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VALE OF RHEIDOL
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CWM

RHEIDOL

NO.41

RHEIDOL REVIEW

NEWSLETTER



Celebrating

30

1989 - 2019

YEARS

of Private Ownership

Photo by Tom Curtis

ISSUE 6 - 2019

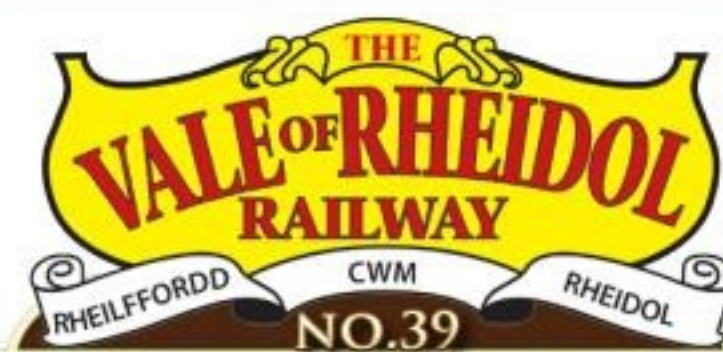
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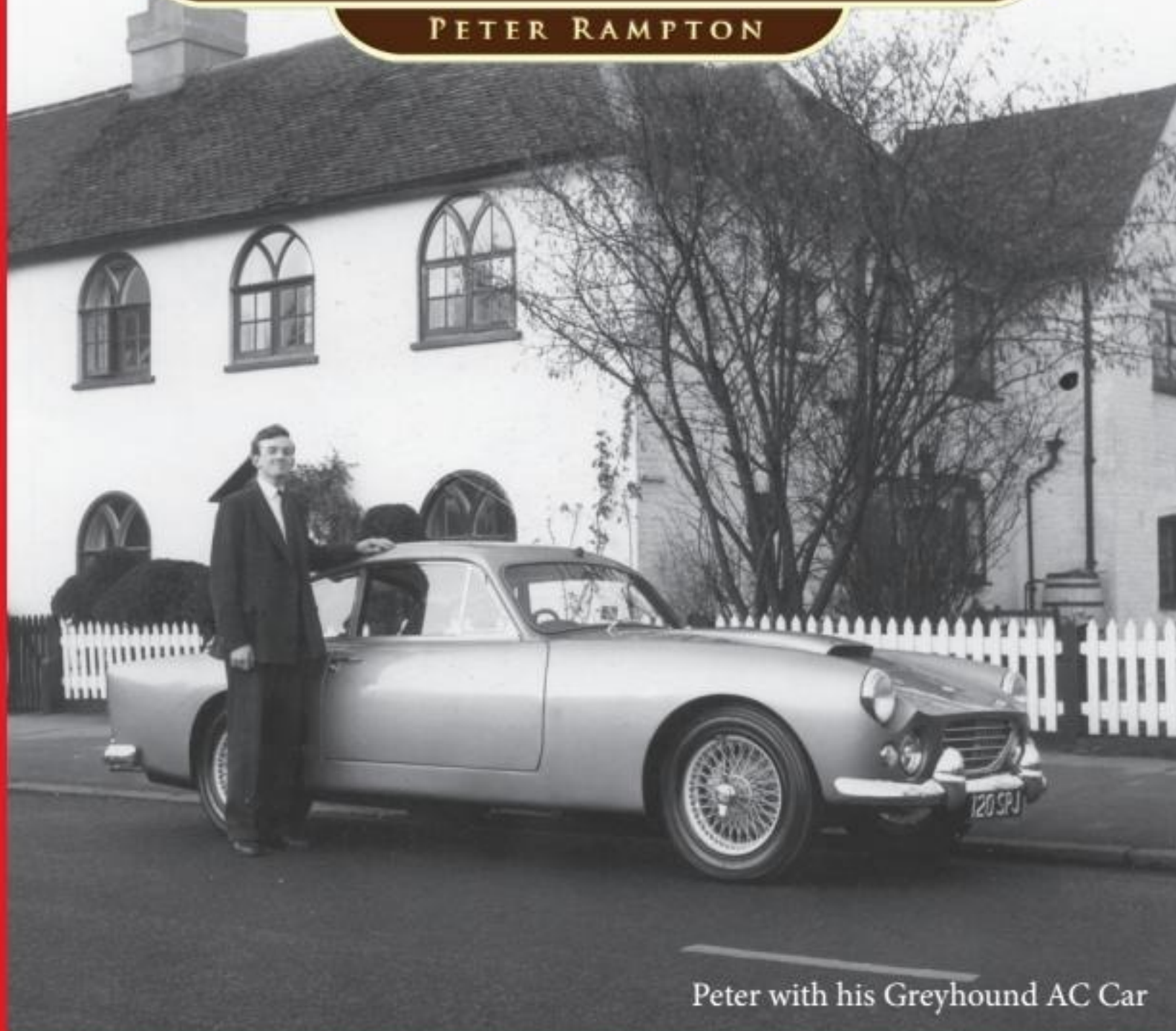
Special Edition

A Special Edition newsletter to commemorate the life of Mr Peter Rampton, Chairman and saviour of the Vale of Rheidol Railway available now. It also features the full list of Collection X



RHEIDOL REMEMBERS

PETER RAMPTON



Peter with his Greyhound AC Car

SPECIAL EDITION

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Welcome

Christmas Already?...

Where has this year gone? It doesn't feel like that long ago when we were getting geared up for the first departure from our new platform and I was getting ready for the arrival of my third child.

What a year it has been too, with some huge events for the railway and huge personal achievements too. For the railway the grand opening of our new platform and 1920s era toilet facility, a successful 'Forgotten Engines 2' event, and the breaking of ground for the construction of our new museum collection and heritage rolling stock protection shed. A huge loss, not just to us, but to the narrow gauge world occurred with the passing of our chairman Mr Peter Rampton. For me personally, it was the birth of my third child 'Tomi' and having the honour of carrying the Aberaeron Royal British Legion Standard at the Festival of Remembrance in the Royal Albert Hall.

With such a big year behind us, what have we saved for next year I hear you ask?

Well there will be the completion of our new shed, the building of our new booking office due to begin in the New Year, not to mention the steaming of NGG13 No.60

for the first time on our line, definitely something 'big' to look forward to in the coming year.

Our new First Class accessible carriage will also be in service later this year, as regular readers of our workshop updates will know. This project has been developed over the last year with a lot of hardwork from our master craftsmen.

With the new year on the horizon I pose the question, based on the list of engines in our collection (published in the Rheidol Remembers Special Edition No.39) which of our engines would our readers most like to see restored to working order? We look forward to seeing your answers on this one, even if it is a top 3 of your choices.

If you have any suggestions to improve our website or newsletter let us know via newsletter@rheidolrailway.co.uk

Gareth D Jones
Editor



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Vale of Rheidol Railway News

National Railway Heritage Awards 2019

Being nominated for the London Underground Operational Enhancement Award at the NRH Awards was an honour and a massive recognition of all the hard work from our staff. We were runners up to Network Rail's London Bridge Project, but were delighted that we were recognised throughout the country. We are also excited that we have the old framework of London Bridge which will be incorporated into our future museum project.



Pictured from Left to Right: John Ellis, Chairman NRHA, Mr Robert Gambrill, CEO and Mr Llyr Ap Iolo, General Manager and Director, Vale of Rheidol Railway

Sad News for Aberystwyth

During October the town received the sad news of the passing of well known photographer Keith Morris. He was an icon of the town and known locally as Mr Aberystwyth because of his great legacy of decades of photographs of Aberystwyth and beyond. (He was the editors wedding photographer too.)

He would frequently be seen at our special events and will be greatly missed by many from the railway and the town as a whole. The below photo was taken by him during our Halloween trains in 2016.



Vale of Rheidol Railway News

Protecting our stock for the future



Work is now well underway on our new Museum Collection and Heritage Rolling Stock Protection Shed, it will feature three roads and is 400ft long! The ground works have all been prepared and work has begun to erect the supporting framework of the building. Once the framework is up a foundation ring will be poured in concrete prior to the tracklaying and cladding of the building commencing.

The plan is for the building to be brought into use in the early part of next season. The construction of our new permanent booking office will also begin during the early part of next year prior to the beginning of our season.





Baldwin No.44699

Since the last update the Baldwin has had its cab riveted together, the holes required for the various pipework have been cut in the cab front and new handrails have been fabricated. A custom spark arrestor designed in house by our team has been made and installed, a new bracket for the water lifting pipe on the rear of the bunker has been fabricated and temporarily clamped in place.

The Baldwin has had its new tyres fitted to the bogie and driving wheel sets. The crank pins have also been fitted to the driving wheel sets. With both of these done the Baldwin can be put onto its wheels for the first time since restoration began.



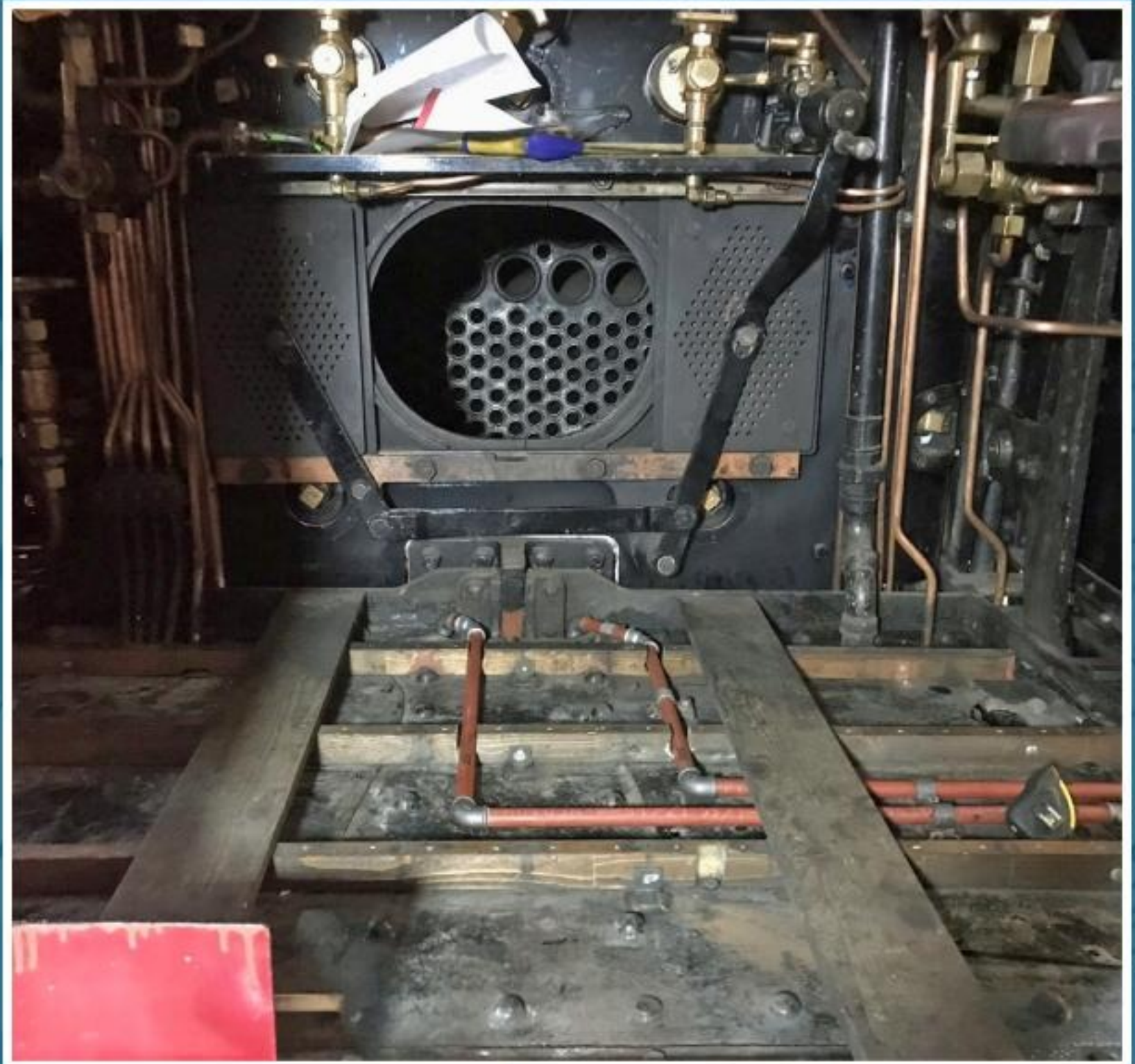
UPDATE

Garratt NGG13 No.60

The Garratt has been getting fitted out with the necessary pipework and control equipment for the addition of air braking on the locomotive.

The pipework has been neatly hidden along the inside of the running board and under the floorboards on the footplate. A new brake control handle has been fitted & a dump valve for emergency braking has been fitted beneath the new handle, along with a new pressure gauge for the air braking system which has been made in our Surrey workshop.

As work comes to completion on the boiler and cradle assembly the power units will soon be in the works for wheel turning, a full inspection and the required air braking modifications.



WORKSHOP

WLLR's No822

The 'Earl' has had its chassis stripped and superstructure stripped, sand blasted & spray painted in a coat of primer to protect the metal.

The 'Earl' has also had its cylinders separated from the frames for inspection, the brackets for the spring hangers have had new rivets fabricated and fitted to re-attach them to the frames. The wheelsets have been turned and profiled, the throw and quartering on the wheelsets have been checked and the next stage is to re-machine the journals.



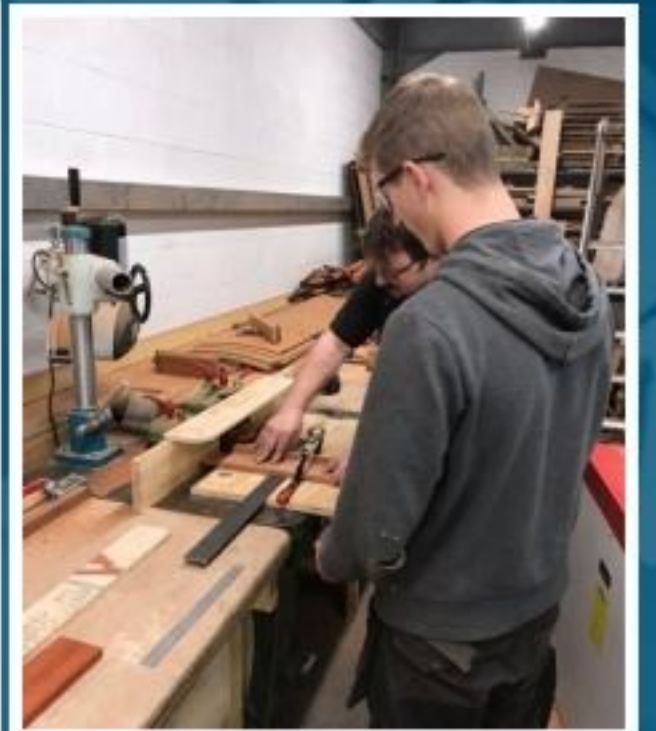
UPDATE

Carriage Project

Carriage 11 is starting to come together with a large amount of the interior detailing approaching a completed condition and the lacquered divider between the first class compartment and the guard's compartment being fitted. One interesting detail is the fact that each window frame assembly is held together with just 4 screws, everything else is fabricated to hold the neighbouring part in place like a 3D jigsaw.

The Guards equipment storage area has been custom made to cater for all the equipment carried on board our trains too.

There is still a lot more work to come, but this masterpiece will become a work of art on wheels once completed and will offer a touch of class to First Class travellers



Vale of Rheidol Volunteers

By Clive Higgs, Railway Volunteer

The volunteers were asked to repaint the station buildings at Capel Bangor, Nantyronen and Aberffrwdd in the colours of the three companies who owned the railway before it was nationalised in 1947. We painted the station building at Capel Bangor in the 1902-1913 county cream and chocolate brown colours of the original Vale of Rheidol Light Railway Company. This took slightly longer than expected, but the painting was finished during the August Bank Holiday weekend. The photograph shows Harm, John and Peter



agreeing on a tea break just before the final job of painting the top coat onto the window frames.

The "station building" at Nantyronen was painted in the light stone and dark stone colours of the Great Western Railway Company who owned the railway between 1921 and 1947. (Strictly speaking Nantyronen is a halt rather than a station!) The summer was passing now, so more time was spent on the painting and less time on the tea breaks. Also the building was simpler to paint as there weren't any horizontal boundaries on the corrugated surfaces between the two paints. Everything was finished during the September Steam Festival weekend so that now both the Nantyronen building and water tower are in GWR colours. Apologies to any visitors at the weekend who took photographs there before it was finished.

Below are recent photos of the building and water tower, after the trees have lost their leaves.

After that, it was getting too cold and damp to continue painting so next spring, the Aberffrwdd station building and water tower will be painted in the 1913 – 1921 dark green colour of the Cambrian Railways Company. Between tea breaks.

The job of finishing the fencing of the woodland below the west part of Aberffrwdd's platform was postponed



during the busy summer but has now been completed.

At Aberystwyth, besides Harm's regular tidying of the car park and its gardens, all station gardens, troughs, boxes and tubs were weeded and dead-headed until the last train near the end of November. Then, the volunteers had a final burst of gardening at all stations, removing plants unlikely to survive the winter. At Aberystwyth the dahlias were removed and tulip bulbs were planted. At Capel Bangor the geraniums were removed together with unhealthy remaining plants. Compost was added and tulip bulbs were added.

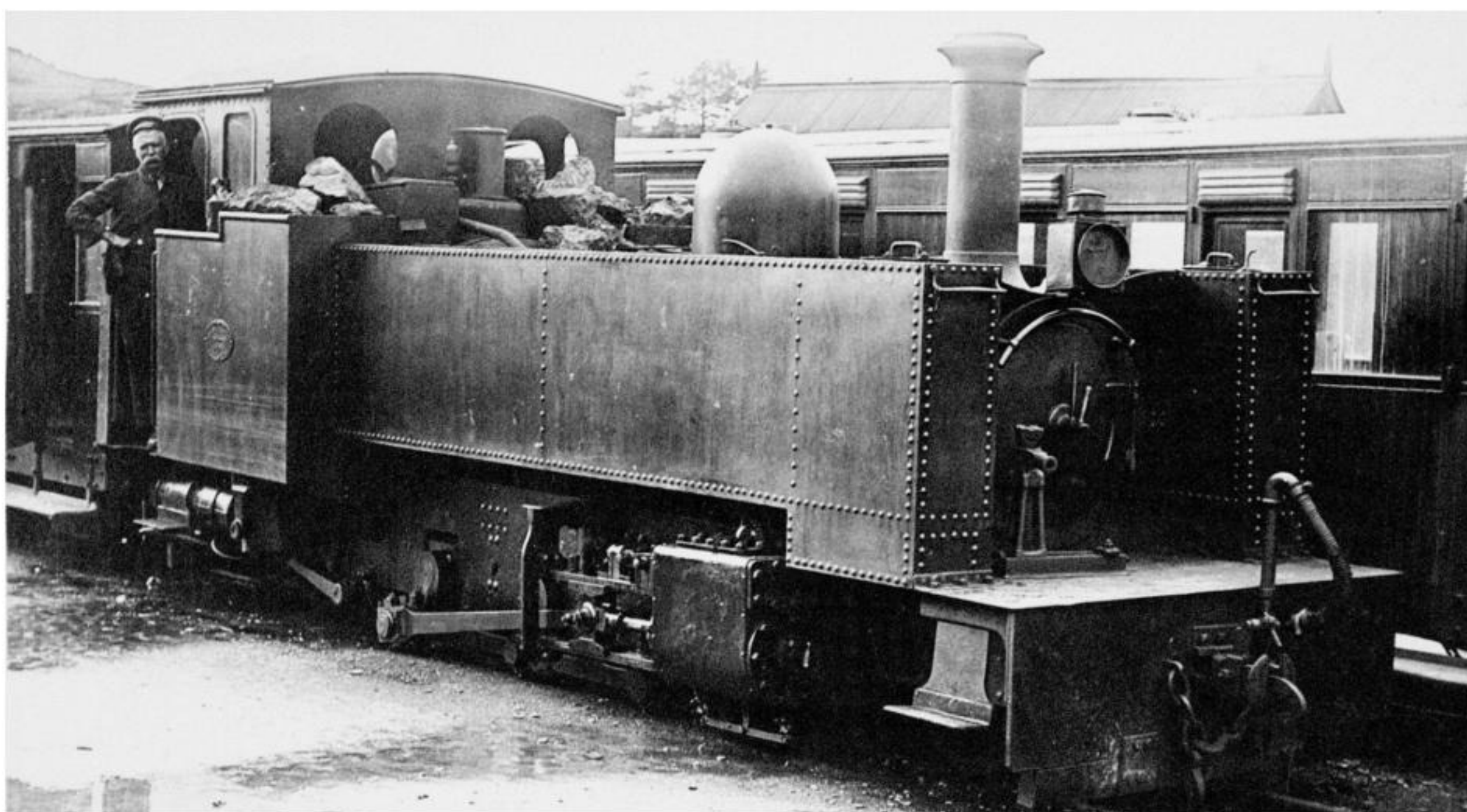
At Nantyrnon the 25 large geranium boxes in the troughs were removed and placed in a carriage shed, hopefully to survive the winter frosts. The 25 bulb boxes used last winter were replaced in the troughs and extra tulip bulbs and compost were added. We found it was much quicker to work with these boxes than remove and re-pot individual geraniums plants but don't know yet whether the winter frosts will penetrate the carriage shed and kill its geraniums.

The Aberffraw garden, troughs and tubs were tidied. Aberffraw is more sheltered from frost than the other stations above Aberystwyth. Geraniums have been left in the troughs and tubs, safer from ground frosts. We shall see!

Devil's Bridge needs much more compost in the garden bed by the outdoor tables and there will be some planting there next spring. The plants there haven't thrived during the summer. Brambles around the new car park at Devil's Bridge were dug up before contractors planted trees and a west boundary hedge there. It was a busy and happy year!



Our volunteers meet once a week, and through their efforts our stations always look at their best no matter what the weather. If you wish to join our amazing band of volunteers helping to maintain our stations then please get in touch via email: info@rheidolrailway.co.uk



John Pryce Morris

a biopic by Elton Roberts (adapted by Geraint Roberts)

A former footplate man at the Vale of Rheidol Railway in the early days of our line, John Pryce Morris appears in many of our archive photos. We look back at his history on the railway.

John Pryce Morris was born in 1868 into a railway family. His father, Pryce Morris, was a railway signal fitter as was his brother William. The brothers hailed from Oswestry and his mother from London. He was born in Barmouth. According to the census of 1881, John was employed as an apprentice railway signal fitter at 13 years of age. On 20th May 1886 he was employed as an engine cleaner at the Machynlleth shed. He gained the position



John Pryce Morris is in the centre,
Jack 'bach' Evans to his left

of Fireman on 20th April 1887 at Aberystwyth. On 1st July 1896 he was promoted to driver. However he was demoted to Fireman on October 1899. The report read as follows.

"Suspended for fourteen days and afterwards reduced to the grade of fireman at 4/- a day for allowing his water to get low in boiler and then causing damage to roof of firebox owing to being under the influence of drink when working the 0.39 excursion Aberystwyth to Whitchurch and back on 7th October 1899."

He married Jane Ellen Jones in 1889 and they lived in Towyn at Bryn Cottage 22 Church Street. He had 5 children, 2 of which are buried with him and his wife in Aberystwyth cemetery. He outlived all of them. His wife died in 1915.

They had moved to Aberystwyth around 1896 and lived in 44 Cambrian Street where they took in boarders and had a servant. The 1901 census gave his employment as a railway engine stoker. The 1911 census saw the family move to Glyn, 32 Cambrian Street when they were able to take 3 boarders. Then, he gave his employment as railway locomotive engineer.

He left service on 14th August 1901 on his own accord, giving a fortnight's notice. He was reemployed 7th July 1904 as a driver. What he did in those 3 years is unknown but there is a family story that he went to work on the South African railways. Certainly, the house where his widow (second wife) lived had a large number of African artefacts.

On reemployment he was restricted to the Vale

John was involved in the national railway strike of 1919 and the company notes this in a red mark on his record as having "left the company on strike September 6 '19" and then "re-admitted October '19". The Cambrian, not known for its glowing record of industrial relations, would never forget.

After his death she moved to Aberystwyth where she met Morris. They lived in a bungalow called Lyndhurst on the Devils Bridge Road just up from Midfield.

Gwen Roberts worked as a ticket collector in Aberystwyth and was referred to by all and sundry as "The Station Master". She outlived 4 children and 2 husbands and died in 1959.

Jack 'bach' Evans was also a long standing member of the footplate crew. His career took him to Bristol with the GWR, where he was quite



John Pryce Morris, with his second wife
Gwen Roberts, a ticket collector

We are very grateful to Elton for the information about his step grand-father. It is good to be able to record the lives of long-gone members of 'Y deulu Lein Fach' for posterity. They are remembered with fondness by us.

The Cambrian Railway employment records.

John Pryce Morris is in the top left

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Vale of Rheidol Photo Archive

By Rob Bance, VoR Archivist



Goods Wagons

This view shows the exchange sidings at Aberystwyth in the late 1970s. It was primarily used for delivery of coal for the Rheidol locomotives, along with loading and unloading rolling stock which had gone away for repair.

In this view, we see two standard gauge coal wagons in the background, with 3 Rheidol wagons in the foreground. Two of the wagons are the lifting end door variety originally built by the Midland Carriage & Wagon Company Ltd for the Plynlimon & Hafan Tramway. The third wagon on the left is a side opening version, which formed part of a batch built in 1906 by the Midland Carriage & Wagon Company Ltd.







Photo: Geoff Griffiths



Photo: Debbie Morgan



Photo: Debbie Morgan

Gallery



Photo: Gareth Jones



Photo: Andrew Simmonds



Sandstone's signature tourist train, The Mountain Wanderer climbs from Vailima towards the summit of the railway. Photo: David Benn

The Sandstone 2ft Narrow Gauge Railway

by Dave Richardson

Apart from numerous 2ft gauge industrial lines around the country, South Africa once had an extensive 2ft narrow gauge rail system based in Kwa Zulu Natal and the Eastern Cape which survived similar systems in the Northern Cape and South West Africa (now Namibia) by many years.

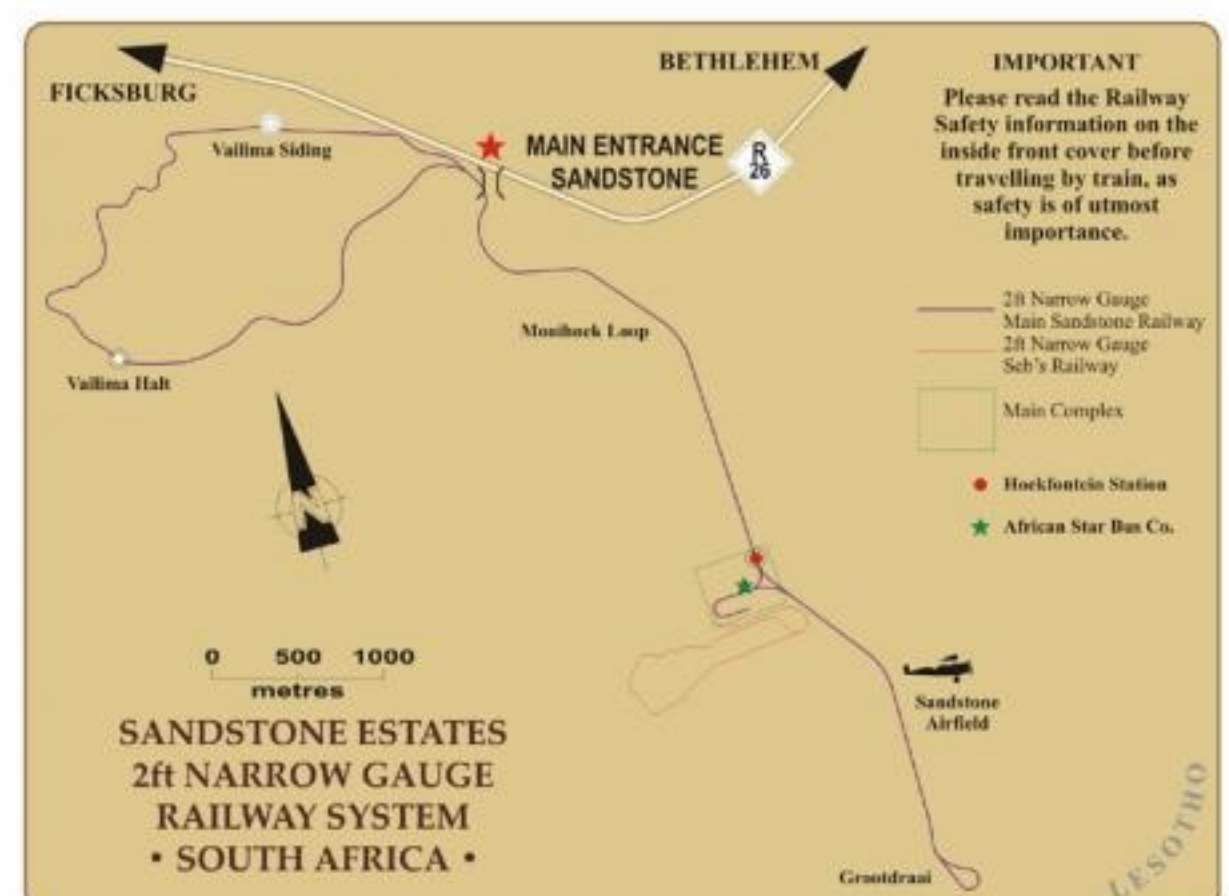
Commercial steam traction on the 3'6" gauge national network had come to an end in 1991 and the fledgling steam preservation movements were concentrating all their efforts in that area. The 2ft narrow gauge preservation movement was limited to the Banana Express in Port Shepstone and the Apple Express in Port Elizabeth both of which were to cease to operate early in the 21st century. In Port Shepstone the commercial operations of the first privately concessioned line in South Africa, the Alfred County Railway, were to be defeated by road transport and by 2010 the Port Elizabeth line to Assegaaibos (the longest 2ft narrow gauge railway in the world) had also succumbed in the face of modern road haulage.

In the eastern Free State, an area of South Africa where 2ft narrow gauge railway lines did not exist, the Sandstone system is something of an enigma, yet it has developed from a totally different vision of over 20 years ago.

When the current owners bought the farm, Hoekfontein, 25 years ago they were very pro rail

with a magnificent railway on their doorstep, the Bloemfontein to Bethlehem line. This line is long remembered by rail enthusiasts worldwide for its magnificent scenery and steam locomotives. However, as with many lines in South Africa not seen as a main line (although in reality it was) it was built to service primarily the agricultural sector of the eastern Free State. Along the line were numerous sidings serving the many farmers whose land often faced the railway. Sadly usage of the line declined during the 1990s with many stations and sidings becoming disused as deregulated road haulage began to dominate.

Sandstone Estates made a bold move to offer to take a concession on the line as "The Sandstone



Sandstone 2ft Narrow Gauge Railway System

Steam Railroad" which dragged on for many years with much planning and initial investment including a steam hauled promotional train in November 1997 but despite all efforts sadly ended in failure as Transnet (the national operator) simply could not make the process work.

While negotiations were ongoing Transnet were actively removing sidings that would have served a future freight operation so the concession efforts were almost over before they had begun.

Overlapping these events, the Midmar Museum, which was a joint venture between the Kwa-Zulu Natal Parks Department and the Heritage section of the national railways, was dissolved by mutual agreement in 1997 and a selection of narrow gauge assets and the railway line came on the market. This event would give new direction to the Sandstone heritage program. These assets were put up for auction which Sandstone bid for and, being the successful bidder, was suddenly the owner of enough components to create a small narrow gauge railway. With only three weeks to clear the site a massive logistics operation was undertaken to move everything to Hoekfontein including two NGG16 Garratt locomotives, coaches, wagons and 600 tons of track. Once there the question was, what next? It was decided to lay some track and to bring one of the NGG16 Garratts back into steam. Thus the Sandstone Steam Railway was born with 1000m of track.

A pivotal point in the heritage program's development was the decision by Sandstone to hold an innovative attempt, in April 1999, at the world record for the maximum number of vintage tractors (pre 1960) working in one field at one time. In order to make it more interesting for spectators a 7km section of railway line,

from material obtained on the Midmar auction, was constructed from Grootdraai to Mooihoek between January and April with the Garratt and a few coaches cobbled together. The event was in fact the first attempt of its kind and it took place amidst great international fanfare. It was awarded with a Guinness Book of Records certificate. 106 tractors participated.

The formative little railway did not go unnoticed and the enthusiasm expressed for its very existence encouraged and motivated the management at Sandstone to continue to extend the line. Rail and sleeper stock soon ran out but fortunately the completion of the majestic Highlands water scheme in Lesotho took place and large volumes of 2-ft narrow gauge rail and other materials became available again on auction and Sandstone purchased these.

Recognising that there was no one in particular in South Africa encouraging the purchase, transport and restoration of 2-ft Narrow gauge assets of historical interest, Sandstone, without necessarily having set out to achieve that objective, took on the challenge and the collection as it stands today was established.

In many ways the cards fell successfully into place because in the late 1990s the old steam repair shed at Bloemfontein became available for lease and Sandstone decided to take up the



Ex SAR Class NGG13 No 49 on a mixed train at Mooihoek.



Photo: David Benn

A Vintage Parade with The Mountain Wanderer at Mooihoek.

offer to establish a steam locomotive rebuild facility there. Some of the original fitters, such as Lukas Nel, were enthusiastic about supporting the venture and joined Sandstone. More than 20 locomotives have been rebuilt in the premises, some of them were in a parlous state and the technical excellence of the locomotives on the farm is largely as a result of the professionalism and dedication of Lukas Nel and his team in Bloemfontein.

Since then sidings and a turning triangle have been constructed at Hoekfontein and a purpose built locomotive depot with repair and maintenance facilities has been erected to the south west of the line at Hoekfontein.

Following on from the first section from Grootdraai to Mooihoek it was then over the hill at Pandora to Vailima Siding next to the Cape Gauge line (using redundant rail material obtained from the Port Elizabeth area) and on February 1st 2002, NGG16 number 153 hauled the first train negotiating the fearsome 1 in 23 Pandora Bank with ease. This enabled a longer train trip for those visitors attending the Great 400 event in April 2002. Originally designed to be an interchange point with the Spoornet line, sadly traffic was extremely limited on the 3'6" system.

However, the magnificent Sandstone Mountain was also calling and soon the line was extended from Vailima Siding to just below the mountain at Vailima Halt in August 2003, the first test train being hauled by "Lawley" number BR7. Here the line terminated for a short period of time before an extension saw it winding its way down the hill to join the line from Hoekfontein

at Pandora junction in 2005 after further suitable rail material had been obtained. Although this route provides the most magnificent scenery of the whole railway, planning was also envisaged to take the line through a newly dug tunnel in the mountain emerging above Pandora from where it would descend to finally meet the line from Hoekfontein close to Mooihoek.

In February 2011 disaster struck when heavy rains damaged the railway around the mountain and it was feared that the section would need to be permanently abandoned but with some re-engineering and slight rerouting the line was repaired and reopened in March 2012 just in time for the Kalahari Sunrise event.

Further storage facilities were then erected to the west of the depot in 2012 with a completely new line to the Game Dam constructed in late 2016. This new section was named Seb's Railway after the grandson of one of the Sandstone directors. More lightly constructed than the original line it was designed to provide an alternative experience for younger visitors and to showcase the many smaller engines and rolling stock which saw limited use, not really being suited for "main line" running.

The railway has been an unmitigated success by acting as a completely independent operator within the South African Railway Safety Regulator's specifications but without outside interference. It is not a preserved railway in the true sense but a fully functional commercial enterprise. A small permanent staff manages the railway on a daily basis and for major events volunteers provide the majority of staff such as drivers, firemen and train managers. Operations



Lawley's at break of day. Photo: Hannes Paling



Ex SAR Class NG4 number 16 passes the Airfield. Photo: David Benn

are generally managed on the “one engine in steam” principle. For major events, with multiple train movements, control is vested in a certified Train Controller by means of radio orders.

The Sandstone 2ft gauge Railway System

The operating line at Sandstone comprises 25,6 kms of route mileage with 15,7 kms of track mileage stretching from Grootdraai at its southernmost point to Vailima Siding, its most northerly point. In addition there are some approximately 4 kms of sidings plus a spur of 750 metres from the Hoekfontein Triangle to the locomotive workshops and storage sheds. A further branch of some 2,48 kms (Seb’s Railway), heads south westwards from the loco depot line



1919 built Kerr Stuart Wren Class Little Bess.
Photo: Sandstone Collection

to the Game Dam where picnic facilities have been established.

The line is at its highest point at Vailima Halt, being 1644 metres above sea level with the lowest point being Pandora Dam at 1590 metres. As can be seen from the map, the undulating nature of the countryside means that the line makes numerous direction and altitude changes

on the journey from Grootdraai to Vailima.

The central point of the line is the restored station at Hoekfontein. Originally believed to be the old station building at Kommando Nek on the Bloemfontein to Bethlehem line, this structure was found abandoned on a local farm and re-erected in February 2003 to its former glory at Hoekfontein. It comprises two rooms, one of which is used as a hospitality/meeting area, while the smaller room, complete with its ticket office window provides a similar, smaller facility. The line was double tracked here in 2001 and a canopy has been added on both sides of the building for weather protection. The building forms part of the central Sandstone Estates complex together with the Waenhuis Restaurant and Generator House.

The railway has played host to many international tour groups over the years as well as being the centre point of many major public events at Sandstone. It has also earned its keep as part of the commercial farming enterprise that is Sandstone’s core business moving produce and material to and from the lands. Criticism has been levelled at the railway by some enthusiasts as not being authentic but the Sandstone 2ft narrow gauge railway has provided a safe refuge for 25 working narrow gauge locomotives from within and outside of South Africa together with a further 20 locomotives in unrestored condition and over 100 items of original rolling stock. At Sandstone history is preserved and recreated as with most heritage railways throughout the world.

For further information have a look at the Sandstone website: www.sandstone-estates.com plus the YouTube presentation of the Stars of Sandstone 2019 event: <https://youtu.be/jjteRU-Xls4>.

Railway Reviews

Google Review

Amazing views from the railway. The steam engines and coaches are in exceptional condition, having been recently restored and lovingly looked after.

Peter Arlidge

Facebook Review

They are very friendly and helpful for anyone with a disability

Maria Edwards

Tripadvisor Review

Picturesque journey back in time. Beautifully maintained, pictureque joutney to Devils Bridge, extremely friendly and knowledgable staff made it a very pleasant experience. A trip down memory lane.

lindadelaney06

Facebook Review

Took my son on the Halloween Train. He had a brilliant time. So well organised and the staff were brilliant. Well worth the money. Will definitely be booking for next year. Thanks for a great night.

Jenny Trowler



About our staff

Merlin Whiteland Machinist & Engineer

Merlin is an experienced machinist and joined our engineering team in September.

He is a classic car enthusiast and when away from our workshop he can often be found exploring the world as he enjoys the adventure of experiencing new places.

Of all the places in the world he has travelled to, two countries particularly stick in his mind. He spent 3-4 months taking in all that China had to offer and spent around 2 months exploring New Zealand enjoying its beauty.



Tom Curtis Engineering Apprentice, Fireman & Guard

Tom has railways close to heart, so when he secured a position on our apprenticeship programme in September it was a role he was ideally suited for.

In the short time he has been part of our team he has qualified as both a fireman and a guard.

When away from the Rheidol he gives his time to both the Talylyn and Fairbourne Railways. At the Talylyn he has been a fireman for a number of years and also helps out with their winter maintenance regime. While on the Fairbourne he is a qualified driver, helping visitors get to the beach at the far end of the line for a good day out.



CAMBRIAN RAILWAYS GALLERY

A PICTORIAL JOURNEY THROUGH TIME



Scanned with CamScanner
DAVID MAIDMENT & PAUL CARPENTER

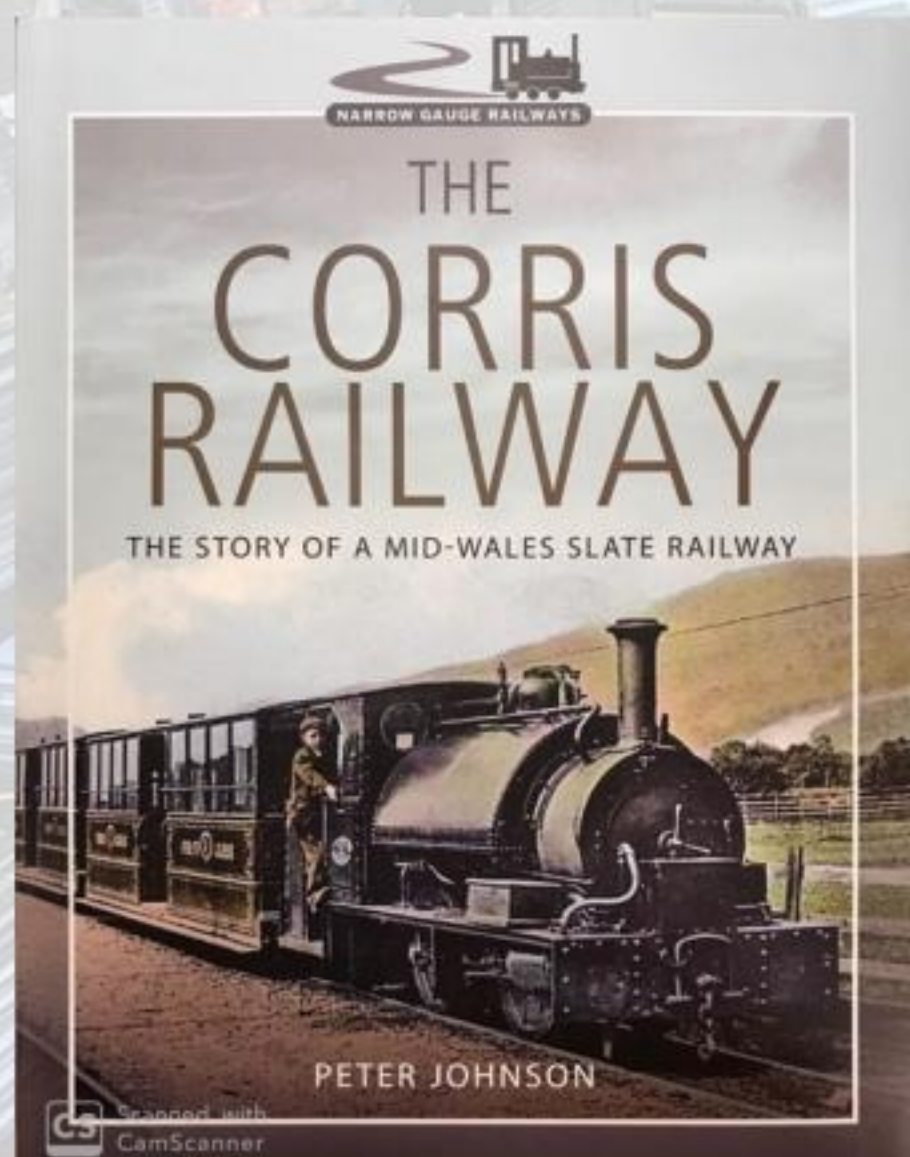
CAMBRIAN RAILWAYS GALLERY

by David Maidment & Paul Carpenter

This book in Pen & Sword's 'Gallery' series starts with a brief history of the Cambrian Railways' early years, followed by a magnificent comprehensive set of early photographs of Cambrian engines and Oswestry Works made available by the former Chairman of the Manchester Locomotive Society and the National Library of Wales. A tour of the sumptuous scenery of mid Wales follows – the trains in the landscape taken from Andrew Dyke's collection and a few so expertly 'colourised' by him that most find it difficult to distinguish these from the many genuine colour photographs, the Welsh countryside deserving the rich and varied hues. The book is jointly authored by David Maidment and Paul Carpenter, the latter bringing the story of the Cambrian up to date and persuading a number of former railwaymen who worked on the Cambrian system to share their memories and experiences. The book finishes with a description to

restore part of the closed section of the line through the efforts of members of the Cambrian Heritage Railways. The book has over 25,000 words of text, and more than 250 photographs, including over 40 in colour.

£30.00



PETER JOHNSON

THE CORRIS RAILWAY *by Peter Johnson*

One of Wales' oldest narrow gauge railways, the 2ft 3in gauge Corris Railway was built to carry slate from several quarries in the Dulas valley to wharves on the river Dyfi. At first forbidden to use steam locomotives or to carry passengers, it overcame these obstacles and became an essential part of the community that it served.

It was also a forerunner in encouraging tourists, offering inclusive tours to nearby Talyllyn, passengers travelling on the train and on railway-operated road services.

Taken over by the Great Western Railway in 1930, the railway was closed by British Railways in 1948, apparently for good. Fortunately, the last two steam locomotives and some rolling stock was saved by the nearby Talyllyn Railway, where it played an essential role in that railway's preservation. Eventually, the thoughts of enthusiasts turned to reviving the Corris Railway,

and, after many twists and turns, the first passengers were carried on a short section in 2002.

Historian Peter Johnson has delved into many sources to uncover the intricacies of the railway's origins, its development, operation and revival.

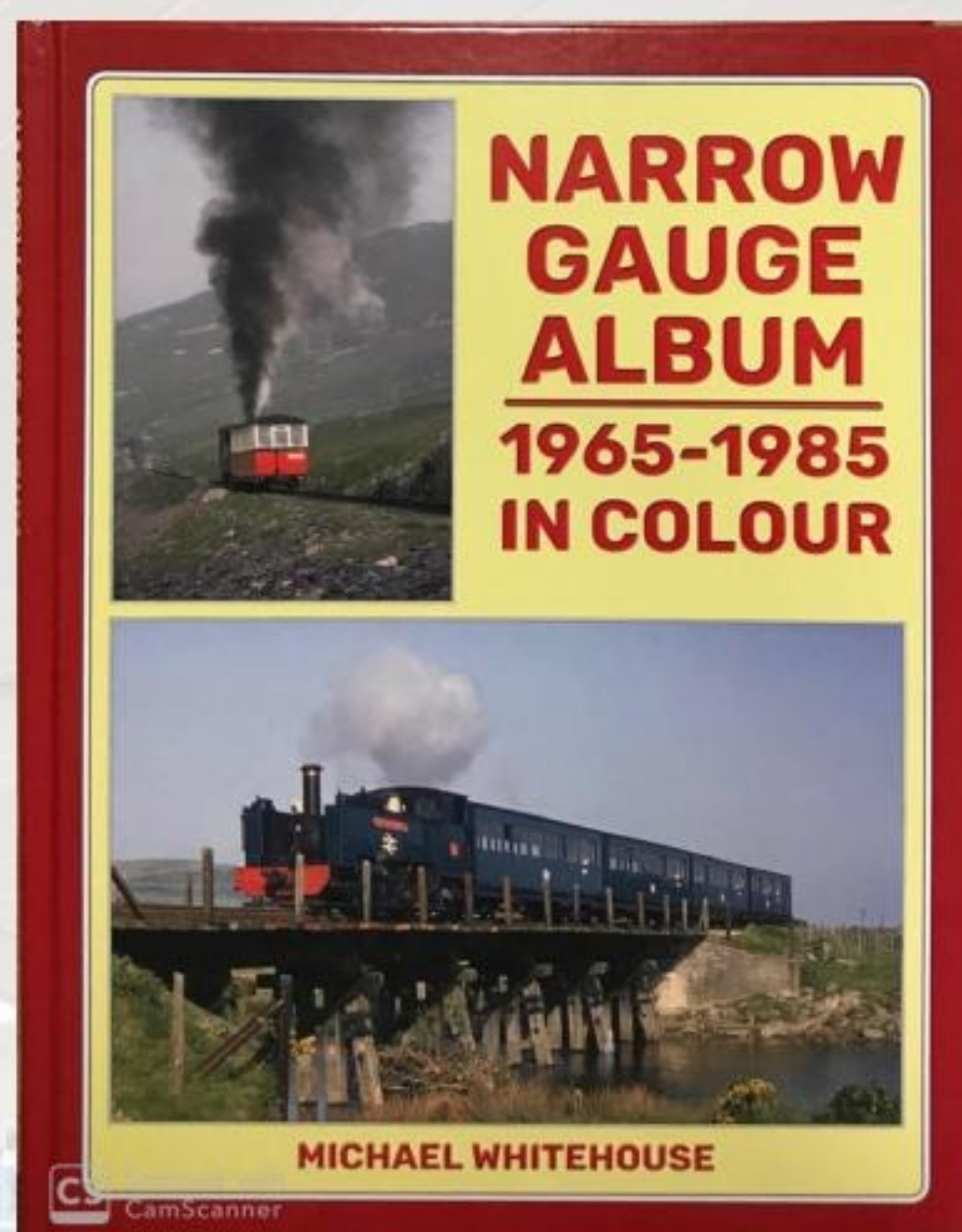
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NARROW GAUGE ALBUM 1965 - 1985 IN COLOUR *by Michael Whitehouse*

Narrow gauge railways in the British Isles following the Second World War were either on their last legs, had already closed or were about to. Preservation, in the form of voluntary run railways, was in its infancy. The Talylyn was the first, followed closely by the Festiniog Railway, although the majority of the survivors were still commercially run, the Snowdon Mountain, Vale of Rheidol and Isle of Man being examples. This book covers the changing years of the narrow gauge. In Wales, a metamorphosis was underway. Narrow gauge lines were being exhumed or improved to carry an increasing number of tourists. In England, there remained a few industrial concerns, such as the sand line in Leighton Buzzard, which either bequeathed their steam locomotives or provided access to preservationists. In order for these narrow gauge lines to survive at all and

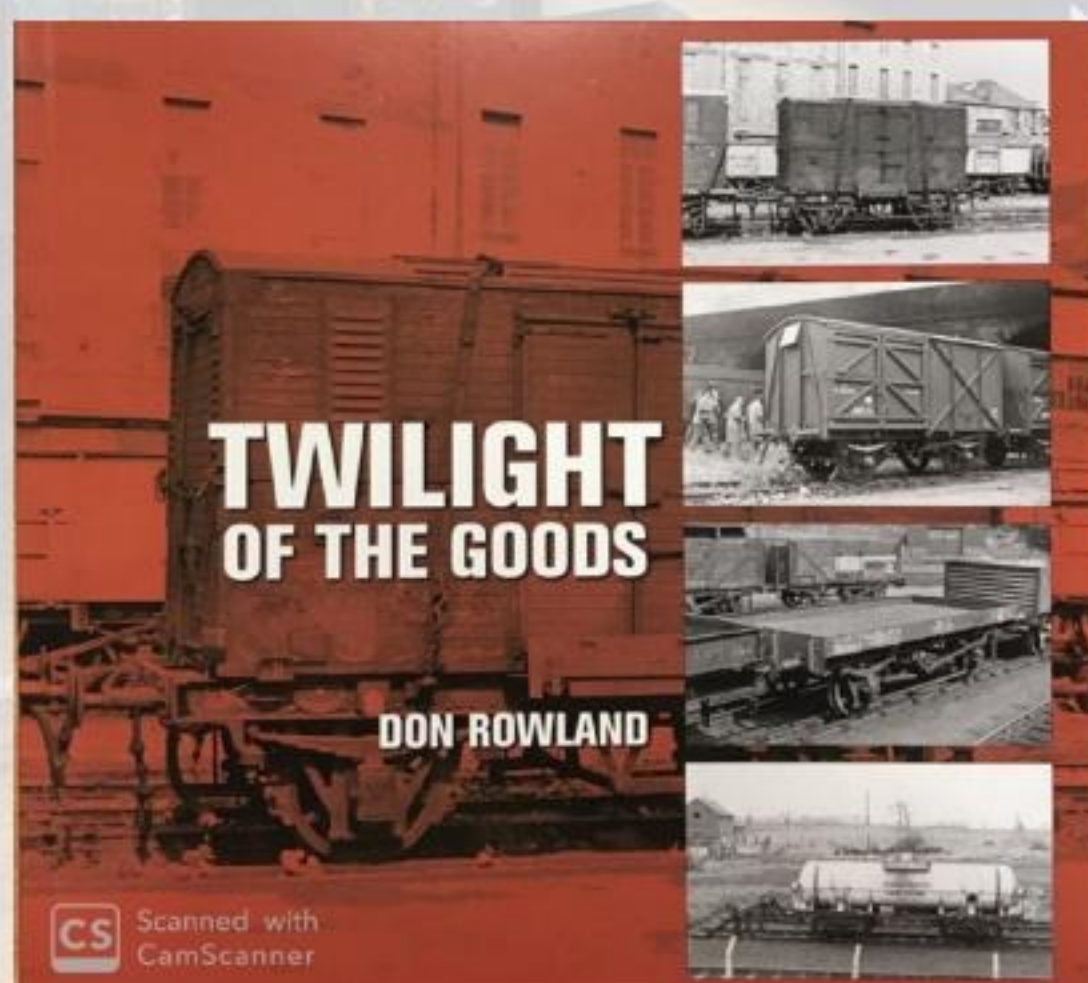
then move forward to enter the tourist industry and be accepted as economic generators, they had to change, sometimes rapidly and often without much thought to past heritage; that would come later. We chart their progress, in glorious colour pictures, as the railways hastened to get themselves fit enough to carry larger numbers of passengers than had perhaps ever been dreamed of. We take the narrow gauge story in Britain, largely from the 1960s up towards the 1990s. This thirty year period saw the development of the surviving narrow gauge lines in Wales, the establishment of some new tourist lines in England and the preservation of many narrow gauge locomotives by individuals, clubs and museums. The images and their accompanying stories show how the lines which feature survived, adapted and developed in this period.



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An appreciation of the estimable Don Rowland and the huge amount of work he has done in both recording and publishing information about the humble British goods wagon. This book contains 80 pages of high quality images of wagons, the vast majority photographed by Don, printed mostly one image per page in order that the subjects and their myriad details of brake gear, lettering, construction and most of all the texture and finish can be fully appreciated. The captions are informative and accurate for both the wagons and settings in each case and with a very few exceptions all subject photographs are accurately dated and their locations recorded. Many of the backgrounds are also interesting on various levels, all of which serve to illustrate just how very different so much was at the Twilight of the era of traditional freight working on British Railways.



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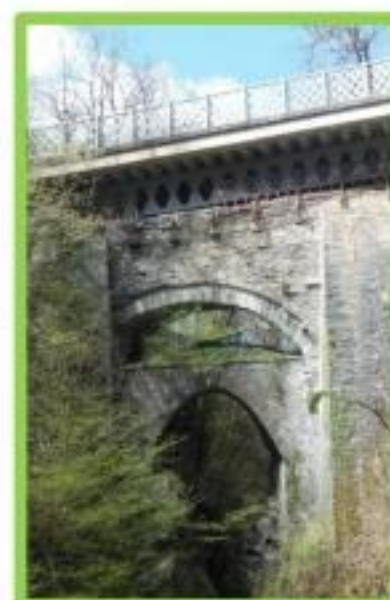


To visit the 300ft Waterfalls, Punchbowl and 3 Bridges built one on top of the other, turn left from the train station and walk down the hill past the Hafod hotel (approx 5 minutes).

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Step 1: Pick your date from the calendar. (Please note there are no services on white days.)

Step 2: Match the colour shown to the relevant timetable below.

In order to help us to run the trains to time, please aim to arrive at the Booking Office at least 20 minutes before your departure.

JANUARY 2020						
M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

FEBRUARY 2020						
M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	

MARCH 2020						
M	T	W	T	F	S	S
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

APRIL 2020						
M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
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20	21	22	23	24	25	26
27	28	29	30			

MAY 2020						
M	T	W	T	F	S	S
				1	2	3
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

JUNE 2020						
M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

JULY 2020						
M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

AUGUST 2020						
M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SEPTEMBER 2020						
M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

OCTOBER 2020						
M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

NOVEMBER 2020						
M	T	W	T	F	S	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

DECEMBER 2020						
M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

		ORANGE		YELLOW			
Aberystwyth	dep:	10:30	2:00	10:30	12:10	2:00	3:45
Capel Bangor	dep:	10:50	2:20	10:50	12:30	2:20	4:05
Aberffrwd	dep:	11:10	2:40	11:10	12:50	2:40	4:25
Devil's Bridge	arr:	11:30	3:00	11:30	1:15	3:00	4:45
Devil's Bridge	dep:	12:30	4:15	12:30	2:15	4:00	5:45
Aberffrwd	dep:	12:50	4:35	12:50	2:35	4:20	6:05
Capel Bangor	dep:	1:10	4:55	1:10	2:55	4:40	6:25
Aberystwyth	arr:	1:30	5:15	1:30	3:15	5:00	6:45

		GREEN					GOLD
Aberystwyth	dep:	10:30	12:10	2:00	3:45	6:00	11:00
Capel Bangor	dep:	10:50	12:30	2:20	4:05	6:20	11:20
Aberffrwd	dep:	11:10	12:50	2:40	4:25	6:40	11:40
Devil's Bridge	arr:	11:30	1:15	3:00	4:45	7:00	12:00
Devil's Bridge	dep:	12:30	2:15	4:00	5:45	8:00	2:00
Aberffrwd	dep:	12:50	2:35	4:20	6:05	8:20	2:20
Capel Bangor	dep:	1:10	2:55	4:40	6:25	8:40	2:40
Aberystwyth	arr:	1:30	3:15	5:00	6:45	9:00	3:00

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