

NARROW GAUGE WORLD

ISSUE 147
MAY 2020



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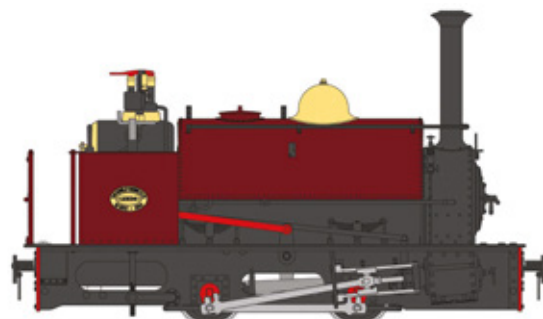
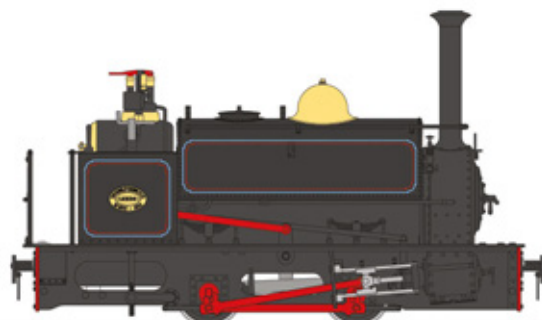
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NEW FOR 2020! 1:19 SCALE QUARRY HUNSLET

As soon as we had a chance to run *Dolgoch* last March we realised that the design brief for this small locomotive had produced an almost perfect balance of performance and duration and, having instinctively avoided some of the smaller designs, the possibilities for new engines were now numerous. With Tallylyn No.1 designed and signed off we immediately re-drew our 7/8ths" Quarry Hunslet as a 16mm model, a design whose characteristics will be much the same as the TR models and should prove to be a real crowd-pleaser.

The more generous proportions of the 'Large' type Quarry Hunslets will prove beneficial to the locomotive's run-time although to avoid compromising the look of the model we will only be offering it in 32mm gauge. The model is gas-fired and fitted with a water top up valve, water check valve, miniature pressure gauge; constructed of stainless steel and etched brass with a copper boiler, the model will, as usual, be covered by our two-year warranty. The anticipated UK RRP is £1595.00 (subject to the usual provisos), available Q3 2020.



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PUBLISHER
Steve Cole
stevec@warnersgroup.co.uk

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

FEATURES EDITOR
David Joy
Email: dawjoy1@gmail.com

DESIGN & PRODUCTION
Andrew Charman

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

SALES EXECUTIVE
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

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Fax: (0) 1778 421706
Email: subscriptions@warnersgroup.co.uk

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Cover: Just days before Coronavirus precautions closed down the narrow gauge world, one of the very last events held was a photo charter on the Tallyllyn Railway, here featuring former Corris locos 'Sir Haydn' and 'Edward Thomas' in seasonal surroundings at Rhydyronen.

Photo: Joey Evans

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Danger – all stop...



Main photo: This picture was taken in late 2014 but perfectly portrays today's situation. A photo charter on the Welsh Highland Railway on 3rd November that year marked the final outing for Garratt K1 before withdrawal with an expired boiler ticket. The loco was due to make a triumphant return at the first Statfold Barn open day of 2020 but that, like everything else, has fallen victim to coronavirus. Photo: Steve Sedgwick

Welcome to the new edition of *NGW* and an editorial I could never have dreamed of writing just a few short weeks ago when I was last on this page. As these words are penned the world is gripped by the coronavirus and at a virtual standstill. And that of course includes the narrow gauge world, just days before Easter when many lines would normally be opening for the first time, hoping for good weather and an early-season bank holiday boost.

Firstly I must offer the sincere hope from all of us involved in *NGW* that you, your family and friends are staying safe and escaping the deadly threat of COVID-19. As I write the UK is on lockdown, with little likelihood of that situation changing by the time you read these words, so I can only reiterate the advice of those that know best – if we are going to get through this and return to normal life as quickly as possible we need to stay home and follow the advice to keep safe.

We are continuing to produce *NGW* as normally as possible and to deliver the magazine to all our usual outlets though we appreciate you may have difficulties under the lockdown in for example picking up your usual copy from your newsagent. We offer a number of options to obtain *NGW* without leaving your house, from buying

single printed issues online for postal delivery to printed or digital subscriptions, with cash savings, and all these options are detailed in the table at right.

Producing *NGW* in the current environment is of course more difficult – I am used to working at home but our production team at head office in Lincolnshire are certainly facing challenges. However we are all determined that it will be business as usual in the services we offer to our readers.

Tough on the lines

Our following news pages are of course dominated by one story and there is little doubt that the after-effects of the pandemic will seriously affect the narrow gauge world for a long time. Several voices in the industry are suggesting out loud that lines will be lost to the virus and sadly I don't think they are being over-dramatic.

If you are in a position to help your favourite line with a donation, perhaps of what you would have spent visiting it had the crisis not hit, then it will be very welcome and very possibly vital. The railway websites with their donation pages are listed on page 7.

Meanwhile please stay safe and we hope to be able to paint a more upbeat picture in next month's issue.

Andrew Charman

How to stay at home and still obtain your NGW

■ In the current situation some explanation of our various options to order *NGW* online for delivery to your home might be helpful.

You can buy a single printed issue of the latest edition, for delivery by your postman, at;

www.world-of-railways.co.uk/Store/Latest-Issue/narrow-gauge-world

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We also offer two digital options. You can sign up to a digital subscription, downloading each issue of your subscription to keep, from Pocketmags;

www.warners.gr/narrowgaugeworlddigital

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www.world-of-railways.co.uk/store/digital-archive/narrow-gauge-world



Coronavirus – fears some lines

As this issue went to press on 11th April the narrow gauge world was at a complete standstill, shut down, as has been normal life across most of the globe, by the onset of the Coronavirus pandemic.

And as stations stood empty in a week when they should have been welcoming early-season visitors over the Easter holiday, and workshops locked and devoid of volunteers and staff, fears of the longer-term economic effect on the industry grew.

By 23rd March, when the Government announced a 'stay-at-home' lockdown, all lines were stopped for the first time in preservation history, at the end of a week which the Heritage Railway Association dubbed "one of the most testing and trying ever faced by heritage rail."

Lines faced a total lack of income when they would have expected to be recouping their winter expenditure – Ffestiniog & Welsh Highland Railway (FF&WHR) general manager Paul Lewin was quoted in some media as predicting "a cull of railways" due to the economic damage the shutdown would cause.

Virus concerns first emerged at the start of March, and those railways already operating initiated protective measures including making hand sanitisers available to visitors and spacing out seating in their tearooms to encourage social distancing. Lines yet to open planned similar moves.

However the situation quickly became more serious, with particular concern that many involved in running heritage railways are in the older age group considered as more vulnerable in the pandemic.

Government advice on 16th March, that people should work from home where possible and avoid social venues, was followed within days by all railways suspending train services – some until further notice and others initially for fixed periods which have since been extended.

One of the last to close was the Ravenglass & Eskdale Railway – the line maintained trains despite criticism on social media, arguing that it was providing a transport service in a valley with poor road links, but on Friday 20th March it too suspended its services.

Within days the situation deteriorated further when new lockdown measures on 23rd March forced railways to close completely to staff and volunteers, bringing maintenance and restoration work to a halt.

Financial loss to run deep

Many lines with paid staff have since 'furloughed' them, which will see the Government pay 80 per cent of their salaries, but during which they cannot work for their employers. At the same time management and trustees have urgently been enquiring as to what other grant or government support is available and trying to calculate the potential economic impact of the shutdown, with the very real issue of not knowing how long it will last.

There was also dismay and anger among some lines on being told that business interruption insurance they had taken out would not pay out as the COVID-19 virus – unknown until this outbreak – was not specifically listed (see page 9).

Launching a fundraising appeal, the FF&WHR stated that in a normal year the

'Frustrating but necessary – the effects will be very difficult to deal with...'

■ Speaking to *NGW* while sitting at a sun-dappled but empty Llanfair Caereinion station on 7th April, Welshpool & Llanfair Light Railway GM Charles Spencer described the Coronavirus lockdown as "frustrating for everybody", while recognising that the lockdown measures are all very necessary.

The mid-Wales line has suspended its season until at least May, and on 1st April furloughed four of its five salaried employees and its tearoom staff, only Charles continuing to work on a reduced salary with a couple of key volunteers.

"We can only imagine what we would have been doing in a week like this when we've had sun every day, there would have been many members here undertaking a host of roles," he said.

"As we don't have visitors here we don't have money coming in and that for all

heritage railways is going to be the critical factor. Having been through a winter with the usual projects and expenses they would normally expect to open for Easter and start earning money to pay for it all."

Charles added that the W&LLR was fortunate in having financial reserves which it was guarding very carefully; "But there are expenses that don't stop when you are not running. Without knowing how long it's going to go on, or how it's going to unwind at the end it's very difficult to know what the full effect will be, but it won't be good."

He predicted that every heritage railway would find the situation highly challenging; "None of us are in this business to make money, none of us turn a profit, most of us are charities, take away our revenue and it's going to be difficult to deal with."

And he added that the knock-on effects of the pandemic would extend beyond loss of revenue; "Our loco overhauls have stopped, building projects have stopped, track maintenance, and when we start up again it's not just a question of turning a key. We have to make sure everything is safe, inspections that haven't been done will have to be carried out for example."

The one bright spot, Charles concluded, has been the response to the W&LLR's fund-raising appeal. "The support from people has been brilliant – members and our supporters but also complete strangers have been answering our appeal for funds. And even without the money the tone of the comments on our social media posts has been very heartening and shown that we have a place in people's hearts."



may not recover

lines generate £6.5m in revenue but have a wage bill of £2.5m. "What a wonderful railway we now have," Paul Lewin said in a video message to supporters. "But all of that is at risk due to Coronavirus, a very sad situation we find ourselves in."

Talylyn Railway GM Stuart Williams stated that if the line remained closed until June it would lose out on a potential £250,000 in revenue. And the Bala Lake Railway's Julian Birley said that the line was facing the greatest crisis it has ever seen, through no-one's fault; "50 years of hard work and dedication is at risk."

Within days of trains stopping fund-raising appeals were launched by many lines, with initially gratifying results – several lines reported donations into five figures within two weeks of starting their appeal.

As well as wholesale cancellations

of revenue-boosting special events (see page 8), many railways will also face severe disruption from delays to maintenance and restoration projects.

Typical of those in this situation is the Welshpool & Llanfair Light Railway, which has not only had the already much-delayed restoration of Franco-Belge 0-8-0T 'Sir Drefaldwyn' again halted, but has also seen work stop on Beyer Peacock 0-6-0T 'The Earl' due to closure of the workshops at the Vale of Rheidol Railway, where the loco was being overhauled, and the East Lancashire Railway, where boiler work was being done. The anticipated June return of The Earl to Llanfair is now looking very unlikely.

As the normally lucrative Easter holiday arrived there appeared little end to the crisis, only a realisation that once over its effects will be keenly felt in the narrow gauge world for a very long time.

Above left: No Easter visitors to the Welshpool & Llanfair on 7th April as general manager Charles Spencer maintained a security watch over the empty Llanfair Caereinion station.

Above: Restored Garratt loco K1 was due to return to steam at Statfold's first 2020 open day but the event was postponed to 8th August.

Right: Just about the last event before the lockdown was a photo charter on the Talylyn Railway on 16th March. The photographers' train is seen leaving Rhydyronen station behind 0-4-2T 'Tom Rolt'.

Far right: The June Gala at which the Ffestiniog Railway's restored England 0-4-0ST 'Welsh Pony' was due to be unveiled at has been postponed by a year.



Photos:
Andrew Charman, Barbara Fuller, Chris Parry/FF&WHR

Latest information and appeals

Our Diary page does not appear in this issue as at the time of writing it is impossible to predict when lines will reopen and in what form.

Many lines are running fund-raising appeals to help with costs while they have no revenue. Readers can donate to such appeals through the websites listed below – these will also carry details of train services when they restart.

NGW will also carry the latest news of reopenings on its Facebook and Twitter feeds (see page 3)

Almond Valley Railway: www.almondvalley.co.uk/Railway.htm

Amberley Museum: www.amberleymuseum.co.uk

Amerton Railway: www.amertonrailway.co.uk

Apedale Valley Railway: www.avlr.org.uk

Bala Lake Railway: www.bala-lake-railway.co.uk

Brecon Mountain Railway: www.bmr.wales

Bressingham Steam Museum: www.bressingham.co.uk

Bure Valley Railway: www.bvrw.co.uk

Cleethorpes Coast Light Railway www.cclr.co.uk

Corris Railway: www.corris.co.uk

Evesham Vale Light Railway: www.evlr.co.uk

Exbury Gardens Railway: www.exbury.co.uk

Fairbourne Railway: www.fairbournerrailway.com

Ffestiniog Railway: www.festrail.co.uk

Golden Valley Light Railway: www.gvlr.org.uk

Great Whipsnade Railway: www.zsl.org/zsl-whipsnade-zoo

Groudle Glen Railway: www.ggr.org.uk

Hampton Kempston Railway: www.hamptonkempstonrailway.org.uk

Hayling Seaside Railway: www.haylingrailway.com

Heatherslaw Light Railway: www.heatherslawlightrailway.co.uk

Isle of Man Steam Railway: www.gov.im/publictransport

Kirklees Light Railway: www.kirkleeslightrailway.co.uk

Launceston Stm Railway: www.launcestonr.co.uk

Leadhills & Wanlockhead Railway www.leadhillsrailway.co.uk

Leek & Rudyard Railway: www.rlsr.org

Leighton Buzzard Railway www.buzzrail.co.uk

Llanberis Lake Railway: www.lake-railway.co.uk

Lynton & Barnstaple Railway: www.lynton-rail.co.uk

North Gloucestershire Rlwy: www.toddington-narrow-gauge.co.uk

Old Kiln Light Railway: www.oldkilnlightrailway.co.uk

Perrygrove Railway: www.perrygrove.co.uk

Ravenglass & Eskdale Railway: www.ravenglass-railway.co.uk

Romney, Hythe & Dymchurch Railway: www.rhdr.org.uk

Ruislip Lido Railway: www.ruislipidorailway.org

Sittingbourne & Kemsley Railway: www.sklr.net

Snowdon Mountain Railway: www.snowdonrailway.co.uk

South Tynedale Railway: www.south-tynedale-railway.org.uk

Statfold Barn Railway: www.statfoldbarnrailway.co.uk

Steeple Grange Light Railway: www.steeplegrange.co.uk

Talylyn Railway: www.talylyn.co.uk

Threlkeld Museum: www.threlkeldquarryandminingmuseum.co.uk

Vale of Rheidol Railway: www.rheidolrailway.co.uk

Waterworks Railway: www.waterandsteam.org.uk

Wells Walsingham Railway: www.wellswalsinghamrailway.co.uk

Welsh Highland Railway: www.festrail.co.uk

Welsh Highland Heritage Railway: www.whr.co.uk

Welshpool & Llanfair Light Railway: www.wllr.org.uk

West Lancashire Light Railway: www.westlancs.org



'Our line will survive – but we fear losing the summer season'

The Fairbourne Railway's Murray Dodds has tried to paint an upbeat picture of the Coronavirus situation, but the manager of the mid-Wales 12¼-inch gauge line admitted to *NGW* that there are serious concerns.

"As one of the smaller lines, in some ways we are fortunate that our overheads are also smaller, but on the flip side, our reserves are not so large," Murray said.

"Most of the smaller railways also have much smaller supporting societies, and so are much less likely to be able to raise significant sums in emergency appeals from our members and volunteers.

Less staff flexibility

"We also won't have the same scope for longer-term savings as all our paid staff are key to our operations. If for instance, one of our larger friends finds the coming winter tight, a track gang could be reduced from five to four staff, or they may not keep on so many catering staff over the closed period. We aren't able to make the equivalent savings."

Murray added that fixed costs such as insurance don't go away, and are a proportionally larger part of the spend for small lines with few or no paid staff than they are for larger operations.

While completely understanding and supporting the need for the shutdown, Murray added that the worst-case scenario for lines such as the Fairbourne would be to lose the whole summer season, with no real income, and then be cut off from Government lifelines just at the start of the autumn/winter period.

"As a beach attraction, Fairbourne relies almost exclusively on holidaymakers taking their break on the coast – we don't see too many in November!

No Gala in 2020

"We also only stage one gala event per year which we've sadly had to call off – it was scheduled for the end of May Bank Holiday, and I don't believe we will be back to normal in time to pull everything together required for an event like this.

"Other lines are, perhaps, in a more fortunate position – they have a couple of galas a year so will hopefully still be able to stage autumn events. Also, many lines make a good profit from Santa Specials while ours is a small operation patronised largely by locals and supporters."

Murray refused to be too gloomy, however. "With careful financial husbandry, and continuing generous support to our appeal, we will get through and hopefully we will see full trains before the summer is out. You never know, we may even find that folk choose to holiday at home (when they are allowed out!), rather than expensive trips abroad."



Shutdown decimates 2020 special events

On 10th March, following a remarkable overhaul lasting three months (*NGW* 146), pioneer Garratt K1 was successfully steamed at the Statfold Barn Railway.

However the delight turned to disappointment when just a week later the enthusiast's day planned for 21st March, at which the loco would have made its public debut, became the first major event of the 2020 season to fall victim to Coronavirus.

Very quickly the list of cancelled events grew, covering just about every major date planned in the first half of 2020 including the much-anticipated 'Fairlie Eventful' weekend on the Ffestiniog Railway.

Scheduled for 19th-21st June to mark the 150th anniversary of the trials on the Welsh line that proved Robert Fairlie's articulated engine concept, and set to see the return to service for the first time in preservation of the FR's only 'Large England' 0-4-0ST 'Welsh Pony', Fairlie Eventful has been postponed by a year to 18th-20th June 2021.

Other events called off include the Easter 'Rush Hour on the Railways' festival on the Isle of Man, the Fairbourne

Railway's Spring bank holiday Gala and the Ravenglass & Eskdale Railway's Diamond Gala. This was scheduled for 8th-10th May to celebrate 60 years of preserving the Cumbrian 15-inch gauge line but will now be rescheduled to 2021.

For many lines equally as critical were the enforced cancellation of several events aimed at general non-enthusiast visitors, such as Easter attractions and catering trains, and which provide important revenue boosts for the lines concerned.

The Welshpool & Llanfair has cancelled a Fish & Chip train scheduled for 24th May and Welsh Tea trains on 30th-31st May, the Leighton Buzzard Railway canned its Easter Egg hunt while hoping that the Bedfordshire Gin & Whisky Festival planned for 29th March could be rescheduled later in the year, and other railways have been forced to make similar decisions over their events programme.

Statfold has set a revised date of 8th August for its Enthusiast Day, with K1 again the star attraction. The Giant Miniature Weekend that was set for 8th-10th May has also been called off.



Above: Garratt K1 was ready for action at Statfold Barn on 10th March, but with no prospect of any passengers for a while.

Left: Another loco's starring moment that has fallen victim to Coronavirus. The Leighton Buzzard Railway had been planning to relaunch newly restored Kerr Stuart Wren 0-4-0ST 'Peter Pan' at an event on 19th April.

Both photos: Joey Evans



■ First photos have emerged of the two new 800mm hybrid electric locomotives being built by Clayton Equipment Ltd for the Snowdon Mountain Railway. No general arrangement drawings have yet been published but it is clear from the main picture that they will be very long locos. *NGW* understands that this is because each one will include a 12-seat passenger pod on its front end. Photos: Peter Johnson



£25K plea to secure Wells

The Wells & Walsingham Light Railway has launched an urgent £25,000 fund-raising campaign to ensure its survival.

The four-mile long 10¼-inch gauge line in Norfolk relies entirely on passenger receipts and has endured a poor start to the year with winter storms preventing it running on several days.

Now the lockdown due to the Coronavirus outbreak could according to managing director Nick champion have "catastrophic" effects, threatening the future of the line.

The railway has started a GoFundMe campaign with the aim of raising £25,000 to cover four months of fixed costs. It has also reluctantly put one of its grounded former Great Eastern Railway carriage bodies, dating from the 1880s, up for sale on eBay, with a £10,000 asking price.

The campaign is at www.gofundme.com/f/keep-the-wells-walsingham-light-railway-steaming

STOP PRESS...

Bure Valley in plea to MPs after insurers throw out virus claim

The Bure Valley Railway is targeting support from MPs across the UK after it had a claim for compensation due to the Coronavirus outbreak rejected by its insurers.

In a post to the Norfolk 15-inch gauge line's Supporters Group, managing director Andrew Barnes said that despite having the most comprehensive cover available on the UK market, with a specific extension "for business interruption in the event of an unspecified notifiable disease within 25 miles of our premises", the claim had been rejected.

"Until earlier this week the Association of British Insurers website was saying that this was the type of policy that would pay out in the event of COVID-19," Andrew said.

"They have now changed this to say that only Pandemic insurance will pay out – this is a bit of a challenge as no Pandemic insurance has ever been written in the UK."

He added that insurers had rejected the claim on the basis that the line's losses were not due to the virus, but as a result of action taken by the Government to restrict movement, and this was uninsured.

"We challenged this as Government action was a direct result of the virus and the virus was the primary cause," Andrew said.

The Bure Valley has lodged a formal complaint against the decision and contacted its local MP who has been very supportive. Andrew has asked all in the heritage rail environment to raise the issue with their MPs and local media in order to publicise the stance that insurers are taking.

Speaking to *NGW*, Andrew said that the BVR is fortunate in having no debt. "An

extended shutdown will mean the loss of the summer season revenue but with job-retention scheme support and cutting fixed costs to the bone we should survive," he said.

"The challenge will be when the shutdown ends and if we have not had a summer season. Without the insurance we will have insufficient funds to survive the winter and will be forced to cut jobs just to survive until next Easter.

"We will do everything to avoid this and hope that the insurance company have a change of heart or are compelled to do so by the Government."

NGW understands that a number of other railways are likely to find themselves in a similar position to the BVR.

Below: The Bure Valley has been shocked by its insurers' response.

Photo (taken in 2015) by Andrew Charman



BRIEF LINES

Defibrillators on FF&WHR

The Ffestiniog & Welsh Highland Railways have installed nine heart defibrillators along their route. Funded by donations, the emergency units are now located at Porthmadog, Blaenau Ffestiniog and Caernarfon stations, Boston Lodge works and on the five main carriage sets.

Corris closes on fund target

The Corris Railway has raised £30,000 of the £44,000 target announced in November 2019 to complete work on the motion of its new-build Falcon 0-4-2ST no 10. With more donations to www.corris.co.uk the line hopes to have the engine's bottom end running on compressed air at the September open day of builder Alan Keef Ltd.

Lynton station for sale

Bratton Fleming station, on the former Lynton & Barnstaple Railway, was due to be sold by sealed bid auction on 17th April. Since the Devon 2ft gauge line closed in 1935 the station has been converted into a private house with a single-storey extension. The owners are seeking offers over £325,000 but the sale details make no mention of the potential reinstatement of the railway.



Talylllyn included in slate World Heritage Site bid

The Talylllyn Railway has been included in a bid to have the Welsh Slate Landscape named a World Heritage Site, which has now been formally submitted by the UK Government to UNESCO.

If the bid is successful the slate landscape of Gwynedd will be ranked alongside such internationally recognised sites as the Great Wall of China, the Taj Mahal, the Grand Canyon and the Great Barrier Reef – and the Darjeeling Himalayan Railway.

The Talylllyn Railway, opened in 1865 to transport slate from the Bryneglwys quarries, has been a supporter of the Welsh Slate Landscape project since its earliest days, announcing its formal backing for the scheme in July 2015. Alongside its slate heritage the bid acknowledges that the Talylllyn was the first narrow gauge railway in the world designed for steam operation from the outset and that also in 1951,

became the world's first preserved railway.

TR general manager Stuart Williams has been working alongside the bid team for more than two years. "This is a significant opportunity for the North Wales area to showcase its fascinating landscape," he said.

"As one of the seven areas the bid focussed on, the railway is delighted to be involved and we are working on a number of projects to help tell the story of slate and its significance in the Fathew Valley."

If the bid is successful, the Welsh Slate Landscape will become the 33rd UNESCO World Heritage site to be recognised in the UK and the TR will become the new site's southern hub.

Photo: The slate heritage of the Talylllyn extends to smaller details, such as the traditional slate fencing here in front of Fletcher Jennings 0-4-2ST 'Talylllyn'. Photo: Ian Drummond/TR

FR's winter of carriage building and renovation

A busy winter in the Ffestiniog Railway's carriage works at Boston Lodge has included significant progress on the replica Pickering carriage being built for the Welsh Highland Heritage Railway (NGW145).

The body of the brake composite vehicle, recreating a carriage that ran on the North Wales Narrow Gauge Railway and then on the original Welsh Highland Railway, is rapidly taking shape.

The works has also been finishing a new bogie carriage for the Welsh Highland

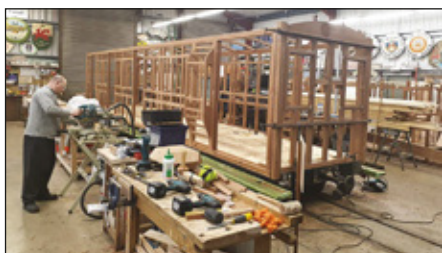
Railway – this had been scheduled to enter service shortly after Easter before work was stopped by the Coronavirus pandemic.

A winter overhaul of FR carriage 15, built in 1871 and one of the first bogie carriages to operate in the UK, has included some refurbishment to its wooden body and repainting in its original livery.

FR Pullman observation car no 152 has been revarnished and when outshopped will be named 'Eryri-Snowdonia' (Welsh on one side and English on the other), completing a programme to give all four observation carriages local names.

FR carriage 102 is being renovated as a volunteer project and having previously been a first-class observation saloon, will return in third-class format.

Building of the WHHR's replica carriage has been making rapid progress in the Boston Lodge works. Photo: FF&WHR



Ratty train in collision with delivery van

A Ravensglass & Eskdale Railway passenger train was in collision with a van belonging to international delivery company DPD on 23rd February.

The latest in a series of level crossing incidents on heritage railways occurred at the minor road crossing at Eskdale Green.

Social media pictures showed 2-8-2 'River Esk', hauling the 12.30 service from Dalegarth, had made contact with the rear quarter of the van.

There were no injuries on the train or in the van. The loco did not derail and the train was able to continue to Ravensglass.

As per standard procedure the railway informed the Rail Accident Investigation Branch of the incident and said it would make no further public statements until investigations were completed.

A spokesman for DPD told local media that the van driver had been interviewed on his return and would be retrained.

Hampton line wins £25K for stock shed

The Hampton Kempton Waterworks Railway (HKWR) has secured a £25,000 grant for the building of a shed to house and maintain 1903-built Barclay 0-4-0 'Darent' and other heritage stock.

The grant was made to the railway by the Heathrow Community Trust, which was set up by the owners of London's busiest airport to support and strengthen local communities around it.

HKWR chairman Michael Hamilton welcomed the award which he said would make a major difference to the line's maintenance and restoration programmes. "Being under cover will also enable more volunteers to be trained in heritage railway preservation and allow for future visits of the public and schools to see our restoration plans in action," he added.

£2.5K boost to Peter fund

Amberley museum's restoration of Bagnall 0-4-0ST 'Peter' has been aided by a £2500 donation from the former Hampshire Narrow Gauge Railway Trust.

The contribution follows the decision to wind up the Trust and transfer its assets to other organisations (NGW143).

More than half of the £40,000 needed to complete the overhaul, which includes boiler repairs, has now been raised and an anonymous benefactor has matched pound for pound any monies up to £5,000 that were raised before 22nd March.

Donations can be made at justgiving.com/campaigns/charity/amberleymuseum/

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Target trolley goes to Statfold

A 2ft gauge Wickham target trolley dating from the Second World War is to go on display at the Statfold Barn Railway.

Built in 1943 and belonging to The Rail Trolley Trust (TRTT), the trolley was one of more than 200 of the type, which from 1938 Wickham built in both 2ft and 2ft 6in gauges for the War Department.

The unmanned vehicles were powered by two-cylinder JAP petrol engines and ran on self-contained track layouts at a number of ranges, including Lydd in Kent, Okehampton in Devon and Redesdale (Otterburn) in Northumberland.

They carried large wooden or canvas representations of armoured vehicles which were intended to be shot at by infantry troops being trained in anti-tank gunnery. At most ranges the track ran in a shallow cutting or shielded by earth banks to protect the trolley from stray projectiles.

The trolley will initially be displayed in the roundhouse museum at Statfold alongside other military-connected items. In the longer term there are hopes to demonstrate it in operation, complete with a target, though not under live fire...

Static future for Sholto

Quarry Hunslet 0-4-0ST 'Edward Sholto', owned by rail bookseller and narrow gauge enthusiast Andrew Neale and based at Beamish museum, is to be put on static display to preserve its originality.

The 1909-built loco was repatriated across the Atlantic in 2006, Andrew bringing it home from Canada where it had been exported to in 1961 after withdrawal from use at Penrhyn Quarry.

Following lengthy restoration the loco was returned to steam in March 2010 and placed on long-term loan to Beamish in 2012, Andrew and his wife Margaret choosing the museum because its short industrial railway approximated to Edward Sholto's working life at Penrhyn.

Restoration had revealed that the loco remained in uniquely original condition, most components those it was built with including the boiler and copper firebox. However the front tubeplate was replaced.

The owners want to maintain this originality and with more significant boiler work now needed the loco has been withdrawn. A rebuild might be considered in future should funding become available.

Meanwhile Beamish has secured permission from the Narrow Gauge Railway Museum Trust to restore Kerr Stuart 0-4-0WT no 721 to steamable condition.

The 1901-built Dundee gasworks loco has been at Beamish since 2016 after transfer from the NGRM at the Talyllyn Railway. Dismantling late last year established the feasibility of restoration – it is intended to return the loco to its original



condition, with a darker green livery.

Beamish's Great North Steam Fair, scheduled for 2nd-5th April and due to feature Ffestiniog Railway-based Hunslet 'Britomart' and 'Hugh Napier', was yet another event to fall victim to Coronavirus. It is hoped to run the event later in 2020.

Above: 'Edward Sholto' in one of the forms it has been displayed at Beamish, on a standard-gauge wagon. Photo: Matt Ditch

Below: Kerr Stuart 721, seen here in the NGRM in 2008, is to be restored to steam.

Photo: Andrew Charman



Narrow gauge to fore at Heritage Railway 'Oscars'

Several narrow gauge organisations were winners in the annual Heritage Railway Association Awards on 8th February.

The Bala Lake Railway was named most outstanding visitor attraction for its new

Lottery-funded Llanuwchllyn heritage centre, beating off stiff opposition from the likes of the London Transport Museum.

The West Lancashire Light Railway won the award for small groups, and the Volk's

Electric Railway that for large groups. Gaining runners-up commendations were the Leighton Buzzard Railway, Lincolnshire Coast Light Railway, Ffestiniog & Welsh Highland Railway and the Talyllyn Railway.

In the works

A 'workshop tour' by **Peter Johnson** in February revealed just a small indication of the wide variety of narrow gauge engineering that has been underway in UK facilities – work that has since mostly been brought to a halt by lockdowns due to the Coronavirus outbreak.



At the Severn Valley Railway's Bridgnorth boiler shop on 13th February two of five boilers being built under contract for the Isle of Man Railway's Beyer Peacock locos were nearing completion.



This boiler for the Southwold Railway's replica Sharp Stewart 'Blyth' was one of three major loco projects underway at North Bay Railway Engineering Services, Darlington, on 18th February.

Bill Best

As *NGW* went to press the sad news was announced of the passing of Bill Best, founder of the Bredgar & Wormhill Light Railway. He died on Monday 6th April, close to his 90th birthday.



Bill founded the B&WR with his brother David, after buying a 2ft gauge Ruston diesel and deciding to build a line around his home to run it on. The Schwartzkopff 0-4-0WT 'Bronhilde' arrived from Bressingham in 1979 and the collection grew to eventually house 10 steam locos, exercised at monthly open days on a 3/4-mile long running line.

"There was never any rationale for what we would preserve," Bill told *NGW*'s editor in 2017, describing the B&WR simply as a group of friends preserving and running their locos.

Many in the narrow gauge world paid tribute to Bill, the common theme being that he was an enthusiast but also a true gentleman. One of the most eloquent tributes was paid by Jeremy Martin, owner of the neighbouring Richmond Light Railway who described Bill as an inspiration. "The quality of the restoration and the overall ambience of the railway is fantastic and long may it go on," Jeremy added. **Photo: Peter Johnson**

Lawson Little

NGW was saddened to hear of the passing of Lawson Little, Narrow Gauge Railway Society membership secretary for 25 years.

Lawson was also a prolific author of articles for the NGRS magazine *The Narrow Gauge*, and produced several special issues of the magazine. "His valuable contribution to committee meetings and AGMs will be remembered – sensible advice bluntly given," said NGRS secretary Steve Barber, adding that Lawson had been a keen supporter of the Tallylyn Railway for many years.



Romney remembers Richard with final run

Members of the Romney, Hythe & Dymchurch Railway paid tribute to veteran driver Richard Batten on 17th January following his passing in December.

A special train carried Richard on a last journey along the line, his coffin adorned with his grease top hat and placed in one of the wheelchair-accessible coaches. Motive power was provided by his favourite loco 'Hurricane', driven by his son Simon.

"Richard's initial job on the RH&DR as Dymchurch stationmaster was very short lived," Steve Town told *NGW*. "As soon as he arrived one of the regular drivers left the company, and Richard exchanged the platform for the footplate."

"Throughout his long career he drove all of the locos – although undoubtedly his favourite, and the one which he is perhaps

best remembered on, is Hurricane.

"Rising through the ranks, after the retirement of George Barlow, Richard took over the role of Loco foreman. Many of today's drivers owe their position to his tutelage. Even when he was well into retirement as one rolled into the platform if Richard was standing there you could count on a chat, some words of wisdom (even criticism!), but above all a good story."

"The loco boilers also fell under his remit – with 11 steam locos in the fleet no small responsibility. Sadly towards the end of his career ill-health restricted his driving, but his skill and knowledge continued long into retirement assisting with overhauls."

Photo: The tribute train headed by 'Hurricane' arrives at New Romney. Photo: Steve Town



■ Quietly arriving on the Isle of Man on 20th February was the second of two steel frames for cars on the Snaefell Mountain Railway. One is expected to replace 1895-built number 3, destroyed in a runaway in March 2016, while the other is thought to be for car no 6. **Photo: Richard Booth**



At the South Tynedale Railway on 20th February the three-year restoration of the 1957-built Polish 0-6-0 'Naklo', which last ran in 2010, was showing significant progress...



...while a visit on the same day to Stanegate Restorations and Replicas in Haltwhistle revealed progress on the restoration of the Tallylyn Railway's former Corris Railway bogie carriage.



■ The Henschel 0-6-0T 'Siam' (29582/1956), which for much of the last decade has been for sale at the Bredgar & Wormshill Railway in Kent, has been acquired by the Gulbene to Aluksne Railway (the Banitis) in LATVIA.

Built for the Chonburi Sugar Refinery Ltd's railway south east of Bangkok in Thailand, the 2ft 6in gauge loco was imported to the UK in 1982. The Bredgar line bought Siam in 1989 and restored it to working order, despite not being able to run it on their 2ft gauge line.

The loco did visit the Welshpool & Llanfair Light Railway in 1994 and 1995. The Banitis line plans to convert it to 750mm gauge with the hope of working summer passenger trains with it later this year.

Photo at Bredgar by Andrew Charman



Six new diesel locos on route to White Pass line

The White Pass & Yukon Railway in the USA is due to receive six new diesel locomotives shortly.

The first new motive power ordered for the 110km 3ft gauge route since 1969, the 3,000hp 120-tonne locos have been built by National Railway Equipment Company in Mount Vernon, Illinois. The White Pass line was able to join an order already under construction for a customer in Australia.

The new locos are about 30 per cent larger than their predecessors which should allow the line to run one or two to a train instead of the current two to three.

Photo: WP&YR

Global NG feels Coronavirus effect but not all lines are shut down

Narrow gauge railways around the world suspended services and closed down in March as the Coronavirus pandemic spread across the globe.

However while the effect of the virus was widespread it did not result in a universal shutdown, some of the tourist-pitched lines continuing to maintain their train services.

In **AUSTRALIA** the Puffing Billy Railway suspended all services for a period of three months from Monday 23rd March, with a plan to reassess the situation on a monthly basis.

Volunteers were advised not to attend the railway, but it was intended to continue with construction of the new Lakeside Visitor Centre and carriage projects. A reduction in operational expenditure where possible was implemented with an intention to request further State and Federal funding "to ensure the line is ready to return promptly to 364-day services when the COVID-19 high-risk period passes."

While not publicly stated, **NGW** understands that prior to the shutdown the Puffing Billy had already closed the section of line between Lakeside and Gembrook as a cost-cutting measure, due to the large drop in Chinese tourists since the Coronavirus outbreak – the Chinese market forms a large part of the railway's tourist revenue.

Much closer to China, the Alishan Forest Railway in **TAIWAN** was continuing

to operate as **NGW** went to press, the line releasing a video promoting Spring on the line with wild flowers blooming, but also showing Coronavirus preventative measures being applied to visitors including taking their temperatures on arrival at the line.

Correspondent James Chuang told **NGW** that Taiwan has seen a much lower rate of infection than in Australia, though one-metre social distancing measures have been introduced and international visitors banned from entering the Pacific nation.

The Darjeeling Himalayan Railway in **INDIA** was believed to still be running as we closed for press, social media showing local fire brigades being employed to sanitise stations with high-pressure hoses.

European lines saw widespread closures – in **GERMANY** the Harzer Schmalspurbahnen GmbH (HSB) ceased scheduled operations on large parts of its 140km route network from 17th March, this despite it performing a public transport as well as heritage railway function. Only limited local rail services between Nordhausen Nord and

Ilfeld Neanderlinik were maintained and a spokesman said any resumption of operation on the full network would follow the reopening of the currently closed public facilities such as schools and the re-establishment of full local rail services in Saxony-Anhalt.

Meanwhile in the **USA** strict measures were coming into force, the Durango & Silverton Narrow Gauge Railroad typical of the reaction with services suspended until at least May.

Most special events have also fallen victim to the Coronavirus. The annual steam festival at Stoomcentrum Maldegem in **BELGIUM** has been postponed from 1st-3rd May to 29th-30th August, while a celebration at the Musée des transports de Pithiviers in **FRANCE** for the 150th anniversary of its Schneider 0-4-0T locomotive has been cancelled.

A promotional video for the Alishan Railway in Taiwan included scenes of intending passengers having their temperatures taken.



Change in Sri Lanka puts Hunslets under threat



After a long hiatus, some serious change has begun to affect narrow gauge equipment remaining in Sri Lanka (*writes Harry Billmore*).

Positive moves include the restoration of one from each class of locomotives, along with several carriages, for display in the exemplary new National Railway Museum currently being built in the original Colombo terminus station and goods warehouse.

At the Dematagoda running shed the final section of the original 2ft 6in gauge Kelani Valley line is being cleared to release more maintenance and storage facilities for the new broad gauge stock recently purchased by Sri Lanka Railways (SLR).

There are also rumours of a potential reopening of a section of the Uda Pussellawa 2ft 6in gauge line in the mountains.

However the clearance has placed under threat narrow gauge assets remaining at Dematagoda, in particular the five spare and

out-of-use J1 and J2 class Hunslet 4-6-4T locos that are currently stored in derelict condition. There have been suggestions that these locomotives "will be disposed of" in the near future.

Above: These two Hunslet J-class locos are in a line marked for disposal.

Below This J-class is under cosmetic repair for display in the museum.

Photos: Harry Billmore



Achenseebahn goes bankrupt after government funding cut

The Achenseebahn rack railway in AUSTRIA has been forced to apply for bankruptcy after the regional government of Tyrol cut its financial support to the line.

In NGW142 in September 2019 James Waite reported that the 130-year-old metre-gauge line was in difficulties, in dire need of serious renovation and only urgent repairs allowing it to open for the 2019 season.

Now following the latest meeting, the region's Deputy Governor has declared that in the current state of the railway company the state's hands are tied and no further funds will be made available. As a result the railway board filed for bankruptcy on 25th March.

According to reports some 400,000 euros would be needed to ensure that the line opens for the current season, which before the onset of Coronavirus was planned for the end of April. In 2019, the Achenseebahn generated sales of almost 1.5 million euros but made a

loss of around 250,000 euros, its complete liabilities quoted at around 1.4 million euros.

Measures to try and prevent the closure of the line have included the setting up of an international petition at www.openpetition.eu/at/petition/online/rettet-das-kulturerbe-achenseebahn, which as NGW went to press had attracted more than 4,000 signatures.



Photo: James Waite

BRIEF LINES

Loco's nationwide road trip

Former South African Railways 24-class 2-8-4 locomotive no 3260, built by North British in 1950, was transferred 3200km by road across AUSTRALIA at the end of February to the Bellarine Railway in Victoria. Based since 2001 at the Cairns Kuranda Steam Service in Queensland, the 3ft 6in gauge loco will operate on 'Q-Train Sundays' at Bellarine.

Better view on Shimla line

A new train dubbed the 'Him Darsan' and featuring glass-enclosed 'Vistadome' observation carriages is to be introduced on the 762mm gauge Kalka-Shimla Railway in INDIA.

Cool Darjeeling passengers

The latest edition of the Darjeeling Himalayan Railway Society (www.dhrs.org.uk) *Darjeeling Mail* reports that the INDIAN line has now six air-conditioned carriage conversions, though only two are in daily use – one each on trains to and from New Jalpaiguri. Sources local to the line say another 25 carriages are on order.

Station rebuilds in question

The *Darjeeling Mail* also reports that most of the DHR stations that were set on fire during the political unrest of 2017 have been rebuilt, but to questionable standards with poor quality woodwork and painting, plus a lack of guttering and other drainage measures.

Boiler work for Tully

Perry Engineering 0-6-2T 'Tully', built in 1949 and based at Illawarra Light Railway Museum in New South Wales, AUSTRALIA, is to be returned to service. On 14th March the 2ft gauge loco's boiler was transported to Eagle Tec at Lithgow for work to begin.

Sibiu shed completed

Construction of a 75-metre shed on the Sibiu-Agnita Railway in ROMANIA to house stock donated by the Ostleis in Switzerland is complete. The shed is fully enclosed and half of it covered, with enough space for the Swiss stock and the line's Draisine. We expect to carry a full update from Sibiu next month.

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



Mallet joins sister loco in Provence

Former Portuguese Henschel 2-4-6-0T Mallet no E182, which was in a private collection in Spain, has been acquired by the GECP which operates heritage trains on the upper reaches of the CF de la Provence line in **FRANCE** (reports *John Organ*).

The group have owned sister loco E211 since 1986 so restoring E182 to service is not expected to pose difficulties.

E182 was one of two Mallets supplied in 1923 to the 900mm gauge PPF, being modified to metre gauge in 1927 by the CF do Norte. The two PPF locos (E181 and E182) operated for many years with tenders, being converted in a rudimentary fashion. They were rebuilt to conform to the rest of the class in 1947.

Photo taken in 1974 by John Organ

Museum anniversary includes twinning with Welshpool line

The **SIERRA LEONE** National Railway Museum celebrated its 15th anniversary on 12th March with an event during which a twinning agreement was signed with the Welshpool & Llanfair Light Railway in mid Wales.

All involved with the museum, which was set up by British Army Colonel Steve Davies in 2005 in the former 2ft 6in gauge Government Railway's workshops in Cline Town, were particularly pleased to be able to stage the event – in 2015 the museum was unable to celebrate its 10th anniversary as Sierra Leone was at the centre of an Ebola Virus outbreak.

Connections with the Welshpool & Llanfair line go back a long way – in 1975, following the closure of the Government Railway, the W&LLR acquired four passenger carriages, two of which still run on the line today, and Hunslet 2-6-2T No 85. Having worked consistently on the Welsh line until 2010, the loco is currently in the queue for overhaul, while sister No 81 is displayed in the museum.

Attending the celebration were

W&LLR chairman Steve Clews, vice-president Philip Williams and trustee Helen Ashby, who also chairs the museum's UK-based Friends group.

As museum founder Steve Davies looked on plaques were exchanged between Steve Clews and Sierra Leone's Deputy Minister of Tourism & Cultural Affairs, William I K Robinson.

During speeches at the event Samuel Taylor, Project Manager (Rail) for the country's Ministry of Transport & Aviation, caused great excitement by mentioning a desire to return a railway to Sierra Leone – museum staff say that one of the most-asked questions by visitors is "how can you help us to get our railway back?" and there remains a strong sense that the loss of the railway has damaged the Sierra Leone economy.

The W&LLR already has co-operation agreements with the Puffing Billy Railway in Australia and the Alishan Forest Railway and TSC in Taiwan.



An exchange of plaques (above) between the W&LLR's Steve Clews and Sierra Leone tourism minister sealed the twinning. The museum collection includes this Garratt (below). Photos: Helen Ashby & William Bickers-Jones/FSLNRM



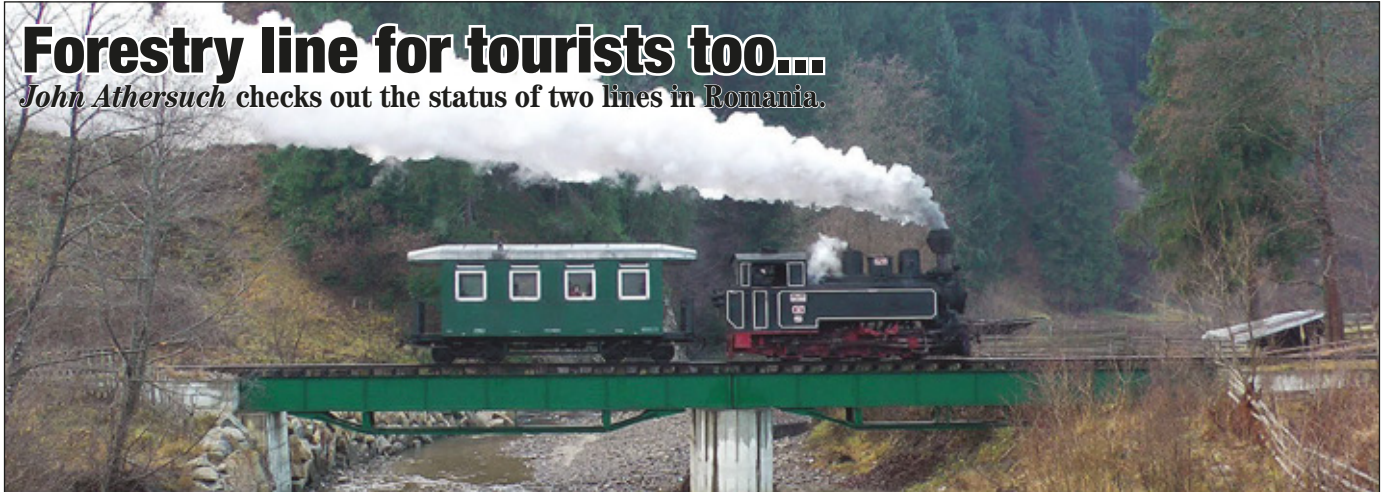
■ Following a highly enthusiastic reaction to its rescue of 3ft 6in gauge Nasmyth, Wilson & Co V-Class 2-6-2 no 127, buried in a NEW ZEALAND river for 93 years, the Lumsden Heritage Trust has returned to the Oreti river in the Southland region of the South Island to recover sister loco no 126.

The two locos had been tipped in the river following withdrawal to act as flood defences. No 127 was excavated on 29th January, but 'logistics' prevented 126 also being brought up. The recovery team were keen to bring the six-year \$200,000 project to a successful conclusion and this was achieved on 27th February with the lifting of 126 and its transport to the Trust's museum at the small town of Lumsden. Both will now be restored as static exhibits. Photos courtesy Lumsden Heritage Trust.



Forestry line for tourists too...

John Athersuch checks out the status of two lines in Romania.



A recent three-day visit to Romania enabled me to see the current status of steam tourist operations on the 760mm gauge lines at Moldovița and Vișeu de Sus.

A visit to Moldovița on 29/11/19 found 764 404R 'Huțulca' 764 404R (Reghin, 1985) in charge of two scheduled return trips to Argel (10am and 2pm). Despite the holiday weekend and a dry clear day there were very few passengers on either train, the first comprising only a single carriage.

Reșița locos 764 431 'Bucovina' (1957) and 764 423 'Moldovița' (1954) were in the shed at Moldovița depot, the latter undergoing minor repairs. For most of its length the line follows a tarmac road which makes access easy and there are numerous photographic opportunities.

Next day at CFF Vișeu de Sus heavy rain meant very few tourists. Only a single passenger train left for Paltin at 9am headed by Reșița 764 421 'Elveția' built in 1954 as was sister 'Bavaria', on standby outside the shed in case a second train was required. At the end of the day a logging train hauled by FAUR diesel L45H 87 0032 0 (1974) arrived at the yard.

Chilly day for a ride

On National Day, 1st December, temperatures plummeted and while there were more tourists than the day before, again only one train was required. Bavaria was returned to the shed which also housed Reghin 764 408R 'Cozia-1' (1985), Reșița 764 449 'Ioana' (1955) and two FAUR diesels, 87 0015 5 of 1969 and 1974-built 87 0033 8. Reșița 764 469 of 1955 was undergoing repairs in a separate shed.

There are several other locos plinthed in the display area. These included steamers Krauss 763 193 of 1921 and Reșița 764 484 'Maramureș' (1958) and ex-Mariázellerbahn electric no. 1099 012 5. Out of use in the yard were 764 436, built by Reșița in 1954, an unidentified Reșița and three FAUR diesels, 87 0036 1, L18H 001 'Ecaterina' and L184 003, built respectively in 1974, '84 and '86.

Another unidentified diesel was parked behind the wood store and a Russian Volga car converted for rail use lay neglected in the car park, while there was the usual

Above: On the Moldovița, Reghin 'Huțulca' crosses a bridge near Argel with its single-carriage train.

Right: Reșița 'Elvetia' leaves the shed on the Vișeu de Sus while Reghin 'Cozia-1' waits its turn.

Below: Elvetia in the yard of the Vișeu de Sus.

Photos by John Athersuch, December 2019



motley collection of vans and lorries converted into draisines lined up near the shed. Some of these plus KL X 626 152 (a curious four-wheeled diesel with a top speed rating of 50km/hr!) and a railcar were engaged in ferrying employees up and down the line.

In the background to this scene the Carpatia Express hotel train headed by 2-10-0 standard gauge Reșița 150 216 (1957) stood silent and empty.

Whilst this line has the trappings of a very busy tourist operation it is still a working forestry enterprise. Unfortunately, all the logging trains are now diesel hauled. Since my first visit in 2008 much of the original log-unloading equipment

has been cleared away to make space for the locomotive display, a large car park, restaurant and bar (unfortunately closed during my visit!). I was told that during the summer peak season up to 1000 passengers per day are catered for by four mainly steam-hauled trains following in quick succession up the line. Road access up the line is limited to the first few kilometres but activity in the yard before departure and after arrival is intense.

I am grateful to Jim Ballantyne for checking the makers' details; Reșița loco dates refer to frames (Perianu list), Reghin and Krauss dates to boilers (Hufnagel et al. list) and FAUR diesels to dates of manufacture (U23A list). **NGW**



Day Out at Nagycenk

James Waite visits a museum railway in the far west of Hungary.



Nagycenk lies close to the Hungarian shore of the Neusiedler See, the large, though shallow, lake which straddles the border between Hungary and Austria. It's home to a palace which was turned into a museum in the late 1960s and also to the 750mm gauge Nagycenki Széchenyi Múzeumvasút, or Nagycenk Museum Railway as it's generally called in English.

This line was the creation of GySEV, the railway which serves western Hungary and southeastern Austria. Its international connections have meant that it has always avoided being taken over by the state railway of either country, even overlooked

during the years when Hungary was a socialist state.

GySEV never had any narrow gauge lines of its own but wanted to conserve something of the little railways of Hungary at a time when many of them were closing and they looked in danger of disappearing altogether. The line runs between Fertőboz station, on the GySEV main line east of Sopron, and Nagycenk. An additional reason for building it was to provide transport to the new palace museum.

The first section south from Fertőboz follows the route of an old standard gauge branch to a sugar factory at Barátság and opened on 6th November 1970. It was built in

Main photo:
0-8-0T 'András'
crosses the river
near Barátság.

Above: Running
through a field of
sunflowers on
leaving Nagycenk.

Top right: Between
Barátság and
Nagycenk.

Right: At Fertőboz,
waiting to set off
to Nagycenk.

*Photos by James
Waite, 18th August
2019 except
where stated.*

just three months, largely by schoolchildren and volunteers from local socialist youth groups though some of the heaviest tasks were carried out by Soviet soldiers based at a nearby garrison. The extension to Nagycenk, which involves a reversal at Barátság and follows a winding route, was opened on 8th July 1972.

The whole railway is about 3.6km long and as well as preserving the narrow gauge and transporting visitors to the palace it was also conceived as a pioneer railway, one of those most socialist of institutions intended to enthuse children and to train them in railway operation. Like the better-known Budapest Children's Railway (NGW143) it has survived the country's transition from its



socialist past and children are still involved in running it. It remains a part of GySEV.

The carriages come from several of Hungary's old narrow gauge railways. They're a mixed bunch and at least one was converted from a tram – and still has a tramcar look. The first locos were two 0-6-0Ts built by the Budapest loco factory to its type 106 design which was designated as the 394 class by MÁV, the country's state railway. Altogether 40 of these powerful wood-burning locos were built at the Budapest factory between 1916 and 1950. With an axle loading of only 3.6 tonnes they could work almost anywhere. A further 25 of the coal-burning type 107s, generally similar locos but with a reduced heating surface and grate area, were built between 1916 and 1924.

The first two locos were nos 394,023 (works no 4859/1924) and 394,057 (works no 5785/1949) and had previously worked in a quarry. When the Nagycenk extension was completed they were joined by a Budapest type 85 0-8-0T, MÁV's class 492. Its works number is 4756/1924 and at Nagycenk it is named 'András'. The type 85s were considerably smaller and lighter than the type 70s or MAV class 490, the other principal Hungarian narrow gauge 0-8-0Ts as seen on the Budapest line. A total of 90 were built between 1908 and 1949 – András previously worked at a colliery at Balinka.

Recent changes

For many years the three steam locos worked all Nagycenk services but in 1998 no 394,057 was sold to the Szilvássvár Forest Railway in north-eastern Hungary which has



become a popular tourist line. I was at Szilvássvár back in 2010 and the helpful railway staff there opened up the shed so I could photograph this 0-6-0T. I was told then that it was still steamed occasionally for special trips but neither of the 394s has operated recently.

In 2005 no 394,023 was transferred to the Nyírvidek Railway, only to move on to the Zsduzi Forest Railway at Debrecen in the following year. At Nagycenk it was replaced by one of the small class C-50 four-wheel diesels which came from the narrow gauge system at Lake Balaton. This is kept with András in a shed at Fertőboz. Nowadays the diesel works most services, operations normally beginning in mid-May, but András runs on several weekends in summer.

I visited the Nagycenk line on an extremely hot Sunday afternoon in August 2019 while staying in Vienna. Things are very relaxed and low-key »





compared to its counterpart at Budapest. New residential development is changing its character though this is currently confined to the Nagycenk end of the route and nearer Fertőboz the scenery is still delightfully rural.

At Nagycenk three metre gauge and four 760mm gauge steam locos are on display in an open-air park. They're all of great interest though could perhaps do with a coat of paint to freshen them up. Two of the metre gauge ones come from the huge Ózd



Above left: Last train of the day through Nadtelep.

Above: 0-6-0T no 394,057 on shed at Szilvásszabad, 12th August 2010.

steelworks north east of Budapest and include their no 10, built at Wiener Neustadt as long ago as 1871. The display also includes several carriages and wagons.

This is a delightful railway which made for an excellent day out! **NGW**

LOST AND FOUND



Tunnel vision...

Back in 1988, your editor introduced his fiancée to the Welsh narrow gauge – in the space of a single week's holiday, Rosemary rode the Talylyn, Welshpool & Llanfair and the Welsh Highland Heritage Railways (*and she still married me!* Ed).

Also on the itinerary during that week was a stroll along the trackbed of the long-abandoned Welsh Highland Railway in the Aberglaslyn Pass, – across the Bryn-y-Felin bridge and up to the two tunnels hewn out of the rock.

As Andrew stood in the long tunnel and used the powerful flashgun on his camera to take the photo above, he did not for a moment imagine that 23 years later he would enter that tunnel again, on the footplate of the first Garratt locomotive K1, piloted by a replica of a Lynton & Banrstable Railway Manning Wardle 2-6-2.

What does this show? Perhaps simply that one should never write off the narrow gauge!

Photos by Andrew Charman





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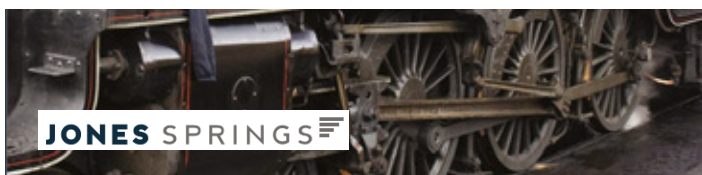
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Still able on the cable

Hugh Dougherty braves teeming Yorkshire rain to visit a tramway which this month achieves its 125th anniversary.



There is a 20-inch-gauge line that's being going up and down the same hill for a century and a quarter. It's easy to miss, as it's not regarded as being up there in the hierarchy of narrow gauge outfits, but it's a line full of character, staffed by friendly and enthusiastic volunteers, and with a charm all of its own.

What is it? It's the Shipley Glen Tramway, near Bradford, which opened on 19th May, 1895. Its trams have been rumbling, cable-powered, over their 440-yard long line ever since local publican, entrepreneur

and showman, Sam Wilson, built the line to take mill workers from nearby Salts Mill up to a Victorian fairground at the top of Shipley Glen's Prod Road.

A replica of one of the original cars sits outside the line's museum, with its tiered seats, open to the vagaries of Yorkshire weather, proving that its Victorian passengers were a hardy lot, while the museum houses displays on the history of the line.

Over its 125 years the tramway has enjoyed mixed fortunes and, in common with many small lines of its

Above: Riding through Shipley Glen in teeming rain, a descending tram passes the balancing tram heading up the line at halfway.

Below: Waiting for passengers at Top Station.

Uncredited photos by Hugh Dougherty, July 2019

kind, Britain's oldest funicular and oldest cable tramway has nearly closed on several occasions.

Ultimately it was kept alive by the Bradford Trolleybus Society before being taken over by today's volunteers who have run the line since 2001.

The tramway was closed in 2010 for work to be done on cars and track. Leased to the Friends of Shipley Glen Tramway by Bradford Council for a peppercorn rent, the line re-opened in 2011 and has since gone from strength to strength, showing that it is more than able with the cable.

The museum situated at the tramway's Bottom Station – a prosaic name if ever there was one – has been refurbished at a cost of £27,000. There are plans to rebuild the Top Station and volunteers are constantly at work keeping the line's two trams, track, cable and buildings in tip-top condition.

Going up...

The effort expended was very obvious when my wife and I had a ride on the tramway in July 2019. It is easy to find, well-signposted and within walking distance of Saltaire's other heritage attractions – Salts Mill, the 'model town' and the Leeds & Liverpool Canal. The tramway is also easily accessed from Saltaire railway station for those who would like to arrive by electric traction, albeit on the standard gauge.

The teeming Yorkshire rain was as





impressively heavy as any we've seen in Donegal when exploring the narrow gauge. We were greeted by a friendly volunteer who directed us to the ticket office window. Here we qualified for concession returns, costing just £1.50 each. Now, that's Yorkshire value!

Time, then, to board our canopied, open-sided, tram waiting patiently at the track to the left of the island platform. Ahead of us the line stretched up the 1-in-7 gradient towards Prod Lane with vintage lampposts, festooned with strings of coloured lights, charting our way through the greenery and shielding us from the worst of the downpour.

The safety chains were put in place on the tram sides and we were advised not to stand up in transit, nor to lean out of the tram. Then we were off, with a rumble of cable wheels, tightening of the cable itself, and the unusual sensation of moving forward in a narrow gauge tram with no driver or member of staff on board. We probably hit around 7mph on the way up, and at halfway, as in the manner of all funiculars, we passed the down tram, running empty, as we headed towards Top Station.

Again here there is an island platform layout, flanked by the up and down tracks that are not physically connected. The station building houses a Victorian sweet shop which generates much-needed revenue for the tramway by doing good business with passengers young,

Above: Tramway founder and original owner, Sam Wilson, at the ticket gate. Photo: Shipley Glen Tramway

Top right: The Tramway is known far and wide. This postcard, probably from the 1930s, was found in the unlikely location of a flea market in Vienna! From Keith Chester collection

Above right: The way we were: tiered seats and open to the weather on the 1895 replica tram.

Right: Taking the strain: the tension run and cable wheel under the floor of Bottom Station, viewed from within the museum.



and not-so young, as in our case! There are displays on the history of the station and plenty of information on the Victorian fun fair that used to stand on the site of mews houses along Prod Lane.

Help needed

The secretary and treasurer, Richard Freeman, was there with a quick word in between keeping the trams

going. "We'll be using the 125th anniversary to further raise our profile," he told me. "Last year we carried 27,119 passengers, and we're proud of achieving our 125th anniversary. But, like so many heritage lines, we are short of volunteers and we need more as greeters, despatchers, maintenance workers and drivers. Some weekends it's a challenge to staff the line, so we »





hope that more help will come forward during 2020.”

The line is a member of the Heritage Railway Association but does not answer to the Office of Road and Rail Inspectorate on safety matters. Instead it is responsible to the Health & Safety Executive, as its cable-hauled system is classed as a weight-bearing hoist.

Richard was happy to show me the cabin at Top Station which houses the driver. Complete with its tramway-type controller, it operates the cars up and down. The driver uses a combination of driving by sight through the cabin window and a computer screen showing the road ahead and Bottom Station. Drive is

from an electric motor housed behind the driving position, although the line was powered by a gas engine until 1920 when electricity took over.

There's real skill in driving, for loads on the cars vary and weather affects the rolling resistance of the trams. The line's six passed-out drivers, which include one woman, need to keep their wits about them, although Richard revealed that behind the façade of the vintage control gear are located plenty of modern electronics.

Going down...

Just before we departed on the down journey, our driver hopped aboard to

Above: A driver at the controls at Top Station, with eyes out of the window and on the screen above.

Below: Tram awaiting custom at Bottom Station. The coloured lights festooned between the trees help to dispel the gloom from the still pouring rain.



effect some immediate repairs to minor seat damage carried out the previous night by vandals. “Vandalism can be a problem,” he said. “The cars are stabled on the line, and we’ve had cases of drug taking in the evening and some damage. But the people who did this were caught on our CCTV and charged by the police, I’m delighted to say.”

And we were off, down the grade, passing the up car at halfway as usual, and down to Bottom Station. Riding is smooth for the track is excellently maintained, and the team of volunteers work hard to keep it that way.

Heritage display

Once at the terminal station, we took a look at the displays of heritage artefacts in the building that houses the booking office before taking a tour round the museum. Here you’ll find displays and videos on all you’d ever need to know about the life and times of the Shipley Glen Tramway.

Best of all, you can see the lower cable tensioner and wheel, round which the cable passes. All whirrs into life when the driver applies power at Top Station. It’s a marvel of Victorian engineering in action – a miniature version of similar apparatus once common on cable tramways and the original Glasgow Subway.

On the day we visited, I managed to leave my glasses in the museum, only finding this out later in the afternoon as I tried to read a restaurant menu. But a quick call to the tramway resulted in one of the volunteers finding them, although I was told I wouldn’t be able to collect them that day. The tramway was closing because of the weather and they were shutting up shop and going home early!

Next day I was delighted when a volunteer had them right to hand and was very happy to reunite them with their forgetful owner. Not only is this a narrow gauge line of some character, but I can testify for the efficiency of its lost property service!

We both really enjoyed travelling on the Shipley Glen Tramway, which is a remarkable survivor in every way. If you haven’t visited, then make tracks for the Glen when the opportunity occurs and enjoy a trip back into the past. **NGW**

More Information

■ Since Hugh compiled this feature Covid-19 has suspended many plans for the Shipley Glen line’s 125th anniversary year, but current details of its likely operating dates are at www.shipleyglentramway.co.uk

Some light in the chill of winter...

NGW's photographers found some wintry scenes to capture before our *News Gallery* very likely has to take a break for a couple of issues due to the coronavirus lockdown.



Above: An appropriate feel to this picture, taken by *Steve Town* of the special train run by the Romney, Hythe & Dymchurch Railway on 17th January in memory of volunteer Richard Batten, as reported in our news pages.

Below: This dramatic scene was captured during what has become for *Steve Sedgwick* a traditional Christmas night-shoot at the Leighton Buzzard Railway. Curiously on the footplate of 'The Doll' at right is *Joey Evans*, who months later was at the Talylyn Railway (next pages) taking part in just about the final photo charter before the coronavirus lockdown. Hughes 0-4-2ST 'Sir Haydn' passes the drum from the old Abergynolwyn winding house, which the TR plans to reinstate in future.



NARROW GAUGE WORLD







Above: After his Christmas Leighton Buzzard endeavours *Steve Sedgwick* went on a January visit to China, before the global crisis erupted, and captured this somewhat different picture. Yes the heritage train passing by in the background is standard gauge, but this worker is not interested because he is busy making narrow gauge tubs at the workshops of the Teifa Mining Company in Sanjiazi – note the stacked components and completed tubs in the background. On this relatively warm day (minus 10 degrees C) Steve admitted to forgetting his tape measure but estimated the tubs were of about 750mm gauge.

Below: Pretty chilly temperatures too in Colorado but *Bill Jolitz* was not at all bothered as he witnessed a rotary snow blower in action on the Cumbres & Toltec Scenic Railroad for the first time in 23 years at the end of February. The consist is seen here tackling a 4 per cent gradient and the full story of this memorable occasion starts on page 30.



Further thoughts on the NG Barry

Two contributors respond to the feature in NGW146 on the Zaragoza scrapyards in Spain.

I greatly enjoyed reading Philip Bedford's article (*writes James Waite*). I visited the Industrias López Soriano yard back in 2011 and it's very good news that the locos are still there – and don't appear to have deteriorated significantly since then.

Philip rightly describes the 550mm gauge Couillet 0-4-0Ts as the yard's real stars and it's a shame that his view of them was obstructed. They are three of six similar tiny locos which worked at Barruelo coal mines in Palencia and are distinctive with their disc wheels and double buffers. They were notable for being fitted with Walschaerts valve gear, long before its use became general practice.

According to their plates from left to right they are nos 4 (Couillet 544/1881), 6 (545/1881) and 5 (479/1880). They struck me as being railway versions of the three wise monkeys! It's right that there's some confusion over their true identity, if only because a fourth one, the only narrow gauge exhibit at the Museo del Ferrocarril in Madrid, also claims to be number 6! This one's plates say that it is Couillet 580/1882, though many of its parts are stamped with number 581 which ought to be no 2.

The Barruelo mines were owned by the Norte mainline railway company serving much of northern Spain, and later by Renfe, its nationalised successor. They provided coal for many of Spain's mainline locos; the end of steam sounded their death knell and they closed in 1972.

Today much of the mine site forms an informative museum of the old mining days. The locos must have been by far Renfe's smallest machines! The one at the Madrid museum makes an interesting contrast with the enormous 4-8-4 express loco no 242F-0421 (MTM 703/1956) which stands nearby, one of the last and largest express passenger steam locos.

Double identity

Philip also mentions the two 550mm gauge Oberursel locos which date from 1923 and wonders about suggestions that they may actually have been built by Deutz. Oberursel, mainly aircraft engine manufacturers, were taken over in 1921 by Deutz, which transferred at least some of its loco-building activities to the factory.

These two were also Barruelo locos, Deutz 6441 and 6442/1923. Like the Couillets they have been at the yard at least since 1975 and must have been amongst the earliest locos to arrive as the business had only started the previous year.

When I visited the López management were very hospitable and for anyone planning a visit when travel conditions hopefully improve it's well worth contacting them in advance. Their email address is ilssa@grupoilssa.com and their phone number is +34 976 415 200. There was at least one person in their office who spoke excellent English.

The three 550 mm gauge Couillet 0-4-0Ts of 1880-1 are vitally important locomotives from the formative years of narrow gauge (*writes Mark Smithers*). They are fitted with a very early application of Walschaerts valve gear and incorporate a loco-pattern firebox.

Despite apparently not having Decauville works numbers, they are the closest surviving relatives of 'Lilliput', the 1878-built 500mm gauge loco used to demonstrate the suitability of the Decauville portable track system for loco haulage in Paris.

Paul Decauville soon realised the limitations of inside mainframes for a loco-pattern boiler on 500mm gauge and moved to outside mainframes for his small Couillet 0-4-0Ts – the original engraving of Lilliput was even 'doctored' to reflect this change. The surviving Spanish-based locos being built to 550mm rather than 500mm gauge may stem from an



SURVIVORS

"It is surely way past the time that at least one of these should have been returned to the UK..."

Above: The Couillet 0-4-0T in the museum at Madrid Delicias station, May 2007.

Below: Three wise monkeys? The Couillet 0-4-0Ts at Zaragoza, September 2011.

Photos by James Waite

attempt to obtain a little more width for the firebox before the general move away from inside frames. This was narrow gauge evolution in action, even though the revised gauge was not a Decauville standard!

Time to repatriate?

The gems among the larger narrow gauge specimens at Zaragoza are the two ex-Carcagente-Denia Railway Black Hawthorn 4-4-0STs. Surviving British-built saddle tank locos with more than six wheels are a considerable rarity and it is surely way past the time that at least one of these should have been returned to the UK. Obviously the price being demanded is an obstacle, but should not more efforts be made on the home front to persuade the present owners to let the Black Hawthorns go for a price little above scrap value to a British buyer?

Who in Spain is going to show any interest in restoring them? And how much demand in practice is there for a British metre-gauge loco elsewhere in Europe? Obviously with coronavirus in full swing what can be done at the moment is very limited, but an eye should be kept on the situation in order that efforts can be stepped up when movement restrictions are finally lifted. **NGW**



High Excitement in Deep Snow

The Cumbres & Toltec Scenic Railroad's rotary snowplough emerged from a 23-year retirement on 29th February as part of the line's 50th season. *Bill Jolitz* watched it attack snow on the 10,000ft Cumbres Pass.

Rotary on Cumbres Pass! Those four words were enough to gather people from every corner of the USA plus five other countries to Chama, New Mexico, to enjoy a once-in-a-lifetime experience.

Rotary snowploughs have a very long history. They were invented in Toronto by dentist J W Elliot in 1869 but he never pursued his invention. It was Orange Jull of Orangeville, Ontario who proved the concept by building and testing a working model in 1883. The subject of this piece, Rotary OY, was built in November 1923 at the Cooke Locomotive & Manufacturing Works in Patterson, New Jersey, for the sum of \$38,336. Where and when it was first used is not known – it was normally assigned to Alamosa, Colorado, for use on Cumbres Pass

and the Santa Fe branch.

It was a massive undertaking to bring OY back to life after 23 years out of use, to celebrate the 50th season of the 3ft gauge Cumbres & Toltec Scenic Railroad (C&TS). The line's Friends group provided manpower with Don Atkinson as crew leader. Don turned OY over to Stathi Pappas, assistant general manager of the C&TS, on October 2nd, 2019 and the plough was first test fired on 14th November.

Railroads don't run themselves – they need extraordinarily talented and dedicated individuals. The C&TS is blessed with a cadre of people who absolutely love what they do, from president and general manager John Bush through to Stathi Pappas and on to everyone else. Moreover, the Friends of the C&TS provide restoration and acquisition funding plus a large

“Properly blowing snow is more art than science – a balancing act between forward motion and snow depth and density...”

number of people who volunteer. These include carpenters, painters, letterers (many of the ladies do this) and 'docents' (expert tour guides) on the train. Also we must never forget the 'Power Ladies of the Office' who handled a myriad of issues for several months preceding the event!

Making it work

Rotary snowploughs are analogous to a geared logging locomotive with certain important and unusual differences. The boiler and firebox sit on a freight car frame. The cylinders point forward and are located midway along the boiler. Each cylinder is independent of the other and drives its own pinion gear and shaft. These are connected to a central shaft that powers the ten-foot diameter wheel. In order that the shafts turn in the same direction, one cylinder operates with its Walschaerts set to forward valve gear while the other is in reverse.

OY can clear drifts as deep as the top of the wheel. If, and this has



happened in the past, a snowdrift is above the wheel, men must walk on top of the drift and shovel it down into the cut. Then the rotary can blow snow again – it is a rotary plough, not a tunnel maker.

OY's tender has a 'roof' over the coal load. If snow were to fall on top of the coal, pack down and freeze solid, the firemen could no longer shovel! Coupled behind is a water tank car to feed the thirsty boiler.

OY needs a lot of people to make it work. Up front in the wheelhouse and to the right is the pilot. He sets the plough to throw to the left or right and raises and lowers a flanger located amidships to clear between the rails. He also determines how fast to spin the wheel and move forward.

On the left is a trackworker or other person who knows the road intimately. He tells the pilot when a cattle guard or road crossing will require the flanger to be lifted.

Next comes the engineer who is located directly next to the boiler slightly behind the steam dome. He operates the throttle to control wheel speed according to the pilot.

Finally, in the rear, at the firebox and standing on the fall plate exposed to the elements, are two firemen. One shovels and one manages the water. As a concession to survival, a storm curtain can be closed to stave off inclement weather.

Main photo: Clear view of the rotary snowplough train and snow as it advances along the line, the altitude and wind increasing and temperature falling rapidly.

Right: Business end of rotary snowplough OY as for the first time in 23 years, it heads out of Chama for a test run propelled by K-36 2-8-2 no 487.

All photos by Bill Jolitz, 26th February to 1st March 2020



Sometimes, depending upon snow and weather issues, the second (or a third) man stationed in the wheelhouse will walk along the cowling looking for obstructions. In the old days a slide could bring down rocks and trees. Hitting one of those could cripple or break the wheel.

Properly blowing snow is more art than science. It is a balancing act between forward motion and snow depth and density. Move too slowly and the wheel will spin wildly, wasting time and steam. Move too quickly and the train will stall. Light snow enables a quick trip and dense snow requires it to be longer.

Sometimes the snow packs solid and the train will then back off to charge the drift. Speed, timing and amount of wheel spin are critical.

Even when the train is out of sight, it is easy to determine how well things are going. Listen for plough exhausts – are they slow or laboured? Do they suddenly speed up? What whistle signals are given? Do either or both locomotives slip? When everything goes right, the sound is truly more like a geared logging locomotive making its slow progress.

The Big Weekend

Only two people from the previous run of OY were present for our train – the now president John Bush and »





engineer Marvin Casias. So our run was one big learning experience for almost everyone!

The week before our trip involved final installations and adjustments, such as lagging and painting the steam pipes. Somewhere in the middle of all this, Brad Lounsbury made and installed the storm curtains between OY and its tender and painted it. His wife Patty did the lettering.

Friday was Gathering Day. We participants and crowd control wranglers met at St Patrick's parish hall for a necessary and catered dinner. Necessary because Chama is a small village – 1,108 souls in 2.6 square miles. We would have easily overwhelmed the village's restaurants! After dinner, noted historian and writer Jerry Day presented a historical overview of narrow gauge snow-fighting equipment. He covered everything from wedge ploughs

(basically, battering rams) through drag flangers to rotaries. He told us that there is no such thing as a narrow gauge rotary. They are built to one size and wheels on the bogies are simply moved in 10¼ inches on each side for the narrow gauge. That leaves quite a gap between the wheels and bogie frame.

Saturday arrived with us at the parish hall for breakfast. Then it was off to the station for a safety meeting. The Cumbres & Toltec is always extremely cautious, but especially in this case given the equipment and weather involved. Stathi Pappas told us how to be careful and emphasised photo line etiquette.

Then it was into four buses to the first location, only a mile away from the Chama depot. For the first four miles or so, the railroad and highway parallel each other – panning and side shots were easy! How wonderful – go for a few yards or less than a

Above left: The 'wheelhouse' of Rotary OY. From here the pilot controls direction of wheel and chute, raises and lowers flanger beneath frame, and controls train brake and whistle.

Above: Rotary's boiler is directly behind the pilot and wheelhouse. The quarters are very cramped.

Below: At 'The Narrows' the train finds increasingly deep snow. The line winds around with both pine and aspen trees close to the track.

mile and shoot again. With four buses parked on the wrong side of the state highway and some 100 people jockeying for position, what could possibly go wrong? Plenty, so we had our own state police escort. They closed the road while we were entering and leaving our buses.

Behind the rotary and locomotives were several outfit cars. The consist comprised rotary OY and its tender, water car 0472, K-36 locos 487 and 484, cook car 053, outfit/section men car 0458 and caboose 0306.

Eventually we reached Lobato Trestle. Several years ago a fire of undetermined origin burned the wooden decking, severing the railroad for almost a year. When it was built more than a century ago, C-class 2-8-0 locomotives dominated the roster. When heavier K-class 2-8-2 locomotives came on the scene, Lobato wasn't strong enough for two Ks to cross at the same time. Every train stopped and cut off the lead loco so it could cross by itself. Then the rest of the train rejoined this loco on the other side. Following the time-honoured practice, our train stopped while OY, the water car and 487 uncoupled and crossed alone. Then 484 and the rest of the train followed, recoupled and proceeded.

After Lobato the tracks curve away from the road and hug the hillsides, giving us ample opportunity to shoot down on the train as it traversed some tight curves. Not long afterwards we reached the New Mexico-Colorado border – the New Mexico officers had no jurisdiction in Colorado whose police would meet us the next day.

Towards the summit

Next morning after breakfast we quickly made for the border and our new police escort. It was only nine miles out of town! Yesterday had





seemed to last forever, but we progressed relatively few miles. In railroad terms, we went from milepost 330.6 to milepost 339.8.

Sunday was very different from Saturday with fewer locations but more dramatic images. Perry's Pond was deeply buried in snow but we shot anyhow. Then we walked the short distance to the famous road crossing at Coxo. The road was alive with fire engines – the water tank at Cresco had frozen and all of the tenders needed water. Even a heavy-duty pumper truck takes a long time to fill a rotary, a water car and two locomotives.

Photographically and artistically, Coxo crossing is an amazing location. The roadbed has been on a steady four per cent bank for 13 miles from just outside Chama. After the crossing, it veers away from the road and into deep snow. When it reappears approaching Windy Point, it has climbed another 250 feet.

Back at Coxo, several hearty souls went away far into the trees on snowshoes for a special shot. Your photographer didn't, as he was having enough trouble catching his breath at 9,000-something feet of elevation. We had a wonderful run-past as the train worked its way through deep snow.

At that point we couldn't see the train, but the sound was cosmically wonderful. Locomotives working hard, OY working hard, whistle signals exchanged. It echoed seven times off the surrounding mountains. From down below we could shoot classic images of the train turning the left corner at Windy Point. It stopped just short of the 10,022ft summit while we piled into our buses.

Snow at the summit was very deep and difficult to walk on without snowshoes. Step on what would appear to be a hard surface and you could sink to your waist – it's called

"The train came to an immediate dead stop when OY began to lift off the rails..."

Above: The train is scarcely visible during the last mile of the climb to the Highway 17 crossing at Coxo.

Above right: Climbing away from Dalton, reached by one of the very few side roads off the main highway.

Below: The last few miles around Windy Point towards Cumbres summit. At 10,000 feet the air is quite thin – there is no running for one more shot...



'postholing'. At this point I caved in and couldn't catch my breath. So the C&T team took me back down to Chama. Alas, photos would seem to have been missed!

Or not. OY ploughed to the highway crossing and then stopped. The train and police escort were authorised to the reverse curve called Tanglefoot Loop, about a mile away. Ice in a crossing is a deadly enemy. It packs so hard that it will derail anything. The train went gently onto the highway and came to an immediate dead stop when OY began to lift off the rails. Hence the train now reversed ever so slowly until it was back on the rails. Day's end! I didn't miss anything, but hopes of proceeding further were dashed for everyone else.

So, when will OY run again? Not for a long time, maybe never. On this run, with only two people present from the last time in 1997, there was little crew wisdom and expertise. The good news is that a lot of younger people gained experience if a next time comes. **NGW**

More Information

■ With 2020 marking 140 years of narrow gauge trains over the Colorado Extension, 50 of them under the C&TS aegis, a host of anniversary events have been planned. Subject to the ravages of the coronavirus, further details can be found on: www.cumbrestoltec.com



First-time Fireman...

Andrew Charman recalls his entry into the alien world of the steam locomotive footplate.

What is it really like to step onto the footplate of a narrow gauge steam locomotive, as one of its crew, for the very first time? Especially if, like many of today's volunteers, your daily life could not be more different to this environment?

Well as a follow-up to my feature in *NGW* 143, describing how in September I had my first experience of and initially failed to understand the Welshpool & Llanfair Light Railway's new loco 'Zillertal', I'm now jumping back 12 years to when I started training as a fireman on the line. I hope after reading this account one or two readers considering making the big leap 'onto the plate' might be encouraged to do so, once the current virus issue is behind us.

The catalyst to my joining the W&LLR footplate department was a house move in the Autumn of 2007 from Surrey to Llanfair Caereinion. I

Photos in this feature by Andrew Charman except where stated. As Andrew correctly focused on training rather than taking pictures when he started, the images feature W&LLR loco crews during the period described.

Right: Early days on the footplate – someone tell Andrew his loco is behind him. Photo courtesy Dudley Hubbard

Below: Resita no 19, controversial on the W&LLR but a loco which will always be Andrew's first...



had been the railway's press officer, in a volunteer role, for 10 years, which at times was challenging when based more than 200 miles from the line. But having relocated I could walk to the line's headquarters in 15 minutes and indulge in some more hands-on volunteering in the workshops.

Joining me was my friend from schooldays, John Clark, who was also a fireman on the standard-gauge Kent & East Sussex Railway. Before long it was suggested that he sign up for W&LLR footplate training, and he 'encouraged' me to follow suit. Before I could talk myself

out of it a form was produced, filled in and dispatched to loco roster clerk Roger Pattie, a 'department induction' followed along with investment in proper cotton overalls and such, and early one morning I found myself standing outside Llanfair shed, taking my first faltering steps towards life on the footplate.

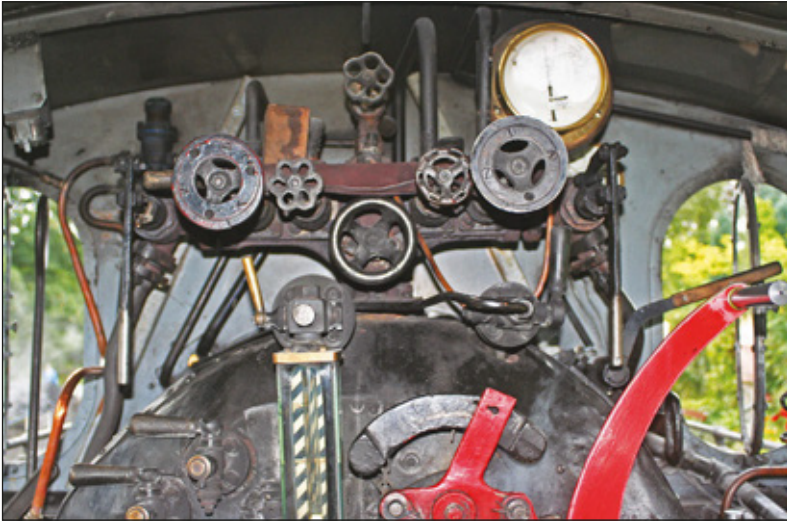
No lay-ins

How early? On the W&LLR the first train of the day usually departs at 10am. If the loco is still warm from the previous day's service, we need to be in the shed at 6.30am, aiming to 'put the match in' half an hour later. If the loco is cold, say on a Saturday when we are only running at weekends, you need to add at least half an hour to these times. Zillertal, by the way, has a slightly larger boiler than other W&LLR locos and needs its match in at 6am – no slacking in bed in this department!

The crew entrusted with initiating the process of turning this total rookie into a fireman were driver Roger Pattie and fireman Alan Barnes, known as 'Stretch' on the line as he is almost taller than the cab of our loco for the day. This was to be the 1954-built Romanian 0-8-0T no 764.425, on the day of my first trip celebrating its first anniversary as loco no 19 on the W&LLR and yet to suffer the various reliability issues that led to it leaving the line and going back to Romania in 2016.

As Alan and I headed out of the Keyse Cottage volunteer mess with the running shed key, we were sent on our way with a cheery "Don't break it," from footplate department head Simon Bowden. I remembered





these words minutes later when I was back in Keyse seeking the advice of Roger. No 19's water gauge had refused to drain, meaning we couldn't tell how much water was in the boiler – somewhat vital. Roger's experienced hand sorted the issue, but I had interrupted his morning porridge which was not the best of starts...

First thing you do when stepping on a loco is to check that the brakes are hard on, the reversing lever at mid gear and the regulator shut, so when you do get pressure up the engine doesn't decide to toddle off on its own. You then check the water level as described – and then you stick your head in the firebox...

This is to check the fusible plug, a metal plug mounted in the top of the 'box, with a hole drilled through it and filled with molten lead.

If the firebox becomes overheated (it can) the lead melts and water from the boiler drops onto the fire, alerting the crew that they need to get the fire out pretty quickly. At the start of the day one checks this plug for any sign of leaks – which is fine if the firebox is cold, but if the loco was used the day before, well it can still be surprisingly warm...

The W&LLR does not

throw out its fires at night as do many heritage railways, preferring for the fire to cool slowly and not cause too much thermal shock to the plates of the boiler. Before you can lay a new fire you have to clear out the remains of the old one. So as not to come to the role completely clueless I had done a stint in the shed a week earlier, assisting fireman Elizabeth Hall in a light-up, and she had got me to clean the grate of original Beyer Peacock 0-6-0T 'The Countess'.

Bashing the ash

Cleaning the grate involves mainly using a fire iron to bash the ash, unburnt coal and if you are unlucky clinker through the firebars into the ashpan for later emptying. Having made a right pig's-ear of this in front of Elizabeth, I was grateful for the rocking grate of the Resita – one pull of a lever and everything drops through, simples!

An early tip offered by Elizabeth was that if I ended up training with 20 firemen I would be told 20 ways to lay a fire, each of which would be the 'correct' way – and she was right! Elizabeth's method was to first put in a thin layer of coal, using large lumps for lots of air space, and then to make the firelighting wood into a quite neat box, with 'spider's' »



Top left: The functional cab of no 19 – lots of new controls to remember...

Top: Different sort of office view.

Upper right: One of many methods of laying a fire – this is in one of the W&LLR Beyer Peacocks – the Resita's box is rather longer.

Right: Andrew's daughter Megan puts in the match.

Lower right: Not a lot of space on no 19, but still room for the cuppa...

Below left: No 19 moves over the inspection pit ready for its morning check.





webs' stretching into the corners. Into this she dropped rags that had been marinated in diesel before being lit.

Alan, however, preferred a sort of wooden pyramid, while my method today is to simply dip the ends of the wood in diesel and lay it in a loose criss-cross pattern, with some rags underneath to be lit by those dropped on top – the chosen method doesn't matter, so long as it works!

Once the match is in the period of great worry for a rookie fireman, during which he fears the fire will go out and he have to start again, is occupied with cleaning. On the Resita this was a bit of a curate's egg task – there was no brasswork to worry about but however much car polish was applied to the black paintwork it never appeared truly clean.

If all goes to plan the needle in the pressure gauge is just beginning to rise by the time your driver arrives with, if you are lucky, a cup of tea. On my first day with Alan in charge of the fire everything did indeed go to plan, though the brand-new pressure gauge

"The risk of getting too close to our driver or even worse throwing coal on his feet..."

Above: Plenty of power as no 19 attacks the bank out of Welshpool. Photo: Bruce Webber/W&LLR

Above right: Once upon a time the red-ish flag would be brandished several times on each trip.

Below: Safely back at Llanfair.



fitted the previous weekend was initially loath to come to life until Roger applied some expertise, described as "slight percussive force," to its rim. Yes, he tapped it.

A normal timetable day on the W&LLR consists of three return trips. Crew one lights up and takes the first two trips, crew 2 takes the final trip and 'disposes' (puts the loco to bed). By 9am the Resita was outside, the checks and boiler blowdown done and ready for the now arrived crew 2 (oh good, more tea) to take over, coaling and watering the loco for the first trip while we changed and had our breakfast. I emerged in my spotless newly purchased bib & brace and horribly bright red gloves, which I vowed to get dirty at the first opportunity.

Not surprisingly my first 'proper' footplate trip on the line (I'd done it once before, way back in 1997 and it all passed in a bit of a blur) was mostly a matter of observing what Alan did and learning where the line goes up and down – it's essential to know when to fire and when not to and as I described in my previous feature there's a lot of up-and-down on the W&LLR...

Mostly I was occupied with operating the water control of the fireman's side injector, basically because it was close to the doorway and I was trying to keep out of Alan's way as he fired – each time he bent over to lob a round on the grate his tall vertical became long horizontal...

Crossing technique

Today on our line the fireman flags the train across only one road crossing but when I started it was three, two of them also requiring the opening and closing of gates. I learnt the technique on my first trip, holding up a flag so not red that I considered simply sticking my gloves in the air. One woman in a BMW stopped dutifully at the crossing but then wanted to have a chat with me; "Excuse me madam I do have a train to catch..."

Two coach parties were among the passengers awaiting us at Welshpool, which meant Alan had to work just that bit harder on the way back to get our now heavily loaded train up the fearsome 1 in 29 Gofla bank. Once back in Llanfair I was permitted to add the water treatment (carefully – it's good for boilers, nasty for people) as we refilled the water tanks, and then along with crew 2 coaled up – during which driver 2 accidentally dropped a thankfully empty coal bucket on my head... Then at last lunch beckoned and a pause to the first-day sensory overload.

After lunch it ramped up further as the second trip was somewhat more hands-on, I being allowed to wield a shovel for the first time. I quickly learnt that in the tight confines of a narrow gauge footplate, being left-handed is a distinct disadvantage, with the risk of getting too close to our driver or even worse throwing coal on his feet (not a career move...). Over the following months I would remain a left-handed writer but become a right-handed fireman!

'Vlad', as the Resita had been dubbed by footplate crews, also had





rather a long firebox compared to our other locos, and this weakling struggled for a while to lob coal right up to the front end of it. I've never fired a standard-gauge engine and can't imagine being able to! I did discover that hand-bowling lumps into thin spots of the fire while we were at stations worked rather well.

I was also now operating both valves of the injector and rapidly learning that the fireman's simple role – to provide the driver with enough steam to pull the train – is actually a highly complex juggling act between fire and water. Sometimes it goes oh so well, at other times...

Water target

At Welshpool I was permitted to clamber atop the water tanks to refill them. You get a cracking elevated view from up there as visitors take your picture (shudder to think how many cameras I must have wrecked over the years...). But your driver sits temptingly directly below oiling the motion and you must be careful not to overfill the tanks and soak him (not a career... you get the idea!).

What with learning how to couple and uncouple, wave the loco onto the train and such niceties as where the culverts were on the line so you could ensure the firehole door was firmly shut and avoid a sheet of flame leaping into the cab... the first day was as mentally exhausting as it was physically. But I ended it wanting more and soon I was racking up the turns and becoming more familiar with the absorbing skill that is being a locomotive fireman.

Depending on how much time one can commit it takes on average around two to three seasons to pass out as a fireman – I duly did and have now been a W&LLR fireman for the best part of a decade.

Some days are horrible, the loco seems determined to catch you out by not doing what you want it to, where you want it to, and you go home in a sulky mood wondering why you do this hobby. But you go back for more and your next turn is total fun from start to finish – a good fire, happy customers enjoying their ride through a glorious bit of mid Wales in superb weather.



“The firehole door was firmly shut to avoid a sheet of flame leaping into the cab...”

Above left: “How many of these do I have to fill?”

Above: Watering at Welshpool provides an elevated view.

Below: How it should be – the Resita with plenty of steam crosses New Drive shortly after departing from Welshpool.

Driving? Maybe one day – quite rightly being in charge of the footplate and effectively deciding the response to every situation thrown at you is a rarified skill and candidates chosen very carefully. And I'm luckier than most of my colleagues in that as editor of *NGW* I get invited to drive on quite a few railways, under close supervision of course!

Meanwhile I'll continue to enjoy the firing, but I'll never forget those first days of training, and putting each newly-learnt technique into practice. Like the time driver Tony Purse spent several minutes explaining the procedures of stopping a train in an emergency, and then on the next trip, with no warning at all turned to me and said; “Andrew, I have just fallen off the footplate...”

Stopping a heavy train, with your every move watched at close quarters by the passengers thanks to the open balconies of our carriages, certainly focuses the mind... **NGW**



The Oldest Ruston

Andrew Waldron looks at a veteran Irish diesel that has just retired after more than 70 years in service – and considers some successors to the ‘oldest’ title.



The oldest Ruston narrow gauge diesel working in industry in the British Isles has finally succumbed. Bord na Mona (BNM – Irish Turf Board) has for a long time been regarded as the place to go and see vintage diesels still in daily use and in late 2019 the oldest loco in the vast fleet was at long last retired.

LM 37 was built in 1947, Ruston

works number 252245, and supplied new to the developing Mountdillon system, spread out over counties Longford and Roscommon in rural Ireland. LM 36, LM 39 and LM 40 were all built at the same time and these four locos were used on bog development, laying rail lines and ferrying stores and supplies. Between

them they brought

Above: Ruston LM 37 looking in serious need of attention when heading a permanent-way working in May 1993. Photo: Hamish Stevenson

Below: By June 2011 a much smarter LM 37 in chocolate and white livery was on rail taxi duty.

the Mountdillon Bogs up to production standard.

A total of 14 locomotives, with engine ratings of 13, 20, 40 and 48 horsepower, made up the order for new equipment in 1947. It was the largest single order for Ruston & Hornsby outside the UK, given the restrictions of post-war production.

When it first entered traffic, LM 37 had just been allocated no 2 in the local numbering scheme for locos in use on separate bog areas then under development. In 1954 Mr W.A. Green, general manager of BNM from 1947 to 1962, introduced the





Above: LM 40, numerically next in the large batch of locos built in 1947, could now claim to be the oldest Ruston still working. A drawback is that a heavy rebuild means the only original features are the frames and wheels. Photographed in July 2015 at Derrycolumb tea centre, It is painted white so it can be seen more easily at a distance. *Photo: Ted McAvoy*

Right: More worthy of the title of 'oldest Ruston' is arguably now LM 66, built in 1948 and seen here as wagon shop shunter at Mountdillon main works, June 2015.

Uncredited photos in this feature by Andrew Waldron

LM numbering series – the capital initials stood for Local Machine. This was a bid to bring all the loco fleet into one numbered scheme and allow for the easier supply of spares and parts. In order to ensure those parts were sent for the correct type of locomotive, capital suffix letters were used to denote the actual type of engine fitted. Thus LM 37 had an E added to its number, which told the stores department at Newbridge

that the loco was fitted with a Ruston 3VRH engine.

Mr Green also introduced the fabled brown and white livery to the locomotives and railcars being used. He hailed from Bath in England and once told me that the colour scheme was to remind him of his beloved Western Region of British Railways, where carriage stock was often painted in this distinctive chocolate brown and white.

Unlike certain locos, LM 37

started and completed its working life on just the one single system.

Mountdillon was its home turf (pardon the pun), the loco having a variety of roles over the years. Apart from ferrying supplies, it was used for turf haulage, fuel-train duties, general shunting and even as the chief fitter's personal runabout. It doubled at times as a rail taxi, emergency rescue crew tender loco, and even saw use on the area fire train. It was a loco much loved by staff who had the pleasure of its use, being known as

Old Faithful and twice being laid up, only to then be reinstated. »





LM 37 received a replacement Gardner 4 LW engine in 1985 and even a commodious and heated new cab in 2000. It had been repainted Mexico Yellow by 1993 for use on the spot-relay repair crew train. On emerging from a full overhaul, taking two years to complete, it was rolled out in the customary brown and white in 2017 and went straight back to work as the Derryshangoe area bog fuel train. This was a duty that ceased with the advent of a bulk fuel rover train in 2018, but LM 37 continued in use for a further year, even though it had officially been withdrawn. It was a case of a need out of necessity,

given Derryshangoe is rather remote.

Early in 2020, LM 37 was chosen to become part of the BNM heritage fleet. Its fuel pump was removed, as was the battery, and it has passed to the Mount Lucas Windfarm Visitor Facility to become a static exhibit.

Old contenders

For years and until 2015, the oldest BNM working locomotive had been LM 30, built in 1946. It was another Ruston, which had seen use as the Giltown Bog (County Kildare) tippler shunt loco, but in that year its engine finally blew up. Hence LM 37 succeeded to the 'oldest' title. Now it

has been set aside as a heritage relic, the oldest working loco should be LM 40. However that might be a bone of contention. (I can see BNM enthusiasts reaching for the shotgun!)

Numerically LM 40, followed by LM 46 and LM 47, are indeed the next oldest locos and all are presently still on the books with BNM and doing active work. Yet all three of them, along with several others, were so heavily rebuilt in the 1980s/90s that the frames and wheels are the only original items still left.

In my book the oldest and more original BNM loco still in regular use is LM 66, another Ruston built in 1948. It is again to be found on the Mountdillon system, as the wagon shop shunter. It has to be bumped started each time it is used, as tinkers stole the battery. Given the general rundown of the BNM, a spare battery is the least item on anyone's mind!

The Mountdillon system, like that of the neighbouring Blackwater system, is set to close for good by the end of 2020. LM 66 will most likely be made redundant and thus the 'oldest' title will then have to fall to LM 69, only the second loco left of the more original Rustons with mechanical transmission and retaining traditional bodywork.

There are currently around 16 working Ruston locomotives still with BNM. The majority are allocated to the Horticultural Division, where they are more suited to the shorter running lines and less arduous conditions. Some are employed as tippler shunters, others are used mainly for service duties, laying track and hauling the fuel tender. One or two can still be called upon for the haulage of peat and one in particular is quite regularly on that duty. On the Rossan/Kinnegad system in County Meath, LM 62 built by Ruston in 1948 as 259743 is quite the star performer. **NGW**

Above: A loaded train at Kinnegad works hauled by LM 62 in June 2012. Photo: Danny Sheehan

Below: LM 37 stabled on the line to Derryad with the fuel train in October 2017. As is often the case at Bord na Mona, there is no sign of any track. Photo: Paul Carpenter



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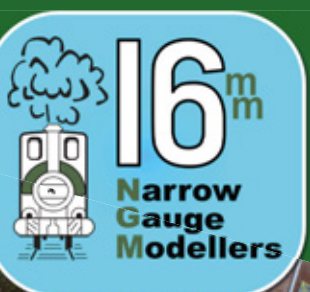
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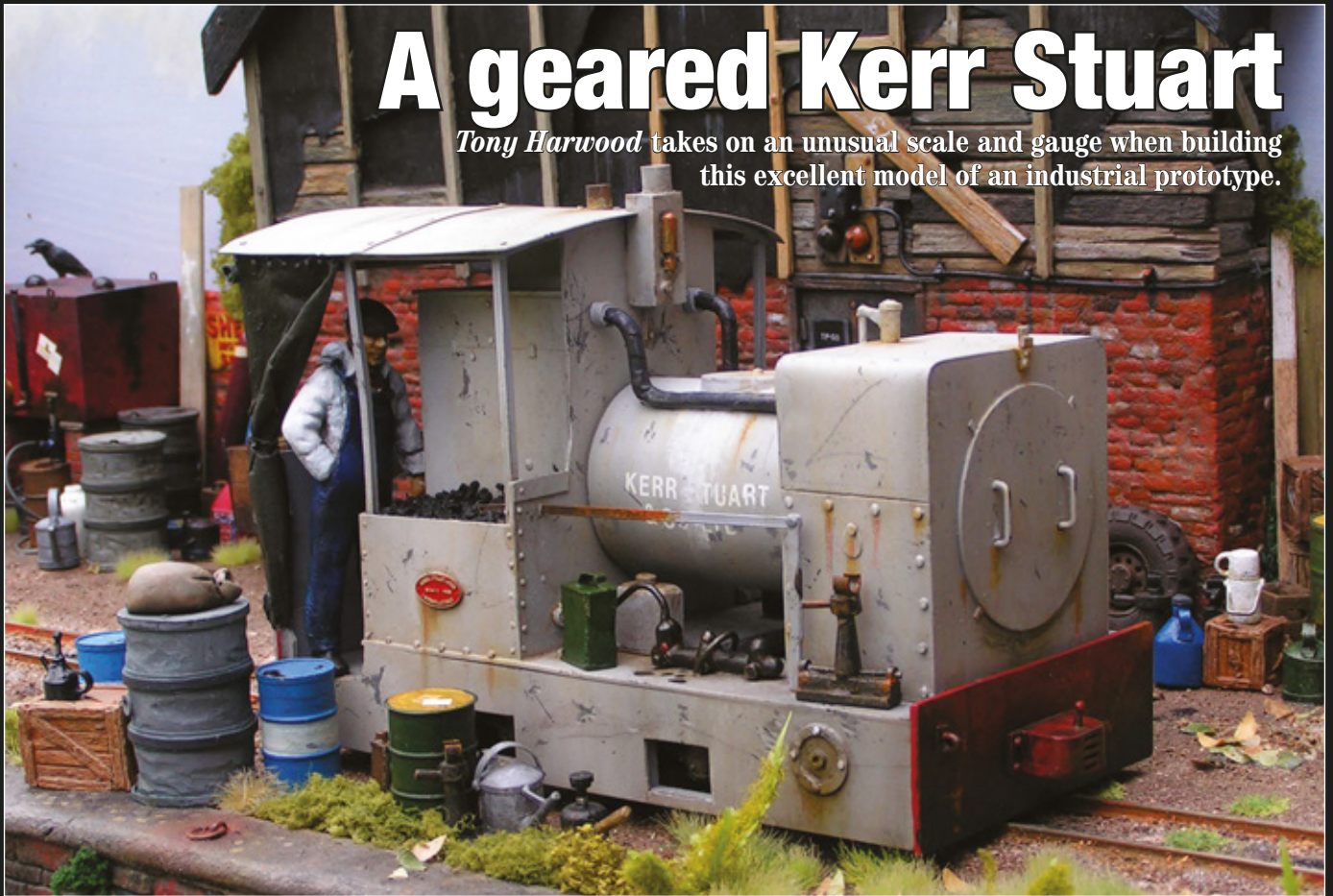
 

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A geared Kerr Stuart

Tony Harwood takes on an unusual scale and gauge when building this excellent model of an industrial prototype.



This is the second model of this unusual engine that I have scratch-built. The first, built to the scale of 7mm to 1 foot appeared in *Narrow Lines* (the magazine of the 7mm Narrow Gauge Association) issue 89, Oct/Nov 1994. This is model is of the same engine but built to the slightly larger and even more unusual scale of 1:27.7 or 11mm to 1 foot. First a few notes on why I choose this scale/gauge combination.

I don't think there has ever been a time when I have not been interested in model making and scratch-building in particular. I have built aeroplanes, tanks, boats and railway engines since I was a boy and in the last few years written magazine articles on building wargame terrain and even published the odd book or two on the subject. But following the arrival of my two

grandsons, I have also started to pull out some of my (very) old narrow gauge engines and track to entertain them when they visit.

As readers of this magazine will know, the 'bug' never really leaves your system and after one such visit from Finley and Charlie I searched out some magazines from the loft and started to look at building a simple oval or 'Pizza' layout on which to run some engines for their enjoyment. I toyed with the idea of building this layout in 7mm scale, O-16.5 but also looked at the slightly larger, chunkier 9mm (1/35th) scale and even drew up some simple plans.

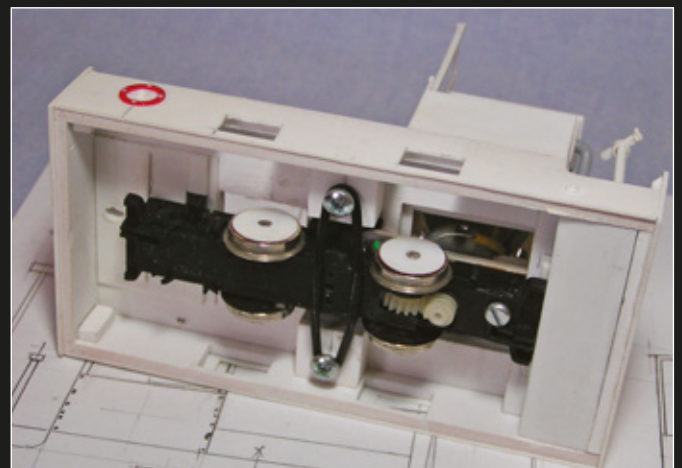
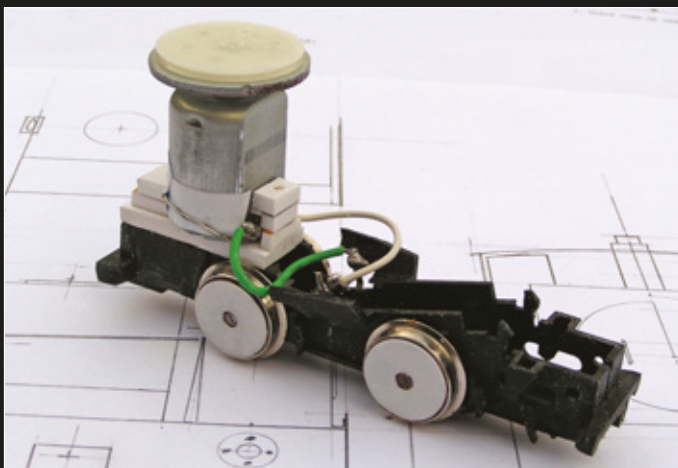
Different direction

It was while at this planning stage that the idea of using 16.5mm track to represent 18-inch gauge locomotives became an

obsession. The idea was being that 11mm to 1ft on 16.5mm track would represent 18-inch gauge exactly and allow larger engines and pieces of rolling stock as well as bigger structures and the opportunity for more detail. The down side was that there was precisely NO support for this novel scale/gauge combination so everything would require scratch-building.

Undaunted I persevered and was soon searching out suitable prototypes and sketching up narrow gauge engines and wagons to use on my imaginary railway layout. I even converted/sculpted some 11mm scale masters of figures and clutter »

Modified Hornby chassis with motor turned vertical (below left) and how it fits under scratchbuilt Plastikard chassis (below).

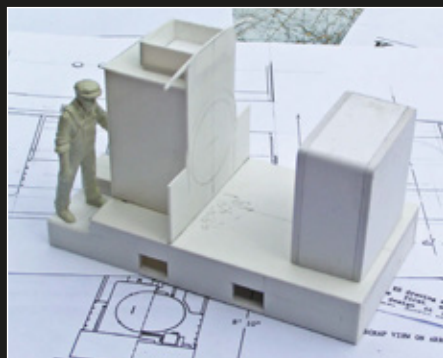




which were cast in resin by a friend of mine, some of which are featured on my Blog: damfpanzerwagon.blogspot.com

My first 18-inch gauge engine was a German inspired Deutz Locomotiv as featured in the beautifully illustrated book *Die Mercksche Kleinbahn* by Berhold Matthaues. This diesel locomotive was entered in the 7mm Narrow Gauge Association competition in 2018 along with a slightly smaller green diesel which was built to the same scale, and the pair were awarded two second places. The 'bug' had well and truly bitten.

Photos on this page show stages in construction, which was carried out in Plastikard. Note application of essential detail such as rivets.



The Kerr Stuart Geared Steam Locomotive is quite a large narrow gauge engine and in this bigger scale dominates my small diorama or shelf layout, in fact now that the model is finished I have had to modify the layout design to remove a Y-point and re-lay the track in a simplified straight-through design to avoid it fouling on the already built backdrop buildings. In building this engine I started with plans that were produced to 7mm scale in *Narrow Lines* issue 56 and drawn by K R Parkes. I re-drew them to 11mm scale and started work by modifying a Hornby 0-4-0

'Smokey Joe' chassis by mounting the engine vertically and adding a flywheel that was scrounged from a battery operated (Walkman-like) cassette player. This flywheel was glued onto the motor shaft top with a tiny drop of Super-Glue.

The main sub-chassis was constructed from 3mm thick Plastikard glued together with Super-Glue – I had learnt my lesson on earlier builds and now ensure that my narrow gauge locomotive models are over-engineered. This sub-chassis was clad with 1mm thick Plastikard overlays and the cab and motor housing (to the front) built from more Plastikard. The water tank (central) was made from a plastic eyedropper container and unlike the original is round in section rather than oval!

Essential detailing

Cab detailing was produced from a wide variety of materials; the wheel from a Willy's Jeep toy, the piping from heated and bent plastic sprue, the dial and smokebox door from sections of knitting needles and the piping from bent paperclips. The driver figure is one of the resin models that I had cast up from one of my original masters.

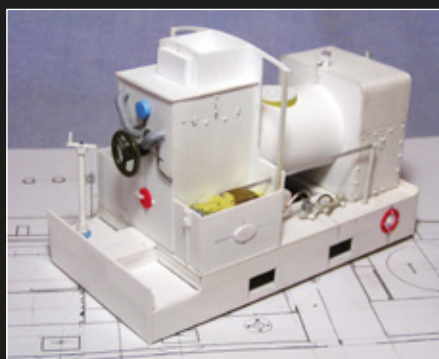
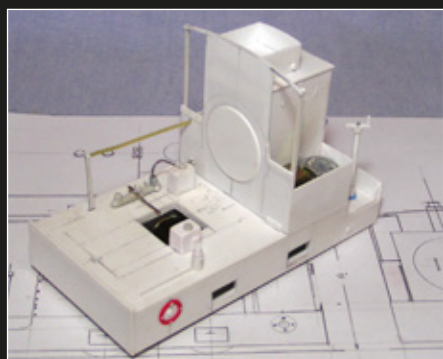
I used the original K R Parkes plans as inspiration and proceeded to add more and more surface detail. I used Plastikard, sprue, plastic rod and paperclips as well as some pen barrels and even a resin tool box casting that I found in my bits box. There are additional items modelled from aluminium sheet and Milliput epoxy putty. Most of the construction used Super-Glue, but there are also some joints glued with strong plastic solvent.

The rectangular hole in the top of the chassis was opened up and filed to shape as the Hornby wheels were found to foul the Plastikard sub-chassis. The Hornby chassis is held in place with a black rubber O-ring around two self-tapping screws. This allows the removal of the chassis without the need for a screwdriver or specialised tools.

The cab frame was built from square section plastic rod and the roof was 20thou Plastikard once again glued with solvent and reinforced with Super-Glue from below while the pipes along the top of the water tank were modelled from plastic-coated florist's wire wrapped with blue masking tape – I believe that the original piping would have been wrapped with asbestos). Other detailing was constructed from Plastikard and wire.

The model was built in three separate parts; the chassis, the main body and the engine/water tank. I added cab curtains, for two main reasons. I wanted the model to look 'lived in' and these curtains would have given the crew some weather protection – not much but some, and secondly, I had noticed that the rear upright on the side of the cab looked a little 'wrong' and weak. The added curtains should strengthen this fragile detail.

The chassis, water tank and engine housing were filled with metal nuts and bolts held in place with Super-Glue, dental



plaster and Milliput. I later realised that I had added too much weight to this model but was able to remove some of it from the water tank and a few metal bolts from the engine housing to better balance the locomotive. Even so this narrow gauge engine weighs a robust 344 grammes.

Prior to painting the model, I washed it in warm water with washing-up liquid and after it was fully dry, I spray painted it with Halfords Plastic Primer. The first real colour was airbrushed on with a Devilbis Sprite airbrush using Vallejo Game Color. The colour was Stonewall Grey to which I had added a small drop of gloss varnish and flow improver.

Subsequent airbrushing used the same Stonewall Grey colour to which I had added some white and occasionally ivory acrylic paint. These lightening layers were sprayed from above to give a 'Zenith effect'. I then used a Games Workshop Nuhl Oil wash to highlight the modelled detail before drybrushing.

I sealed the paint with satin varnish before adding the Letraset lettering. I used images of the Kerr Stuart diesel no 4415 as inspiration for the wording and painted the buffers with Humbrol enamel red (as I find acrylic reds a little weak). At the same time I painted some of the cab details and piping with Vallejo acrylic paints.

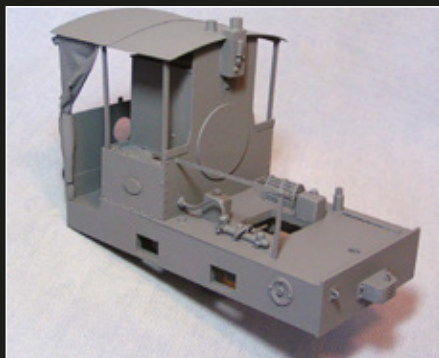
Well-worn and used

I wanted a well-worn and used paint finish and again used the Kerr Stuart diesel 4415 as inspiration for just how far I could go. Inspired by military modelling techniques I used a green scouring pad to add random scratches or paint chips, a fine paint brush to apply chips and watercolour pencils to 'age' the flat panels.

Later I added various oil paint dots to the roof and sides and then flooded the areas with white spirits and brushed in the direction of rain to add some additional colour streaks to the plain grey engine. The white water marks were painted on with dilute acrylic paint and further weathering was done with both watercolour pencils and weathering powders.

The final detailing was adding real coal to the bunkers and inserting a modified driver figure to the cab. The Kerr Stuart Geared Steam Locomotive is 135mm long x 66mm wide and 96mm tall. I can confirm that it is a real growler when under power and although only two-wheel drive the weighted body does much to slow down the Hornby 'Smokey Joe' tendency to sprint while keeping it secured to the 18-inch scale narrow gauge track.

The model was great fun to construct and paint. I would have liked to have used a more robust chassis, but so far this little engine has done much to confirm my belief that 11mm to 1 foot on 16.5mm track is a viable option. The planned oval layout has not materialised, but a shelf layout or working diorama with the option of sound has been finished – well as near to finished as any model railway can ever be! **NGW**



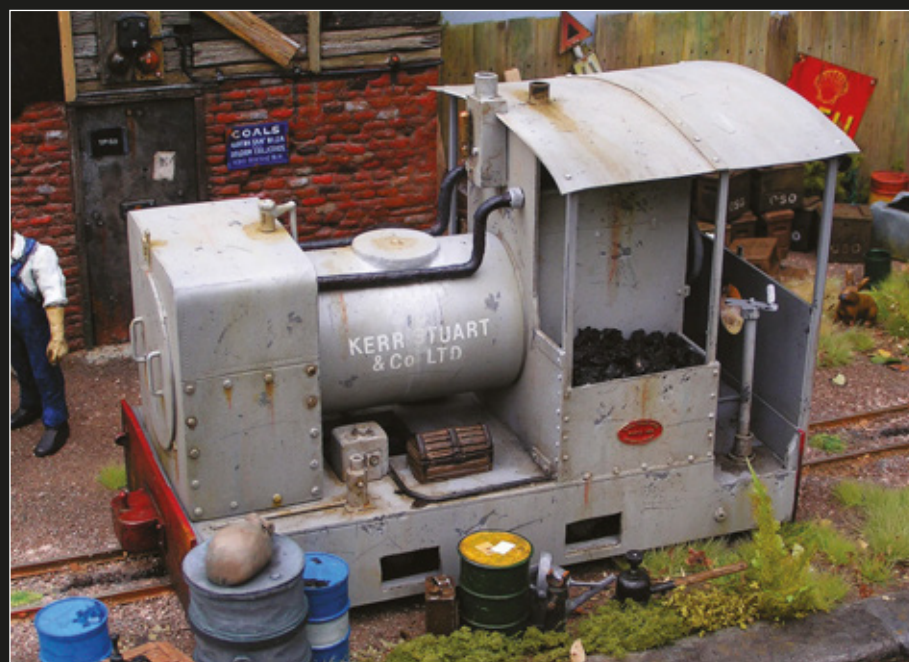
The four pictures above show stages in painting – the modular construction aided the priming and painting process.

Tony spent a great deal of time and effort on the weathering, adding paint damage, scuffs, oil stains and such like, and it is this attention to detail that really turns the model into something special.

Right: The loco even carries a proper Kerr Stuart works plate

Below: The finished model on Tony's layout – an excellent scratch build.

All photos by Tony Harwood



MODEL LINES

New date for Garden show

■ Not surprisingly most of the model events previewed in these pages over the past couple of issues fell victim to the Coronavirus pandemic, including the National Garden Railway Show.

Organised by the Association of 16mm Narrow Gauge Modellers and scheduled for Peterborough Arena on 4th April, the event was called off on 17th March and rescheduled to 9th November, by which time all involved hope that the pandemic will be well behind us.

The date was the earliest that could be accommodated by the venue and the Association hopes it will give visitors, exhibitors and traders plenty of planning time to ensure their presence – the April event was due to feature 19 layouts and more than 90 trade stands.

More details on the rescheduled show can be obtained at www.nationalgardenrailwayshow.co.uk

No South but North goes on

■ Other shows beaten by the virus included Narrow Gauge South, which was due to take place in Eastleigh on 18th March but will now next be held in 2022.

However Narrow Gauge North just escaped the lockdown, going ahead on 14th March in Leeds. Precautionary measures were put in place to protect visitors and the event raised another £1250 for a local hospice. Organisers have already set the date for the 2021 show, on 13th March.

Another casualty of lockdown measures was the Association of Larger Scale Railway Modellers show, which was due to take place in Reading on 8th May and include the G-Scale Society AGM. This show will now take place on 8th May 2021.

Hopes for 25th Corris show

The Corris Railway Society is anxiously watching Coronavirus developments in the hope that its 25th anniversary Model Railway Exhibition can go ahead on the planned date of 29th-30th August.

The planned venue will be Y Plas in Machynlleth and between 12 to 15 layouts plus sales stands are expected to attend.

More information about the exhibition can be obtained via enquiries@corris.co.uk and *NGW* will also publish any developments prior to the planned show dates.



■ The National Garden Railway Show in Peterborough traditionally sees Roundhouse Engineering unveil a new 16mm scale live-steam locomotive, so when this year's show was postponed due to Coronavirus the firm did its unveiling online. The loco looks familiar, being a redesigned version of the Ffestiniog single-Fairlie 'Taliesin' previously offered by the Doncaster maker. A host of improvements include enhanced detailing, and the model will go on sale in 32mm or 45mm gauge versions at a suggested price of £2150.00. Following the postponement of the Peterborough event enterprising 16mm Association members staged a 'virtual show' on the planned show date of 4th April – a full-day programme of video visits to various garden railways around the UK was live-streamed on the Association's Facebook page.

Roundhouse Engineering: Tel: 01302 328035, e-mail: mail@roundhouse-eng.com Web: www.roundhouse-eng.com



Making more of Minitrains tram

Dutch model supplier Tramfabriek has been in touch with news that German company Minitrains has released a long sought-after model in HOe scale (equivalent to 009 on 9mm gauge track) of the Dutch GOSM steam tram, which ran on a 750mm network in the province of Gelderland.

While Tramfabriek does not sell Minitrains, it does offer an upgrade kit for the tram, which turns it from the rather plain example above right (posed next to a Tramfabriek Gooishe Stoomtram) to the much better looking model at right.

More details are on the firm's website at <https://tramfabriek.nl>



Tallyllyn quarry stock for 16mm

Prolific 16mm scale supplier I P Engineering has extended its range of Tallyllyn Railway stock with kits for three and four-plank open wagons, a slate wagon and a wagon from the Corris Railway's Aberlenni quarry, some of which passed to the Tallyllyn in preservation.

The kits are to typical I P style, featuring ply bodies and ironwork in whitmetal along with wheel sets – they are available in 32mm gauge only.

Each kit costs £25 and more details are on the firm's website at www.ipengineering.co.uk. This also shows other TR kits including four-wheeled and bogie carriages, the basic vehicles converted by the preservation company from Penrhyn Quarry carriages and even the 'Refreshment Van' that appeared in the Reverend Audry's railway stories!



The Narrow Gauge Collection Volume 11 (DVD)

■ What you need when unexpectedly forced to spend a lot of time at home is some narrow gauge escapism, and Michael Field comes up with the goods with the 12th edition of his 'Narrow Gauge Collection' series of DVDs.

There seems to be no real rhyme or reason to this series, simply Michael putting together an interesting selection of films from where he's been over the past two or three years. The subjects of this latest disc, for example seem to have no obvious connection to each other – we start on industrial lines in China with trains worked by the ubiquitous C-class 0-8-0s, then head off to the 2017 and 2018 Galas of the Leadhills & Wanlockhead Railway. This is a curious 2ft gauge Scottish line which perhaps doesn't get the attention it deserves, and the film shows trains being propelled up the grade by 2017 visitor Barclay 0-4-0 'Jack' on the current route of just half a mile.

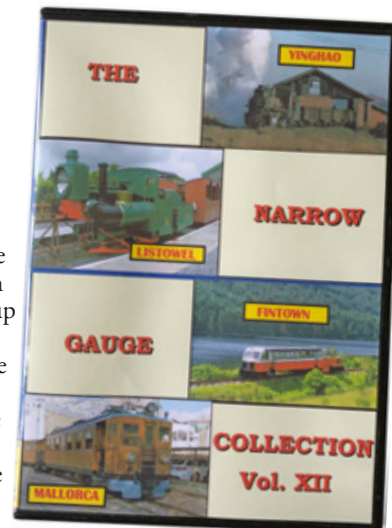
From there it's over to Ireland for a couple of visits, firstly to the narrowest of narrow gauges, the recreated Listowel & Ballybunion monorail. A highlight here is the incredibly complex procedure for turning a loco at the end of each ride. Not only is this procedure documented on the video, the DVD is supplied with a map and step-by-step guide to ensure there's no doubt on the matter!

While in Ireland there's also time to visit Fintown for a ride on a County Donegal railcar, before another complete step change, to the Mediterranean resort of Mallorca to film the iconic vintage electric tram system. Finally there's a taster of the 2019 Welshpool & Llanfair Gala which MFVP has produced a separate film on.

No connections maybe, but that's one of the appeals of the video – the content is up to the usual standards and it's a great way to lose just over an hour, which many of us currently have time to do! **AC**

Produced by MFVP, The Rowans, Bishop Kinkell, Conon Bridge, Ross-shire IV7 8AW Tel: 01349 861129 E-mail: m.fieldvideo@googlemail.com

Price £12.95 plus 1.55 post and packing



Structure focus in new TV series

Any new TV series promising narrow gauge subject matter is welcome, as it doesn't happen that often and when matters narrow are featured they are usually on the the Ffestiniog & Welsh Highland Railways!

Well the same is true of this latest series, but it's a bit different to the norm – as its name suggests *The Architecture the Railways Built* focuses on the buildings built to serve railway systems, structures often of radical design and challenging construction.

Starting on 28th April on the Yesterday TV channel, and also available on the UK Play catch-up service, the 10-episode series is presented by Tim Dunn, who will be familiar to many **NGW** readers as a total enthusiast of all matters heritage rail and particularly narrow gauge.

The series journeys throughout the UK and Europe and while of course station buildings form its core subject matter, from grand edifices in major cities to tiny rural stations serving small communities, Tim also looks at many aspects of rail civil engineering including viaducts, signal boxes, tunnels, pedestrian passages, workshops, railway hotels and even rail-connected homes, swimming pools and Turkish baths.

For **NGW** readers the editions to look out for include episode 2 on 5th May in which the Ffestiniog features – admitting the north Wales line is one of his favourites, Tim checks out such structures as Boston Lodge Works and the recently restored Coed-y-Bleiddiau cottage above Tan-y-Bwlch, connected to the rest of the world only by a private halt on the FR.

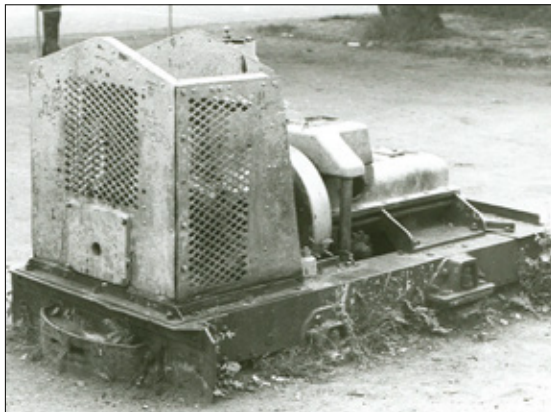
Episode 5 on 26th May features the remarkable Landwasser Viaduct on the metre-gauge Rhaetian Railway in Switzerland, home of the Glacier Express tourist trains, while in episode 7 on 9th June Tim takes the Snowdon Mountain Railway to visit the summit station 'Hafod Eryri'. When opened in 2009 this replaced a structure dubbed 'the highest slum in Wales' by no less than Prince Charles...

The Architecture the Railways Built starts on Yesterday TV at 8pm on 28th April.



Coed-y-Bleiddiau cottage and Boston Lodge works on the Ffestiniog (top), the amazing Landwasser Viaduct in Switzerland (above) and the Snowdon Mountain Railway are all visited in a new TV series presented by Tim Dunn (below).





Eureka and that Manx visit

The Jan/Feb 2020 issue (*NGW*145) has just arrived, and as always another fine journal it is. And a prompt to resolve another narrow gauge urban myth, or to just set the record straight.

In the fascinating article *Winter in the USA* you note that the classic American Baldwin 4-4-0 'Eureka' might have visited the Isle of Man in 1991 but never did.

I had understood that the reason was a late realisation, as the idea evolved, that the Isle of Man has never been part of NATO, so a giant US Air Force plane needed to transport such a load was not able to run a mission there. Your editorial note suggests that military priorities for the first Gulf War that year were the reason for the no-show.

Perhaps some Manx source could record the whole story for *NGW*, which is part of the wider picture of how the IoM is part of the UK for some purposes and not in the UK for other matters. I gather that both the UK and the IoM are now not part of the EU (the IoM never was) but that the NATO difference remains – perhaps the much talked-about trans-Atlantic 'special alliance' could make that heavy lift exercise actually now happen and let the classic Baldwin 4-4-0 strut its stuff along the Port Erin to Douglas line.

Alan Smith

Earlier Billards

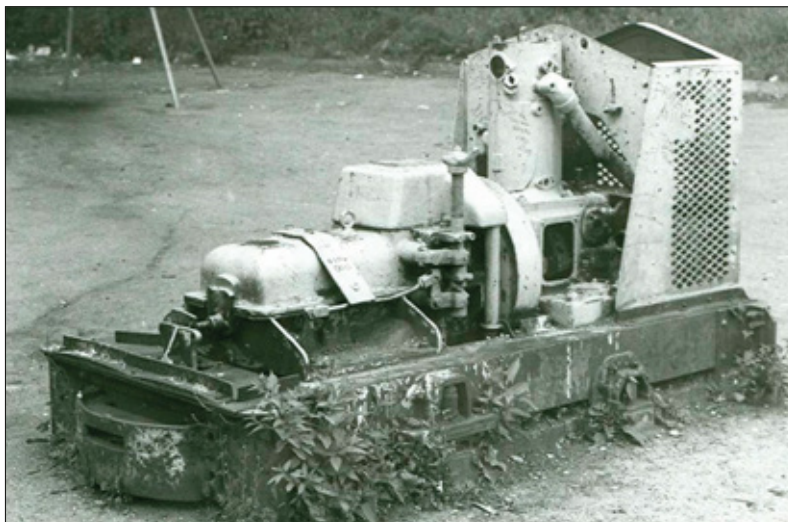
I read with interest *The many Railcars of Billard* in the January-February issue – it implies that the A135D was the first type of Billard railcar but there were three earlier metre gauge types:

The three A50D railcars were supplied in 1932 for the Compagnie Generale des Voies Ferrees d'interet local (CGL) for the metre-gauge lines from Noyon to Guiscard and Lassigny in the Oise department. They were four-wheeled single-ended diesel cars and remained in service until the line closed in 1961.

They were followed the following

"A giant US Air Force plane needed to transport such a load was not able to run a mission there..."

Top: Two views of the unfortunate Orenstein & Koppel loco that spent many years at a playground, was bought by an enthusiast to be restored, but then taken away and scrapped by the council before it could be picked up!



year by three A65D cars for the line from Estrées Saint-Denis to Crévecoeur le Grand in the same department, again four-wheeled diesel cars.

In 1934 a single-ended A80E (the E indicating that it had a petrol engine) was supplied to Madagascar. The motor end was carried on a bogie with a single axle at the other end and a built-in turning facility. It's also of interest as it appears the body had some form of articulation. While the Michelin 51 cars in Madagascar ran long-distance services from Tananarive to Tamatave the Billard car ran more local services near the capital.

Peter Dale

Doomed O&K pictured

In *That was the year that...* in *NGW*147 you record the Orenstein & Koppel that was purchased after years half-buried in a playground in Chigwell, only for the buyer to find on arriving to collect it that it had been taken away and scrapped.

Please find attached a couple of photos of said loco. I don't know who took the photos (certainly not me), but they came from the collection of the late John Lucas.

Simon Lomax

Trustee, Moseley Railway Trust, Apedale Valley Light Railway

That 4ft gauge question

I've just received *NGW*144 and was pleased to see another update re the restoration at the Wellington Tramway Museum (New Zealand) of tram no 17.

In the Nov/Dec 2019 issue on page 54 you note "The 3ft 6in gauge no 17," whereas it is in fact 4ft 0in gauge. This factor is noted in the letter which you published, along with a photo, in the Mar/Apr 2017 issue of *NGW*.

The state-owned national railway (heavy rail, etc) gauge in New Zealand remains 3ft 6in. A

substantial reinvestment programme for the system has just been announced by the NZ Government as part of the implementation of its www.transport.govt.nz/rail/the-draft-new-zealand-rail-plan/

The reconstructed 4ft gauge Brill 22e bogies – Edwardian traction in modern mode – were built here in NZ by A&G Price Ltd at the same time as Stadler AG in Switzerland was 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 of 2020. Further information for 'fans of the four foot' is online at www.wellingtontrams.org.nz

Alan Smith

Andrew C replies: Memo to self, not everything rail-related in New Zealand is 3ft 6in gauge!

Set of NGW on offer

Well done for producing such a good magazine. I enjoy every issue.

I have every issue of *NGW* from No in 1 March 1999 to the present, with the exception of nos 33 and 60. I am running out of storage space. I can pass them on to someone free of charge, but carriage would be at cost unless arrangements can be made for collection (I live in London).

If you can put me in touch with anyone who would like these back issues I would very much appreciate it. My phone is 020 8567 5613, and e-mail martin.eady@btinternet.com

Martin Eady

Narrow gauge point to make, question to be answered, memory to share? Drop a line to Viewpoint at the address on page 3...

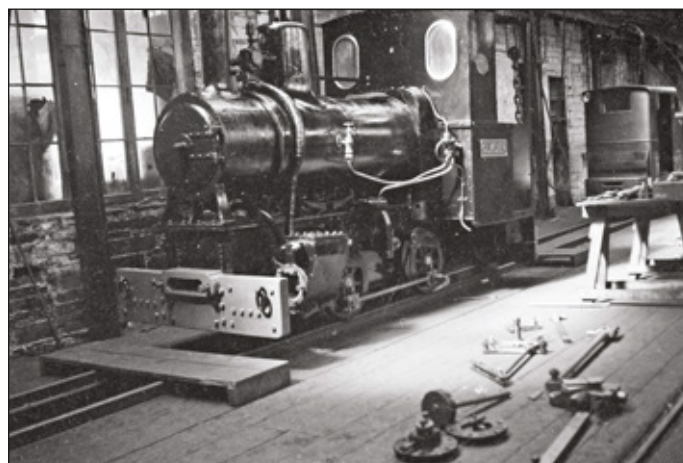
The Knarrow Knowledge lockdown super-quiz....

The quiz is back and much bigger to hopefully both get your grey cells going and provide some amusement in the current challenging times.

Some of the questions below have appeared before, but a VERY long time ago, while there are plenty of new ones too – and just to avoid the frustration of waiting a month for the answers, they are over the page. Don't cheat now...

- 1) Where did Heywood 0-4-0T 'Katie' go between leaving the Ravenglass & Eskdale Railway and arriving at Fairbourne?
 - 2) I began my career working for the Navy, went into paper, was moved to a zoo and today my home is in the Forest of Dean though I'm currently living in Wales. What is my name?
 - 3) At what location in the UK can you see a Yeti?
 - 4) What did 19B do that none of its sisters managed?
 - 5) On what line were 'Ariel', 'Trewithen' and 'Canopus' employed?
 - 6) The five principal makes of steam locomotive employed on the front-line narrow gauge of the First World War were supplied by Alco, Baldwin, Barclay, Hunslet and one other?
 - 7) On what lines will you find (or would you once have found) the following halts? a) Hurst Lane; b) Moss Road; c) Waterfall.
 - 8) In 1928 two became one in Cumbria – who were they, and who did they become?
 - 9) What country would I have been in travelling if I had called at the following stations? a) Bauya Junction, b) Morphou, c) Ghinda
 - 10) Which fledgling heritage railway had to put temporary rails across a road to get its locos and stock from its first workshops to the running line?
 - 11) I worked with the timber, and helped build a narrow gauge mecca. Today my namesake avoids the rhinos. What was I?
 - 12) What railway ran its last passenger service on 11th April 1929?
 - 13) My name is Brian Taylor and I built a very successful railway – what is it called?
 - 14) Where did 'Billy' and 'Dickie' work?
 - 15) Which company operated out of the New Foundry in Leeds?
 - 16) Why did 'Rosemary' feel important on 8th May 2004?
 - 17) Which British manufacturer produced virtually entire railways for a US island state, including locos and stock?
 - 18) What line suffered a major fire in its stock shed and was then blamed for a disastrous flood in the same year?
 - 19) Which railway benefited from the failure of the Channel Tunnel project in 1975?
- and as a final killer question...
- 20) 'Fojo' lived on a line that lasted just five years from 1967 and 1972. What is Fojo, and what was the line?

From a Different age...



■ Michael Bishop calls the photo above, taken on his box camera at the Penrhyn Railway's Felin Fawr works in July 1964, "dreadful" but we think its historical interest outweighs any technical concerns. Barclay 0-4-0WT 'Glyder' (which returned to steam six months ago) was having work done with Hunslet 0-4-OST "Nesta", the subject of a second shot which sadly has not responded as well to our enhancement. Michael guessed they were being "done up for sale", but the pair were not exported until the following year, Nesta ending up in Puerto Rico.

Michael was also a member of the Brockham museum project and the photo below shows Bagnall 0-4-OST 'Peter' arriving at the Surrey museum in 1965. "That's Tony Deller on the right, effectively the chief mechanical engineer at Brockham – I bought a set of springs for Peter at the Dinorwic Auction in 1969," Michael recalls, adding a picture (bottom) "of the railway we built at Brockham through the bridge arch with chalk in about 1966."



Who what where...

■ Where did *Michael Chapman* come across some narrow gauge equipment where he didn't expect to last month? It was at a railway location yes, but a standard-gauge one,



Embsay station on the Embsay & Bolton Abbey Steam Railway in north Yorkshire.

A teaser from the editor's own collection this month – but where did he take the picture at left? Or rather, a much bigger picture of which this is just a part?

Answers, as ever, will be in the next edition of NGW...

Answers to the quiz on page 49:

1) Llewellyn Miniature Railway, Southport; 2) 'Chevallier' (Manning Wardle 0-6-2T); 3) On Snowdon, it's a Hunslet diesel; 4) Left India – it's a Darjeeling 0-4-0ST today owned by Adrian Streeter; 5) The Pentewan Railway in Cornwall; 6) Hudson; 7) a Ashover, b Campbelltown & Machrihanish, c Isle of Man or Snowdon Mountain; 8) Greenly locos 'Colossus' and 'Sir Aubrey Brocklebank' were combined to form the first 'River Mite' on the Ravensglass & Eskdale Railway; 9) a Sierra Leone, b Cyprus, c Eritrea; 10) the Leighton Buzzard Railway; 11) Bagnall 'Excelsior' on the Kerry Tramway – its namesake is at Whipsnade; 12) The Southwold Railway; 13) Kirklees Light Railway; 14) on the 18-inch gauge system at Crewe works; 15) Hudswell Clarke & Co; 16) Because the Queen rode on her footplate at Exbury Gardens; 17) John Fowler & Co, Thetford, Norfolk; 18) The Manx Electric Railway, in 1930; 19) The Talylyn – it acquired the construction track; 20) Orenstein & Koppel 0-6-0WT, the Creekmoore Light Railway in Dorset.

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?

<https://www.youtube.com/watch?v=hZ8AkX7Fp6g>



■ You can find some lovely eclectic stuff searching around Youtube, such as this 2015 Gala at the Wyrzyska Powiat Railway in Poland, including a rather curious cavalcade...

Diary on hold...

Clearly in the current coronavirus pandemic there is little point in running our diary and events listings – on press day, 11th April, all lines were closed with no indication as to when they would be able to reopen, and special events due to take place in May had either been cancelled or postponed to much later in the year.

The situation could change at short notice and if the lockdown is eased we recommend readers consult the railways' websites for information on any services restarting. A full listing of the websites is on page 7, and many of them also contain details of the fundraising appeals many lines are running to try and stave off the financial pressures caused by the loss of revenue.

NGW will also post the latest news regarding train services and events on its social media feeds – our Facebook page at www.facebook.com/narrowgaugeworld and our Twitter feed at @NarrowGaugeWrld

That was the year that...

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

From 40 years ago

'Irish Mail' steams again
'Irish Mail' (Hunslet 823/03), bought as a frame, wheels and cylinders at the Dinorwic Quarry auction in 1969 appeared in steam at the end of April 1980 after a ten-year overhaul.

The loco will be in steam on the West Lincs Light Railway, Hesketh Bank, near Southport on the last weekend of every month. (NGN, May 1980)



Photo: Michael Chapman

And it has been a stlawart of the short but fascinating West Lincs line ever since, another of the many quarry Hunslets to survive into preservation.

W.H.R. gets L.R.O.

After 19 years of striving to reopen the former Welsh Highland Railway from Porthmadog to Beddgelert a major step forward was taken on June 12th 1980 when a Light Railway Order was issued to cover the ¾-mile section of track already laid on the former Cambrian Railways interchange sidings adjacent to the Welsh Highland trackbed at Porthmadog.

It is hoped to commence public running on Saturday 2nd August 1980, subject to the Department of Transport inspection being satisfactorily completed on 27th June. Possession of the original trackbed also moved a step nearer completion when the Gwynedd County Council accepted the recommendations of their Welsh Highland sub-committee to purchase the entire trackbed and then enter into negotiations with the Welsh Highland Light Railway (1964) Ltd to enable them to purchase the Porthmadog to Rhyd Ddu section.

(NGN, May 1980)



Photo: Andrew Charman

We assume that as this was in the May edition of the newsletter the granting of the LRO was pretty much assured! Passenger services did indeed commence that summer and your editor visited just a couple of years later (picture). However as is well known access to the WHR trackbed continued to elude the WHR '64 Co and the line was eventually rebuilt by the Ffestiniog Railway. The Porthmadog operation has since become an interesting steam centre and museum.

Lincs Coast Light closed

As yet unconfirmed reports have been received that the LCLR has had an Enforcement Order served on them, closing the line down from 1st June. 1979 saw the line barred from propelling trains following a fatal accident, the enforcement order was made after a second accident this year.

(NGN, May 1980)

Whatever the issues were the line overcame them, restarting services in August that year and running until the end of the 1985 season, when various issues caused it to be closed and lifted. However it was reborn at Skegness Water Park, opening in 2009 and going from strength to strength in the years since.

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



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Monarch in name only?

Donald Brooks recalls an encounter with a challenging locomotive.



When the Welshpool & Llanfair obtained 'Monarch' from Bowaters in 1966 it must have seemed a godsend in the early years of preservation. The articulated 0-4-4-0T, Bagnall 3024 of 1953, the last steam locomotive to be built for narrow gauge industrial use in Britain, was the right gauge and looked ideal for working the steeply-graded banks on the as-yet-unopened section to Raven Square, with power to spare for longer trains as the line developed.

Monarch was not to be the answer to the Welshpool's prayers, however. Maybe Bowaters' preparedness to part with its newest and most powerful steam loco should have sounded warning bells, though the existence of six similar sisters, built between 1936 and 1953 for sugar estate work in South Africa, may not have been

known in Llanfair Caereinion. The South African engines had proved both unpopular and troublesome in service, though may well have been over-complex for the operational conditions they encountered.

Monarch needed a great deal of boiler and bogie work and overhaul at Llanfair took much longer than initially expected. It was tested in steam on a rainy June day in 1973, but trials on scheduled services in August revealed further problems.

More work was carried out over the winter and on Easter Monday, 15th April 1974, the loco was rostered on the 13.00 return to Castle Caereinion. But it failed with a steam leak and while this was quickly repaired, questions over tank capacity prevented it taking over the two afternoon services to Sylfaen. It finally hauled an 18.00 extra return to Castle

"The loco was in service for a surprisingly high total of 51 days in 1978..."

Caereinion, forming an idyllic scene as it ran alongside the Banwy in the evening light.

Monarch did undertake timetabled work over the next four years, but never really settled down as a reliable member of the W&LLR fleet. Most successful season seems to have been 1976 with only one failure, while the loco was reported as in service for a surprisingly high total of 51 days in 1978. But late in that season it failed again and planned work for a return to service in 1980 never took place.

Ffestiniog interlude

Undeterred by the W&LLR's experience, the Ffestiniog acquired Monarch in 1991, planning a conversion to oil-firing as part of a rebuild to make the loco suitable for operation on the narrower gauge route. Monarch was dismantled, but little else happened before it was concluded that it would never meet the needs of either the Ffestiniog or the Welsh Highland.

Over the winter of 2002-3 the parts returned to the W&LLR, where the locomotive was reassembled and put on static display at Welshpool. It seems a sad fate for such an interesting and historic engine, but given her erratic career since 1953 and the fact that she has not steamed for over 40 years it may well be the best outcome for her. A return to the rails looks highly unlikely now. **NGW**

Above: 'Monarch' waiting to leave Castle Caereinion on the return journey to Llanfair Caereinion, Easter Monday 1974.

Left: The loco in steam at Llanfair earlier that day after undergoing an extensive overhaul over the previous winter.

Bottom: Running alongside the Banwy in idyllic evening light.

Photos by Donald Brooks, 15th April 1974





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