...

The detail on this loco is stunning for something that measures a mere 75mm over the buffer beams – blowing up the photos on these pages to many times full-size is cruel but does show the lines of rivets, the daylight visible above the frames, the cab controls, the pipework.

There are even minute etched works plates to go on the sides, while adding an extra brownie point is the motion – this has been weathered to appear far more realistic than the bright silver that has been the norm on past models in this scale.

First impressions are very impressive but looks are only half of the equation – how does it run? The lack of an in-house 009 layout (the *NGW* project layout is now firmly in the



MODEL LINES

No Expo NG show in 2020

■ Expo Narrow Gauge, organised annually since 1983 by the Greenwich & District Narrow Gauge Society, will take a year off in 2020.

Regarded as Europe's premier narrow gauge modelling event, the show has lived with rumours of the redevelopment of its venue, the White Oaks Leisure Centre in Swanley for the last five years, but the work is now set to begin.

"We cannot gamble on White Oaks being available in October this year either in its current form or as a redeveloped leisure centre with less facilities so clearly need to find a new venue which will be suitable for future shows," show organisers have said.

Potential new venues have been identified but with too little time to organise the 2020 event. Not holding it this year "will give us time to take a breather, settle on a new venue and look at what format future ExpoNGs might follow."

NGW looks forward to the new era for Expo NG and of course we will bring you updates on the 2021 show when we get them.

25-plus for South show

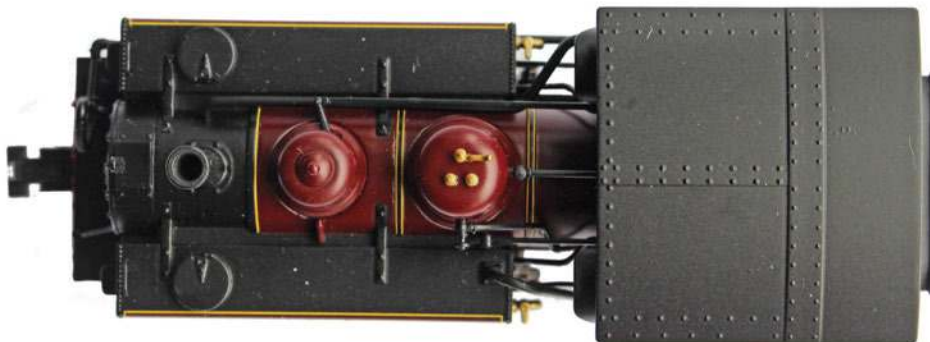
■ Narrow Gauge South, the annual event organised by Wessex Narrow Gauge Modellers takes place this year on 25th April, at Barton Peveril College in Eastleigh, Hants, SO50 5BX.

More than 25 layouts in the smaller scales are promised, organisers dubbing the event "probably the largest specialist NG model show in the south of England this year." Doors open between 10am and 5pm, and entry is £8 adults, accompanied children 5-16 £2, with a family ticket at £18. More details are available on the show website at www.narrowgaugesouth.org.uk

East Anglian gathering

■ At least a dozen layouts are expected at the Norfolk & Suffolk Narrow Gauge Modellers sixth open day at Blyburgate Hall in Beccles, NR34 9TF on 7th March. There will also be trade support to the event which takes place between 10am and 4pm.

Entry is £3 for adults with accompanied under-16s free. Note that the show is held in four rooms but only two are accessible to wheelchair-using visitors. More details at <http://nsngm.org.uk/>



planning stages...) required a visit to a friend with a layout to try the engine out.

So far we've only had a brief running session but the results were highly encouraging. The loco runs quite fast, but with the right control unit it displays satisfactorily good slow running capabilities too, and this should only improve as the engine is run in. Haulage capacity is excellent, far beyond what would be a normal train length on a typical narrow gauge line.

World of sound

With regard to control we should add that the model is DCC-ready, and includes a built-in speaker for those who want to add sound. Ours is the piece de resistance of the range, ready supplied with a DCC sound decoder – this a world of wonder for our editor, the range of sounds available extending to more than 20, from basic exhaust to opening of the cylinder drain cocks, shovelling coal, using the injector, whistles of different intensity... What the ed thought beforehand would be gimmicky he was soon enjoying to the full – all the fun of his footplate duties without getting dirty!

Official retail prices for the Baldwins are £159.95, the weathered Snailbeach version £169.95 and our sound-fitted example £249.95, though you will likely find them a bit cheaper in the shops.

We are hugely impressed by this model, which really shows just how far 009 scale has developed in such a short period. We are now even more looking forward to Bachmann's next 009 locos, the iconic quarry Hunslets...

Produced by Bachmann Europe:
www.bachmann.co.uk



MODEL LINES

G Scale AGM at Reading

■ The G Scale Society is not organising its own Garden Railway Show in 2020 but still needs to hold its AGM, so has agreed with The Association of Larger Scale Railway Modellers to hold it at the ALSRM Reading Show on 9th May, starting at 1pm.

The society will also contribute to the event with at least four and possibly five G Scale exhibits showing in the main hall. Layouts already confirmed are: Hampden End; Dow Bridge and the Chiltern Area Group while the Society will be occupying the Thames Suite demonstrating its latest initiative in Gn15 scale and holding the annual Modelling Competition.

Large-scale shows

■ March and April see two major shows for the larger-scale, outdoor narrow gauge modeller with live-steam playing a major part.

The Midlands Garden Railway Show takes place on 14th-15th March at the Warwickshire Event Centre, open from 10am to 4pm each day. O Gauge, G Scale, Gauge 1, 16mm and others will be to the fore with organisers promising 15 layouts and displays plus significant trade support.

More details and discounted advance ticket booking are at www.midlandsgardenrailshow.co.uk. Prices on the day are £9 adult, £8.50 senior, £4.50 children aged 5-14). The show guide will also be available to download in advance from the website.

Then on 4th April the National Garden Railway Show will be held by the Association of 16mm Narrow Gauge Modellers at the Peterborough Arena. Regarded as the UK's leading garden railway show, this year's event will feature at least 19 layouts in various garden scales and more than 90 trade stands. The 16mm Association's Model of the Year competition will be held as part of the event, there will be member-to-member sales, activities for junior members and a prize draw with over £6000 of prizes to be won including four 16mm-scale live-steam locomotives.

Tickets are £12.50 on the day for adults, accompanied under 18-year-olds free. Discounted advance sales are on the show website, www.nationalgardenrailwayshow.org.uk, and the site also includes more details of the show and coverage of previous events.

Gn15 locos on a budget

Iain Simm describes how he carries out his low-cost but very effective locomotive builds.

After reading an article in a previous edition of *NGW* on an interesting Gn15 mini layout which had a couple of my previous-build locos operating on it (Martin Rich's 'Mary Jane's Mushroom Farm', *NGW* 140), I thought it might be of interest to share my building experience with readers.

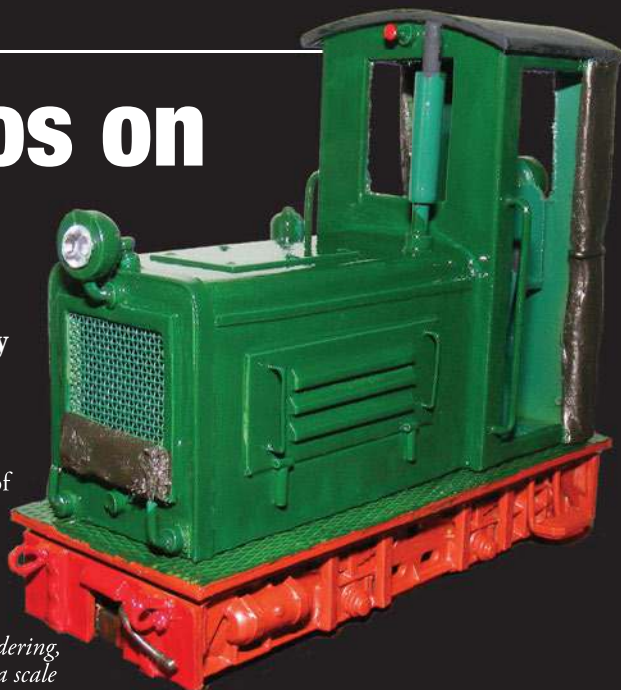
Ed's note – For those who may be wondering, Gn15 uses OO track (16.5mm gauge) to a scale of 1:22 (approximately G Scale), so representing a line of around 15-inch gauge.

I decided early on to use the fairly reliable and cheap (!) Lima diesel shunter chassis as the basis for the models. Bodywork material used is card for the basic construction, treated with cellulose sealer to add strength, plus various other materials that come to hand.

I don't want to bore you with a blow-by-blow account on construction so here is a brief description. The starting point was the floor and the buffer beams, cutting out an area large enough to accept the fitting and removal of the original chassis, with the buffer beams cut out to accept the builder's choice of couplers.

Vital extra detail

On the example illustrated here I added additional chassis details to make the loco look more substantial. These details were



mainly made from card, wire and wood built up to represent fittings.

The cab and bonnet structures can be scaled up from drawings on a computer or as I have done here, sketched onto a basic shape and then cut out, using a 1:24th scale figure to gauge the cab door size, depending whether you want a standing or sitting cab.

Most of the external details are added to the basic shell, such as handrails, grilles, exhaust and such like, prior to the final sealing before priming and painting.

I hope this brief article may be of interest to the burgeoning numbers of Gn15 enthusiasts and spur them to greater things. Some of my previous Gn15 Models are on my website <https://isimm4.wixsite.com/weardale-models> which also shows a large collection of models for various scales and genres. **NGW**



The photo at left shows the basic card construction of Iain's locomotives, while below are two more examples of his prolific output.

Photos: Iain Simm



SUBSCRIBE TODAY! - SUBSCRIBE TODAY!

FREE TICKET

**To the National Garden Railway Show,
the biggest garden railway show in
the world – Peterborough Arena,
Saturday 4th April 2020.**

TICKET



TICKET

5 issues of  for £5

2 EASY WAYS TO SUBSCRIBE!

ONLINE: www.narrowgaugeworld.co.uk

Click 'subscribe' and enter promo code NGW/146

CALL: 01778 392465 (quote code NGW/146)

Terms & Conditions: After your first 5 issues your rate changes to just £9.99 per quarter by direct debit. UK only offer. Minimum term 1 year. Offer ends 31st March 2019

Accucraft answers 16mm prayers with quarry Hunslet

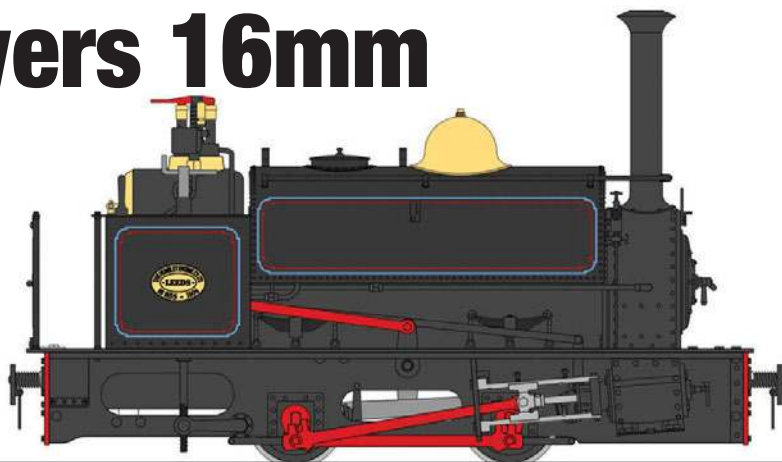
In another period of much excitement for 16mm scale modellers, Accucraft UK is attracting much of the attention with the announcement that it is to produce live-steam versions of the iconic quarry Hunslet 0-4-0ST in the scale.

While quarry Hunslets have been available before in 16mm, they have been produced as very limited runs by specialist manufacturers, with price tags to match, so this version by one of the largest manufacturers in the scale is bound to be very popular.

Accucraft UK MD Graham Langer admits that the maker has previously shied away from smaller designs in the scale, due to perceived difficulties with limited-capacity boilers. However building the recent Talyllyn Railway locos 'Talyllyn' and 'Dolgoch' has changed minds.

"As soon as we had a chance to run our model of Dolgoch last March we realised that the design brief for this small locomotive had produced an almost perfect balance of performance and duration and, despite having instinctively avoided some of the smaller designs, the possibilities for new engines were now numerous," Graham says.

"With Talyllyn No.1 designed and signed off we immediately re-drew our 7/8ths scale Quarry Hunslet locomotive as a 16mm scale model, a design whose characteristics will be much the same



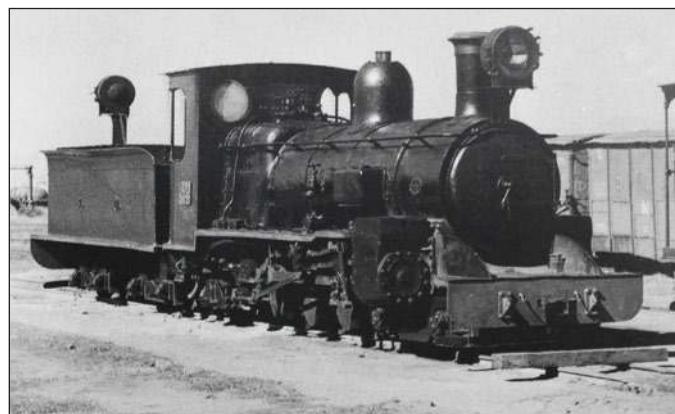
as the Talyllyn models and should prove to be a real crowd-pleaser."

The Hunslet variety modelled will be the 'Large Quarry' type, which as its name suggests is slightly bigger than the Alice class, with capacity benefits in 16mm scale.

Due to the nonetheless small size of the engine, it will only be offered in 32mm gauge. It will be to typical Accucraft style, gas-fired, constructed of stainless steel and etched brass with a copper boiler. This will be fitted with a water top-up valve, water check valve and miniature pressure gauge, and the model will, as usual, be covered by the firm's two-year warranty. Colours available will include red, black, blue and the Penrhyn lined black as above.

Accucraft hopes to have the first examples for sale in the third quarter of this year, at a currently anticipated UK recommended retail price of £1595.00.

Produced by Accucraft UK: Tel: 01981 241380. Web: www.accucraft.uk.com



Roundhouse plans FR England and Darj Pacific

Rivalling Accucraft for 'talkability' are the two planned new locos from the other major 16mm manufacturer in the UK, Roundhouse Engineering.

In 2021 the Doncaster firm plans to release a loco long-desired by many in the scale, the Ffestiniog Railway's George England 0-4-0ST.

Following on from the recent Ffestiniog Double-Fairlie (reviewed in *NGW*140), the England 0-4-0ST is already under development, though this is at an early stage and the CAD image shown above an initial design. No orders will be taken for the loco until 1st January next year.

Looking even further ahead, for 2022 Roundhouse plans to produce the impressive 4-6-2 C-class Pacific tender loco of the Darjeeling Himalayan Railway.

Again, development has scarcely begun on this engine, though like the England it is bound to be to Roundhouse's long-established top-quality technical and visual standards. We will bring you updates on both models as we get them.

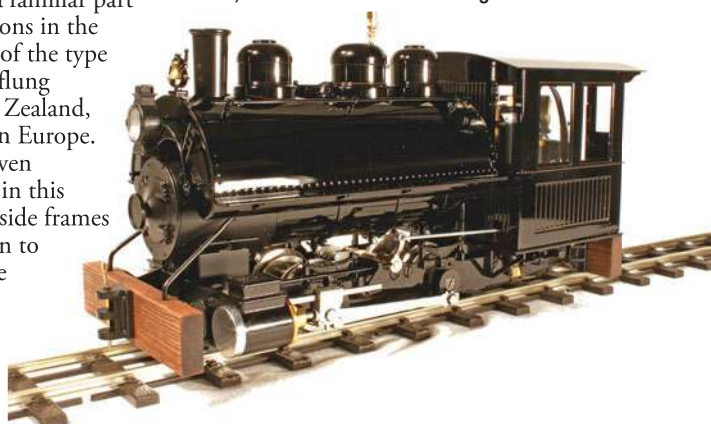
This year's release from Roundhouse is something a little different again, the Davenport 0-4-0ST that was a familiar part of American industrial operations in the early 1900s, though examples of the type did find their way to such far-flung destinations as Australia, New Zealand, the Philippines, Cuba and even Europe.

As ever the hardware is proven Roundhouse, though unusual in this instance of combining the outside frames with inside Walschaerts motion to preserve the correct look of the

prototype. The model will also be gauge adjustable between 32mm and 45mm.

We would not be surprised to see this loco attract a lot of interest at the National Garden Railway Show in Peterborough on 4th April (details on page 44).

Produced by Roundhouse Engineering: Tel: 01302 328035, Web: www.roundhouse-eng.com





■ **Accucraft's** 1:20.3 scale Isle of Man Railway G vans are now on sale, the models of the stock built from 1873 available in four varieties, two with the distinctive portholes in their side panels. Prices are around £80 each and dealers will have more details.

Accucraft plans annual open day

Accucraft UK will be staging its annual open day on 18th April at Unit 4, Long Meadow Industrial Estate, Pontrilas, Herefordshire HR2 0UA. Graham at Accucraft tells us that the format will be much the same as usual, with factory seconds, damaged items, test samples and many 'end of line' items to sell. Stock will be offered for sale on a first-come, first-served basis without prior reservation and will include 'open-box' locos, rolling stock and track components as well as sundry kits of parts with potential for re-assembly.

Accucraft locomotives in various scales will be running. Opening times are 10:30am to 4pm and there will be an on-site café offering refreshments and light lunches.

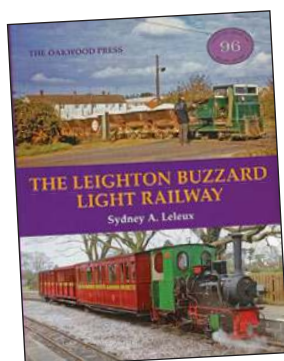
The Leighton Buzzard Light Railway – Sidney A Leleux

■ The centenary of the Leighton Buzzard Railway has sparked an unsurprising explosion in printed matter but this is probably the most significant, an updated version of Sidney Leleux's 'official' history of the 2ft gauge Bedfordshire sand line. This was first published back in 1969 and the second edition appeared as long ago as 1995.

Modern trends see this new edition enlarged from A5 hardback to A4 softback format, stretching to more than 270 pages.

The updating of the general history of the line to fill in the missing 25 years merits an extensive new chapter, while the detail that enthusiasts will crave is equally evident elsewhere in the book, for example the complete listing of the preservation operation's stock, the locos and carriages described in detail (and the LBR has many i/c engines...) and the listing even extending down to every individual wagon. All of the pre-preservation quarry locos are listed too, while there are plenty of maps and diagrams of pre-preservation operations.

There is a great deal packed into this book, and that extends to more than 50 pages of appendices and an extensive selection of photos. In today's market it is a minor disappointment that apart from on the cover the photos are entirely black-and-white, even the most up-to-date shots, but we assume this was done to keep costs in check. Overall this is the definitive history that this rather special narrow gauge railway deserves. **AC**



ISBN 978-0-85361-743-3
Published by The Oakwood Press.
Tel: 01290 551122
Email info@stenlake.co.uk
Web: <http://stenlake.co.uk>
Price £37.00



■ Leading G Scale (1:22.5 on 45mm track) supplier LGB has unveiled its 2020 new products, which includes two classic German locomotives, the Class IV K Meyer (above) and the DRG class 99 2-8-2, familiar to visitors to today's Harz line and presented here in delivery grey (below).

Both models use two powerful Bühler motors driving all of the wheelsets, and both include mfx/DCC decoders with many sound and light functions, such as headlights that change over with the direction of travel, cab lighting and a smoke unit with the steam exhaust synchronized with the wheels.

Prices for the locos are still to be confirmed but LGB dealers will be able to supply further details.

Web: www.lgb.com



County Donegal by Rail in Colour – John Langford & Neil Tee

■ Published for the 60th anniversary of the County Donegal Railways' closure, this all-colour 80-page hardback showcases 73 superb pictures taken by enthusiast and professional railwayman, John Langford, over the weekend of 14th-16th August, 1959.

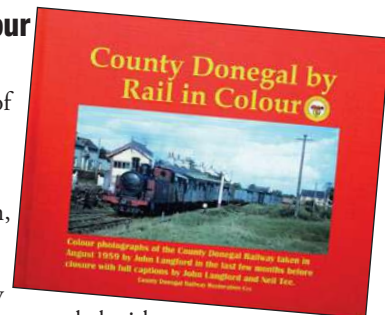
He recorded the Donegal at its busy best in its final summer, and readers are rewarded with shots of steam and diesel passenger goods trains, and, above all, the last Ancient order of Hibernians steam special to Killybegs. The CDR's famous railcars are featured as are each of the CDR steam locomotives still extant in preservation.

The reader is conducted down the Strabane-Killybegs mainline, and from Strabane to Letterkenny and Donegal Town to Ballyshannon, with pictures, even, of the legendary Sunday morning Mass-special railcar from Ballyshannon to the Franciscan Friary at Rosnowlough.

Notable are the inclusion of shots from trains at locations such as the remote Barnesmore Gap and the rocky Killybegs line seashore – the volume places the railway firmly in the context of a scenic, and, in those days, barely-developed, County Donegal.

This book is a 'must' for CDR lovers and those wanting to view this railway in action. The authors have brought the pictures to life with informative captions based on John's notes of 60 years ago, while a useful summary of CDR preservation since the railway's closure is included. **HD**

ISBN 978-1-874518-08-2 Published by County Donegal Railway Restoration CLG. Tel: 0353 (0)749722655
Web: www.donegalrailway.com Price 20 Euros





Motorcyclist to the rescue

I read with interest your article on the history of the Leighton Buzzard Railway ('The Sands of Time', *NGW*145). I was, if I recall correctly, a member for a short time in the early 1970s, but other railway interests might have distracted me, such that I didn't continue!

During this time a minor event occurred in which I played a major role. It must have been between Spring of 1971 and mid-1975, because it was during those years that I owned a Mk1 Ford Cortina GT.

I called in on the railway one Saturday morning on my way to visit my parents in Coventry. I rode on the line, but not all the way, because as we neared the northern end the loco derailed – not seriously as nothing turned over and no-one was injured. However, all the re-railing equipment was back at Pages Park, and the only vehicle available at the accident location was a Honda 50cc being ridden by a young learner.

I told the crew that the boot of my Cortina should be large enough for the gear, but they asked how I could get to Pages Park with a learner who could not carry a pillion passenger? "Ah," I said. "I've a full motor cycle licence, and I can ride pillion with him!"

We duly rode to Pages Park where the gear could indeed fit in my boot, and I then took two or three helpers as well back to the scene. By now I was obliged to leave so as not to be late in Coventry, and I never learned the outcome.

I have always wondered if the incident is mentioned at all in the railway's records?

Peter Deacon

Andrew C replies: Fascinating story Peter – there has been a clutch of new and updated histories released to accompany the centenary of the Leighton Buzzard Railway (another is reviewed in this issue) but I haven't

"All the re-railing equipment was back at Pages Park, and the only vehicle available at the accident location was a Honda 50cc being ridden by a young learner..."

Above: Those gathered for the group photo at the centenary celebration at the Leighton Buzzard Railway in November included some members who had been with the preservation effort for many years. But do any of them remember an interesting incident from the early 1970s? See Peter Deacon's letter at left...Photo: Joey Evans

found mention of such an incident yet – were any other *NGW* readers there on the day?

Not the same Bagnalls

Regarding Bob Brown's letter in *NGW*145 (Bob speculated whether Bagnall 2-82Ts used on the Amboim Railway in Angola were the same as appeared in an advertisement for the Staffordshire manufacturer in 1944 showing a loco built for the Vicongongo Railway in the Belgian Congo – Ed). Although the two designs may look similar they are in fact completely different.

The Amboim railway 2-8-2Ts (built 1941/1942) were based on a previous Bagnall design whereas the Vicongongo Railway (VR) 2-8-2T/Ts were built to a design of the Belgian builder Tubize.

Some 48 of the latter were ordered by the British Government from Bagnall but in the end only five were competed in 1943. The parts for many more were sent to a War Department depot in Derby.

During the dark days of World War 2 the Mediterranean was closed to our convoys which had to go all the way round the Cape, with its U-Boat menace, and then all the way to the Red Sea.

Someone came up with a bright idea to greatly shorten the sea journey by using the railways and rivers of the Belgian Congo, Sudan and Egypt to supply the British Army in Egypt.

First used would have been the 381-mile-long 3ft 6in gauge Congo-Ocean Railway to Leopoldville, then the Congo and its tributaries to reach the VR's 521-mile 60cm gauge network in North East Congo. This line was to be extended some 500 miles (!) north to join the Sudan Government Railways and the Nile. But in the event our victory in El Alamein made all this unnecessary.

In 1960 the Vicongongo Railway still had some 29 steam locomotives, five diesel shunters and ten main-line

diesels, 357 wagons, 14 carriages and nearly 500 road vehicles. It has since ceased operations.

Photos of a VR 2-8-2T/T and a muscular Germanic-looking six-wheeled main-line diesel can be seen in John R Day's *Railways of Southern Africa* (1963) on page 139.

After the war, in 1948, South African Railways bought 220 60cm gauge bogie boxcars from the US Transportation Corp. These had been intended for use on the extended VR.

The wheels needed to be turned to the SAR profile, however being of the US chilled cast-steel type they initially defeated the wheel lathes. The problem was solved by heating them to a dull red and working them with carbide-tipped tools, heating them continuously during the process.

Derrick Why

Andrew C replies: Another fascinating insight from Derrick on a little-known piece of narrow gauge history – we always love to hear such tales!

That's a Kerr Stuart sir...

In the article on the Sittingbourne & Kemsley Light Railway ('Still Industrial after all these years', *NGW*145), you stated that 'Superior', now at Whipsnade is a Bagnall, it's not, it's another Kerr Stuart built in 1920.

It is the same class as the Bagnalls which were built in dubious circumstances. Hunslet acquired the goodwill and designs but Bagnall recruited the chief draughtsman and allegedly acquired drawings and other parts from Kerr Stuart.

Richard Pearson

Andrew C replies: I knew that! Call it overwork - at least that's my excuse. As Richard, states, Superior is very like a Bagnall, but not a Bagnall...

A neglected Billard

Many thanks to John Organ for this informative and interesting account of the development and histories of the French Billard railcars in *NGW*145. They were and are so emblematic of the French narrow gauge from the 1930s to the present day heritage scene.

Plaudits too to the editorial team for bringing these sort of, perhaps unlikely, subjects into the magazine every issue – not an easy task I would guess given the amount of narrow gauge activity in the UK and worldwide today.

I enclose a couple of photos of Billard railcar X212 on the out-of-use line at Langostiere – the works centre for the Chemins de fer de Provence, just outside Nice. The date is 5th April 1997.

»

Heritage Steam Gala

Early May Bank Holiday Weekend
Friday 8th - Sunday 10th May



We are pleased to announce both Rishra from the Leighton Buzzard Narrow Gauge Railway & Diana resident at the Amerton Railway will be visiting Bressingham for the 2020 Heritage Steam Gala.



The 2020 Gala at Bressingham Steam Museum featuring:

- 2ft & 15" gauge railways with passenger & freight trains
- Standard gauge steam railway - Traction Engine Rally
- Miniature traction engines - Plus all of Bressingham's steamable collection will be in operation
- Over 25 engines in steam each day!

Bressingham, Low Road, Diss, Norfolk
01379 686900
www.bressingham.co.uk



ISLE OF MAN RAILWAYS

Ultimate Driving Experiences



MANX ELECTRIC RAILWAY

Try your hand at driving one of our original tramcars on the 17.5 mile Manx Electric Railway built in 1893.

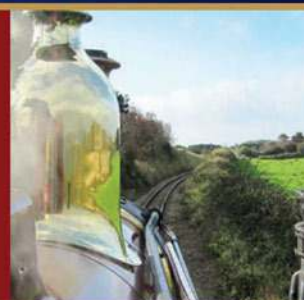
Beginners, intermediate and advanced experiences available.



STEAM RAILWAY

The 15 1/2 Mile Steam Railway built in 1874 between Douglas and Port Erin rocks gently through the beautiful countryside.

Take control of a Steam engine!



For Further information:

Isle of Man Transport, Banks Circus, Douglas, Isle of Man, IM1 5PT

Visit: www.rail.im • email: Marieanne.Hutton@gov.im

ADVERTISERS' INDEX

Amerton Railway	11
Brecon Mountain Railway	11
Bressingham Steam Museum Ltd.....	49
BURE VALLEY MODELS.....	11
Dundas Models	49
ISLE OF MAN RAILWAYS.....	11 & 49
John Sutton Models	41
Jones Springs (Engineering) LTD	4
MAINLINE & MARITIME LTD.....	4
MERIDIENNE EXHIBITIONS LIMITED.....	41
Moseley Railway Trust's Tracks to the Trenches.....	4
POWYS STEEL FABRICATIONS LTD	17
Rails Of Sheffield.....	56
RAILTRAIL TOURS LIMITED.....	2
SALISBURY MODEL CENTRE.....	4
The 7mm Narrow Gauge Assoc.....	49
Wessex Narrow Gauge Modelling	41

DUNDAS MODELS

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

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

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

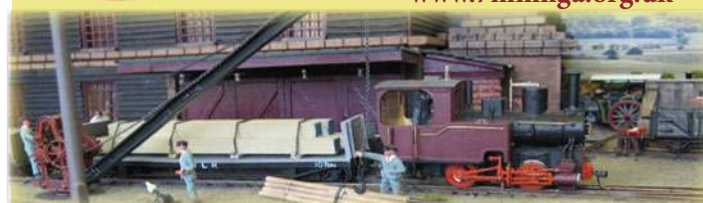
Exhibitions:

Narrow Gauge North, Pudsey Civic Hall, Dawsons Corner, Pudsey, LS28 5TA
York Model Railway Show, York Race Course, York, YO23 1EX
Narrow Gauge South, Barton Peveril College, Chestnut Avenue, Eastleigh, SO50 5ZA

14 March
11-13 April
18 April



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



For access to:

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

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



My 1991 Edition of the Platform 5 Publication, *French Locomotives and Railcars*, states that the Type A 150 D Billard railcar was constructed in 1937 and was “now in departmental service”. As the photograph shows, six years later it was showing the effect of neglect!

Alf Cutts

New Zealand gauges

I've just received *NGW*144 and was pleased to see another update re the restoration of Wellington Tramway Museum (New Zealand) tram no 17. On page 54 you note “the 3ft 6in gauge no 17” whereas it is in fact 4ft 0in gauge.

This 4ft gauge factor is noted in my letter which you published, along with a photo, in 2017 in *NGW*119. The state-owned national railway (heavy rail and such) gauge in New Zealand remains 3ft 6in. A substantial reinvestment programme

Above and above right: This Billard railcar, pictured by Alf Cutts in 1997, was in need of some TLC. See Alf's letter, left.

Below: The tramcar currently under restoration at the Wellington Tramway Museum in New Zealand boasts a spacious interior, because it is 4ft gauge, not 3ft 6in as we suggested in *NGW*144! See the letter on this page from Alan Smith. Photo: Dave Turner



for it has just been announced by the NZ Government as part of the implementation of its New Zealand Rail Plan.

The reconstructed 4ft gauge Brill 22e bogies – Edwardian traction in modern mode – were built here in New Zealand by A&G Price Ltd at the same time as Stadler AG in Switzerland were building modern 4ft

gauge electric traction bogies for the Glasgow Subway modernisation. An international narrow gauge coincidence of some note!

Tram 17 is expected to be able to run under power during this year, 2020. Further information for ‘fans of the four foot’ is online at www.wellingtontrams.org.nz

Alan Smith

Unexpected Narrow Gauge...

The Museum of Scottish Railways is located at the standard gauge Bo'ness & Kinneil Railway and with the northern portion of the UK not renowned for its narrow gauge, you might not expect to find much of interest under 4ft 8½-inch gauge on the premises. But as regular *NGW* correspondent Matt Ditch discovered on a recent visit you would be wrong...



Above: Probably the best-known item in the collection is the 1899-built 3ft gauge Barclay 0-4-0T 'Fair Maid of Foyers', which was no 5 in the fleet of contractor Morrison & Mason.



Above: Also of 3ft gauge, this Simplex 4-wheel diesel was built in 1970 for another contractor, Edmund Nuttall.

Above right: This trolley was formerly employed in a transhipment shed in Falkirk.



Right: Built in 1901 and originally cable-hauled, Car no 55 was rebuilt when the 4ft gauge Glasgow Subway was electrified in 1935 and worked until 1977.



YouTube Watch: online NG films

The online video site YouTube, which encourages users to upload their own clips, is a great source of narrow gauge items. If you've seen a clip that our readers would enjoy, why not send in the link?



■ The tiny but delightful West Lancashire Light Railway is missed by many so this 41-minute film of its Children in Need day in November 2018 is a welcome snapshot of the line, including an interesting open cab ride along its length. It's part of a 'Lifestyle Unleashed' Youtube channel that also includes visits to several other narrow gauge lines.

www.youtube.com/watch?v=Yh5Bli8Jveg&feature=youtu

Who what where...

■ So who worked out the location of the set of well-used fire irons pictured in NGW145?... At this point we can stipulate that members of the Sittingbourne & Kemsley Light Railway



were banned from answering, because yes, the photograph was taken at the Kent line's Kemsley Down works...

This month we feature a picture from our well-travelled regular contributor Michael Chapman, who came across some narrow gauge equipment where he didn't expect to – clue, it is a railway location... Answers, as ever next time...

Miniature Railways

- **Audley End Railway** (10.25in): Essex 01799 541354, www.audley-end-railway.co.uk Wknds from 21st Mar, daily 4th-19th Apr
- **Beer Heights Light Railway** (7.25in): Devon 01297 21542, www.pecorama.co.uk Daily from 21st March.
- **Lappa Valley Railway** (15, 10.25, 7.25in): Cornwall 01872 510317, www.lappavalley.co.uk Wknds, daily from 28th March.
- **Littlehampton Miniature Railway** (12.25in): Sussex www.littlehamptonminiaturerailway.com Wknds, school hols from 4th Apr
- **Moors Valley Railway** (7.25in): Hants 01425 471415, www.moorsvalleyrailway.co.uk Weekends, daily 4th-22nd April.
- **North Bay Railway, Scarborough** (20in): Yorks 01723 368791, www.nbr.org.uk, Wknds in March, daily in April school holidays
- **Rhyl Miniature Railway** (15in): Clwyd 01352 759109, www.rhylminiaturerailway.co.uk 4th-19th, 25th-26th April

Tramways

- **Douglas Horse Tramway**: Isle of Man, 01624 662525, www.rail.im/ From 20th April, Derby Castle-Broadway only in 2020.
- **Great Orme Tramway**: Conwy 01492 577877, www.greatormetramway.co.uk Daily from March, date TBA.
- **Manx Electric Railway**: Isle of Man 01624 662525, www.rail.im From 13th March, not Mon or Fri in March.
- **Seaton Tramway**: Devon 01297 20375, www.tram.co.uk Weekends in March, daily from 28th March.
- **Snaefell Mountain Railway**: Isle of Man 01624 662525, www.rail.im From 24th March, not Mon or Fri in March.

That was the year that...

Narrow gauge news stories from the archives and their legacy...

From 40 years ago

Chalk Pits Museum, Amberley, Sussex (Gauge 2ft)

Railway operation is due to commence at Easter and Ruston Hornsby 187081 will be transferred before then to the museum from Peter Smith of Rustington, where it has been restored. Other items of rolling stock are expected during the year and extensions to the track layout will take place as the track is returned from the Surrey & Hants Canal project, where it has been on loan.

It is proposed to set up an 'Industrial Railway Group' within the museum and plans include a standard-gauge steam-operated line in addition to the narrow gauge... The railway side will be unique (it is thought) as no passengers will be carried, only goods! (NGN March 1980)

From little acorns! At this stage the railway at what we know today as Amberley was a mere exhibit. The standard-gauge line never happened, while the intention not to carry passengers went too. The major catalyst was the amalgamation of the museum's railway interests with the Brockham Museum collection, the latter moving its extensive stock to Amberley after struggling over many years to obtain planning permission to develop at its Surrey chalk pit site. Today many enthusiasts know Amberley as a major narrow gauge collection in a suitably industrial location.



Back in 1980 those setting up the initial railway operation at Amberley could not have imagined what it would grow into, seen here in 2013.

Photo: Andrew Charman

After 25 Years...

As reported in the last NGN Brian and Carol Gent purchased Orenstein & Koppel 5129/1933 which has lain for about 25 years half buried in a children's playground in Essex. The playground has recently been taken over by British Gas as a site for a natural gas pressure-reducing station. They kindly arranged to lift the loco out for Brian to collect. When the collection party arrived with Alan Keef's lorry on Christmas Eve, the loco was nowhere to be seen!

Unable to discover its whereabouts (due to Christmas festivities) the move was abandoned. Subsequent enquiries found that the Gas Board's contractors had cleared the site a few days previously and although Brian traced the loco, it had been through the crusher at the local scrapyard and was beyond redemption.

The moral of the story – if you buy a loco, get it out and collected as soon as possible! (NGN March 1980)

Very much a cautionary tale with a moral point well made! Thankfully in the 21st century the value of heritage is rather more appreciated and such a piece of wanton vandalism could not happen today – could it?

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



What's On Guide

	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
Almond Valley Rly: 01506 414957 www.almondvalley.co.uk/Railway.html																									
Amberley Museum: 01798 831370 www.amberleymuseum.co.uk																									
Amerton Railway: 01785 850965 www.amertonrailway.co.uk																									
Apedale Valley Rly: 0845 094 1953 www.avlr.org.uk																									
Bala Lake Railway: 01678 540666 www.bala-lake-railway.co.uk																									
Brecon Mountain Rly: 01685 722988 www.bmr.wales																									
Bressingham: 01379 686900 www.bressingham.co.uk																									
Bure Valley Railway: 01263 733858 www.bvrw.co.uk																									
Cleethorpes Coast Light Railway 01472 604657 www.cclr.co.uk																									
Corris Railway: 01654 761303, www.corris.co.uk																									
Evesham Vale Light Rly: 01386 422282 www.evlr.co.uk																									
Exbury Gardens Railway: 023 80891203 www.exbury.co.uk																									
Fairbourne Railway: 01341 250362 www.fairbournerrailway.com																									
Ffestiniog Railway: 01766 516000 www.festrail.co.uk																									
Golden Valley Light Railway: 01773 747674 www.gvrl.org.uk/																									
Great Whipsnade Rly: 0844 225 1826 www.zsl.org/zsl-whipsnade-zoo																									
Groudie Glen Railway: 01624 670453 www.ggr.org.uk																									
Hampton Kempston Rly: 07583 560167 www.hamptonkempstonrailway.org.uk																									
Hayling Seaside Rly: 07775 696912 www.haylingrailway.com																									
Heatherslaw Light Rly: 01890 820317 www.heatherslawlightrailway.co.uk																									
Isle of Man Steam Rly: 01624 663366 www.gov.im/publictransport																									
Kirklees Light Rly: 01484 865727 www.kirkleeslightrailway.co.uk																									
Launceston Stm Rly: 01566 775 665 www.launcestonr.co.uk																									
Leadhills & Wanlockhead Railway www.leadhillsrailway.co.uk																									
Leek & Rudyard Railway: 01538 306704 www.rlsr.org	<i>Timetable not available at press time - check website</i>																								
Leighton Buzzard Railway 01525 373888 www.buzzrail.co.uk																									
Llanberis Lake Rly: 01286 870549 www.lake-railway.co.uk																									
Lynton & Barnstaple Railway: 01598 763487 www.lynton-rail.co.uk																									
North Gloucestershire Railway: www.toddington-narrow-gauge.co.uk																									
Old Kiln Light Rly: 01252 795571 www.oldkilnlightrailway.co.uk																									
Perrygrove Railway: 01594 834991 www.perrygrove.co.uk																									
Ravenglass & Eskdale Rly: 01229 717171 www.ravenglass-railway.co.uk																									
Romney, Hythe & Dymchurch Rly 01797 362353, www.rhdr.org.uk																									
Ruislip Lido Railway: 01895 622595 www.ruislipidorailway.org																									
Sittingbourne & Kemsley Railway: 01795 424899, www.sklr.net																									
Snowdon Mountain Rly: 0870 450 0033 www.snowdonrailway.co.uk																									
South Tynedale Rly: 01434 381696 www.south-tynedale-railway.org.uk																									
Steeple Grange Lt Rly: 01629 55123 www.steeplegrange.co.uk																									
Talylyn Railway: 01654 710472 www.talylyn.co.uk																									
Threlkeld Msm: 01768 779747, www.threlkeldquarryandminingmuseum.co.uk																									
Vale of Rheidol Rly: 01970 625819 www.rheidolrailway.co.uk																									
Waterworks Railway: 020 8568 4757 www.waterandsteam.org.uk	<i>Timetable not available at press time - check website</i>																								
Wells Walsingham Rly: 01328 711630 www.wellswalsinghamrailway.co.uk																									
Welsh Highland Railway 01766 516000, www.festrail.co.uk																									
Welsh Highland Heritage Railway 01766 513402, www.whr.co.uk	<i>Timetable not available at press time - check website</i>																								
Welshpool & Llanfair Light Railway 01938 810441, www.wlrl.org.uk																									
West Lancashire Light Railway 01772 815881, www.westlancs.org																									
KEY Trains (steam or diesel), Special events, No trains	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25

No responsibility can be accepted for dates on list - check with line before travelling. Not in our list? Send details to address on page 3 or to Andrewcharman@warnersgroup.co.uk

* = Snowdon Mountain Railway opening day dependent on weather at summit of mountain, check website.

[illegible]

Eureka – 1995...

Adrian Garner recalls a visit to Durango and a surprise encounter with a steam special hauled by 'Eureka' – the locomotive featured in *Waite's World* in NGW144.



In the late autumn of 1995 I had business meetings in New York and further meetings the following week in Los Angeles. At the weekend I had to make the five-hour flight across the USA. I was about to arrange a direct flight for the Saturday and spend my free day in Los Angeles when it struck me that Denver was nearly under the flight path and about two-thirds of the way across the States. I had visited the 3ft-gauge line that runs between Durango and Silverton back in 1973. Would it be possible to break my journey and to see it again?

A look at flight times, which were then on paper allowing all flights to be seen, showed many alternatives for both legs of my proposed journey. Even better, there was no additional cost in breaking it. This left the short return flights between Denver and Durango – again the timings looked possible with the bonus that the cost of a hotel in Durango was

substantially less than in Los Angeles and more than offset the cost of these short flights.

So after my meeting on 29th September I flew to Denver where there was a heavy late-afternoon thunderstorm. My local flight was delayed about an hour and it was the bumpiest I have ever experienced. I stayed in my hotel in Durango for the evening to avoid the torrential rain. Had this been a silly idea?

On the Saturday I rose early to be greeted by gorgeous sunlight but when I got outside it was near freezing. Durango is 6,500ft above sea level and very cold by late autumn. I should have brought warmer clothing.

I walked down to the station still not quite convinced by my decision but to my surprise and delight there was a gathering around a rare visitor to the line, the locomotive 'Eureka'. The cold and previous night's rain were now irrelevant.

Above: Exhaust steam emits from the open cylinder cocks as 'Eureka' blasts over the road crossing outside Durango station. Freezing temperatures ensured maximum steam visibility.

Below: Unique spectacle at Silverton of two Baldwin locos built 50 years apart. The K-36 2-8-2 of 1925, just visible at left, was on a service train.

Left: Eureka is highlighted by the setting sun on its return to Durango.

Photos by Adrian Garner, 30th September 1995

A rare treat

Built by Baldwin in 1875, Eureka is now the only working example of the 4-4-0 American Standard design. Two other locos of the type exist but neither is operable. But on that Saturday in 1995, this wood-burning loco hauled restored carriage 'Pinkerton' and caboose no 0500 over the whole line to Silverton with multiple stops for water.

By luck with the timing of my train I was able to watch Eureka depart Durango, see it whilst my scheduled train passed one of the stops for water, see the arrival at Silverton and return to Durango.

On the Sunday the loco made one further trip to Cascade Canyon Wye before leaving the Durango & Silverton Narrow Gauge Railroad. I did not have time to watch the departure as I was on my way to the airport but I was satisfied that I had enjoyed a rare memorable day on the line from Durango. **NGW**



**NARROW
GAUGE
WORLD**

Presents...



LONDON'S LEADING MODEL RAILWAY SHOW

DISCOVER

- ✓ 40 LAYOUTS CHOSEN BY THE MRC
IN MAJOR SCALES, GAUGES AND ERAS
- ✓ EXPERT DEMONSTRATIONS

SHOP

- ✓ 100+ TRADERS / SOCIETIES
- ✓ STOCK UP ON ESSENTIALS FOR YOUR HOBBY
- ✓ LOOK OUT FOR COLLECTABLES, PRE-OWNED
ITEMS, TOOLS, BOOKS & MORE!

**BOOK
& SAVE!**

Adult: £12.00 | Children(5+): £6.50

**NARROW
GAUGE
WORLD**

**SUBSCRIBERS
£11.00**

Kindly sponsored by:



SAT 10AM - 5PM & SUNDAY 10AM - 4:30PM | ADVANCED TICKET HOLDERS 9:30AM EARLY ENTRY

FREE PARKING OR SHUTTLE BUS | ALEXANDRA PALACE, N22 7AY

To Book - **WWW.MODEL-RAILWAY-SHOWS.CO.UK | 0844 581 4972**

Terms & Conditions: Calls are charged at 7p per minute, plus your phone company's access charge. Fee applies for postal tickets. E-Tickets are free of charge.



RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of



WANTED

CASH OR EXCHANGE

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

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

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

FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE

**TOP
GUARANTEED
PRICES
PAID**

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

**FAMILY
BUSINESS
FRIENDLY
SERVICE**



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

AND MORE...

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

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

Email: info@railsofsheffield.com

Web: railsofsheffield.com

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

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

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

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