

NARROW GAUGE WORLD

ISSUE 165
MAY 2022



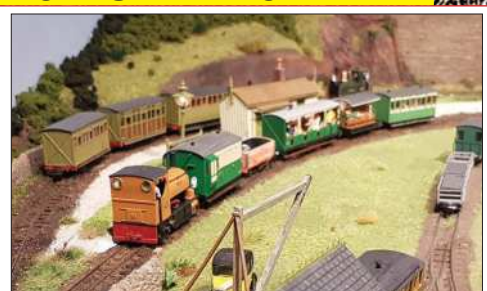
■ SOUTHWOLD'S BLYTH – LOST CLASS NO MORE

OPENING UP

RAILWAYS FACE NEW
CHALLENGES AS
SEASONS START



NG MODELLING



■ ISLE OF STONER DEVELOPMENTS

FEARS FOR FATE OF CHILDREN'S
RAILWAY IN UKRAINE CAPITAL KYIV
NEW & RESTORED LOCOS DEBUT

▶ 12 PAGES OF ALL NARROW GAUGE NEWS
▶ EARLY-SEASON STATFOLD & BEAMISH GALAS

MAY 2022 | £4.99

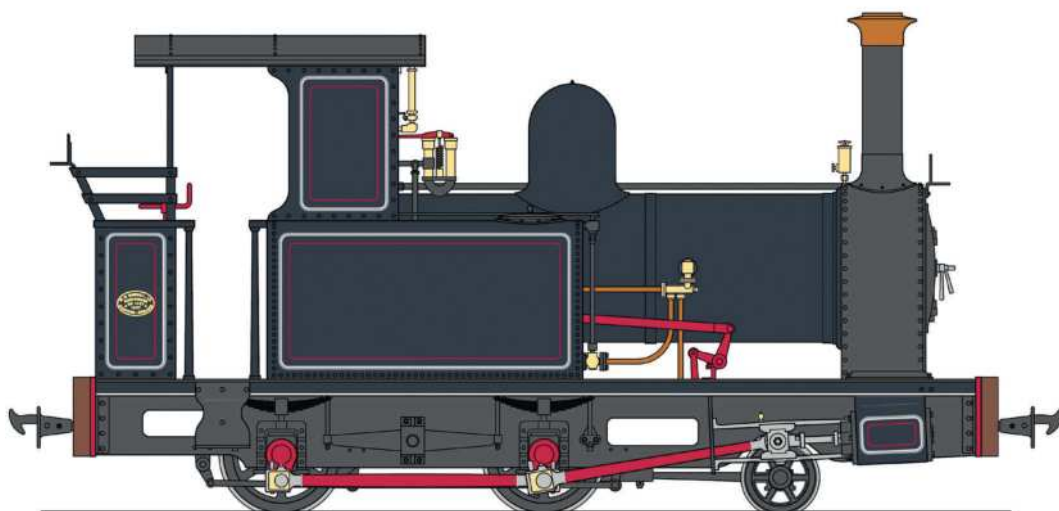


9 771466 018083 05
www.world-of-railways.co.uk

ACCUCRAFT UK LTD

LIVE STEAM & ELECTRIC LOCOS AND ROLLING STOCK FOR GARDEN RAILWAYS

NEW FOR 2022/23 - 1:19 BAGNALL 2-4-0T



Following the release of the gorgeous little Peckett, we are delighted to announce that our next small locomotive will be the Bagnall 2-4-0T *Rheidol*. We are sure many associated with 16mm scale will have soft spot for this engine! Originally named *Treze de Maio*, the engine was built by Bagnalls of Stafford for a Brazilian sugar cane plantation in 1896 but never delivered as the order was cancelled, instead the locomotive was regauged from 2' 5 1/2" gauge to 2' 3" gauge when it was sold to the Plynlimon and Hafan Tramway and named *Talybont*. In 1903, after the failure of that railway, it was purchased for the construction of the Vale of Rheidol Railway, regauged to 1' 11 3/4" and renamed *Rheidol*. Absorbed by the GWR in 1923 it was numbered it 1198, but it was withdrawn and scrapped the following year, having never carried its GWR number.

The model is gauge-adjustable (32mm and 45mm), gas-fired and fitted with a water top-up valve, water gauge with blow-down valve, lubricator and 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 pre-order RRP is £1695.00 (subject to the usual provisos), available late 2022 or early 2023. Fitted with Accucraft chopper couplings, the model will be supplied with two chimneys, the original balloon stack and the more traditional type. Available in five liveries, full details can be found on the Accucraft UK website.



For details of our complete range of models visit our website - www.accucraft.uk.com
ACCUCRAFT UK LTD. PO BOX 394, HEREFORD, HEREFORDSHIRE HR1 9QN
TEL: 01981 241380 email: info@accucraft.uk.com

PUBLISHER
Steve Cole
stevec@warnersgroup.co.uk

EDITOR
Andrew Charman
12 Maes Gwyn, Llanfair Caereinion, Powys,
SY21 0BD. Tel: 01938 810592
Email: editor@narrowgaugeworld.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

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

SUBSCRIPTIONS

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

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

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

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

© WARNERS GROUP
PUBLICATIONS PLC 2022
ISSN: 1466-0180

Cover: The railways are back in operation for a new and hopefully more normal season and seeing promising early loadings. *David Lloyd-Jones* caught Beyer Peacock no 13 'Kissack' at Keristal near Port Soderick, heading south on the first day of Isle of Man Steam Railway services on 4th March, his birthday! The inset, by *Gerry Balding*, shows Sharp Stewart 2-4-0T 'Blyth', newly completed for the Southwold Railway Trust.

NARROW GAUGE WORLD is published nine times per year.

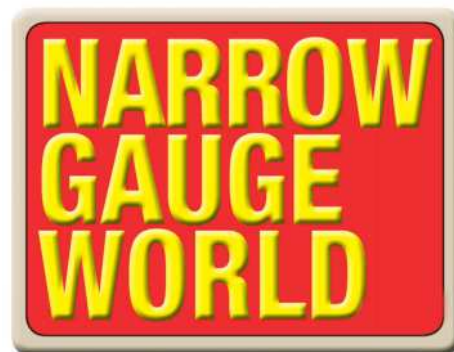
This issue on sale 29th April 2022
Next issue published 27th May 2022



www.warnersgroup.co.uk

Issue No 165 May 2022

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



CONTENTS

05 **First Lines**
Milestone for our Editor

06 **Headline News**
Lines battle to beat coal issue

07 **UK News**
New and old at Talyllyn and Corris

16 **World News**
Harz loses half-million passengers



18 **Waite's World**
Fears for Ukrainian children's line

21 **Narrower Lines**
One Ratty village, two stations

25 **News Gallery**
Early season Galas pictured

30 **Locomotives**
Chasing Nasmyths in India

34 **New-build Narrow Gauge**
Southwold welcomes Blyth

36 **Narrow Gauge Archeology**
First French Railway in China

37 **New on the Narrow Gauge**
Corris and Talyllyn developments



40 **NG Modelling**
More 009 line on the Isle of Stoner

42 **NG Modelling**
16mm steam Peckett review

43 **On the Shelf**
009 Hunslets in colour

46 **Viewpoint**
Penrhyn point and Awdry memories

47 **NG Extra**
Quarry, roadside and the end of a line

49 **Diary**
Plenty of trains and events in May

50 **Encounters**
Quarry Hunslet in Lancashire



NEXT ISSUE – JUNE 2022
On Sale 27th May

Mainline & Maritime
3 Broadleaze, Upper Seagry,
Chippenham. SN15 5EY
07770 748615
www.mainlineandmaritime.co.uk

**MAINLINE &
MARITIME**

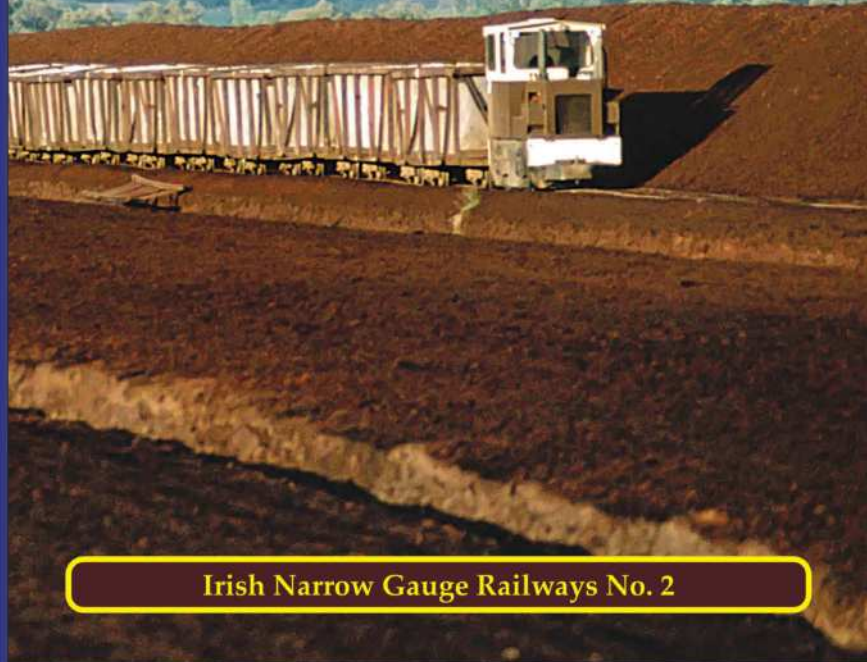
**WHAT YOU SEE IS
WHAT YOU PAY!**
ALL PRICES INCLUDE UK P&P

NEW BOOK!

**MEMORIES OF THE
BORD NA MÓNA RAILWAYS**

by Darragh Connolly

£14.95



Irish Narrow Gauge Railways No. 2

DON'T MISS!

**NARROW GAUGE
THROUGH PORTHMADOG**

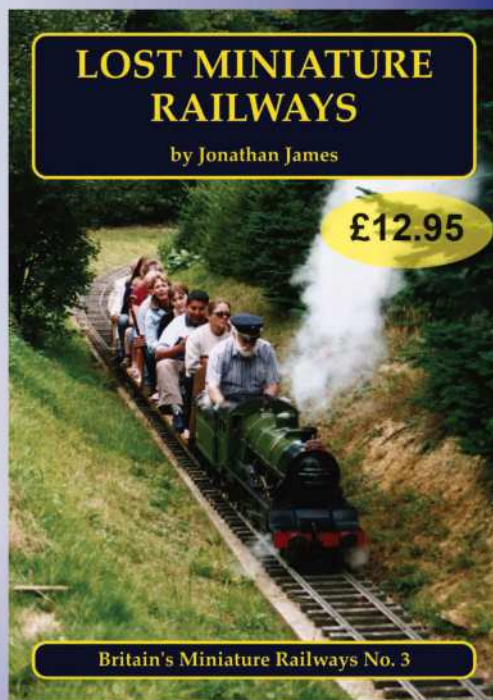
by James
£19.95



**LOST MINIATURE
RAILWAYS**

by Jonathan James

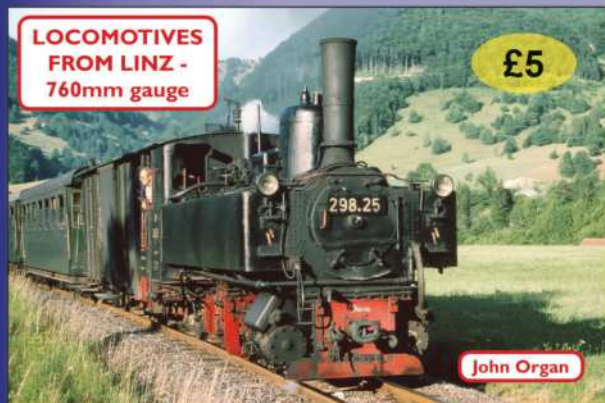
£12.95



SPECIAL OFFERS!

**LOCOMOTIVES
FROM LINZ -
760mm gauge**

£5



**NARROW GAUGE
NET**

SUMMER SPECIAL



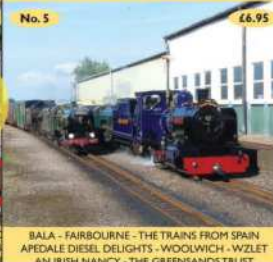
**NARROW GAUGE
NET**

SUMMER SPECIAL



**NARROW GAUGE
NET**

SUMMER SPECIAL



**£3
EACH OR
3 FOR £8**

DONEGAL - HUNSLY 1215 - BLUE VALLEY - HA
BAIE DE SOMME - SOUTHEND PIER - and more

DOUGLAS HORSE TRAMS - TEIFI VALLEY PHO
FAIRBOURNE 15" - METROPOLITAN WATER B
TEESDALE 15" - LEA BAILEY - HARZ - MYAN

BALA - FAIRBOURNE - THE TRAINS FROM SPAIN
APEDALE DIESEL DELIGHTS - WOOLWICH - WZLET
AN IRISH NANCY - THE GREENSANDS TRUST

A hundred reasons to be cheerful...



"While the narrow gauge faced issues, they seem today rather insignificant compared to what we've faced in recent times..."

Photo: It took the editor a couple of years after taking charge of *NGW* to first visit Statfold Barn but once he went, he kept going back – a narrow gauge mecca that has just kept getting better and better over the past decade. Photo: Andrew Charman

Welcome to *NGW* 165 and I will warn you straight away that I'm being a bit self-centred in this issue. While the number 165 might not seem significant, to your editor it is a milestone, being the 100th edition since I took over the editorial hot seat from founder editor (and thankfully still features editor) David Joy for the November-December 2009 issue.

So I've taken the opportunity to look back over my hundred issues to see what has changed on the narrow gauge in the last 13 years – why 100 issues in 13 years? Because until the end of 2013 we only published six issues annually, before going monthly for the 'summer' half of the year in 2014. And yes, I agree with many readers who tell me they'd like *NGW* to be monthly all year round! We'd need some more readers to do that, so please tell your friends...

The cover of my first issue featured the Welshpool & Llanfair Light Railway's Hunslet 2-6-2T No. 85, which was about to go out of service. As we reach issue 100 there are high hopes, detailed in the news pages, that this loco could be back in steam soon, which will please many, myself included! I've fired most of the current W&L fleet and No. 85 was by far the nicest...

I found it amusing, by the way, that without any planning at all my issue 99 featured the Welsh Highland Railway's famed Hunslet 'Russell' on its cover. In one of the many weirdities that makes narrow gauge so fascinating, Russell was

built in 1906, to the basic design of No. 85, which dates from 1954... That's because while the locomotive is a Fifties child, its design was drawn up back in 1898...

There were lots of news stories in my early issues that have had very good outcomes. There were arguments over when the Welsh Highland Railway would be completed – now it is an established part of the Welsh narrow gauge landscape. The radical idea of building a brand-new Lynton & Banrastle Manning Wardle 2-6-2 was well underway but the loco still to steam. Today 'Lyd' has been in service for some years, has been joined by the Baldwin 'Lyn', a project only just kicking off in 2009, and spawned a new project to build four more Manning Wardles.

Phoenix-like locos

The rise of the new-build is a major feature of my time at the helm of *NGW*, particularly pleasing the recreation of lost loco classes – such as tiny Bagnalls, Decauvilles, the odd little Stephen Lewin 'Samson' and the Southwold's Sharp Stewart 'Blyth', debuting this month.

And there are more new-builds to come; an original-format Ffestiniog England in 'Mountaineer', the slightly mysterious single-Fairlie 'Gowrie', hopefully even a Metropolitan Water Board Kerr Stuart – exciting times.

It's not been all good news of course – there's been some challenges along the way. In my first issue I

reported the possible return of the Penrhyn Railway, and indeed it did return, only to disappear again. We were also reporting accidents on level crossings in that issue and they still appear in our pages far too frequently today.

Times more testing

The one major difference from then to now, however, was that while the narrow gauge had issues to deal with, they seem today rather insignificant compared to what we've faced in recent times, a pandemic and fears over our fuel that present a very real threat to the future of our railways. We did not have those sort of concerns 13 years ago...

As for me? I've had a great time. Let's face it, I get paid for travelling to various narrow gauge railways and writing about a subject I have a real passion for. I've driven locomotives on a wide variety of lines, chased narrow gauge across the other side of the world. Basically it's a tough job, but someone's got to...

So to conclude this unusually self-pretentious editor's column I'd like to thank all the narrow gauge people that have welcomed me into their environments and in the process helped *NGW* maintain its in-depth coverage of our very special part of the railway world. Most of all I'd like to thank you the readers, because without you we couldn't do any of it, and I very much hope to be doing this for at least another 100 issues. Enjoy your *NGW*...

Andrew Charman



■ Two former Penrhyn Quarry locomotives have made their debuts following restoration in recent weeks. The rebuild of Avonside 0-4-0 'Ogwen' (2066/1933), owned by Martyn Ashworth, was actually completed at Workshop X in Killamarsh last Autumn, but the loco was initially turned out in its original guise as the Durham Water Board's 'Durham'. It made its debut in Penrhyn livery at Statfold on 13th March.

Hunslet 'Elin' (705/1899) will be the star of the Richmond Light Railway's annual Charity Steam Fair on 13th August following completion of the loco's restoration at the private Kent line, owned by Jeremy Martin. The Hunslet (right) was first steamed at the end of March – Elin has a distinctive appearance due to having been fitted with a non-standard boiler built by traction engine manufacturer Marshall during its quarry service. Tickets for the Steam Fair can be purchased at www.ticketsource.co.uk/rlr or through the Richmond line's Facebook page. Photos: Joey Evans and Steve Town

Uncertainty remains as lines seek alternative fuels to coal

The crisis facing coal supplies to the heritage steam industry has continued in recent weeks, after the last remaining UK pit, Fros-y-Fran colliery in south Wales, stopped supply following an equipment failure – the colliery is currently due to close later in 2022 making repair of its washing and grading equipment uneconomical.

The situation then worsened with the Russian invasion of Ukraine, placing doubts on either the availability or ethics of sourcing steam coal from Russia.

Among various solutions being studied Hargreaves Services, suppliers of coal to UK heritage steam and which previously secured stocks of foreign coal, has been assessing the viability of setting up its own washing and grading plant for Fros-y-Fran coal.

One glimmer of hope emerged following the Government's new energy strategy, published in the wake of the Ukraine crisis and in the light of a need to cease reliance on energy supplies from Russia.

The strategy included further use of home energy supplies such as North Sea oil and gas, which is strongly opposed by the environmental lobby.

This has sparked hopes that a planning appeal by Fros-y-Fran, seeking to allow mining of an additional 1.7 million tonnes of coal over two years, might be successful.

MP Liz Saville-Roberts, who represents Dwyfor Meirionnydd within which are several of the Welsh narrow gauge lines, has become among the first politicians to argue that until a more sustainable solution can be found, using coal available in the UK will be less environmentally damaging than importing it in ships burning heavy fuel oil.

Trevithick on trial

As work goes on to secure stocks, several UK railways have been trialling alternatives to traditional steam coal, including the use of Trevithick ovoids. Launched by Hargreaves, these are made from compressed coal dust with a resin binder.

The Welshpool & Llanfair Light Railway scheduled two mornings of tests with the new fuel prior to the opening of its season in early April, including the ascent of the 1 in 29 Golfa Bank out of Welshpool, a stern test for any loco fuel.

The Bure Valley Railway, one of the first

to try eco-coal (*NGW159*) and which has been a central part of a trials group, has made further tests with modified versions of ECoal50 and a new fuel called CPL Wildfire, a mix of anthracite, coal and petroleum coke.

The Lynton & Barnstaple Railway has also trialled ECoal50, the early conclusion being that the eco-coal took longer to raise steam and higher quantities were needed.

A major minus factor is the high cost of eco fuels compared to traditional coal. "Ecoal is at least double the price of what we are paying at the moment which for a small operation can have quite an impact", Tallyllyn Railway general manager Stuart Williams told *BBC News*.

Meanwhile the Groudle Glen Railway's order of 10 tonnes of steam coal from Fros-y-Fran was washed and bagged just a day before the colliery ceased supplies. With the three-quarter mile Manx line only opening on Sundays the supply is expected to last around four years, prompting the GGR's Richard Booth to comment; "In a year or so we could be the last railway using Welsh coal..."



■ The Tallyllyn Railway made the first use of its remarkable reinstated original water column at Ty Dwr, above Abergynolwyn on 22nd March. Loco no 3 'Sir Haydn' was the first to take water at the facility, restored as part of a project supporting the designation of the North Wales Slate Industry as a UNESCO World Heritage Site.

Photo: David Mitchell – for more details see page 37

Glyn Valley project gets its first rails

The Glyn Valley Tramway Trust has taken delivery of the first rails for its project to rebuild part of the former mid-Wales line.

Funds raised from the Trust's 'All Change At Chirk' station rebuild appeal has enabled the purchase of retired rails and fishplates from the Welshpool & Llanfair Light Railway.

Around 900ft of 45lb rail was moved to the GVT station site at Chirk on 28th March. Initially this will be used to create a short demonstration line in the station area, and will be repurposed for sidings once funds become available to purchase new rail for the running line.

Dependent on continuing successful fund raising, more materials will be purchased to allow the demonstration line to run the length of the platform and under the road bridge at Chirk.

Initially the line will be laid to 2ft 6in gauge to suit an ex Royal Naval Armaments Depot box van – this vehicle will provide vital storage for the trust as work continues on rebuilding the station. There are later plans to regauge the line to 2ft 3in gauge to facilitate visits from original GVT stock today based on the Talylyn Railway.

Trust spokesman Andy Christie thanked supporters for the donations to the project. "We are proud of the work that has been carried out by our volunteers so far – clearing the tramway station site has been a most enjoyable task," he said. "The interest to revive this piece of Welsh narrow gauge history is growing daily".

The target for the station rebuild appeal is £250,000. To assist with generating interest and awareness of the project, Andy and his team have built a 24ft square 16mm scale live steam model of the Tramway station at Chirk to take on tour – this will make its first public appearance at the Llangollen Garden Railway Festival on Saturday 14th May.

Donations to the 'All Change At Chirk' Station Rebuild Appeal can be made via PayPal to thegyttrust@gmail.com or by bank transfer to sort code 40-17-20, account number 31409948.

The stack of new rails delivered for the project make clear the Trust's intentions at Chirk.

Photo: GVT



'Unrestorable' O&K heads for return to steam

A 2ft gauge Orenstein & Koppel 0-10-0 locomotive that has resided at the Kent premises of Preston Steam Services for at least 17 years has been transferred to 'Workshop X' to commence a project to return it to steam.

The loco (10956/1925) was the last remaining of five similar engines imported from Argentina between 2003 and 2006 and known as a Luttermöller due to its flexible geared drive on the leading and trailing axles. Stored outside in salty air close to the coast, it was considered by many enthusiasts to be unrestorable.

However Ashover Light Railway Society member Matt Dolby told **NGW** that the 'unrestorable' comment "got stuck in my head" at a time when he was looking for a steam loco as a stablemate for the 1950 Coferna diesel loco that he owns.

Matt spoke to Rüdiger Fach at the Frankfurter Feldbahnmuseum in Germany, which has a Luttermöller in operating condition, and; "he had nothing but good things to say about the one that they own, and that settled it."

On 29th March, supervised by Workshop X lynchpin Martyn Ashworth, the loco was lifted out of its long-time home for the journey to Killamarsh, near Sheffield. On arrival at the premises, already responsible for the successful completion of several top-quality locomotive restorations, dismantling for assessment began almost immediately.

According to Matt the strip down has so far revealed no major 'nasties'. He hopes that the restoration will take around five years, the major factor being the condition of the boiler, which has not yet been fully assessed. "Martyn has form for turning out high-quality restorations

in that sort of timeframe," Matt added.

Where the loco will run once restored is still to be determined. "It'll be too big for the Rowsley site of the ALRS but I'm actively looking for my own 2ft gauge railway or suitable site for one and I'm sure it'll be well received once it's done at various other places if I don't have my own permanent home yet."

Two of the other Luttermöller engines from Preston are reported to have gone to the Böhmetalbahn in Germany and a private customer in China.

■ **NGW** will of course keep readers fully up to date as the restoration of Matt's locomotive progresses.

Above: The Luttermöller departs its long-time home of Preston Steam Services and (below) arrives at the Killamarsh workshop.

Photos: Matt Dolby



Buzzard trains head onto deviation – extension to follow



www.xsava.xyz

The opening of the Leighton Buzzard Railway's 2022 season on 13th March saw the first public trains using the deviation built to pass under a new bridge built alongside Vandyke Road.

Funded by developer Arnold White Group, the bridge carries the new Leighton Buzzard Eastern Link Road over the track to a new housing development.

An extra departure was operated on opening day by Kerr Stuart Wren 0-4-OST 'Peter Pan' to celebrate the loco's 100th birthday – it was delivered for construction work in Essex on 8th March 1922.

From 30th April LBR passenger trains will start working along the extension from

Stonehenge Works to Munday's Hill. On most operating dates, trains will run from Page's Park directly to Munday's Hill, the loco running round and returning the train to Stonehenge Works for the usual break of 30-minutes before returning to Page's Park.

During the 2022 season the railway will run every Sunday, on certain days during school holidays and on bank holiday weekends. Details of the railway's operating days, the timetable, and special events are at www.buzzrail.uk.

Above: Kerr Stuart 'Peter Pan', working its centenary train, is dwarfed by the new road bridge at Vandyke Lane on 13th March.

Photo: Owen Chapman/LBR

Bala secures 'vital' extension land

Plans by the Bala Lake Railway to extend into the centre of Bala have been significantly boosted by the acquisition of a vital piece of land on the extension route.

The section, adjacent to the site for the BLR's planned new Bala Town Station and set to house the station throat and sidings, was secured after seven years of what were described by the Bala Lake Railway Trust as "complicated and protracted negotiation."

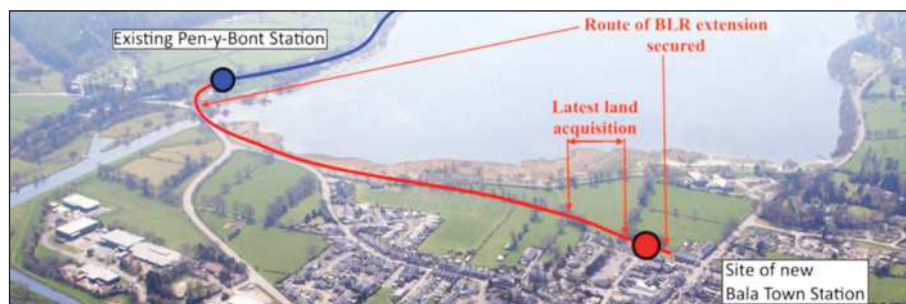
Its purchase means that the Trust has now acquired all of the route required for the extension apart from a very small plot measuring 500 square metres.

"With a decision on the planning application due by early summer and Natural Resources Wales having already started earlier in the year on the newly

upgraded flood defences which includes the civil engineering works required for the new railway, the project really is showing excellent progress," a Trust spokesman said.

The extension has attracted wide support in Bala and local MP Liz Saville Roberts and Welsh Assembly member Mabon ap Gwynfor have both welcomed the latest news. In a joint comment they said that the railway had "been proactive in involving the local community throughout the development phase of its proposals and it's encouraging to hear that people and businesses in Bala are looking forward to seeing the plans finally take shape."

Below: Aerial view showing the latest section of extension land to be secured. Image: BLRT



Visitors to mark Bala's 50 years

The Bala Lake Railway will begin its 50th anniversary celebrations over the May bank holiday with a 'Bala at 50' Gala.

The event, on 30th April to 2nd May, is being held exactly 50 years after the first 2ft gauge track was laid on the former standard-gauge route in 1972, as described in our feature in *NGW* 163.

Visiting loco will be Kerr Stuart Wren 0-4-OST 'Jennie', from the Amerton Railway. Built at Statfold in 2008 to the original design, Jennie recalls 1918-built Wren 'Dryw Bach', which steamed for the first time in preservation at Bala in 1982. This loco is now in the Vale of Rheidol Railway museum collection.

The weekend will also see the launch of the commemorative *Bala at 50* book while further attractions include visiting traction engines and a live-steam model railway.

Further details of the Gala are on the website at www.bala-lake-railway-co.uk

Rheidol restarts Baldwin rebuild

Restoration of Baldwin 4-6-0T no 794 for the Welsh Highland Heritage Railway resumed at the Vale of Rheidol Railway in January, for the first time since the VoR's Aberystwyth workshops were closed by Covid in early 2020.

Completion of winter maintenance in February of the VoR fleet allowed more resources to be focused on the Baldwin.

A meeting at Aberystwyth between the WHHR and VoR in October agreed the final stage of the project, with the aim of having the completed locomotive delivered to the WHHR's Porthmadog base in the late summer of this year.

Around £20,000 still needs to be raised, including buying Baldwin-pattern items missing when the WHHR took charge of the loco, and specific items to give it the appearance of the original Welsh Highland Railway's Baldwin no 590, scrapped in 1941 following the line's closure.

Donations to the rebuild can be made at www.whr.co.uk/appeals/baldwin-rebuild/

Below. The Baldwin in the VoR workshop when the rebuild was paused. Photo: WHHR



Statfold adds 12¼-inch line



Eagle-eyed visitors to the first enthusiast weekend of 2022 at the Statfold Narrow Gauge Trust discovered a completely new gauge of line under construction at the Staffordshire collection.

The four-road depot of a new 12¼-inch line is already complete, in order to house the stock acquired from the Windmill Farm Railway. This includes an 0-6-0 diesel built by Alan Keef Ltd (73/2005) and initially on a private line in north Devon, two German open carriages built by Waggonfabrik Uerdingen AG in 1937 and imported for the Bressingham steam museum in 1972 and three closed vehicles built by Steamtown Railway Museum for the 1984 Liverpool Garden Festival.

NGW understands that an Exmoor-built steam locomotive, previously at the Lappa



Valley Railway in Cornwall, will also work on the line.

The new route will cross the museum's drive and head into a woodland area, catering for school parties. Statfold has recently installed a soft play area, part of what founder Graham Lee told *NGW* at the March enthusiast day is a move towards effectively "seven days a week" opening.

Above right: Statfold Museum is progressing the restoration of its War Department Baldwin 4-6-0PT 779 (44657/1916). The bar frames have been returned from restoration off-site and at the Enthusiast's Weekend on 19th-20th March were on display with firebox of the loco.



Right: Statfold has also been improving its museum displays, such as here, this former Scaldwell Quarries 3ft gauge tipping wagon displayed in tipped format with an explanatory panel.

Statfold miniature photos by Graham Billington, others by Andrew Charman



BRIEF LINES

Darj to Statfold India event

Darjeeling B-class 0-4-0ST 19B, owned by Adrian Shooter and resident on his private Beeches Light Railway in Oxfordshire, will be the special guest at the Statfold 'Sweet Indian Steam' Enthusiast Weekend on 11th-12th June. The Staffordshire museum's Hudswell Clarke 0-6-0PT 'Alpha' which worked in India will celebrate its 100th birthday at the event.

Rheidol museum progress

The Vale of Rheidol Railway has begun the project to turn its former London Midland Region standard gauge loco shed at Aberystwyth into a museum, following transfer of its carriage fleet into a new shed. The interior of the shed has been sandblasted clean as a first stage of the project.

Tram blocks crossing

A power failure on the Isle of Man on 13th April stranded a Manx Electric Railway tram car on a road crossing at Baldrine for almost three hours. Power was restored at around 5pm.

Horse trams in '22 'dodgy'

The Isle of Man Government infrastructure minister Tim Crookall has admitted to Manx radio that the prospect of Douglas Horse Tramway services operating in 2022 is "looking dodgy." The Victorian tramway has not run since work began to transform the Manx capital's promenade, with points issues blamed for the latest delays to reopening.

W&L editor mourned

Members of the Welshpool & Llanfair Light Railway Preservation Society are mourning the death on 28th February of vice-president Ralph Cartwright, aged 83. Among his many contributions to the W&L Ralph edited the members journal for an unprecedented 30 years between 1968 and 1998.

Lancs/Lincs farewell to Mike

Members of the Lincolnshire Coast and West Lancashire light railways were saddened to hear of the passing of Mike Gott, aged 63 on 2nd April. A volunteer on the LCLR since 1970, he became a founder member of the line's Trust in 1983 and served until his passing. After moving for work to Lancashire in 1990 he also became heavily involved with the WLLR, and kept a Ruston diesel loco that he owned at the line.

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

Corris Railway volunteers push Kerr Stuart new-build no 7 to the run-round line during the first test of the line's new traverser at Corris station on 26th March. The traverser has been installed due to a lack of space at the station in which to install a conventional point and run-round loop. The station platform has also been relocated. *Photo: CR – see also page 37*



Corris new-build loco project back underway

Engineering firm Alan Keef Ltd has restarted work on the Corris Railway's new-build Hughes Falcon 0-2-2ST after discussions with the mid-Wales line.

We reported in *NGW* 164 that the build had been paused due to mounting costs, despite the loco looking closer to being completed, its boiler and cab tried in place and the motion run on compressed air.

The plan is now to have the loco, which will take no 10 in the Corris fleet, in steam at Keef's 50th Anniversary Open Day on 24th September, though it will need further work to reach completion.

Funds still required to complete the project have been calculated at £36,000, including a margin for a cost over-run. This amount is in addition to projected income from existing sources.

As part of measures to cut costs for the remaining work, Corris Railway Society volunteers with engineering skills will take on production of various components including the saddle tank, firehole door mechanism, ashpan and finishing the cab.

Volunteers have already produced components for the brake gear and, during the pause in work at Keef's have been

working on safety valve components.

This work included cooling the valve seats in a domestic freezer so they would contract and burning a bag of nightlights under the dome to slightly expand and allow the fitting to be made.

Barr and Grovesnor of Wolverhampton has produced components for the safety valve equipment. Four springs, including spares, for the safety valve assembly have been supplied at a cost of £75 – these can be sponsored along with other components on the Falcon section of the Corris website, www.corris.co.uk. One-off donations towards the September steaming costs can also be made on the website, or cheques payable to Corris Railway sent to Peter Guest, 38 Underwood Close, Callow Hill, Redditch, B97 5YS.

Assuming the steaming target is achieved a further £40,000 will need to be raised to complete the project, funding the brake air pumps, sanding gear and the final painting.

The CR hopes to complete the loco in time to have it work alongside its existing new-build, Kerr Stuart Tattoo 0-4-2ST no 7, for a short period before the Tattoo falls due for its next 10-year overhaul in 2024.

Peldon to perform on Amberley line

Fowler Resilient diesel 'Peldon' (21295/1936) is set for its busiest season for some time at Amberley this year, scheduled to operate on at least one Sunday a month on the Sussex museum's 2ft gauge running line.

The decision to make more use of the diesel was decided on after it proved a reliable performer on all of the museum's Santa Special trains before Christmas.

Built for the Essex Water Authority and later moving to the Alpha Cement Co at Cliffe at Hoo in Kent, Peldon was acquired, in very poor condition, for the Brockham Museum but not restored until after the museum collection moved to Amberley in 1982.

Former Groudle Glen Railway Bagnall 2-4-0T 'Polar Bear' (1781/1905) will handle all steam services at Amberley until the return, which is expected this year, of Bagnall 0-4-0ST 'Peter' (2067/1918) from an overhaul which has included major boiler work.

Dates of steam operation and when Peldon will be working will appear on the website of the museum's railway group, www.amberleynarrowgauge.co.uk. The annual Railway Gala weekend will be on 23rd-24th July and the Autumn Industrial Trains event on 16th October.

Below: Fowler diesel 'Peldon' will be a regular rostered loco at Amberley during 2022.

Photo: Amberley Museum



Records broken at Talylllyn

The Talylllyn Railway kicked off its 2022 operating season with a record-breaking February half-term week, exceeding the pre-pandemic 2020 half term by more than 50 per cent.

Particularly welcome among visitors was a return to the railway's 'hop on – hop off' explorer tickets which allow passengers to alight the train and explore, such as visiting Dolgoch Falls or walking to the remains of Bryn Eglwys quarry above Abergynolwyn. Intermediate breaking of journeys had been suspended during the Covid pandemic.



■: Easter Sunday, 17th April saw the Launceston Steam Railway open its doors to the public for the first time since 2019. The day was warm and dry and the Cornish 2ft gauge line a steady flow of people came through the doors. Former Penrhyn Quarries Hunslet 0-4-0ST 'Lilian' (317/1883) worked services with Launceston owner Nigel Bowman on the footplate.

Photo: James Webber

EVERYTHING YOU NEED FOR YOUR DIGITAL RAILWAY

DIGITRAINS

**Just starting out in DCC and not sure what's available?
Grown out of your system and thinking of upgrading?
Getting into sound and want to know the best decoders?**

DIGITAL COMMAND CONTROL (DCC) is one of the fastest growing areas of the model railway hobby.

As the first new company to set up as a DCC specialist in the UK, DIGITRAINS now has over 16 years experience to share.

Working in all the popular scales, we are here to guide you through choosing the best equipment.

We stock a wide range of products as well as offering free advice, a decoder installation service, a huge range of sound files and the best DCC 'test drive' facility around.

Don't leave that major purchase to chance!

Why not visit our shop? Our comprehensive library of loco sounds can be demonstrated.

We stock 1,000s of products from more than 30 leading manufacturers. And don't worry if you're not digital. We're also a traditional model shop, holding all the major ready-to-run lines



- **Try before you buy**
- **Expert advice**
- **Great service**
- **Experience**
- **Major brands**
- **Worldwide mailing**



**15 Clifton Street, Lincoln LN5 8LQ
01522 527731**



**www.digitrains.co.uk
enquiries@digitrains.co.uk**

Trust takes charge of target trolley

A Wickham target trolley formerly on display at the Scapa Flow Visitor Centre & Museum on the Orkney islands has been transferred to the Rail Trolley Trust, based at the standard-gauge Tanat Valley Railway near Oswestry.

The 60cm gauge trolley, works no 3030, was delivered for military service at Shoeburyness in Essex on 10th July 1941. It was one of almost 230 unmanned vehicles built to run on self-contained narrow-gauge layouts at several ranges.

Each trolley was powered by a two-cylinder JAP V Twin petrol engine and carried large three-dimensional wooden 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 was shielded by earth banks to protect the trolley from stray projectiles.

After passing through several owners, including spending some time at the Bromyard & Linton Railway, the trolley found its way to the Orkney museum in around 1996, by which time its engine and internal parts had been removed, leaving only a running chassis and armoured body.

Plans for a major refurbishment of the Scapa Flow museum saw other railway artifacts moved to a museum in Wales in 2018, prompting Jonathan Flood, chair of the Rail Trolley Trust to enquire after the Wickham. This has led to the agreement to put the trolley in the Trust's care.

Initially, the trolley will be cosmetically restored, but there are potential longer-term plans to restore it with an alternative power and control system.

"The Trust would like to thank the Orkney Museum for agreeing to transfer ownership to the Trust," Jonathan said.

The Trust recently launched an appeal to raise £20,000 to complete the restoration of at least eight of its trolleys, to purchase suitable storage accommodation for some of the older and more historic vehicles and industrial equipment and to transport various items donated to the Trust.

Donations to the project can be made by electronic Bank Transfer to The Rail Trolley Trust, sort code 30-98-90, account number 17492768. More details are at www.railtrolleytrust.co.uk/

Below: The target trolley that will be cosmetically restored by the Trust. Photo: RTT



■ The Beamish Museum Steam Gala on 9th-10th April featured two 15-inch gauge visitors from the Ravenglass & Eskdale Railway, but neither on rails! Instead 'Whillan Beck' and 'Katie' spent the weekend being carted around the County Durham museum as examples of heavy road haulage...

In rather more conventional surroundings was visiting Kerr Stuart Wren 0-4-OST 'Peter Pan', taking part in a lifting demonstration with a crane traction engine,

Photos: Beamish (haulage), Matt Ditch (lifting)



Pandemic costs Harz half-million travellers in 2021



GERMANY

Management of the Harzer Schmalspurbahnen GmbH say they are “cautiously optimistic” for 2022 despite final figures from the 2021 season that showed passenger numbers down by almost half a million compared to the most recent pre-Covid year of 2019.

Total passenger numbers on the 140.4km network totalled around three-quarters of a million, compared to the around 1.2 million of 2019. Of these around 393,000 travelled on the Harz signature service to the top of the Brocken mountain – the most important source of traffic to the company.

Protective measures to contain the Covid pandemic saw train services on most of the metre-gauge network suspended for a total of 219 days from 2nd November 2020 to 8th June 2021. The Brocken, highest of the Harz mountains, was not accessible by train for some 281 days due to Covid.

Despite many of its employees restricted to short-time working, the network managed

to complete or make progress on a number of maintenance and infrastructure projects.

Eight steam locomotives, two railcars and three carriages were tested and repaired at external plants and the company’s own workshops in Wernigerode, where the opening of a brand-new steam locomotive workshops – the largest construction project since the HSB was founded in 1991 – is planned for the first half of 2022.

A total of 1.9km of track was renewed in 2021 and a further 2.9km is planned for 2022, together with new road crossing protection in Wernigerode and electronic interlocking at Nordhusen and the installation of a digital radio network.

Emphasising its cautious optimism for 2022, the company added that it is looking to take on several new staff members.

Above: Harz management expect scenes like this to be normal in 2022. Photo: Dirk Bahnsen/HSB

Man dies after collision with Darjeeling train

A 30-year old man was killed in a collision with a train on the Darjeeling Himalayan Railway in **INDIA** on 28th March.

According to local press reports the incident, in Siliguri, occurred after the man went to a local parcel delivery centre for a job interview.

His motorcycle was parked close to the track of the DHR and the man ignored warnings to move it. A friend was in the process of moving the motorcycle and the man was talking on his phone, and it is likely that he did not hear the horn of the approaching DHR service running from New Jalpaiguri to Darjeeling.

The man was pronounced dead at the scene and a case of natural death registered at the local police station. A police officer said that CCTV footage was being studied to determine how the accident occurred, and officials of the DHR also stated that they were looking into the incident.

Museum carriage project

The National Railway Museum in **SRI LANKA** has begun a project to reconstruct a four-wheel carriage of the 19-mile long Uda Pussellawa Railway, which closed in 1945.

While none of the line’s carriages have survived, the museum has several examples of freight stock which used the same UK-built underframes as the passenger vehicles, and it is on one of these that the two-compartment replica carriage will be built.

Last call for Harz Mallet – but not for long...

The Harz has announced that the last active Mallet steam locomotive in the fleet is to be retired – but another of the same class should return to the German metre-gauge network in 2024.

Mallet 99-5906 will make a series of special trips on the network in May before being withdrawn at the age of 104 years.

The loco, built in Karlsruhe, was one of 28 Mallets acquired by the various rail companies in the Harz mountains between 1897 and 1923 – this particular example was acquired by the then Nordhausen-Wernigeröder Eisenbahn (NWE) in 1920 as part of efforts to replace six Mallets that had not returned to the system following the end of the First World War.

Six Mallets remained on the network after World War 2 and four are still listed on the HSB roster today. No 99-5906 remains the only operational example, and a need for significant boiler work has

led to the decision to retire it to the Harz museum collection curated by the Harzer Schmalspurbahnen interest group (IG HSB) at Hasselfelde station.

The loco will operate a special photo trip on 5th May and on the following day will make its final journey to the top of the Brocken mountain.

It will then operate a second photo trip on 7th May and spend the weekend of 13th-14th May replacing a railcar on the Selketalbahn.

99-5906’s final run, organized by the IG HSB, will be from Nordhausen to Hasselfelde on 15th May.

Harz management are insisting that Mallets will

not be absent from the network for long as another original 1897-built example is to be restored in time to take part in the ‘125 years of Harzquerbahn and Brockenbahn’ celebrations in 2024.

Photo: Dirk Bahnsen/HSB





Restored Shay back on duty on Alishan line

TAIWAN

Shay locomotive no 21 has made a triumphant return to the Alishan Forest Railroad following the completion of an 18-month programme to bring the locomotive back into service.

We reported in *NGW* 153 how on 15th October 2020 the geared engine, built by the Lima Locomotive Works in 1912, had been transferred from the Alishan depot in Chiayi to workshops in Taichung for the restoration to begin. The loco had been moved into the depot in 2019 having been displayed in a park adjacent to the AFR for some 40 years.

The restoration was outsourced to



professional contractors due to the AFR having limited personnel with the required skills. However the programme included young AFR engineering staff, to teach them the skills both to maintain the locomotive and carry out future restorations.

Much effort was extended during the

restoration to maintain the heritage aspects of the loco including retaining the riveted boiler instead of replacing it with a more modern welded type.

Shay 21 will now work alongside the Alishan's already operational Shay no 25.

Photos: AFR

Pithiviers museum makes space for two more locos

The Musée des Transports de Pithiviers in **FRANCE** started its new season by welcoming two new locomotive exhibits, including one that is very important to the museum.

Orenstein & Koppel Mallet 22-05, built in 1905, returned to the district 60 years after it last worked on the Pithiviers to Toury Tramway, having been placed on long-term loan to the museum by Association SGVA - the museum group at the Vivarais line. The Pithiviers organisation already has three other locomotives that formerly worked on its line.

The second loco to arrive was a Heilbronn 0-4-0 dating from 1880. It is owned by two of the museum's members and restoration is well advanced.

Photos: MTP



Restoration delay sparks Mallet loan

Delays in the restoration of Vivarais SACM 0-6-6-0T Mallet no 413 for use on the metre-gauge line in FRANCE have resulted in a loan deal for another Mallet locomotive (reports *John Organ*).

During 2019 no 413 was removed from storage and entered the workshop at Lamastre for a comprehensive overhaul to working order, with the intention of the loco re-entering service later this year.

However a combination of more work than originally thought necessary and a lack of income to the Chemin de Fer du Vivarais (CFV) due to the Covid pandemic have seen the project put on hold for the time being.

As a consequence, a 10-year loan has been arranged between the CFV and the SGVA, the museum group that maintains Vivarais rolling stock, for the use of the latter's former Correze Blanc-Misseron 0-4-4-0T Mallet no 104. This is currently in the workshop at Lamastre with the intention of it being returned to service in the not too distant future.

There are hopes that the overhaul of 413 will be completed during the next couple of years.

Steam festival back on at Maldegem

The Steam Museum in Maldegem, BELGIUM will hold its first Steam Festival since 2019 on 31st April-1st May after Covid restrictions were relaxed.

Museum spokesman Kevin Hoggett told *NGW* that planning for the event is proceeding well and there should be six locos in steam on the museum's narrow and standard gauge tracks.

These will include from the UK Kerr Stuart 0-4-0ST 'Peter Pan', making a welcome return after a major rebuild, which Kevin added fortunately included a boiler certified for Belgian use. The loco will join Maldegem's own 1906 Hanomag 0-4-0WT 'Yvonne' to operate a frequent service on the narrow gauge line.

On the standard gauge, three of Maldegem's own locos will be in service: alongside visitor Haine St Pierre-built 0-6-0T no 1378 of 1922 from the Dendermonde – Puurs Railway. Two Belgian Railways preserved General Motors Co-Co diesels are also planned to visit.

Adding a different aspect to the festival will be a Stanley steam charabanc which should be giving rides. As usual, there will be an international selection of trade stands and model displays present.

Maldegem is about 14km from Bruges on the Belgian–Dutch border – for groups wishing to attend, transport from Bruges railway station or elsewhere can be arranged by preserved bus.

More details of the festival can be found on the museum's website at www.stoomtreinmaldegem.be/en



Sierra Leone Government Railway 2-6-2 No. 85 is a much-loved 2ft 6in gauge 2-6-2 tank locomotive, based at the Welshpool & Llanfair Light Railway. Built in 1954 it is the last of a class of 32 engines ordered by the Crown Agents from the Hunslet Engine Company for the SLGR.

These locos proved very successful, serving the railway well over a long period. The first three (Hunslet 673-675) were built in 1898 for the official opening of the railway on 1st May 1899. Taking SLGR numbers 21, 22 and 23, the order book shows that they were painted "Midland Railway Express style livery, lettered S.L.G.R. No 21 on each end in gold, shaded black, buffer beams vermilion".

A further two engines, numbers 24 and 25, were built in 1900 and were painted "like order 20,000 M.Ry Style". A year later order number 22860 shows that SLGR 26 and 27 were also "painted M.Ry Colour, inside cab & buffer beam vermilion". These first seven locos were identical in design.

In 1913, number 42 gained a larger boiler diameter, a flush round-top firebox, repositioned Ramsbottom safety valves and the dome forward of the barrel centre, larger coal boxes and water capacity and fixed spring gear.

Few details exist for numbers 43 to 47, built between 1913 and 1920 but J Palterman's *African Railway Album* found they were listed as "painted in Gorton green and lined out in black & chrome".

Three more of the 2-6-2Ts were built in 1947 and numbered 81 to 83, with the final pair, numbers 84 and 85 being supplied in 1954. These carried a plain black livery and were used mainly in the area of the Sierra Leone capital Freetown, notably on the 'Wharf Line', between Government Wharf and the main terminal station in Water Street and for banking trains out of Water Street Station up the hill towards Cline Town and the provinces.

Only two of the class escaped scrapping following closure of the railway in 1975. No 81 is today on static display, partially complete, in the Sierra Leone National Railway Museum established in the former railway works at Cline Town in the east of Freetown. In the final years of operation this locomotive had many non-ferrous

components removed to maintain No. 85 in operation, and others stolen during the rebel war of 1991-2002.

No. 85 remained in operation until the railway closed, when it was purchased by the Welshpool & Llanfair Light Railway, working on the mid-Wales line almost continuously until 2010, when its boiler certificate expired.

The loco was displayed at Locomotion, the National Railway Museum at Shildon between 2010 and 2017, when it returned to the W&LLR via a 'Grand Tour' which saw it displayed at Leeds, Hull, Tyseley Locomotive Works (Birmingham), Blists Hill Museum at Ironbridge and Onslow Steam Rally in Shrewsbury.

In June 2021 the loco was moved to the Vale of Rheidol Railway where it has been stripped down for a thorough inspection to assess the feasibility of restoration to steam.

This loco is a major artifact of SLGR history and the Friends of the Sierra Leone National Railway Museum are working in partnership with the W&LLR to get No. 85 back in operation, aiming to have it ready to celebrate British loco manufacture for export at the 200th anniversary of the Stockton & Darlington Railway in 2025.

The overhaul will have multiple benefits – it is likely to yield donor parts for No. 81, since inevitably some safety-critical components will need replacing.

The restored loco will give pleasure to visitors to the W&LLR while providing an excellent advocate for Sierra Leone and its railway museum and a training ground for Sierra Leone curators and historians aiming to share the story with a nation whose memory of their railway is almost gone.

Anyone who would like to help No. 85 steam again can donate to the project by;

- cheque made payable to Friends of Sierra Leone National Railway Museum and sent to Helen Ashby, Chair – FoSLNRM, 141 Manor Drive North, York YO26 5SD
- online at <https://cafdonate.cafonline.org/18554#!/DonationDetails>

- by direct transfer to the Friends of the Sierra Leone National Railway Museum and referenced No 85 – account details: Bank: NatWest, Payee: Friends of the Sierra Leone National Railway Museum, Sort Code: 56-00-70, Account No: 42630053



Welshpool & Llanfair Light Railway presents The Beyer Bash May 20th to 22nd 2022

Join us in celebrating the 120th birthdays of our two Beyer Peacock locomotives, The Earl and Countess.

We're expecting a line-up of Beyer Peacock locomotives at our Welshpool Raven Square station with up to three visiting engines of different gauges alongside The Earl and Countess.

The first is K1, the historic first Beyer Garratt type, thanks to the support of the Ffestiniog & Welsh Highland Railways and Statfold Narrow Gauge Museum Trust.

No. 1827, the former works shunter at Beyer Peacock's Gorton factory, will also be visiting from the Foxfield Railway. This 1879-built locomotive will be operating in the yard at Welshpool on specially-laid standard gauge track panels.

The third visiting locomotive is to be confirmed.

The event will feature intense running over all days with shuttle trains and all-day rover tickets.

Our Pickering carriages, replicas of those originally built for the W&LLR, will also be in service.

Announcements, timetables and tickets at www.wllr.org.uk



Kyiv Children's Railway

James Waite made a 2010 visit to Ukraine, long before the country hit the headlines for the most tragic of reasons.

The world has united in horror at the death, grief and suffering being inflicted upon the people of Ukraine, and I thought that this little offering about the children's railway

in the capital, Kyiv would be appropriate. There are few sights more peaceful than that of a small train going about its business, and this is especially true of trains that

"Children's railways, or pioneer railways as they were called during the socialist years, are one of the most positive legacies of the old Soviet Union..."

run for the benefit of children.

I completed this piece shortly before the Russian invasion began. Parts of the text are in the present tense and I have mostly left it alone in the hope that it will not be long before the horrors of war recede and peace returns to the city.

The children's railways, or pioneer railways as they were called during the socialist years, are one of the most positive legacies of the old Soviet Union. They began as an offshoot of the country's Pioneer Organisation, the function of which was to prepare children for their future careers and to immerse them in the ideals of socialism. They were invariably narrow gauge, usually 750mm which the country adopted as a standard for both public and industrial lines back in the Tsarist era.

What was in reality the earliest of them was built in Moscow in 1933, though the first one officially recognised as such opened at Tblisi, the capital of Georgia, on 24th June 1935. It wasn't long before many more were planned throughout the length and breadth of the country.

One of these was to be at Kyiv, but serious planning did not begin until 1950. The site chosen was Syretskiy Park at Babi Yar in the north west of the city, notorious as a Nazi execution ground and for its concentration camp during the Second World War where more than 100,000 people were murdered amidst scenes of appalling brutality, 33,771 of them on 29th and 30th September 1941 within one week of the Germans capturing the city. It

Above: On the Kyiv Children's Railway, 0-8-0 no GR-336 crosses the line's viaduct.

Left: In happier times, a pause to enjoy a fry-up prepared in the loco's firebox.

Photos by James Waite, August 2010



may have been this sensitivity that led to more than two years of deliberation before building of the children's railway began.

The railway opened on 2nd August 1953. In its original form it probably consisted of a terminus and a balloon loop 1.9km long, and within a year it was extended to reach a total length of about 3.5km. The extension included a magnificent 100-metre steel viaduct over a ravine with a depth of 19.5km.

Supply problems

The line's first locomotive was 0-8-0 no GR-336 (LKW 15433/1951). A total of 342 of the GR-class machines were built for the Soviet Union at what had once been the Orenstein & Koppel plant between 1947 and 1951 as German post-war reparations or Germanskaja Reparatsia, hence the class title.

New locos were urgently needed throughout the country to make good wartime losses, but its building plants had suffered immense damage and could not supply the quantities required. Another 62 were built in 1953 and 1954 and a final 10 in 1956, and they saw out regular steam operation on the Soviet narrow gauge in about 1980.

The GRs were intended to form a continuation of the highly successful pre-war 157 class. Their design was overseen by German and Soviet engineers, but the compromises which were forced upon them by the conditions of the time led to cumbersome and generally unsatisfactory machines.

The locos carried high-pitched boilers so that a wide firebox could sit over the frames, and were fitted with connecting rods that drove onto the rear coupled axle, possibly to make use of readily available material during a period of post-war scarcity. They rode roughly and their speed was limited to 35kph. Unlike the 157s they were too slow for effective use on public railways, while their 6.5-tonne axle-loading was too high for many industrial lines.

Be that as it may they were all that were available. They were perhaps most at home on the children's railways, which tend to be heavily engineered so the axle-loading was no problem, and trains seldom reach any significant speed.

When selected for the Kyiv line no GR-336 was fitted with a prominent glass lantern on its cab roof, just as the country's huge main line locos were at the time, and has retained this distinctive feature ever since. It was also fitted with what were perhaps intended as child-friendly handrails mounted on the running



"It lost its sombre black Dzhirelo paint scheme in favour of bright red, complete with golden domes..."

Above: 0-8-0 no K-15776, one of the few surviving 157 class locos, is in retirement plinthed at Boyarka station in the south-western outskirts of Kyiv.

Above right: The train climbs the short connecting link built in the late 1960s. The old balloon loop is on the left.

Below: Bo-bo diesel locos nos TU7A-3192 and TU7A-3197 enjoy a day off.



plate, though these also found their way to some locos which never ran on the children's lines.

The loco did not enjoy its monopoly for long. Late in the 1950s it was joined by Bo-Bo diesel-electric no TU1-001, the first of two prototypes for the well-known TU2s which were produced in a hurry after 1956 when the Soviet Union embarked upon a plan to eliminate steam. No TU2-021 soon followed.

Between 1957 and 1960 around 560 all-steel carriages were produced by the Pafawag factory in Poland for service throughout the Soviet Union. They are generally considered to be by far the best narrow gauge carriages ever to have run in the country, and some found their way to the Kyiv line

to replace its original wooden ones. More were produced for the Polish narrow gauge and many can still be found there.

Housing development later in the decade brought about the closure of the 1954 extension beyond the viaduct, and a short, steeply graded connection was built to the old loop to create a circuit. The line, now 2.8km long, has remained to this configuration ever since.

Four new PV51 class carriages were delivered in the 1980s. These boxy, rib-sided vehicles were built in the Soviet Union and could be found on public and children's railways, along with the many peat lines which offered passenger services. Their facilities and ride-quality are notably »





Below: GR-336 rests at the depot at the end of the day.

Below: Yablanka station with GR-336 arriving – one can only wonder and hope how much of the peaceful surroundings visible here have escaped the current tragedy that is unfolding in Ukraine.

inferior to the Polish carriages, and at Kyiv they were quietly set aside.

Shortly before Ukraine gained its independence in December 1991 two TU7A class diesel hydraulics, nos 3192 and 3197, arrived from the Kambarka loco factory to operate alongside no GR-336 and the diesel-electrics. They were probably brand new.

A new era

The post-Soviet era did not begin well for the railway. It was soon threatened with closure and the staff supervising the children were reduced to three, two of whom were pensioners. In 1995, after more than 40 years at Kyiv, no GR-336 was sold to the Dzherelo tourist train organisation, its main business the operation of railtours on broad gauge railways. The loco moved away and for some years was based at the Chervone sugar beet line near Lviv.

In 1999 no TU1-001 was scrapped, a sad loss in view of its historic significance. In 2005 no

TU2-021 shared its fate, and in the following year no TU2-165, which had been earmarked as a backup loco, was returned to Haivoron engine shed on Ukraine's last public narrow gauge line.

Happily things were starting to look up. No GR-336 returned to Kyiv in 2005 and was soon back in service, mostly on public holidays. It lost its sombre black Dzherelo paint scheme in favour of bright red, complete with golden domes. These may have looked startling at first, but the domes of Kyiv's many medieval churches were regaining the gilding which they lost during the austere Soviet period, and the capital once more justified its name as the City of Golden Domes – so why shouldn't no GR-336 join in the fun?!

Traffic was booming when my wife and I visited in 2010 and the three Pafawag carriages were more than comfortably filled. As so often in Ukraine, the staff and children were overwhelmingly hospitable, and we were invited to join them for an al

fresco fry-up prepared in GR-336's firebox once the day's services ended.

The railway was given a makeover before the 2019 season. The Pafawag carriages were upgraded, along with the PV51s which returned to service to help cope with demand. No GR-336 was repainted in lined black. It was an approximation of how it appeared when the railway opened – good for authenticity, but somehow a part of its personality was lost!

Alas, Covid was on the horizon. There were no services during 2020, and when they restarted in 2021 it became clear that no GR-336 was unwell. During its year off the loco had been left standing with its boiler full of water, with consequences that were inevitable in Kyiv's harsh winters.

On 10th December 2021 it was moved for dismantling and assessment to repair shops at Snovsk, close to the Russian border north of Chernihiv. They were founded in 1873 and are now the principal steam maintenance facility in Ukraine. At first it was hoped GR-336 would return for the 2022 season, but now it is likely to remain there all this year and a new boiler may be required.

Snovsk was overrun by the Russian army at the start of the invasion, and the Babi Yar holocaust memorial, created soon after Ukraine became independent, was one of the first places in Kyiv to be attacked by missiles. The railway is almost alongside and, as I write this, it is unclear to what extent it has also been damaged.

Compared to the dreadful events which have unfolded across the country, the fate of a little railway and its steam loco are trivial but we can hope that the citizens of Kyiv will one day be able to enjoy again the delights that they have to offer. **NGW**

“The Babi Yar holocaust memorial was one of the first places in Kyiv attacked by missiles. The railway is almost alongside and it is unclear to what extent it has also been damaged...”



A Tale of Two Stations

David Mosley looks at two contrasting stations only half a mile apart on the 15-inch gauge Ravenglass & Eskdale Railway.



In the heyday of main-line railways it wasn't unusual for even the smaller provincial towns to have more than one railway station. Oldham, indeed, had five, served by four companies, and rejoicing in the names of Central, Mumps, Werneth, Clegg Street and Glodwick Road. On the East Coast, Great Yarmouth had three stations and even tiny Tyndrum in the remote wastes of the Highlands could boast two.

Such expansive provision wasn't so common on the narrow gauge. Yet over in Ireland, Letterkenny and Londonderry were both served by the Donegal and Lough Swilly companies. In Wales, Tywyn still boasts Wharf and Pendre stations on the Talylyn. If the Festiniog & Blaenau Railway had been added to the Ffestiniog, there would almost have been a case for an historic Blaenau Ffestiniog 'Metro' with stations through from Tan-y-Grisiau to Manod. All these in addition to original Welsh Highland Railway days at Portmadoc – as it was then – with the New station supplementing the Harbour.

And then there's Eskdale Green in Cumbria; a small, straggling, stylish village on the Ravenglass & Eskdale Railway that still has two stations. It

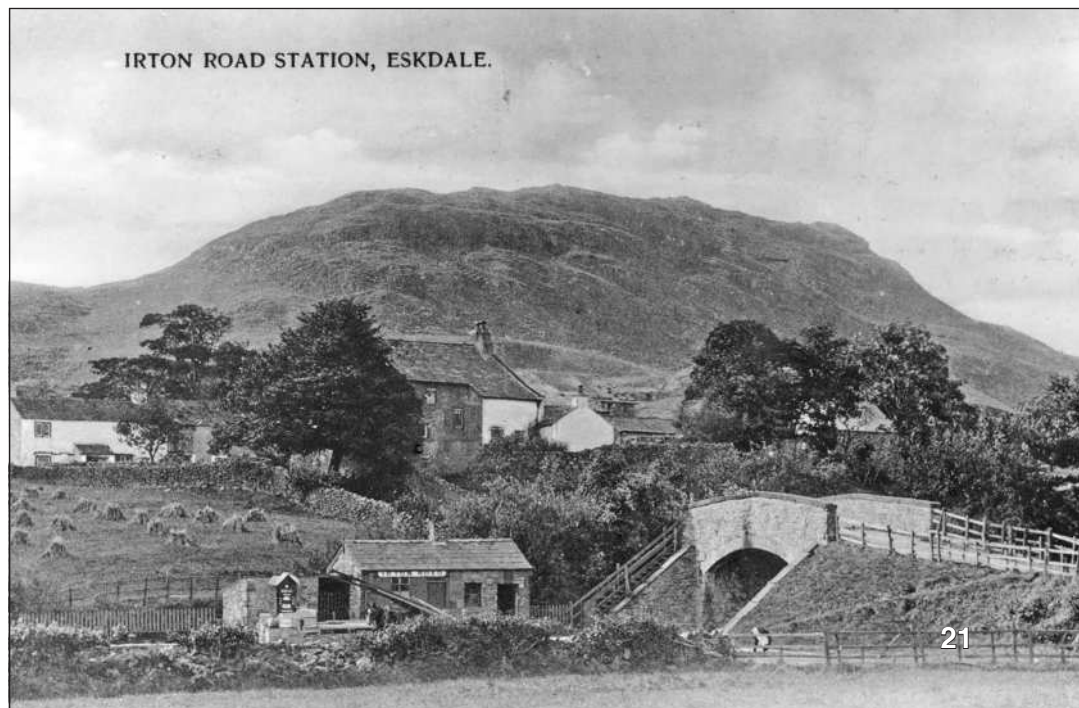
must be unique in narrow gauge circles for these stations to have been, in the course of their lives, served by differing gauges, initially 3 feet and now the 15-inch.

At the western end of the village is Irton Road. In true main-line tradition this station really is a 'Road', the scattered parish settlement of Irton being a mile or so to the west. A further half-mile up the line, at the other end of the village and »

Above: The original platform for the 3ft gauge Ravenglass & Eskdale Railway sat uneasily with 15-inch gauge trains but there are plenty of passengers at Irton Road on April 25th 1924. 'Sir Aubrey Brocklebank', acquired from Hunts of Bournemouth in 1919, heads a train for Ravenglass.

Below: The settlement at Hollowstones and the fellside of Silver Knott keep watch over Irton Road – a typical Edwardian village station. Long gone are the flight of steps, the horse in the station yard and the 'vending machine' (?) on the platform.

All photos from the Ravenglass Railway Museum Archive.





Above: Coal, drainage pipes and, at left, the former Heywood sleeping carriage all feature in this July 1925 view of Irton Road station yard. Blowing off steam impatiently is the elegant 'Green Goddess', on trial before taking up residence on the coast of Kent.

Centre left: In the summer seasons of 1920-24 the 11.15am from Ravenglass detached a slip carriage at Irton Road. As the main train accelerates away the slipped portion hopefully begins to draw to a sedate halt.



Left: A 1996 view from the original overbridge shows that Irton Road now has an island platform and an extended loop. The locos are 'Northern Rock' (right) and 'Samson' – a visitor from the Romney, Hythe & Dymchurch line.

over in Eskdale proper, is Eskdale Green station, now more correctly referred to as The Green.

This then is a tale of two stations.

Irton Road

Originally known as Hollowstones, Irton Road has always been the most important intermediate station on the Ravenglass & Eskdale. In 3ft days it had a public siding – but no passing loop as T'Owd Ratty was worked 'one engine in steam' – and the line's smithy was located here. The substantial overbridge is a telling reminder of the 3ft loading gauge. There remains plenty of room for a present-day La'al Ratty train under all the overbridges on the line!

The 15in gauge reached Irton Road in 1916. By 1924 there was a wagon repair facility here along with a small engine shed. This seems to have provided the motive power for an 8.20am departure as far as Eskdale Green, then back to Irton Road and down to the quarry and crusher at Murthwaite. Perhaps, as this service was timetabled to arrive back at Irton Road at 4.40pm, it was the regular train for workers at Murthwaite?

Between 1920 and 1924 and then only in the summer season, Irton Road was in receipt of a slip carriage from a through express to Eskdale. Its passengers were conveyed from the station yard by charabanc to the mountainous delights of Wasdale.

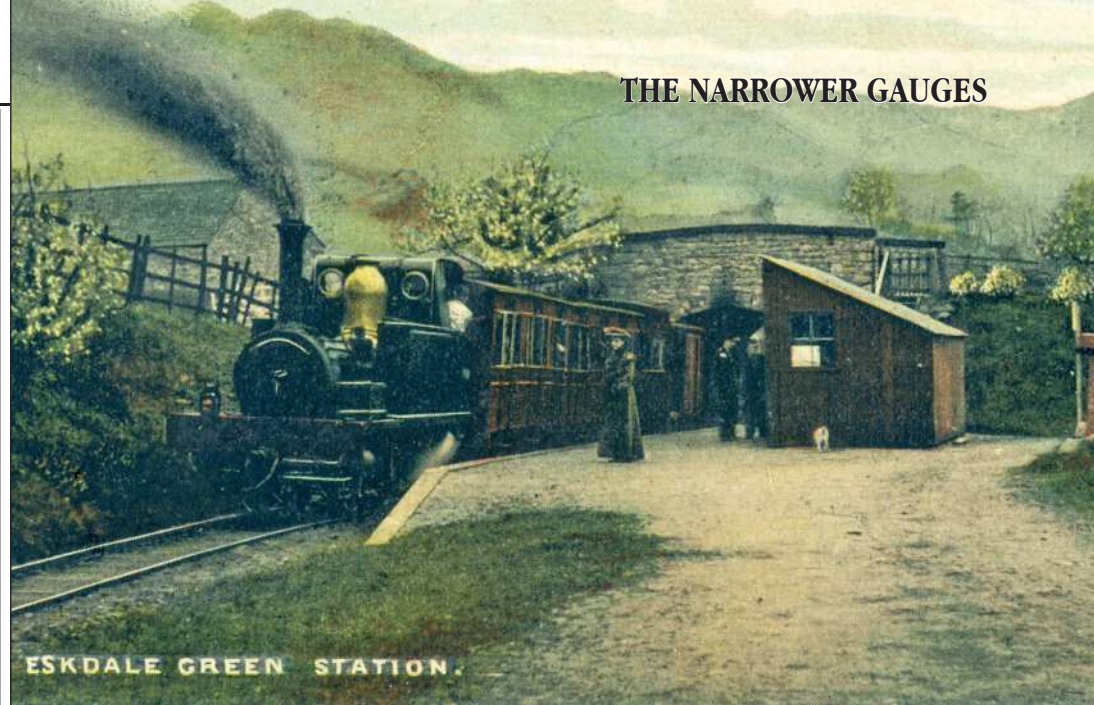
By the late 1920s the same station yard was seeing a fair amount of freight traffic as La'al Ratty provided

a comprehensive transport service for the area. The Royal Mail was carried between 1917 and 1928 and by the latter date inbound goods included coal, coke, cattle feed, farm machinery and general merchandise, whilst outward bound went sawn timber, pit props wool and potatoes. The same area today is invaluable for the delivery of bulky items such as ballast and rails – and for the parking of potential passengers' cars.

In the 1930s, Irton Road's siding became a full passing loop, in order to facilitate passage of general traffic, granite from Beckfoot quarry to Murthwaite crusher and the summer passenger service. By 1964 a siding off the loop had been reinstated and in 1967-8 the passing loop itself was extended to the west of the overbridge. An island platform was inserted so enabling even more operational flexibility.

The sturdy red sandstone station building of 1875 has quietly observed all these comings and goings largely unchanged. Originally it was just a station master's office with a waiting shelter and a small lean-to. The only external changes have been a ticket window put in during the 1960s at the request of volunteer station staff plus an accessible toilet. This was added in 1989 in the footprint of the former lean-to.

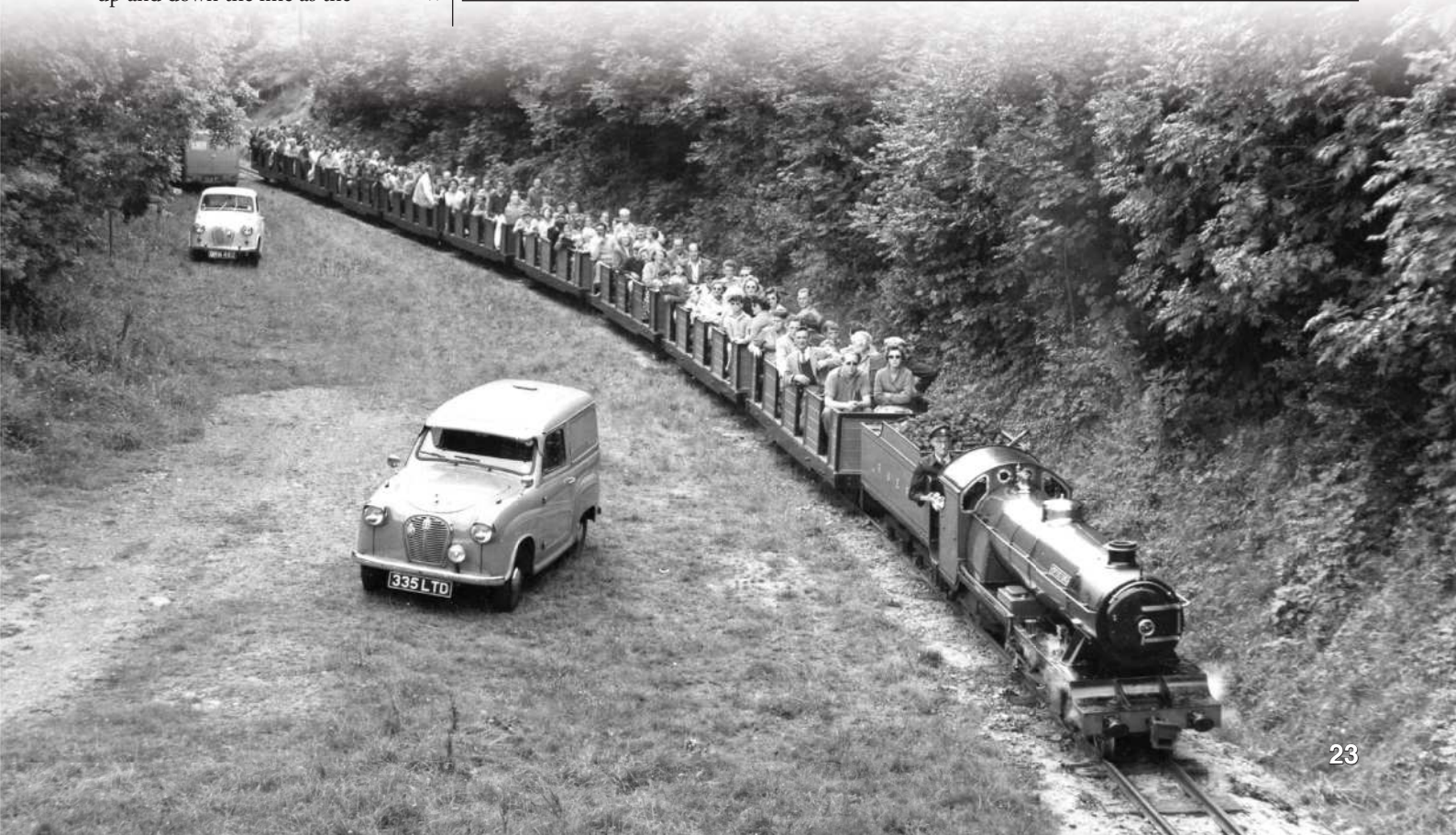
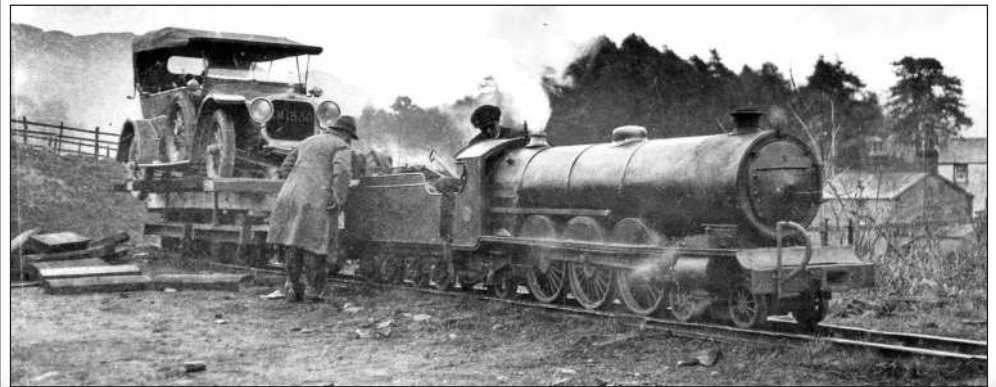
Half of the station master's office remains resolutely fixed in the past but the other half houses much of the equipment for Ratty's pioneering system of radio control for trains. An alert station master or mistress is able to follow the progress of each train up and down the line as the »



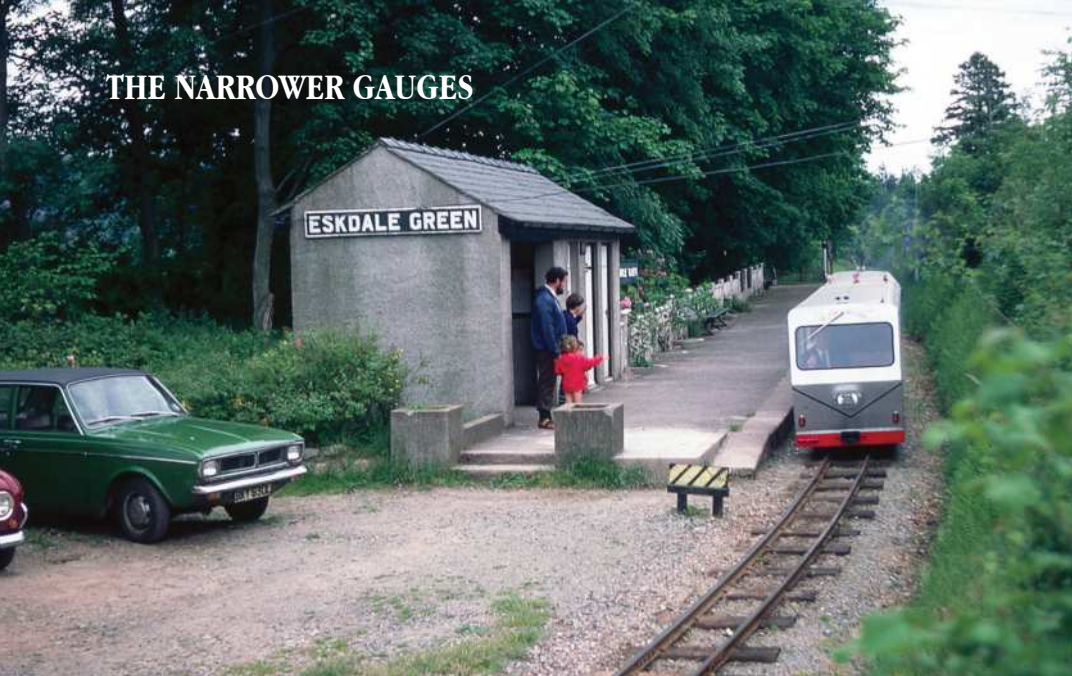
Above: Eskdale Green station in 3ft gauge days. 'Nabb Gill' heads a train down the valley. An elegant lady passenger keeps an eye on things.

Below: The 15-inch gauge siding at Eskdale Green in use on 12th May 1924. Lord Rea's Sunbeam motor car is being conveyed down the valley for repairs. Motive power is provided by 'Colossus' – a locomotive hopefully soon to be replicated.

Bottom: No sign of any facilities – other than perhaps parking for baby Austins – at Eskdale Green in the earliest preservation days. In July 1961 'River Esk' heads nine well-filled 'opens' bound for Dalegarth.



THE NARROWER GAUGES



equipment squawks 'Rander 1-2 may proceed to Irton Road', 'Rander 5, clear of Dalegarth' and such like through the ether.

The office log book always makes interesting reading. Usually it's a litany of the number of passengers and the weather, but some volunteers feel inclined to express themselves in verse and there is an occasional admission of boredom! This latter is difficult to believe as in recent pre-pandemic times Irton Road would have seen almost 30 train movements in a nine-hour period in the high summer season.

Inadvertently, 'senior management' seems to have always kept an eye on Irton Road. Across the fields from the station are houses once occupied by Robert Proctor-Mitchell, the Ratty's first general manager of 15in gauge days, and Douglas Ferreira, who steered the railway through the formative years of preservation.

Eskdale Green

Leaving Irton Road heading towards Eskdale, a Ratty train proceeds quietly past the nodding of one of Mr. Quan's patent point indicators, over Mere Beck and gently downhill round the corner at Long Yocking How. Within half a mile or so the train approaches, very cautiously, the open crossing over the lane up to Randlehow and runs into Eskdale Green station (latterly The Green). Whereas Irton Road dates back to the earliest days of the railway, what can be seen here today is from the preservation era and largely due to the efforts of the Preservation Society.

The bridge carrying the valley road over the railway is obviously from 3ft gauge days but the short platform and wooden station hut of those times are long gone. This hut apparently blew over in a storm in 1911 but it was righted and stood long enough to serve the early 15in

Above: In the mid 1960s the West Yorkshire Group of the Preservation Society erected a 'proper' station building. By the summer of 1977 it looked as if it had always been there. The unique 'Silver Jubilee' railcar is calling.

Below: Passing with a special from Ravenglass Railway Museum on 25th October 2017 are the class 30 Atlantic locos, 'Synolda' and 'Count Louis'. The station now displays the name 'The Green'.

gauge before finally disappearing in about 1928. The station boasted a siding in 3ft foot gauge days that lasted some while after the railway was regauged.

The Green, renamed to avoid confusion with Dalegarth (for Eskdale), has always been a more visible station than Irton Road. It stands right next to the road, is an obvious alighting point for the adjacent King George IV inn and, at the right time of year, for Eskdale Show. The Eskdale Outward Bound School is just up the road. Thus as preservation of the railway took hold and the need to attract passengers became paramount it was felt that a proper station was needed in this prominent location.

Between 1964 and 1968 the West Yorkshire Group of the Preservation Society, under the leadership of the indefatigable Alan Garratt, constructed a substantial platform and a neat station building. It comprised a waiting shelter, station master's office – with ticket window – and a tool store. It was all very smart and just the ticket – but with no 'facilities'. Although round the back of the station building was well-wooded, this really wouldn't do for a respectable railway.

It took 27 years, and much lobbying by several of the lady volunteers who looked after Eskdale Green, before a toilet was added to the station at the Preservation Society's expense. Much to the relief of all concerned this was formally opened on March 11th 1995 with the Society's own 'River Mite' hauling a celebratory 'First Flush Flyer' from Ravenglass to The Green.

The Society's involvement with The Green has continued in more recent times and in 2014 what had been the convenient wilderness was transformed to feature a stylish and much-appreciated picnic area.

Irton Road and The Green, along with many intermediate stations on other heritage railways, have slumbered these last two seasons, without the tread of passengers' feet to warm their platforms, victims of the great pandemic.

Let's hope that the 2022 season will see passengers alighting again for that wander across to the King George for a swift half or to stroll over the fells. Here in Eskdale and on all our fellow heritage railways it is surely a 'return to normal' that can't come soon enough!

■ The author acknowledges for their help in preparing this article Di Chase, and Dave Simpson and Claire Winter-Moore of the Ravenglass Railway Museum.



Getting back in the old routine...

A new season, new charters, lots of lovely things to photograph... *NGW's* photographers are back doing what they do best – after all you don't know what you've missed, until you've missed it...

Right: What's that saying, planes, trains and automobiles? They all came together at the Lincolnshire Coast Light Railway on 5th April, members of the Morgan 3-Wheelers Owners Club travelling from as far as Scotland and Somerset to see the Lightning fighter and Peckett 'Jurassic', both residents at the Water Park in Skegness.

Photo: John Chappell/LCLR

Below: Another Penrhyn Hunslet returned to steam, and an unusual one. As detailed in this month's news pages 'Elin' is back in operational condition at the Richmond Light Railway and set to star at the private line's charity open day in August.

Photo: Steve Town

Overleaf: Our *James Waite* enjoyed a Dinworic-themed photo charter at Statfold on 10th March and secured this rather excellent shot of Hunslet 0-4-0ST 'Cloister' in action that really gives an impression of motion.



**NARROW
GAUGE
WORLD**



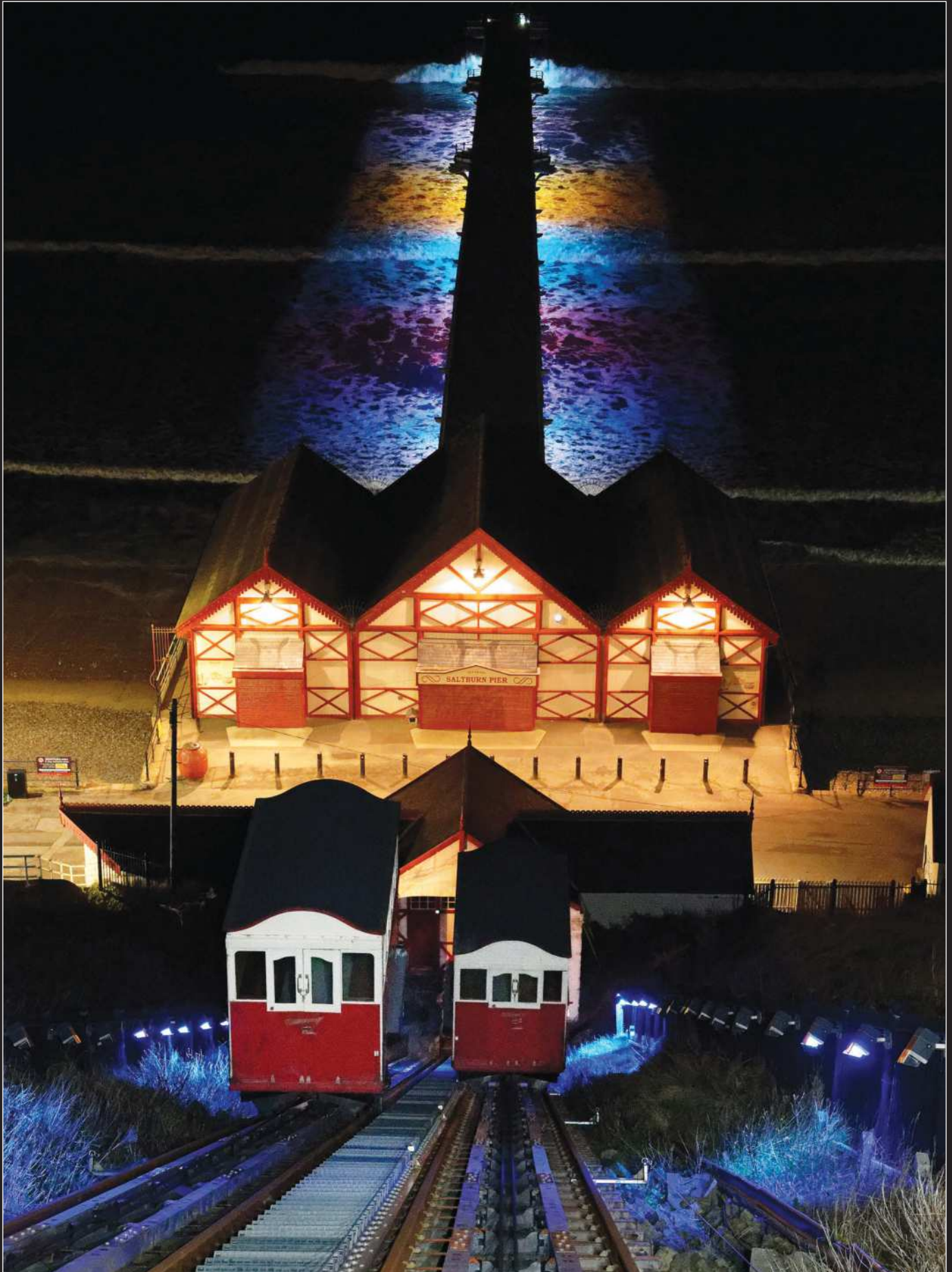




Above: Statfold's 'Lost Days of Penrhyn' Gala on 19th-20th March also included a Penrhyn engine in its previous Surrey County Council incarnation in Hudswell-Clarke GP39, and a Hunslet 'Harrogate' with no Penrhyn connection at all but just as welcome, both tackling the stiff little curve and climb out into the country.
Photos: Andrew Charman

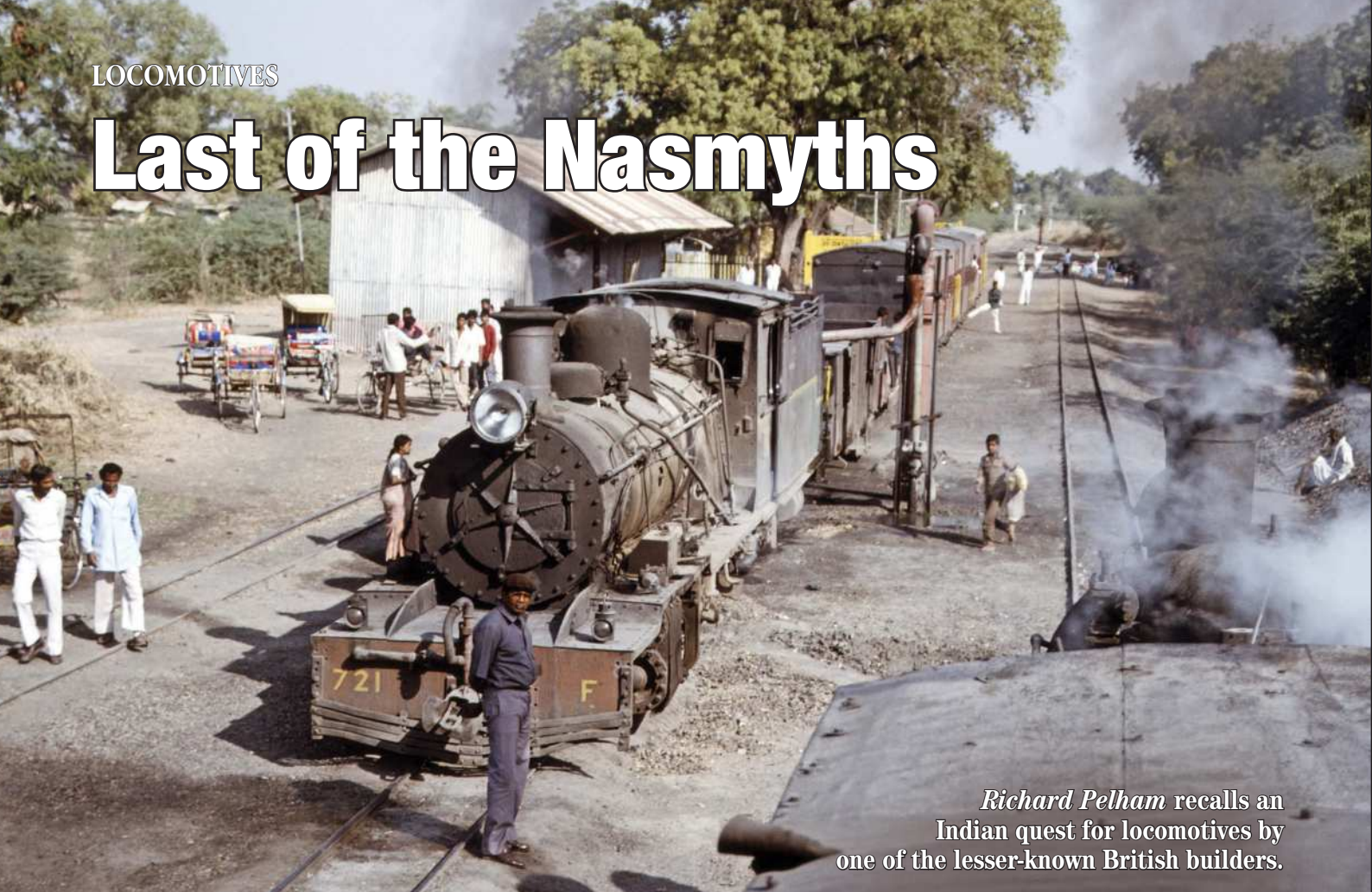
Below: The sheer industrial delight of the Beamish Living Museum Steam Gala, as visiting Kerr Stuart Wren 'Peter Pan' lines up alongside the museum's standard gauge 'coffee-pot' vertical boiler locomotive.
Photo: Matt Ditch





Above: *Steve Sedgwick* continues to be fascinated by the 4ft 2.5-inch gauge Saltburn Cliff Lift and when in February he discovered winter lights were illuminating the pier and the side of the incline, he had to try a night shot. "I had to add my own lights for the foreground," Steve told us. "I had to also coordinate this with high tide and sufficient waves to get the coloured reflections in the foam following the waves. As I live 230 miles from Saltburn I had to have three goes at this to get it right." We think he succeeded, don't you agree?

Last of the Nasmyths



Richard Pelham recalls an Indian quest for locomotives by one of the lesser-known British builders.

While many aspects of railways have always interested me, I suppose it was industrial locomotives, still at work in many parts of Britain that stimulated my search for older engines from long departed manufacturers. British industrials were so often defined by their builder, and post-war Barclays and Hunslets, whilst of a distinct house style, were too numerous to excite the collector's search for the 'rara avis'.

An excellent illustrated book, titled *Steam Locomotives in Industry* by the Industrial Locomotive Society (D&C Locomotive Monographs, 1967), provided pictures of engines

from all the UK builders. There was plenty to delight the enquiring mind, especially the names – not just of the engines but also their builders such as Slaughter, Coulthards, Gruning & Co, I Anson and other makers, now all long forgotten.

One engine caught my attention – it was 'Emanuel Clegg', one of only three 0-8-0Ts built for the British industrial market by a firm called Nasmyth Wilson. Such names to conjure with! Surely they must belong to the novels of Dickens or Trollope – at the very least the sinister protagonists in a Sherlockian gas-lit adventure.

Above: Final Nasmyth Barsi F class no 721 (NW 1526/1927), at Anjangaon on a mixed working to Murtajapur. Senior Inspector V S Naidu watches Hunslet-built F class no 722 (HE 3667/1949) arrive with two British gricers on the tender!

Photos by Richard Pelham, January 1992 except where stated

Whilst some delights in the book were tracked down before their demise, the eight-coupled resident of Gin Pit had long gone to meet its namesake (a Victorian businessman). Manning Wardles, Kitsons and Avonsides were hunted down and photographed, but a locomotive from that eminent Patricroft firm that pioneered the Nasmyth steam hammer remained elusive.

Middle age brought a certain amount of financial stability, and so when the pages of *World Steam* informed the ignorant that the 202-mile long Barsi Light Railway still employed a fleet of Nasmyth



Wilson locomotives in far away India, my mind turned to planning how I might capture such exotic beasts at their remote watering holes.

Barsi – and beyond

Nasmyth Wilson, while not in the league of Beyer Peacock, North British or Vulcan Foundry, had a firm foot in the export market via the Crown Agents, which handled contracts for colonial railways. The Barsi, a child of Leek & Manifold engineer and promoter Everard Calthrop, was a 2ft 6in gauge railway that followed his principles for feeder lines. It was initially powered by Kitson 4-8-4Ts which were enlarged versions of 'E. R. Calthrop' and 'J. B. Earle' on the Leek & Manifold. As traffic grew, larger tender engines became necessary, and Nasmyth Wilson was contracted to supply 10 2-8-2s of class F and later on, nine G class 4-6-4s. Unfortunately, the Barsi Light Railway, a busy system, dieselised in about 1983 before I could visit the subcontinent.

In the former Central Provinces of India (now partly in Maharashtra state), a 2ft 6in gauge line ran north and south from the semi-rural main line junction of Murtajapur on the former Great Indian Peninsular Railway – with a less intensive service than the Barsi system. These lines had been operated by North British-built 2-8-2s of class B/1, themselves based on a very similar design first produced for the Bengal-Nagpur Railways' 2ft 6in gauge lines in 1909.

The narrow gauge 2-8-2 with 34-inch driving wheels was a successful and widely used design in India, and in fact the Barsi F class, introduced in 1926, was the final derivative of this design. Calthrop had recommended a 4-6-2 wheel arrangement when the Barsi's lengthy Miraj extension was proposed, but in the end, after his retirement, the



Facing page below: All-India no 716 (NW 1486/ 1926) at Murtajapur after overhaul, having arrived on a broad-gauge transporter wagon from the former Barsi workshops at Kurduwadi.

This page below: 723, Hunslet 3668 of 1949, soon after daybreak near Kinkhed on its way to Yavatmal.

Above: All clear! Heading flat and straight across Maharashtra towards Achalpur on loco 722.

2-8-2 prevailed, albeit more powerful with 15½in cylinders rather than the BNR B class's 14½in.

It is hard to know now why the F class was considered suitable for further use after the dieselisation of the BLR, when the GIPR and BNR locomotives were being withdrawn. One might like to think it was due to the build quality of the Patricroft engines – or was it merely to do with different water quality that prolonged their boiler life?

For whatever reason, and to my infinite delight, some of the F class were moved to Murtajapur to help out with services between 1985 and 1993, supplementing the post-war Japanese-built ZD 2-8-2s that in 1957 had been bought to replace the original B/1 2-8-2s.

The Barsi did eventually receive a six-coupled tender engine, not a

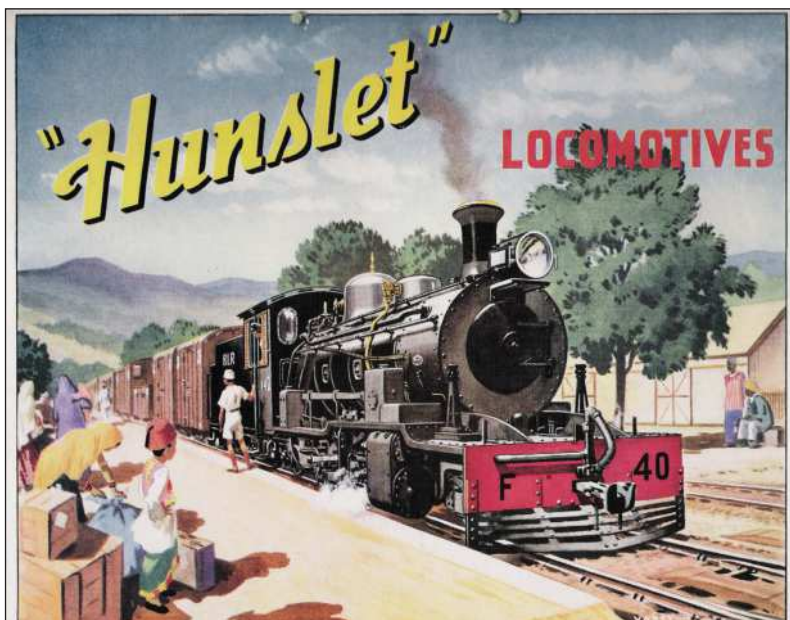
4-6-2 as Calthrop proposed, but a 4-6-4 of class G, seven of which were built by Nasmyth Wilson between 1928 and 1930. These were not chosen for further use after 1983, although as they had the same boiler as the F they presumably supplied a float of spares for the 2-8-2s.

Narrow gauge adventure

The upshot was that as late as 1992, some Nasmyth Wilson F class engines were still in daily use. After some planning and travelling, I was on the Nagpur mail out of Bombay V. T. (Victoria Terminus) into the dusk for the 386 miles to Murtajapur, in the company of my friend Mike Cuninghame, who joined me for several narrow gauge adventures in those days.

In order to make the most of this visit, I allowed four days for travelling »





2-8-2 TYPE 38½-TON TENDER LOCOMOTIVE IN SERVICE ON THE 2' 6" GAUGE BARSII LIGHT RAILWAY, INDIA (Further details near)

Left: Hunslet featured the Barsii F class it built in 1949 on a company calendar in 1953. No 40 later became All-India no 722. Image: Richard Pelham collection

Below: Nippon-built 2-8-2 no 550 of 1957 is being coaled in the traditional manner at Murtaapur, with an F class beyond. The broad gauge station pilot is a WG class 2-8-2 built by Hitachi in 1955.



on, chasing and photographing the trains, which were two return mixed workings daily on each of the lines.

Murtajapur is on the main Bombay line to Nagpur, some 134 miles before the latter city is reached, with a 2ft 6in gauge dead-end station on the north side of the broad gauge. The northern leg runs to Achalpur while the other route towards Yavatmal crosses over the electrified Nagpur line before heading south, the narrow gauge mileage totalling 118 miles.

The roster was not by any means exclusively Nasmyth Wilson. As mentioned, Indian Railways had in 1957-8 bought six modern 2-8-2s from Nippon Sharyo, (utilising the same boiler as the metre gauge YL 2-6-2s), which spent all their lives on the Murtajapur lines. Moreover, the success of the F-class meant that the Barsii had required repeat orders, even after Nasmyth Wilson had ceased building in 1938. As the Hunslet Engine Co had acquired the firm's goodwill (including all the plans), it produced a further three F locos in 1949, bringing the class total to 13.

On the plate

We chased and rode all these types, but the highlights were a couple of footplate rides, on F 722 (HE 3667/1949) and F 721 (NW 1576/1929) on the northern line. Our ride back from Anjangaon, the point where the 637 down mixed and 640 up mixed crossed, was enlivened by the presence of a very senior driver instructor on the footplate, Mr V S Naidu.

He was from Bhusaval, a main line junction back towards Bombay, and we got the impression from his dignified behaviour that supervising steam drivers and firemen (coal economy was an ever-present exhortation on Indian Railways) was rather beneath him. His usual patch would have been instructing diesel and electric drivers on the 'Deccan Queen' or the 'Flying Rancee' rather than in this lonely backwater. Still, he was charming company and made Mike and myself most welcome.

It was altogether a very enjoyable four days – we found an acceptable hotel, an obliging taxi driver and the sun shone. The scenery was pleasantly rural and undulating but not possessing the sort of terrain that might necessitate narrow gauge construction. These were 2ft 6in lines built purely to act as feeders to the broad gauge main line, where a wider gauge could not be justified. On the original Barsii, this was Calthrop's philosophy – cost driven to maximise traffic with low infrastructure investment.

Right: Pakistan Railways: Metre gauge 4-6-0, SP no 65 at Mirpur Khas in February 1994. Most of this engine was built by Nasmyth as works no 983 in 1913 for the Jodhpur Railway, but by this date the engine likely comprised many parts taken from other locos of the class. *Photo: Donald Bell*

Below: The sister engine no 138 of the same SP class, but built by Kerr Stuart (4122 of 1921), pauses at the lonely station of Sarwar Nagar en route from Mirpur Khas to Nawabshah, February 1997.

“Supervising steam drivers and firemen was rather beneath him...”



By the following year, 1993, reports indicated that only one of the Hunslet-built F locos was still in use, and within a couple of years the line was dieselised.

Pakistan postscript

There is a sequel to this story concerning Nasmyth locomotives and the last working survivors. The F class Mikados were not in fact the last of Patricroft's products to polish the rails – this honour fell to one of a large class of metre gauge 4-6-0s built by various manufacturers to the British Engineering Standards Association (BESA) specification for India. Several British builders supplied these ten wheelers to all the main Indian metre gauge companies, with slight

variations, between 1908 and 1932.

I had previously noted one or two of this type (including Nasmyth built examples) still working out of Mirpur Khas on what was once the western extension of the old Jodhpur Railway to Hyderabad (Sind). Since 1947 this was just a hub on an isolated metre gauge system on the Pakistani side of the partition border of that year.

As late as 1997 on the occasion of the last visit I made to Pakistan, ex-Jodhpur Railway SP class no 65 (NW 983 of 1913) was receiving attention in the shed, whilst sister no 138 (Kerr Stuart 4122 of 1921) worked over the weight restricted line to Nawabshah for which these engines had been retained.

At this point, my engagement

with the products of that Patricroft firm duly ended, but how much longer the BESA engines continued to work (in an appalling mechanical state) on the edge of the Sind Desert would be interesting to know. Soon after the turn of the new century, reports about the Pakistan metre gauge ceased, and their eventual demise is lost in the turmoil of world events which precluded further visits to that troubled land. Truly, the Last of the Nasmyths had just faded away as old soldiers are alleged to do. **NGW**

More Information

■ The article by Fuzz Jordan in *NGW*163 on later developments on the Murtaapur lines included a map showing their location. – Ed.



The return of Blyth

Gerry Balding and Andrew Charman report on the latest new-build launch at Southwold, reviving a lost class of narrow gauge locomotive.



On 11th April the official launch of the Southwold Railway Trust's new-build 2-4-0T 'Blyth' took place at Steamworks in Southwold.

Blyth is a replica of the original loco no 3 built in 1879 by Sharp Stewart for the Southwold Railway and which was scrapped in December 1941, some years after the 3ft gauge Suffolk line closed. The replica was built by North Bay Railway Engineering Services in Darlington.

Present for the launch event were members of the '2-4-0 Club' who contributed towards the construction costs, invited guests, local dignitaries and members of the Press.

Blyth was hauled out of the shed into the sunshine by a Hunslet diesel shunter. The locomotive had been test-steamed on the day before but unfortunately it was not in steam for the dedication ceremony.

Traditional blessing

Speeches were made by SRT chairman John Bennett, Southwold town mayor Will Wendell and David Humphreys of North Bay Railway Engineering, before the vicar of Southwold, the Revd. Simon Pitcher, dedicated the locomotive in traditional fashion by pouring a vintage bottle of the local Adnams

Above and facing page: In its lined blue livery 'Blyth' certainly looked the part.

Below: The 1879-built original Blyth waits to depart from Southwold in 1906 – the image is from a postcard sold long after the line's demise.

Launch photos by Gerry Balding, build shots courtesy NBRES

beer over the buffer beam. The beer was a special brew produced to celebrate the Southwold Railway's centenary in September 1979.

During the ceremony a surviving works plate from the original Blyth was on display. It was postulated that if the original works plate was fitted to the replica, would this make it a rebuild rather than a new-build?

Following the ceremony there was the opportunity for those present to photograph and inspect the loco at close quarters. Blyth looked superb in the sunshine in its lined Great Eastern Railway blue livery. It was great to see a Southwold loco in the flesh, so to speak, rather than as vintage photos in a book!

Andrew Charman adds: Blyth was one of three 2-4-0Ts built by Sharp Stewart for the opening of the Southwold Railway in 1879. The cash-strapped line returned no 1 'Southwold' to the makers in 1883 and hired the other two, Blyth and 'Halesworth', until a rise in traffic made it possible to buy them outright in 1890. A replacement no 1 was built three years later – this was similar to its predecessor but with a pair of trailing wheels added.

Such prosperity did not last, the





Southwold line closing in 1929. But while the replacement no 1 was scrapped on the spot, the other two, and Manning Wardle 0-6-2T 'Wenhaston' which had arrived in 1914, lingered on. Blyth was shedded at Halesworth, the shed slowly disappearing around it, until finally succumbing with the rest of the line to the wartime scrap drive in 1941.

Signature project

Various schemes to revive the line finally coalesced into the SRT in 2006, and 'Project Blyth' soon followed, initially funded by the 2-4-0 Club set up for the purpose. A £300,000 contract for the construction was placed with North

Above and right: Construction at NBRES began in early 2019 with the boiler. Progress was rapid – by the end of 2020 the loco was clearly coming together.

Below: An original Blyth works plate still survives.

Below right: The local Adnams beer was employed to suitably bless the new loco.



Bay Railway Engineering Services, work starting in January 2019 with the building of the boiler.

Some have commented on the fact that the Southwold Railway Trust currently only has 80 metres of running line at Steamworks on which to steam Blyth, preventing the loco showing its full capabilities in a nation with very few 3ft gauge lines.

This is true, but while not explicitly stated by anyone at the SRT, some observers see the successful completion of this locomotive as a serious statement of intent. The Trust has faced local opposition in its efforts to revive the Southwold, with previous plans to reinstate part of the original line having to be scaled back as a result. Blyth is living proof that the SRT is a serious organisation which if supported could return a significant attraction to this part of East Anglia... **NGW**



More Information

Details of the SRT's Steamworks opening days and potential steamings of Blyth can be found on the website at www.southwoldrailway.co.uk



First French Railway in China...

Dick Paterson found that what at first seemed to be a simple bit of research turned out to be a can of worms.

The caption for the charming image below from *l'Illustration*¹ translates as 'The First French Railway in China'. The article with it describes the inauguration of the railway from Tien-Tsin to Tsching-Yang by the Viceroy of Petchilli on 21st November 1886: 'The line was about 3km long and had many curves. The train crossed it in less than eight minutes to the amazement of the locals' – but not necessarily in a good way.

Superstition and Luddism were then rife in China and some were alarmed by the 'fire breathing devil's machine'. The locomotive was clearly a Couillet product, with the Ateliers

Decauville Aine logo on the tank side. The carriages were one of each of the five types of Festiniog pattern offered by Decauville.

Decauville's 1890 catalogue lists the locomotive as 'Fedora', works no 26, a 0-2-0 of 4.5 tonnes empty weight, with a separate tender. It had 'a cabin for hot countries and American chimney, able with its tender to drive a train of 15 tons for 50 kilometres in two and a half hours without stopping'. The second image at the bottom of this page, by Victor Rose, is taken from that catalogue.

The caption in *l'Illustration* was fair, as far as it goes, but slightly misleading. This was indeed the first

"The Dowager Empress thought that the steam loco would upset the feng shui of the gardens, so she had eunuchs pull the carriages along with ropes..."

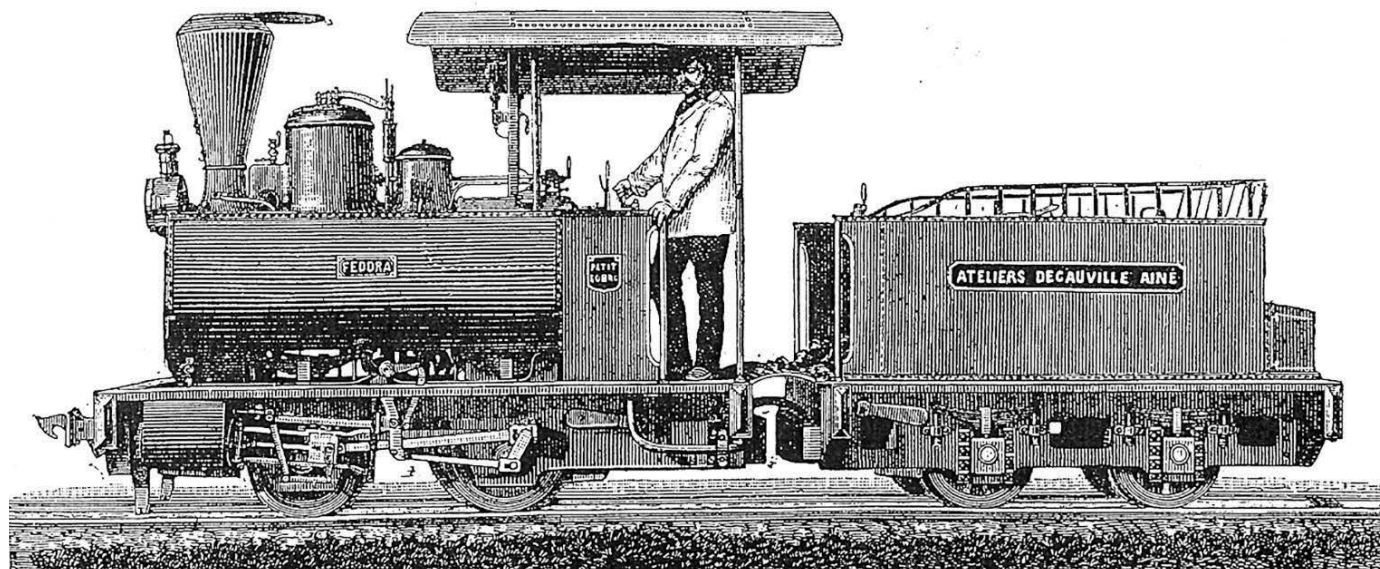
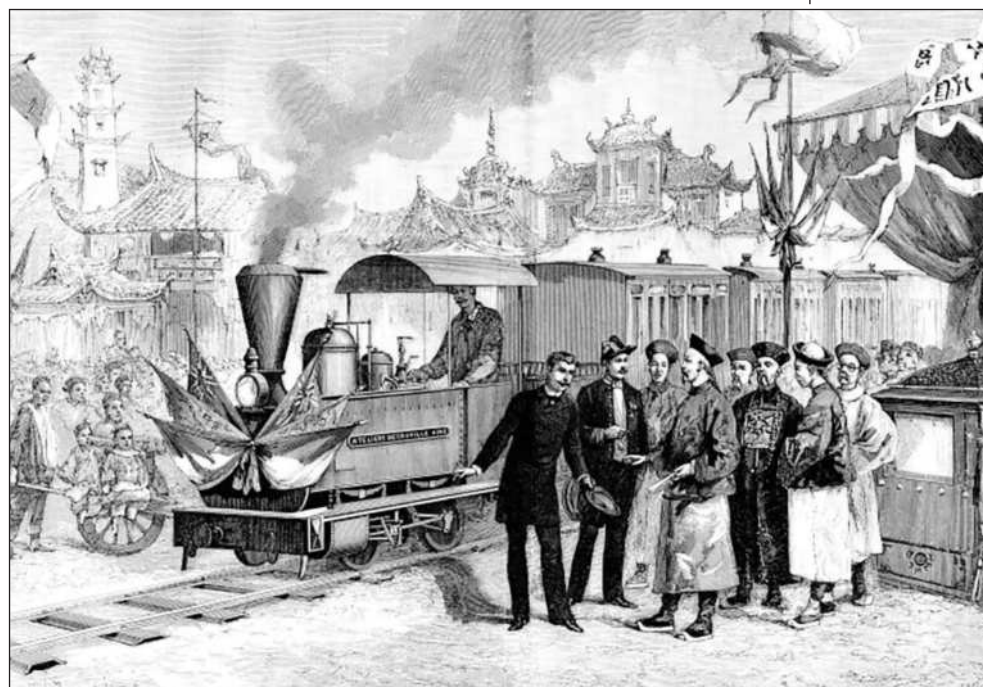
French railway in China but it was preceded by Ransomes & Rapier of Ipswich, which provided three 2ft 6in gauge locomotives, rolling stock and track materials to the contractors building the short-lived Woosung Road line in 1876.

The 'inauguration' suggests it was the opening of a permanent line, but it was actually a temporary demonstration line set up in front of the Viceroy's interpreter's house, and promoted with much pomp and ceremony to publicise the Decauville offering for light railways.

Research suggested that there might have been two Decauville railways in China; the one shown in the image and a 'Toy Train' at the Emperor's palace, near Peking. In fact, cuttings from various English language Chinese newspapers in the P. A. Crush collection² revealed that although there were two railways, there was only one train.

There are also suggestions of an earlier proposal by an unnamed Englishman to present a 'miniature' railway (presumably a model) to the Emperor to show him what was possible. This was vetoed by British diplomats who felt that such an extravagant gift could be construed as tribute to a superior nation. Details of this miniature railway have not been found.

An attempt by Sir Macdonald Stevenson to introduce railways to China in 1863 was rejected by the Chinese authorities, partly because of Luddism and partly because it was too extensive, and expensive. The miniature railway may have been a part of this campaign.



High hopes

At the end of the Opium Wars in 1860, merchants from the western colonial powers – Britain, France, Germany, Russia and USA – were granted ‘concessions’ to operate free-ports to develop trade. The ports included Hong Kong and Shanghai.

A British registered company, Jardine, Matheson & Co, based in Hong Kong, was the driving force behind the Woosung Road debacle where permission for a road was sought as a backdoor way of introducing a railway, using the Ransomes equipment, which was built and demonstrated to bring round public opinion. When the authorities found out about the deception, they had the railway carefully dismantled, packed and shipped to Formosa, now Taiwan. There it lay, until nature reclaimed it.

Jardine’s, which had a contract to represent the interests of Decauville in China, bought Fedora and the five carriages from Decauville for less than the cost price. It was for the Emperor’s amusement, in the hope that this would ease the path to selling Decauville railways more widely. The firm chose a French supplier, rather than British, possibly to bypass British diplomats. When the Tien-Tsing railway was proposed, an opportunity was seen to showcase the railway on a temporary line there.

Feng shui upset

After several months of successful operation, which was well received by many, the railway was transferred to the palace gardens. There the Dowager Empress thought that the steam locomotive would upset the feng shui of the gardens, so she had eunuchs pull the carriages along with ropes. The railway was found there by British troops trying to rebuild after the Boxer Rebellion of 1889 – 1901. It was moved to Chein-Mein gate but was soon abandoned.

Decauville’s hopes for China were not to be realised: the need in the country was for passenger and freight trunk lines for which British and American companies supplied standard gauge railways. France had some success with metre gauge secondary railways, but there was no market for the portable railway then being sold by Decauville. **NGW**

References

- 1) *L’Illustration* – *Journal Universe* Vol LXXXIX February 1887, pages 113 and 120.
- 2) P. A. Crush Chinese Railway Collection of extracts from books, periodicals and magazines – this is held at Bristol University and available online.



New and revived old in Wales

Two railways to the same rare gauge and on opposite sides of the same mountain have seen notable infrastructure changes in recent weeks, one new and novel, the other ancient and revived.

On the 2ft 3in gauge Corris Railway in mid Wales, 26th March saw the first use of the traverser that has been installed at Corris station.

The cramped present-day site, with much of the former station now occupied by a car park, does not allow the installation of a traditional point and headshunt to allow the running round of trains – passenger services on the Corris have until now been propelled in one direction.

Space saver

Propelling will not be practical once the Corris line extends south towards

Above: Following its pre-season steam test, Corris no 7 becomes the first steam loco to use the station traverser. Photo: Corris Railway

Below: Tallyllyn no 3 ‘Sir Haydn’ becomes the first loco to be watered at Ty Dwr. The loco, bought from the closed Corris line in 1951, never used the original. Differing building standards of the original have been replicated in the new pillars. Photo: David Mitchell

Machynlleth, so the manually operated traverser, built by Statfold Engineering, has solved the problem.

Four days earlier and above Abergynolwyn on the Tallyllyn Railway, less than eight miles from Corris by road, a locomotive took refreshment from Ty Dwr water column for the first time since 1952.

The original column was sited adjacent to the line’s first wooden loco shed. Formed of slate columns topped by wooden troughs to convey water from a mountain stream into locomotive tanks, it was dismantled in 1954, its slate used elsewhere on the line. Reinstatement of the column is part of a major heritage effort underway across the TR which ties into the recent designation of the north Wales slate industry as a UNESCO World Heritage Site. **NGW**



Fairbourne MINIATURE RAILWAY

STEAM GALA 2022 MAY 28th 29th & 30th

EXMOORS COME TO WALES

For our Gala this year we will be joined by engines in several gauges, all built by Exmoor Steam Railway in Devon.
several gauges, all built by Exmoor Steam Railway in Devon.



A Marquee of model railways & miniature train rides at Barmouth Ferry, and many other attractions.

www.facebook.com/fairbournerrailway www.fairbournerrailway.com Tel: 01341 250 362 e-mail: office@fairbournerrailway.com

Amerton Railway

Come to Amerton in 2022
Isabel is 125 and Lorna Doone is 100!



Open for the 2022 Season from 9th April

"Birthdays" Steam Gala June 25th & 26th

**Everything Goes Gala September
17th & 18th : Car Show on 18th only**

**Amerton Signal Box (Waterhouses)
commissioned for 2022**

**For updates on what's going on at
Amerton please visit**

**www.amertonrailway.co.uk
Facebook@Amerton Railway**



JONES SPRINGS

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

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

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

JONES SPRINGS (ENGINEERING) LTD.

Gladstone Street, Darlaston West Midlands WS10 8BE

T: 0121 568 7575 F: 0121 568 7692

E: sales@jones-springs.co.uk

www.jones-springs.co.uk

Reg. in England - Company No. 00520744

Going round the bend...

John Wooden describes the latest lockdown-inspired developments and frustrations on his Isle of Stoner Railway.

Last time my 009 Isle of Stoner Railway featured in *NGW* was in June 2019 when I was changing it from exhibition format to permanent in-the-garage style. All was well and I was happy with the progress: then the world went mad (madder?). Under lockdown I had more time to play trains and so more time to find faults with the layout.

Lockdown also meant that I found myself working from home and needing to make a spare bedroom into my office. This in turn meant that I had room to move my music toys indoors from the garage, leaving more space for the layout: Hurrah! I've always enjoyed running trains from somewhere to somewhere rather than round and round and so this meant that I could extend the run.

It struck me that a station with a passing loop would make operating more fun and allow more trains to occupy the railway; the IoSR has a stupid amount of rolling stock and an even stupider number of locos so the more that were in action at any one time the better. The big plan was to build a passing-loop station and to eventually move on to the other terminus station, 'Port Lucy'. It would also be ideal to include a loco shed and carriage sidings and maybe some fiddle yard too – all rather optimistic for the space available.

Once I'd cleared out the music-making equipment and had a jolly good tidy-up, (though to look at it now you wouldn't think I had) I set about contemplating how to actually do what I'd set out to do, to translate the ideas in my head to the 3D world.

Sub-conscious inspiration

The passing loop station would replace the fiddle yard and form the next corner; while drawing this out it occurred to me that I'd basically created a simplified Tan-y-Bwlch station as on the Ffestiniog Railway. I've always had a fondness for TyB but didn't want to make

No 165 – www.narrow-gauge-world.com



Top: The 'new bit' – 'Alice' and train have departed Upper Bay on their way to Port Lucy.

Above: Track laid on the new section and scenic work begun.

Below: Trains cross at Upper Bay.

All photos in this feature by John Wooden

an exact model of it. I had previously built a model of the Victorian station building that was at Dduallt on the FR; made for an abandoned layout project, this would have the right feel to it without being a copy of the immediately recognisable building at TyB.

My railway is set in 1964 and so preservation of the line is in its early days – this meant I could justify building the new station to look as the FR looked in the 1950s, in other words no fenced-in platforms and footbridges, instead grass everywhere kept in trim only by passing sheep. »





I would love to have known the FR in the 1930s; sometimes I think that in reawakening Sleeping Beauty we lost the very thing that had been so attractive in the first place. The modern world is very different to 1930s Gwynedd and so the tidying-up is inevitable, but 1960s Stoner has none of these pressures and so the goods shed and coal drops could still be in place at 'Upper Bay' as my version would be.

While I was scribbling out various vague track plans it occurred to me that there would be room to fit in some concealed sidings. This proved to be true and so I ended up with three decent-length sidings hidden under the hill at the back of the station. The turnout which leads to them is also hidden in the deep and narrow cutting between 'Rock Beach' and Upper Bay.

The top of the hill, on which is sited the stationmaster's cottage, is a removable section to allow access to the hidden bit. This all sounds good on paper but shunting trains when you can't see them or reach them turned out to be a daft idea, so I've basically wasted three sets of points and motors. I may return to the idea at some point but for now... meh.

The other unfortunate side-effect of fitting three rather than the originally planned two sidings into a small space was that the dividing wall between

the hidden world and visible world ended up being too close to the running line – this caused a considerable amount of swearing and sweating and violence to the layout.

As a result the retaining wall now leans forward in a very unlikely way, fortunately it looks okay from the normal viewing angle. Most stock will now pass the wall but some of the wider things have a tendency to graze it slightly. Without a complete rebuild of the removable section above the hidden sidings I can't do better than this; maybe one day I'll get sufficiently annoyed by all of this and set about it but it would require major trauma to the layout and to me. Maybe I'll wait for the next lockdown.

Platform for expansion

For a while Upper Bay was the end of the line and as I operated the railway I found that I really needed a second platform at 'Underhill Town' to make operation sensible. I had never intended there to be a second platform and there wasn't really room for one but I squeezed one in nonetheless. It has ended up just about long enough for the shorter trains and wide enough for a few passengers to not fall in front of the train.

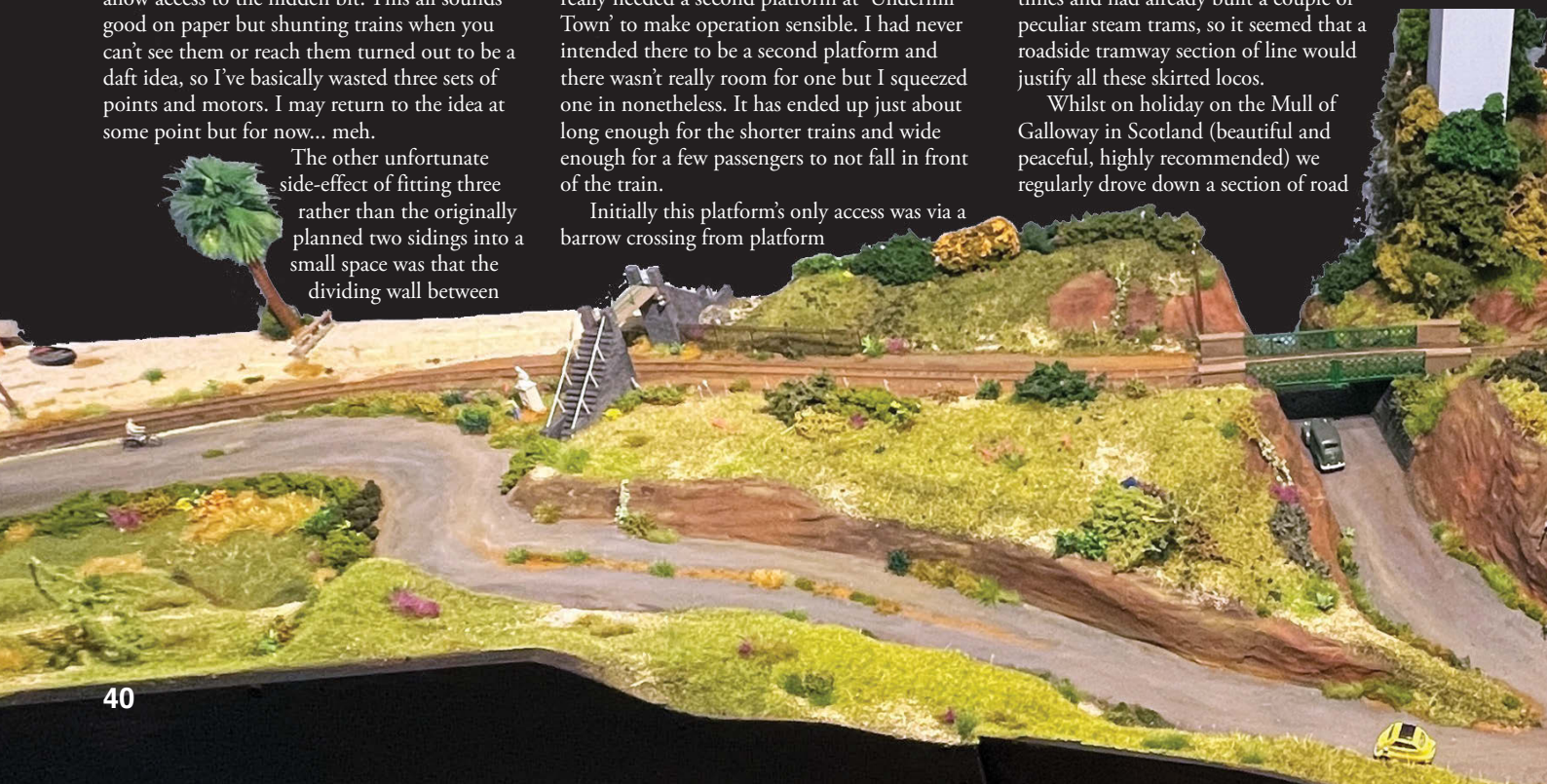
Initially this platform's only access was via a barrow crossing from platform

one but this was obviously unworkable, because as soon as there was a train in either platform there was no way to get to platform two. There was nothing for it but to build an overbridge extension which I duly did using parts left over from the original Ratio kit and some styrene parts. It just about fits but the whole end of the station is now even more cramped.

With Upper Bay ending in a headshunt and then a drop to the floor it was inevitable that I would drive a train off the end of the layout... so I did. This caused much annoyance and several evenings on the laptray rebuilding damaged locos and rolling stock.

A buffer stop would have been a sensible idea but I am not a sensible man. Instead I vowed to build some more layout so that the over-runs had somewhere to go. I have built a few tram locos and bought a lovely Fourdees one in recent times and had already built a couple of peculiar steam trams, so it seemed that a roadside tramway section of line would justify all these skirted locos.

Whilst on holiday on the Mull of Galloway in Scotland (beautiful and peaceful, highly recommended) we regularly drove down a section of road



"A buffer stop would have been a sensible idea but I am not a sensible man..."

Upper far left: The hidden cutting built to access the concealed sidings.

Upper left: The 'failed' sidings revealed.

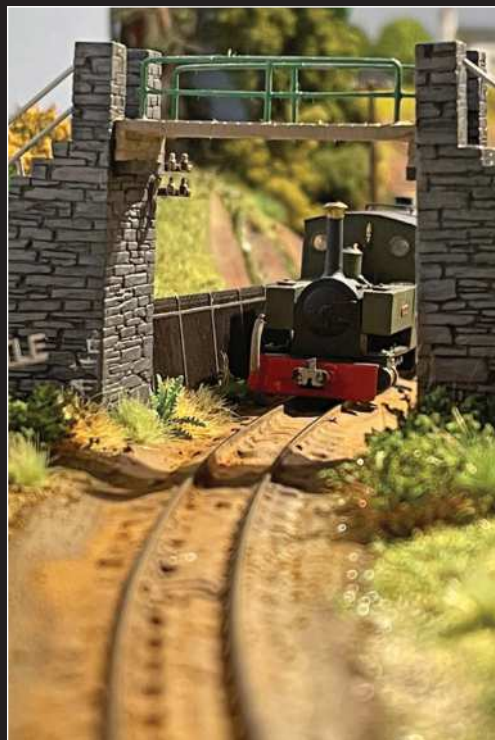
Centre far left: The coal drop at Upper Bay is based on one once at Tan-y-Bwlch.

Centre left: Oops – buffer stop needed, but more layout was built instead.

Right: The footbridge to the beach – an enhanced version of Bachmann's model of Bethel footbridge.

Far right: Trains in both platforms at Underhill Town, showing the new, rather narrow platform and the bridge that had to be built to reach it.

Below: Panoramic view showing most of the 'new bit' of the layout.



that looked for all the world as if it should have had just such a section of tramway – this formed the inspiration for the next section of line.

It actually worked out a rather shorter run than I'd meant it to be originally because to get the road alongside the track and fit in the bridge I'd built meant a cutting for a road to the beach and then a graded section of road back up to track level, as you will see from the photos.

I had purchased a Bachmann resin narrow gauge footbridge when they came out as it is a model based on the Padarn Railway (4ft gauge) bridge at Bethel – the prototype still exists and is only a few miles from my house. When I bought the model I had no idea what to use it for but it suits its location at Upper Bay very well.

I built a new deck for the bridge as the original casting was a bit crude and also I needed to gain some more height under the deck to get a couple of bigger bits of stock under it. This works as a scenic break but as bridges go it is

one of the more pointless examples – a 4mm-scale person could just step off the road over the track and onto the beach, there being no fences here. This may change with time...

For now this is as far as I've got with the grand plan so I've bodged the old fiddle yard onto the end of the scenic bit. This was not as simple as you might think as my legendary ability with measuring devices came to the fore again; I won't bore you with the details except to say it didn't fit... twice.

To and from

Everything is now working and I have a railway which goes from somewhere to somewhere via somewhere else. The run takes about two minutes, end to end if the train doesn't stop at a station, which is quite a satisfying run – but it is never enough.

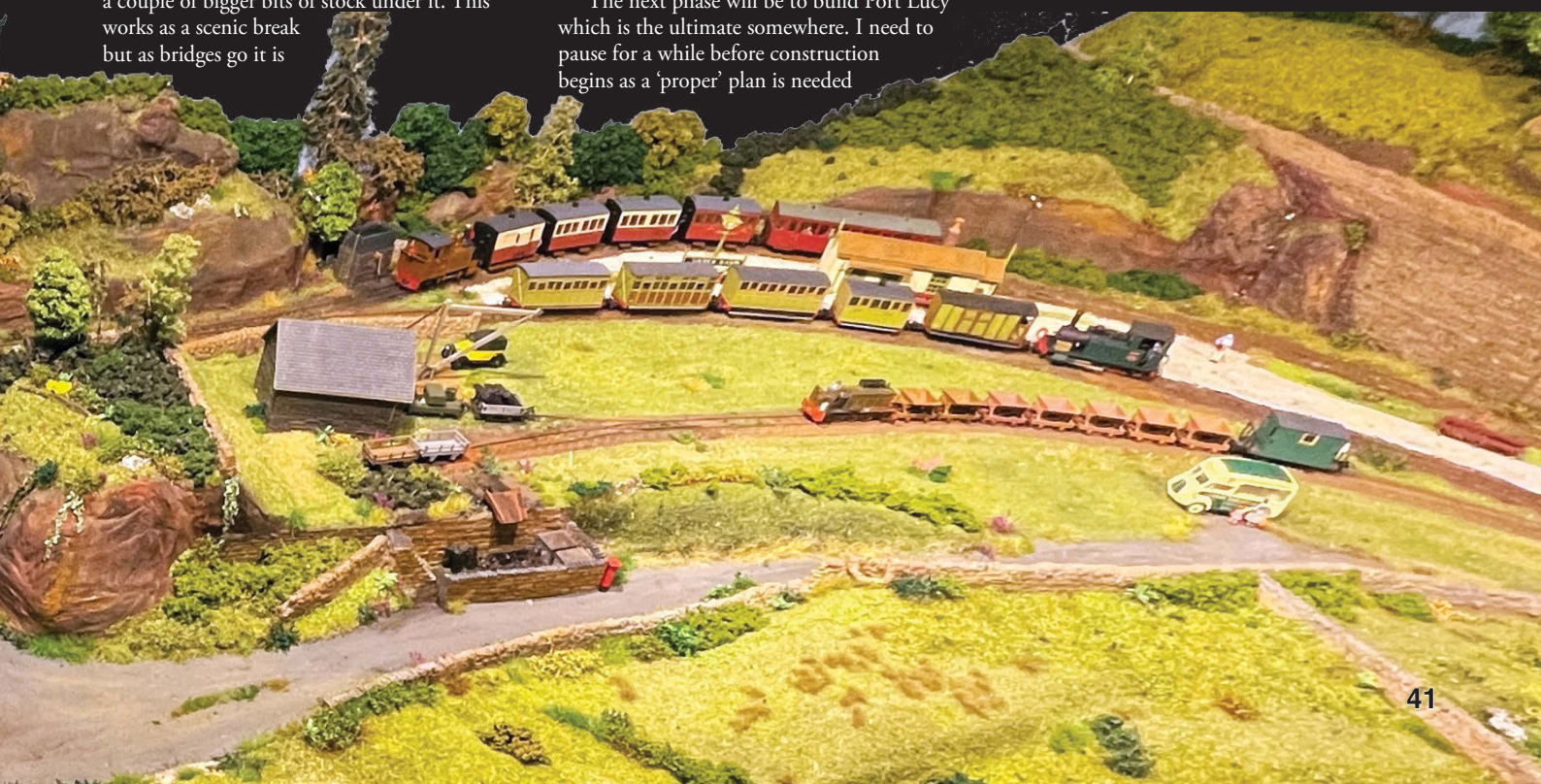
The next phase will be to build Port Lucy which is the ultimate somewhere. I need to pause for a while before construction begins as a 'proper' plan is needed

to fit everything in that I want. It will also have many sets of points so I need to gradually build up a stock: as I write this Christmas is coming... I already have some buildings and many ideas but it will need many more of both, this is excellent news as I really enjoy making buildings and day-dreaming.

If you've enjoyed reading about my layout there have been several previous articles in *NGW* and I also have a blog which I update regularly with details of work on the layout and its rolling stock. You can find it at <https://isleofstoner.blogspot.com/> **NGW**

More Information

Readers wanting to read of John's previous exploits can find them in *NGW* 115-116 (Sept, Oct 2016), 120 (May 2017), 122 (July 2017) and 139 (June 2019).



Peckett 0-4-0ST

David Pinniger reviews the latest live-steam 16mm scale temptation from Accucraft UK.

Accucraft has based its latest 16mm scale live-steam model on the preserved Peckett 0-4-0ST no 1711 supplied to the 2ft 6in gauge Melbourne Gasworks in Australia in 1926 and later named 'Sir John Grice'. This loco was not scrapped and today takes short trains on the Puffing Billy Railway in Victoria. Although very similar in specification and appearance to the well-known 2ft gauge Cranmore Peckett 'Gamecock', 1711 is nine inches wider to accommodate the wider gauge.

I had the opportunity to review the performance of two Pecketts, a lined green version owned by Rob Golding and my own dark blue loco. There is also a 'Sir John Grice' version in the current Puffing Billy lined green colour scheme with an alternative-style dome cover. All models have a nice satin finish with very neat lining and the detail on the locos is beautifully done.

The model is gas-fired with a centre-flue

boiler with water gauge-glass. It has a blowdown valve under the footplate and there is a water top-up valve on the steam turret in the cab.

The piston valves are operated by a reversing lever on the right-hand side of the footplate. The gas tank in the front of the cab has a knurled knob control valve while the lubricator is also in the cab, on the left-hand side with a long handle on the filler cap to aid accessibility. The loco is fitted with a large 3/4-inch pressure gauge. The cab roof hinges to one side to allow access to the controls although the regulator can be adjusted through the open cab back.

The loco is fitted with standard Accucraft chopper couplings which do look rather out of keeping on a small loco, but it is a simple task to remove the chopper head and hook. I shortened the chain hook which can be removed if you want to use a link-and-pin system, Rob replaced his with a centre buffer and hook.

Above: The two Peckett 0-4-0STs on David's Ambledown Valley Railway. The inset, taken by Frank Stamford, shows 'Sir John Grice' on the Puffing Billy Railway in Australia in 2007.

Left: The cab layout showing the backhead and hinged cab roof.

Below: The blue Peckett takes a Glyn Valley Tramway test train on the AVR.

Uncredited photos by David Pinniger



Good for novices

The instruction book is comprehensive and will be helpful to those for whom this is a first steam engine. The wheels are factory-set to 45mm gauge but regauging to 32mm is very easy with the Allen key provided as there are notches in the axles to ensure the back-to-back is accurate.

Preparing the engine for a run Accucraft recommends using heavier grade 460 oil in the lubricator rather than the more common 220 grade. The opening smokebox door makes lighting the gas easy, but it does take a few minutes for the flame to settle down and burn steadily in the fire tube.

About five minutes after lighting, the loco was up to operating pressure and the safety valve released steam at about 45psi. The first runs were light engine to become familiar with the controls and let the engine bed in. Performance was good with the engine slow running on the second run and self-starting after building up pressure on the gradient. Subsequent runs of both Rob's loco and mine on light trains were very satisfactory, each run getting better.

When my model was well run-in and I had got the feel of the loco and the balance of gas supply just right, I decided to record the length of run. On a light train of five Glyn Valley wagons on my Ambledown Valley Railway track it lasted exactly 30 minutes and the loco travelled nearly half a mile on my track. That is very impressive for such a small engine.

Overall, I am very pleased with the Peckett, it performed extremely well, is visually very attractive and fun to run. What more can you ask? **NGW**

Produced by Accucraft UK
Web: <http://accucraft.uk.com>
Typical price £1595.00



Liveried locos and more

Much excitement at the recent London Festival of Railway Modelling at Alexandra Palace, and not just because a show was actually happening!

Bachmann UK turned up with fully liveried samples of the much-awaited 009 scale quarry Hunslet locomotives, as well as engineering prototypes of some seven items of Royal Naval Armaments Department stock that will soon join the range. This stock, which includes a most useful flat wagon, has found use on many a preserved railway – the Ed's sat in some on the Welshpool & Llanfair for example.

The Hunslets look superb and we can't wait to review them and to see if they go as well as they look... More details are on the Bachmann website, www.bachmann.co.uk



Big step forward

New from supplier of lots of useful 4mm scale accessories Tramfabriek are these sets of etched steps. Designed to replace what Tramfabriek describes as the "fragile, crude and often broken" steps of Lilliput HOe carriages, they could likely find several other applications.

Despite the name, web address and Euro pricing, <http://tramfabriek.nl>, this maker is based in the UK – an etch of 12 steps costs €11.65 including post and more details are on the website.

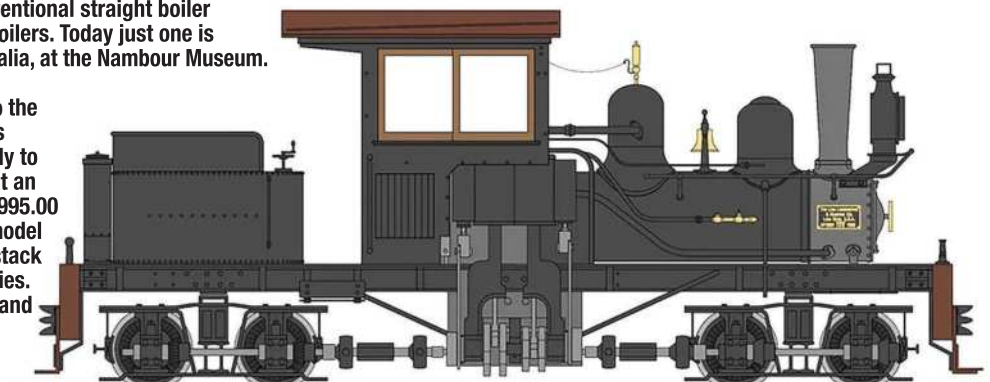


■ Yet another new 16mm scale live-steam locomotive from Accucraft, and one that will satisfy those looking for something truly head-turning and different. The 13-2 Class A straight-boiler Shay locomotive saw wide use on US and international industry and plantations lines. As well as serving in at least 10 American states, these locos were also exported to Australia, Japan, Puerto Rico and others, and built in a wide variety of gauges, from 50cm through 2ft, 2ft 6in, 3ft, 3ft 6in and even standard gauge.

The 13-2 Class A had two cylinders and a conventional straight boiler design, unlike other similar locos with tapered boilers. Today just one is known to survive, displayed in Queensland, Australia, at the Nambour Museum.

Accucraft's model is gauge-adjustable between 32mm and 45mm, gas-fired and built to the maker's well-proven specification, though in this case also including a water hand pump. It is likely to appear around the end of 2022 or early in 2023 at an anticipated price of £2145.00 ready-to-run or £1995.00 as a kit – another departure for Accucraft. The model will be supplied with two chimneys, a diamond stack and the stovepipe type and available in two liveries.

Certainly with its vertically mounted cylinders and geared connections to the bogies this model should create a lot of interest. More details are on the website at <http://accucraft.uk.com>



ON THE SHELF

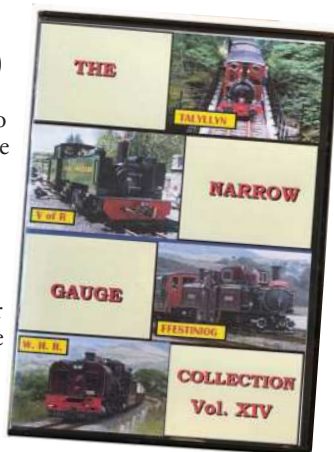
The Narrow Gauge Collection Vol. XIV (DVD)

■ MFVP's wide-ranging video portfolio has long included the 'Narrow Gauge Collection' basically allowing producer Michael Field to present an interesting collection of films from the vibrant NG scene. Those efforts have been rather restrained over the past couple of years of course – as a result this latest 14th collection, filmed in 2021 mostly in Wales, not only provides interesting views of the narrow gauge in operation but also an informative overview of how the railways made their initial return to operating after the Covid pandemic.

Featured on the double DVD, running to close to 2 hours, are the Talylyn, Vale of Rheidol and Ffestiniog/Welsh Highland lines, plus extra footage not used in other MFVP DVDs, including the build-up to the Bala Lake Railway's 'Steaming back to Bala' Gala and the 2021 Gala at Threlkeld quarry in Cumbria. The video is completed by a look back to 2011 and large locos at work in Nairobi, Kenya – again using material that did not make it into the original DVD.

As ever camera locations are well thought out to provide excellent visual coverage while Michael's commentary is informative but not intrusive, allowing plenty of opportunity for the locomotives to provide their own soundtrack. **AC**

Produced by MFVP, The Rowans, Bishop Kinkell, Conon Bridge, Ross-shire IV7 8AW Tel: 01349 861129
E-mail: m.fieldvideo@googlemail.com
Price £14.95 plus 1.95 post and packing (UK)



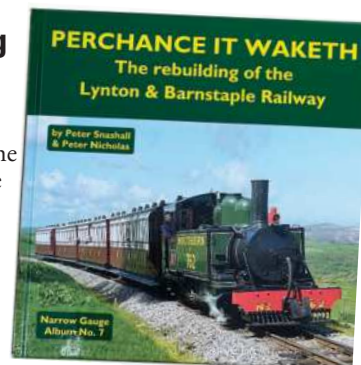
Perchance it Waketh - the rebuilding of the Lynton & Barnstaple Railway

Peter Snashall & Peter Nicholas

■ This attractive little album is the latest in the very laudable efforts by Mainline & Maritime owner Iain McCall to aid various preserved lines in the aftermath of the Covid pandemic – for every copy sold through the publisher's website £5 will be donated to the Lynton & Barnstaple Trust in similar form to other recent albums from MFVP.

The square format hardback runs to 96 pages and provides a compact and informative overview of achievements so far in the L&B revival, described by many as the greatest preservation project of the 21st century. While in a perfect world your reviewer would have liked to have seen just a few more images of the early days of the Trust's project, there is no criticising the breadth that the book covers, from the earliest fundraising Lynbarn Railway in a Devon theme park, through the arrival at and rapid development of Woody Bay up to the current status with the much talked-about Galas. The book goes beyond Devon too, documenting the Lyn project and the excellent work in Essex rebuilding carriages, while progress for future development at Chelfham and reinstating of bridges is also covered.

All of this is provided in the format of large colour photos of mostly impeccable quality and informative, detailed captions. It's a quality book and worth buying if only to aid an excellent cause. **AC**



Published by Mainline & Maritime, ISBN 978-1-900340-95-3
Tel: 07770 748615 Email: orders@mainlineandmaritime.co.uk
Web: www.mainlineandmaritime.co.uk Price £19.95

The Digital Membership that brings you all of this...

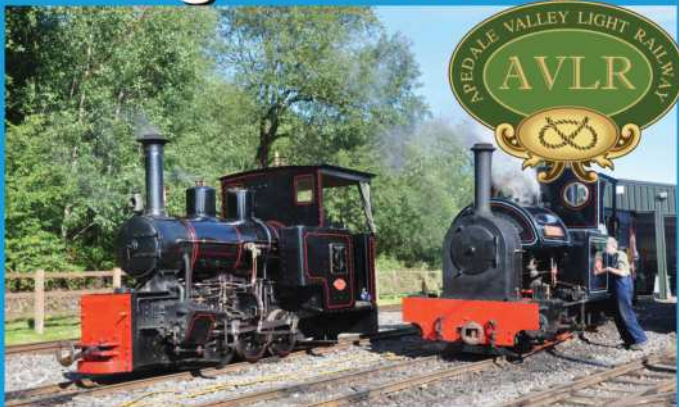


- Digital Magazine Library
- Trackplan Archive
- Great videos
- Exclusive competitions
- Free Show Ticket
- RMweb Gold access



www.world-of-railways.co.uk/membership

Apedale Valley Light Railway



Trains from start of April to October. Steam trains now every Saturday!

May 15 - Industry & Transport Day

June 25 & 26 - Diesel Gala

July 9 & 10 - Services in Support weekend

September 17 & 18 - Autumn Gala

www.avlr.org.uk

INTERESTED IN NARROW GAUGE AND MINIATURE RAILWAYS?



Join the Narrow Gauge Railway Society today!

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

For membership and further information please: see our website or contact:

NRGS Membership Secretary,
4 Barnside Way, Moulton,
Cheshire, CW9 8PT
Email: membership@ngrs.org

UK membership £24 per year
Overseas £40 per year

www.ngrs.org



NARROW GAUGE RAILWAY SOCIETY

Serving the narrow gauge world since 1951

DUNDAS MODELS

MILLIE STREET KIRKCALDY
FIFE SCOTLAND KY1 2NL
Telephone: 01592 640896

Website: www.dundasmodels.co.uk
Email: sales@dundasmodels.co.uk

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



DM55 Festiniog Granite (End Door) Wagon

£2.00 for our 009 Catalogue (post free) UK Post & Packing £3.00 per order.
Overseas Postage at cost (VAT deducted from Overseas Orders).



MODEL RAILWAY EXHIBITION

Saturday 11th June 2022

Top quality 7mm Narrow Gauge layouts plus specialist trade support, and Association sales stands

Burton Town Hall, King Edward Place,
Burton-upon-Trent, Staffordshire
DE14 2EB

Admission Adults £5, Members £3
Partners and children : Free



The 7mm Narrow Gauge Association

Visit our Exhibition

..... for the best in 7mm Narrow Gauge

BURE VALLEY RAILWAY DRIVE A STEAM TRAIN



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

One day experience

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

Adult (18+) £225.00

Contact us today to book

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

Penrhyn – not so bad

The extract in 'That was the Year', *NGW* 164 from the *Narrow Gauge News* March 1962 on the Penrhyn Railway, was interesting – but unfortunately plain wrong, as regards describing the state of the Penrhyn's main line track as "in very poor shape indeed". It may have been getting a little overgrown in places, but it was in fact mostly very solid at the time of the line's closure.

I started as a volunteer on the Welshpool & Llanfair in the early 1960s, before passenger services were re-established. Despite relatively tender years I had, by early 1964, acquired some very practical knowledge of narrow gauge track. A long established W&L engineer had pronounced in the mess, (with a degree of jealousy in his voice), that the not-long closed Penrhyn's track was in surprisingly good condition. Something to be investigated further!

In the Spring of 1964, I took the opportunity to 'bunk' virtually the full length of the line, from the outskirts of Port Penrhyn, to the workshops at Coed-y-Parc. In the workshop a freshly overhauled 'Cegin', in undercoat paint, was being admired by an approving circle of flat-cap wearing gentlemen, their thumbs stuck in their overall braces, in traditional pose.

My track walk confirmed that, apart from some 'squishy' bits on the lower Ogwen Valley section and the odd loose chair key, the Penrhyn main line was indeed remarkably sound – in stark contrast to the W&L's track of the same period, where, in some locations, any detectable presence of actual sleepers was difficult. Jealousy was an understandable emotion!

I was far from alone in being disappointed to hear that the track had been 'committed' to the Ffestiniog Railway, which trumped moves, by the Bangor University Railway Society, to investigate the possibility of a preserved railway operation being established on the Penrhyn line.

Of course, with the track being ripped up a few months later, any views about its condition rapidly became somewhat esoteric.

Alisdair McNicol

Andrew C replies: Fascinating recollections from Alisdair. Of course we feel duty bound to emphasise that for once we were not making a wrong assertion but merely quoting text published at the time!

Religious innovators

It may seem unlikely but two of the most well known railway modellers

"A freshly overhauled 'Cegin', in undercoat paint, was being admired by an approving circle of flat-cap wearing gentlemen..."



of the post war period in advance in the field of innovative approaches were clergymen.

The Reverend Peter B Denny created the Buckingham layout, featured a number of times over the years in the *Railway Modeller*, which became perhaps the first semi automated layout using computer-type ideas to assist with the operation of the timetable when none of the family were available to participate.

Apart from his Thomas books, the Reverend Wilburt Awdry, as recorded in *NGW* 163 and 164, produced 'Ulfstead Road' – an amazing narrow gauge exhibition layout which featured a timetabled operation and a recorded commentary.

I was lucky enough to see the Rev. Awdry and the layout at the annual Bristol Model Railway Exhibition in 1969 or 1970. As noted by his grandson in the *NGW* articles, the commentary did indeed go way beyond the mere timetable – I can still recall a comment about something happening at "5pm, the sacred hour of tea time for all landladies"! Amazingly, despite the

crowd watching and the busy hall the commentary could be heard loud and clear.

An additional innovation was that The Rev. Awdry had fitted a harness over his shoulders, rather like a backpack in reverse. On the front of it, attached to his chest, were the operating controls and speed control. This meant that he could walk round the front of the layout beside the crowds and carry out all the operations required. What great ideas – no wonder his audience was large and appreciative.

Alf Cutts

Putting Bala record straight

The letter published on page 46-47 of *NGW* 164 seems to refer to my letter published on page 44 of *NGW* 159, regarding the meetings held in 1971 to discuss possible tourist railways on the trackbed of the Ruabon to Barmouth branch in mid Wales.

At no point did I suggest that what became the Bala Lake Railway might have been rebuilt as standard gauge, as stated in the piece in *NGW* 164; that part of my letter

Above right: The main line of the Penrhyn Railway, seen here under Hunslet 0-4-0ST 'Linda' on the bridge crossing the Afon Cegin in 1961, just a year before the line closed, was according to Alisdair McNicol in his letter, in rather better condition than was reported at the time... Photo: Peter Hay

Right: Reverend Awdry performs the naming ceremony of the Orenstein & Koppel loco 'Elf' on the Leighton Buzzard Railway in 1981, photographed by Richard Kidman



clearly referred only to the Dolgellau to Morfa Mawddach section of the old line. *Richard Greenhough*

Lost Penrhyn opportunity

The more I read about former Penrhyn Quarries locomotives returning to steam and showing off that black and blue-lined livery, the more I find it sad that the Penrhyn Quarry Railway project never lasted.

I went to the one event held there in 2016 and it was a rather authentic experience, even with just a couple of correct visitors in 'Marchlyn' and 'Stanhope'. Imagine what a venue that would have been for a Gala today, able to feature so many totally correct locos...

Russell Snowdon

Andrew C replies: I couldn't agree more Russell. Having attended the Statfold Penrhyn Gala in the last month, and laid out news pages for this issue featuring the latest arrivals 'Ogwen' and 'Elin', while knowing that there is more to come with the likes of 'Jubilee 1897' at the Vale of Rheidol, it is indeed a real shame that the Penrhyn project failed – and we are still to learn the full story behind the scheme's demise.

A Gala in the oh-so atmospheric surroundings of Coed-y-Parc, with say a dozen or so Penrhyn locos pottering around, would have been something truly special to behold. Oh well...

Naming an Elf

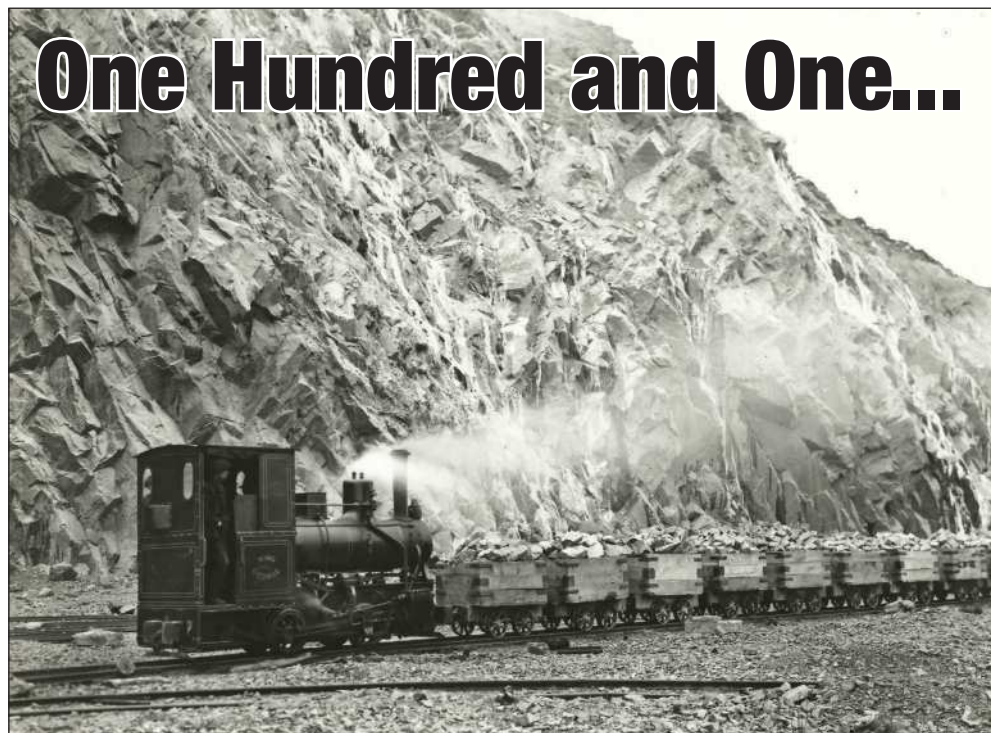
Reading the recent articles in *NGW* describing the Reverend W. Awdry's Ulfstead Road model railway reminded me of a visit that he had made to Page's Park Station at the Leighton Buzzard Narrow Gauge Railway on Sunday 17th May 1981.

The occasion was the naming ceremony for Orenstein & Koppel 0-6-0 WT locomotive no.5, which he named 'Elf', using a bottle of champagne.

I have enclosed a photo I took of the occasion – Alfred Fisher, the locomotive's owner is standing next to the Rev. Awdry. It was several years after the naming ceremony before the loco entered service on the line. *Richard Kidman*

Andrew C replies: We owe more than perhaps we appreciate to the Reverend Awdry, and I speak from recent experience, as the grandfather of a two-year-old who as a result of his exposure to 'Thomas' has quickly become a total railway enthusiast – if my son wants to keep Charlie quiet for a while he simply sticks on the TV Youtube videos of Welsh narrow gauge steam!

One Hundred and One...



Last year we overlooked an anniversary, (writes *Dickon Price* of *Threlkeld Quarry Museum*) so perhaps you could title this piece, written by *Ian Hartland*, as '100 years plus 1'!

In 1921 the Threlkeld Granite Company needed a new steam locomotive. This would be the third new one since 1900 – the first was called 'Threlkeld' and built by W. G. Bagnall at the Castle Engine Works in Stafford. It arrived at the quarry in 1900 and was joined by a second Bagnall 'Edward VII' in 1902. By 1921 'Threlkeld' was in need of a major overhaul.

The Quarry company needed another engine to replace Threlkeld whilst it was away for repairs. Bagnall was very busy at the time and had no suitable locomotives in stock. Thus the company had to look elsewhere.

Andrew Barclay of Kilmarnock had a suitable engine. It was duly purchased and was delivered in March 1921. It must have been thought of as quite an occasion as the Company gave the workers a half day off to see the arrival of the new locomotive.

When the new engine had been put to work, Barclay's official photographer came out to take some photographs. They were taken at Bram Crag Quarry with a rake of full trucks ready to depart for Threlkeld Quarry.

As can be seen from the photo, the new locomotive was called 'King George', following on with the patriotic theme.

'Threlkeld' came back in 1922 and all three locos were in use until 1940.

Photo: Andrew Barclay archive/Threlkeld Museum



Above: *David Mitchell* took this picture on the Leighton Buzzard Railway of Kerr Stuart Wren 0-4-0ST 'Pixie' running round at Bryan's Loop, alongside the Leighton to Stonehenge road and about a mile short of Stonehenge Works, in May 1975. The location is very close to where the line has been diverted to run under a new and huge bridge, as pictured in *UK news* this month – a very different scene today!

That was the year that...

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

From 40 years ago

Howdenclough Light Railway 1ft 10¾in, Leeds

The entire fixed and moving assets of the 1ft 10¾in gauge Howdenclough Light Railway, Bruntcliffe, Morley near Leeds are to be sold.

The two partners, Jack Buckler and Dr Roger Jackson have reluctantly decided to part with 'Alan George' (0-4-0ST HE 606/1894), the open-cab locomotive they rescued from the depths of the 'long shed' at Penrhyn Quarry, Bethesda, in 1965, and have lovingly restored to working order over the last 16 years.

Also in the sale are Hudson Hunslet 4wD 'Sholto' (HH2433/1941), the locomotive shed, several items of rolling stock wheelsets, steam locomotive spares, pointwork, around 12 tons of rail and several bags of track spikes and bundles of fishplates.

The sale of the 1ft 10¾in gauge line will not mean that Bruntcliffe will be denuded of railway interest since a new 7¼-inch gauge line will rise from the ashes. The first locomotive will be 'Sweet William', an enlargement of Jack's 5-inch gauge locomotive design 'Sweet Pea'. The locomotive is at an advanced stage of construction. (NGN, May 1982)

The end for the Howdenclough line which we featured recently in NG Extra, issues 155 and 156. Alan George found a new home of course, today at the Teifi Valley Railway in south Wales. Does any reader know if Jack built his 7¼-inch gauge line?

Isabel, 2ft gauge, Stafford

The Bagnall saddle tank locomotive 'Isabel' on display near the BR station at Stafford has recently lost its chimney. A report dated 13/04/82 states the locomotive has been bereft of this item for some weeks. There has been no announcement from any authority to explain the loss, no statement has been made by the loco's owners or stewards on the subject. (NGN, May 1982)



Photo: Andrew Charman

Bleak times for Stafford product Isabel, but thankfully the loco was to be rescued and today has a secure home, operating on the Amerton Railway.

Steyrtalbahn, 760mm gauge, Austria

The OBB Steyrtalbahn system was closed after the last services on Sunday 28th February. Services for the last day were specially strengthened for the anticipated increase in passengers wanting to travel on the final day. (NGN, May 1982)

Line closures in Europe and in 1982, which seems rather recent, when more authorities were waking up to the tourist appeal of heritage lines. Thankfully the Austrian Society for Railway History took over the line and since 1985 have operated a section from Steyr to Grunberg.

Extracts from **Narrow Gauge News**, the news journal of the Narrow Gauge Railway Society – for more details of the Society and how to join up, go to www.ngrs.org.uk or see the advert on page 45.



Tramways

- Douglas Horse Tramway www.iombusandrail.im/heritage/ No reopening date announced at press time
- Great Orme Tramway: Conwy 01492 577877, www.greatormetramway.co.uk Open daily between 10am and 6pm
- Manx Electric Railway, Snaefell Mountain Railway: Isle of Man, 01624 662525, www.iombusandrail.im/heritage/ Daily except 9th May.
- Seaton Tramway: Devon 01297 20375, www.tram.co.uk Daily services from 10am.

Diary & Special Events

■ No responsibility can be accepted for dates on these pages and anyone planning a visit for a ride or to an event should check the line's website and/or social media feeds for the latest update before travelling. Not all trains operate over full lines – on some days for example the Ffestiniog Railway only runs from Porthmadog to Tan-y-Blwch.

Special Events in May

Only events of interest to rail enthusiasts are included in this guide.

■ **Thur to Sun, bank holiday, Devon Railway Centre Open Day** Museum nr Tiverton, 2ft gauge line. <http://devonrailwaycentre.co.uk>

■ **Every Saturday, Great Laxey Mines Railway operating;** novel 19-inch steam line at Laxey, Isle of Man. www.minerailway.im

■ **30th April-1st May, Talylyn Railway Back to the 70s;** Intensive service Tywyn-Abergynolwyn, Nant Gwernol shuttle

■ **30th April- 2nd May Bala Lake Railway Bala at 50 Gala;** Visiting loco 'Jennie', miniature railway, traction engines etc

■ **30th April- 2nd May Bressingham Steam Gala;** Visiting narrow gauge locos 'Ogwen' and 'Roger', visiting traction engines

■ **30th April- 2nd May Ffestiniog Railway Society AGM Weekend;** workshop tours, visiting locos, special trains and artifacts display, members only

■ **30th April- 2nd May Ravenglass & Eskdale Railway May Gala;** all working engines in use, guest locos

■ **2nd May, Gartell Light Railway Open Day;** 2ft Somerset line, frequent timetable. 01963 370752, <http://newglr.weebly.com>

■ **8th May Groudle Glen Railway Diesel & Electric Day;** featuring BEV 'Polar Bear', Hi-de-Hi Hidswell Clarke 'Maltby' and 'Walrus'.

■ **8th May, Rhiw Valley Light Railway Open Weekend.** 15in gauge line close to Welshpool & Llanfair. www.rvlr.co.uk

■ **14th-15th May Lynton & Barnstaple Railway Spring Gala;** All resident locos ins team, special trains, attractions, real ale bar

■ **14th-15th May Romney, Hythe & Dymchurch Railway 95th Anniversary Gala;** All available locos in operation

■ **15th May Apedale Valley Railway Industry & Transport Day;** wide range of transport, stationary engines, freight train demos

■ **20th-22nd May Welshpool & Llanfair Light Railway Beyer Bash;** 120th anniversary of original locos, visiting K1 Garratt and others

■ **21st-22nd May Ffestiniog Welsh Highland Railway Model Railway Workshop;** Gweithdy, Minffordd station, £3 entry

■ **21st-22nd May Ruislip Lido Railway Open Day;** workshop open to public, locos and maintenance vehicles on display

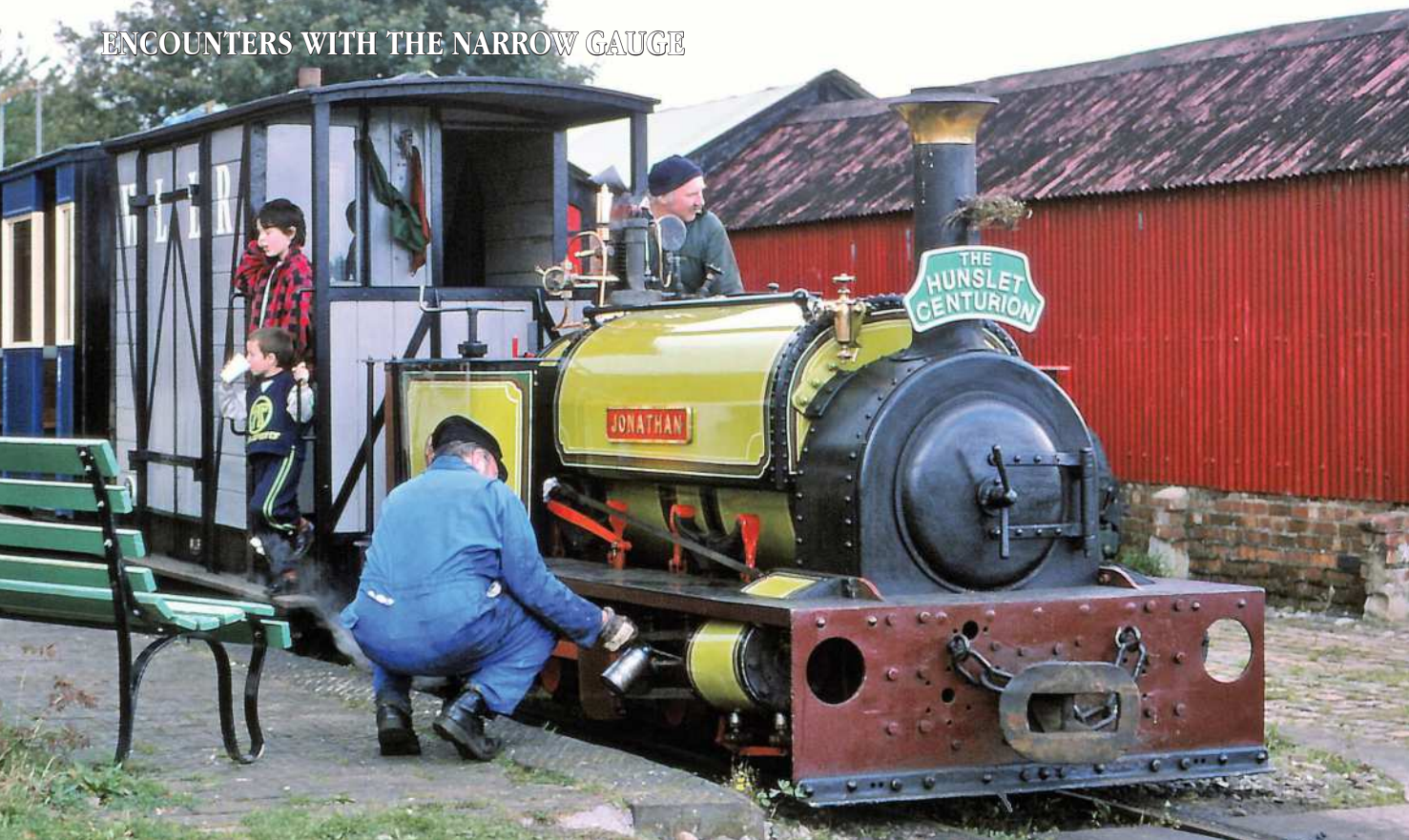
■ **22nd May Sittingbourne & Kemsley Light Railway Three Brazils Weekend;** Three Kerr Stuart locos in steam together

■ **28th-30th May Fairbourne Railway Steam Gala;** Three visiting Exmoor engines, models, miniature rides at Barmouth Ferry

Miniature Railways

- **Audley End Railway (10.25in):** Essex 01799 541354, www.audley-end-railway.co.uk Daily services
- **Beer Heights Light Railway (7.25in):** Devon 01297 21542, www.pecorama.co.uk Daily services.
- **Lappa Valley Railway (15, 10.25, 7.25in):** Cornwall 01872 510317, www.lappavalley.co.uk Daily services
- **Littlehampton Miniature Railway (12.25in):** Sussex www.littlehamptonminiaturerailway.com Weekends plus 2nd, 30th, 31st
- **Moors Valley Railway (7.25in):** Hants 01425 471415, www.moorsvalleyrailway.co.uk Weekends plus 2nd, 30th, 31st
- **North Bay Railway, Scarborough (20in):** Yorks 01723 368791, www.nbr.org.uk, Daily services
- **Rhyl Miniature Railway (15in):** Clwyd 01352 759109, www.rhylminiaturerailway.co.uk Weekends plus 2nd, 30th, 31st
- **South Downs Light Railway (10.25in):** Sussex 07518 753784, www.south-downs-railway.com Weekends plus 2nd.

What's On	Sun 1st	Mon 2nd	Tue 3rd	Wed 4th	Thu 5th	Fri 6th	Sat 7th	Sun 8th	Mon 9th	Tue 10th	Wed 11th	Thu 12th	Fri 13th	Sat 14th	Sun 15th	Mon 16th	Tue 17th	Wed 18th	Thu 19th	Fri 20th	Sat 21st	Sun 22nd	Mon 23rd	Tue 24th	Wed 25th	Thu 26th	Fri 27th	Sat 28th	Sun 29th	Mon 30th	Tue 31st
Almond Valley Rly: 01506 414957 www.almondvalley.co.uk																															
Amberley Museum: 01798 831370 www.amberleymuseum.co.uk																															
Amerton Railway: 01785 850965 www.amertonrailway.co.uk																															
Apedale Valley Rly: 0845 094 1953 www.avlr.org.uk																															
Bala Lake Railway: 01678 540666 www.bala-lake-railway.co.uk																															
Brecon Mountain Rly: 01685 722988 www.bmr.wales																															
Bressingham: 01379 686900 www.bressingham.co.uk																															
Bure Valley Railway: 01263 733858 www.bvrw.co.uk																															
Cleethorpes Coast Light Railway 01472 604657 www.cclr.co.uk																															
Corris Railway: 01654 761303, www.corris.co.uk																															
Evesham Vale Light Rly: 01386 422282 www.evlr.co.uk																															
Exbury Gardens Railway: 023 80891203 www.exbury.co.uk																															
Fairbourne Railway: 01341 250362 www.fairbournerrailway.com																															
Ffestiniog Railway: 01766 516000 www.festrail.co.uk																															
Golden Valley Light Railway: 01773 747674 www.gvlr.org.uk/																															
Great Whipsnade Rly: 0844 225 1826 www.zsl.org/zsl-whipsnade-zoo																															
Groulle Glen Railway: 01624 670453 www.ggr.org.uk																															
Hampton Kempn Rly: 07583 560167 www.hamptonkemptonrailway.org.uk																															
Hayling Light Railway: 07902 446340 haylinglightrailway.wixsite.com/ehlr																															
Heatherslaw Light Rly: 01890 820317 www.heatherslawlightrailway.co.uk																															
Isle of Man Steam Rly: 01624 663366 www.iombusandrail.im/heritage/																															
Kirklees Light Rly: 01484 865727 www.whistlestopvalley.co.uk																															
Launceston Stm Rly: 01566 775 665 www.launcestonr.co.uk																															
Leadhills & Wanlockhead Railway www.leadhillsrailway.co.uk																															
Leek & Rudyard Railway: 01538 306704 www.rlsr.org																															
Leighton Buzzard Railway 01525 373888 www.buzzrail.uk																															
Llanberis Lake Rly: 01286 870549 www.lake-railway.co.uk																															
Lynton & Barnstaple Railway: 01598 763487 www.lynton-rail.co.uk																															
North Gloucestershire Railway: www.toddington-narrow-gauge.co.uk																															
Old Kiln Light Rly: 01252 795571 www.oldkilnlightrailway.co.uk																															
Perrygrove Railway: 01594 834991 www.perrygrove.co.uk																															
Ravenglass & Eskdale Rly: 01229 717171 www.ravenglass-railway.co.uk																															
Romney, Hythe & Dymchurch Rly 01797 362353, www.rhdr.org.uk																															
Ruislip Lido Railway: 01895 622595 www.ruislipridorailway.org																															
Sittingbourne & Kemsley Railway: 01795 424899, www.sklr.net																															
Snowdon Mountain Rly: 0870 450 0033 www.snowdonrailway.co.uk																															
South Tynedale Rly: 01434 381696 www.south-tyndale-railway.org.uk																															
Steeple Grange Light Railway: 01629 55123 www.sglr.co.uk																															
Talyllyn Railway: 01654 710472 www.talyllyn.co.uk																															
Teifi Valley Railway: 01559 371077 www.teifivalleyrailway.wales																															
Threlkeld Msm: 01768 779747, www. threlkeldquarryandminingmuseum.co.uk																															
Vale of Rheidol Rly: 01970 625819 www.rheidolrailway.co.uk																															
Waterworks Railway: 020 8568 4757 www.waterandsteam.org.uk																															
Wells Walsingham Rly: 01328 711630 www.wvlr.co.uk																															
Welsh Highland Railway 01766 516000, www.festrail.co.uk																															
Welsh Highland Heritage Railway 01766 513402, www.whr.co.uk																															
Welshpool & Llanfair Light Railway 01938 810441, www.wllr.org.uk																															
West Lancashire Light Railway 01772 815881, www.westlancs.org																															
KEY Trains (steam or diesel), Special events, No trains	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31



Jonathan crosses the Ribble

The travels of an ex-Dinorwic loco in two contrasting locations, recalled by *Donald Brooks*.

The move last year of Quarry Hunslet 'Jonathan' to Statfold for work to be carried out reminded me of my own encounters with the locomotive at two Lancashire locations on opposite sides of the River Ribble.

In 1966 Lytham businessman Jim Morris travelled to Scotland to buy an ex-British Railways carriage which he planned to use as an office at Helical Springs, his family firm in Dock Road. Instead he returned with a standard gauge tank locomotive, the first of a collection that quickly grew to ten. To house them he created the

Above: On the West Lancashire Light Railway in 1999, 'Jonathan' rests in Becconsall station on arrival with a train from Delph. The locomotive, which had achieved its centenary the previous year, retained the livery that had been applied at Lytham.

Left: The Lytham stock was always kept in excellent condition, though the museum building was very tight for taking photographs. Jonathan is seen in June 1977 in front of the Hunslet diesel, which was painted in a colour quite reminiscent of the Dinorwic livery.

Photos by Donald Brooks

Lytham Motive Power Museum at the factory site, opening to the public in 1969 – by the 1970 summer season it was operating five days a week.

Narrow gauge was not neglected. In 1967 Jim obtained 1ft 10¾in gauge 0-4-0ST 'Bernstein', HE678 of 1898, from Dinorwic Quarry, renaming it Jonathan in memory of a member of his family. The loco was repainted in a lined lime green livery rather than Dinorwic red and it was joined by an ex-War Department 4wDM, Hunslet 2198 of 1940, re-gauged to match Jonathan.

The narrow gauge locomotives worked on the Lytham Creek Railway, a short circuit of 1ft 10¾in gauge track laid round the factory grounds and along the bank of the creek, which opened on 25th May 1969. A Groudle Glen bogie carriage formed part of the collection, but passengers were usually carried in unsprung four-wheeled ex-National Coal Board manriders. These were some of the worst-riding rail vehicles I have ever experienced, though the journey was mercifully brief. Contemporary reports quote 8,000 passengers on the Lytham Creek Railway in 1969, though this is perhaps more likely to be the number of visitors to the museum.

Although I saw Jonathan working at least twice in the 1970s, the only photo I took of it was in the cramped

surroundings of the Museum. By 1980 the loco was in poor condition and moved to the Bala Lake Railway for restoration. This proved a protracted process, with Jonathan only steaming again in 1986 and never really doing any work at Bala.

A new home

By the mid-1980s, though, the Lytham Museum no longer opened to the public and in late 1986 Jonathan found a new home, loaned by Jim Morris to the West Lancashire Light Railway, not far from Lytham but across the Ribble.

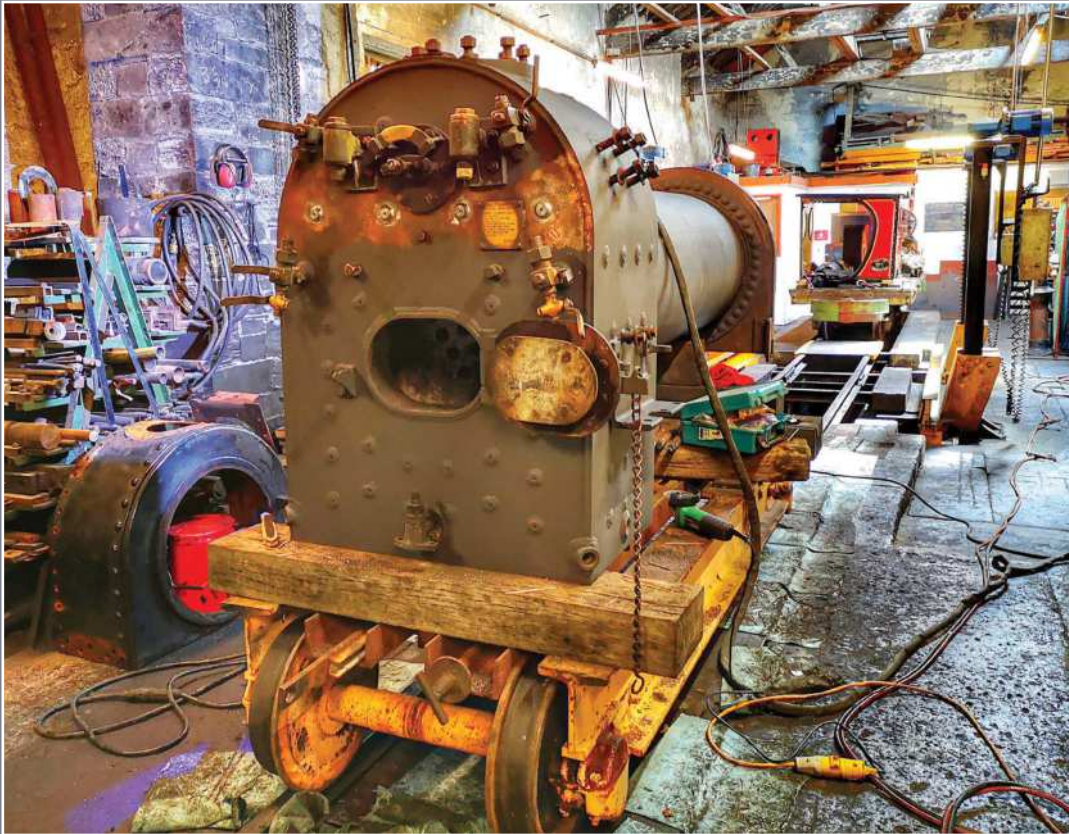
At Hesketh Bank, Jonathan was a regular performer, the cabless loco providing an interesting contrast with resident 1903 Dinorwic Hunslet 'Irish Mail'. Before returning to Lytham in 2005, Jonathan undertook a real voyage, crossing the Irish Sea to visit Groudle Glen in 1998.

Although the Lytham Museum remains closed, with much of the standard gauge collection sold off, the track of the Lytham Creek Railway is still in situ and the rest of the narrow gauge stock survives at the factory, now known as Helical Technology following a company restructuring.

It is good to see Jonathan back in the limelight at the Statfold Museum and hopefully it will be even better to see the locomotive back in steam again later this year. **NGW**



BERWIN STEAM FABRICATIONS



High Quality welding and fabrication of Steam Boilers

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

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

Our workshop facilities can offer: Full machining a fabrication service, Restorations and rebuilds, Coded welding to Bs 9606-1-2017 and Asme ix, Onsite welding repairs to all types of loco boilers, Fabrication of Class 1 steam Pipework.

Replacement welded Stays, Superheater flues and Bottle ends, Replacement Superheater elements and headers.

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

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



RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of

**National
Railway
Museum**

WANTED

CASH OR EXCHANGE

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

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

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

FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE

**TOP
GUARANTEED
PRICES
PAID**

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

**FAMILY
BUSINESS
FRIENDLY
SERVICE**



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

AND MORE...

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

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

Email: info@railsofsheffield.com

Web: railsofsheffield.com

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

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

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

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