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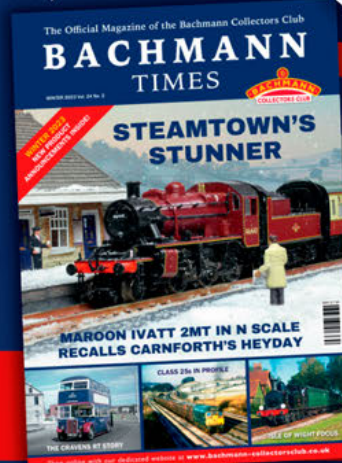
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Cover: A winter photo charter gave the Tallylyn Railway another chance to show off its heritage recreation of the Ty-Dwr watering point above Abergynolwyn. The next heritage aim is to rebuild the demolished winding house for the village incline, but the railway has much bigger development plans too, as we report in this issue. The inset shows newly restored Alishan Forest Railway Shay locomotive no 21, another prime example of a successful heritage project also featured in this issue.

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Reasons to be cheerful...



"The smaller scale of a typical narrow gauge operation is not a bad thing..."

Photo: Threlkeld Quarry seldom features in *NGW* at this time of year – but *Joey Evans'* picture from a photo charter on 7th April provided a reminder that the Cumbrian museum's Gala in July will no doubt again be a highlight of another busy year.

The inset shows editor Andrew Charman's first encounter with a working Shay in Taiwan in 2018. He's very pleased that more are coming back to life, as reported in this issue.

Welcome to *NGW*183, as I predicted in the last issue brimming with news from the narrow gauge, with some very big announcements and happenings in the last couple of months.

One of the biggest has been the unveiling of the Tallylyn Railway's £4 million plan for major improvements in its facilities, particularly at its Pendre engineering headquarters – something that has been talked about on the TR for a long time, a previous plan mentioned in the very first issue of *NGW* back in 1999...

Standing amongst the various dignitaries gathered at Tywyn for the launch event on 22nd March, I was quite proud that just about all of the planned developments unveiled were just as we had described in depth in these pages, in *NGW*170 back in October 2022! Finger on the pulse and all that...

Those gathered for the event included prominent personalities in the narrow gauge world and on such occasions the conversation is always interesting and entertaining. The overall impression that came out of the day was that it's currently much more preferable to be running a narrow gauge heritage railway than it is a standard gauge one.

Judging by the headlines in the mainstream titles, many of the 'big' steam railways of the UK seem to be seriously struggling at present, with fears being expressed for the long-term viability of even some of the most 'premier' lines.

In contrast those running narrow

gauge lines that we have spoken to in recent times have generally presented a positive picture, with some pleasing results and an appreciation that the smaller scale of a typical narrow gauge operation is not, at least at present, a bad thing.

Challenges remain of course, and no-one can be complacent – we certainly cannot afford to inflict issues upon ourselves, which is why it becomes ever more frustrating to witness the continuing traumas at the Lynton & Barnstaple Railway.

Anyone that has been to Woody Bay will agree that the operation there is superb, beautiful heritage trains operated by enthusiastic and friendly people. "Won't it be great when it's longer than a mile," is a comment regularly heard. But when one hears of yet more boardroom traumas, such as the latest ill-conceived EGM reported on over the page, the results of which indicate an organisation now riven right down the middle, it's hard to see "the last great railway adventure" as the L&B website states, ever being longer than a mile...

Suduced by Shays

To happier subjects. We include in this issue a feature on the increasing pace of heritage restoration on the Far East island of Taiwan, with one of the Alishan Forest Railway's iconic Shay articulated locomotives already returned to service and the project considered such a success that work is about to start on another, smaller loco.

Laying out Michael Reilly's

feature took me straight back to when I first saw a Shay in steam, in December 2018 when I accompanied Michael on a trip to Taiwan on behalf of the Welshpool & Llanfair Light Railway. As I described in *NGW*137, it was a week that left a big impression on me and a great regard for an island that faces great pressures of its own – I very much hope to go back one day.

Still one must remember that there's plenty to look forward to on the home front, trains to ride and events to attend, as a glance at our diary pages in this issue will reveal.

Digital advantage

Finally a quick message to especially continental readers who may not see *NGW* that often, due to the cost and delay of shipping printed issues around the Globe – have you thought of a digital subscription?

We have two digital sub options, and with both you get your issue on the day it is published, no matter where you are in the world, and at significantly less cost than having a printed issue posted to you.

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Andrew Charman



Statfold to restore a 'forgotten' loco

Visitors to the first enthusiasts weekend of the year at the Statfold Narrow Gauge Trust on 16th-17th March were able to view a virtually forgotten 2ft gauge locomotive, following an agreement between Statfold and the Hawthorn Engine and Carriage Trust.

Black Hawthorn 0-4-0ST 'Portugesa' (748/1884), also known as 'Escucha', has been placed on a 30-year loan at the Staffordshire museum, and will be restored, with an aim of it steaming within five years.

The early history of the loco is not clear, but by the 1910s it was based at the Minas y Ferrocarriles de Utrillas in Teruel, Spain. It was named Escucha and later modified with side tanks and longer frames.

In 1984, Escucha was repatriated by the late Eric Maxwell and based at the Tanfield Railway, only around five miles from where it was built.

Restoration began in a shed built to house the loco – a substantial amount of work was done to the chassis but the project then stalled when Mr Maxwell died. He had, however, ensured that ownership

went to a new trust formed to safeguard his extensive collection of standard and narrow gauge locos and rolling stock.

Hawthorn Engine and Carriage Trust Chairman, Stewart Waugh described the agreement with Statfold as an unmissable opportunity to see Portugesa back in steam in a short period of time.

"We're really pleased to be working with the Statfold team and can't wait to see the locomotive in action," Stewart said. "We are also hoping that there might be opportunities for Portugesa to visit the North East once it is back in working order – we know Eric would have been very keen to see that."

Statfold Narrow Gauge Museum Trust's Henry Noon described Portugesa as a historically important, British-built, loco; "Eric visited us on many occasions and we would like to think he would be pleased with this collaboration."

Above: 'Portugesa' on show in the Statfold Roundhouse on 17th March prior to entering the works for restoration. Photo: Andrew Charman



Tallyllyn rosters a mother & daughter footplate crew

The Tallyllyn Railway celebrated International Women's Day on 8th March in typically pioneering fashion by rostering what is thought to be the first mother and daughter steam loco footplate crew in railway preservation history.

Sarah Freeman, a passed driver since 2017, was on the regulator of locomotive no 3 'Sir Haydn' with her eldest daughter Ffion on the firing shovel.

Sarah started on the line in 1993 as a Trainee Guard and met her husband, Mark, while volunteering. Ffion is said to have been assisting her mother in the booking office when she was six months old, and started as a loco department cleaner in 2018, working her way up to fireman while also organising work parties for the TR's Young Members Group.

"The Tallyllyn is such a real family, it's always been accepting of ladies and it's great that the number of women in the locomotive, engineering and outdoor departments has been going up over the past few years," Sarah said. "It's been such an honour that my daughter is able to fire to me today – and maybe one day my second daughter will join her!"

Ffion admitted she had never known a time without the railway. "It's great that the place is so accepting of people from all backgrounds – I've made so many friends my age. We've been out on the footplate before but always with Dad as the driver or fireman – so to be the Fireman to my Mum has been really special."

For International Women's Day a free train service took more than 90 women and children from local communities to Abergynolwyn Station to attend a 'Platform Pilates' event, followed by a cream tea.

The Tallyllyn has had a long history of women volunteers and passed out Anne Hatherill as the first qualified woman fireman in the UK in 1957.

Photo: TR



■ The Tallyllyn Railway's Fletcher Jennings 0-4-2ST 'Tallyllyn' made its first public appearance after an overhaul on 22nd March, wearing the new blue livery chosen for it.

The loco piloted a special launching the TR's £4 million development project 'Preserving our Past, Protecting our Future'. A News Focus report on the appeal starts on page 34.

Photo: Andrew Charman



■ *NGW* correspondent **James Waite** joined a tour of the Ffestiniog Railway's Boston Lodge heritage site on 15th March and discovered some interesting residents of the carriage shed. Former Pernhyn Quarry Hunslet 0-4-0ST 'Nesta' (704/1899) had moved to the FR from the Llanuwchllyn Heritage Centre of the Bala Lake Railway, where it had been on display after being repatriated from Puerto Rico in 2016 by Robert Gambrill. It has now been purchased by Jeremy Martin, owner of the private Richmond Light Railway in Kent – he plans to return the loco to steam, the work likely to be done at the FR and retaining as many original features as possible. A conservation plan will be drawn up first.

The battery loco is one of two Clayton 9-tonne engines purchased in 2023 by the Ffestiniog Railway from the Thames Tideway Tunnel project in London. It is understood that they will be principally used for shunting duties though there are also plans to employ them on passenger shuttle services from Harbour station, for visits to the interpretive centre which will be opened at Boston Lodge once the refurbishment is complete.

EGM vote splits Lynton membership

The increasingly bitter boardroom battle at the Lynton & Barnstaple Railway, most recently reported in *NGW* 180, has taken a new twist with the forced removal of two of the line's Trustees.

Anne Belsey and Chris Duffell narrowly lost motions to remove them at an Extraordinary General Meeting that was held on 23rd March.

Six long-standing L&B Trustees, including Chairman Peter Miles, surprised the membership by calling the meeting, just six weeks before the L&BR Trust Annual General Meeting on 18th May.

Three motions were proposed, the first to amend the Trust's Articles of Association, primarily to prevent any member standing for election to the Board unless they had been vetted and approved by a Nominations Panel of at least six members, at least three of which would be existing directors. The Panel would also be tasked with identifying, vetting and recommending potential new directors to the membership.

Motions were also made to remove Belsey and Duffell from the Board on the basis that their actions had been detrimental to the Trust. Chris Duffell was elected in 2021 and Anne Belsey in July 2023 and both had since been in an ongoing dispute with the incumbent six Trustees, primarily questioning the lack of progress in recent years in extending the railway beyond its current length of just under a mile.

In the weeks leading up to the EGM Trust members received detailed statements from both sides. Duffell and Belsey defended their position and questioned the reasons for holding the EGM, particularly the cost of it so close to the railway's AGM.

In response the 'six' distributed a statement headed "Your railway is under threat of a hostile takeover," refuting the

arguments of Duffell and Belsey, including their having stated that the Trust is under investigation by the Charity Commission.

NGW contacted the Charity Commission to establish the situation. A spokesperson for the Commission told us; "We have an ongoing compliance case into The Lynton and Barnstaple Railway Trust in relation to the general governance of the charity and financial decision making."

The spokesperson would not give further details but added that no findings had been made at this time. "Our assessment is ongoing. We only use the term 'investigation' to refer to a statutory inquiry, which this is not."

The vote at the EGM had the effect of

splitting the railway's membership virtually down the middle. The resolution to amend the Articles was defeated by 617 votes to 596, but both Trustees were removed, Anne Belsey by 645 votes to 555 and Chris Duffell by 645 to 563.

Where this leaves the railway remains unclear, with the focus now switching to the Trust AGM on 18th May. Both Anne Belsey and Chris Duffell have declared they will not stand for re-election at the AGM, but as *NGW* went to press six candidates had put themselves forward for four places. One member was also attempting to have a resolution added to the AGM business, seeking to remove Peter Miles as Chairman of the Board.



■ The Romney, Hythe & Dymchurch Railway's Yorkshire Engine Co 4-6-2 'Winston Churchill' (2294/1931) made its return from an overhaul lasting two years on 17th March, when it hauled a special train for members of the line's Supporters Association. The special event included layovers at Hythe and New Romney – at the latter the passengers were split into groups who rotated through three different talks and activities, including a visit to the loco workshop where Davey Paxman Pacific 'Hurricane' is currently going through its major overhaul. Younger members were encouraged to help with cleaning Krauss loco 'The Bug' and there was also a description of the development of the new loco shed and the demolition of its predecessor. *Photo: Steve Town*



Falcon double set for Corris & Talylllyn

The Corris Railway will see a pair of Hughes 'Falcon' 0-4-2STs run together for the first time in more than a century in June. Recently delivered new-build no 10 will be joined by its inspiration, the 1878-built Corris no 3 which since 1951 has been resident on the neighbouring Talylllyn Railway as no 3 'Sir Haydn'.

According to Corris spokesman John Simms it is uncertain when two Falcons last worked together on the mid-Wales 2ft 3in line. The three original locos were effectively worn out at the end of the Edwardian era and by 1921 just one remained as back-up to the newly delivered Kerr, Stuart Tattoo class 0-4-2ST.

Corris engineer Alfred Hulme completely rebuilt another Falcon by merging parts from numbers 1 and 3, which survived with the Tattoo to move to the Talylllyn in 1951.

It is also unclear whether any of the original Falcons ever doubled-headed trains on the Corris. A photograph that exists of

two heading a train on the original railway bridge over the river Dyfi at Machynlleth is believed to have been staged for a commercial postcard and no other photos of double-heading have ever been found.

With new-build Tattoo no 7, completed in 2005, also in operation the Corris line will have three locos in steam since the early years of the 20th century.

Sir Haydn will be at the Corris throughout the month and the plans include a Gala day on 15th June. More details of the visit will be published on www.corris.co.uk

Both locos will then move to the Talylllyn for the month of July. Corris members are looking forward to seeing how its new loco performs over the longer distance working trains between Tywyn and Nant Gwernol.

Above: Corris Falcon no 10, now looking splendid with the completion of its full lining out, will be joined by its inspiration in June.

Photo: Luke Ryan/CR

Irish disposal of ironstone loco by Trust sparks protest

The decision by the National Trust to rehome a 3ft gauge locomotive from the Penrhyn Castle Museum in Wales to Irish heritage line the Waterford & Suir Valley Railway has resulted in complaints from some enthusiasts, one starting an online petition against the move.

In *NGW* 182 we reported that the 1885-built Black Hawthorn 0-4-0ST 'Kettering Furnaces No. 3', which had spent its working life in ironstone quarries in Northamptonshire and had been in the museum since 1962, will be restored to steam at the Waterford line, after the Trust decided to retheme its museum to focus on the former slate quarry at Penrhyn.

Enthusiast Stephen Seale wrote to the railway media to protest against the move (*see page 46*). He argued that the loco should have been offered to a UK heritage body, and that restoration to steam could destroy many of its original features.

"The National Trust, supposed guardian of our heritage, has seen fit to allow an historic artifact, held in trust by them for many years, to leave the UK," he said.

As well as starting the petition, Stephen has also made a complaint to the Charity Commission. He contacted the Statfold Narrow Gauge Trust and the Irchester Narrow Gauge Museum, the latter located close to the former Kettering ironstone quarries that the loco worked at and with a collection focused on the rail network. Both confirmed that the National Trust had not contacted them to determine any interest they might have in the loco before it was offered to the Waterford & Suir Valley.

"There is a 'bad smell' about the way the National Trust has gone about this," he said.

The National Trust has stood by its decision and expressed its confidence that the Waterford & Suir Valley will carry out a sympathetic restoration of the loco and adequately care for it.



■ Visitors to the first Enthusiasts Weekend of the year at the Statfold Narrow Gauge Trust on 16th-17th March were offered a surprise transport option in the form of Ruston Hornsby diesel 201970, built in 1940.

Spending much of its working life as a contractor's loco, the Ruston was initially preserved at the Gartell Light Railway between 1968 and 1997, then moving to the East Hayling Seaside Railway. It has been at Statfold since 2021 but it is thought this was its first weekend in public service.

Photo: Peter Johnson

Boiler shock adds major cost to Darj 19B overhaul

The overhaul of Darjeeling Himalayan Railway 0-4-0WTT no 19B, now in the care of the Darjeeling Tank Locomotive Trust and based at Statfold, has taken a surprising and costly turn.

Contrary to the optimism reported in *NGW* 182 following initial stripping down for the scheduled 10-year overhaul, subsequent non-destructive and ultrasound testing have revealed serious faults that require attention.

The prime issue, DTLT chairman Jeremy Davey told *NGW*, is that the locomotive's copper firebox will need to be replaced. "Additionally, some other areas of concern emerged which meant lengthy discussions about the best way forward".

DTLT Trustees had previously set a strategy of carrying out work to extend the boiler's life for around 40 or even 50 years before heavy repairs were required. But detailed condition reports left a choice between funding a new boiler and overhauling the chassis, costing an estimated £200,000 or overhauling the chassis and fitting the boiler with a new inner firebox and outer wrapper, plus part-replacement of the backhead and throatplate costing £60,000 less.

Having paid off supporters loans that had helped fund the £250,000 cost of buying the loco, plus two Darjeeling replica bogie carriages, the DTLT had already raised just over £20,000 towards the overhaul from donations and corporate fund-matching.

Once the full cost of returning the loco to service was established, Statfold Narrow Gauge Museum Trust founder Graham Lee offered free work valued at up to £50,000 towards the overhaul cost, which was gratefully accepted.

"With Mr Lee's generous offer and our cash in hand, we therefore have an estimated 50 per cent of the overhaul cost," DTLT treasurer Pete Jordan said, adding that the team are pursuing grant applications aided by a 30-page engineering condition assessment of 19B compiled by passed Fireman Will Smith.

"These are exceptionally generous



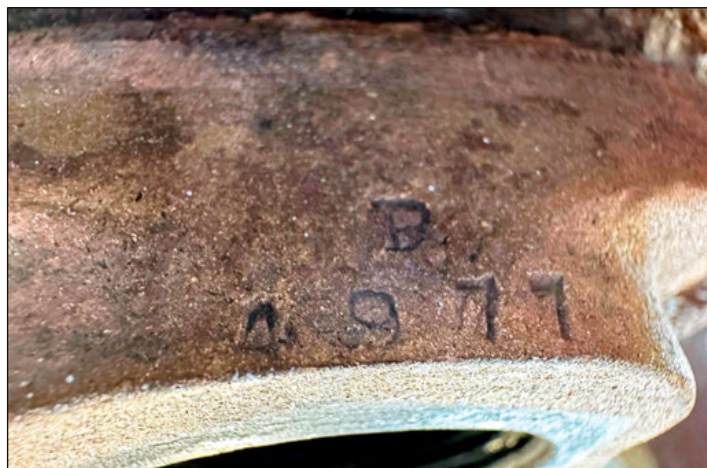
donations by Statfold Barn and more than 200 supporters and on behalf of the trustees, I cannot find words to tell you how grateful we are" added Pete.

One surprise of Will's report has been to establish that 19B does not carry its original 1889 boiler, as was thought and which had led to the trustees expressing a key aim to retain it in working order.

"Once the boiler had been shotblasted we found a stamping underneath it: 'B 4977' – we're pretty sure it's an original fitment, not a replacement 'robbed' from another boiler.

"No. 19B's works number from Sharp, Stewart & Co's Atlas Works in Glasgow is 3518 while B 4977 was the works number of an almost-identical B class loco built in 1903."

No 4977 is better-known as 27B, or 784 in the all-India numbering scheme, and was one of the highly modified B-class locomotives that ran at Tipong Colliery, eventually being withdrawn and cannibalised for spares around 20 years ago.



Above: The copper firebox of 19B will need to be replaced, which will add a significant cost to the loco's overhaul.

Left: This stamping has thrown a whole new light on the provenance of the loco's boiler.

Photos: DTLT

BRIEF LINES

Decauville's go on travels

The Richmond Light Railway's 'oldest and youngest' Decauville 0-4-0Ts, 'Chuquianta' (810/1885) and 'Lily' (648/1912) were both set to visit the Ffestiniog Railway as an extra attraction at the annual Snowdonian special train in April, followed by starring roles at the Ffestiniog Railway Society AGM weekend on 4th-5th May. Lily will then become the first visiting loco in eight years at Amberley when it takes part in the Sussex museum's rail Gala on 20th-21st July.

Diesel return at the Kiln

Over the winter the Old Kiln Light Railway has started work to return to operating condition diesel locomotives Hudson Hunslet 1944, built in 1939 and the 1936-built Motor Rail Simplex 5713. The line at the Rural Life Living Museum near Farnham in Surrey is open for the museum's Village at War weekend on 11th-12th May and then at weekends from the end of the month.

Fair play at Statfold

The Statfold Narrow Gauge Trust is to add another heritage attraction after forming a partnership with the Fairground Heritage Trust (FHT). The bulk of the collection currently at Dingles Fairground Museum in Devon will move to Statfold, with the rest going to Hollycombe Steam Museum in Hampshire. Statfold will manage the collection and rides with the FHT remaining as owner responsible for conservation.

Nobody's fooled...

Several UK narrow gauge heritage lines made the most of the 1st April tradition of 'April Fool's Day' to try and catch followers out with postings on their social media feeds. In the *NGW* editorial office the favourite was the post from the Amerton Railway suggesting that the Staffordshire line was going overhead electric, below...



Leader takes a break in Margate



The Sittingbourne & Kemsley Light Railway's Kerr, Stuart Brazil class 0-4-2ST 'Leader' has taken up temporary residence at the One:One Collection, based in the former Hornby model railway factory in the Kent seaside resort of Margate.

The 2ft 6in gauge loco went out of boiler ticket in 2022 and with resources at Sittingbourne currently being focused on Bagnall 0-6-2 'Triumph', the overhaul of which started last year, plus the planned overhaul of Welshpool & Llanfair Light Railway Barclay 0-4-0T 'Dougal', Leader is expected to be out of service for some time.

Triumph was last steamed in 2008 and had been stored outside at the S&KLR's Kemsley Down headquarters since. On entering the shed for overhaul the damage to both metal and paintwork was found to

be stark, adding to the cost of the work needed. So the opportunity to place Leader in covered storage was keenly accepted.

"We would like to thank 'Leader's' hosts, the One:One Collection, for arranging for the relocation and safe keeping of the engine," S&KLR chairman Liz Fuller said.

At the Margate facility, which among other rail items also houses LNER A4 Pacific 'Bittern', Leader has been reunited with standard-gauge 0-6-0T 'Pioneer the Second', which worked at the Kemsley mills and is now owned by the Bluebell Railway.

Further S&KLR changes have seen the departure of standard-gauge 0-4-0ST 'Bear', the oldest Peckett loco in England. Formerly on static display at Kemsley Down, the loco has been sold to the Buckinghamshire Railway Centre.

Corris push south makes progress

With 2023 having ended on a high with the delivery of new-build 'Falcon' 0-4-2ST no 10, the Corris Railway is now focusing on its other major project, the construction of the new embankment that is a key part of the 2ft 3in gauge mid-Wales line's Southern Extension.

Over the first three months of 2024 major progress has been made on the embankment, crucial to the extension that will double the length of the operating line to one and a half miles, just under a quarter of the original route between Machynlleth and Aberllefenni.

With road-widening since the Corris closed in 1947 having taken much of the original trackbed south of the line's Maespoeth headquarters, the embankment is needed to push south, and a much more recent road scheme has provided a major boost to the project.

A new road bridge spanning the river Dyfi has recently been completed at Machynlleth, replacing the previous bridge which was regularly cut off by flooding. Building of the new bridge required the construction of much hard-standing alongside the river, due to the widely varying flow levels caused by the Welsh climate. This is now being removed and taken four miles up the A487 to be added to the embankment fill.

"At one point in February a lorry was arriving every 15 minutes although the pace slackened after that," a Corris spokesman told *NGW*.

"After unloading the material was laid and new 'benches' were cut in the hillside climbing towards the A487 ready for the next phase of building up the new embankment – these were then filled. Apart from drainage and embankment stone and material the new structure also has layers of geotextile laid."

Height of progress

By the end of March the new earthworks had risen by five metres – at the southern end of the site coming tantalisingly close to a remaining section of the original railway fence which survived closure of the Corris and the re-routing of the A487.

Currently the embankment is being laid with a level surface but later works will be necessary to raise the northern end to the same height as the original route and the existing railhead south of Maespoeth Junction, reinstating a 1 in 30 gradient. Other work will include crossing the Nant Goedwg stream.

The Corris has a healthy Southern Extension Fund fund but payments for the material, machinery and operators are quickly eating into it and the railway is continuing to appeal for donations, which can be made online via www.corris.co.uk.

■ A video of the extension build can be viewed at bit.ly/3PTb1Tt



■ The Vale of Rheidol Railway's new museum, featured in *NGW*181, opened on 23rd March with a surprise, the exquisitely restored Isle of Man Railways 'Pairs Coach' no F68. The vehicle, which started life as two four-wheeled carriages in 1873 that were combined on one bogie underframe in 1909, was purchased by Peter Rampton in 1975 and spent some time in his 'Collection X'. It has now been mounted on 1ft 11¾in bogies and fitted with air brakes raising the possibility of working on the VoR. Photo: VoR

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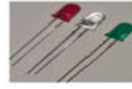
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■ Alishan Forest Railway diesel locomotive DL-34 has arrived back at the Welshpool & Llanfair Light Railway after work to fit vacuum braking to enable the 1972-built Mitsubishi engine to pull passenger trains on the Welsh 2ft 6in gauge line. On hire from the Taiwanese line to enable Drewry 'Chattenden', in the left background, to be withdrawn for a major overhaul, DL-34 is due to be launched into service on 3rd May with a delegation from the Alishan present.

Photo: Andrew Charman

Funding sought to restore Hibberd in tribute to Peter

A campaign has been launched to help fund the restoration of a diesel locomotive that belonged to Peter Nicholson, the family-organised project planned to form a tribute to the widely-known narrow-gauge enthusiast.

Peter, who owned locomotives and wrote extensively on narrow gauge subjects, died in October 2023 aged 75 after a long battle with cancer. He was credited with saving many locomotives from scrap, acquiring his first in the 1960s and even repatriating engines from Europe.

Peter's railway collection, much of which was based at one of his favourite locations of the line at Westonzoiland pumping station, near Bridgwater in Somerset, was bequeathed to his family on his passing. Now they intend to restore F.C. Hibberd Planet no 2201, which was built in 1939 for the Surbiton sewage works in Surrey.

"Grandad purchased the loco from the sewage works in 1976 and moved it to Brockham Museum," Peter's grandson Josh Brinsford told *NGW*. "It moved to Gloddfa Ganol at Blaenau Ffestiniog in 1978, then the Somerset and Avon Railway in 1990, the Vobster Light Railway in 1992 and to the Devon Railway Centre in 1998 where it has been based ever since."

Josh added that the Hibberd has not worked for many years but he wants to change this, and has started a GoFundMe page to help with the transfer of the loco to the Westonzoiland Light Railway.

"(This) will mean that we can finally start the loco's major restoration for an eventual return to traffic," he said, adding that the cost of transport will be £6,000.

Further costs identified include £2-4,000 for the wheels to be reprofiled, £500-£1,000 for the engine work which will include new hoses and an oil and radiator overhaul, plus around £500 of additional work and a £500 contingency.

"Many people will remember grandad because of his extensive narrow-gauge collection," Josh said. "If you can please support the locomotive restoration by making a very generous donation and/or coming along to WZLR to physically help on the loco's restoration – a warm welcome is always available."

Donations can be made at <https://gofund.me/45e1357f>.



Restoration of Hibberd 2201 will serve as a tribute to Peter Nicholson, a man who saved a host of locomotive, narrow and standard gauge, over many years.

Aerial survey of Donegal lines

A drone is taking flight over the closed railways of Donegal to record them for posterity (*writes Hugh Dougherty*), on behalf of Donegal Railway Heritage Museum which has purchased a professional unit.

Following training, museum staff will create a unique archive of the course of the County Donegal, Londonderry & Lough Swilly and Great Northern Railway of Ireland lines as they exist at present.

"We believe that we are one of the first museums or heritage railways to take this approach to creating an aerial archive," said museum manager, Niall McCaughan.

"Being able to shoot drone footage of the closed railways in their environment and surrounding landscape, will create a unique resource that we'll be using on our revamped website which we'll launch in the summer, and on our social media outlets.

"Crucially, the drone will be an invaluable tool for helping us identify stretches of the railways which may be capable of having track restored, to allow us to achieve our ultimate aim of running CDR stock again in Donegal."

No museum room for redundant Glasgow trains

The Museum of Scottish Railways at Bo'ness will not be accepting one of the 1978-built Metro-Cammell, Glasgow Subway trains after it is replaced by new rolling stock on the 4ft gauge underground line (*writes Hugh Dougherty*).

"We have had to reject the idea with great reluctance as we simply don't have enough space," said museum director Becky Peacock.

"Strathclyde Partnership for Transport (SPT) donated one of the original motor cars of 1898 to the museum in 2015 and it's a popular exhibit.

"We'd have loved to exhibit one of the trains that replaced it, but we won't ignore the subsequent history of the Subway and the trains that are being replaced could best be represented by a model. SPT did produce some for public relations purposes, and one of these might be ideal."

Glasgow's Riverside Museum is likely to accept one of the 1978 trains, or at least a motor car, to add to its existing collection of Glasgow Subway trains and artefacts. Whether or not it would be exhibited at the Riverside Museum or at the Nitshill Museum store remains unknown.

SPT is still inviting interest from heritage railways museums and groups interested in acquiring the old rolling stock as it comes out of service over the next two to three years.



Evesham begins new adventure

The guard changed at the Evesham Vale Light Railway on 25th February when Adrian and Sandra Corke, owners of the 15-inch gauge line since 2012, ran it for one final day before retiring and handing the reins to new owner David Nelson-Brown of the Perrygrove Railway. A mini Gala to mark their retirement featured all three resident locos.

Since taking over the line, which carries close to 50,000 passengers a year, David has rebranded it as the Evesham Railway Adventure. Future plans include joint programmes between the Evesham line and the Forest of Dean-based Perrygrove – the first will see Evesham's Exmoor Steam Railway-built 'St Egwin' and Perrygrove's newly delivered 'Mr. Hallworth' travelling together to the Ravenglass & Eskdale Railway for the Cumbrian line's 'Something Old, Something New' Spring Gala being held on 4th-6th May. **Photo: Jeremy Davey**

Buzzrail Diesel Gala with Steam

The Leighton Buzzard Narrow Gauge Railway will be staging a 'Diesel Gala with a Hint of Steam!' on 27th May to showcase one of the largest collections of 2ft gauge heritage diesel locos in the UK.

Nine diesels will be in service hauling a variety of passenger and freight trains including double- and triple-headed running. And steam won't be completely absent – Kerr, Stuart Wren Peter Pan' will haul trains and potentially double-head with a loco to be confirmed.

Nine passenger departures will be supplemented by six freight departures and locomotive positioning moves, as well as at least seven internal combustion locomotives performing demonstration trains, making use of the double track up Marley's Hill.

A full timetable will be available on www.buzzrail.uk prior to the event, along with advance ticket booking.



■ Steam came to the 10¼-inch gauge Beale Park Railway, near Pangbourne in Berkshire over the Easter weekend of 30th-31st March when trains were hauled by 2-4-2T 'Pendragon'. Built by the Exmoor Steam Railway in 1994 this loco was most recently at the Astbury Light Railway, operated by Adam Jeffrey near Congleton in Cheshire until it closed on 21st January (NGW182).

Pendragon's next home is likely to be the Leek & Rudyard Railway in Staffordshire. The line has been up for sale for some time, owner Simon Clarke wishing to retire, and Adam is now set to take it over. **Photo: Jonathan James**

Take 2 for Bala extension bid

On 27th March the Bala Lake Railway Trust re-submitted its planning application to extend the 600mm gauge line into the centre of Bala, with high hopes that at the second attempt the project will gain planning approval.

The first submission was rejected by the Snowdonia National Park's planning authority in April 2023, on the basis that additional tourists drawn into the area by the line running into Bala might contravene Welsh Government legislation concerning phosphates discharge into the River Dee – in layman's terms more visitors would mean increased sewage.

The decision surprised many, especially in the Bala business community which has expressed broad support for the extension.

The BLR has since been working hard to address the concerns that led to the

refusal, and before resubmitting its application was able to confirm that Welsh Water has revisited the data from Bala's waste water treatment works and is satisfied the railway's proposed increase in visitor numbers will not breach a limit it has set for the discharges into the river.

Further work done has included noise and vibration surveys and dust and odour surveys, along with further ecological and archeological work.

"Nothing is being left to chance, having tried to anticipate every eventuality that may arise when the application is being assessed," a Trust spokesman said.

The main application can be viewed online at bit.ly/4cXV8VE and the BLR is encouraging the sending of letters of support. It is hoped that the application will be decided by the summer.



■ The 12¼-inch gauge Mease Valley Railway, recently established at the Statfold Narrow Gauge Trust, operated over its new extended length at the Trust's enthusiasts weekend on 16th-17th March. The line now extends around three sides of the Trust's overflow parking and display area. **Andrew Simmonds** pictured Exmoor-built 2-4-2 'Victoria' on the new section of line.

Harz celebrates its 125 years



Special trains ran on the Harzquer and Brockenbahn on 27th March (*writes Christian Jummrich*) marking the 125th anniversary of the line's opening from Nordhausen to Wernigerode and up to the summit of the Brocken mountain (1,142 metres above sea level).

The Harzer Schmalspurbahnen GmbH rostered two special trains – 99 6001 started in Nordhausen and 99 222 in Wernigerode, both hauling heritage green carriages. From Drei Annen Hohne both locomotives continued together up to the Brocken in most beautiful spring weather.

Harzer Schmalspurbahnen GmbH operates the longest narrow-gauge network in Germany at 140,4km (87.2 miles) between Wernigerode, Brocken, Nordhausen and Quedlinburg, using the most steam locomotives at the same time in the world – three to six engines in daily scheduled service.

The municipal railway company owned by the Harz districts and municipalities provides the public transport services for the states of Saxony-Anhalt and Thuringia. The agreement with the Saxony-Anhalt runs until 2034 and provides for 510,000 train kilometers annually; the agreement with Thuringia runs until 2030.

Christian has also provided a useful summary of current Harz steam operations – Ed.

- On the Selketal Railway (Quedlinburg – Gernrode – Alexisbad – Stiege – Eisfelder Talmühle, branch lines Alexisbad – Harzgerode and Stiege – Hasselfelde) trains are hauled by one loco from Gernrode depot and usually run between 07:36 and 19:56 (train numbers 8961 to 8969).
- One steam locomotive is in use from the Nordhausen depot and carries trains 8920/8903/8904/8929 in the section to and from Drei Annen Hohne.
- Most steam trains run from Wernigerode to Brocken. In the Drei Annen Hohne – Schierke – Brocken section up to 10 pairs of trains run on the Brocken Railway in the

GERMANY

summer timetable, trains every 45 minutes during the day. Three to four locomotives are required in Wernigerode depot. A diesel from the 199.8 series serves as a shunting loco, but also takes scheduled train services (in the 2024 summer timetable on Friday/Saturday with trips to Brocken station).

The 2-10-2-steam locos of the 99.23-24 series are mainly used. Builder 'Karl Marx' Babelsberg manufactured a total of 17 locos (99 7231 to 99 7247) between 1954 and 1956. All have been preserved in the Harz – currently operational are 99 7232, 34, 36, 37, 41, 43, 45 and 47.

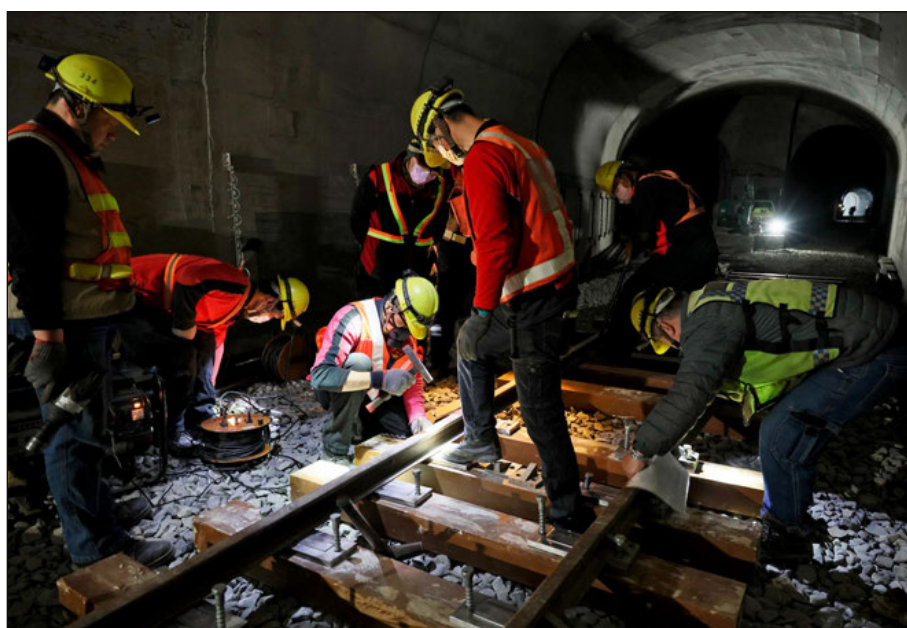
The only surviving 2-10-2 standard loco of the series built for the Eisfeld – Schönbrunn railway, 99 222 built in 1931,

is also usually in the regular schedules of the Wernigerode depot.

The main loco at the Selketal Railway is Krupp 2-6-2 99 6001 built in 1939. The railway's original Mallet articulated locos, 9 5901 to 99 5903 are still extant but none currently operational, neither is 99 5906 which was later purchased by the Heeresfeldbahn after World War I.

The 1898-built Jung 0-4-4-0 99 5902 was sent to Meiningen works on 7th March for a general inspection. It is expected to be some months before the loco returns to the Harz network and can take special trains.

Photo: Anniversary special – Locos 99 6001 and 99 222 rest at the summit of the Brocken after their double-headed working up the mountain. Photo: Christian Jummrich



Work to fully reopen the Alishan Forest Railway in TAIWAN, following typhoon damage back in 2009, is close to completion, with services over the full line expected to begin within the next year. Tracklaying has been underway in the new tunnel that has been bored to replace Tunnel 42, which was wrecked by a further landslide in 2016 weeks before it was due to reopen. *Photo: AFR*

East Broad Top pushes south

Three years after reopening, the East Broad Top Railroad in Pennsylvania, USA has begun an ambitious expansion project to revive a section of its main line that has not been used since 1956.

On 12th March EBT Foundation (EBTF) officials and Friends of the East Broad Top (FEBT) volunteers gathered by Highway 475, a mile south of the railroad's Rockhill Furnace base, to celebrate the laying of the first section of track, officially marking the farthest any work has occurred in a southwards direction since the railroad ceased freight operations 68 years ago.

"We're breaking new ground today in many ways," said railroad General Manager Brad Esposito. "Physically restoring tracks that have sat dormant for over six decades while also reviving more of the East Broad Top's storied history than ever before."

The EBTF acquired 28 miles of the former coal-hauling railroad's 33-mile main line in 2020 and in 2023 resumed steam services over 4.5 miles that had been used for heritage services from 1960 to 2011.

The current expansion aims to extend the railroad's line nine miles south of Rockhill Furnace to Three Springs and Saltillo, funded from several sources including the State of Pennsylvania's Redevelopment Assistance Capital Program (RACP). Much of the physical work will be carried out jointly by EBTF employees and volunteers from the line's Friends organisation the FEBT, alongside contractors for specialized projects such as bridge repairs.

The FEBT boasts more than 2,100 supporters around the world and has already achieved a \$220,000 funding total it was aiming to raise by the end of the year. From this, \$40,000 has been initially set aside for track restoration, with any additional funds raised over the rest of the year also being allocated to the extension efforts.

"The partnership between the EBTF and the FEBT continues to strengthen and bear more fruit each year," said FEBT President Andy Van Scyoc. "Our members are unified in ensuring continued progress on rebuilding the EBT mainline."

More details of the 'March South' are on the FEBT website, <https://febt.org>. The East Broad Top's summer schedule begins on 3rd May – details are at <http://eastbroadtop.com>

Photo: EBTR



Branch to be finished, four decades late

A metre-gauge branch line in Charleroi is to

BELGIUM

some work at Champeau and Léopold stations.

be completed and fully opened – some four decades after construction began.

The Charleroi metro has an interesting history (*writes Jonathan James*). Conceived in the 1960s to replace the existing tram system, the network would have had a downtown loop with eight branches serving the suburbs of this mainly industrial city.

The first section opened in 1976, with further additions following, including completion of the downtown loop in 2012. The branch to Châtelet was partly constructed in the mid-1980s, but due to financial pressures and a decline in passenger numbers it was not opened.

The section between Waterloo station and Centenaire was completed, including the intermediate stations at Neuville, Chet and Pensée. But beyond Centenaire the railway was only partly built, including

Other than a couple of enthusiast specials, the branch from Waterloo to Centenaire has never seen a regular public service and as a result the stations have fallen into disrepair. However, all is about to change.

The route from Waterloo to Centenaire is being refurbished and the section towards Châtelet is finally being completed with the line expected to open in 2026.

The completed line will have eight stations at Neuville, Yernaux (Chet), Pensée, Centenaire, Champeau, Roctiau, Corbeau and Viviers (to serve a new hospital) and will be numbered M5.

Photos: On 1st March the Charleroi Metro's Pensée station awaits customers (above) while construction of Champeau station (below) still has a long way to go.

Photos: Jonathan James



Ziller drops hydrogen for battery power

Just as *NGW* closed for press it was announced that the Zillertalbahn in AUSTRIA is to abandon a long-vaunted and much-trailed plan to introduce hydrogen-powered trains to its system, and to go for battery-electric units instead.

According to a Zillertalbahn

spokesman, while the hydrogen concept was seen as the most viable future development for sustainable transport, improvements in battery technology mean that is no longer the case.

We will report further on this development in *NGW*184.



Saxony line enjoys its Easter brake

Easter saw the start of the season on the 600mm gauge Waldeisenbahn Muskau (WEM) Railway, based in Weißwasser, Saxony (writes **Dominic Emery**).

Trains ran from Weißwasser Teichstraße to Bad Muskau (7.1km) and Kromlau (3.7km) using two of the three available steam locos. No 99 3312, an 0-8-0T built by Borsig in 1912 for the original private industrial railway, shared the workload with 0-8-0T 'Brigadelok' no 99 3317, also a Borsig product, built in 1918 for the German Army. After being sold into industrial use it ended up at the WEM, initially being plinthed in Weißwasser and

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eventually being restored to working order.

There were six trains per day to each destination with the locos alternating their destinations from Weißwasser with each train. The carriages used have been built on wagon chassis and are only hand braked, at least one hand brakeman has to travel with each train to help the guard put the brakes on during the descent down the 2km 1:30/33 gradient to the Bad Muskau town limits, and on other less sharp gradients.

Above: Borsig Brigadelok 99 3317 arrives at Weißwasser with 99 3312 waiting alongside to take over.

Photo: Dominic Emery



Easter trains on two gauges

Easter weekend also offered the first chance this year to travel behind a steam engine on the 600mm gauge Berliner Parkseisenbahn at the Wuhlheide heritage site in Berlin, **GERMANY** (writes **Dominic Emery**).

Steam trains were hauled by Trümmerbahn loco no 44 'Klaus', built in 1950 to transport rubble out of the east German towns and cities after the war and the first steam engine to arrive at the railway in 1987.

'Gunther', V10C diesel No.199 102-5, also handled trains and took over the passenger services on Saturday afternoon due to the non-availability of the volunteer steam driver.

The 500mm gauge Field Railway Museum Society also ran free passenger trains along their 2.2km long running line alongside the main buildings, diesel operated on Good Friday, before steam loco 'München' took over passenger services following driver training runs.

Above: 'Klaus' approaches Eichgestell Station on the 600mm gauge Berlin Parkeisenbahn.

Below: 'München' was the star turn on the 500mm gauge Field Railway.

Photos: Dominic Emery



■ On 3rd March **Jonathan James** pictured the Henschel-built Brigadelok 0-8-0T HF 1238 (14968/1917) in action on the 600mm gauge railway around the Pairi Daiza Zoo at Brugelette, **BELGIUM**. Built like the Whipsnade zoo line in the UK on a circular route, the Pairi Daiza has assembled an interesting collection of rolling stock since reopening in 2015. There are two Henschels, two by Pierwsza Fabryka Lokomotyw (Fablok) and a Couillet, which is currently off-site for refurbishment.



No more coal at Durango

Almost a century and a half of history ended for the Durango & Silverton Railroad in Colorado, **USA** on 22nd March when the last coal-fired train was worked.

The 45-mile long 3ft gauge line, designated a national historic landmark, is switching its locomotives to oil firing. The 99-year-old K-36 2-8-2 no 481, the first coal-burning locomotive of its class to run on the D&SR in 1981, took the final coal-fired train before being withdrawn for conversion to oil.

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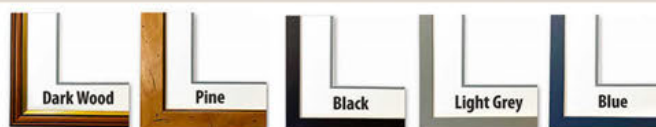
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A Shay for the 21st Century



Michael Reilly describes the successful authentic restoration of a Shay locomotive, now operating regular services in Taiwan.

Regular readers of *NGW* will need no introduction to the Shay articulated locomotives of Taiwan's 2ft 6in gauge Alishan Forest Railway (AFR). Some 20 were supplied to the line between 1910 and 1920 in two separate classes of 18 tons two-cylinder and 28 tons three-cylinder versions. They formed the motive power mainstay on the Alishan for the next five decades, becoming as synonymous with the line as the B-class 0-4-OSTs have with India's Darjeeling Himalayan Railway.

By the time steam working officially ended in November 1984 just two Shays remained in working order. Two others had been wrecked in accidents, a third badly damaged in a fire while a fourth, no 14, was

Heading: Restored Shay no 21 on its special service between Chiayi and Beimen, paired with the attractive cypress wood carriages.

Photo: Tsai, Wen Chi/AFR

Below: First moves – a team from Slovakia's Čierny Hron Forestry Railway inspecting 18-ton Shay no 17 in Chiayi with a view to possible restoration, 30th June 2019.

donated to Australia's Puffing Billy Railway in the 1970s. The rest remained in Taiwan, some in store but most on static display at various locations around the country, exposed to the elements and usually in poor condition.

One of the two still in use at the end of steam, 28-ton no 26, was steamed from time to time for special trains. The success of these persuaded the Forestry Bureau, which owns the line, to restore a further two, nos 25 and 31, also 28 tonners, to working order in subsequent years.

Oil and diesel

While no 26 remained in its original coal-fired condition, the other two were modified to take account of contemporary operating practicalities. Converted to oil-firing, they were equipped with diesel-powered compressors in the bunkers which enabled steam to be raised quickly, and electronic controls which

permitted driver-only operation.

Undoubtedly practical from an operating view, they were hardly authentic, at low speeds the noise of the compressor overpowering the more traditional sounds of a steam loco. But sentimentality rarely outweighs practicalities and in recent years all steam operations have been handled by one of these two, with no 25 based at Chiayi and no 32 at Alishan. The author was fortunate to witness a rare steaming of no 26 (and privileged to experience a ride on its footplate) in 2006. But Chiayi City council introduced a ban on coal fires not long afterwards, since when it has remained in store.

There matters largely rested in 2009, when any thoughts there might have been about restoration of more Shays were overtaken by other events. In a controversial move, operation of the AFR had been contracted out to a private company the previous year. However, after a super-typhoon saw



large sections of the railway washed away in landslides, and a dispute over who was responsible for paying for reconstruction, the Forestry Bureau took back control.

The immediate priority was to restore services over the whole line, a major task in view of the damage that had been done and one that is not yet finished – completion of a new tunnel through the most badly damaged section was planned for 2023 and full re-opening likely to follow this year.

The Forestry Bureau then sub-contracted operational responsibility for the line to the state-owned Taiwan Railways Administration. This lasted until 2018, when the Bureau decided to take back operational control.

New approach

In recognition of the line's cultural and historical significance there was now to be a distinct change of approach to its operation, with a much greater emphasis on heritage aspects than hitherto. To this end, the railway was formally reconstituted as the Alishan Forest Railway Cultural and Heritage Office (AFRCHO).

Meanwhile, outside awareness of the remaining Shays was growing, and with it interest in trying to restore some to working order for operation outside Taiwan. At least one British organisation contacted the AFRCHO in a bid to acquire one and bring it to the UK for restoration.

The most determined approach, however, came from Slovakia's Čierny Hron Forestry Railway, which sent a team of engineers to Taiwan to make a full inspection of 18-ton Shay no 17. An offer was then made to restore it to full working order, with the proviso that this would be done in Slovakia and that the loco would spend some time thereafter operating on the Čierny Hron railway. Together with the Welshpool & Llanfair in the UK, the Čierny Hron line has a 'sister railway' relationship with the AFR. »



Below left: Up she goes – no 21 is lifted onto a road trailer at the AFR depot on 15th October 2020 for transport to workshops in Taichung for restoration. Before moving to the depot in 2019 the loco had previously been displayed in a park for more than 40 years. *Photo: AFR*

Above: Newly restored 28-ton Shay no 21 in the AFR's Beimen works.

Right: Inside the cab, showing the eco-fuel briquettes under test and some of the ash they generate. Note the floor level handbrake and the short-handled firing shovel.

Below: No 21 undergoing running tests, coupled to one of the AFR's large diesels – one of these is this month set to enter service on the Welshpool & Llanfair Light Railway.

Below right: Adjustments underway to the seating of the rear driveshaft.

Uncredited photos by Michael Reilly. All taken at Chiayi on 23rd-24th November 2022 except where otherwise stated.





The offer may have been tempting, but the AFRCHO and its parent Forestry Bureau had to take account of domestic sensitivities and the cultural significance of the Shays – imagine the reaction in the UK if one of the Ffestiniog Railway's double Fairlies was sent overseas for restoration. After due consideration the offer was therefore declined, although the possibility that a Shay may yet go overseas on loan has not been ruled out.

The growing foreign interest in the Shays had, however, helped convince the Bureau that it should pay for the restoration of another one. After a full evaluation of the condition of those still in store on the railway, the decision was taken to restore no 21, another of the 28-ton three-cylinder class.

Heritage wins

The least-challenging option would have been to restore this loco in similar fashion to nos 25 and 31, with oil firing and electronic controls. But a powerful counter argument was made that restoring a Shay as near as possible to its original condition was important for more than purely historical reasons. It would also contribute to preserving traditional skills in steam loco construction and maintenance and passing these on to future generations. This view prevailed and the decision was taken that no 21 would be restored to what can best be described as fully operational museum condition.

Very few operating steam

locomotives around the world today can claim to be in anything like this condition. Boilers must meet modern safety regulations and while other modifications may not be as obvious as oil firing and electronic controls, alterations such as improved blastpipe arrangements, the more efficient lubricators and more ergonomic cab arrangements are today the norm.

Constructing a new steel boiler to modern standards was unavoidable for no 21 if it was to run again but every other part on the locomotive is either original, including the gears and cylinders, or has been carefully copied from the original.

Painstaking attention to detail was often required, such as in the precise angle of the bevel gears on the drive shafts. Most of these too are original, re-machined to ensure uniformity after more than 50 years of service. To add to the challenge, none of the original blueprints or drawings survived, so patterns had to be made from the existing components before new ones could be made.

There have been no concessions to modern levels of comfort. The handbrake is almost at floor level and the original short-handled coal shovel survived and remains in use. Both are uncomfortable arrangements for today's fireman and suggest that in the early years, his or her predecessor spent most of their shift either on their knees or squatting on their haunches – not much fun over a journey lasting several hours!

A colonial-era oil can that was found during restoration adds to the

“Investment in the loco has been significant – the Forestry Bureau is to be commended for its support for the project...”

Above: Plenty of admiring viewers as no 21 pulls away on another service. Photo: Albert Wu/AFR

Below: Shay no 17, the next to be restored, is a smaller 18-ton loco very similar to no 13, which is displayed in a park close to the Alishan's Chiayi station and was photographed by NGW editor Andrew Charman on his visit to Taiwan in December 2018 (NGW 137).

authenticity, as does retention of the pump by which water is fed into the boiler. This has the great advantage over injectors of requiring a much lower steam pressure to operate successfully – just 5kg/cm², or 71lbs psi – of crucial importance when working trains up long gradients of five per cent (1 in 20) or more.

Perhaps the most striking aspect of the restoration has been in the choice of fuel. Coal remains prohibited under Chiayi City ordinances but after approval from the city council, the decision was taken to use biofuel. At the time of writing, tests on this were still underway but the fuel of choice is likely to be Indonesian briquettes made from compressed wood chips and coal dust. More authentic than oil, this generates heat more quickly than coal but also burns faster and generates considerable amounts of ash. The task for a modern fireman looks set to be a demanding one, especially with that short-handled shovel!

Special trains

Restoration of no 21 was completed in May 2022, followed by extensive tests and steaming trials at Chiayi. Since February this year the loco has been operating a special service on the first Saturday of the month between Chiayi and the first intermediate station of Beimen, hauling the cypress wood carriages introduced last year.

Participants on the special trains, tickets for which cost 400 Taiwanese dollars (equivalent to around £10) are given a guided tour of the loco shed and a commemorative ticket. The railway is also conducting weekly training for loco crew and engineering staff on the operation and maintenance of Shay locos.

The investment in the loco, in finance, manpower and political terms, has been significant and the now renamed Forestry and Nature Conservation Agency is to be commended for its support for the project.

Most encouraging of all, building on the experience gained, the go ahead has since been given to begin work on a further loco restoration – backed by central government funding, the project to tackle no 17, one of the smaller 18-ton engines, will begin in the summer. Thanks to such support, we should be able to enjoy the sight and sound of a working narrow gauge Shay for many years to come. **NGW**

■ The AFR produced a Youtube film on the restoration of Shay no 21, to the line's usual high standards. It can be watched at bit.ly/3TMNSU2



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Discovering Scotland's First Railway



A £100,000 project has been announced to reconstruct part of a pioneer Scottish line dating back more than 200 years. *Anthony Dawson* looks at the history of the railway and current excavation of its remains.

Scotland arrived slightly late to the Railway party: whilst Huntington Beaumont is generally credited with building the first 'railed way' in Nottinghamshire in 1604, it took until 1722 for railways to reach north of the border.

The Tranent – Cockenzie Waggonway was the first railway in Scotland, serving coal pits around Tranent and Salt Pans at Cockenzie,

on the shore of the Firth of Forth eight miles east of Edinburgh. Salt was one of Scotland's major industries dating back to the 12th century and during the early 18th century Cockenzie was home to Scotland's largest saltworks.

The local landowner, the Earl of Winton, had established a series of 12 salt pans in 1630, but as a supporter of the 'Old Pretender' during the

"Excavation on the section of line where it crossed the Prestonpans Battlefield revealed three wooden waggonways stacked one on top of the other..."

Jacobite Rebellion of 1715 his lands were forfeited to the British Crown. They were acquired in 1719 by the York Buildings Company of London.

Part of the 'improvements' York Buildings made on their Scottish property included renewing the harbour at Port Seton and a wooden railway to link coal pits at Tranent to the salt pans. The coal miners and salt makers were held in bondage in a form of serfdom and not allowed to leave their jobs, until 1779!

The waggonway was engineered on a falling gradient from the coal pits to Cockenzie and was laid to a gauge of 3ft 3in. The waggons carried one Scots 'chaldre' (30cwt) of coal and sets of waggons were run down hill by gravity, and pulled back up by horses.

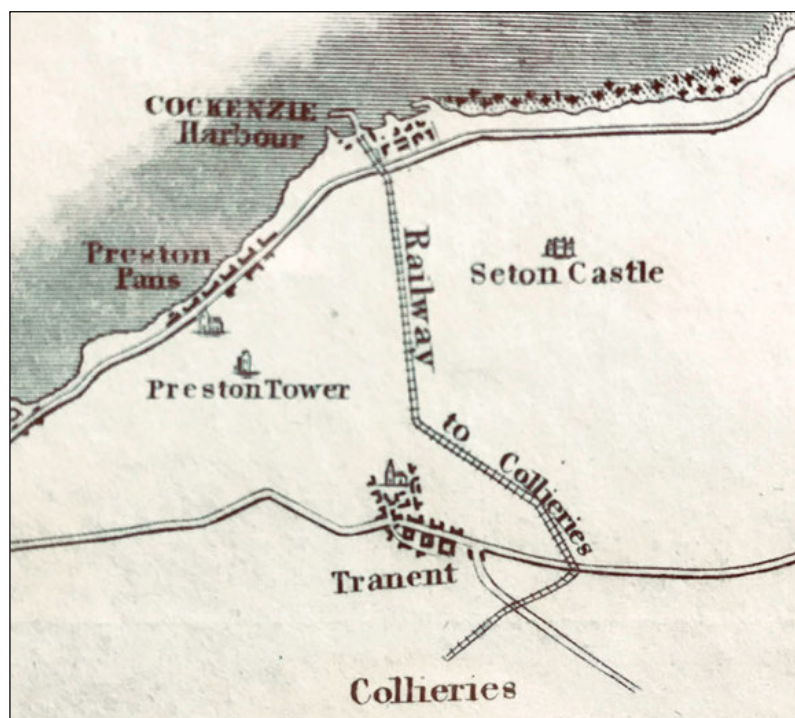
The mines, waggonway and salt pans were let to the famous Scottish architect William Adam in 1733, but he eventually had to give up the lease. The York Buildings Company was broken up in 1777 and the former Winton estates sold to the Cadell family in 1779. They had interests in the famous Carron Ironworks and in 1815 rebuilt the railway from wood to iron, using cast-iron fish-belly rails laid on stone sleeper blocks.

In 1824 the waggonway was described as follows: "Mr Cadell's waggons travel from his coal-works, in Tranent Moor, to Cockenzie, a distance of upwards of 4,480 yards,

Above: Members of the 1722 Waggonway Project stand with the replica waggon 'James Paterson' at Cockenzie Harbour.

Left: Map of Tranent-Cockenzie Waggonway, circa 1830. Courtesy National Library of Scotland

Illustrations by 1722 Waggonway Heritage Group unless credited



on a cast-iron railway, that has various declivities and circular turns; and require only the assistance of a man, in the downward journey, to attend to the several brakes attached to the waggons. The breadth of the horse-track is 3 feet 3 inches; the waggons, when loaded, including their carriages, are each about 2 tons. A horse sometimes takes up 5 empty waggons, but the common number is 4, and these he commonly drags three times a day."

During the 1830s the civil engineer Robert Stevenson was engaged to modernise and rebuild Cockenzie Harbour, which included major changes to the waggonway.

Archaeology

The waggonway was built by the local wright William Dickson. Fortunately, two of his work journals exist, covering the years 1717 to 1745. From his journal, we see that the first work on the waggonway began on 7th May 1722, and construction or reconstruction work took place over a period of 22 years in three major phases: 1722-1725; 1728-1730; and 1743-1744. Dickson's journals include not only entries about 'sawen wagen wheels' and 'maken at the realle' but also before work started, digging a latrine pit – an essential facility for the men working on the waggonway.

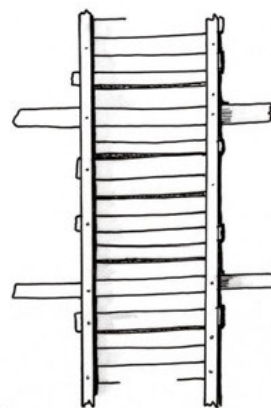
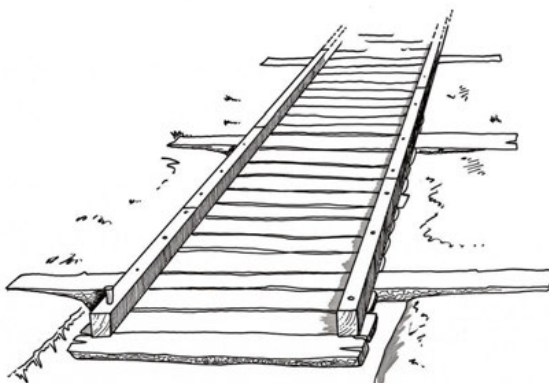
Amazingly enough, the chronology outlined in Dickson's journals was confirmed through archaeological discoveries in September 2021. Excavation on the section of line where it crossed the Prestonpans Battlefield revealed three wooden waggonways stacked one on top of the other.

The first phase of the waggonway was quite simple. A corduroy of half-round timbers was laid, onto which wooden rails were secured with wooden pegs. The gauge between the inner faces of the rails was 3ft 3in. Every few yards or so, extra-wide sleepers were laid which are thought to have acted as 'stabilisers'. To the archaeologists' surprise, this corduroy survived in-situ as wet wood with the original rails remaining as wet and mineralised wood. The rails were quite crude, roughly shaped and still with their bark on – preservation was so good that the rough nature of the bark was easily discerned.

This lightly-built waggonway lasted less than ten years – phase two was far more robust. In the simplest terms possible, it was effectively a ladder laid on the ground, with wooden rails joined together by transverse wooden sleepers.

The opportunity was taken to widen the gauge to 4ft between the

*Phase 1 - Thomas Matbie
Constructed 1722 - 1725*

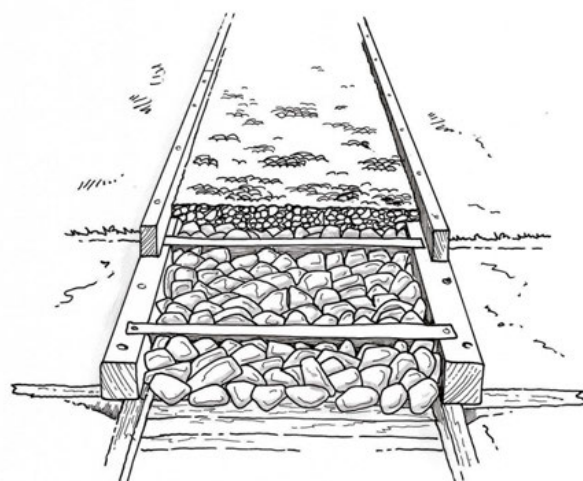
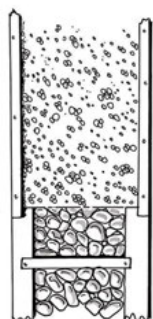


**Above and below:
Reconstructions
of phases 1 to 3
of the waggonway
produced by
Alan Braby.**

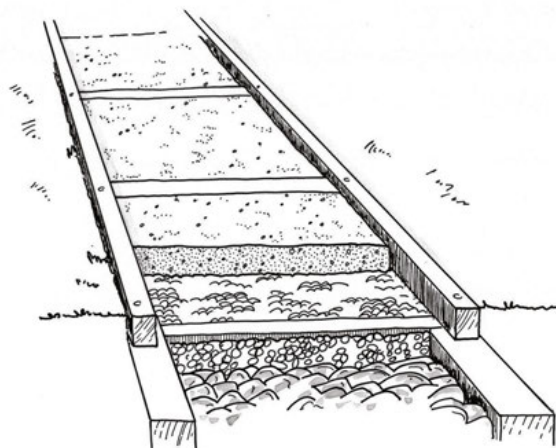
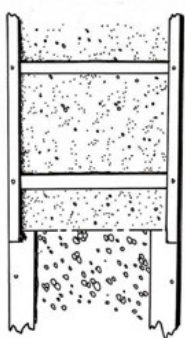
inner faces of the wooden rails. Transverse timber sleepers were laid, with wooden rails jointed and pegged in place. In between the rails were rounded beach cobbles, packed around with small coal and industrial waste, which created a horse path.

Evident in cross section were multiple episodes of tipping coal. Industrial waste included bi-products from Port Seton Glassworks, in operation by 1728 and thus providing crucial dating evidence for the phase, confirming the statements »

*Phase 2 - William Adam
Constructed 1728 - 1730*



*Phase 3 - Grant & Burrows
Constructed 1743 - 1744*





in Dickson's journals.

The third and final phase of the wooden railway was dated 1743-1744 and it was this that was fought over during the Battle of Prestonpans in September 1745. It used two layers of rails – the bottom one was jointed and pinned to transverse sleepers, with a second rail pinned on top to act as the running surface. This rail could be turned over – in theory – when it became heavily worn on one side or could be replaced entirely.

This third phase was also built to 4ft gauge. The sleepers for it were cut through the horse-track of the 'phase 2' waggonway and it was much cruder. Although the joints were beautifully made, thanks to mineralisation of the rails and

Above: Bird's-eye view reconstruction of Cockenzie by Alan Braby – the waggonway can be seen serving the harbour and the salt pans. Courtesy Battle of Prestonpans (1745) Heritage Trust

Below: Stone sleepers that were excavated at Cockenzie Harbour in September 2023. Preservation is excellent, with rail chairs still in position after 200 years.



sleepers, the sleepers themselves used roughly straight tree branches with the bark left in place.

Again, small coal and industrial waste was used to create the horse way and, thanks to countless trips made by hooved feet, it was trampled into a consistency resembling tarmac. A pickaxe was required to break it up.

The iron railway

Around 1815 the Cadells rebuilt the waggonway in iron, and at the same time decided to reduce the gauge to 3ft 3in – whether by chance or folk-memory the same gauge used when it was laid in 1722.

Archaeological work in 2023 at Cockenzie Harbour added greatly to our understanding of how iron-rail and stone-block railways were built.

For a start, they are very ephemeral – the archaeology was only about 30cm deep! The stone sleeper blocks were laid on a levelled, prepared, surface, and it became obvious from the archaeology that the size and shape of the stone blocks was pretty irrelevant. What was important was a finished, level surface on the upper surface which received the cast-iron chair. Two holes were drilled into each block, into which oak plugs were driven. Iron pins were hammered into these pegs to secure the chairs.

The level of preservation was outstanding, with 12 sleeper blocks in two rows of six being excavated, of which three retained their chairs in situ, and a fourth was highly degraded. Small coal and industrial waste, as observed in 2021 and during the excavation at the 'Coalfold' (coal depot) in 2022, was used as ballast around and over the stone blocks to keep them in place.

It became apparent that this section of the waggonway was heavily

used and had been hastily repaired many times. Irregular, rubble-filled pits showed where in the past two stone blocks had been removed, and a third sleeper had clearly broken in antiquity and had been bodged back together using iron staples, mortar, clay and a large block of wood.

Two rough-hewn wooden sleepers had been inserted into the ballast to try and support the middles of the fish-belly rails. Because the rails were made from cast iron and cast in short 3ft lengths, it meant that in order to form curves, staggered joints had to be used, the curves being rather like an old-fashioned threepence coin.

It also became apparent that it would have been very difficult to maintain the stone blocks to gauge as there was nothing to stop them spreading laterally and becoming wide to gauge. Excavation of a section of the Liverpool & Manchester railway in summer 2023 showed a very similar construction, albeit with much more massive stone blocks.

The Cockenzie excavations made clear that such a railway laid with iron rails on stone blocks was completely unsuited to locomotive operation. It was apparent that this was a very labour-intensive way of building a railway in order to keep the track level and to gauge compared to using transverse wooden sleepers.

The future

The 1722 Waggonway Project, which has been excavating and researching Scotland's first railway since 2017, has established a heritage centre in Cockenzie – probably the only museum dedicated to railways of the 18th century. In addition to the physical archaeology, experimental archaeology has seen the construction of two replica waggons, both of which are named after persons who died on the waggonway: 11-year old James Paterson was the first person to be killed on a railway in Scotland on 29th August 1769.

The newly announced project embraces construction of a meaningful length of wooden railway, including waggons, in order to demonstrate the operation and building of an early railway. The group is actively working to secure a suitable partnership and location in the area. A replica salt pan and pan house are seen as part of this project, bringing back to life Scotland's first industrial revolution. **NGW**

More Information

Details of the Waggonway Project and its Heritage Centre & Museum at West Harbour Road, Cockenzie, Edinburgh EH32 0HX, are at www.1722waggonway.co.uk

Memories of greyer days recalled

Widely varying weather for our photographers this month, and a chance to capture scenes harking back to rather earlier times...



Above: Train in the landscape – the advent of the drone has enabled the capturing of many a scene providing a different angle to what has gone before. *Karl Heath* took to the air on 30th March for this picture of on-hire Zillertalbahn ZB2 'Zillertal' in the highly scenic surroundings of the Welshpool & Llanfair Light Railway, heading towards Coppice Lane crossing on what definitely is the very essence of a country line.

Right: More from this month's cover photographer – *Gareth Jones* pictured the Talyllyn Railway's 'Dolgoch' waiting patiently at Nant Gwernol station for the arrival of stablemate 'Sir Haydn', visible in the background.

Overleaf: No longer does a desire to view a narrow gauge Great Western 'mixed' just mean a trip to Welshpool! *Joey Evans* captured this view of Vale of Rheidol Railway no 7 'Owain Glyndŵr' on a photo charter on 20th March.





**NARROW
GAUGE
WORLD**





The Vale of Rheidol Railway is very much the significant new player on the photo charter block. When he first saw this photo taken by *Joey Evans* on 20th March, not long after the view on our centre spread, our editor was instantly transported back to the late 1960s and the kind of images put out by the British Railways publicity office trying to extol the delights of what was then the last steam-hauled service on BR. It was a time when Andrew as a child first discovered the line, and a passion for the narrow gauge.

Three Gauges and four railways

James Waite completes his three-part study of the locomotives built by the Exmoor Steam Railway.



Over the past couple of months we have been surveying the extensive portfolio of steam locomotives built by the Stirland family at the Exmoor Steam Railway in Bratton Fleming, Devon. We conclude our tour this month with four lines very much active today.

Lappa Valley Railway

In 1812 lead was discovered at East Wheal Rose near Newquay in Cornwall. Commercial exploitation soon followed, and by 1846 more than 1,200 men, women and children worked there. A freak thunderstorm that year caused a disastrous flood, and 32 people lost their lives.

Lead production ended in 1886. Four years earlier a 100-inch beam engine, secondhand from another mine at Great Wheal Tor, had been installed to cope with the damp conditions. Cornish engine houses are surely some of the county's most distinctive buildings, and this engine was housed in an exceptionally large one. Unusually its chimney, some 36 metres high, is a free-standing structure nearby.

Joseph Treffry, a local landowner, developed a network of horse-drawn tramways near Par in the 1840s. The earliest were narrow gauge, but later ones were 4ft 8½in, including lines from Newquay harbour to East Wheal Rose and to the china clay district around Roche. The Cornish Mineral Railways took over in 1874, connected the Newquay and Par systems, and brought in 18 0-6-0Ts built by Sharp Stewart.

The Great Western Railway acquired the CMR in 1896, but accepted only nine of the 0-6-0Ts.

Above: Three Exmoor 0-4-2Ts – 'Doris Hilburn', 'Bernarda von Barnards' and 'Jean' – stand at Pardoe Lane engine shed on the 7¼-inch gauge Barnards Railway on 29th July 2023.

Below: On the 15-inch gauge Lappa Valley Railway 'Ellie' receives attention while standing at East Wheal Rose station, 23rd August 2023.

Photos by James Waite except where stated

Considering that they were specifically designed to work in pairs back-to-back this odd number looks distinctly perverse!

Unusually for absorbed locos they became a GWR standard type. The 1361 class 0-6-0STs of 1910 and the 1366 0-6-0PTs of 1934 were updated versions, and examples of both have been preserved.

Much of the CMR's main line now forms the Par-Newquay branch railway. In 1905 the East Wheal Rose line, by then a moribund mineral branch, was incorporated into the new Newquay-Chacewater railway, which served a sparsely-populated but increasingly popular holiday district until British Rail closed it in 1963.

Ten years later Eric Booth bought land at East Wheal Rose and a section of the trackbed to create a place where children could play safely

in the countryside, enjoy steam trains and learn about nature. A 15-inch gauge line north to Benny was built, followed later by a 10¼in one south to Newlyn Downs, both on the old trackbed, and a 7¼in railway at the East Wheal Rose site. No 1 'Zebedee', an 0-6-4T built by Severn Lamb in 1974, and 0-6-0 no 2 'Muffin' (Berwyn Engineering, 1967), both designed by David Curwen, worked the 15in line for many years along with diesels.

Some 40 years later Eric sold the enterprise to Keith and Sara Southwell, who added two secondhand Exmoor 0-4-2T+Ts to the 15in fleet, nos 302/1997 'Ruby' in 2015 and 331/2006 'Ellie' in 2017. Both were built for Cornish railways but later returned to their builders. Ellie and Exmoor's second 'Lorna Doone' were built together as 12¼in twins, and the former was »





regauged there for the Lappa Valley. Ruby previously worked at Brocklands Adventure Park near Bude, closed in 2007.

When my family and I visited in 2023, Ruby had been stopped for a boiler washout. Ellie should have been operating but was not co-operating and diesels were running instead – a shame as this is a most pretty and photogenic railway. Maybe on another occasion... On the one trip which Ellie made I tried to include the mine buildings in my photo. The engine

Above: Ellie at East Wheal Rose, the engine house chimney at right.

Below: 0-4-2T 'Lorna Doone' (Exmoor 330/2006), normally resident at Bratton Fleming and then just a few months old, arrives at Exbury for a Gala on 21st March 2007.



house defeated me, but I succeeded, just, with its chimney!

The railway was also hosting 0-4-0T+T 'Mountaineer', a much-travelled machine with an unusual history. It was built by Wilhelm van der Heiden in Rotterdam in 1972, one of three 15in gauge locos he constructed between 1968 and 1983. It worked in the Netherlands until 1985 when it was sold to the Bush Mill Railway near Port Arthur in Tasmania. It was rebuilt there with a larger boiler to suit the line's steep gradients, and arrived in the UK after the railway closed in 2004.

In 2023 the loco was loaned to the Lappa Valley, but it needed repair and was languishing at the back of a shed along with Ruby while it awaited its washout. Mr van der Heiden shared Exmoor's philosophy of building proper narrow gauge locos rather than miniatures. It still carried its Tasmanian red paint scheme and the two looked much at home together.

Exbury Gardens Railway

Lionel de Rothschild was a member of the well-known family whose banking house was founded in Frankfurt by Mayer Amschel Rothschild and his five sons in the late 18th century. Lionel became a partner in the bank, and like many family members had a deep commitment to philanthropic activities, but his real interest was horticulture. He planted his first plot

at the age of five, and sometimes described himself as a banker by hobby and a gardener by profession. He specialised in the propagation of rhododendrons, azaleas and camellias, and in 1912 moved to Inchmery, a house on the shore of the Solent, attracted by its gentle climate and the acidic soil in which they thrive.

Family lore has it that his plans to develop an extensive rhododendron garden there were thwarted by the presence of a public postbox on the road behind the house, which meant that neither road nor box could be moved. Instead he bought the neighbouring Exbury estate when it became available in 1919. With an army of workmen he set about transforming 200 acres of scrub and heathland into today's magnificent Exbury Gardens, taking care to work with the existing landscape but to tend it to his purposes.

The gardens became a noted centre for research and development of many plant species, notably nerines, the autumn-flowering plants with luminescent petals which are still an Exbury speciality; it's no coincidence that 100 years later the current president of the Nerine and Amaryllid Society is Nick de Rothschild, Lionel's grandson. Informality and intimacy have always been key to the gardens' layout despite their enormous size. They are often described as much the finest in the United Kingdom.





Lionel also built Exbury's first narrow gauge railway, used for construction of a rock garden, but it disappeared many years ago. After he died in 1942 the baton passed to his sons Edmund and Leopold, fondly remembered at Exbury as 'Mr Eddy' and 'Mr Leo'. They inherited their father's love of horticulture, and opened the gardens to the public from 1955. The management was handed to a charitable company 30 years later, financed from charitable trusts which the brothers ran.

As well as being a banker Mr Leo was a noted musician, related through his mother to the composer Giacomo Meyerbeer. He was also a passionate railway enthusiast. He wanted to revive the old line by the rock garden but the local planners were not at all impressed and turned him down flat.

Above left: 'Naomi' traverses the Exbury nursery, this section since replaced by the Dragonfly extension. 8th June 2006.

Below left: NGW editor Andrew Charman takes a turn on Exbury's 'Mariloo' on 1st June 2018. Photo: Rosemary Charman

Above: On the same day Exbury's first locomotive 'Rosemary' shows the classic Exmoor outline. Photo: Andrew Charman

Below: Mariloo (326/2008) draws to a halt at Exbury Central station with a long train on 8th May 2008.

A mutual friend suggested he consult the Stirlands who had encountered similar problems at Bratton Fleming. A revised scheme adopted 'Exmoor principles', using the 12¼in gauge and reducing its impact upon its surroundings to a minimum. Permission was granted and in 2001 the Exbury Gardens Railway was born, funded by a gift of no less than £1,584,000 from Mr Leo's charity.

In addition to passing the rock garden, a pinetum and nurseries the railway brought life to an old landfill site which was turned into the Summer Lane garden, accessible only by train. James Dunbar-Nasmith, a noted Scottish conservation architect and Mr Leo's good friend, designed the main station, copying many details from the Highland Railway's station at Aviemore, while the signals will be instantly recognised by devotees of the GWR.

The Stirlands were involved throughout the project, and provided 11 carriages in addition to the initial

two 0-6-2 locomotives 'Rosemary' (315/2001) and 'Naomi' (316/2002). More recently some of Exmoor's own locos have also visited the Exbury line to take part in galas and anniversary celebrations.

The line became hugely popular, and visitor numbers to the gardens increased by nearly 10,000 during its first full year of operation. The arrival in 2008 of 'Mariloo', the magnificent and much larger 2-6-2, meant that longer trains could run. It must have provided Mr Leo with great pleasure towards the end of his life. He died in 2012, having outlived Mr Eddy by three years, and Mr Eddy's four children are now involved in running the gardens.

The railway has continued to develop – an extension at its western end past the new Dragonfly Pond was opened in 2017 by Dan Snow, the broadcaster and historian, who lives close by at Inchbery. It is now more than two kilometres long. (*The Exbury line was featured in NGW 131 in July 2018 – Ed.*) »





Barnards Farm

The gardens at Barnards Farm, at West Horndon in Essex, have been created since 1988 by Bernard and Sylvia Holmes and, like Exbury, are run by a charitable trust; public access is managed under the National Gardens Scheme. They are widely admired, and notably are home to the Plant Heritage National Collection of Malus, or Crab Apple trees, which produce spectacular blossom in spring and colourful fruit in autumn. The trust's income derives mostly from investments and is used mainly to maintain the gardens, any balance going to local charities.

The Barnards Miniature Railway opened on 5th September 2010, built and operated by a group of enthusiasts as an integral part of the charity's activities. Initially it ran for just 260 metres from the main station at Burton Shaw, but has gradually been extended to Angel Green, 1.6km away, becoming the longest 7¼in point-to-point run anywhere in the UK.

The line was made double track as far as Belvedere in 2019, and a branch to Lake End was added in 2021. Belvedere station adjoins an artificial mound which is home to many roses, and from its top visitors can enjoy an extensive view over

much of London and the South East.

In addition to several mainline miniatures there are four distinctively narrow gauge locos. The 0-4-2ST 'Isabel' was built by Eric Walker in 2004 and 0-4-2T 'Joan' by Peter Beevers ten years later. They were both based on Roger Marsh's 1968 Tinkerbelle design which was modelled loosely on the Eaton Hall Railway's 'Katie'.

Two much larger 0-4-2T+Ts, 'Ernie Turner' and 'Christabelle E Holmes', both built in 1988 by John Forshaw, are developments the 1979 'Thomas II', also by Roger Marsh who was very much a pioneer of ultra-narrow gauge steam locos.

The stars of the steam fleet, however, are undoubtedly Barnards' four Exmoor 0-4-2Ts, numbers 309/2000 'Jean', 314/2004 'Amy Louise', 321/2004 'Doris Hilburn' and the Orenstein & Koppel-styled 337/2011 'Bernarda von Barnards'. They all came to the line secondhand, the first three having run at the Brookside Miniature Railway in Cheshire until 2018.

This is a thoroughly enjoyable little railway. I was shown around by the very helpful Marc Humphreys, who is involved in its management and is also one of the trustees of the charity, perhaps an indication of how

closely it works with the overall charitable concept.

Pugneys Light Railway

This is a very different but equally enjoyable little line, again operated with much volunteer input. It was built by Jim Pinder in 1998 at Pugneys Country Park, a highly valued recreational amenity at Wakefield in West Yorkshire, and reached its present 750-metre length the following year.

The line's lakeside route connects the main catering and parking facility with an extensive woodland nature reserve through which it runs in a balloon loop. It closed for a while until Bob Brocklehurst bought and upgraded it, and it reopened in 2017.

Bob has introduced two Exmoor locos, 'Jane', 307/2000, another ex-Brookside 0-4-2T which arrived in 2018, and 'Sapphire', 341/2021, one of Exmoor's three recent 7¼in 2-4-0s and currently the firm's newest completed machine. There are also 0-4-0T 'Peggy', built to Roger Marsh's 1976 Romulus design, four diesels and a petrol-electric 'Ivor the Engine' who must have relocated from the top left hand corner of Wales!

I was made extremely welcome on a crisp November day, and was even encouraged to drive Jane along the length of the line with an empty train, a wholly unexpected treat. I don't claim any great engine-driving skills, but the trip brought home just how well-engineered are Exmoor's locos. Jane seemed almost to drive herself!

Bob and his colleagues are a most hospitable group. Unusually the railway runs at weekends throughout the year as well as more frequently during school holidays. It is very well worth a visit and an especially good place to go for a mid-winter steam fix when most other railways are asleep!

I've received an enormous amount of help from many people while preparing these features, and I hope that they will accept this collective note of thanks. **NGW**

Above: At the Barnard's Railway on 29th July 2023, the Orenstein & Koppel-styled Bernarda von Barnards hauls its first public train following an overhaul.

Below left: 'Jane' and 'Sapphire' are prepared for their day's work at the delightfully sylvan engine shed of the Pugney's Light Railway on 11th November 2023.

Below: Later that same day, Jane is being turned between trains at Lakeside station.



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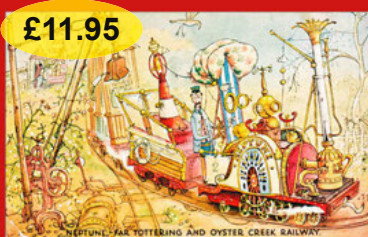


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Time to Get it Done

The Talyllyn Railway will head into its 75th anniversary year with an ambitious development project, as *Andrew Charman* reports.

The year of 2025 will mark a very important milestone for the Talyllyn Railway, 75 years since Tom Rolt gathered together like-minded souls in a Birmingham hotel with the aim of rescuing a virtually forgotten 2ft 3in gauge railway in mid Wales, and in the process set in motion the vocation that dominates the lives of likely a majority of *NGW* readers – railway preservation.

To mark the anniversary, the TR is setting out on its most ambitious development in many years – one long-desired that will bring major changes to both the line's principal terminus at Tywyn Wharf and its Tywyn Pendre engineering centre.

The 'Preserving our Past, Building our Future' project was officially launched at the TR on 22nd March, an event attended by grant-awarding bodies, politicians, business people and members of both the heritage railway and local communities.

Initially estimated at a cost of around £4 million and with a

hoped-for timescale of five to six years, the core of the project is as was described in depth in *NGW*170 in October 2022. The prime aspects are;

- 1) A new engineering facility on the site of the life-expired north carriage shed at Pendre
- 2) A new carriage shed on a new site
- 3) New carriage maintenance facilities and paint shop
- 4) More volunteer accommodation including an accessible suite
- 5) Remodelling the building at Wharf station with a more accessible entrance plus an enlarged café and shop
- 6) A new year-round, all-weather heritage facility to tell the story of the Talyllyn Railway.

Moving office

Assuming the plans come to fruition Wharf will gain a new heritage building on the curved road leading to the former slate wharf. The substantial house 'Trefri' which the railway acquired in 2019, home of the TR's last pre-preservation manager Edward Thomas and which overlooks the site, will be converted to provide additional volunteer accommodation and have many of the line's office functions moved into it.

In turn this will allow a major remodelling of the inside of the existing Wharf station building to encourage a more efficient visitor flow – visitors will enter the building direct from the much higher street level and descend inside the building,

Above: Attendees at the launch event on 22nd March enjoy the sight of two-train working, with no 2 'Dolgoch' on the service train and no 3 'Sir Haydn' on the launch special. Photo: Andrew Charman

All concept diagrams in this feature courtesy Talyllyn Railway

Initial concepts for Wharf see office functions and volunteer accommodation in 'Trefri', at the top of the picture, a new heritage building on the curved road to the former slate wharf and a remodelling of the main building, with an accessible entrance much higher up at street level and a flexible interior that can be used by the community when not required for railway operations.

passing through the Narrow Gauge Railway Museum, shop and cafeteria before exiting onto the platform.

The most significant changes, however, will be at Pendre, where the railway has desired better facilities for some time – the cramped site has long presented challenges, such as basic issues as the paint shop being rendered out of use by a need to store carriage sets. Now the north carriage shed, the first additional building that was added in preservation, is in serious need of replacement.

Major development has been made possible by the acquisition of a strip of land, known as The Orchard, adjacent to Pendre. How this land is used is likely to depend on the level of funding secured and the practicalities of using it – among several challenges it is currently at a significantly higher level than the railway and much spoil would need removing.

Working on three options

Architects have, however, prepared three initial concepts for the Pendre site – the railway emphasises that all the project concepts are initial and likely to change as the scheme develops. In the most complex version a complete new carriage shed, repair facility, woodworking shop and paint shop would be built on The Orchard with a new locomotive workshop on the site of the north carriage shed, allowing the current sheds, which date back to the railway's opening in the 1860s, to be turned into a mainly heritage facility with public access.

The other new carriage shed, meanwhile, is likely to be a long single-road building at the lineside east of Pendre – development in this area having been considered by the railway in the past.

The railway has already secured an initial £110,000 grant from the National Lottery Heritage Fund which was match-funded by the TR's own resources and paid for the development of the proposals – this in turn will lead to a further grant application to the NHLF for more than £1 million.

The TR has also launched The 75 Appeal, which aims to raise at least £500,000 towards the cost of the project over the next five to six years. Initially this fundraising will focus on the conversion of Trefri and providing extra carriage storage space at Pendre.

Speaking at the launch event, TR company chairman David Ventry welcomed the launch of the project and highlighted two key areas of it, the provision of suitable and accessible volunteer accommodation and the need for better workshops at Pendre, both to maintain the line's fleet and train those who will be custodians of it in the future.

"We've been talking about this for years but the time has come to act," David said. "We now need to invest in the future for our volunteers, our visitors, the public to provide them with an enhanced experience, one that they will want to come back and experience again." **NGW**

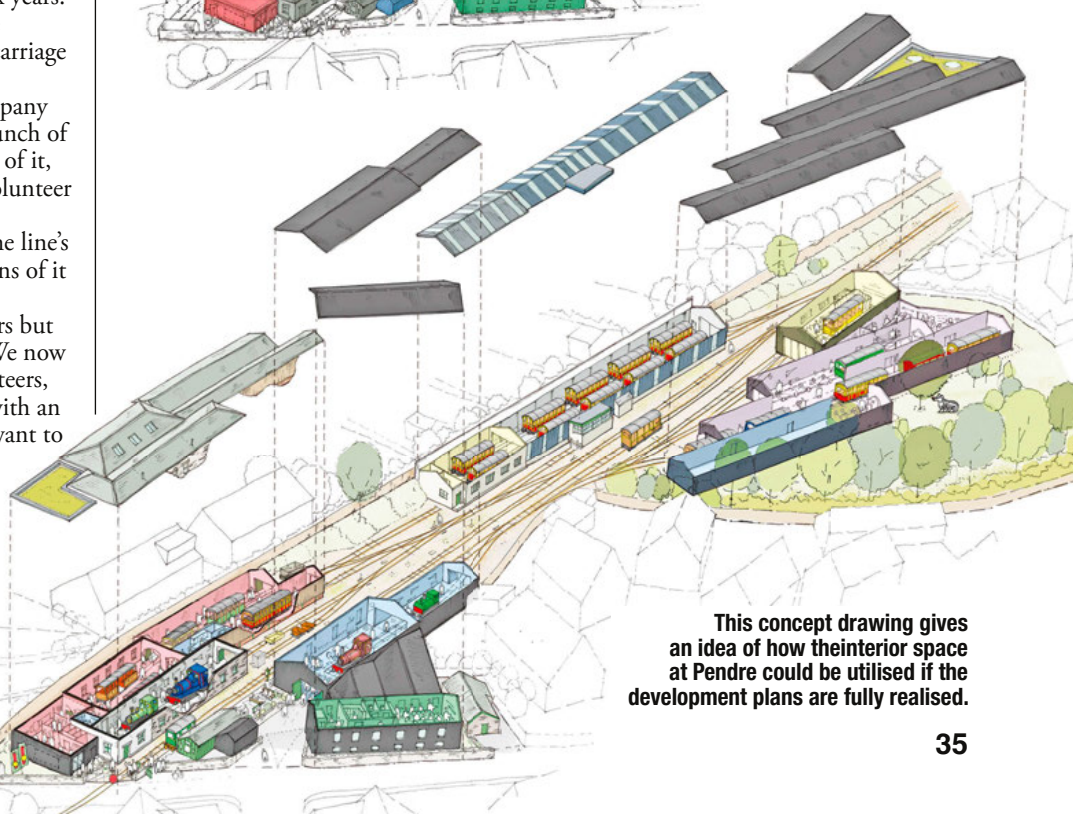
More Information

The railway has set up two websites, describing the project at www.talyllyn.co.uk/heritage-fund and for donators to the 75 Appeal at www.talyllyn.co.uk/75appeal – **NGW** readers can also watch the project launch video at bit.ly/49yFjlw

Three initial concepts of increasing complexity have been proposed for Tywyn Pendre, with the primary (but not only) deciding factor likely to be funding. Option A would see a new loco and carriage workshop on the site of the north carriage shed (blue and purple), a mess room and offices (green) and an extended paint shop (yellow), with the existing buildings in red and grey retaining many of their functions but with an added heritage display aspect.

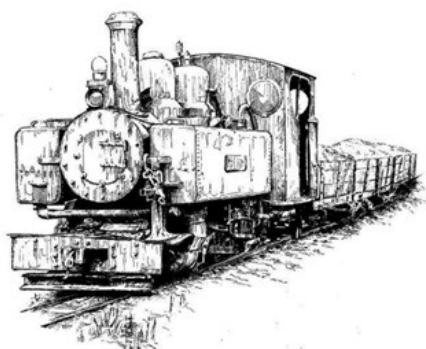
Option B adds the potential for some development on The Orchard site, as a location for the paint shop. All three options envisage further carriage storage at a new shed east of Pendre.

Option C sees major development on The Orchard with carriage repair and woodworking (purple), the paint shop (yellow) and stores (blue) all located there. More space in the original building (red) is given over to heritage aspects though the loco running shed (grey) retains its function.



This concept drawing gives an idea of how the interior space at Pendre could be utilised if the development plans are fully realised.

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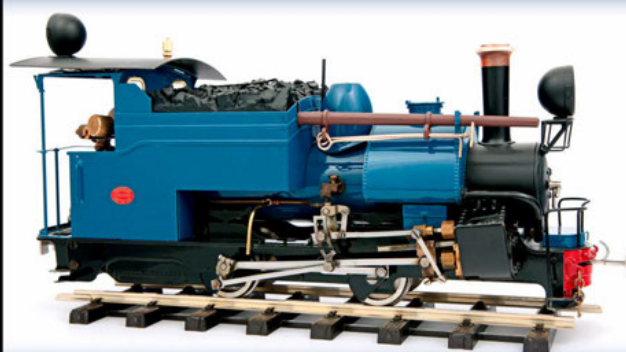
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Tanyglaslyn – slate splendour

Karl Heath, whose photos of the narrow gauge regularly grace *NGW's Gallery* pages, demonstrates that his skills are not just behind the lens with this Welsh-themed diorama, the result of a recent conversion to 009 scale.



To begin with some background – like many modellers I imagine my entry into 009 modelling from just 00 was sparked by the Bachmann announcement of the Ffestiniog Double Fairlie. Whilst the Baldwins and Quarry Hunslets were good it was the iconic Fairlies that opened the door to the gauge for me.

Having amassed a collection of 009 models and built a diorama for the Hunslets, I had been looking for a subject to model that would be a better setting for the Fairlies along with the England 0-4-0s and mainline (former Penrhyn) Hunslets. Part of the problem was that the Ffestiniog Railway is blessed with many locations crying out to be modelled with its slate wall, dry-stone wall embankments and slate

scree backdrop, but I also find the Welsh Highland to be a very beautiful line particularly the famous section through the Aberglaslyn Pass.

It was during the Welsh Highland 150 event, when Joey Evans (*another of NGW's regular photographers*) and I were stood on top of tunnel 2 in the Aberglaslyn Pass awaiting 'Russell', that I decided it was this landscape I wanted to capture. But I also have a soft spot for the Ffestiniog Railway at Tanygrisau with the railway perched on a high ledge, and so whilst stood in the Welsh valley an idea formed to model something that had the impression of Tanygrisau as well as the Aberglaslyn Pass. And so Tanyglaslyn was born, stood on a tunnel watching the trains go by.

Above: The driver has no time for the Autumn colours on the trees as he eases his double Fairlie through the rock tunnels adjacent to Tanyglaslyn Halt.

All model photos by Karl Heath

Planning – what to feature

As a frequent visitor to the Ffestiniog and Welsh Highland Railways, particularly for photo charters and the excellent Victorian and Bygone weekends, I had all the inspiration and photo research I wanted really and so a plan was needed to fit in as much as was possible. As I like to photograph my models outdoors I tend to start a diorama with establishing the elements that I want to include and the photos that I would like to take. »



As this would be a simple layout with one line and no passing loops, it was important to be able to create a number of scenes to give the impression of a longer layout than it really is, given that the baseboard would be one made by Scale Model Scenery (www.scalemodels scenery.co.uk) giving a scenic section of just over one metre by 22cm.

The elements that I was keen to include were the railway running on a high wall above a village, but on a ledge with a rock face behind, a station as I really like the character of the Welsh slate stations, a river and a short tunnel in the middle with the railway disappearing into further tunnels at either side.

Over many years photographing the

railways of Wales I have always found the colours of Autumn to be the best time of year to capture the scene – the reds and golds contrasting nicely with the dark greys or the slate and mountainsides. So for that reason I decided to set the model in the period of late September to early November – I could then include colour in the trees as well as some purple heather.

Buildings and Trackwork

The track work is very straightforward, consisting simply of Peco Code 80 Flexitrack which is powered by use of pre-wired droppers. The track has then been weathered using Railmatch rust and sleeper grime paints.

In the past on layouts I have used

Woodland Scenics for the ballast but on this one I wanted to represent the lightly-laid line that the Ffestiniog and Welsh Highland would have been pre-preservation. It was on the RMweb online forum that I saw someone had used a disposable barbecue to very effectively model ash for a 00-gauge shed scene and so I decided to try this for ash ballast, although burning a disposable barbecue in the front garden with no food on it in December did get a few odd looks from the neighbours...

This ash was then spread on the track bed and fixed down using watered-down PVA glue. The different colours of grey and black that are produced naturally by using a real ash is in my opinion very suitable for this task.

The cottages and steps are from the Bachmann Scenecraft range and they are pretty much as bought – a small amount of weathering has been added to these using weathering powders and pencils but they are largely direct from the box.

The station and water tower are from the superb and ever-expanding MS Models range of buildings. This company is building up an impressive selection of



Above: Karl has done an excellent job in recreating a scene familiar from many photographic expeditions to north Wales.

Left: Tanyglaslyn Halt is typical of those found on the north Wales slate railways and created using 3D printed buildings from MS Models.

Above right: Penrhyn Hunslet 'Linda', in the blue livery that the full-size loco wore for a while on the Ffestiniog Railway, is between the two rock tunnels.

Right: Baldwin 590, another Welsh Highland veteran but here in War Department guise, hauls familiar stock through the gorge.

structures and a browse of the website (www.msmodels.co.uk) always sparks off ideas for layouts and dioramas, some of which I have already bought and are currently in undercoat for the next project.

The models used here are from the Dolgoch station range – there are WHR and FR-based models available too but these were too big and dominated the scene too much. The Dolgoch one just looked right on the board, ironic really that the smaller building is a model of one on a larger-gauge railway than the WHR. These were painted similarly to the rock face by having a base coat of grey following washes of a variety of colours.

Landscaping

It was obvious from the initial planning stages that the stone retaining wall on which the track bed would sit was going to be the dominant feature of the layout and so the material for this needed careful selection. My initial thinking was to use real slate pieces and build the wall up slate by slate as at this stage I was considering producing something like Gwyndy Bank on the Ffestiniog Railway. However, the thought of this was a bit daunting given the size of wall I would need which would probably have required many thousands of small slate fragments to build.

In the end I went back to studying photos of Tanygrisiau as the plan was to give the impression of that section and I was relieved to find that rather than thin slices of slate this looks more like a stone wall. So I scoured the internet for stone retaining walls – most options available such as the Wills sheeting didn't have the relief that I wanted and would appear too flat.

I then stumbled across a Noah stone retaining wall made from foam board and this looked just right except for being far too pale. So one was bought and cut to size before being treated to a number of washes, using acrylic paints heavily watered down. A mix of blacks, browns and greys were used which toned the wall down enough for it to look like it had been there for years.

An element that I absolutely had to get right was the rock faces as these would form the most visible and widespread landscape on the layout. I hadn't been too satisfied with my previous modelling of a rock face as for me it didn't look enough like rock – that had been done using plaster and chipping sections away.

For this layout I tried an alternative option which was to use cork bark pieces and mask the joins with small amounts of plaster. This was entirely sprayed dark grey followed by a quick thin coating of light grey as a base colour. Then similar to the retaining walls I applied numerous washes to the rock faces using a range of colours including black, grey, umber, yellow, green and reds. I think that this approach has been far more effective for the rock faces and I am very happy with the result.

For the autumn time period I wanted to represent I needed a base of rough grass and



over a number of layouts I have found the most effective starting point is hanging basket liner from B&Q – this is cut to shape and glued onto the layout, then sprayed with layering glue and a mix of autumnal static grasses from the War World Scenics range is applied by means of a puffer bottle.

I didn't want all three gardens to look the same and so decided to use the short 1 and 2mm autumn grass for two of them to represent well-tended lawns, while thinking that having a vegetable patch in the third would help set the autumn scene with a selection of ripening vegetables alongside a shed from the Scale Model Scenery Range.

The evergreen tree next to the cottage is from the excellent Primo Trees range as are the bushes around the layout – these are actually Birch trees that have had the branches cut off for use as bushes and some grass flock added to provide some variation.

In order to achieve the autumn look I had intended the layout needed to have lots

of colour added to it and I have tried to achieve this by using a red flock on the bushes to represent berries, along with some War World Scenics purple heather patches and orange bracken placed in random patches across the scene. The signature trees are from that company's autumn foliage range of seafoam trees and autumnal colour flocks which come pre-mixed. The trees were painted with Railmatch Sleepergrime spray as I felt the brown colour would give a good appearance. Then layering spray and the flock were added.

The river is Woodland Scenics realistic water poured onto a layer of War World Scenics smooth peat which has been sprinkled with gravel from the garden.

I like to think that the landscape successfully portrays the rich colours of autumn and this is certainly enhanced on an autumn or spring evening when I take the model outside to do some photos in the evening sunlight. »





Rolling stock

As it stands the majority of rolling stock and locos are ready to run from Peco and Bachmann, consisting of a small England, Double Fairlies, Baldwins and quarry and mainline Hunslets. The exceptions are a set of FR slate wagons produced as 3D-printed kits by Brooks 3D, which are incredibly well detailed, easy to paint and excellent value. These will be added to on the coaching front by some Fourdees carriages to supplement the Bug Boxes and Bowsiders from Peco.

Figures

A key element to the scenes for taking photographs is the inclusion of figures from the Modelu 3D range, all of which have been painted by 'Tunnel Lane Model Railways by Dan Evason' and really add character to scenes.

Photos

I find that when it comes to taking photos of the layout nothing beats natural sunlight and that this can make the model look much more realistic than any artificial lighting. Therefore all the photos are taken outside with the model balanced on top of my car, taking advantage of the wonderful lighting conditions that the driveway gets in an evening.

Having set out to build a model that takes inspiration from two well-known places on the FR and WHR I like to think I have achieved a setting that is both believable but also a fitting place for the Welsh narrow gauge models to run. In building this model I have found an ever-greater love for modelling narrow gauge railways as you can really represent a railway in its landscape to a much larger degree than you can in the same space in 00. So in the future an extension through one of the tunnels to a terminus station is a definite consideration.

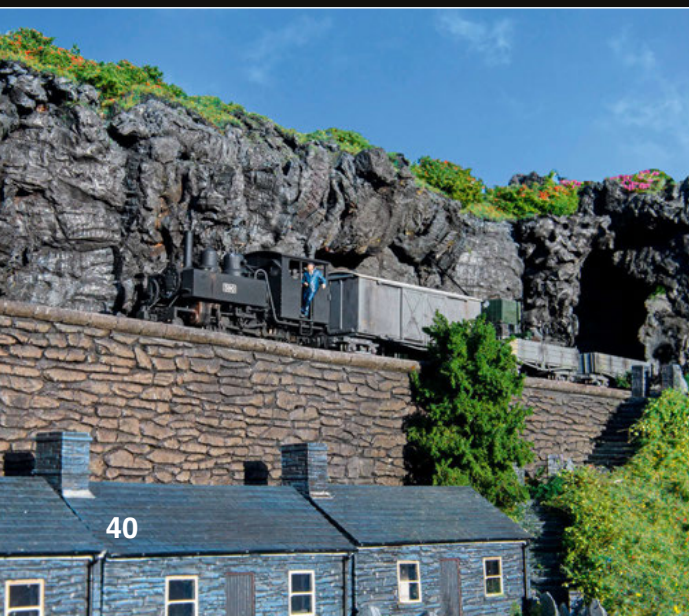
Before then though a highlight for me personally is the impending release (*by Peco and Kato*) of my favourite Ffestiniog Railway engine, 'Palmerston', which I am looking forward to getting, plus the hope that someone may deliver a 'Russell' and even a 'Moel Tryfan' – well we all need to dream sometimes don't we... **NGW**



Above: Karl likes to take his diorama outside and photograph his models in natural light, making it easy to create effects such as this on a sunlit evening.

Left: It's that Baldwin again, but this time in Welsh Highland Railway lined livery and hauling a passenger train through the tunnels.

Below: A conundrum for readers! Being a photographer of full-size narrow gauge Karl likes to add smoke and steam effects to his model pictures. At least one of the major railway modelling magazines also does this whereas others regard such manipulation as an absolute no-no! We would be interested in the views of **NGW** readers...



Transporter wagon?



Roving *NGW* reporter **Phil Barnes** has been out seeking out layouts of narrow gauge interest again, and at the Steyning Model Railway Show on 10th March discovered a rail vehicle that really does fit the status of 'prototype for everything'...

The idea of combining what appears to be a Motor Rail Simplex chassis with the cab of that cult classic automobile the Volkswagen Transporter Van, seems to be a brilliant one – certainly it would offer more comfort to the driver than the average cab of a Simplex. We are pretty sure, however, that this has never been tried in real life – unless an *NGW* reader knows different...

The model was photographed on the engrossing little layout 'Ferness', which is a fictional representation of a former granite

line in the West Highlands of Scotland, now preserved as a heritage railway serving a castle.

The model is built to 1:32nd scale, approximately 9mm to the foot, and while that might seem very unusual in the model railway world, it is the same scale as Airfix plastic kits, Scalextric cars and Britains farm models, and is also used widely by military modellers. As a result there are plenty of accessories and figures available.

Track of 7mm scale 16.5mm gauge is used, scaling out to an equivalent gauge of about 1ft 10in.

Unfortunately Phil did not get the name of the builder – if it was you drop us a line so we can give you a credit for what is a highly attractive model with lots of interest.



MODEL LINES



Get into Beds with 16 millers

Model in 16mm to the foot scale? Located within striking distance of Bedfordshire? The Beds 16mm Narrow Gauge Modellers are keen to attract some more members to their ranks.

Member Garth Bridgewood describes Beds as "a friendly group who meet on the first Sunday of the month between 10.30am and 4pm at Eaton Bray Village Hall, near Dunstable. We usually have two running layouts for 16mm live steam and electric locos in both 32mm and 45mm gauges."

Anyone interested in joining can call Garth on 07706 370364 or visit the group's web page www.bag16mm.org.uk, for further information.

And a date for the diary – at its AGM the group decided that its popular annual show 'Steam in Beds' will be held this year on Saturday 23rd November.

7mm fans go for Burton

It's that time of year again – we now have more details of the AGM and annual exhibition of the 7mm Narrow Gauge Association, which will be held at its traditional venue of Burton-upon-Trent Town Hall on 8th June between 10.30am and 4.30pm. So far 14 layouts are confirmed for the event, along with a similar number of specialist traders working in the scale.

The show will also see the holding of the Association's annual modelling competition, which has produced some delights in the past.

For more details of the competition and the show, see the advert on page 36 of this issue or go to the Association website at www.7mmnga.org.uk

Promise broken...

For a third successive issue we cannot bring you the continuation of the *NGW* Project Layout, despite promising to last time... We can only apologise, this time the circumstances that led to the piece not being completed were totally out of our control. Rest assured the project is continuing and we will bring you the next instalment as soon as possible. At least this month we have Karl Heath's superb exercise on how model railway scenery should be done...

First 009 diesel from Bachmann is a small and delightful model

The latest release in Bachmann Europe's ever burgeoning range of 009 narrow gauge ready-to-run British stock is the first from the manufacturer of a diesel, an example of the 70hp Baguley-Drewry locos originally built to work at Royal Naval Armament depots from 1980, and since finding wide use on several lines across the heritage railway scene.

What is a diminutive model was recently reviewed for our sister magazine *British Railway Modelling* by Andy York. Andy tells us that a respectable amount of weight to the model is evident when taking it out of the box – the diecast chassis and body parts ensure it offers plentiful adhesion and traction in use.

The loco runs well at slow speed and with decent loads. While the short 15mm wheelbase may cause problems on poorly laid or dirty track, or over points with dead frogs, Bachmann has tried to assist with this by including a brass flywheel from the small coreless motor. The small body shell leaves very little room for interior modifications to be made once a Next18 DCC decoder is fitted, this sitting over the motor block.

Livery options

The review sample is liveried in the yellow of the RNAD Dean Hill Depot and numbered as DH888 (BD 3755), which ran under defence ownership until 2004 before moving to preservation. Today it is at the Waltham Abbey Gunpowder Mills Railway in Essex.

The finish of the model is excellent with a good density of the yellow, well applied warning stripes with the Baguley-Drewry maker's name printed onto the front and even a tiny rendition of a fuel gauge on the driver's side of the body panel.

This is just one of a range of finishes available with this model – Bachmann has also released it in a plain dark green, maroon lined with fine yellow and black, an ICO orange and grey and British Industrial Sands' white and yellow with the firm's trademark camel.

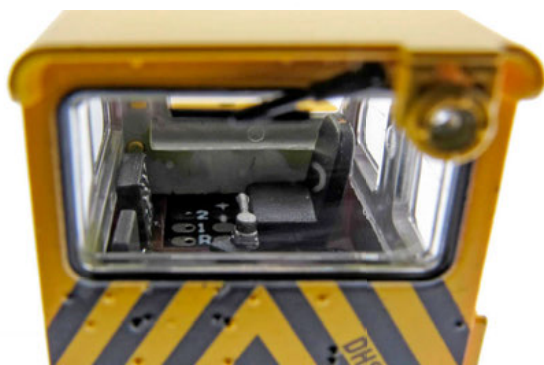
Individually fitted details include the air filter mounted on top of the bonnet, non-functional lights at the front and rear of the cab, windscreen wipers, the exhaust conditioner and, inside the cab, chairs and controls. A detail pack is also supplied which includes alternative bufferbeam weights, as shown on the front of the model in the photos. Fitting these does require removal of the standard narrow gauge couplings.

This is a nicely executed model and we can see examples of the loco finding homes on a wide variety of 009 model railways.

Produced by Bachmann Europe
Web: www.bachmannuk.com
Recommended Price: £119.95



Above: Dean Hill yellow finish is well applied.

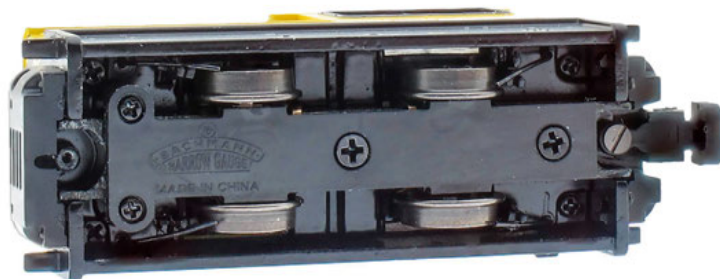


Left: Plenty of detail in the cab.

Below: Not a lot of room underneath – chassis likely to find wide use under other projects.

Bottom: Warning stripes particularly neat – note the light detail too.

Photos: Andy York



Bachmann springs surprise with 7mm scale range



Just as *NGW* closed for press Bachmann Europe revealed a major surprise at the Statfold Model Railway Exhibition by announcing a new range of ready-to-run models in 7mm scale.

To be dubbed NG7 by Bachmann, and fully compatible with all existing 7mm stock and running on the track sold for many years by the likes of Peco, the initial range will consist of the ubiquitous quarry Hunslet 0-4-0ST in both open and closed-cab varieties, a selection of slate wagons and even Scenecraft resin buildings including an engine shed in the style of those found on the upper levels of the Dinorwic slate quarry. A new coupling system has also been developed for the range.

Bachmann showed engineering samples of the new models at the Statfold show and confirmed that production is well advanced with the full launch of the range, along with details of liveries and variants, planned for the summer of this year.

We will carry a more detailed report on the new range in next month's issue. With Bachmann's ready-to-run offerings having virtually revolutionised the 009 market over recent years, modellers working in 7mm will no doubt consider the manufacturer's entry into the larger scale very exciting news indeed, particularly as the press announcements describe these as initial offerings.



Large-scale Ruston

New releases in 7/8ths scale (22.5mm to the foot) are not that frequent so it's doubly nice to see this latest offering from Bole Laser Craft, of a Ruston 20DL locomotive, widely employed in many industrial environments. The kit consists of a chassis adjustable between 32 and 45mm gauge, with steel wheels all driven by metal gears from a 12-volt motor, powered by a rechargeable PP3 battery which projects through the bonnet for easy recharging.

Easy assembly is a feature of the kit, most of the major bits held together by nuts and bolts – the main body is 3D printed in resin with various 3D printed components. The loco is available as a basic kit, a kit with the chassis assembled, ready to run or even ready to run with radio control! Bole Laser Craft also offers the Ruston in 16mm scale – details are on the website.

Produced by Bole Laser Craft Web: <https://bolelascraft.com>
Price £190 kit only, £220 with pre-built chassis, £290 ready to run, £390 ready to run with radio control



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Narrow Gauge in the Ypres Sector

Martin J B Farebrother & Joan S Faarebrother

■ The extensive role that the narrow gauge played in the First World War, especially on the front lines of France and Belgium, has long held a fascination for many an enthusiast. This, the third title by the Farebrothers, follows the Arras Sector published in 2015 and the Somme Sector in 2018, and maintains the exceptional standard of what are effectively definitive documents of this period of history.

Focusing on one of the most fought-over sectors of the war, this is a forensically detailed work telling the full story from the metre-gauge lines that pre-dated the war, the massive build-up of 600mm gauge lines during the conflict and what became of all the railways subsequently. The hardback title, running to 264 pages, includes well-reproduced photos and extensively detailed maps both of the overall areas and the track layouts of various depots and such. For students of War Department rail this is a must-buy and many will find it fascinating. **AC**

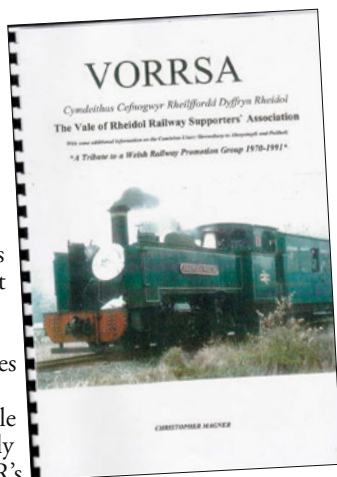
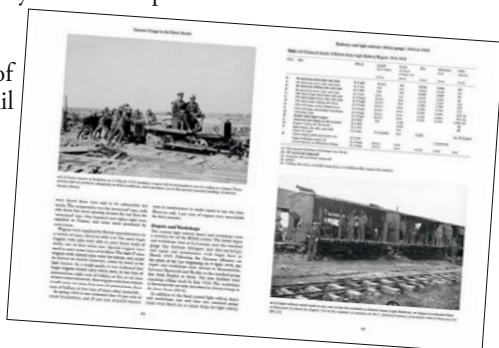
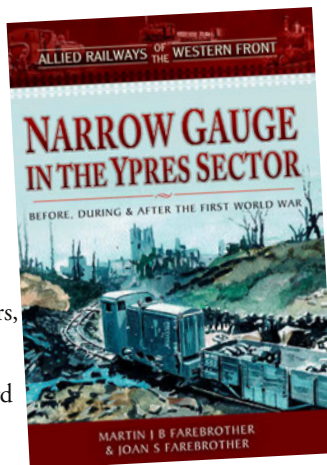
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VORRSA – The Vale of Rheidol Railway Supporters' Association

■ Chris Magner has become well known for his passionate research into the years when British Railways disposed of the narrow gauge lines it had inherited and the role paid by various personalities in that period. His latest-self-published work focuses on a perhaps little-known group of supporters that tried to assist the Vale of Rheidol railway during the highly uncertain period when it became BR's last steam-operated line. It is also a tribute, Chris tells us, to the BR staff who saved the line from closure before it passed into private ownership and was eventually transformed into the highly successful line we know today.

Chris produces these titles for his own pleasure with no commercial ambitions, so rather than expensive binding and picture plates you get a ring-bound copy with scanned photos. But at an inexpensive price you also get a level of detailed chronology you will seldom find elsewhere. Anyone with an interest in the Rheidol story will find this title absorbing. **AC**

Published by Chris Magner
E-mail: chrismagner45@yahoo.co.uk
Price £17.00 post free



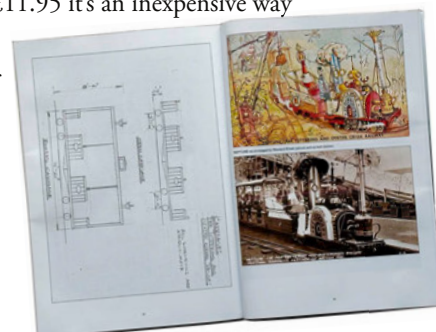
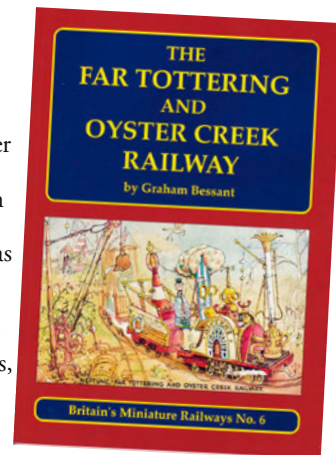
The Far Tottering And Oyster Creek Railway

Graham Bessant

■ It was one of the oddest lines ever built, a transformation of a noted cartoonist's work into real life when the 15-inch gauge Far Tottering & Oyster Creek Railway was created as part of the 1951 Festival of Britain in Battersea Park, London. While under the skin its locomotives were diesel-electric machines their bodies, and the carriages they pulled, were the outlandish creations that cartoonist Rowland Emmet had been publishing in *Punch* magazine since 1947.

They only ran this way until late 1953, but the line lasted in some form until the 1970s. It has long deserved its own book and Graham Bessant has done a good job with this modest A4 softback which while running to just 56 pages tells the full story, with plenty of pictures and something modellers will particularly appreciate, drawings of all the rolling stock and even the equally distinctive buildings. At just £11.95 it's an inexpensive way to learn about a short-lived but fascinating line that has stayed in the consciousness of many a narrow gauge enthusiast. **AC**

Published by Mainline & Maritime
ISBN 978-1-91379-726-3
Web: www.mainlineandmaritime.co.uk
Email: iain@mainlineandmaritime.co.uk
Price: £11.95



The Welshpool & Llanfair Steam Gala 2023 (DVD)

■ Michael Field's travels in 2023 took him back to a favourite filming spot, the Welshpool & Llanfair Light Railway for the mid-Wales line's annual Steam Gala. As is typical of MFVP productions this disc forms a detailed record of all three days of the event, Michael notably not confining himself to the main termini but getting out into countryside – Friday is mainly spent at the main crossing point of Castle Caereinion, Saturday at various points of the line and Sunday at the intermediate halt of Heniarth.

Among the various highlights on show we see two Austrian locomotives in action, 699.01 'Sir Drefaldwyn' wearing a green undercoat as it takes part in its first Gala for many years alongside on-hire Zillertalbahn loco ZB2 'Zillertal', action with the railway's recently restored Wickham trolley – the third item of pre-preservation motive power alongside the well-known Beyer, Peacock 0-6-0Ts, unusual diesel-hauled passenger workings and plenty of shunting action that the event is known for.

As ever this is an excellent record of the weekend that will particularly spark memories for those who were present. **AC**

Produced by MFVP, The Rowans, Bishop Kinkell, Conon Bridge, Ross-shire IV7 8AW Tel: 01349 861129
E-mail: m.fieldvideo@googlemail.com
Price £15.95 plus £2.50 UK post and packing

Should your latest book or DVD be on this page? Send details to Editor Andrew Charman at 12 Maes Gwyn, Llanfair Caereinion, Powys SY21 0BD, or at editor@narrowgaugeworld.co.uk



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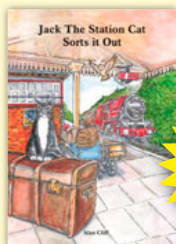


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Last Railway in Donegal

The article in *NGW*182 reads very well but has a few inaccuracies. Hugh Dougherty states the bog was worked from 1940 and the turf from the workings was sent round by cart – actually I think lorry – to Glenties station. That is only partly correct.

In 1940 the Turf Development Board, forerunner of what in June 1946 became Bord Na Mona, surveyed the whole bog. A rail line was laid down from a small corrugated iron shed to just short of the Owenea River. The bridge was not built until 1946 under the BnM – it still has its date stone.

The TDB, as the Turf Board was known, never did work on any of the bogs until after July 1946 when drains were dug. The 2ft gauge railway was only used to take out the men to do that work. The first locomotive was a secondhand Simplex obtained through an agent in Wigan. It arrived around 1941, possibly via Belfast, because by 1941 Ireland was a neutral state.

The Adara Road Bog was split into two sections, one half given over to the Donegal County Council hand-won turf scheme. A 2ft gauge railway worked by a horse was laid the full two miles of the bog and the turf taken the short distance by road to Glenties station for onward movement by rail, eventually to Dublin for the renowned Phoenix Park turf clamps.

The Simplex loco was removed about 1942 to the TDB operations at Turraun in County Offaly. It was used in the Peat Charcoal gas-making plant, producing a fuel for vehicles. Petrol and diesel in Ireland were in short supply and strictly rationed.

In July 1946 the newly formed BnM returned to Glenties, built a tippler and acquired two diesel locos, which became LM 20 and LM 21. It set about harvesting the bog from the other side of the Owenea River.

Adara Bog and the County Council hand-won bog were taken back in house in 1948 to supplement the supply of machine-won turf from the Owenea East and West Bogs. Turf was carted out to Glenties station on a daily basis, but only until September 1949, after which the Glenties CDR line was lifted.

Two or three peat wagons were allocated as carriages to take workers to and from the bog at the start and end of each shift. Passenger operations were introduced right from the start in 1946. Two small older wooden bodied wagons were converted as enclosed riding vans in 1952 and were known locally as the 'Paddy Vans'.

All locomotives from the system were saved for preservation. At the close of operations in 2004 there

"The loco's 'restoration' to passenger operating standards may well destroy many original features, and in order to make it suitable for its new role, modifications will surely have to be made that could significantly alter its nature..."



were just five locomotives and a very dismantled Wickham petrol railcar.

As Hugh rightly says LM 198, a secondhand purchase, and LM 263 were saved and remain in Ireland. LM 20, LM 21, LM 26 and LM 264 were saved and are now in the UK. LM 16, the very first 2ft gauge Ruston loco with the TDB/BnM, is located on the Cavan & Leitrim Railway at Dromod. It is in running order but awaits a final lick of paint.

A great article and the photos, which I had not seen before, bring back some fond memories. Again, thanks very much. *Andrew Waldron*

Furnace issue?

I am writing to express my concerns over the recent announcement of the gifting by the National Trust of the Black Hawthorn locomotive 'Kettering Furnaces No.3' to an organisation outside the UK.

I wish to make it clear that I have no issues with the southern Ireland-based Irish charity to whom the loco has been donated, my concerns lie with the legal and moral background to the decision by the National Trust, supposed guardian of our heritage, which has seen fit to allow an historic artifact, held in trust by them for many years, to leave the UK. Leaving

our shores will put the locomotive outside the sphere of influence of the UK railway heritage movement where it surely belongs.

Further, the loco's 'restoration' to passenger operating standards may well destroy many original features, and in order to make it suitable for its new role, modifications will surely have to be made that could significantly alter its nature.

I firmly believe that this locomotive should remain in the UK in the custodianship of an suitable organisation that will continue its preservation. In order to gauge support I have opened an online petition and would encourage all who share my concerns to add their names without delay at: <https://chnng.it/J7DPwCGhWX> *Stephen Seale*

Andrew C replies: It's a valid view, readers with an opinion are welcome to write to us. See also this month's *UK News* pages.

Not the last to shut

On page 17 of *NGW*182 it says that the Pressnitzalbahn was the last 750mm gauge line in Saxony to close. This is not the case as four other lines continued into the 1990s, three of which still operate regular steam-

Above right: Should the Irish-bound loco 'Kettering Furnaces No.3', here pictured at Penrhyn Castle museum, be staying in the UK? See the letter from Stephen Seale.

Right: The well-travelled 'Sir Humphry Davy' on the Rydon Park Railway in September 1988 – see 'What's in a Name?'. *Photo: Tim Edmonds*



hailed passenger services today.

I expect I'm the 94th person to raise the issue but I thought I'd mention it. Full details are given in my Silver Link publication *The East German Narrow-Gauge* which was reviewed in *NGW* at the time.

Phil Horton

Beds not Berks

I hope you don't mind my correcting the caption to the photo on page seven of *NGW* 182 of the Whipsnade Railway. I believe Whipsnade is in Bedfordshire, not Berkshire!

Geoff Mizen

Andrew C replies: We have no problem with publishing corrections to items in *NGW*, especially when the correction comes with lots of useful extra information, Andrew Waldron's letter being a case in point. But there's absolutely no excuse for editor Charman's appalling geography...

Memories of Cheals line?

I have been asked to help the 10¼-inch gauge South Downs Light Railway in Sussex with a book they are producing to celebrate their 25th anniversary next year. My task is to research and produce a chapter on the old Cheals Garden Centre Railway (a 7¼-inch gauge line which predated the SDLR), especially as I have my own photos dating from 1988. This line was referred to briefly in the second part of James Waite's survey of Exmoor Steam Railway locos in *NGW* 182.

If any readers have information, photos or such on the Cheals railway, I would be grateful if they would get in touch with me.

Phil Barnes

Andrew C replies: Readers with information can contact Phil via the *NGW* office address.

What's in a name?

In James Waite's interesting survey of 10¼in gauge lines (*NGW* 182) he mentions the Bo-Bo i/c loco built by Trevor Guest which had recently arrived from Beale to run on the now-closed Astbury Light Railway. It is pictured on page 13 of the news pages in the same issue, where it is at the rear of the last train on that line.

James mentions that this loco was given the name 'Sir Humphry Davy' when it ran at Crowlas, near Penzance, but before going to Beale it ran under that name on the Rydon Park Railway in North Devon and the Smokey Oak Railway in Wiltshire. The story of the short-lived Rydon Park Railway and the complex history of the locomotive were told in my article in *NGW* 151.

Tim Edmonds

From a different age...

Remembering the 'poster boys'...

The Narrow Gauge Railway Museum in Tywyn has over 800 items on display (writes *Ian Evans*), from complete locomotives to smaller pieces such as paperwork, signalling equipment and tickets. With nearly 90 railways represented in our collection, it provides a unique and comprehensive record of the 200 year history of narrow gauge railways.

Among this collection, a number of people are named. This includes the designers and builders of locomotives; the people who gave their names to those engines; the officers of railways whose name appears on signs and posters; the quarry owners and those who worked for them.

Each year, this collection is supplemented by a Temporary Exhibition mounted in the Museum and in 2024 this tells the stories of 32 people associated with the Museum's exhibits under the title 'People of this House'. For example, two of those featured are managers whose names appear on the bottom of posters.

George Morse Jenkins

The name G M Jenkins appears at the bottom of the Glyn Valley Tramway (GVT) poster displayed in the stairwell of the Museum. George Morse Jenkins succeeded Edward Williams as Secretary of the GVT sometime after the latter had signed off the accounts in 1890. Jenkins also was appointed GVT Manager, taking over managerial responsibilities from Managing Director Henry Dennis. His initial salary for 1891 was £140 18s 0d.

Jenkins was born in Kington, Herefordshire in 1863, the son of a grocer – Harry Jenkins and his wife Louisa. He was employed by the GWR as a lad clerk, aged 13, at New Radnor. He moved to the Superintendent's Office at Hereford in 1879 (although the 1881 census still records him living at the family home in Prospect Row, Kington), and he resigned from the GWR in April 1890.

He married Elizabeth Ann Williams in Kington on 14th July 1892. They had a

daughter and three sons and, lived at 17 Salop Road, Oswestry and later at Westminster House, Gobowen. He was Manager and Secretary of the GVT from 1891 and remained in post until his death on 22nd November 1923, aged 60, having served the GVT for 32 years. He is buried at Chirk.

Robert Henry Livesey

The Donegal Railway poster also displayed in the stairwell shows that R H Livesey was the General Manager of the County Donegal Railway, based at the Stranorlar headquarters. Robert Henry Livesey had been recruited from the North Wales Narrow Gauge Railway (NWNGR), where he had been Secretary and Manager throughout the 1880s.

The Regulation of Railways Act 1889 required railways to introduce block working, interlock points and signals, fit continuous brakes and print fares on tickets. On behalf of the NWNGR, Livesey responded to the Board of Trade, seeking exemptions, or at least delayed implementation of the requirements of the Act due to "...the special circumstances of this line."

From 1890, he was Secretary and Locomotive Superintendent of the Finn Valley (Strabane to Stranorlar) and West Donegal Railways in Ireland. By 1896, his salary was £600 p.a. In 1897 he became General Manager, Secretary, Accountant and Loco Superintendent of the Donegal Railway. He relinquished his administrative duties in 1906 on formation of the County Donegal Railways Joint Committee and retired from his engineering duties the following year.

These and many other stories are recalled in the exhibition in the Narrow Gauge Railway Museum, which is located at Tywyn Wharf Station of the Talylyn Railway and open every day when trains are running. Admission is free although donations are encouraged. Opening times and more information can be found on the websites www.ngrm.org.uk and www.talylyn.co.uk

Posters can tell so much more about a railway than just giving an idea of its scenery, as the latest interesting exhibition at the Narrow Gauge Railway museum relates.



That was the year that...

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

From 60 years ago

Ffestiniog Railway

Probably the most momentous piece of narrow gauge news for many a year is the recent announcement by the Festiniog Railway Co of their plans for the Llyn Ystradau deviation, to restore the line between Dduallt and Tan-y-Grisiau avoiding the section flooded by the CEGB pumped storage scheme dam. The plan is the culmination of many years of work and has only been settled after every other alternative has been examined...

The scheme utilises most of the great assets of the narrow gauge in dealing with mountain country, and the result is a line which, when built, will be a work of art. The line will leave the existing track in Dduallt station and will describe a complete loop to gain height, crossing the existing track south of the station. (NGN, May 1964)

To most readers traversing the Ffestiniog route north of Dduallt is now second nature and it's difficult to comprehend what a momentous and brave decision it was for the railway to go this route in the 1960s, leading to the evolution of a whole new species of volunteer, the 'Deviationist'. Even today, so many years on, what had been achieved when the line reopened to Tan-y-Grisiau in 1978 cannot be underestimated.



Even in the worst of the Welsh weather Dduallt station with its spiral bridge can be a special place, especially when you have three double-Fairlies in action, as caught here on 7th November last year by Karl Heath.

Ravenglass & Eskdale Railway

While the FR is planning its deviation, the R&E has gone quietly along and built one, though not on quite such a grand scale. A new cutting, 12 feet deep and 380 yards long has been built at Hollinhead, between Beckfoot and Dalegarth to cut out a severe reverse curve which had been criticised by the Inspecting Officer when the 3ft gauge line was being inspected in the 1870s.

The work of building the cutting has cost £3,000 – the first train through was hauled by 'River Irt' on Good Friday and was driven by Mr Colin Gilbert, managing director of the R&ER. The cutting has now been named 'Gilbert's Cutting'. (NGN, May 1964)

This cutting was definitely an improvement and has remained so since, but we must smile at it taking close to a century and a halving of gauge before improvements urged by an Inspecting Officer were actually implemented...

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 36.



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.

Special Events in May

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

■ **Thur to Sun plus 6th, daily 23rd-31st, Devon Rly Cntr Open Day** Museum nr Tiverton, 2ft gauge line. <http://devonrailwaycentre.co.uk>

■ **4th May, Welshpool & Llanfair Light Railway DL-34 launch** day Entry of Alishan Forest Railway diesel into service.

■ **4th-6th May, Bala Lake Railway Steam on Road and Rail** Intensive rail service and road traction engines.

■ **4th-6th May, Bressingham Heritage Steam Gala** Narrow and standard gauge rail plus road steam, visiting locos.

■ **4th-6th May, Ravenglass & Eskdale Railway Gala** Visiting locos 'St. Egwin' from Evesham, 'Mr. Hallworth' from Perrygrove.

■ **4th-6th May, Ruislip Lido Railway Gala** Visiting loco 'Sherpa' from Fairbourne Railway.

■ **4th-6th May, Welsh Highland Heritage Railway 60 Years of Preservation** event Special services.

■ **6th & 27th May, Gartell Light Railway Open Day**; 2ft Somerset line, frequent timetable. 01963 370752, <http://newglr.weebly.com>

■ **11th-12th May, Romney, Hythe & Dymchurch Railway Steam & Diesel Gala** Visiting loco 'Spitfire' from Bure Valley Railway.

■ **12th May, Groudle Glen Railway Diesel & Electric Day** All trains hauled by BEV 'Polar Bear' and heritage diesels.

■ **12th May, Sittingbourne & Kemsley Lght Rly Melior, Unique & Kemsley Mill Centenary** Last run of 'Melior' before withdrawal.

■ **18th May, Amerton Railway Volunteer Recruitment Day** See behind the scenes of railway and discover ways to get involved.

■ **18th-19th May, Apedale Valley Railway Lister Fest** All types of Lister internal-combustion locos operating, visiting locos.

■ **25th-27th May, Fairbourne Railway Count Louis 100th Birthday Gala** 'Count Louis' and Ruislip 'Mad Bess' visiting.

■ **27th May, Leighton Buzzard Railway Diesel Gala** Extensive i/c collection in operation plus 'a hint of steam'.

Tramways

- **Douglas Horse Tramway** www.iombusandrail.im/heritage/ Daily services except May 7th, 13th, 14th, 20th, 21st
- **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 May 13th, 18th (SMR only), 20th
- **Seaton Tramway:** Devon 01297 20375, www.tram.co.uk Daily services from 10am

Miniature Railways

- **Audley End Railway** (10.25in): Essex 01799 541354, www.audley-end-railway.co.uk Services tba, check website
- **Beer Heights Light Railway** (7.25in): Devon 01297 21542, www.pecorama.co.uk Tuesday-Saturday, some Sundays.
- **Lappa Valley Railway** (15, 10.25, 7.25in): Cornwall 01872 510317, www.lappaValley.co.uk Open daily.
- **Littlehampton Miniature Railway** (12.25in): Sussex www.littlehamptonminiaturerailway.com Weekends, 6th, daily 25th-31st
- **Moors Valley Railway** (7.25in): Hants 01425 471415, www.moorsvalleyrailway.co.uk Weekends, 6th, daily 25th-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 4th-7th, wknds, daily 25th-31st
- **South Downs Light Railway** (10.25in): Sussex 07518 753784, www.south-downs-railway.com Weekends, 6th and 27th

Visit our forum: <http://www.narrow-gauge-forum.co.uk>

What's On	Wed 1st	Thu 2nd	Fri 3rd	Sat 4th	Sun 5th	Mon 6th	Tue 7th	Wed 8th	Thu 9th	Fri 10th	Sat 11th	Sun 12th	Mon 13th	Tue 14th	Wed 15th	Thu 16th	Fri 17th	Sat 18th	Sun 19th	Mon 20th	Tue 21st	Wed 22nd	Thu 23rd	Fri 24th	Sat 25th	Sun 26th	Mon 27th	Tue 28th	Wed 29th	Thu 30th	Fri 31st	
Alford Valley Community Railway: www.avcr.org.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 Light Rly: 01386 422282 www.valleyrailwayadventure.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																																
Great Laxey Mine Railway: 01624 624007 www.laxeyminerrailway.im/																																
Golden Valley Light Railway: 01773 747674 www.gvlr.org.uk/																																
Great Whipsnade Rly: 0844 225 1826 www.zsl.org/zsl-whipsnade-zoo																																
Groudle 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																																

Six Decades Too Late

Donald Brooks finds it hard to imagine a railway more enticing than the Ohrid narrow gauge.

Most railway enthusiasts will have a mental list of 'if only's – the lines or locomotive types they were born too late to see. For many *NGW* readers such a list may well be headed by the Irish lines, but for as long as I have known about it, the railway which I would most like to have visited is the spectacularly scenic and delightful 600mm gauge route that ran to Ohrid in North Macedonia.

The railway was originally built to support the Central Powers' military effort during World War One, when Macedonia was under Bulgarian occupation. The complete 200km from Skopje, the Macedonian capital, finally opened throughout to Ohrid in 1923. Skopje to Gostivar was converted to standard gauge relatively early but narrow gauge trains continued on the surviving section, with about 15 hours allowed for the 167km journey.

By the late 1950s the railway had come to the attention of Central European and British enthusiasts and

the number of pictures taken of this remote and obscure line may suggest that the Macedonians were less paranoid about railway photography than some of their fellow Yugoslavs further north. Trains were hauled by Brigadelok 0-8-0T locomotives until 1966, when the line closed. Gostivar to Kičevo was converted to standard gauge on a new alignment and the final section to Ohrid abandoned.

Vision of yesterday

It was only in the late summer of 2023 that I finally got a hint of what the line might have been like. My wife and I were staying in the lakeside resort of Ohrid and took the infrequent bus for an hour's journey north over the mountains, leaving Ohrid along Zheleznichka or Railway Road and roughly following the course of the abandoned railway to Kičevo. There was no obvious sign of railway remains either in Ohrid itself or during the course of the journey.

At Kičevo the bus stopped outside

the 1966 standard gauge station, which would have formed an interchange had the once-daily passenger train to Skopje not been suspended. The only train to be seen in the town was in the middle of the road outside the bus station – a complete passenger set preserved from 600mm gauge days.

At the head of this train was a loco numbered 99.4-025, Vulcan 3219 of 1916, slightly rusty but still carrying its communist-era red star, though it seems to be generally agreed that the loco is actually 99.4-053, Henschel 15079 of 1917. Boarding one of the three tiny carriages with their longitudinal wooden benches suggested that however charming the line, the through journey may have been something of an endurance test.

I regard myself as extremely fortunate to have seen as much narrow gauge around the world as I have, including some 760mm gauge lines in Yugoslavia. But for me the Ohrid narrow gauge will always remain the perfect railway – and one I could never have seen. **NGW**

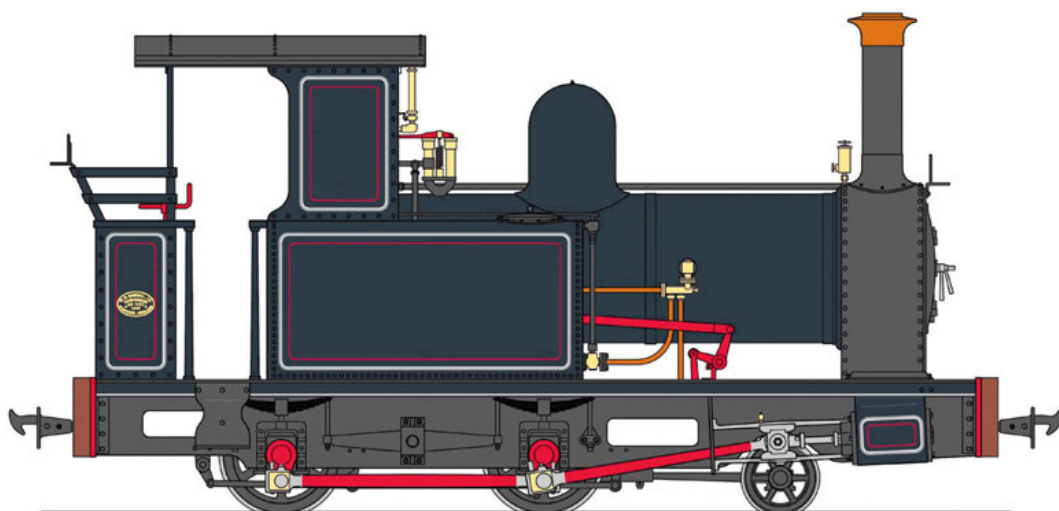
Above: The preserved 600mm gauge train in the centre of Kicevo looks worn but still surprisingly intact on 4th September 2023. Photo: Donald Brooks

Below: Some 64 years earlier in 1959, the narrow gauge was still going strong. 99.4-029 calls at the old Kicevo station heading from Gostivar to Ohrid. Photo: Harald Navé, Alfred Luft collection

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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 £1795.00 (subject to the usual provisos) available early 2024. 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.



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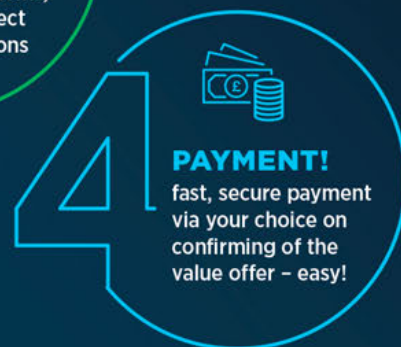
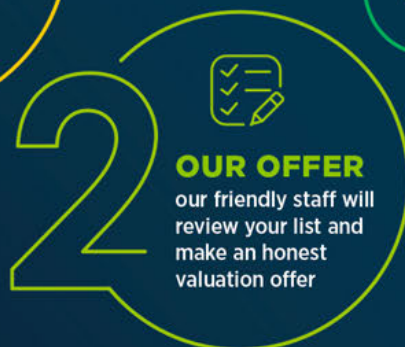
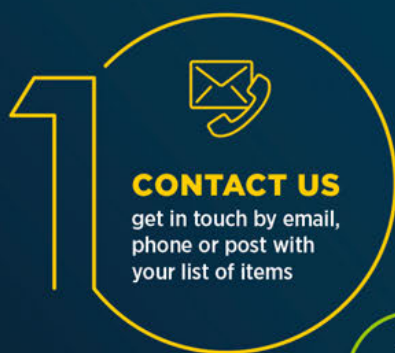
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