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ISSUE 122
JULY 2017



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UK: \$40.50; Rest of Europe: \$52.00; Outside Europe: \$60.00
Binders: UK \$9.50 - Overseas \$11.00

DISTRIBUTION

News trade
Warners Distribution
Tel: 01778 392417

Model Trade
Warners Trade Sales
Tel: 01778 392404

Overseas Agents

JAPAN: Eriai Co, Ltd, 1-1-12
Toyotama-kita, Nerima-ku, Tokyo 176

Printed by: Warners Midlands Plc
Lincolnshire

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PUBLICATIONS PLC 2017
ISSN: 1466-0180

Cover: One of the great-looking 15in gauge engines, 'Katie' has brought heavy haulage capability to the Kirklees Light Railway – our feature on the line begins on page 30.

Photo: Andrew Charman

NARROW GAUGE WORLD is published
nine times per year.

This issue published 30th June 2017
Next issue on sale 28th July 2017



www.warnersgroup.co.uk

Issue No 122 July 2017

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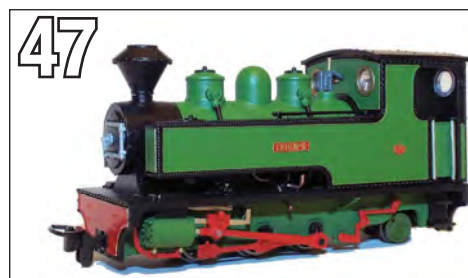
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Minimum gauge – maximum fun...



NGW Editor Andrew Charman has been indulging his guilty pleasure – minnum gauge – again this month...

Photo: Former Fairbourne resident 'Sian' starred at the line's Gala over the Spring bank holiday, here framed by 12.25in rolling stock. Photo: Andrew Charman

A warm welcome to the July edition of *Narrow Gauge World*, and as I write this it certainly is warm! Temperatures in our little bit of mid Wales have been up around 27

degrees this weekend, and I've sympathised with my fellow Welshpool & Llanfair volunteers rostered as loco crews – hot work! I did also note that it's scheduled to be only a couple of degrees cooler when I next step onto the footplate of our Kerr Stuart 'Joan' in a couple of days' time...

Something I've noticed over nearly eight years (wow...) of editing *NGW*, is that things tend to happen in batches. For example, the last month for me has certainly been dominated by what we call 'the narrower gauges'. In this case it's meant the 12¼in gauge of the Fairbourne Railway and the 15in gauge of the Kirklees Light Railway, both of which I've visited in the last couple of weeks.

Mind you one could argue that at the Fairbourne's Gala at the end of May, it was the 15in gauge making the headlines. The railway has been extending the mixed-gauge track it laid a couple of years ago, and the 15in stretch now offers a decent run down towards the beach and allows a return to the line for the locos and stock that served the Fairbourne for most of its life, until pop entrepreneur John Ellerton changed it all in 1985.

I have a soft spot for the Fairbourne – it always seems to me to be a line doing a good job despite being rather closer to adversity than many of its fellows in the Great Little Trains of Wales – not least the fact that residents of the beach town have been told they might have to clear out within the next couple of decades as it will no longer be economic to maintain the sea wall...

Despite all this, one always gets a friendly welcome from Murray Dodds and his team. Not only do they run the line well but they also try to be innovative, the 15in gauge being an obvious example. Secretly I reckon that if a sugar daddy was to come along with a very large amount of money, they would like to reinstate 15in gauge along the whole two miles. I do know that when they relay the Beach Road level crossing they intend to put in a third rail...

An important role

My visit to the 15in gauge Kirklees Light Railway provided a different sort of experience, but fun nonetheless. As I describe in the feature starting on page 30, this is a line very firmly geared to family days out – and we have to remember that the vast majority of the revenue for all our heritage lines comes not from enthusiasts but tourists and families simply wanting a train ride and an acceptable cup of tea. On this particular Friday I was likely the only enthusiast at the Kirklees,

but I had a fun day and also enjoyed seeing so many youngsters clearly enjoying the pleasures that come from experiencing steam railways – get them early, that's what I say!

Steam at last

Definitely back to mainstream narrow gauge this coming month – I have an appointment that I, along with many others, have been awaiting a long time. It is to see the first steam in the boiler of a certain new-build Lynton & Barnstaple Baldwin 2-4-2. Assuming all goes well you'll read all about it in next month's issue...

Finally this month – I've told you before of the advantages of taking out a subscription to *NGW* – delivery the moment the magazine is published, often a couple of days before, no more trying to find us in the newsagents... Well if you've so far been tempted to subscribe but not bothered, this month is certainly the time to take the plunge because as you will read on the page at left, we have one heck of a subscription offer going – even I was surprised when I first saw it!

It is well worth subscribing because we have some real gems coming up in the coming months – more and more railways now regard us as the specialist magazine for their market, which leads to some excellent opportunities for behind-the-scenes features...

Andrew Charman



■ The welcome sight and sound of a lifting safety valve. Peckett 0-6-OST 'Jurassic' was steamed for the first time in 31 years on 31st May as restoration of the 1903-built loco progresses at the Lincolnshire Coast Light Railway. Once steam was successfully raised a trial run of the overhauled chassis was made along the length of the line. The rebuild of the loco has been aided by a £43,000 grant from the Heritage Lottery Fund.
Photo: Dave Enefer/LCLR.

Llanfair works shut by asbestos

The Welshpool & Llanfair Light Railway has been operating without the use of a workshop for more than three months after asbestos was found within the building.

The material was discovered in the line's Diema diesel locomotive No 17 while it was under overhaul, and subsequent investigations identified contaminated parts and material in several locations. This was in addition to asbestos in the roof and wall sheeting in some of the railway's buildings, which the W&LLR was already aware of and which was known to be stable in place and therefore not a hazard if undisturbed.

Licensed contractors were engaged to conduct a survey of the workshop, machine shop and several storage containers, identifying areas of contamination, while an air quality survey carried out confirmed that authorised persons with appropriate Personal Protection Equipment were safe to go into the buildings but that no work should be done inside.

The affected buildings were immediately closed to protect volunteers and staff, and the asbestos-containing material was removed by the contractors. They also cleaned some tools and parts for immediate use, enabling the W&LLR to set up temporary facilities for running repairs in the line's loco shed.

Relevant external authorities were notified and the line's external Safety Advisor visited the railway to review management of the situation and all hazardous material handling.

Machines moved out

The contractors returned in May to clean the machine shop and its equipment, most of the machinery being moved to the industrial units bought by the W&LLR last year. Some equipment is being upgraded and will be re-installed in the machine shop, some is being preserved for display in the line's planned museum, while a few items not practical or economic to clean have been disposed of by the contractors.

In June the contractors began cleaning the main workshop building, with hopes

that it would be reopened by mid July. As part of these works W&LLR Trustees have agreed to replace the asbestos roof and wall sheeting with steel cladding – these costs would have been incurred anyway in the new workshop phase of the line's Major Developments project.

The purchase of several new machine tools planned for the new workshop has also been brought forward and these will help increase productivity when the current building is reopened.

The closure has delayed the overhaul of the Diema and the restoration of 0-8-0T no 699.01 'Sir Drefaldwyn', both of which were underway in the workshop at the time.

Members attending the line's AGM on 20th May were told that the asbestos remediation work would cost the W&LLR a significant five-figure sum – this would be met from existing reserves for emergencies

and not from the '2020 Vision' appeal, which has already raised more than £100,000 for the Major Developments project in less than a year.

The W&LLR board has also appointed an independent volunteer with professional experience to conduct an internal enquiry into the asbestos issue.

The ongoing restoration of loco 'Sir Drefaldwyn', seen here some months ago, has been significantly delayed by the asbestos issue.



Protests close Darjeeling line as station set alight

Just as *NGW* closed for press news broke that all services on the Darjeeling Himalayan Railway had been suspended in the wake of political unrest.

Supporters of an independent state of Gorkhaland tried to burn down one of the stations on the line, a UNESCO World Heritage site. Gayabari station was set on fire on 15th June but local people doused the flames and prevented serious damage.

Supporters of the pro-Gorkhaland GJM party are reported as preventing DHR stationmasters working, while Ghum station has been the scene of a pitched battle between the GJM and security forces.

The suspension of DHR trains has come only two weeks after full services resumed over the entire 87km (54-mile) line between New Jalpaiguri and Darjeeling on 28th May, the route having been severed since 2010 by a number of landslips caused by monsoons.

According to Indian media the political situation has led to a collapse of the tourism industry that is so important to the Darjeeling area. *The Indian Express* reported that tourism numbers normally averaging 600 a day at this time of year, had 'come down to a trickle'.

"All reservations for the summer season have been cancelled," reported the paper. "As incidences of violence spilled out onto the plains on Saturday – the sixth day of the shutdown – hotels, homestays and eco-resorts downed shutters as drinking water supply and access to staples were hit in the ensuing chaos."

The paper added that locations along the railway were witnessing widespread protest rallies and arson, rendering them inhospitable for tourists.

■ Contract to end loco 'cannibalism' at Darjeeling – see page 14

Pioneer Kerr Stuart diesel is given its wheels back

Work to restore pioneer Kerr Stuart diesel locomotive no 4415 at the Ffestiniog Railway took a major step forward in mid June when the chassis was reunited with its wheels.

Built in 1928 and tested on the then Welsh Highland Railway, no 4415 is described as the oldest purpose-built diesel locomotive in the UK and the only known survivor of its class. After its trials on the WHR it worked for a while on the FR, which couldn't afford to buy it. Its later history included spells in Ireland and on a sugar plantation in Mauritius, from where it was repatriated by members of the Greenwich & District Narrow Gauge Railway Society in 1997 and the FR.

After several years in store at the railway's Minffordd yard, the first phase of



Photo: Chris Parry/FR

restoration began in earnest in 2016, culminating in assembly of the 'bottom end.' The work involved fitting the layshaft and its associated sprockets and gears, fitting the springs and radius rods that attach the wheelsets to each other and to the frames, lifting the frame onto the wheelsets, assembling the brake gear, fitting and adjusting the drive chains, and fitting drawgear and couplings.

"This is a big step forward for the

project, and is effectively the end of stage 1, although there are still a few little bits to finish off," said FR spokesman Chris Parry, adding that attention could now be turned to the engine and gearbox.

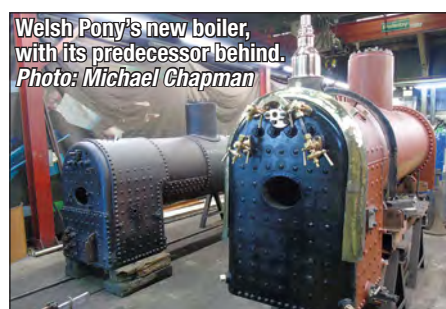
■ Kerr Stuart 4415 completed a hat-trick of recent re-wheelings at the FR, with the rolling chassis of both 'large England 0-4-0ST 'Welsh Pony' and Chinese C2 0-8-0T being reassembled in the past few weeks (see *NGW*121).

'Pony' boiler passes test

Progress on the rebuild of Ffestiniog Railway 0-4-0ST 'Welsh Pony' has taken another major step forward with the boiler passing its hydraulic test.

The boiler, the third built at the FR's Boston Lodge but the fourth that the 1867-built locomotive has carried, was expected to have been steam tested by the time this issue is published, after which it will be installed in the new frames. These were mated with their wheels in time for the 'Quirks & Curios II' weekend over the May bank holiday, reported in *NGW*121.

The removed boiler and frames – the latter dating from 1890 when they replaced the loco's originals – are to be taken to Minffordd for safe keeping as historical artifacts. According to FR staff, dismantling the loco for the rebuild has revealed much more about its history, including a large steel strap tied around the rear of the frames and thought to have been a cheap means of addressing rear springing issues.



Welsh Pony's new boiler, with its predecessor behind.
Photo: Michael Chapman



Polar Bear clocks up 50 years

Amberley Museum celebrated the 50th year in preservation of Bagnall 2-4-0T 'Polar Bear' on Saturday 3rd June. The date fell exactly half a century after the loco was purchased from the Isle of Man by the Brockham Museum Association, founder of the collection that is today at the Amberley site in Sussex.

Polar Bear was built in 1905 for the Groudle Glen Railway, her design similar to the nine-year older 'Sea Lion' on the same line. The line served a zoo on the island but while popular until the Second World War it then declined and closed after the 1962 summer season – by which time Polar Bear was the only working loco.

Polar Bear was bought for £25, along with some carriage parts, by the Brockham Association and moved to its site near

Dorking in Surrey, moving to Amberley in 1982 when the Brockham organisation merged with the them Chalk Pits museum.

Polar Bear was returned to steam in 1982 but after five years had to be withdrawn, needing a new boiler. In 1993 the loco returned, wearing its original yellow GGR livery, and has been a regular operator at the museum since. It has also been back to the Isle of Man on four occasions to be reunited with Sea Lion on the restored Groudle Glen line, most recently in 2016.

Polar Bear will star at the museum's rail gala on 8th-9th July. The museum's Bagnall 0-4-0ST 'Peter' will also be in steam and an intensive service of passenger and industrial trains operating, as well as trade stands and a themed model railway exhibition.



■ The Apedale Valley Railway's 'Stanhope Steam Gala' on 13th-14th May provided some unexpected extra entertainment for visitors on the Saturday in the form of a re-railing exercise. Joffre 0-6-0T no 3014/1917 came to grief on points leading from the yard to the display area.

A prompt response by the line's permanent way department ensured that the loco was back in use within a couple of hours and fortunately no damage was done to either locomotive or track.

Visitors to the event included Phil Mason's rapidly becoming very well-travelled Kerr Stuart 0-4-0T 'Diana', seen here on a passenger working with eclectic rolling stock and wearing a 100th birthday headboard.

Photos: David Bott



Manx Heritage festival to mark anniversaries

Full plans for the annual Manx Heritage Transport Festival have been announced, with key themes of the event set to be the 50th anniversary of the reopening of the Isle of Man Steam Railway and the 1958 nationalisation of the Manx Electric Railway, and subsequent repainting of stock into green livery.

This livery, last used in 1960, has been recreated for the event on stock running today, including on the Douglas Horse Tramway (pictured above by *David Lloyd-Jones*). The Horse Tramway is now running normally after its horses recovered from the virus reported in *NGW121*.

The Heritage Transport Festival runs from Wednesday to Sunday, 26th-30th July. A wide range of activities includes guided walks along the closed sections of the Isle of Man Railway, including the Foxdale branch, tours of the lines' depots, special trains including a travelling post office, bespoke stock workings, museum exhibitions and the chance to drive trams on the Manx electric line.

More details of the Festival are at www.rail.im, from where a brochure detailing individual events can be downloaded.

Unusual workings at Corris Spring Gala

The Corris Railway staged a second successful Spring Gala Day on Sunday 28th May, running variety of trains between Corris and Maespoeth Junction.

Motive power for the intensive timetable of passenger and van train services rotated between Kerr Stuart Tattoo new-build 0-4-2ST no 7, Ruston Hornsby diesel no 6 and Orenstein and Koppel diesel no 11, while the revivalists' first-ever loco, Simplex nor 5 'Alan Meaden' worked demonstration works trains.

Visitors were shown components for the line's Falcon steam loco project and progress on the southern extension beyond Maespoeth Junction, including the first

Corris Railway 0-4-2ST no 7 fills up at the newly installed Maespoeth water crane during the Spring Gala event.

Photo: David Coleman/CR



new track as featured in *NGW120*.

Unusual workings included the chance to ride in brake van number 204, recreating the era between 1930 and 1948 when

passengers were unofficially carried in the brake van of goods trains, while Corris Railway Society members were able to ride a gravity train.

■ Following the success of its Stanhope Steam Gala on 13th-14th May, the Moseley Railway Trust has announced the holding of a new enthusiast-focussed event on its Apedale Valley Railway in Staffordshire. The 'Diesel Delights' weekend on 7th-8th October will feature many of the Trust's collection of internal combustion locos, with some hauling their first-ever passenger trains.

In 2018, the Trust intends to hold the third of its popular WW1-themed 'Tracks to the Trenches' events, on 13th-15th July. Potential exhibitors of WW1-appropriate items, particularly road vehicles, are now being sought – more details at www.mrt.org.uk

Photo of Stanhope: MRT



BRIEF LINES

FR hunts wartime staff

The Ffestiniog Railway is trying to determine what became of staff who left the line in 1914-18 to fight in the First World War. A total of 19 staff are thought to have joined up, and the railway believes only two of them were killed in action. It now wants to learn more about the others ahead of an event to commemorate the centenary of the end of the war in 2018.

Jack for Leadhills

Andrew Barclay 0-4-0T 'Jack' is to return to the Leadhills & Wanlockhead Railway for the line's Steam Weekend on 29th-30th July. The loco, built in 1925 for an Edinburgh gasworks, last visited the Leadhills line in 2001.

FR attracts first-timers

The Ffestiniog Railway reports that bookings for the line's annual Volunteers Training Week, which this year runs from 29th July until 4th August, are including a significantly larger than usual number of first-time applicants. The week traditionally sees young people carrying out a wide range of tasks on the FR and often results in several new volunteers signing up.

Young weekend at Llanfair

The Welshpool & Llanfair Light Railway's Young Members Group will be staging its second 'Summerfest' on 29th-30th July. The event provides a weekend of activities for 16-25 year olds, while also taking in the line's annual members' barbecue. more details are available from info@wllr.org.uk or by calling 01938 810441.

FR role for David

Fresh from joining the board of the Seaton Tramway (NGW120), former deputy chief inspector of Her Majesty's Rail Inspectorate David Keay has now also taken up a role on the Ffestiniog Railway Company board. David commented that he is looking forward to using his experience to help the FR's knowledgeable team with ongoing engineering development and sustainability

'Utrillas' – Graham's engine

Our news story on the West Lancashire Light Railway's new turntable last month stated that the line had imported and restored loco 'Utrillas' whereas the loco's owner Graham Fairhurst was responsible for both. Apologies to Graham.

85 Tour draws crowds

The 'Grand Tour' being undertaken by the Welshpool & Llanfair Light Railway's 1954-built ex-Sierra Leone Hunslet No. 85, on its way home from a five-year stint on display at the NRM's Locomotion museum in Shildon, (NGW120) is proving a major success.

So far the loco has visited events at the Armley Museum in Leeds, Hull (a city strongly connected with Sierra Leone) and the Museum of Water & Steam at Kew, with many visitors turning out to see it at all of the venues.

At each No. 85 has been accompanied by W&LLR members promoting the line's major developments appeal – it is intended that the loco will be the first to be restored in the new workshop that forms part of the appeal. Also present have been a delegation from the UK-based Friends of the

Sierra Leone Railway Museum, promoting the museum which tells the story of the West African nation's once extensive 2ft 6in gauge Government railway.

No. 85 was next due to be on display at the Tyseley Works 50th Anniversary weekend in Birmingham on 24th-25th June, and following this a summer residency has now been confirmed at the Blist's Hill Victorian Town at Ironbridge in Shropshire.

No. 85 will then visit the Shrewsbury Steam Rally on 27th-28th August before making a triumphant return to the W&LLR as part of the line's annual Steam Gala on 1st-3rd September.

Restoration of the loco to service is still some time away though a private fund set up by W&LLR footplate crew has already raised close to £30,000 for the new boiler required.

Photo taken at Kew by Tim Abbott





Euro locos head to Ratty 'Oktoberfest'

Locomotives from Germany and Austria will be among a host of visitors to the Ravenglass & Eskdale Railway later this year for the line's 'Oktoberfest' gala.

The event, held over a week from 21st to 29th October, will have a strong German theme, with even German food on offer in the line's restaurants. And highlight among the visiting loco contingent will be a pair of Krauss Pacifics, 'Tazzelwurm', built in 1950 for the Killesberg Railway in Stuttgart, Germany and the 1928-built 'No.1' from the Prater Liliputbahn in Vienna, Austria.

The Romney, Hythe & Dymchurch, Kent will be sending Krauss 0-4-0 'The

Bug' built in 1926, and 4-6-2 'Black Prince' built by Krupp in 1937.

Also in steam will be museum locos 'Synolda', 'Count Louis' and 'Katie', but centre of attention for many could be the official launch of the line's own 'Train from Spain', yet another Krauss 4-6-2 built in 1929 for an exhibition in Seville. Acquired by the Cumbrian line last year and restored, it will now carry the name 'Whillan Beck'.

Krauss Pacifics, 'Tazzelwurm' from Germany and 'No.1' from Austria will headline the Ravenglass & Eskdale Railway's Oktoberfest event. Photos: R&ER



Nelly on the shore

The 9½in gauge Lakeshore Railroad has been loaned an extra locomotive to assist with its 45th anniversary celebrations.

'Nelly', a large 0-4-2 tank engine from the private Brightwalton Light Railway, becomes the first -ever visitor to the Lakeshore line at South Shields, and by kind permission of its owner will remain on the line for the duration of the 2017 season. Provisional steaming dates are set to be released on the line's website at www.lakeshorerailroad.co.uk. Anyone travelling especially to see the loco in action is advised to e-mail the line beforehand on info@lakeshorerailroad.co.uk

Nelly was set to play a central role in the line's 45th Anniversary Weekend on 24th-25th June, which as well as featuring the operational home fleet was also to welcome a second visitor, 'James Boyd' from the Downs Light Railway. A re-cutting the ribbon ceremony was planned for 10:30am on 24th June, re-enacting the opening train, followed by a quintuple header later the same day.

Photo: Lakeshore Railroad



■ The Corris Railway ran its traditional headboarded train as part of the Machynlleth Comedy Festival on 20th-21st May. The line also hosted a morning performance by comedians in its carriage shed at Maespoeth.

Meanwhile the line has announced that its annual model railway exhibition will be held at The Plas in Machynlleth on 26th-27th August, with larger scales featuring. **Photo: CR**

Threlkeld Quarry Railway



Steam Gala: 29th-30th July 2017 with visiting steam locomotives

Trains running frequently between 10am-5pm

Photographic charter on 27 & 28 July

Contact Martin Creese on 07771906075

or email: mail.30742@btinternet.com

For updates see

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TRACTION



■ If anyone was in any doubt that the Lynton & Barnstaple Railway is no longer sleeping, this shot above, taken by the L&B's *Tony Nicholson* at the Spring Gala on 14th May, should prove it. Woody Bay station was packed with superbly restored stock, and for the Autumn Gala in September there should be further steam in evidence in the form of new-build 2-4-2T 'Lyn'. We hear the loco will be lit up for the first time in early July, and we hope to bring you pictures next month.

Left and below: From *NGW's* Romney, Hythe & Dymchurch correspondent *Steve Town* come some pictures of the line's Spring Gala in mid May, which as ever featured lots of visiting engines, such from 'Synolda' from Ravenglass at left, and some pretty bespoke train movements, such as the one featuring resident 4-6-2 Pacifics 'Southern Maid' and 'Winston Churchill' below. During the event the railway ran for 33 consecutive hours using some 11 different locomotives.





■ The Fairbourne Railway's Spring bank holiday Gala again featured much action on the newly extended 15in/12.25in mixed-gauge line, which now runs almost as far as Beach Road level crossing where the railway turns to parallel the beach. Certainly enjoying the line was returning Fairbourne 15in gauge loco, the Guest-built 2-4-2 'Sian'. Back in the environment in which it spent most of its working life before leaving in 1986 after the Fairbourne line was regauged, Sian spent the weekend giving rides, topping-and-tailing with fellow 15in gauge visitor, 'Mountaineer'. This 0-4-0 formerly worked on the Bush Mill Railway in Tasmania, and now lives on the Cleethorpes Coast Light Railway.

All photos on this page by Andrew Charman

■ The Fairbourne Gala also featured the official return to service of the line's 12.25in gauge 2-6-4T 'Russell' after a major overhaul. This loco was built in 1979 in the style of a Leek & Manifold Railway Kitson loco and remodelled in 1985 to look like the famed North Wales Narrow Gauge/Welsh Highland engine.



Cannibalism no longer at the Darjeeling

INDIA

An agreement signed to supply spares to the Darjeeling Himalayan Railway is expected to end the practice of 'cannibalism' on the 2ft gauge line – stripping parts from out-of-service steam locomotives to keep their stablemates running.

The Darjeeling line's fleet of Sharp Stewart B-class 0-4-0STs were all built between 1899 and 1925, and of the 34 originally built just 13 remain either in service or in various stages of repair. With new spares unobtainable for many years the temptation to remove components from unservicable locos is not surprising.

Now, however, the Northeast Frontier Railway, which oversees the DHR, has signed a Memorandum of Understanding with Heavy Engineering Corporation Limited (HECL) for the supply of new spare parts for the locomotive fleet – in the process helping to maintain the DHR's constantly under threat status as a UNESCO World Heritage Site.

The spare parts situation has become acute in recent times –



while the steam locomotive fleet is reported as being in very poor condition, the line has also been suffering from a shortage of diesel locomotive availability. This has led to services being reduced to alternate days, and while the tourist-pitched Joy Train timetable remains unchanged it has been subject to very short notice cancellations, leaving many visitors disappointed.

Photo above, taken by *Michael Chapman* in 2010, shows loco maintenance underway in the DHR's Tindharia workshops.



Above: Spot the loco! Corpet-Louvet 0-6-0T 'Lulu' hides among the trees during the opening day celebrations. Meanwhile progress continues, with the museum shed roof receiving its panelling, below, and trackwork also underway, below right. *Photos: MTVS*



First MTVS open day attracts the visitors

FRANCE

Enthusiasts working to re-establish the Museum of French Steam Tramways and Secondary Railways (MTVS) at its new home in Crèvecœur-le-Grand enjoyed a red-letter day on 17th May when its running line was officially opened.

The first train, for donors to the project, was hauled by Corpet-Louvet 0-6-0T 'Lulu' (1679/1925), and then services ran on a hourly basis throughout the rest of the day.

Despite very humid weather affecting visitor numbers, museum spokesman Olivier Janneau stated that around 400 passengers were carried. He described the atmosphere as very positive with some visitors travelling very long distances to see the project.

Meanwhile much progress is being made at the new site, particularly on the museum shed which in early June was receiving its roof panelling. Tracklaying is also underway to extend the running line.

More information on the MTVS project can be found on its French-language website at <http://musee-mtvs.com/>

■ In our report of the Stars of Sandstone Festival in SOUTH AFRICA in NGW121 we described the debut of the newly-restored SAR General Electric loco no 91-010 and then used a photograph of an entirely different locomotive! Thanks to *Dave Richardson* of the Sandstone Steam Trust we are happy to show you the right engine here.

The loco was one of 20 ordered for the Port Elizabeth to Avontuur 2ft gauge line and delivered in 1973. They were intended to replace the ageing NG13 and NG16 Garratts and NG15 tender locos.

Dubbed the largest 2ft gauge diesel electric locos in the world, they were re-distributed to industrial operations after services on the Avontuur line ended in 2009. Fitting of new bogies enabled them to run on the 3ft 6in 'Cape Gauge' and 91-010 was used for shunting in the Port Elizabeth area. In 2013 it was offered for sale and purchased by the Sandstone Trust, which also obtained 2ft gauge bogies for the loco. Restoration included fumigating the cab which was found to be full of spiders!



Hopes rise for full reopening of line damaged by floods

GERMANY

Hopes are rising that the full length of the the 750mm gauge Weißeritztalbahn will reopen shortly.

The line was closed following serious floods in 2002 and while the section between Freital Hainsberg and Dippoldiswalde subsequently reopened, the section between Dippoldiswalde and Kurort Kipsdorf has remained closed. However some test runs have recently been carried out but the full opening date is yet to be confirmed.



Weißeritztalbahn services were being hauled by 99 1793-1 a 2-10-2, built in 1957, when *Jonathan James* visited on 23rd April.



■ Peter Neve opened his newly-built 'Pete's Hobby Railway', a private 2ft gauge line built on his property at Junee, New South Wales in AUSTRALIA earlier in the year. Hunslet 0-4-2T no 1187 of 1915 broke the formal ribbon across the track, with Peter – celebrating his 75th birthday – on the regulator. Other trains on the day were hauled by a 48hp Ruston diesel unit. More details of the project can be found on the website www.PetesHobbyRailway.club Photo: *Ben O'Malley*

BRIEF LINES

Fatal accident on Darjeeling

A 55 year-old local man died in hospital on 9th May, a day after he fell under the wheels of a Darjeeling Himalayan Railway steam loco hauling a Joy Train service in INDIA. According to local reports he was trying to scramble up a lineside bank but lost his footing on the slippery surface.

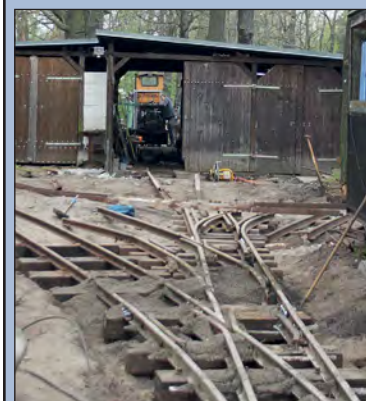
Cumbres named the best

The 3ft gauge Cumbres & Toltec Scenic Railroad has been named the best attraction in Colorado and New Mexico, USA in a poll carried out by leading US newspaper *USA Today*.

Feldbahn track work

Track renewal has been underway on the Berlin Feldbahn in GERMANY. The 500mm gauge of 2km (1.2mi) length runs in the same park in the German capital as the better-known Berlin Parkeisenbahn, a 600mm gauge former 'pioneer railway' running in a large circuit.

Photo: *Jonathan James*





Oil – but also coal – at Ooty?

Steve Sedgwick updates widely-reported technical developments on India's Nilgiri Mountain Railway.

The loss of coal firing on India's Nilgiri Mountain Railway was reported in *NGW120*, sourced from a local press release issued in mid February. Over the years there has been much press discussion over the future of the NMR, be it closure, privatisation, conversion to electric or diesel power or loss of coal firing. I had the good fortune to visit the line a few days after this particular report from *The Hindu*. What I found was a much more vibrant and positive scene than might initially be envisaged.

First a little background. The NMR is a 46km-long metre gauge line that connects Mettupalayam on the plains of Tamil Nadu with the former British hill station of Ootacamund – this has now been 'Tamilised' into Udagamandalam but for many it still keeps its affectionate colonial nickname of Ooty.

The line operates in two sections – from Mettupalayam to Coonor is

steam worked with X class 0-8-2T rack and adhesion locomotives. For the first 7km or so the line climbs gently to Kallar using normal adhesion working. After Kallar the rack section climbs 1330m in 19km to reach Coonor, the largest intermediary town on the line. The second section from Coonor to Udagamandalam is less steep with a ruling gradient of 1 in 23 and has always been adhesion worked. Today Indian Railways' YDM4 diesel locos haul trains on this upper section.

Returning to the issue of coal firing, the modernisation of Indian Railways and the general demise of steam prompted a search for a replacement for the X class in the 1990s. There are numerous reports of how diesel or electric power might have been introduced set against calls to keep the steam locos because of their heritage and tourism value. Eventually a compromise solution

Above: Built in 2014, 37399, the newest of the new-build X-class locos. The most obvious features of the oil burning system are the fuel saddle tank and, at the rear, the exhaust and ventilation louvres for the diesel electric generator.

Below: The diesel electric generator infrastructure is clear on this view of 37391 as it waits to take the 07.10 train at Mettupalayam on 22nd February. This loco was built in 1949 and converted in 2007.

arose where some of the Swiss-built X class locos were converted to oil firing. There is little coal in this part of India and even less which is suitable for steam locos. Poor quality coal was blamed for steaming difficulties and high maintenance costs. Coal also had high supply and handling charges.

Loco 37395 was the first engine to be converted in 2002. However, by the late 2000s it was clear that the original Swiss engines were reaching the end of their economic working life. Buying new steam locos from Switzerland, according to another press report, would have been prohibitively expensive. Indian Railways therefore took the rather surprising decision to build four new oil burning engines to continue the steam tradition of the NMR. These were constructed as oil burners at the Golden Rock Workshops of Southern Railway at Tiruchirapalli to the general X Class design. The first loco, 37396, went into service in March 2011 with the fourth, 37399, joining the NMR in 2014.

Complex locomotives

The evolution of the X class into an oil burner has produced an unusually complicated machine. The locomotives are compounds – a pair of high pressure lower cylinders power the eight driving wheels and above these is a second pair of low pressure cylinders and valve gear which, through reduction gearing, drive the cog wheels which engage with the Abt-system rack.

There is a physical connection between the two sets of reversing gears to avoid conflicts of direction between the two power units. Despite this just such a conflict appears to be



happening when one first sees an X class moving. While the adhesion mechanism rotates in one direction, the rack drive system rotates in the opposite direction because of the extra axle in its power train. Although perfectly logical, it does at first look as if something is seriously amiss.

Steam-electro-diesel

In addition to these features are the complications introduced by oil firing, the most obvious of which is a saddle tank for fuel, perched on top of the boiler and side tanks. Less obvious and perhaps most radical for a steam loco is the large diesel-electric generator and electrical control panel in what would have been the rear coal bunker. The exhaust pipe from the diesel engine and ventilation louvres are clearly visible on the back of the loco and the electrical power is used for several purposes.

One is to supply fuel to the firebox. The primary fuel is furnace oil which is thick and sticky and must be atomised with steam in a strong airflow for efficient combustion. So, on a cold engine with no steam, furnace oil cannot be burnt. Instead, the electrical system first powers two pumps which deliver diesel to two diesel burners at either side of the firebox. Once boiler pressure reaches 3bar (45psi) there is sufficient steam for the atomisers to work and the fuel source is switched to furnace oil.

The oil is delivered by a second pair of electric pumps to two burners facing centrally into the firebox door. Good combustion is ensured with a large electric blower fan installed in the footplate floor, while perhaps the most surprising modification on this steam locomotive is the pair of electric pumps which have replaced conventional injectors for supplying water to the boiler. Electrical power also runs the lighting and cooling and

Right: X-Class motion. The lower cylinder and cranks are for adhesion working. Between the second and third drive axles are the cog wheels, driven by the upper cylinder which powers the pair of small crank wheels. These turn the cog wheels through reduction gearing and so rotate in the opposite direction to the flanged driving wheels – note the positions of the two radius arms at opposite ends of the expansion links of the adhesion and rack valve gear. It is all coordinated by a lever linkage between the two radius rods in the centre of this view.

The circular boss between the two rack crank wheels is the activator for the band brake. As the boss turns it tightens bands around the crank wheels, effecting braking force thorough the rack and pinion.

Below: With drain cocks open, 37391 had just engaged with the rack at Kallar to start the climb to Coonor.

All photos by Steve Sedgwick



exhaust fans in the locomotive's cab.

As with all rack engines, braking power is paramount. The X class has four systems: a dynamic brake using the cylinders as air compressors when working downhill, a vacuum brake, a hand brake and a band brake. The last works through the rack system by several straps tightening around grooves in the circumference of the crank wheels of the rack power unit.

The end result of all of this a locomotive with twin steam powerplants for rack and for adhesion traction supported by an extensive diesel-powered electrical system. This is still a steam locomotive when all around are not, though perhaps one that a purist might question. Nevertheless, when I visited the trains were full of Indian and foreign tourists and there was a definite party atmosphere onboard. But with only one round trip a day on the steam section there is limited availability. Indeed, on 5th April *The Times of India* reported that the NMR has been completely booked out until 30th June.

Alongside talk of introducing a second train to increase revenues there may also be a faint glimmer of hope

of perhaps one of the original coal-fired locos being restored as an added attraction despite all reports to the contrary. In yet another press article, *The Economic Times* dated 4th March revealed that the oldest surviving X-class engine, 37384, had been returned to Coonor works from Ooty for restoration for steam charters – quite a turnaround. Days before my visit, 37384 had been propelled to Ooty from Mettupalayam for static display where I saw it on 22nd February. This is the movement reported in *The Hindu* article. Another decommissioned loco, oil-burning 37386 that I had seen at Mettupalayam shed, was to be prepared as a replacement for 37384 at Ooty.

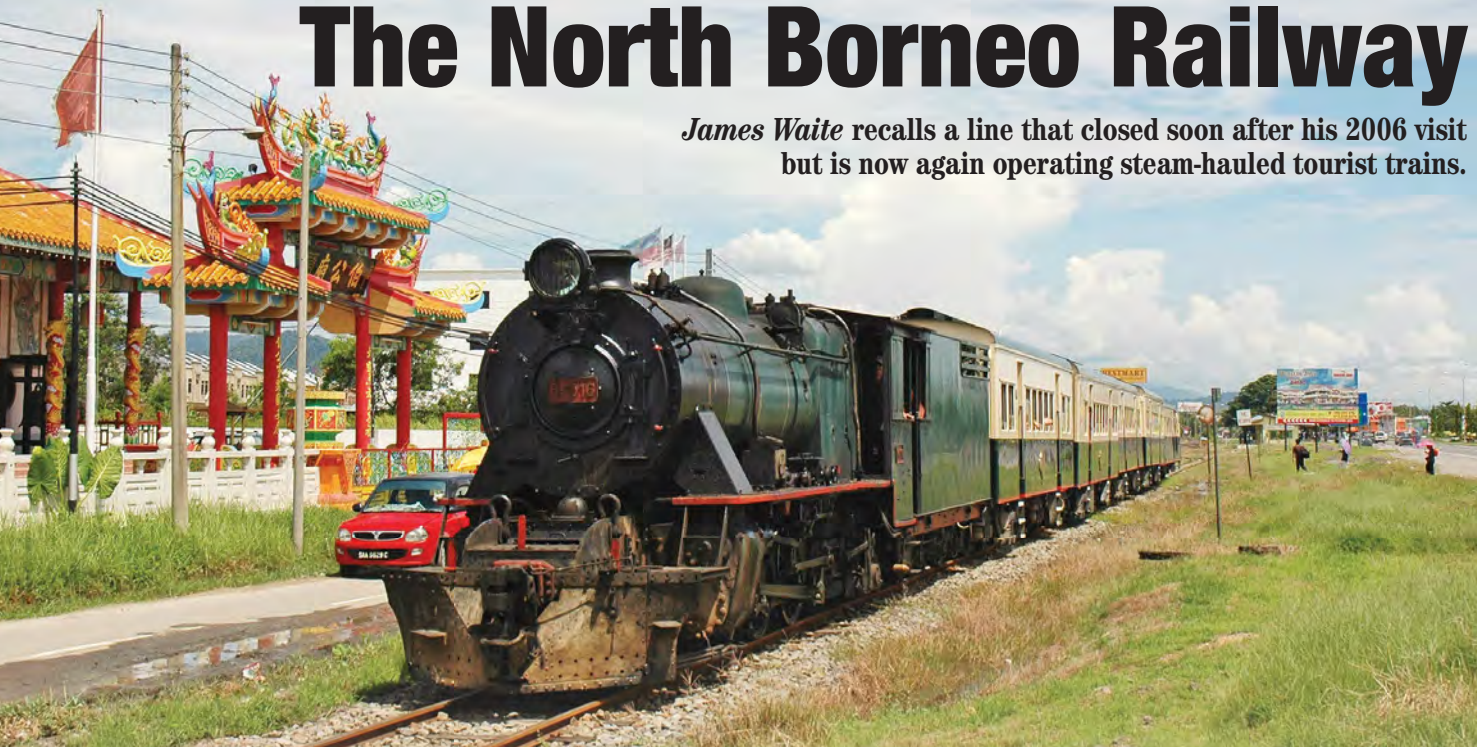
Looking at all these different reports on the NMR it is clear that this is rather a fluid situation but one not entirely without hope. However, time alone will tell if we really are going to see a coal-fired loco at work again on the NMR. **NGW**

I am very grateful to Julius Kingsley, Sherin Kuriakose, T N Subramanian and James Wilmshurst of Experience Travel for their support in producing this account.



The North Borneo Railway

James Waite recalls a line that closed soon after his 2006 visit but is now again operating steam-hauled tourist trains.



The modern development of what is now the Malaysian province of Sabah began when the British North Borneo (Chartered) Company was formed in 1881. In 1888 the British protectorate of North Borneo was established and the company became responsible for its internal affairs. Construction of the metre gauge North Borneo Railway began in 1896 with the 20-mile section between Beaufort South and Weston. The

work was overseen by A J West, the company's Superintending Engineer and the railway opened in 1898.

In the following year construction of a second line began along the province's west coast from Beaufort Town, on the opposite side of the River Padas, for 57 miles to Jesselton, today's Kota Kinabalu. It opened in 1902. In the opposite direction the railway was gradually extended inland from Beaufort Town through the narrow Padas gorge to Tenom and onwards through more open country to Melalap, 39 miles away. It was

*"On our
lineside
trips we
saw water
buffalo
keeping cool
in the mud,
fishermen
hunting
their catch
amongst the
mangroves.."*

completed in 1907 and apart from a few short branches or sidings used only for freight this marked the full extent of the railway. Traffic on the line was never heavy and many of the locos were kept in store for lengthy periods in the 1920s and 1930s.

One link which was never completed was the proposed bridge across the river at Beaufort and the Weston branch was always isolated from the rest of the system; it closed in 1963 and the Tenom to Melalap section went three years later. More recently trains at the northern end have terminated at Tanjung Aru in the outskirts of Kota Kinabalu



though much of the track through the town was still in place when my wife and I visited in 2006.

The line was originally worked by a group of 0-4-2Ts and 4-4-0 tender locos, some of which carried Penney and some Brush builders' plates, though there has been speculation that they were all actually built by Brush. After 1900 a series of light 4-6-0s appeared, the majority of which were built by Kerr Stuart which also supplied further 0-4-2Ts. The last of these 4-6-0s to run, no 14 'Maitland', was restored to working order in 1955 to mark the 50th anniversary of the arrival of the railway in Kota Kinabalu. It was intended to preserve it but very sadly it was mistakenly sold for scrap in 1958, reputedly while the railway's CME was away on holiday.

Handsome Hunslets

In 1912 four handsome 4-6-4 side tank locos were built by Hunslet. One of these, works no 1092, is preserved, considerably altered but still as a 4-6-4T, in the fine Sabah Museum at Kota Kinabalu. It was originally numbered 14 and named 'Kinabalu' after the large mountain which dominates the view from much of the province, but was renamed 'Sir H. Ralph Hone' in 1953 after the colonial governor of the day. It became no 7 under a renumbering scheme carried out in 1954.

Another of the four 4-6-4Ts, 'Gaya', works no 1091, originally no 13 and no 6 under the 1954 scheme, was rebuilt as a 4-6-0 in 1954. The frame, at least, of the tender from 'F.C. Stoop', one of the Kerr Stuart locos, was adapted for this conversion and it may be that the loco's old side



Facing page, top: The southbound tourist train hauled by 2-6-2 no 6-016 (Vulcan Foundry 6276/1955) passes the Chinese temple at Putatan.

Above: A railcar emerges from the south portal of Pengalat tunnel.

Below: No 6-016 approaches Kawang station.

Photos by James Waite, May 2006.

tanks were used to provide the tender tank. Gaya is also preserved at the museum. Both these locos had been recovered in very poor condition after the Second World war when Borneo was occupied by the Japanese, hence the need for extensive reconstruction. They were retained after the other old locos were withdrawn to work the lightly laid Tenom-Melalap line. Hunslet also supplied two small 0-6-4 side tank locos in 1913 for use on local passenger trains and for shunting and ballast train work.

No further locos were acquired for many years apart from a four-wheeled Sentinel, works no 6375, which arrived in 1927. It was not an immediate success and two years later was rebuilt by lengthening its wheelbase and fitting a superheater, work which involved the provision of a small smokebox projecting through one of the end sheets.

In this form the Sentinel was quite a successful loco, being used mostly for shunting though from the late 1940s it spent some years working trains on the Weston branch.

After a final spell shunting at Kota Kinabalu it was withdrawn in 1963 and is now another exhibit at the museum. It did not carry a number until it became no 13 under the 1954 scheme and was fitted with the pre-1954 numberplates from Gaya – this being misleading as they include Gaya's building date of 1912, long before the Sentinel factory built its first loco!

To help the railway recover after the Japanese occupation three 0-6-0 tram locos were acquired from Belgium in 1949. One of them, 'Emma', was found to be completely worn out and never put into service. The other two, 'Elisa' and 'Celine', were stripped of their tram engine clothing and worked as shunters for a few years until replaced by diesels.

Few of the pre-war locos survived the early 1950s. Sir H. Ralph Hone was the last of the 4-6-4Ts to run in »





something like its original form and was probably withdrawn in the early 1960s. The rebuilt Gaya went in 1968. It's good that they're both now at the museum along with the Sentinel and this is a little recompense for the loss of Maitland.

"The line was closed for more than four years..."

Changing times

The final steam locos acquired were three 2-6-2s, nos 14, 15 and 16 built by the Vulcan Foundry in 1955, works nos 6274-6. They are much larger and more powerful than any of their predecessors and are in many respects a shortened version of the YD class 2-8-2s which Vulcan Foundry had built for the Burma Railways a few years earlier. They were the factory's last steam locos.

Nos 14 and 15 were wood burners as all the railway's previous locos had been but no 16 was built as an oil burner. They worked until the early 1970s when they were replaced by diesels and put in store. Due to the railway's comparatively short length they had only covered a low mileage and were still in good mechanical condition. At some date probably in the early 1960s another renumbering scheme was implemented, resulting in the numbers of the 2-6-2s being prefixed by 6 and Gaya, presumably the only other surviving steam loco, becoming 3-006.

In the late 1990s nos 15 and 16 were overhauled to work a tourist train between Tanjung Aru and Papar, about halfway to Beaufort. Five carriages built in the 1970s were

refurbished to form the train along with an old diesel railcar which was adapted to form a kitchen car.

When we visited in 2006 the daily services on what is now the Sabah State Railway were being handled by quite a miscellany of diesels. Detailed information about them is hard to come by but they included at least two types of bo-bo machines and one series of four-wheel shunters which were probably all built in Japan. Trains through the gorge beyond Beaufort consisted mainly, if not entirely, of short trains hauled by the bo-bos. Services over the remainder of the line were worked mostly by railcars which were said to have been built in Italy.

From 2007 the line was closed for more than four years to allow for major rebuilding by a Chinese-based concern and they have supplied several new locos, carriages and railcar sets. The local services resumed in February 2011 and the steam train first ran again the following July.

Several small Wickham railcars survived in the shed at Tanjung Aru along with other small cars which looked as they, too, might have been built in Japan. The star attraction among the diesels was definitely a small and smartly maintained six-wheel diesel built by Hunslet in 1951. It was numbered 21 in the 1954 scheme but had become no 4101 by 2006. It was one of a pair, the other being preserved in the forecourt at Tanjung Aru station.

The steam train is staffed by the operators of a hotel complex on the coast near Tanjung Aru who are also responsible for underwriting the costs of its operation. The staff dress in colonial-era uniforms and lunch, in the form of a traditional colonial tiffin box, is served en route. The out-and-back trip lasts a little under four hours including a one-hour layover at Papar. As I write this the train makes two trips each week throughout the year.

During its overhaul no 16 was converted from coal to wood firing. Mangrove wood has always provided fuel for the wood burners and a large quantity is kept at Tanjung Aru. No 14 survives at the back of the shed.

Along the line

Today Tanjung Aru is the operating headquarters of the railway and the location of the principal engine sheds and repair shops which were set up there in 1912. The station is a concrete structure, the original having been destroyed during the Second World War. The first few miles of line south of Tanjung Aru run through the southern outskirts of



Kota Kinabalu, past the airport and, further south, a large army depot. Throughout this section it runs close to the shore and crosses the estuaries of several streams.

At the approach to Kinarut it turns inland. The village is inhabited largely by ethnic Chinese people, the name deriving from the Malay name for China. Close to the station there is a Chinese temple with a statue of a Buddha who looks out over the railway line. On its outward run the steam train stops for 20 minutes or so to allow a brief visit. Most of the village consists of wooden terraced housing. One of the villagers was very keen to show us around and to recount the history of the village during one of our visits there.

South from Kinarut the line runs through a palm forest and climbs through a low ridge of hills. After Kawang station it runs along a causeway across a mangrove swamp. There's then another climb before the railway reaches its only tunnel at Pengalat, the floor of which had to be lowered and its width increased from ten to 13 feet in the 1950s to accommodate the 2-6-2s. After running through paddy fields for a couple of miles the line crosses the River Papar and enters Papar station.

Brand new table

Here there is a sizeable yard. In 2006 the station building was a delightful colonial structure. Across the tracks was a curious Heath Robinson-looking turntable which had been installed for the tourist train's locos and managed to dispense with a pit. All this was swept away during the reconstruction and the station has been completely rebuilt. The new building lacks the period character of the old one but on the plus side there's a smart new turntable of much more conventional design with a proper pit. Is this the world's newest table built specifically for use by steam locomotives?

The province is rich in oil and is a major contributor to Malaysia's economy. It is mostly a Christian community and its rule by what is often seen as the increasingly assertive government in mainland Malaysia, a predominantly Muslim state, is by no means universally popular. The huge army base beside the line in Kota Kinabalu is said to be the largest anywhere in the country. Many people in Sabah suspect that it's there to forestall any possible local uprising as much as to see off any external threat, though in 2013 the troops were very quickly able to repel an attempted invasion by a group variously described as an Islamic terrorist army or just as

"Is this the world's newest turntable built specifically for use by steam locos?"

Facing page, top: 4-6-4T no 7 'Sir H. Ralph Hone' (Hunslet 1092/1912) survives at Sabah Museum.

Facing page, centre: Also at Sabah Museum is four-wheeled Sentinel no 13 (6375/1926).

Facing page, bottom: Six-wheeled diesel no 4101 (Hunslet 4218/1951), which is four years older than the surviving Vulcan Foundry steam locos. The exhaust pipe looks much higher than the loading gauge!

Above: No 6-016 standing outside Tanjung Aru loco shed with Japanese-built four-wheeled shunters on either side.

Right: The steam tourist train is almost lost among the trees as it turns on the triangle at Tanjung Aru.



pirates operating out of Mindanao in the Philippines.

Sabah is a delightful place to visit. During our trips out to the lineside we encountered scenes as varied as water buffalo keeping themselves cool in the mud, fishermen looking for their catch amongst the mangroves and all manner of unusual birds overhead – and we didn't have far to go to find Borneo's most famous residents, its orangutans. The staff at the engine shed and station at Tanjung Aru were universally welcoming and helpful as were those in charge of the steam train.

The train is very photogenic. The locos carry their old NBR livery. The

carriages were built in the early 1970s in Japan, probably after the end of the steam era but they're of traditional design and painted in the railway's old green and cream colour scheme. In 2006 there were also quite a number of British-looking freight wagons and vans around. I hope they've survived the reconstruction.

I've drawn much information from a lengthy article by the late Arthur Garry in the April 1970 issue of the *Industrial Railway Record*. Mr. Garry worked in Borneo between 1915 and 1938 but sadly he died shortly before the article was published. Other information comes from the Sabah Museum's guidebook. **NGW**



All Change in France



Ian Dean, formerly Managing Director of the Mid Hants Railway, found a new role as volunteer driver in Burgundy a pleasant shock. Here he gives the background to a line that could hardly provide a greater contrast to his former environment.



Above: One of the two Sunday trains on the Chemin de Fer de la Vallée de l'Ouche awaits departure from Bligny-sur-Ouche.

Left: Ian and Julie Dean with the Couillet 0-6-0T 'Burgonde'. The French public were often taken aback when they saw a woman firing the loco!

Facing page, top: Built in 1910 and the oldest loco on the line, Burgonde is now listed as a 'Monument Historique' by the French Government.

Photos by Ian Dean and from his collection

The Chemin de Fer de la Vallée de l'Ouche is found in Burgundy about 12 miles west of Beaune. The 600mm gauge line runs for seven kilometres along the beautiful valley of the River Ouche, a tributary of the Saone. The line has its headquarters and depot at the small town of Bligny-sur-Ouche and uses the trackbed of a former standard gauge secondary route with an interesting history.

Opening in November 1836 the standard gauge line was laid between coal mines at Epinac and the quay on the Canal de Bourgogne at Pont d'Ouche for the transport of coal, a distance of 28 kilometres. The rails were laid on stone blocks and haulage was by oxen or horses, with several inclined planes operated by stationary steam engines. Gravity was used over several stretches on the loaded run from Epinac. On the present line the gradient falls all the way for the outward journey with a consequent climb on the return.

By 1855 steam locomotives had been brought in to replace the animal haulage, although they were not used over the whole line until 1860. Six locomotives were acquired, two from Belgium and four from Alsace. In 1860, 160,000 tonnes of coal were transported, mail was carried on the

line and local passengers conveyed in the wagons free of charge,

Following the opening of normal standard gauge railways serving Epinac via other routes, the line went into decline. In 1886 the main line PLM company was persuaded to take it over, convert it to normal-sleepered track and extend it to the Burgundian capital of Dijon. It took until 1905 for the line to be regraded and opened throughout and it then ran until the outbreak of World War II, when the service was suspended.

In 1942 the section from Cussy La Colonne to Epinac was lifted by the occupying Germans, either for re-use elsewhere or for scrap metal. It was never relaid, and the line then ran only between Cussy La Colonne and Dijon until 1968 when it was finally closed. Following closure the local authority bought the station at Bligny-sur-Ouche, together with the station yard and trackbed as far as Pont d'Ouche.

In that same year a group of French enthusiasts were looking to create a narrow gauge tourist railway elsewhere in Burgundy, but their efforts failed. Attention turned to the Valley of the Ouche and in 1971 a group was formed. In 1972 the French magazine *La Vie du Rail* announced the project, using 600mm gauge track and the locomotives and rolling stock belonging to a Parisian collector named Dr Hummell. A kilometre and a half of track was laid from Bligny-sur-Ouche, but then activity ceased without any public trains having run.

In 1977 a new group, dubbed 'SOBOFER', was formed and a second start made. In July 1978 the line was inaugurated and the first public season began, services running as far as Thorey-sur-Ouche. The line has been progressively extended over the years since, and reached the present terminus/halt at Pont d'Ouche in 1994.

Operation initially was by a number of industrial diesel locomotives and an 0-6-0T built by Couillet of Belgium in 1910. It was rescued from a sugar factory at Maizy in Northern France. During this period from 1978 a number of operators ran the line with varying success, until in 1986 the present Association was formed.

Raising steam

My involvement with the CFVO began in 2002 when I bought a farmhouse to restore near the line. I paid a first visit as a fare-paying passenger and was interested to see how the line operated, so I met with the President, a charming Frenchman called Jean-Claude Laboureau. He



spoke excellent English and I found that he regularly came to Wales to drive on the Ffestiniog Railway in his holidays. He persuaded me to join the Association, and so began 14 years of happy involvement.

Having been Managing Director of the Mid Hants Railway from 1988 to 1992, for me the contrast could not have been more extreme. To come from an enterprise with hundreds of volunteers to one with a membership of around 35, of which 12 are active, was quite a shock, but a pleasant one.

Steam operations take place on Sundays and Bank Holidays with two round trips per day at 14.45 and 16.30. On arrival at the Bligny-sur-Ouche depot at around 10 in the morning the two-man crew use a diesel to draw the steam loco for the day out of the shed and over the ashpit. The tubes are swept, ashpan and smokebox emptied, and the firebox cleaned. Around 11am a fire is started, initially with kindling and logs, and the loco is cleaned and the bright work polished. At about the same time the Chef de Train (guard) »

The Chemin de Fer de la Vallée de l'Ouche stocklist

Steam locomotives

- 1) **0-4-0**: Built by Decauville to a Henschel design. Construction began in 1943 at Corbeil (Paris) but the workers objected to building locos to go to Germany, so delayed it at every opportunity. Completed after the war by Les Forges et Aciéries de Firminy in the Loire region, the loco entered service in 0-4-0 tank form in 1947. It saw industrial use at Gray in the Haut Marne and arrived at Bligny-sur-Ouche in the early 1980s. The owners decided to convert it to a tender locomotive, and on the death of one of the owners it was purchased for the Association.
- 2) **0-6-0T no 4 'Burgonde'**: Built by Couillet at Hainault in Belgium in 1910, one of three sold to a sugar beet refinery at Maizy in Northern France. It is now regarded by French authorities as a 'Monument Historique'. Israel Newton, the English boilermakers, recently carried out a re-tube.
- 3) **2-6-0T no 8**: Built in 1938 by Usines De La Meuse of Leige, Belgium, for the sugar refinery at Maizy, where the Couillet also worked. It was in service until 1950. It arrived at the CFVO in 2005 in a partially dismantled state, and was restored by members and made operational for the 2008 season.

Diesel locomotives

- 1) **4-wheel Simplex** with 60hp Dorman engine, ex-National Coal Board and re-gauged for the CFVO by Alan Keef Ltd. Hydraulic transmission.
- 2) **4w Jung**, three-cylinder air-cooled engine, hydraulic transmission.
- 3) **4w Deutz** with four-cylinder air-cooled engine and mechanical jackshaft drive.
- 4) **4w Poldi** with six-cylinder water-cooled engine and hydraulic transmission.
- 5) **4w Plymouth** with V-6 air-cooled Deutz engine, mechanical transmission.

Rolling stock

Two closed carriages built on the chassis of Pechot WWI wagons.
Two semi-open carriages built on new underframes with WWI bogies.
Four 'Baladeuse' carriages ('toast-racks' in the UK), also on WWI underframes.
Two brake vans, one four-wheeled, one bogie eight-wheeled, used on all trains to carry bicycles, cold drinks and the guard.
Several former military wagons of French, British and US origin, and a few ex-industrial wagons used for line repairs.

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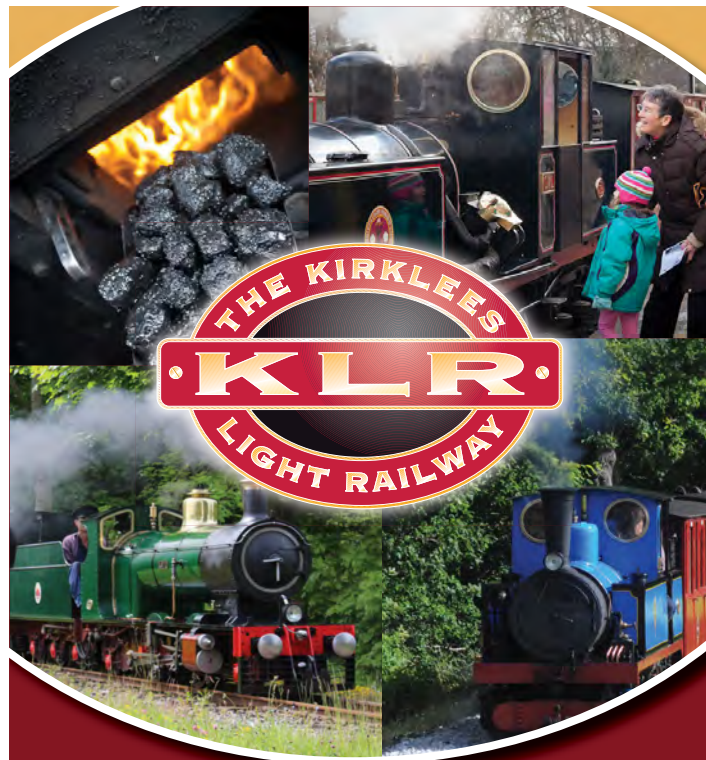
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arrives and uses the diesel to haul the carriages out and prepare them.

At noon a bell sounds and the crew head to the Portacabin for lunch. This cabin is well equipped with lockers, an office, library, TV and DVD player, dining table, fridge, microwave cooker, shower and toilet. During the course of a leisurely meal, steam pressure in the loco raises gently while the crew enjoy four courses and coffee – very civilised!

At 13.45, an hour before departure, the loco is moved off the ashpit, which is emptied, the oil can is applied where needed, coal and water topped up and the loco taken to the station ready for departure. By this time the Chef de Gare (stationmaster) has opened the booking hall and the public begin to arrive and join the train.

At 14.45 the station gong sounds and the Chef de Gare blows his whistle as does the Chef de Train who also waves his flag. With much loco whistle blowing the train departs for Pont d'Ouche.

From 2004 until 2014 my wife usually fired for me, but latterly she found the confined cabin too hot during the summer. It was interesting to watch the reaction of the French public, who considered it unusual to see a woman firing and often wanted to take her picture! Julie owned a McLaren traction engine before we moved to France, and found firing and driving a locomotive on the railway much easier. This did not stop others checking her fire, water level and technique – which was always correct. France is still a very chauvinistic society!

The round trip

Leaving Bligny-sur-Ouche station one passes the depot on the left and the line begins to drop gradually, running all the way in the beautiful valley alongside the River Ouche. On arriving at the minor road level crossing at Oucherotte, the Chef de Train descends and protects the crossing with his flag unless the lady who lives in the crossing house hears the whistle and comes out.

We then pass the halt at Les Cudilles – it is right out in the country and no one ever joins the train here. After that we have the passing loop at Pre Magnien, where on busy days the trains can cross. There are no signals on the line and a token system is in use to protect the trains. All points are worked by ground levers, as there are no signal boxes, although those at Pre Magnien are sprung for automatic operation.

We next come to the small station at Thorey-sur-Ouche, where there is another level crossing for a minor



“This did not stop others checking her fire, water level and technique – which was always correct...”



Top: This four-wheel Simplex diesel is a former National Coal Board loco and came to the line via Alan Keef Ltd in Britain.

Above right: The line's depot has basic workshop facilities, although any machining work has to be done off-site.

Right: The station building at Bligny-sur-Ouche is in immaculate condition and looks utterly French in style.





road. After that we get to the passing loop at La Garenne and continue on to the end of the line at Pont d'Ouche. Owing to the limited space on the embankment there is not enough room for a run-round loop, so the train is propelled back 500 metres to the loop at La Garenne.

No crossing the locals

The line could have been extended by another 500 metres into the old station site at Pont d'Ouche, but to do so would have involved creating a level crossing over the main road and this would have been very unpopular locally. Therefore the loco runs round at La Garenne and the fireman builds the fire up for the climb back to Bligny-sur-Ouche. As visibility is good at the level crossings on the return trip there is no need for the Chef de Train to descend. The train arrives back at the terminus and after

taking on coal and water is ready for the next round trip.

The Sunday trains run from 1st May 1st to 30th September, with a diesel-hauled service every day in July and August. In the winter months the volunteers deal with maintaining the locomotives, carriages and track, usually having a team effort on Saturdays – there are no employees. The depot has basic workshop facilities and pits, but all machining work has to be carried out off-site.

Jean-Claude Meyer is now the President and is in charge of publicity and promotion. Jean-Francois Boidot acts as Manager and organises work schedules, Pierre Guyenot is the Engineer, Bob Simmons (another Brit) organises the rosters and Jacky Grippen does just about everything else! I served on the Management Committee for three years, but with my limited French and no great love

of meetings decided to limit my activities to driving, firing or occasionally guarding.

The CFVO is proud to be twinned with the Bredgar & Wormhill Railway in Kent.

One good aspect of the line is that it receives superb local authority support. The facilities are provided rent-free, contributions are made for acquisitions and overhauls, and the local tourist office works hard on our behalf. We have a number of younger members in training, but are always seeking new volunteers. So if any readers fancy moving to Burgundy and joining the team, they will get a warm welcome – despite Brexit! **NGW**

Above: The loco depot with, from left to right, the La Meuse 2-6-0T no 8, Couillet 0-6-0T 'Burgonde' and the Decauville 0-4-0 on shed.

This page: The Decauville 0-4-0 receives attention from some of the line's volunteers at the loco depot.

More Information

More details of the line are at <http://thetouristrailwayoftheouchevalley.blogspot.co.uk>, and the site includes an English translation.



Small locos in the landscape

In the narrow gauge world, size really doesn't matter when in search of a top-notch photograph...



Even in a slightly odd plum livery, Guest 2-4-2 'Sian' looked well at home on her old stomping ground of the Fairbourne Railway over the Spring Bank Holiday. *Andrew Charman* took the picture, and then turned to capture newly returned-to-service 'Russell' (below right), heading back into Fairbourne. This forms a nice contrast with the loco's full-size inspiration (below), pictured by *Michael Chapman* heading out of Porthmadog on the Welsh Highland Heritage Railway during the May bank holiday weekend.



Overleaf: Definitely a train in the landscape! The last of the Spring bluebells hang defiantly on as Welshpool & Llanfair Kerr Stuart 0-6-2T no 12 'Joan' attacks the 1 in 29 Golfa Bank with an early-season train. *Ralph Ward* took this picture from one of the new photo locations that have been opened up thanks to diligent efforts by the W&LLR's lineside 'Hedgebashers' group.







**NARROW
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Family Values...

The Kirklees Light Railway may be firmly family orientated but *Andrew Charman* discovers that enthusiasts should not ignore the line.

The purist enthusiast will find it easy to dismiss the Kirklees Light Railway. Not only is the 3.5-mile line in West Yorkshire one of the modern breed of narrow gauge railways built on former standard gauge trackbeds, it is also pitched as a family visitor attraction first. Yet as I discovered when I visited on a Friday afternoon in June, scratch beneath the surface and the 15-inch line offers quite a lot of interest readers of this magazine.

First some history. The route used by today's railway was originally a standard gauge branch line opened by the Lancashire & Yorkshire Railway in 1879, and running from Clayton West Junction to Clayton West. The L&YR engineered it for both a planned doubling of the track and extending beyond Clayton West, but in the event neither happened.

Substantial coal traffic from two major mines on the route helped sustain the branch through the Beeching-initiated pruning of the UK

rail network in the 1960s, but while most lines in the district were adopted by the West Yorkshire Passenger Executive, the Clayton West branch missed out. The last passenger train ran on 24th January 1983, the final coal train a year later, and the branch was lifted by 1986.

Enter minimum gauge railway enthusiasts Brian and Doreen Taylor, who having run a miniature line in a park in Halifax were keen to do something bigger, and seeking a site on which to lay a 15-inch gauge railway. The dormant branch met their needs and construction of the new line began in 1991, supported by Kirklees Council. By the time a Light Railway Order was obtained that September, a mile of line had been built from Clayton West to a temporary terminus at Cuckoo's Nest – named after a station on the Eaton Hall Railway built by minimum gauge pioneer Arthur Heywood.

Trains began running to Cuckoo's

Above: 'Katie' sets off from Clayton West with another train for Shelley – the Kirklees Light Railway is a busy member of today's narrow gauge scene.

Below: Volunteer guard Dave Askham prepares to uncouple the newly arrived 'Badger' from its train in the spacious surroundings of the once standard gauge Clayton West station.

All photos by Andrew Charman, 2nd June 2017.

Nest in October 1991, just under another mile to Skelmanthorpe in December 1992, and with grant aid from the European Union's coalfield regeneration scheme, Shelley in May 1997. That's as far as the line will ever go, the point where the former branch joins the still active main line between Huddersfield and Sheffield still visible from the KLR's Shelley station.

Change of owners

The Taylors operated the line, using four steam locos that Brian had built, and staffed by a small team of paid staff and volunteer support, until the early 2000s, when they decided to retire. Park and leisure home manufacturer Stately Albion acquired the line in 2006, and has since made major investments particularly aimed at families, these including a new tearoom at Shelley and two large children's play areas.

There are plenty of children in evidence when I park in the enormous car park at Clayton West just after midday. As I will learn in a chat with KLR general manager Stuart Ross later, from annual passenger numbers of around 20,000 when Stately Albion took over, today the line carries in excess of 60,000 each year, so most days are busy days.

The original Clayton West station building proved too small for the new line and a new building was opened in 1997, though parts of the standard gauge platform remain. To reach it you walk through a children's play area with a mixed 3/5/7¼in raised model engineering track forming its perimeter. Also prominent is a standard gauge DMU, painted bright blue and used these days to hold children's parties.



The KLR is all about children – while even traditional heritage lines hold a ‘Thomas the Tank Engine’ weekend each year, there are five on this line, and they form an essential part of its business model. None of us traditional enthusiasts should have an issue with this, the railway playing an essential role in bringing to life the books that first spark an interest in railways among children, and with the locos mostly being quite small, in a friendly, compact form. We should remember that half a century on from when steam formed part of daily lives, creating such interest is essential to produce the enthusiasts of the future that will sustain our heritage lines for future generations.

Novel steam fleet

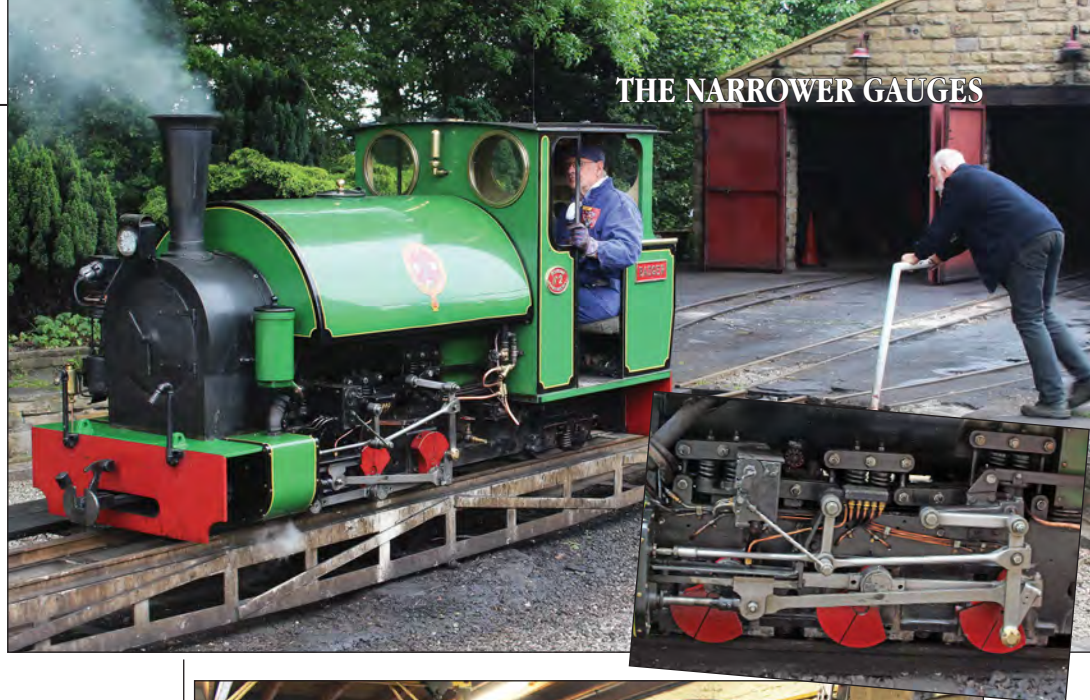
The core steam fleet of the KLR is in itself interesting. I have not been at Clayton West long when a train steams in from Shelley, hauled by the bright green liveried ‘Badger’. This tiny 0-6-4 saddle tank was built by Brian Taylor in 1991, vaguely in the style of a Kerr Stuart ‘Tattoo’. It boasts several novelty features for steam locos, most notably the exposed double coil springs on each axle.

Oldest loco on the line is ‘Fox’, a Hunslet-style 2-6-2T built in 1987, and currently under major overhaul in the KLR’s capacious workshops. These are housed in the former standard gauge goods shed, and showing me round KLR operations manager Ian Screeton says that most maintenance, even wheel turning, can be carried out in-house, with only coded boiler work having to be sub-contracted.

Looking at Fox’s chassis, Ian explains that the four Taylor locomotives were not really built for the level of work they are expected to perform today; “They’ve evolved, we’ve ‘beefed them up’ as we’ve maintained them,” he adds.

The other two engines can be found in the current joint loco/carriage shed, located at the far end of the station beyond the turntable. ‘Hawk’ and ‘Owl’ are both 0-4-4-0 articulated machines – the former entered service in 1998 and was inspired by a Kitson Meyer that Andrew Barclay built for service in Chile, while the 2000-built Owl is based on a Heisler constructed by the Avonside Engine Co. Among Ian’s wish-list projects is the construction of a third power bogie for Hawk, so they can be swapped around for maintenance much like the Ffestiniog does with its double Fairlies.

As we talk, the other half of today’s two-train service arrives (on its quietest days the KLR runs five return trips, nine on a peak day),



Top: Dave puts his back into it as Badger is turned at Clayton West. The inset shows the loco’s unusual exposed coil-spring suspension.



Above right: The line’s oldest loco, ‘Fox’ is currently undergoing a major overhaul.

Below: Articulated pair at rest in the combined loco and carriage shed at Clayton West – Heisler ‘Owl’ and Kitson Meyer ‘Hawk’.

hailed by the new pride of the line. The 2-4-2 ‘Katie’, built by Guest Engineering in 1954 for Dudley Zoo, is a highly famous 15-inch gauge locomotive, due to its many years on the Fairbourne Railway until rendered redundant by that line’s conversion to 12¼in gauge. Katie arrived at the KLR in 2015 from the Windmill Farm Railway of minimum gauge expert Austin Moss, and formed the centrepiece of the Fairbourne-themed Kirklees Gala last

Autumn. This saw several other items of former Fairbourne stock visiting including sister loco ‘Sian.’

Katie provided an answer to the KLR’s desire for a more powerful loco, and to see just why such power is needed on the Kirklees route I join driver Dick Allison on the very cosy footplate of Badger for a round trip to Shelley. Like our guard Dave Askham Dick is a member of the line’s highly active volunteer support team, and his previous footplate





experience includes Garratts on the Welsh Highland Railway. It soon becomes clear that the Kirklees is no rest cure as the route climbs a 1 in 70 gradient all the way, significant for 15in gauge even without the fairly heavy trains that are the norm on the line. Constant monitoring of fire and water levels are essential all the way – it's a line that has to be driven.

It's also a line with some impressive infrastructure along the way. The trains look even more tiny as they pass beneath overbridges that were big for standard gauge – today the crossing point of Skelmanthorpe sits under one of these bridges. Even more impressive is the Shelley Woodhouse tunnel, at 467 metres the longest tunnel on any UK 15in line. Despite towering over the train it remains dark enough to provide the many travelling children with an extra thrill, and in fact the little carriages give them more opportunity to look up at the impressive structure than would a standard-gauge equivalent.

Above: Driver Dick Allison puts the iron through Badger's fire. Some careful management is necessary to ensure these small locos climb the 1 in 70 to Shelley without problems.

Above right: The 467-metre Shelley Woodhouse tunnel is the highlight of the trip to Shelley.

Below: Katie has steam to spare as driver Neil Cobbold checks back along his train before departure from Clayton West.



Children are much in evidence at Shelley, sitting on the wall watching avidly as Dave pushes hard on the turntable to turn Badger, with Dick aboard, ready for the return trip. And chatting over a cuppa back at Clayton West a little later, KLR General Manager Stuart Ross is under no illusions as to the line's core market.

"It is not really a heritage railway, but a visitor attraction," Stuart says. "What we are preserving is the experience of train travel. It's very angled towards the young – for years under the Taylors' ownership the railway didn't really know quite what it was, aiming to cater for enthusiasts but not really doing it. When Stately Albion took over 11 years ago, they latched on to the line's appeal to young families and everything we do is now geared to that."

He argues, however, that there is much for enthusiasts to enjoy. "We have quite small, interesting narrow gauge engines working up a 1 in 70 gradient for 3.5 miles on relatively heavy trains. If enthusiasts aren't snobby about it then it's quite an interesting railway – it's certainly not a completely miniature line."

Stuart is definitely an enthusiast, first volunteering on the line in 1998 while at university. In 2008 he was

taken on as temporary staff for six months, "and in 2010 I somehow ended up as the GM."

The volunteers are vital to the line, he adds, and enjoy a very positive environment. "Without the volunteers we wouldn't be here and we've had a strong volunteer workforce from day one. They turn themselves to everything from very mundane tasks, housekeeping and such like, to steam engineering work."

"It's been a meritocracy – we don't have departments, there is no operating, or carriage and wagon department, so the politics that tends to accompany such operations is much less evident here. It works – if people put the effort in they can become an engine driver, which is what most enthusiasts aim for when they join a heritage railway."

Needing a backup

The acquisition of Katie was certainly appreciated by the volunteers, but Stuart adds that the loco was needed. Overhauls of the Taylor locos were starting to take longer, particularly boiler work, due primarily to the demands of the route. "On our Santa trains through December we carry more than 10,000 people and that requires four steam engines and every carriage in traffic to cope. We got to the point where if an engine went out of service the engineers would be here until silly times at night."

After a search on the used loco market and a couple of false starts Katie provided the answer, and Stuart adds that the loco's presence on the line has had an extra positive effect. "Buying it showed the staff and the volunteers that we were still investing in the railway, in this case a good five figures, but the loco also brought a new audience to the railway."

"I never realised how many people from West Yorkshire went to mid Wales on their holidays, those in their '50s and '60s, and they remembered Katie from the Fairbourne. The loco





brought us a lot of good publicity – when it came we invited a lot of the Fairbourne people over, and they still come regularly to see it.”

He admits that the loco is a challenge for the engineering department. “Every job takes slightly longer – when you look back in the Fairbourne history, Katie appears to have been a Cinderella engine, only used on high days and holidays, and so is still very untouched.”

The KLR has tried very hard to maintain that. “We’ve taken a ‘museumsque’ view – when we put the air brakes on we hid them under the tender because we didn’t want to change the appearance. If we take something off it’s stored in a box so if someone wants to put it back on at a later date they can.”

Modifications made since arrival have included improvements to the springs and the addition of sanders. “It generally steams very well, and is probably working harder here than it ever did before.”

Future plans

With passenger figures having tripled in a decade Stuart is now considering what the line needs to offer in future. “The Yorkshire tourist market is very competitive, and we need to keep the railway as a core attraction. The

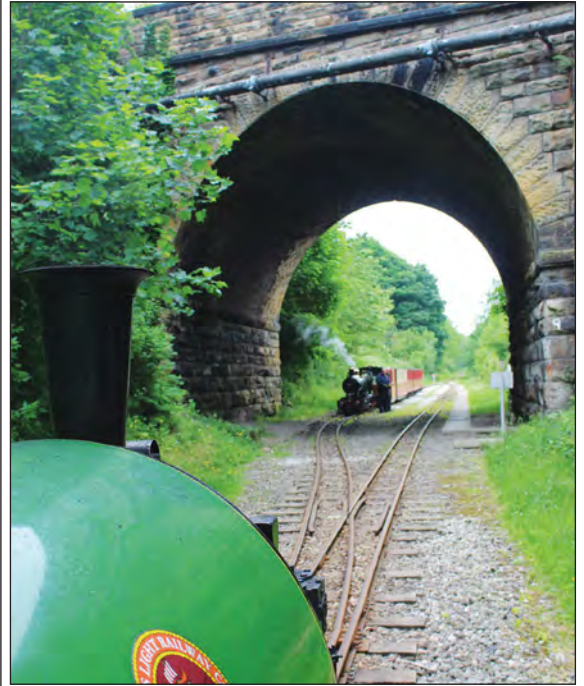
permanent way is starting to require attention, the 1983 vintage colliery rail coming towards the end of its life, and we’ve started using recycled plastic sleepers.

“Ian is still working through beefing up the Taylor engines, but we also need a large diesel capable of rescuing a full passenger train – our current diesel couldn’t get one of the bigger engines and a full train up to Shelley if it had to.”

Stuart has radical ideas regarding said diesel; “I’m trying to persuade people that we need a modern version of (the Fairbourne Railway’s) ‘Dingo’. It was so different to anything else on the 15in gauge. Or the Streamliner that was on the Disney Railroad in California in the 1950s – it was very of its time and would be something different that works for us.”

Also on the wish list is new rolling stock with better wheelchair access, and a separate engine shed with visitor access; “We need to get the engines away from the rolling stock, they are all currently in the same shed and that makes the carriages dirty.”

He adds very firmly, however, that the KLR needs to focus on many aspects a lot of railways don’t consider. “The children’s play areas are all due for renewal, and there are other family-focused things we are



Above left: Avidly watched by young visitors, Badger is turned at Shelley ready for the return trip.

Above: Framing the halfway crossing point of Skelmanthorpe, standard gauge infrastructure looks even bigger above the 15in rolling stock.

Below: A drink for Badger at Shelley – Dick is as attentive to his mount as any driver on more traditional lines...

exploring. On our doorstep we have six farm shops all with additional attractions at a nominal charge, so we have to justify our ticket price.”

Stuart admits that the railway’s title, Kirkstall being the medieval name of the area, and the local council supporting the project in the early days, makes many local visitors wrongly believe that it is a council-run operation and that therefore they should pay “benevolent” ticket prices. “Every penny we make is ploughed back into the railway, it’s not taken by the directors or anything like that.”

It is still fun for all concerned, Stuart concludes, and that very much includes the volunteer enthusiasts. “We don’t run roughshod over health and safety, but we tend to find ways to do things, rather than ways not to do things.

“People who come to our Galas will realise that we don’t take ourselves too seriously – it should be fun. This railway was not built to bring slate down a mountain or anything like that, but purely for pleasure. **NGW**





Broadly Narrow at Port Adelaide

Hugh Dougherty is impressed by the sheer variety on show at South Australia's National Railway Museum.

If you're ever in Adelaide, then take the 5ft 3in gauge suburban train trip out to Port Adelaide and visit the National Railway Museum. Here you'll be able to see plenty of narrow gauge, and all within the context of the three gauges that helped build Australia – Bob Sampson, the museum's executive officer, is quite sure that the story of the country's gauges has to be at the heart of the museum, for as he says it's the story of Australian railways themselves.

"The three gauges, the Irish standard gauge, the British standard gauge, and the Australian 'standard'

narrow gauge of 3ft 6in, all had their part to play," Bob adds.

"At the museum we offer all three on show, as well as demonstrating mixed-gauge shunting, mixed-gauge trackwork, and a break-of-gauge display recalling sights once common on our railways."

Open daily since 1988, and fully self-supporting financially, the museum is proud of its narrow gauge exhibits. Bob admits that his favourite is 3ft 6in gauge Andrew Barclay 0-6-0T 'Peronne' of 1919, once the mainstay of rail operations at Port Pirie Smelter, and now a

regular live-steam locomotive on open days, high days and holidays.

"She's a lovely little locomotive," smiles Bob. "We restored her to working condition in 1988, having acquired her in 1966. She was kept initially at our original base at Mile End, where thanks to the efforts of dedicated enthusiasts, several items of rolling stock were preserved before we moved to our current premises. I'm also a qualified driver on Peronne, and it's a pleasure to drive her on our narrow gauge track when we operate trains for visitors."

The Barclay tank is the only working narrow gauge locomotive, but the displays inside the museum include examples from UK and Australian builders. The characteristic upward-sloping running plate and cylinders, in so many ways the Beyer Peacock trademark from Norway to the Isle of Man, is much in evidence. You'll find it on a Silverton Tramways Company 2-6-0, which left Beyer Peacock's Gorton, Manchester works for Broken Hill in 1893, while other products of Beyer Peacock include a 4-8-2 tender locomotive, built in 1951 for the Silverton Tramway, and a massive beast on the narrow gauge by any standards.

Australian 3ft 6in gauge doesn't necessarily mean small scale. The might and sheer presence of the museum's Beyer Garratt 4-8-2+2-8-4 proves the point. Bob boasts that this



Above: The mighty Beyer Garratt French connection – no 409 was built in France in 1954 under licence for South Australian Railways.

Museum chief Left: Bob Sampson with 3ft 6in gauge 'Peronne' – his favourite locomotive in the museum.

Photos by Hugh Dougherty, November 2016

locomotive is a truly international one, being built in France for South Australian Railways in 1954 under licence from Beyer Peacock.

Carriage contrasts

Narrow gauge rolling stock on display includes the oldest carriage, a wooden-bodied four-wheeler built in Adelaide in 1877. Its wooden longitudinal benches and open balconies look for all the world like something on the Clogher Valley or Cavan & Leitrim. How passengers survived Australian summer heat in such a vehicle is not recorded. At the other end of the scale is a 12-wheeler sleeping carriage of 1900 used on the Broken Hill expresses until 1966.

Like all the exhibits, the rolling stock is changed round regularly when mixed-gauge shunting is carried out. This is an art form in itself, which I only ever once saw being practised on the harbour tracks in Derry. Visitors can also enjoy a ride on the museum's 457mm (18in) gauge line to the Adelaide suburban 5ft 3in gauge network. It has a mixture of steam and diesel, and passes the only working mechanical signal box in South Australia, while giving good views of the mixed-gauge trackwork in the museum yard.

You'll also find 457mm gauge in action at the seafront Semaphore Tourist Railway nearby, a 4km line run by museum volunteers. Its 0-4-0 tender locomotive 'Bill' is maintained in the well-equipped museum workshops, which keep the wheels turning on tracks broad and narrow.

Also on show at Port Adelaide are many artefacts from the narrow gauge era, including signalling apparatus, with much that UK visitors would recognise such as Webb and Thompson train staff instruments. There is paperwork, cutlery and dining sets from the trains which ran considerable distances north from Adelaide on the route of what is now the standard gauge Ghan train.

There is much to see as far as steam and diesel exhibits on the other two gauges are concerned. The might of streamlined 4-8-4 no 504 of the South Australian Railways, built in 1926 by Armstrong Whitworth, dwarfs the narrow gauge train at the other side of the break-of-gauge station platform. Add a working HO-gauge model railway, complete with narrow gauge trains running alongside their broader gauge counterparts, one of the most extensive railway photographic and records archives to be found in any railway museum, an excellent bookshop and a café, and you soon come to realise that a visit to the National Railway Museum at Port

"We're proud to display what we've been able to preserve to ensure the role it played in the history of this country is never forgotten..."



Top right: Y class no 97, built in 1890 at Gorton, Manchester and mainstay of the South Australian Railways 3ft 6in gauge system.



Above right: Sleeper luxury narrow gauge style from 1900 on the Broken Hill Express.

Below: Diesel locomotive no 7 'Ken' takes a train round the museum's 457mm (18in) gauge external line.

Adelaide is something not to miss.

"Narrow gauge fans are especially welcome," says Bob, who has been associated with the museum from its earliest days. "We are here to present the picture of our railways as they grew and developed. The narrow gauge, now much diminished in South Australia, and today restricted to the preserved Picci Richi Railway and a couple of freight lines was ideally suited to the pioneering days

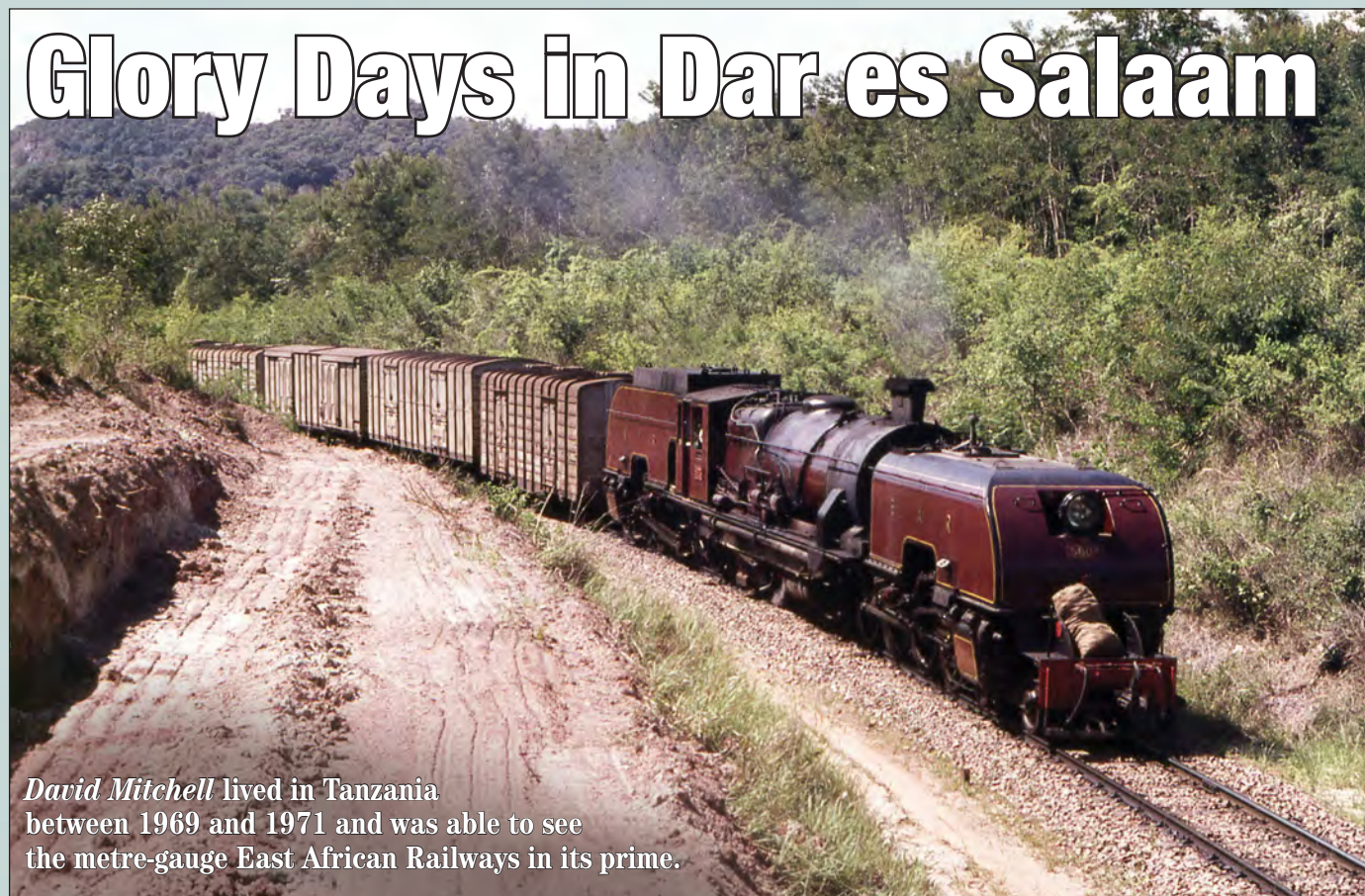
of railways. We're proud to display what we've been able to preserve to ensure the role it played in the history of this country is never forgotten."

More Information

Full details of opening times, admission charges and events, including live-steam days when Peronne pulls a demonstration narrow gauge train, go to www.natrailmuseum.org.au



Glory Days in Dar es Salaam



David Mitchell lived in Tanzania between 1969 and 1971 and was able to see the metre-gauge East African Railways in its prime.

Dar es Salaam, a port on the Indian Ocean, is the capital of Tanzania. It is the eastern terminal of the railway which runs west to Lakes Tanganyika and Victoria. Up to the First World War it was a German colony. The Mittellandbahn, later known as the Central line, was built

from Dar es Salaam to Kigoma on Lake Tanganyika, both to open up the country and also to tap into the transport of copper from the Katanga region of the Belgium Congo across the lake. The line was built under the management of the Ost-Afrikanische Eisenbahn Gesellschaft (OAEG) by

Above: Class 56 no 5603 approaches Pugu, the first station out of Dar, with a freight from Morogoro. At this time most Central line trains, apart from mail services to Tabora and beyond, were steam worked.

Left: Class 60 no 6019 stands at Pugu with the 09.00 from Dar to Nairobi. The first two carriages are ex Tanganyika Railways.

Below: Class 56 no 5604 takes water at Mkalamo, on the link between the Central and Tanga lines. It is working the twice-weekly Dar es Salaam train.

Philipp Holzmann of Frankfurt am Main, work starting from Dar in February 1905.

Parsimony resulted in the first section to Morogoro (209km) being laid with 40lb rail and having very tight curves for the metre gauge. It opened to Morogoro in October 1907. By July 1912 it had reached Tabora (847km) and increased traffic resulted in the eastern section being realigned and relaid with 56lb rail. Finally the line reached Kigoma (1251km) in February 1914. Two steamers for use on Lake Tanganyika were erected at the port in Kigoma for cross-lake traffic.

The Allied invasion of German East Africa in 1916 saw a great deal of damage done to the railways. After the war the country became Tanganyika, a British-mandated territory, and the railways became Tanganyika Railways. In the 1920s the line north from Tabora, which had been started by the Germans, was completed to Mwanza on Lake Victoria, opening on 15th August



1928. On 1st May 1948 the Kenya & Uganda Railway and the Tanganyika Railways merged to form East African Railways.

Opening of the link line between Ruvu on the Central line and Korogwe on the Tanga line in 1963 increased freight and passenger traffic from northern Tanzania and Kenya into Dar es Salaam. In 1970 the main traffic flows to and from Dar were four mail trains per week to Kigoma and Mwanza, dividing at Tabora. These were usually diesel worked with class 90 (later renumbered class 87) locos. There were two passenger trains per week to Moshi and Nairobi over the link line, usually Garratt hauled as were the freights from Moshi.

On the Central line there was a daily mixed to Morogoro and five or six freight trains a day, some diesel hauled but the majority steam, either with Garratts or ex Tanganyika Railways 21 or 25 class engines. Dar station was in the centre of the city, with the shed on one side and the works on the other. Two miles from the station there was a marshalling and goods yard at Ilala where the line from the docks connected.

Ex-works locomotives

There were only a small number of enthusiasts in Dar when I was there. The officials and staff were generally friendly and helpful and, although Tanzania was quite security conscious, I never had any problems. I did take the precaution of having a letter from the Regional Head Office. My daily drive to work took me »



Top: Class 56 no 5603 outside the shed at Dar es Salaam, showing the full splendour of Dar works painting and lining. The 4-8-2+2-8-4 Garratt was built by Beyer Peacock in 1949. The Class 56 was generally held to be the best class on East African Railways. December 1969.

Above: In the yard at Dar shed is no 2505, built by Vulcan Foundry for the Tanganyika Railways in 1926 as class MK (Mikado). They were successful, apart from some guidance problems with the leading pony truck on the sharply curved Dar to Morogoro section, and spent their life on the Central line. March 1970.

Below: Dar shed with 2104 on the left, 5603 centre and 5604 on the right.





Left: Pugu station on a Saturday morning. On the left no 5604 waits with the Moshi/Nairobi train, while the Dar-bound mail train from Kigoma/Mwanza runs into the loop headed by no 8727, a 1Co – Co1 built by English Electric in 1967. March 1971.

past the loco shed and I was able to see anything interesting. When locomotives had been through the works they would come to the shed for final checks and a test run to Pugu, the first station out of Dar twelve miles distant, usually piloting on train T.11, the daily mixed to Morogoro, and accompanied by a number of works staff. Any loco was permitted to run between Dar and Pugu on test.

Dar es Salaam works turned out the engines fully lined and was considered to do a better job at finishing than Nairobi. It was also an opportunity to see loco types not

normally seen in Dar, like classes 26 and 30.

Driving home one evening I saw no 2611 in the shed yard. On enquiring what was happening to it, I was told they were keeping it there until I had photographed it! This I did and a request that it should work the Morogoro mixed the following day was granted. The class 26s were based at Tabora and normally worked the Mwanza, Kigoma and Mpanda lines.

Some diesels worked into Dar, invariably class 90, usually on the Central line mail trains. At this time they were still in the lined red livery,



Below left: Entering Ilala marshaling yard is a special train of 3ft 6in gauge Chinese vehicles for use in building the TanZam Railway to connect Dar with Kapingiri M'poshi in Zambia. Assistant Mechanical Engineer, Ted Hudson, is on the footplate of class 31 no 3146.

Below: Class 56 no 5603 leaves Dar es Salaam docks. It faces a stiff climb up to the marshalling yard at Ilala where it will join the mainline. Steam engines were very unusual in the docks at the time.

All photos by David Mitchell.

but repainting in green with a yellow stripe was starting. They were also in the process of being reclassified to class 87. Shunting at the docks and station was also dieselised.

There were a number of lineside locations around Dar, but generally the line was difficult to access. There were some dirt roads which I managed to travel along in my trusty VW Beetle to get action pictures.

The Central line mail train left Dar at 3.15pm on a Sunday afternoon and crossed the inbound mixed at Pugu. The mail train was not timed to stop at Pugu but the timetable included a note: 'Provided adequate notice is given, the Dar es Salaam – Mwanza and vice versa Passenger Trains may on request be stopped at Stations en route to pick up or set down FIRST CLASS Passengers.' I gave notice and on the day reminded the driver and the guard. The train duly stopped and I had a pleasant afternoon trip.

The Saturday morning train to Moshi and Nairobi was always steam hauled with either a 56 or 60 class Garratt, and I was able to travel on the loco on several occasions to Ruvo (49 miles; three hours). Ruvo was the junction for the link line and we returned on the inbound mixed.

Work was just starting on the TanZam Railway at the end of 1970 and several trains of Chinese equipment came from the docks en route to Kidatu, the branch terminus where construction was based at the time. With this line being 3ft 6in gauge the TanZam had no physical connection.

East African Railways was a very well run concern and served the three countries well. However, politics resulted in its break up in 1976 and I am glad I saw it in what may be regarded as its prime.

■ A sequel to this feature will portray frequent visits around 1970 to Moshi at the foot of Mount Kilimanjaro.

The Zig-Zag line – in Kent

Stuart Chapman describes the Eynsford Light Railway, a private line with a purpose...



Typical of a host of narrow gauge railways built just to serve the interests of their owners, without coming to the attention of the public, is the Eynsford Light Railway in north Kent

The seeds for construction of the line were sown when owner Ken Jackson acquired a locomotive and some track in 1995. Later the line would return former Provan Gas Works Andrew Barclay 0-4-0ST 'Darent' to steam – this locomotive has since left the line and now resides at the Hampton & Kempton Steam Railway.

Today's services on the Eynsford line are in the hands of Simplex internal combustion loco no 9711. This was constructed in 1952 for a sewage works in Middlesex and was also used by a contractor when building the Toddington Services on the M1 motorway.

Unusual route

The railway has a purpose, to move manure and logs. While the line begins by running round the edge of a horse paddock, its unusual feature is a series of zig zags down the hill side through a wooded area to the manure heap.

In addition to freight vehicles the line possesses two passenger carriages, one of them a bogie

Photos of the Eynsford Light Railway taken during the Narrow Gauge Railway Society visit by Stuart Chapman

vehicle that was constructed from a frame originally used to store works of art in Welsh quarries during World War 2. There is a single station, complete with a southern railway semaphore signal originally from Barnehurst, near Dartford on the former Southern Railway.

While the railway is private it

hosts a small number of society visits each year. On 20th May the Narrow Gauge Railway Society visited in and addition to the resident Simplex members were greeted by visiting locomotive 'Bicknor' a 1953-built Motor Rail Simplex no 9869, normally resident at the Bredgar & Wormshill Light Railway. **NGW**



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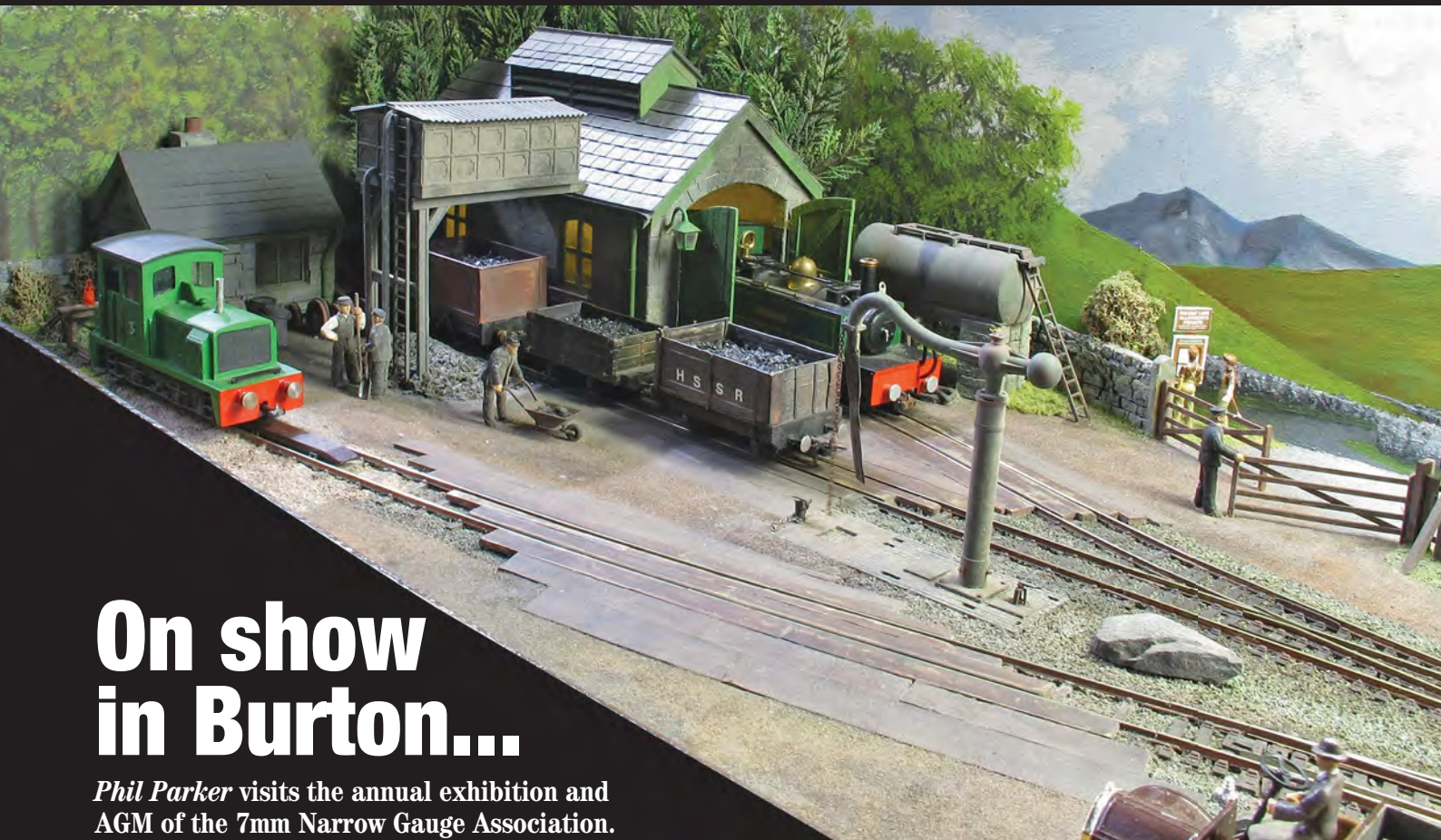
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On show in Burton...

Phil Parker visits the annual exhibition and AGM of the 7mm Narrow Gauge Association.

Boasting nearly 1000 members, the 7mm Narrow Gauge Association returned to Burton-on-Trent Town Hall in June for its 38th exhibition and AGM. Some 16 layouts, mostly in O16.5 or On30 scales but including a Gn15 one brought by Blackdog Models, were on show at this friendly exhibition.

In a side room, there were competition entries. An interesting modelling challenge was presented to entrants hoping to win the Howard Clarke Trophy. Each had to build a loco servicing depot diorama in a 12-inch square space. The winner, Kevin Harlow modelled a suitably frosty section of the Western Front in Winter 1917.

Despite there being little ready-to-run available other than the well known Bachmann range of On30 models, modelling in 7mm narrow gauge is very accessible. Most people start with a ready-to-run chassis and modify the body to 7mm scale, perhaps making use of one of the wide range of kits produced.

All the benefits of O gauge but using track plans closer to OO in size, makes the scale perfect for those who want (need?) to work in larger sizes but lack the room for a large-scale layout. If you've fallen in love with 2ft narrow gauge, then take a closer look at the 7mm NGA (7mmnga.org.uk) and maybe you'll be heading to the Burton show in June next year.

Top: 'The Slindon Vale Railway', by the Surrey Area Group of the Association, shows clearly the quality possible in 7mm scale.

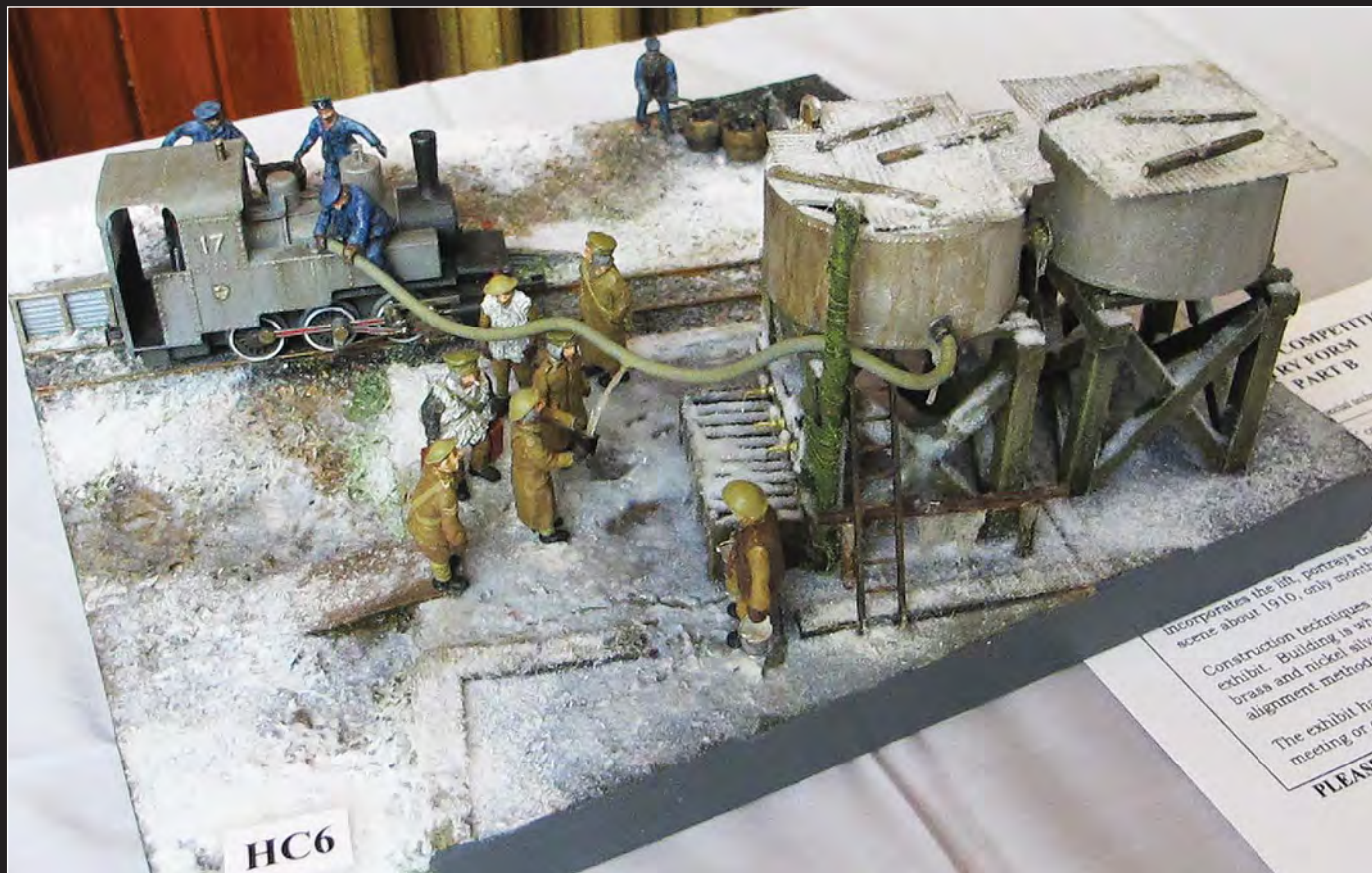
Right: You don't need a lot of space either – this is a mine layout constructed by the West Midlands Area Group.

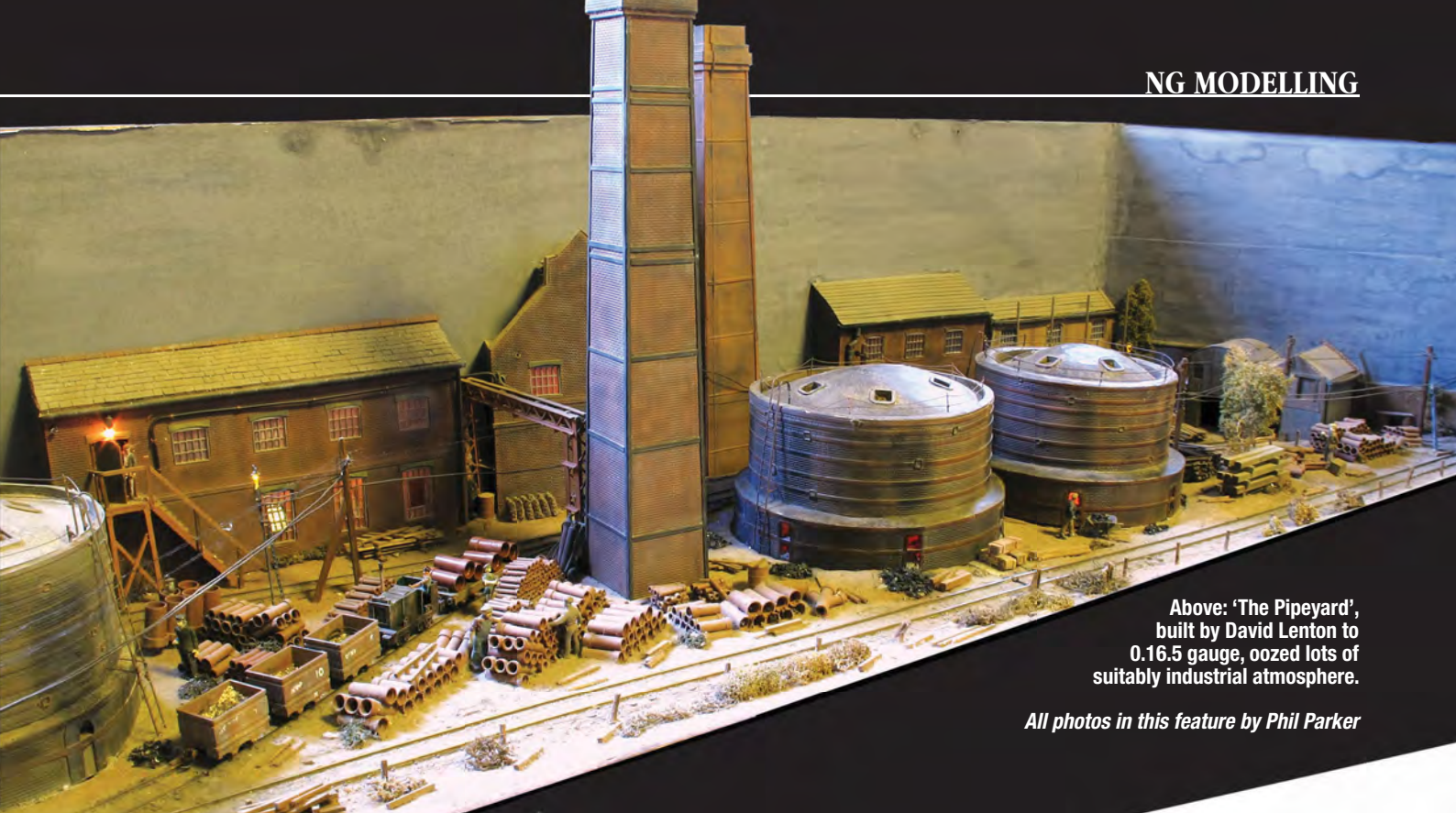
Layouts at the Burton Show

Appleton Dene, 0-16.5 – Tony and Sue Clarke
The Pipeyard, 0-16.5 – David Lenton
Arfer Yard, 0-16.5 – Mark Surr
Madeleinea, On30 – Ned Williams
Slindon Vale Railway and Norewood for Slindon, 0-16.5 – Surrey Area Group of the 7mmNGA
Rumbow Edge, 0-16.5 – Mac Strong
Adamant Cement Works, 0-16.5 – Lincolnshire Area Group of 7mmNGA

Mill Lane, 0-16.5 – Dave Holmes
The Wagon Lift at St Petrock Quay, 0-16.5/32mm – Angus Bentley
Caanan Valley, On30 – John Aldridge
Snowy River, On30 – Slim Gauge Circle
Hambleton, Stoneybrook and Swale, 0-16.5 – Arline Wilson
Black Cat Mine – Black Dog Mining Co Gn15 – Trader







Above: 'The Pipeyard', built by David Lenton to 0.16.5 gauge, oozed lots of suitably industrial atmosphere.

All photos in this feature by Phil Parker

Right: 'Mill Lane', by David Holmes, depicts a typical quiet terminus, with road vehicles playing a prominent part in the scene.

Below: Superbly-built US-style bridge, part of 'Caanan Valley', an On30 layout built by John Aldridge.



Below: An interesting mix of passenger and industrial stock, and well modelled rock faces, on the 'Runbow Edge' layout of Mac Strong.

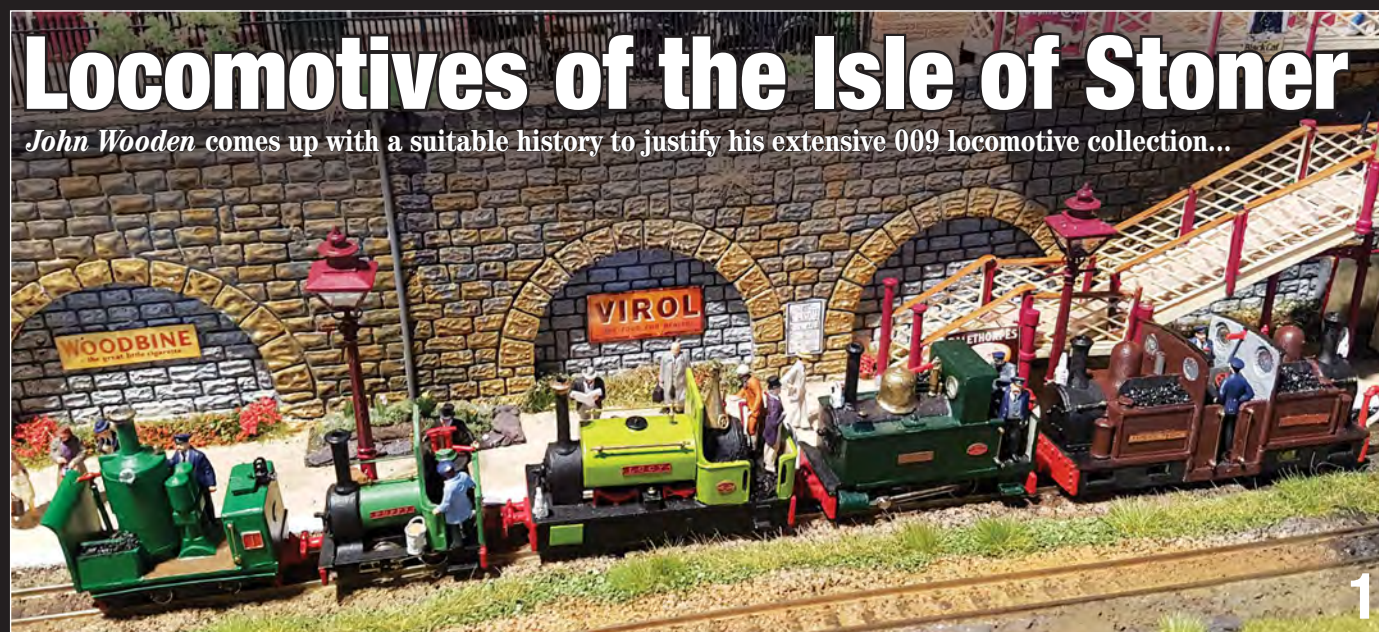
On the page at left we show a selection of the competition entries that displayed plenty of innovation and quality.

At top is the Western Front diorama that won Kevin Harlow the Howard Clarke Trophy. Entrants had to build a loco servicing depot in a 12in square space – we hope to show some more entries next month.

Centre far left is the version of the Lynton & Barnstaple new-build that won Paul Holmes the L&B Trophy, while the Betchworth quarry style 'Sir Jasper' at centre left was only deemed worthy of a runner-up spot for Andrew Young in the John Stitson Shield.

At lower far left is the Manning Wardle-style loco built by Frank Sharp that took the Don Mason shield, while the novel Citroën railbus, at lower left, was a David Lloyd Trophy winner for Bill Bateson.





For a small and impoverished narrow gauge railway on an island in the middle of the channel, the Isle of Stoner Railway has a ludicrous number of locomotives. I suspect that most model railways suffer from the same malaise. In reality the railway network on the island might justify half a dozen locos... I'm not sure how many there have been over the years but it is considerably more than six.

To tell their stories it is best to tell a little of the history of the island and its railway.

Early Days

In the history of the IoSR the first two locomotives on the island were a De Winton and a tiny well tank, 'Poppy' – built in the railway's own workshops. Neither of them were hugely successful but Lord Stoner enjoyed having such cutting-edge technology in his realm and so as the railway expanded, he invested in an 0-4-0 saddle tank called 'Lucy.' The next loco to arrive was a small 0-6-0 side tank built by George England; 'Nancy' as she was named was a much better loco. With his contacts at the George England factory, Lord Stoner attended the famous loco trials on the Festiniog Railway and was so impressed that he immediately ordered a Double Fairlie of his own – 'Lady Stoner'. All five are shown in our heading photo.

From then on the rail network expanded and with expansion came the need (?) for lots more locos. Amongst the earliest and most successful of this proliferation were 'Oberon' and 'Titania'; products of the Fletcher Jennings company. They were realistically sized for the work in hand and being similar in build they helped provide spare parts for each other (picture 2).

As time went on the railway became the backbone of the island's economy and so it was vital that a reliable service was provided and larger carriages and longer trains necessitated bigger locomotives. Hunslet became a preferred supplier and two more substantial engines were purchased new from the firm in the 1890s, namely 'Doris' – an 0-6-0 side tank and 'Lord Stoner' an 0-8-0 along similar lines. After these came 'Gloria' a slightly smaller version of 'Cackler' of the Dinorwig Quarries (picture 3).

Decline sets in

After the First World War the fortunes of the island and the railway went into decline and rather than repair old locos or purchase new ones an increasingly eccentric collection of partly worn out secondhand engines arrived. Five of these are seen at the quarry in *picture 3*, while this was also the era of the railcars and the rail lorries, seen at Underhill Town in *picture 4*.

Having learned some lessons from Colonel Holman F Stephens, with whom several consultations, were made the line was reduced to the use of internal combustion engines for the most part. However, when the Lynton & Barnstaple Railway closed, Lord Stoner was at that famous auction at Pilton Yard and saw fit to purchase some carriages, wagons and a locomotive. (Which one will depend on what I get when the Heljan model becomes available!). This and some mainland advertising campaigns led to a brief upsurge in summer tourist traffic.

Dark times

Being a neighbour of the better known Channel Islands the Isle of Stoner was overrun by the Nazis in 1940. Dark times ensued for the islanders and their railway. The IoSR was used by the occupying forces and not well cared for especially towards the end of the war. The islanders did not take well to occupation and a small but vicious resistance movement, The Cheesemen, did much damage to infrastructure and locomotives alike. After liberation the line was in a parlous state and the reluctant decision was made to close the Underhill line and concentrate on getting the mainline back into some sort of working order. The Northern Line was mothballed and all the rolling stock taken to Port Lucy (*picture 6*). The Germans did leave a Krauss behind, and because the rail staff liked it they bought a Barclay... (*picture 7*).

Rebirth

The 1950s and 1960s saw a steady rise in tourism and demand for the island's famous products, stone and cheese. In 1962 the Northern Line was reopened with the help of a supporters' society. Old locos and rolling stock were brought back to life and the track was re-laid in places and otherwise the grass and bushes cut back. (*pictures 8, 9*).

Today, the summer of 1964, sees the railway and the island in general on the up. Please come and visit the line, there is always a warm welcome. Underhill Town will appear at the Manchester and ExpoNG shows this year. **NGW**

■ The story of the Isle of Stoner Railway model appeared in **NGW** issues 115, 116 and 120.



Fourdees offers a complete train...



Those 009 modellers looking for a quick stock boost could be interested in this new complete ready-to-run train pack from Fourdees. Included is the Clogher Valley Railway-styled freelance locomotive, a pair of four-wheeled Glyn Valley Tramway carriages produced in a bespoke livery for Fourdees by Peco, along with a box van and an open wagon.

The locomotive is a freelance design heavily influenced by the six Sharp-Stewart built engines that worked the Clogher Valley Railway in Ireland between 1887 and 1942. As the line was a roadside tramway the locos had their motion hidden behind skirts and were intended for cab-first running, hence the large windows on the cab backsheet.

The Fourdees model imagines the Sharp Stewart 3ft gauge design regauged to 2ft 3in gauge (which is what 9mm gauge 009 track scales out exactly to). The body boasts a great deal of detail, including several separate components, a full cab interior, etched works-plates and even flush-glazed windows. 009 standard Peco couplings are fitted.

The two four-wheeled carriages are versions of the Peco Glyn Valley Tramway vehicle in a bespoke and quite intricate brown and cream livery, including gold lining on the lower panels and Indian-red droplights. The two items of freight stock are also by Peco, taken from the Lynton & Barnstaple freight range but in plain

livery with no railway identifying lettering.

Fourdees can supply the sets at £189.50 each, plus £7.25 UK postage, with the loco in either Brunswick Green, Maroon or Black livery. However we are told the black versions are on the point of selling out, though a waiting list for the next batch is being taken.

Also new from Fourdees is a superb ready-to-run version of the Bagnall Matary 0-6-2 'Triumph' that ran at the Bowaters paper mill in Kent, and which today is preserved on the Sittingbourne & Kemsley Railway.

Finished in Bowaters green, the model is every bit as good as the previous Kerr Stuart produced by this firm, the Welshpool & Llanfair Light Railway's 'Joan.' Detail on the body includes inset brass side panels to provide a smooth finish, while the cab fittings are represented along with etched nameplates and flush-glazed windows. Each model includes a choice of spark arrestor or copper-cap chimneys, and the cab doors can be removed if desired.

Maker's plates are supplied fixed but not the nameplates, though Fourdees will fit these, and the chimney, for no extra cost.

Power is provided by a Graham Farish 08 chassis, with custom etched motion parts attached. Each model is supplied with a collector's booklet, giving details on the prototypes, the Bowaters Railway and the Matary class.

The model costs £262.50 plus £7.25 postage.

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Lynton stock from Slaters

The new Lynton & Barnstaple kit pictured here is the first of a clutch of 7mm scale releases from Slater's Plastikard featuring stock from the renowned Devon line.

The kit makes up an example of carriages 15 or 16 in their original condition as supplied in 1897. Carriage 16 remained (with minor changes) in this condition until the line closed in 1935, while carriage 15 was converted to a brake composite with some internal alterations, though with few exterior changes.

Kits are mainly of injection moulded polystyrene components, with cast brass door handles and details and turned lamp tops. Metal wheelsets are supplied in either 14mm or 16.5mm gauge. Cast brass scale couplings are



included but the coupling pocket is designed to take the Kadée type 146 (standard head, long centre-set shaft) auto coupling – these are not supplied in the kit.

Price of each carriage kit is £80.00.

More good news for L&B modellers is that Slaters is in the process of re-introducing the range of 7mm scale kits previously made by

L&B Models. First to come will be a kit for the Baldwin 2-6-2T Lyn, a full-size new-build version of which will steam in the next few months. Other carriages and wagons will follow.

Slater's Plastikard Ltd
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The Festiniog Railway – The Spooner Era and after 1830-1920

Peter Johnson

■ The major arrival this month is the first of a two-volume history of just about the best-known narrow gauge railway around. And while we may think that the Festiniog/Ffestiniog Railway is one of the most documented lines, it has not really been subject to a detailed history of its entire life since the two-volume set produced by J I C Boyd and last reprinted in 2002.

Peter Johnson is without doubt the most qualified to write such a history, having been intimately connected with the FR since the 1970s and having also written several past books on the railway, including the two-volume *Immortal Rails* documenting the preservation history since the 1950s.

Peter has made the most of many hours spent scouring archives for this new history, and also taken advantage of both the A4 format and modern high-quality printing techniques to reproduce many of the colourful original plans that were deposited in Victorian times as the railway was progressing. In fact

two of the appendixes consist of maps deposited for the 1869 Act of Parliament applied for by the line, and 6in Ordnance Survey maps revised in the same year.

The text is to typical Peter Johnson style, chronological and documenting the factual history without going off on tangents or lapsing into romantic picture painting. It is a highly detailed history, from the leading affairs of the company down to individual incidents, actions of the loco drivers and such like – for example we learn that building the single Fairlie 'Taliesin' cost the FR £1305 4s 10d!

Most of the pictures are familiar, as one would expect from any history of this period as new illustrations are unlikely to surface, but they benefit from making the most of the large format.

In summary this is an excellent, perhaps definitive, history of the FR up to 1920, and we look forward to the second volume bringing the story up to date. **AC**



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Deutz – (catalogue reprint)

■ Enthusiasts of industrial internal combustion will likely enjoy this A4 format booklet from German publisher EMH, as it is effectively a full colour reproduction of the catalogue that diesel locomotive manufacturer Deutz produced for its range in the 1950s.

While published in Germany this is an English-language version, and while the cover suggests it focuses on the

55bhp model it is in fact a collection of brochures for locos right across the Deutz range, from 14bhp right up to a 165hp monster, and also covering specialist locos such as mining engines.

Modellers will find detailed specifications for each loco that are included very useful, while several of the loco descriptions include

detailed technical specifications ranging across engine, transmission, electrics and much more. There are even one or two general arrangement drawings included.

A host of quality 'works shots' of the locos and various components, together with pictures of Deutz engines in action in industrial situations complete an impressive affordable package. As mentioned, modellers will find the booklet highly useful but anyone who likes their narrow gauge diesels will also find much of appeal.

According to the booklet it is available in the UK without ordering direct from Germany, from well-known narrow gauge bookseller Andrew Neale. **AC**

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Small Island by Little Train Chris Arnot

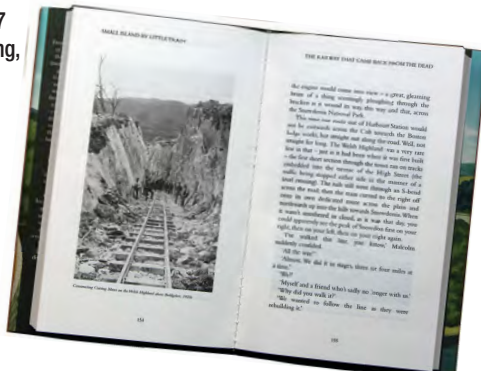
■ This is another example of an author with no particular narrow gauge railway knowledge being commissioned to tour the UK painting a picture of our interest through the various lines he visits, and as such I approached the book with trepidation. But Chris Arnot admits to being a trainspotter in his youth and he avoids falling into the trap of patronising those who give so much time to our narrow gauge railways and produces what is an enjoyable read.

In the course of a comprehensive tour, even extending to a Statfold Barn open day and including thoughts on the long-lost Leek & Manifold Railway, the author does a good job of bringing across some of the unique appeal of the narrow gauge. *NGW* readers won't learn anything new, but it might be a good title to give to a family member while trying to convince them to accompany one on a visit!

My only criticism is that the coverage is so extensive that the very few lines missed out are all the more obvious, and yes that does include the one *NGW*'s Editor works on! One feels they could at least have been included in the directory at the back... *AC*



ISBN 978-0-7495-7849-7
Published by AA Publishing,
<http://shop.theaa.com/store/leisure/smallislandlittetrain>
Price £16.95



Quirks & Curios II (DVD)

■ Anyone who has seen previous examples of the Ffestiniog & Welsh Highland Railway's prolific video output will know just how high are the quality standards of in-house cameraman and producer John Wooden, and this latest disc, documenting the second 'Quirks & Curios' Gala over the May bank holiday, lives up to expectations.

One also senses, however, that John let himself off the leash with this film, particularly the opening sequence which boasts a soundtrack and camera trickery as quirky as the event!

The disc soon settles down into typical style, covering every aspect of the Gala from the moment the first visitors started arriving and throughout all four days of the event itself. As ever lots of different camera locations feature, some of them very clever, while there is no intrusive commentary, instead relying on a few on-screen captions with what one is watching supplying the soundtrack.

The film is an excellent memory of the Quirks event, which attracted a vast range of narrow gauge motive power, some of it very odd. Buy the BluRay version, by the way, and a film of the first Quirks event in 2010 is included too! *AC*



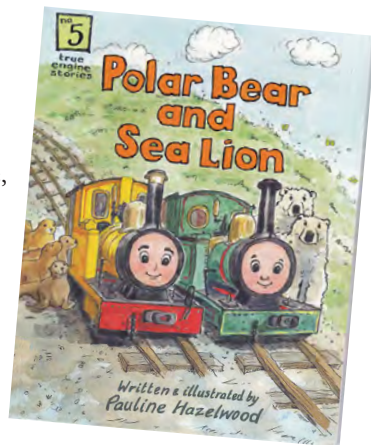
Published by Festiniog & Welsh Highland Railways,
Tel: 01766 516034. Web: www.festshop.co.uk
Price £20.00 (DVD), £25.00 (BluRay)

48

Polar Bear and Sea Lion Pauline Hazelwood

■ In producing the fifth in the enjoyable and highly affordable series of softback children's books, author and illustrator Pauline Hazelwood again moves away from the locos of the Bala Lake Railway. Having recently told the story of well-travelled Kerr Stuart Wren 'Peter Pan' this time Pauline heads to the Isle of Man and the Groulle Glen Railway's diminutive Bagnall 2-4-0Ts 'Sea Lion' and 'Polar Bear'.

While clearly to 'Thomas the Tank Engine' style, these books are based firmly on factual stories, and their large format, together with the colourful quality illustrations which neatly capture the lines of the locos, make them highly appealing to young future railway enthusiasts. Meanwhile they also provide a useful fund-raising source for the railways that sell them – while available from the publisher's website, you will also find them in many a railway shop, providing an inexpensive souvenir for junior when one takes them along on a visit – all part of their education of course! *AC*



ISBN 978-0-9927239-5-8
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www.saddletankbooks.com
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Dinorwig Quarry and Maid Marian (DVD)

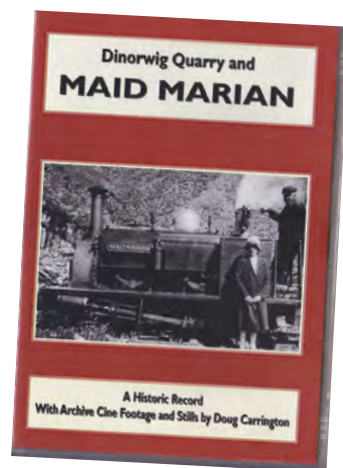
■ Published by the Maid Marian Locomotive Fund, this DVD is far more than a means of fundraising for one of the best-known Hunslet locos rescued from Dinorwic Quarry, as it celebrates its 50th year in preservation.

The disc consists primarily of 8mm cine film made by fund founding member Doug Carrington when he visited the quarry in its final years, together with a host of still pictures he also took. Of reasonable quality for enthusiast film of the time the footage documents daily quarry life in detail – there are a host of fascinating scenes during the 45-minute running time including a footplate ride that really gives an impression of what life on the locos was like for the crews, and a remarkable view as a train chases one of the road tractors that will replace it down the line.

Maid Marian's acquisition and recovery is also documented in full, including a wince-inducing sequence of the loco being lowered down an incline and hitting the bottom at speed to ensure it doesn't become stuck!

This is a very good disc and the many enthusiasts of slate quarry railways will find it an essential buy. *AC*

Published by Maid Marian Locomotive Fund, c/o 139 Stoops Lane,
Doncaster DN4 7RG.
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Reopening on the Isle of Man
The article on the 1967 reopening of the Isle of Man Railway in *NGW* 121 gives the impression that the railway's Fairy Godmother waved her wand and a group of people popped up to buy the railway and later waved her wand to open it. Anyone who cares to consult copies of *Model Railway News* from that time would realise that in fact a lot of behind-the-scenes work was going on.

I should mention that lead times for magazines in those days were about two months (they are a bit quicker now) and any announcement made in January 1966 would not instantly appear. Indeed, I had to use all my influence to persuade the printers to drop out an item and put the announcement into the next magazine (March).

All stops were pulled out to have an IoM picture on the cover and editorial in the April magazine. Sir Philip Wombwell read it in the magazine and with his friends the Marquis of Ailsa and Lord Strange (who isn't mentioned in the article), decided to do something about it. Jack Shortland and I spent a Sunday morning with Sir Philip discussing the matter; it was the first of several meetings we had. These continued until the brief announcement in the April 1967 magazine followed by a longer article in the May edition.

Incidentally the picture used for all the adverts was the cover of *Model Railway News* and was a painting which I commissioned from a transparency that I had taken. Perhaps an approach to me should have been made before use in the article by the author.

Paul Towers
former Editor, *Model Railway News*

Andrew C replies: Fascinating to hear of the work went on to ensure the Isle of Man Railway did not disappear and we hope to run a more detailed piece from Paul in the near future.

On the subject of the painting, once it became a poster it was in the public domain for anyone to photograph and publish so we feel David Mitchell can be forgiven for not seeking out the originator of the image!

Of museums and carriages

Mike Blackmore (*Viewpoint*, *NGW* 121) takes a pot at me for suggesting York Railway Museum was too distant for a day trip. Perhaps he thinks I live in London? When Clapham Museum closed, I was living in Basingstoke and commuting to central London for work. I now live in Ilfracombe which involves a four-hour journey just to get to London – a day trip is impossible. Factor in overnight accommodation and you can understand why I have never visited York. I don't spend time mourning the fact I've never been to York, but I will be moving to Nottingham soon, so will then be in reach of the NRM. It'll still be a three hour journey including getting to Derby, but do-able in a day.

Andrew C's mention in *Viewpoint* of the Lynton & Barnstaple carriage at the NRM reminds me that when I used to wander the deserted track bed in the '60s and '70s, I once paid a visit to Clannaborough Rectory where the carriage resided before being taken to York. It will be good to make its acquaintance again after so many years, though I doubt I'll be allowed to sit on the seats again.

On the Shelf in the same issue mentions the carriage the Ffestiniog rescued from Snapper and converted into a dining car. Sacrilege! But at least it survived unlike the other carriage at Snapper which was destroyed by cattle. It was in a very sorry state when I last saw it. I did have a ride inside FR carriage 14 ex L&BR 15/6993 in 2010 behind 'Lyd' when the L&BR 'woke up' after its long sleep. I never expected that would happen all those years ago.

Tony Olsson



Above left: This poster gives no hint of the behind-the-scenes work that went on to ensure the Isle of Man Railway reopened, see the letter from Paul Towers. Photo: David Mitchell

Above: Tony Olsson believes it is unlikely that the NRM will allow him to sit in its former Lynton & Barnstaple carriage as he did when it was at Clannaborough Rectory – we suspect he is correct! Photo: Andrew Charman

Facing page, above: Reader Herbert Ortner solves the mystery of the Austrian electric loco in David Mitchell's picture taken in the late 1960s.

Facing page, right: Orenstein & Koppel 0-4-0 'Pistache' at the CF de Rillé – see 'Back to Front!'

A mystery solved

On page 51 of *NGW* 120 David Mitchell asked for help identifying pictures in his collection as he could only recall they from an Austrian mineral line in Northern Styria and taken in July 1966.

They are of the Radmer mining line in Styria, once running from Radmer station on the standard-gauge Eisenerz line to the village of Radmer an der Stube and further on to Neuhaus. The 12.8km long line had a gauge of 830mm and was originally built as a forest railway. From 1939 on the railway was used as a mining line for the Radmer open-cast iron ore mine, a business similar to the famous styrian Erzberg but on a much smaller extent. Timber transport ceased at some point during the 1950s.

The steam locomotives are of the KDL 110 class, a Heeresfeldbahn type from WWII. The line from Radmer station to the mine in Radmer an der Stube was electrified and re-gauged to 900mm in 1967 to be operated with rolling stock from the Erzberg mining railways. The picture of the electric engine at the mine's incline must have been taken at some time after that event. In June 1979 the Radmer mine and the Erzbahn Radmer, as it was called in its later years, were closed.

With best regards from Vienna!

Herbert Ortner

A local not a tourist

In *World News*, *NGW* 121 it is reported how the Soller Railway in Mallorca has scrapped its discount tickets for local people after a



complaint of discrimination to the European Commission. In fact the complaint was not filed by a visitor to the line but by a German resident of Mallorca.

The discriminating part of the local fares policy was that they were offered only to holders of a Spanish national ID card (DNI = Documento Nacional de Identidad), and as such discriminating against foreign residents who pay taxes just as locals do. Offering reduced fares to local residents would not have been a problem as such and takes place all over Europe, but it is not acceptable that those are only offered to people based on national identity, race, gender and such like...

Thomas Kautzor

Gelli on the way back

In the '25 years ago' section of 'That Was the Year' (*NG Extra*, *NGW120*) we asked what happened to the frames of 1893 De Winton 'Gelli', rescued from the pit of a Pen yr Orsedd Quarry engine shed, after they were sold again in 2011. Reader Francis Stapleton tells us that they were acquired by an engineer who has spent the last few years sourcing as many genuine De Winton components as possible to enable restoration, including some from Gelli itself. He has also obtained an original De Winton boiler and is now in a position to begin the restoration with a view to returning the loco to steam within a few years. We look forward to Gelli's return!

Back to front!

Our feature on the CF de Rillé roundhouse in *NGW121* was praised by French readers, even though it did contain a couple of errors. A roundhouse clearly has to be wider at the back than the front – and not the other way round as stated. Also, in the photo showing seven locos outside the roundhouse, the second from left is not a Decauville 0-4-0T; it is no 2 'Pistache' (Orenstein & Koppel 4852 of 1911).



That was the year that...

Our regular look back in the archives at the narrow gauge news stories of the time and their legacy...

From 30 years ago

In *NGW121* we reported how in June 1977 the Narrow Gauge Railway Society newsletter was full of proposals for new schemes. A decade on and the June 1987 issue was on similar form, reporting on no less than four proposed new schemes – sadly only one came to fruition...

Trackbed schemes in England and Wales

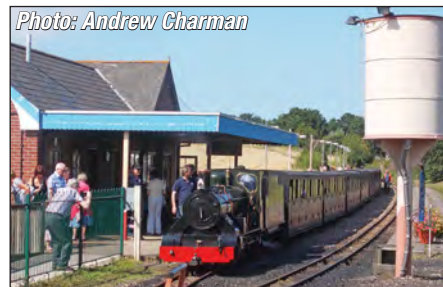
Plans have been announced to lay narrow gauge lines on the trackbeds of four ex-standard gauge branches. One is for nine miles of ex-GER formation from Wroxham to Aylsham in Norfolk; another for nearly four miles from Johnston to Neyland in West Wales.

In Norfolk, a local consortium is planning to go into partnership with the council to create a line – Broadland District Council has earmarked £150,000 for maintenance... According to the local newspaper the Romney Hythe & Dymchurch Railway has been consulted and some of its stock may initially be used, suggesting a 15in gauge.

The line in West Wales would use the formation of the old GWR branch which lost its passenger service in 1964. The line through one suggested terminus, Johnston, is still open, being on the Milford Haven branch. Gauge of the line has been quoted at 1ft 11½in, and it is likely to be built in stages, starting from the Neyland end.

In Yorkshire, a local paper has reported plans to build a narrow gauge line, to be steam operated and 2ft gauge, on part of the trackbed of the lifted Scarborough to Whitby line, at Ravenscar. **New 2ft gauge scheme in South Wales** – A pilot study with a miniature line to see if a 2ft n.g. railway could be successful in the Afan Valley, near Port Talbot, has been proposed. The Afan Valley Light Railway Society has been set up to raise funds, and local councils asked for cash help. The plan is for a two-year trial period with a 10in gauge line over a mile of ex-R&SB trackbed from Afan Argoed country park towards Cymmer... If successful the gauge would be expanded to 2ft and the track extended three miles to Cymmer, and eventually five miles to Blaengwynfi.

Photo: Andrew Charman



The Norfolk plan of course became the Bure Valley Railway, opened three years later in July 1990 and since proving a big success (picture above). The other three schemes came to nothing – the Ed believes the Yorkshire one in particular could have been a spectacular line, having walked part of the trackbed in 2015. It was bought by Scarborough council and converted into the popular 'Cinder Track' walking and cycling route, though this is today attracting controversy. Thousands have signed a petition against proposals that the path is taken over by transport charity Sustrans, which would widen it and install a hard tarmac-style surface. Campaigners believe this would harm local wildlife, and encourage fast cyclists.

Extracts from *Narrow Gauge News*, the news journal of the Narrow Gauge Railway Society – for more details of the Society and how to join, go to www.ngrs.org.uk or see the advert elsewhere in this issue.



Narrow Knowledge...

■ This issue's quiz includes what we think may be a stinker of a question! (Q9) if you would like to contribute some similar tricky brain teasers, send them to the editorial address on page 3. Answers as usual next month.

- 1) When and where would you have seen Dougal at the zoo?
- 2) Which Devon line that opened in 1829 was only just narrow gauge?
- 3) What narrow gauge line closed on 6th July 2014?
- 4) What would have been unusual about a visit to the Surrey Light Railway in 1991?
- 5) We've just got off the train at Deelis – on what line were we travelling?
- 6) Which nation's loco fleet consisted of 0-4-0 tanks and Mallets?
- 7) Major Barry Turner led the cosmetic restoration in 1972 of which locomotive, and where?
- 8) What erroneous claim to fame does the locomotive in question 8 have?
- 9) Why would London's first tube line merit a place in this magazine?
- 10) Where did *NGW* editor Andrew Charman picture this extension trackbed, pictured at right?



Answers to quiz in *NGW* 121

- 1) De Winton, Penrhyn Quarry, vertical-boilered steam locos, and 1877.
- 2) The Manx Electric, near Fairy Cottage halt.
- 3) A Hornsby 'hot bulb' oil locomotive that ran at the Royal Arsenal Railways in Woolwich, London.
- 4) W G Bagnall, at the Castle Engine Works.
- 5) The Eastbourne and Seaton Tramways.
- 6) The Snowdon Mountain Railway.
- 7) 'Rishra', on the Leighton Buzzard Railway.
- 8) The Welshpool & Llanfair Light Railway.
- 9) The Great Whipsnade Railway, 'Victor'.
- 10) The Nursery Line at Bressingham.

Unexpected Narrow Gauge...

■ So the Editor goes off on holiday, and still manages to find some narrow gauge when he least expects to...

Just about surviving amongst the ornamental stonework here are original rails from the Swanage Pier Tramway. This was a 2ft 6in gauge line opened in 1858 in the Dorset seaside town, much better known today for its standard gauge preserved railway.

The Tramway was originally intended to be something much grander, running a distance of almost two miles from the pier to stone quarries at Langton Matravers, including an incline to overcome a 400ft difference in height, and providing a sea transport link for the quarried stone. But the town's officials did not approve and only a short length was built from a harbour side yard onto the pier. Reputedly the line only saw horse and hand-propelled traffic, and closed in the 1930s.



Special Events

Only events of interest to rail enthusiasts are included in this guide – for contact details see Diary on following page. If you have an event to publicise send details to address on page 3.

- **1st, 18th, 25th July, Abbey Pumping Station Events.** 2ft gauge line operating adjacent to National Space Centre, Leicester.
- **1st-2nd July, Rhiw Valley Light Railway Open Weekend.** 15in gauge line close to Welshpool & Llanfair. www.rvlr.co.uk
- **1st-2nd July, Evesham Vale Light Railway Steam Gala.** Intensive service, triple-headed train, possible visiting loco.
- **1st-2nd July, Sittingbourne & Kemsley Railway Steam & Beer.** Real ales and ciders from across UK, live music.
- **1st-2nd July, Tallyllyn Railway Llechfan Garden Railway Weekend/Beer Festival.** Live steam on garden railway at Tywyn.
- **2nd July, Bredgar & Wormshill Rly Open Day.** 2ft gauge gem near Sittingbourne, Kent, 01622 884254, www.bwlr.co.uk.
- **2nd July, Corris Railway Gravity Train.** 3.15pm from Corris.
- **8th-9th July, Amberley Museum Rail Gala.** Intensive service with steam, petrol, diesel and electric. Model railways, traders.
- **15th, 22nd, 29th July, Lincolnshire Coast Light Rly operating day.** www.lclr.co.uk. 22nd Gala, trench railway demo trains.
- **15th-16th July, Romney, Hythe & Dymchurch Railway 90th Anniversary Party.** Historical content, heritage re-enactments.
- **15th-16th, 29th-30th July, Welshpool & Llanfair Light Railway Vintage Weekend.** Heritage stock running, period attractions. 29th-30th also Young Members Weekend.
- **26th-30th July, Isle of Man Heritage Transport Festival** All rail/tram lines, 60th anniversary of Manx Electric Rly. www.rail.im
- **26th July, Groudle Glen Railway Open** 11am-9pm for Heritage Transport Festival.
- **29th July, Tallyllyn Railway Young Members Day.** Entire railway operated by young members.
- **29th-30th July, Threlkeld Museum Steam Gala.** Visiting locos, industrial trains, marking 50 years since Dinorwic steam ended.
- **29th-30th July, Leadhills & Wanlockhead Railway Steam Weekend.** Visiting loco Barclay 'Jack'.
- **30th July, Gartell Light Railway Open Day.** 2ft Somerset line, frequent timetable. 01963 370752, <http://newglr.weebly.com>



The Threlkeld Gala is always a photographer's delight. Photo: Karl Heath

- Tramways**
- **Douglas Horse Tramway:** Isle of Man, 01624 662525, www.rail.im/ Daily except Mondays, Tuesday 4th July.
 - **Manx Electric Railway:** Isle of Man 01624 662525, www.rail.im Daily, 60th Anniversary Transport festival 26th-30th.
 - **Seaton Tramway:** Devon 01297 20375, www.tram.co.uk Daily services, every 20 mins from 10am.
 - **Snaefell Mountain Railway:** Isle of Man 01624 662525, www.rail.im Daily services. Transport festival 26th-30th.

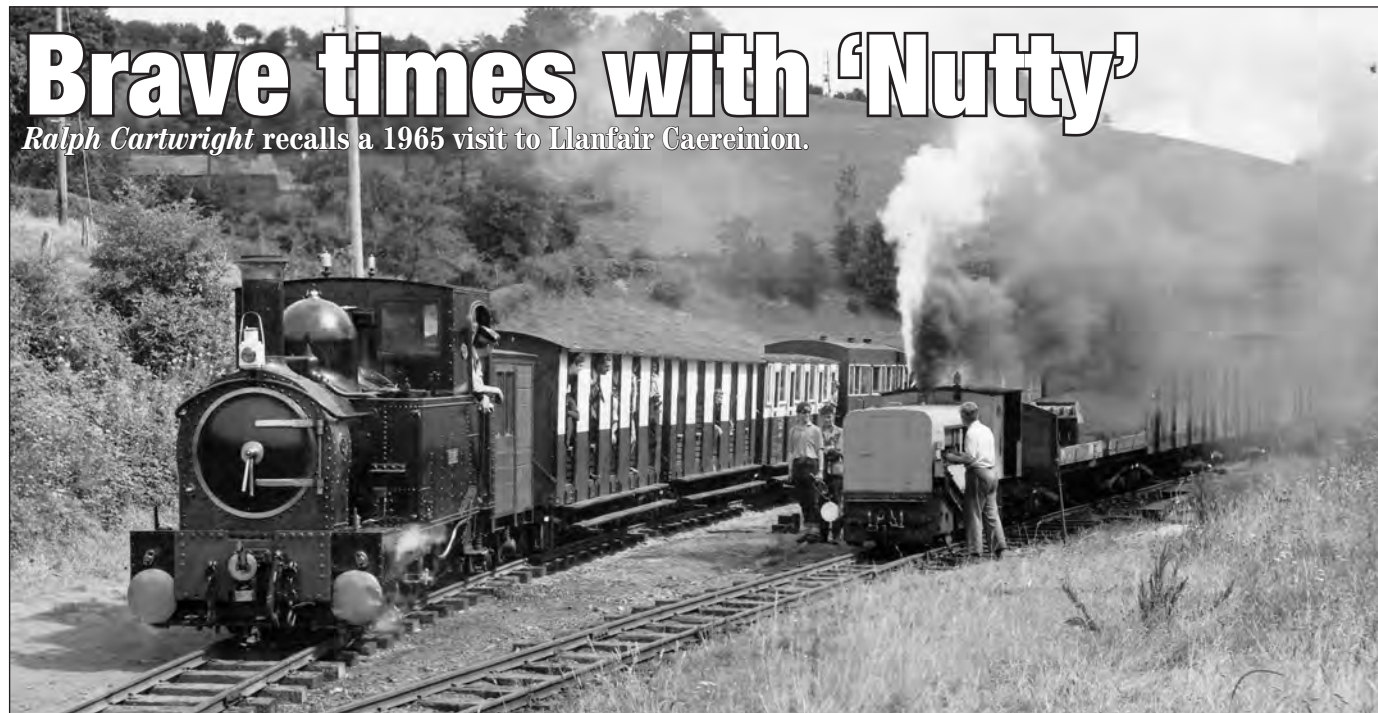
- Miniature Railways**
- **Audley End Rly** (10.25in): Essex 01799 541354, www.audley-end-railway.co.uk Daily services
 - **Beer Heights Light Railway** (7.25in): Devon 01297 21542, www.pecorama.co.uk Daily from 10am.
 - **Heatherslaw Light Rly** (15in): Northumb 01890 820317, www.heatherslawlightrailway.co.uk Daily services from 11am
 - **Lappa Valley Rly** (15, 10.25, 7.25in): Cornwall 01872 510317, www.lappavalley.co.uk Daily from 10am.
 - **Littlehampton Miniature Rly** (12.25in): Sussex www.littlehamptonminiaturerailway.com Weekends, Wed-Fri school hols
 - **Moors Valley Rly** (7.25in): Hants 01425 471415, www.moorsvalleyrailway.co.uk Daily from 10.45am
 - **North Bay Railway, Scarborough** (20in): Yorks 01723 368791, www.nbr.org.uk, Open daily from 10.30am
 - **Rhyl Miniature Rly** (15in): Clwyd 01352 759109, www.rhylminiaturerailway.co.uk Fridays, weekends, daily from 21st

[illegible][illegible]

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

Brave times with 'Nutty'

Ralph Cartwright recalls a 1965 visit to Llanfair Caereinion.



Just over 50 years ago, I set out to visit the Welshpool & Llanfair Light Railway. It was not then very well known – railway preservation was in its infancy. But the W&LLR's dramatic river bridge collapse – the first but not the last – had featured in several newspapers. This and the subsequent rebuilding by the Army attracted local interest, not least because this attempt to take over a branch of British Railways was then almost unprecedented. If idiosyncratic, the project to save and try to run a doomed public railway made a story of brave enterprise. And in summer 1965, there were reports of trains running again at weekends.

So, curious as to what these pioneers were trying to achieve, I headed for Llanfair Caereinion. It was a chance to experience the charm of 2ft 6in gauge. The station wore a forlorn air, with its big black shed and

a yard beset with coal heaps, most still belonging to local merchants. Across the tracks embedded in coal dust, the little old booking office-cum-waiting room sold tickets. The fare was 2s 6d (12½p). Just a dirt strip served as a rudimentary platform.

Trains were scheduled to depart on each hour from 11am until 5pm. Unfortunately, they were limited to the stretch of line from Llanfair to the works on the River Banwy bridge, about a mile. That day, my trip was behind the rather quaint chain-driven Sentinel vertical-boilered 0-4-0 'Nutty', which operated trains most Saturdays.

I thought Nutty, a gift from the London Brick Company to the Talylyn Railway, was a fascinating machine with its vertical water-tube boiler in the cab. Built at Shrewsbury in 1929, it was on loan to the W&LLR which had re-gauged it

"I thought Nutty was a fascinating machine with its vertical water-tube boiler in the cab..."

from its original 2ft 11in gauge. With cylinders and engine crankshaft mounted beneath the tank, it had rather a squat appearance.

The open-sided ex-Chattenden & Upnor toast-rack carriages gave an air of adventure but a much more comfortable ride was available in the ex-officers' saloon. The ten-minute journey was punctuated by a stop for water at the old water tower by the river. I don't think Nutty had much braking capacity but it was pretty level as far as Heniarth, which was the limit of working. We later discovered that on other days one or other of the line's original 1902-built Beyer Peacock 0-6-0 tank engines was used.

People power

Having partially lifted the loop for vehicles to pass, two sidings had been provided at Heniarth for shunting in preparation for the return journey. However, this required the combined efforts of staff and passengers, apparently commonplace except when 'The Earl' or 'The Countess' were working, and Nutty would draw the carriages forward to facilitate the run round. Before returning, passengers had an opportunity to walk down the embankment and inspect work on the bridge.

It was all great fun and the exhilarating ride behind the game little Sentinel was unforgettable. But, of those present that day, few if any could have envisaged then how the bridge faced collapse in 1997 and had to be rebuilt again or how Llanfair station would be sympathetically re-modelled, let alone what a variety of rolling stock would arrive from exotic locations worldwide. **NGW**

Above: On 14th August 1965, the Banwy bridge was reopened and W&LLR No 5 'Nutty' was relegated to engineering trains. Waiting in the sidings, it allows 'The Earl' to pass with the first train back from Castle Caereinion.

Left: Working hard, Nutty passes the water tower on the return from Heniarth during its time working passenger trains.

Photos: Author's collection



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