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ISSUE 123
AUGUST 2017



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Cover: Statfold Barn Bagnall 0-6-OST 'Liassic' was a star of the Amerton Railway Gala – more pictures in this issue's Gallery pages. Inset, Baldwin new-build 'Lyn' steams at last, more details on page 6.

Photos: Andrew Charman

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Put it in a museum...



**NGW Editor
Andrew
Charman
reopened
a railway
museum this
month – and
it didn't rain!**

**Main photo:
'William Finlay'
has pride of place
in the revamped
Narrow Gauge
Railway Museum,
complete with
access for those
with disabilities
– a challenge to
make happen
in the confined
space. The inset
shows Andrew
with NGRM
chairman Keith
Theobald.
Photos: Andrew
Nock/NGRM**

Welcome to your high summer edition of *Narrow Gauge World*, as the railways hit their peak – I know I can expect lots of good photos for next month's issue!

So earlier this month, I was asked, in my capacity of editor of this journal, to reopen the Narrow Gauge Railway Museum (NGRM) at the Tallyllyn Railway. What is effectively the oldest museum in the UK focusing on our specialist interest – founded not long after the Tallyllyn became the world's first preserved railway – has undergone major reorganisation over the winter, with two locomotives departing for new homes and two more taking their place, as you will read in our news pages.

Being asked to perform the official reopening was truly an honour for me, particularly due to a whole load of personal reasons, as I told the assembled guests. My very early narrow gauge education was conducted on family caravanning holidays as a child, the first lines I rode on the Tallyllyn and the Vale of Rheidol. We made a couple of visits to the Tallyllyn, and of course I checked out the museum, and after that I became a committed fan of railways of the narrower variety – even my 'handle' on the social media site Twitter today is ShortAxle!

It goes further – I was brought up in East Surrey, and as a child

visited the then Brockham museum, the history of which was serialised in these pages not long ago. That museum came about mainly through the generosity of Major Taylerson, managing director of the neighbouring Betchworth quarry. My parents' home was in Betchworth and once old enough to drive I spent an interesting day exploring the remains, today mostly obliterated by landfill.

Major Taylerson provided the preservationists with a site and the loco 'Townsend Hook', which with sister 'William Finlay' had worked at Betchworth. And William Finlay is the new star attraction in the NGRM, so it was memory sparking to see all the old photos of a familiar industrial location that are now displayed with the loco.

Weather warning

So I was delighted to be asked to do the honours – but I also felt some trepidation. You see, I have been asked to open a museum once before – it was the Fairbourne Railway's, on the occasion of the line's Gala a couple of years ago. And the weather on the day was, well biblical! It was a case of "please cut the ribbon Andrew so we can all get inside out of the deluge..."

Thankfully the Tallyllyn did not see a repeat performance. The clouds looked ominous at times, but most of the day stayed dry, with just a

little occasional drizzle. Thanks to the NGRM for a great day, and if you are at the Tallyllyn do check out the museum – it does a great deal in a small space...

Good and bad

I have mixed feelings writing this editorial, having experienced the extreme highs and lows of our environment in just a week. On 8th July I was delighted to witness the first official steaming of Lynton & Barnstaple new-build 'Lyn', and judging by reaction to the short video I posted on the *NGW* Facebook page, many of you were wowed too – she's a big, powerful looking loco. And this comes as the Exmoor National Park gives unequivocal backing to rebuilding the L&B, just as it used to be.

Yet as I write this final page tonight before sending the magazine to press, news is breaking of the dramas that have befallen the Penrhyn Quarry Railway, with every indication that one of the really historic narrow gauge locations is again to be lost. All three stories are over the page.

All of which goes to show that we can never be complacent – we must keep fighting the corner for our railways, against those who don't understand and don't care about the historic relevance and importance of such lines...

Andrew Charman



A dream realised as first fire is lit in Lyn

Ambitions going back several decades were realised on 4th July when new-build Baldwin 2-4-2T 'Lyn' steamed for the first time.

The steaming, at the Ross-on-Wye workshops of Alan Keef Ltd that has erected the loco, marked the most major milestone for the project since the '762 Club' was formed in January 2009 to design, fund and build a modern recreation of the Lynton & Barnstaple engine scrapped in 1935 following closure of the Devon line.

On 7th July many members of the 762 Club attended a first official steaming at

Alan Keef's to see their dreams realised, Lyn running at reduced boiler pressure up and down a short demonstration line laid in the works yard.

Peter Best, project leader of the 762 Club, told *NGW* that the culmination of the project is now tantalisingly close. Over the next few weeks the loco will be partially dismantled so that final painting can take place, along with the fitting of some final components, such as the vacuum brake.

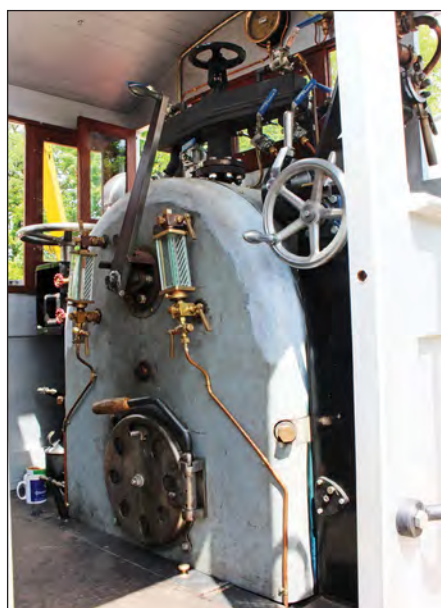
Lyn will then be officially launched into traffic as the star of the Lynton & Barnstaple Railway's Autumn Gala on 30th September -1st October. Running-in is set to take place on the L&B, while in 2018 the loco will also go to the Welsh Highland Railway for load testing. The WHR is of course home to the other L&B new-build, Manning Wardle 2-6-2T 'Lyd'.

Peter added that a final fundraising push is underway. "We need around £25,000 to completely finish Lyn," he said.

Readers who wish to help the project over its final hurdles can find more details of how to sponsor the loco on the website at www.762club.com

Top: It lives! Lyn emerges from Alan Keef's workshops. Above left can be seen the cab design, while at left the loco is seen in its current mix of "paint, primer and bare metal."

Photos: Andrew Charman



Park Plan supports Lynton line

Efforts by the Lynton & Barnstaple Railway to break out of its one-mile running line and begin serious rebuilding of the famed Devon route have been boosted by the Exmoor National Park Authority.

An Inspector's report on the proposed next Exmoor National Park Local Plan, released in June, agrees with the Authority's view that the L&B is an important heritage asset. As a result the plan will not only support the reinstatement of the line but protect the trackbed along its route from threats of development.

"Since the railway is part of the historic and cultural heritage of the Park, and its reinstatement would promote opportunities for the understanding and enjoyment of the Park's special qualities, I see no reason to disagree with that assessment," the Inspector comments.

He acknowledges concerns of landowners on the original route of the railway. "However, I saw and heard nothing during the examination to persuade me that any harm to their livelihoods or living conditions arising from reinstatement would outweigh its benefits or make the Plan's support for it unsound," he says, while adding that there is no evidence of technical or financial problems that might prevent the railway's restoration.

A decision on the railway's planning applications is now expected at the Park authority's meeting in September. Assuming the outcome is positive the LBR anticipates two years of detailed planning and then a three-year construction period, raising the prospect of trains running to Whistlandpound by 2023.



Leighton Buzzard plans extension

The Leighton Buzzard Railway has launched a £150,000 appeal to fund an extension of services towards the original end of its main line at Double Arches.

Announced as part of the Bedfordshire line's 50th anniversary celebrations, the first phase of the extension will take trains three quarters of a mile past the current terminus at Stonehenge Works, over Munday's Hill.

Passenger services have not run on the section since the early 1970s, when they shared the partially double track route with sand trains that were still operating at the time. There was no terminus station, but the end of the 'main line' was considered to be where the route crossed Eastern Road to enter Double Arches quarry.

Sand extraction is still carried out at Double Arches, so the site is currently not available to the LBR. But by extending past Munday's Hill the line will be within striking distance of its eventual goal.

Extending will also provide a stretch of line in open countryside, offsetting the loss of such views resulting from new housing developments proposed elsewhere along the line. The new section will also include a stretch on a gradient of 1 in 27 providing

new opportunities to enjoy the sight and sound of locomotives working hard.

The line has set an initial fund raising target of £40,000 by the end of September, in order to secure sourced track components that must be purchased by October.

Donations to the appeal can be made online at www.buzzrail.co.uk or by cheque payable to the Leighton Buzzard Narrow Gauge Railway Society and sent to Pages Park Station, Billington Road, Leighton Buzzard, LU7 4TN.

Above: A gate leads to the next section of Leighton Buzzard route, the first yards of which are currently used to store stock.

Right: Part of the extension traverses a pleasant leafy course.

Photos: Stephen Doughty/LBR



Penrhyn Quarry Railway moves out

Just as *NGW* closed for press shock news broke revealing that the Penrhyn Quarry Railway is to leave the Felin Fawr site at Bethesda in North Wales, home of the original line's Coed Y Parc workshops.

After a day of rumours suggesting that engineering business PQR and the railway had been given notice to quit by the landlord at Felin Fawr, the railway issued a statement that only added to the confusion.

"It is true that the Penrhyn team are moving from Felin Fawr, the railway is not being evicted," the statement said.

"Over the past few weeks it has become clear that the railway could not continue at Felin Fawr due to circumstances beyond our control. We will be issuing a further statement once all of our supporters have

been contacted and informed of what is going on."

It remains unclear as to whether any disagreement concerns just the engineering business or the railway, but it is known that rolling stock has been moved off site. Diesel loco 'Odin' on loan from the Welsh Highland Heritage Railway, has returned to the WHHR's Gelert's Farm base.

Also not known is the status of former Penrhyn Manning Wardle 0-4-OST 'Jubilee 1897', which late last year was moved to Felin Fawr from the Narrow Gauge Railway Museum at Tywyn, and had been dismantled for restoration. Following the release of the PQR statement the NGRM stated that "The trustees of the Narrow Gauge Railway Museum are evaluating a

number of options for the future of the locomotive and will publish details once the resultant plan is signed and in place."

Further news updates will be published as we receive them on our Facebook page (www.facebook.com/narrowgaugeworld), and in next month's issue.



Penrhyn in happier days. Photo: A Charman



Scaldwell leaves Sussex for Suffolk

Progress in the establishment of the Southwold Railway Trust's centre recalling the Suffolk 3ft gauge line has stepped up a gear with the arrival of its first complete steam locomotive.

Peckett 0-6-0ST 'Scaldwell' arrived at the 'Southwold Railway Steamworks' project site at Southwold on 11th July, following its acquisition from Amberley Museum in Sussex.

Scaldwell (1316/1913) was preserved by the Brockham museum in Surrey in 1964, having spent its working life in the Northamptonshire ironstone industry. It was the only locomotive ever to steam at Brockham, albeit briefly, and was transferred to Amberley with the rest of the collection in 1982.

Scaldwell's 3ft gauge ensured it would never be used at Amberley, which has a 2ft gauge running line, and after declaring the loco surplus to requirements the museum donated it to the Southwold project.

The loco has been displayed in the open, suffering extensive surface corrosion, but is

basically complete and was even supplied with a spare wheel set.

The SRT plans to restore the loco to running order so that it can be steamed on the planned demonstration line at Wenhasston, but initially it will be displayed so that a full plan for restoration can be agreed and fundraising undertaken before any dismantling takes place.

"We are extremely pleased that Amberley believes we're the right place for Scaldwell, and thankful to everyone involved," said SRT chairman James Hewitt. "We will do our very best to get it in steam again as soon as we can."

Planning permission was granted in 2016 for a visitor centre building with cafe, shop, toilets, museum and engine shed, plus 11 chains (242 yards) of 3ft gauge track, on the site of Southwold's former gasworks in Blyth Road. The line will parallel the route of the former railway, and SRT members have already erected the visitor centre building and laid track into it.

Photo: Amberley Museum



Birthday boy Jac is the Rheidol's youngest driver

The Vale of Rheidol Railway is claiming one of the youngest qualified steam locomotive drivers in the UK on its staff after Jac Smith passed out on 3rd July – his 21st birthday.

Jac first joined the railway as an engineering apprentice after leaving school at 16, and was later employed full time by the VoR as a loco fireman and in the engineering workshop at Aberystwyth.

He had always aimed at becoming a driver, having grown up on and around the railway as his father Pete Smith has been a driver since 1989. Pete and Jac often work together on the locomotives.

VoR manager Llyr ap Iolo said that the line was proud of its new driver while also emphasising the importance of bringing on younger staff. "The Vale of Rheidol is fortunate to have a large number of young staff members working for the railway – it ensures the traditional railway skills and engineering techniques are passed on to the next generation," he said.

Photo shows Jac being congratulated by VoR manager Llyr ap Iolo. Photo: VoR

Peate wagon joins Llanfair roster

The Welshpool & Llanfair Light Railway has added a private owner wagon to its fleet of heritage freight stock.

The four-wheeled open was launched at a ceremony on 15th July. It is a replica of one of five ordered by Llanfair Caereinion coal merchant John Lloyd Peate in 1903

from Pickerings, suppliers of the W&LLR's passenger and goods stock.

While used extensively by standard gauge companies, private owner wagons were very rare on the narrow gauge, with only the W&LLR and the Leek & Manifold Railway known to have employed them.

Among those donating to the project were members of the Peate family, still well known in the district,

and Shrewsbury-based coal factor J A Smallshaw, which supplied J L Peate in 1903 and still supplies the W&LLR today.

A team of volunteers led by John Bancroft built the vehicle over a period of 10 months. The wheel sets were recovered from stock on the line – one is a 1930s GWR set and the other dates from the railway's construction in 1902. It is believed that it came from the carriages scrapped by the GWR in the 1930s.

Equally the axleboxes are correct original items – they were acquired by the Tallylyn Railway after the W&LLR closed in 1956, and returned to Llanfair after being found during a clear-out of the TR's Pendre works.

The wagon is likely to be a popular addition to the W&LLR's Vintage Trains, which now run as mixed rakes recalling normal practice between 1903 and the end of passenger services in 1931.



The Peate wagon adds another aspect to the W&LLR's Vintage Trains.

Photo: John Bancroft/W&LLR

Garratt loco arrives at VoR

The Vale of Rheidol Railway is set to end the UK monopoly on operating 2ft gauge Garratt locomotives enjoyed by the Welsh Highland Railway, following the arrival of NG G13 no 60 'Drakensberg' from Switzerland.

In a month when almost all the big narrow gauge news seemed to happen as *NGW* closed for press, the locomotive was delivered to the line over the weekend of 15th-16th July, despite an unscheduled stop at a motorway service area when its transporter broke an axle.

The Hanomag-built loco (10551/1927) is privately owned by a volunteer group running the Schinznacher Baumschulebahn line through a nursery not far from Zurich in Switzerland. It will be on extended loan to the VoR, and after some restoration work, will be available to bolster the operational fleet, offering extended service periods for the current locos. The VoR insists that no 60 will not replace the iconic Rheidol tanks but just spread the load on the existing fleet, most likely operating

A new and very different shape for the Vale of Rheidol – Garratt NG G13 'Drakensberg', pictured at the Schinznacher Baumschulebahn by James Waite



some heavy summer and charter trains.

The first chance to see the loco on show will be at the railway's 'Roaring 1920s and 30s' weekend on 14th/15th September.

VoR general manager Llyr ap Iolo is looking forward to having another loco on the fleet. "It will offer more flexibility and backup in our operation and something different for those who are interested. It has been a long time in the making and our work begins over the next 12 to 18 months preparing her to work the VoR with a

10-year ticket on the boiler. We are very grateful to the owner for allowing a long-term loan of the loco on the railway."

VoR CEO Robert Gambrill paid tribute to the Schinznacher Baumschulebahn team, "especially Urias von Meyburg who really has gone the extra mile to make sure everything went to plan." He also praised the efforts of his staff and particularly haulage contractor Allelys which managed to transport the very long loco to the UK without splitting it – see page 50.

Superb & Badger head for Wales

Two locomotives will visit the Welshpool & Llanfair Light Railway in coming weeks.

Bagnall 0-6-2T 'Superb', normally resident on the Sittingbourne & Kemsley Light Railway in Kent, and diesel-hydraulic 0-6-0 'Badger', owned by the Statfold Barn Railway in Staffordshire, will both be spending time on the popular mid Wales line.

Superb (2624/1940), built for the Bowaters Paper Mills at Sittingbourne, will be a star attraction at the W&LLR's annual Steam Gala on 1st-3rd September. The loco will be working passenger trains alongside demonstration workings while at some point during the weekend is bound to be posed with W&LLR resident, Kerr Stuart 0-6-2T 'Joan' of 1927. The Bagnall design to which Superb was built was evolved directly from the Kerr Stuart class of which Joan is a member.

There will also be the opportunity for Superb to be reunited with Bowaters stablemate 'Monarch', which is a resident of the W&LLR's Welshpool display shed. The line also owns bogie freight wagons originally obtained from the Bowaters line.

Other attractions at the Gala are set to include a train to view fireworks on Saturday, an intensive service including mixed and freight trains, a model railway show at the line's Welshpool Raven Square station, displays and traders at both ends of the line and vintage vehicles at Llanfair station.

Badger, built by Hudswell Clarke in 1971 to work at the Shotton Steelworks on Deeside, will be the first visiting locomotive at the W&LLR's Diesel Day, which debuted last year.

The event, on 23rd September, will see all services hauled by the railway's internal combustion locomotives and will include extra freight workings.

W&LLR chairman Steve Clews, who co-ordinated the visitors, described the prospect of the locos working on the line as "great examples of the spirit of partnership among heritage railways."

■ When Superb returns to the SKLR the intention is to turn it to face Sittingbourne, matching the other locos on the line.



Above: Bagnall 0-6-2T 'Superb' at Sittingbourne. Photo: Paul Best/SKLR

Below: Hudswell Clarke 'Badger' at Statfold. Photo: Andrew Charman





Donegal tanks on the move?

Two former County Donegal Railways 2-6-4 tank locomotives, built for the 3ft gauge line by Nasmyth Wilson in 1907, could be on the move later this year if funding allows, writes **Hugh Dougherty**.

Loco no 4 'Meenglas', currently on outdoor display at Derry's Foyle Valley Railway Museum, may be sent to Heritage Engineering Ireland at the Railway Preservation Society of Ireland's Whitehead museum and workshops, if Destined, the charity currently leasing the Foyle Valley museum from Derry and Strabane District Council, can identify the funds needed.

Destined manager, Dermot O'Hara, would like to have the loco cosmetically restored as it has suffered from being outside. "We're exploring funding options and have opened the museum, using our

own, council-trained guides for the summer, so it's vital that this exhibit presents a good impression to attract visitors to come inside," he said.

Also possibly on the move is sister loco no 5 'Drumboe', which was rescued from Strabane Station at the same time as Meenglas and eventually lent to County Donegal Railways Restoration Limited for display at Donegal Town, by its owners, the North West of Ireland Railway Society.

Drumboe has undergone extensive renovation by the RPSI at Whitehead and is currently stored there as a kit of parts. A spokeswoman for County Donegal Railway Restoration Ltd has scotched rumours that the loco, whose chassis has been restored to running condition, was destined for display on a roundabout outside Letterkenny. She

has confirmed that a return to Donegal Railway Heritage Centre is envisaged.

"We intend to bring the locomotive back to Donegal Town for display and, if further funding can be identified, we would look at restoring her to fully operational condition in due course," she said.

Top left: 'Drumboe' on display at Donegal Railway Heritage Centre in 2003 after cosmetic restoration.

Top: 'Meenglas' on display outside the Foyle Valley Railway Museum, with cab plated over to deter vandals.

Above: Drumboe's boiler stored in the open at Whitehead Railway Museum and workshops in April 2017.

Photos: Hugh Dougherty

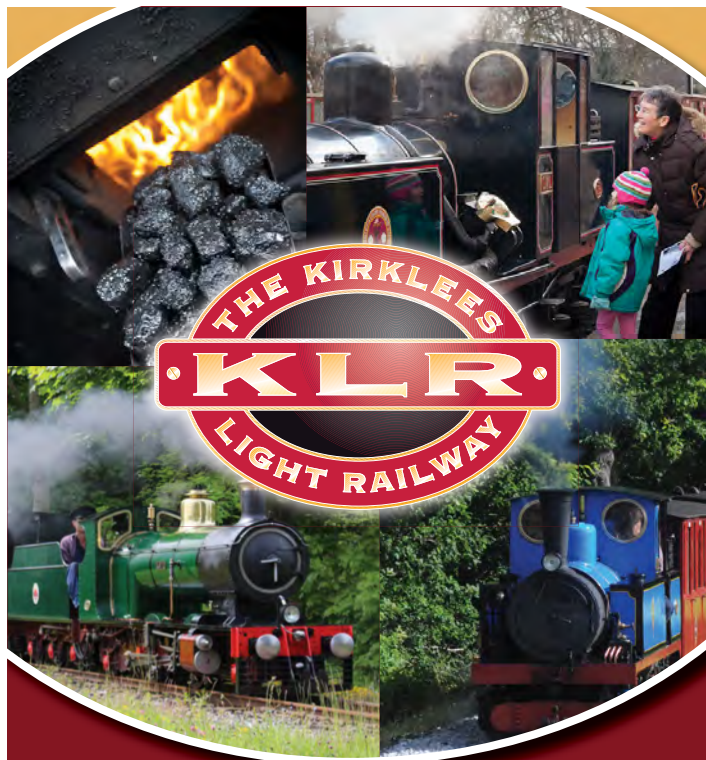
Moel Siabod climbs Snowdon again



Excellent news from the Snowdon Mountain Railway this month sees the return to steam of loco no 5 'Moel Siabod', one of the original locomotives built for the line in 1896 by the Swiss Locomotive Company. The loco had last been used in 2001 and in the time since had been virtually dismantled. While the sheer volume of visitors wanting to reach Snowdon's summit requires today's SMR to rely on its Hunslet diesel-hydraulic locos, the heritage steam services are again assuming increasing importance in the timetable.

No 5 is seen (left) at Llanberis soon after the opening of the railway, and below at a foggy summit with fireman Liz Partridge soon after its return to service. *Photos: SMR.*





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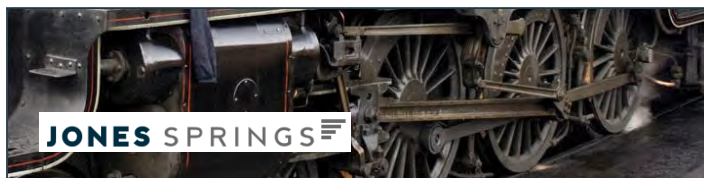
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NGRM unveils new exhibits at Tywyn

A ceremony at the Talyllyn Railway's Tywyn Wharf station on 30th June saw the Narrow Gauge Railway Museum reopened after major winter reorganisation.

The work has seen two locomotives replaced, Manning Wardle 0-4-0ST 'Jubilee 1897' going to the Penrhyn Railway and Kerr Stuart gasworks 0-4-0T no 721 to Beamish Museum (*NGW* 117).

In their place are now 0-4-0T 'William Finlay' and Baguley petrol loco no 774. The former is one of the few surviving locomotives built by Fletcher Jennings & Co, also responsible for the Talyllyn Railway's original locos 'Talyllyn' and 'Dolgoch', while the Baguley originally worked on a forestry railway at Pennal, just down the coast from Tywyn. It is the first non-steam loco displayed in the museum.

New displays telling the story of the two locos have also been added, along with ramps to allow step-free access to the footplate of the Fletcher Jennings engine, and interpretation boards to enable younger visitors to learn about narrow

gauge railways and how they work.

The new displays were funded from several sources, including The Heritage Lottery Fund (Wales), The Federation of Welsh Museums (distributing funds provided by the Welsh Government), and numerous individual friends and supporters of the Museum.

All were thanked by chairman of the NGRM Trustees, who welcomed a number of guests to the event including local MP Liz Saville-Roberts, a member of the all party parliamentary group on heritage railways. The formal opening of the new displays was conducted by *NGW* editor Andrew Charman, after which guests travelled to Abergynolwyn on a special train headed by the locomotive 'Dolgoch' and comprising historic Talyllyn, Corris and Glyn Valley Tramway rolling stock.

■ The event also saw the presentation to the museum of an original Fletcher Jennings works plate for loco no 1 'Talyllyn', by publisher and engineer John Milner. John told the gathering that he had

been given the plate by a Tywyn resident in the 1950s, who at the time had pointed at the then fledgling preservation scheme and said "Don't give it to them!"

Top: The new displays at the Narrow Gauge Railway Museum, William Finlay to the left, the Baguley at right.

Left: John Milner hands over the 'Talyllyn' works plate to NGRM chairman Keith Theobald. **Photos:** Andrew Nock/NGRM

Cylinders cast for Corris new-build

As those behind one narrow gauge new-build celebrate its first steaming (page 6) progress on another has stepped up, with construction beginning on the cylinders for Corris Railway no 10.

The cylinders for the loco, a modern recreation of one of the line's Hughes & Co 'Falcon' 0-4-2Ts, have been cast at Barr and Grosvenor in Wolverhampton, where proof machining will also take place. The cylinders will then be moved to Alan Keef Ltd at Ross-on-Wye where the locomotive is under construction.

At Keef's progress towards completion of a rolling chassis has seen crank pins fitted to the driving wheels and the wheels mounted on their axles. Delivery of the steel tyres from South Africa is awaited, while the trailing truck is being manufactured. The completed boiler and other components are currently on display at the Corris line's Maespoeth Junction base.

Further progress will depend on the pace of fund raising and the Corris is offering opportunities to sponsor some already completed major components in retrospect. Details are on the website at www.corris.co.uk where non-specific individual contributions can also be made via PayPal.

An individual donor has offered to contribute £25,000 to the loco fund if three similar donations or net contributions are received. Should these sums be raised – and an anonymous donor has already contributed £3000 – there will be enough money available to take the locomotive very close to completion.

Donations by cheque can be sent to Peter Guest, 38 Underwood Close, Callow Hill, Redditch, Worcs, B97 5YS (cheques payable to Corris Railway)

Chris takes TR post

Regular Talyllyn Railway volunteer Chris Smith has been named the line's new Engineering Manager.

Chris, who has worked on the line for 20 years and is a qualified fireman, brings a wealth of rail engineering experience to the role. He has worked on mainline diesel locos, and led the overhaul of more than 600 wagons for Freightliner, as well as a spell with Metronet in London.

His heritage experience includes being employed as a contract fitter for the new-build A1 class steam locomotive 'Tornado' and leading the team restoring National Railway Museum owned Schools class 4-4-0 'Cheltenham' on the Mid Hants Railway, where he is also a volunteer driver. **Photo:** TR



■ The Ravenglass & Eskdale Railway's newly extended museum was reopened on 24th June by BBC Antiques Roadshow expert and rail enthusiast Paul Atterbury. Pride of place in the new museum goes to 'Katie', effectively a new-build incorporating the frames and the whistle of the 0-4-0T built by Arthur Heywood in 1896 for the Eaton Hall Railway. The loco ran on the R&ER between 1916 and 1919, and its frames eventually found their way to the Fairbourne Railway in Wales, where they ran as a wagon for a while before being rescued by members of the Narrow Gauge Railway Museum at the Talyllyn Railway.

The main picture at right shows Peter Hensman, chairman of the museum, discussing the finer points of Katie's restoration with Mike Palmer, (left) of Station Road Steam, Metheringham, Lincolnshire, whose company completed the loco's restoration and Heywood enthusiast James Waterfield, who advised on the restoration.

Photos: Peter Johnson



History recalled on Train from Spain's traction engine tour

The Ravenglass & Eskdale Railway's 'Train From Spain' was set to go on a tour of Cumbria, hauled by a traction engine, just after this issue goes to press.

The journey involves the 1929 Krauss 4-6-2 Pacific being hauled on a trailer by Fowler steam road locomotive 'Providence' from Carlisle to Ravenglass, down the A595 and A596 roads. It celebrates and recreates the historic journey Providence made back in 1966 when it delivered the Ravenglass & Eskdale Preservation Society's first new steam engine, 'River Mite', to the line, hauling it across the Pennines from York.

The Krauss loco has been under restoration at a Cumbrian workshop since its purchase last year from Spain – in November it steamed for the first time since 1932 (NGW118).

'Whillan Beck', as the Krauss will be named following a vote by R&ER Preservation Society members, was set to be a star attraction at the Direct Rail Services open day at Carlisle Kingmoor railway depot on 22nd July, and at around 4.30pm was due to commence its journey to Ravenglass by making a tour of Carlisle city centre. It would stay overnight in Workington before next day following the A595 to Ravenglass.

Latest progress on the rebuild has focused on the new tender being built for the loco. The original tender suffered from a badly leaking water tank, while its frames would have required significant surgery to accommodate the brake gear required to run safely on the Cumbrian line. Its seating

position was also very high relative to other Ravenglass locos, so the decision was made to build a new tender.

The steel components for the new tender have been laser cut and delivered 'flat pack' to the loco's restoration base at Old Hall Farm in Bouth – as this issue goes to press the tender is being put together.

The original tender will not be scrapped – it has gone to the Killesberg Park Railway in Stuttgart, where it will find use with class mates to the Ravenglass loco.

Fund raising is continuing and the restorers have welcomed a £1,000 sponsorship of the tender paintwork. Further sponsorship opportunities can be found at www.trainfromspain.org/donate.

Whillan Beck is set to be a major attraction at the railway's 'Oktoberfest' event from 21st-29th October, which will



also include a number of visiting Krauss locos from both the UK and overseas.

Above: The new tender takes shape in the Cumbrian workshop. Photo: R&ERPS

Below: 'Providence' recreated its journey with 'River Mite' earlier this year at Beamish museum, as part of the loco's 50th anniversary celebrations. Photo: Sam Dixon/R&ER.





■ Enthusiast Julian Birley was able to combine his two rail passions at the end of June when quarry Hunslet 'Alice', which he owns, spent several days at the standard gauge North Norfolk Railway, where he is Chairman. The loco offered 'driver for a fiver' trips on a temporary 2ft gauge line laid as a 'Trench Railway' at Holt station for the NNR's 'Tracks to the Trenches' event on 24th-25th June. Photos: Julian Birley

WHR plans starlight Superpower

The Welsh Highland Railway is planning extra after-dark attractions at its traditional Superpower event in September.

The railway intends to celebrate the International Dark Sky reserve status given

to the Snowdonia National Park, through which it runs. The park is only the tenth place in the world to gain such status.

The Superpower event, held on 15th-17th September, will feature the usual

intensive service with many additional departures over and above the standard Welsh Highland service trains.

"We have set a precedent for unique workings in previous years and we have no intention of stopping now," said WHR spokesman Chris Parry. "There will be passenger, vintage, freight and mixed trains running throughout the weekend."

Photo: WHR



Kerr Stuart 0-4-0T 'Diana' is not to return to the Bala Lake Railway, at which it has been based since restoration was completed in 2015.

Owner Phil Mason revealed on Facebook that due to a failure to agree with BLR manager David Jones on qualified operators for the loco, it will remain at the Amerton Railway, where it was pictured at left during the Gala on 25th June, before visiting the Leighton Buzzard Railway later in the year and then returning to Stafford Barn for minor works.

Phil was keen to emphasise that there had been no 'falling out' with the BLR, and hoped that Diana might visit the line again in the future.

Photo: Andrew Charman

Open days at Arsenal revival line

The London-based Crossness Engines Trust has announced the remaining 2017 open days to view progress on the establishment of the former Royal Arsenal railway at the site.

Since its inception in 1860 Crossness Pumping Station has been supported by rail transport and it is hoped that within the next two years the new line of 18in gauge will be completed. Planning permission for the passenger-carrying line has been granted by The London Borough of Bexley in conjunction with the approval of site owners Thames Water Plc.

Passengers riding on the 700-metre long line will travel from the southern station behind the Thames Water Plc Inlet Pumping Station, take in a small bend to the east before running alongside the newly built John Ridley Path, commemorating a founder member of the Crossness Engines Trust. The northern station will be sited just below the Beam Engine House.

Under restoration is Royal Arsenal Railway survivor, Avonside 0-4-0T 'Woolwich'. (1748/1916). The loco has not steamed since its time at the Bicton Woodland Railway in Devon, where it worked between 1962 and 1998. At Crossness it will haul its former Bicton carriages, which were built on the underframes of original RAR rolling stock constructed by Cravens in 1913.

Open days at Crossness will be held between 11am and 4pm on 6th August, 3rd and 17th September. The site is at Bazalgette Way, London, SE2 9AQ.

Arsonists wreck DHR station as violence flares

INDIA

The Darjeeling Himalayan Railway is continuing to suffer from political violence in the region, the latest outbreaks resulting in Gayabari station being badly damaged by fire.

The station was set ablaze in the early hours of 14th July by supporters of an independent state of Gorkhaland. Gayabari had already been targeted on 14th June, as reported in *NGW*123. On that occasion local people doused the flames and prevented serious damage, but photos posted on social media show that the latest attack has left the station building wrecked.

DHR services have been suspended in the wave of unrest sweeping the region – supporters of the pro-Gorkhaland GJM party have prevented DHR stationmasters working. Ghum station has been the scene of a pitched battle between the GJM and security forces, and not surprisingly tourist numbers visiting the region have virtually dried up.

A strike in the region has now lasted longer than a month, internet services have been suspended and the Army deployed in a bid to quell the violence. Local news reports suggest that the situation remains highly volatile raising concerns over the potential long-term damage to the DHR, a UNESCO World Heritage Site.



Above: Gayabari was left in a sad state after the 14th July arson attack. Below is a scene in happier times, *Michael Chapman* capturing a DHR train entering the station in 2010.



Sibiu line working party hunts willing volunteers

The UK-based Sibiu Agnita Railway

ROMANIA

supporters group is seeking enthusiasts to join them on the next working party to the line in September.

The week-long expedition will start on 11th September and take in the next planned steam weekend on the line, on 16th-17th September. The aim is for trains to run to Hosman station since the line closed in 2001.

SAR UK spokesman Alasdair Stewart tells *NGW* that in order for the steam weekend to happen much remains to be done on the line, the list including;

- Point timber replacement at Hosman and track lining and levelling
- Ballast laying and tamping
- Checking, greasing and tightening fishplates and bolts



- Replacing rotten and missing sleepers
- Digging out track at Hosman station from debris currently covering the rails
- Restoring, repairing and replacing level crossing warning signs
- Repainting kilometre marker posts
- Cutting and strimming weeds and grass
- Installing information and interpretative display panels.

Since SAR was formed in 2011 the group has carried out a great deal of work on the line, playing an essential role in the reconstruction efforts of local enthusiasts.

Volunteers normally stay in Sibiu, while access to the area is also easy – low-cost airline Wizz Air flies to the city from Luton “for less than the price of a London to North Wales return train ticket in the UK,” according to Alasdair. It is also possible to drive or even travel by train, Ffestiniog Travel (www.ffestiniogtravel.com) able to organise tickets.

Usually there is also time in the week to visit other attractions, including Sibiu railway museum, which includes several narrow gauge artifacts.

Anyone interested in joining the party, or in the project as a whole, can email stewart_alasdair@hotmail.com

Train hits log trailer on crossing

GERMANY

Services on the 760mm gauge Muraltbahn in the Steiermark region were suspended for more than a day on 12th July after a diesel railcar set collided with a road trailer carrying logs.

The accident occurred on a private level crossing, on a curve between Stadl and Predliez, and derailed the two-car set, the driving trailer left on top of the road trailer and its cab wrecked.

Thankfully the driver, who had braked hard to try and avoid the collision before running back into the train from his cab, suffered only a minor injury to his hand. The train was carrying only one passenger, travelling in the rear car, and they escaped unhurt, while the driver of the truck suffered slight injuries.

Local press reports had indicated that the truck driver had unlocked the crossing and driven across, but his trailer failed to clear the track before the train arrived. Buses were used to maintain services while the accident was cleared.

BRIEF LINES

Railcar appeal success

Crowdfunding has raised the €22,500 needed to repair Billard articulated railcar no 222 'La Flèche des Cevennes' on the metre-gauge Velay Express (VFV) in **FRANCE**. The railcar, built in 1939, has been out of service since 2012 after the gearbox hydraulic system failed. The appeal reached its target in less than two months, and the return of the railcar will be welcome news for the VFV which is seeing significant growth in traffic, especially in the summer.

Zig Zag clears onward

Continuing efforts to prepare the fire-ravaged Zig Zag Railway in New South Wales, **AUSTRALIA** for reopening have seen sleeper replacements largely completed as far as Mt Sinai. The railway is now encouraging members and supporters to get involved in new clearance efforts between Clarence Crossing and the tunnel mouth. This will then allow the track to be prepared to allow maintenance trains into Clarence.

Sandstone NG10 progress

Restoration of former SAR Baldwin NG10 4-6-2 no 61 (46233/ 1915) at the Sandstone Steam Railroad's workshops in Bloemfontein, **SOUTH AFRICA** is progressing, with latest attention being focused on the front bogies. Boiler repairs have also been underway for some time with completion of this major component of the loco hoped for by early October.

New loco for museum

Floridsdorf 0-4-0T no 3150, built to 790mm gauge in 1938 for the Alpine Montan Gesellschaft mining operation in Austria, has arrived at the Ekaterinburg Museum in **RUSSIA**, reports *Eastern Star*, the newsletter of the New Europe Railway Heritage Trust. The loco, described as the sole remaining example of Floridsdorf's Erzberg type, designed for the metallurgical industry, was acquired by the museum from the Czech Republic.

Plastic sleeper trial

Four heritage lines in **AUSTRALIA**, including both the Puffing Billy and Walhalla Goldfields lines, have been taking part in a trial use of recycled plastic sleepers. The sleepers are said to have a potential life of 50 years, compared to the 5-15 years of typical used wood sleepers that the lines currently use.



Flood-damaged route reopens 15 years on

Within days of **NGW122** going

GERMANY

ballast, and renovation of 10 buildings.

to press speculating on a likely reopening date for the full length of the 750mm gauge Weißeritztalbahn, the line was duly reopened.

At a ceremony on 17th June at Dippoldiswalde station, the region's deputy Prime Minister and Minister of State for Economy, Labour and Transport Martin Dulig officially inaugurated the section of line to Kurort Kipsdorf, which had been closed since the railway was hit by serious flooding in August 2002.

Joining the section from Freital Hainsberg to Dippoldiswalde, which reopened in 2009, the restored route brings the Weißeritztalbahn back to its original length of 26 kilometres (almost 16 miles).

In total the rebuild involved the relaying of some 19km of track on 11,000 tonnes of

Officials said the total cost of the renovation work had been €40 million, with €17m expended on the top section alone.

District councillor Michael Geisler commented that local people would be very pleased to see the return of the line, which he described as "the high point of the region's narrow-gauge railways" in "one of the most beautiful stretches of Germany."

A new timetable was introduced on 19th June, while on 30th September to 3rd October and 2nd-3rd December a two-train service is scheduled.

Above: Dippoldiswalde, pictured by Michael Chapman on 17th February, will no longer be the terminus for the DRG class locos working trains on the Weißeritztalbahn.

■ Wiscasset, Waterville and Farmington Railway Museum Plymouth diesel no 52 (6290/1996) has been out on loan to the Maine Narrow Gauge Railroad Co & Museum, hauling 'Independence Limited' fireworks trains around the 4th July independence celebrations. The trains mark the first time that a WW&F locomotive has worked on waterfront lines in 84 years. Photo: WW&F



Off the beaten track



Sweden has many lesser-known narrow gauge survivors, often in locations where photography is challenging. *James Waite* begins a two-part feature by looking at the northern half of the country.

The ironmaking industry of Sweden dates back to the Middle Ages. The early ironworks were small-scale affairs and some of them lasted long enough to be served by narrow gauge railways of several gauges and, more recently, to be preserved as industrial monuments.

Ironmaking began at Långshyttan, to the west of Gävle, as early as the 15th century. The buildings which now house the Kloster Bruksmuseum, or ironworks museum, in the town date from the mid-1800s and one of them is now home to 0-6-0T steam locomotive no 2 'Kloster'; (Nohab 303/1890). The loco was built for a 891mm gauge industrial railway between Born and Engelfors, a precursor of the Byvalla-Långshyttans Järnväg (railway) which was formed in 1891. The BLJ was notable as having only ever run loose-coupled stock in its freight trains and was one of the last privately-owned 891mm gauge steam lines in commercial use when it closed in the early 1970s.

Much of the line's equipment has survived. Many of the wagons and 0-6-0T no 8 are at the Jädraås-Tallås Järnväg, while 2-8-0 no 5 'Thor' (Falun 107/1909) and 0-6-0T no 4 'Långshyttan' (Motala 176/1897) moved to the Uppsala-Länna Järnväg. Another 0-6-0T no 6 is at the Anten-Gräfsnäs Järnväg. The BLJ's manager was an enthusiast and tried to preserve a stretch of it. In the end the scheme didn't get off the

"The driver dismantled the branch line leading to the loco's shed so that it couldn't easily be used by the scrap men..."

Above: Providing an exception to locomotives tethered indoors is 0-6-0T 'Loke' (Kristinehamn 45/1887), seen here setting off along the engine shed branch at Galström in July 2016.

Right: Loke stops to take water at a bridge over a small lake on the Galström line in July 2016.

All photos by James Waite – taken September 2015 except where stated.

ground, mainly because Långshyttan is a long way from any large centre of population and there just wasn't sufficient volunteer support for it to succeed. The Kloster ironworks at Långshyttan was always the BLJ's principal customer and it was perhaps the loco's name which led the firm to give it a home after the line closed.

Ironmaking at Iggesund, on the Baltic coast about 300kms north of Stockholm, began in 1684. The original ironworks had the unusual distinction of having been destroyed by the naval forces of Peter the Great of Russia in 1721 during his country's war against Sweden. It was originally intended to close the business during the 1910s but it kept

going because of the First World War. Closure was later planned for the early 1940s but the onset of the Second World War brought another reprieve. Production eventually ended in 1955.

As ironmaking declined many of the country's old ironworks diversified into the manufacture of paper pulp, drawing their raw material from the forests which had previously provided the fuel for their furnaces. At Iggesund new buildings were erected to process the pulp. The old ironworks buildings, much more extensive than at Surahammar, survive unaltered complete with their Bessemer furnaces, a steam driven hammer and other machinery. There is even an old water-powered hammer »





which had been supplanted by the steam one but was never dismantled. The buildings have housed a museum since the 1960s and are also used as a theatre and concert hall.

A 2ft 6in gauge railway, 8.5km long, ran from 1874 until 1955, mainly to bring in timber for the furnaces. The first two locos were

rather cumbersome-looking 0-4-2Ts built by the fledgling firm of Nohab in Trollhättan. No 1 (Nohab 50/1874), built for the opening, was scrapped in 1944 but the company must have taken no 2 (Nohab 72/1876) to its heart. It was renumbered 1 after the demise of its sister, placed in store when it stopped



Above: Inside a corner of the ironworks museum at Långshyttan is 0-6-0T no 2 'Kloster' (Nohab 303/1890). July 2016.

Left: A former goods shed at Nora now houses 2-6-0T no 4 (Nohab 387/1887). It worked on the Bredsjö to Degersfors line.

Below: Authentic surroundings – the old Iggesund ironworks provides a haven for 0-4-2T no 1 (originally no 2), an early Nohab loco (72/1876). July 2016.

work in 1948 and has been an exhibit at the museum since 1968.

Solitary confinement

The Galtströms Bruksmuseum is also near the Baltic coast about 90km north of Iggesund and occupies what remains of another small ironworks. An 891mm gauge railway was built from 1887 both to bring in timber and to carry away the finished product, and replaced an earlier horse-worked tramway to the port about 800 metres away. The 891mm or Swedish 3ft gauge was adopted for most narrow gauge railways throughout the country after it first appeared on the Hjo-Stenstorps Järnväg in central Sweden in 1873, and eventually grew to a total extent of no fewer than 3,030km of line. There was only ever one locomotive at Galtström, 0-6-0T 'Loke' (Kristinehamn 45/1887). The port was unsuitable for larger ships and a new line about two kilometres long was built over a headland to a deeper anchorage to the north. It was also extended inland for a further two kilometres into the forest.

The small system closed in about 1932. When I visited I was told that for its entire life Loke only ever had one driver who maintained it in scrupulously good condition. After the closure he went about doing what he could to ensure his loco's survival, initially by dismantling the branch line leading to its shed so that it couldn't easily be used by the scrap men when they were lifting the rest of the railway! In the following years he held onto the key and made surreptitious visits to keep the loco in good order. The Bruksmuseum was set up in 1955 and the lucky Loke became an exhibit.

In 1990 a small group of enthusiasts began to restore the loco



to working order with financial backing from the steelworks company. A new boiler was built and some platework replaced but otherwise the locomotive contains all of its original parts. It wasn't difficult to ascertain its old paint scheme since it has never been painted in any other way! This, too, has been painstakingly restored.

There are only about 25 active volunteers but during the 17 years since the overhaul was completed they have relaid three kilometres of the old track and are working on the remainder. Currently passengers ride on old wagons fitted with benches but the society is building three proper carriages whose bodies are now mostly complete. Their design is based on the tiny Ågsbanan carriages on the Jädraås line, appropriate since the Ågsbanan was an industrial line similar to the one at Galtström.

The society's members are now casting envious eyes on Kloster at Långshyttan which was once owned by the same company as the Galtström ironworks. If they can obtain it they plan to relay the old line to Galtström harbour and run two trains, one with the old wagons and the other with the new carriages.

The railway is a most creditable achievement for such a small group of people – especially when some of them are also involved in the restoration of an old steamship which is beached next to the railway's outer terminus.

Bergslagen, about 200km northwest of Stockholm, was another ironmaking district and was notable for its network of 802mm gauge railways with a total length of 222km. Many were public lines but they all disappeared long ago. One loco which survives in the district is no 4 from the Bredsjö-Degersfors Järnväg. It has recently been put on show together with a superbly restored carriage in a museum in the old goods shed at Nora station on the standard gauge Nora Bergslags Veteranjärnväg.

Shortest name?

Hagfors is a considerable distance northwest of Nora, not far from the Norwegian border. It's still a steelmaking town and was once the operating base for the 891mm gauge Nordmark-Klarälvens Järnväg, a lengthy system which was built from 1880. It served the old ironworks in and around the town and was electrified from the 1920s. Passenger traffic ended in 1964 but it remained open for freight until as late as 1990. Many of its locos and stock have survived thanks to a decision as early as 1931 to set up a museum at Hagfors dedicated to the line.

The star exhibit must be loco no 1



Above: Star exhibit at the Nordmark-Klarälvens Järnväg museum in Hagfors is Hughes of Loughborough 0-4-2ST no 1 'Ua'. Built to 891mm or Swedish 3ft gauge in 1874, it is a prime contender for having the world's shortest locomotive name.

Right: Another British-built exhibit at the Hagfors museum is 0-6-2T no 5 'Lovisa Tranæa' (Avonside 1114/1875).

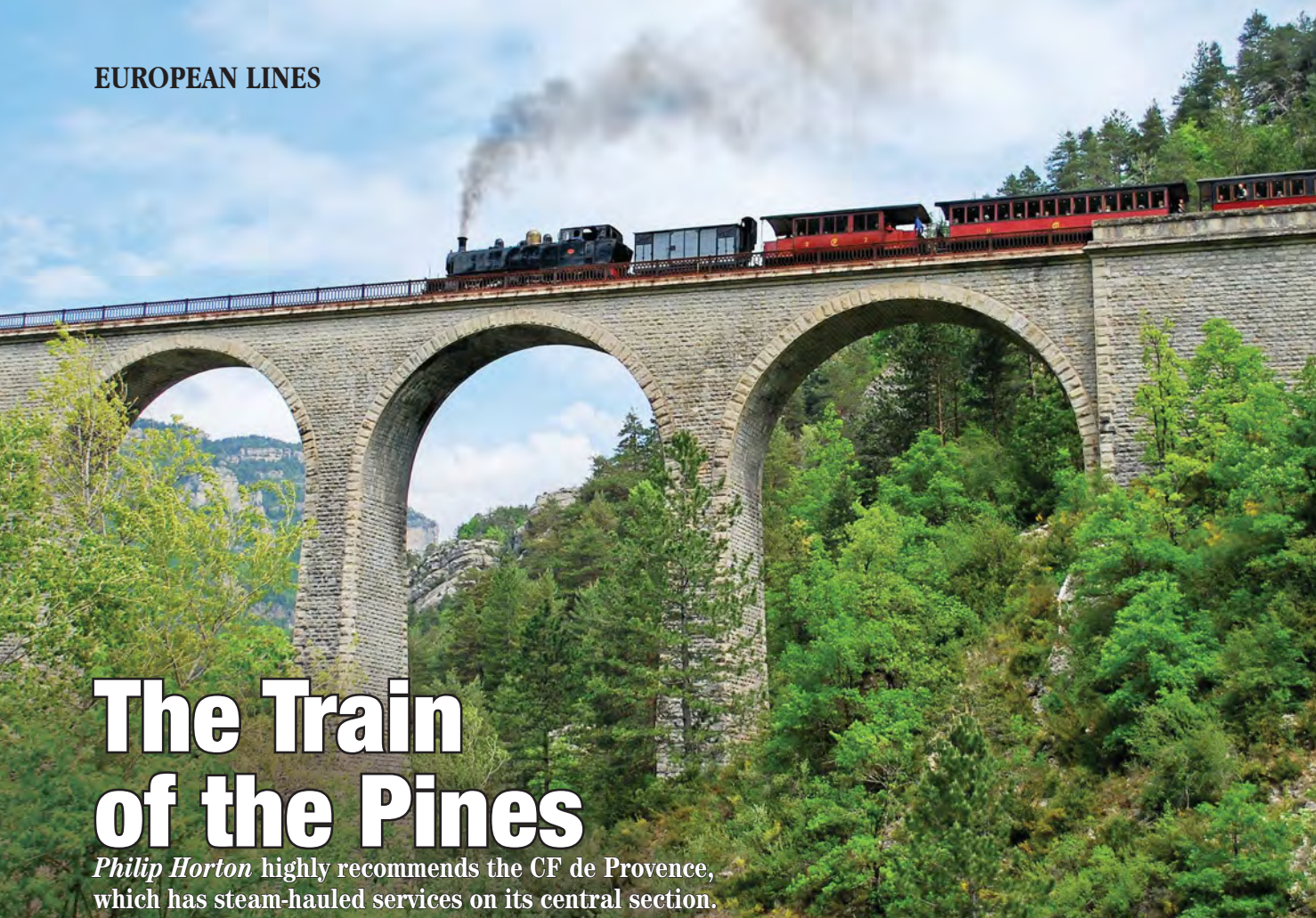
Below: Wallberg & Ludviks steam railmotor no 1 at Hagfors is displayed in the condition in which it was withdrawn.



'Ua', surely a contender for the world's shortest locomotive name? This loco was built by Hughes of Loughborough in 1874 as a 0-4-0ST and bore a marked similarity to the contemporary 0-4-0STs which Hughes built for the Corris Railway in Wales. Like them it suffered from a long overhang at the back and was rebuilt with a trailing axle a few years later. There are also two 0-6-2Ts, no

5 'Lovisa Tranæa' (Avonside 1114/1875) and no 7 'Hagfors' (Nohab 175/1883), as well as steam railmotor no 1 (Wallberg & Ludviks 10/1900). Nowadays most of the exhibits are housed in the railway's old railcar shed along with several of its diesel and electric locos. Hagfors is a remote place but this is a most impressive museum, well worth going to visit. **NGW**





The Train of the Pines

Philip Horton highly recommends the CF de Provence, which has steam-hauled services on its central section.

The metre gauge Chemins de Fer de Provence (CP) in France is one of a surprising number of European narrow gauge lines which operate a public service throughout the year. It runs for 151km (94 miles) from the Mediterranean coast at Nice to Digne-les-Bains, a spa town some 595m (1,963ft) above sea level in the foothills of the Alps.

The original plan, backed by the

Paris, Lyon & Mediterranean Railway (PLM), was for a standard gauge line to run from Digne across the mountains to Nice via Grasse. This would replace the PLM's existing circuitous route from Paris to Nice via Grenoble and Marseille. However it soon became apparent that a standard gauge line would be impossibly expensive and that metre gauge would have to be used instead.

Above: The Viaduc de la Donne between Annot and Entrevaux is an impressive structure. Mallet no E211 heads the morning service to Le Fugeret.

Below: Map of the CP system.

At this point the PLM lost interest and in 1885 the Chemins de Fer du Sud de la France (SF) was formed to build and run the line.

The route finally chosen was from Digne to Nice via Puget-Théniers. It ran from Digne to Saint-André-les-Alpes as originally planned, before heading through the mountains to Puget and then down through the gorges of the River Var to Nice.



Construction began in 1890 and the route reached Puget from Nice and Saint-André-les-Alpes from Digne in 1892. The mountainous section between Saint-André and Puget involved many tunnels and viaducts along with a double loop just west of Le Fugeret and was not completed until 1911.

By this time the SF had built a network of lines west of Nice. These included a further main line which ran for almost 210km (120 miles) from the grand Gare du Sud terminus in Nice to Meyrargues via Grasse and Draguignan. Another isolated line ran eastwards for 100km (62 miles) along the Mediterranean coast from Toulon to St. Raphaël, west of Nice.

After World War I the railways began to suffer competition from road transport. Although the SF became the Chemins de Fer de Provence (CP) in 1925, it went into receivership in 1933 and had to be rescued by the local authorities. Two years later railcars replaced steam on most of the passenger trains. At the end of World War II the lines lay devastated and the Meyrargues and coastal lines closed in 1944 and 1948 respectively. In 1952 the CP finally collapsed and the Nice to Digne line was taken over by the state-run SNCF. They in turn handed it over to the Chemins de Fer et Transport Automobile which then operated secondary rail routes throughout France.

Under threat

The line's subsequent history has involved various combinations of rail operator, subsidised by the local authorities, but with continuing threats of closure. The replacement in 1991 of the old Gare du Sud at Nice by a new modern station some 200m (656ft) to the north gave hope for the line's future. However in November 1994 the Pont de Gueydan on the River Var east of Annot was washed away. Many thought that this would be the end of the line but in the event the money was found to rebuild it. The line reopened with some ceremony in April 1996.

Today the railway is owned by the Provence-Alpes-Côte d'Azur region and is operated by the Regional Transport Authority (Régie Régionale des Transports). It continues to be known as the Chemins de Fer de Provence and is promoted as 'Le Train des Pignes' (Train of the Pines). In 2016 its services involved three departures each day from Nice to Digne with another at 18.13 which ran as far as Annot. Regular commuter trains also ran from Nice terminating at either Colomars la Manda or Plan-du-Var.



Above: Today's modern terminus in Nice. Travellers are disembarking from single unit no X301 after arrival with the 10.45 from Digne.

Below: The magnificent original Nice station, closed in 1991 as part of a redevelopment project. Photo: David Joy collection

Except where credited, all photos by Phil Horton and taken in May 2016

In addition to the line's scenic attractions, Puget-Théniers is home to Le Groupe d'Étude pour les Chemins de Fer de Provence (GECP), which runs steam-hauled tourist trains over part of the line. The group's collection of historic stock includes a set of five beautifully restored ex-SF bogie carriages, all built in France towards the end of the 19th century. Other carriages have come from different lines in Switzerland, two of them via the Lugano Railway in Italy.

The steam engines are ex-Réseau Breton 4-6-0T no E327 (Fives-Lille, 1909) and ex-Portuguese 2-4-6-0 Mallet tank no E211 (Henschel, 1923). No E327, preserved by the Fédération des Amis des Chemins de Fer Secondaires, is currently dismantled and an appeal has been

launched for its restoration. The group also has a 0-6-0 diesel-mechanical shunter no BA11 built in 1941 for the Réseau Nord d'Indre et Loire using a chassis from an 0-6-0T (Couillet, 1885).

Along the line

My own visit in 2016 coincided with the first steam train of the year. On 6th May my wife and I followed the line that the steam train would take to Fugeret. We stopped en route to photograph the 09.25 from Nice to Digne worked by a Class AMP 800 unit. Four two-car sets of these modern 'panoramic autorails' (nos 801 to 808) were built for the line by CFD-Bagnères in 2010. Earlier versions are at work on other French metre gauge lines including those in Corsica. Shortly after this we passed »





Above: Rainy morning at Barrême station, where only a single passenger joined the 09.25 from Nice to Digne. It is formed of two-car AMP unit nos 803/804.

Left: Desolate scene at Digne. The former station is at right, behind the author's motorhome.

Below: A very different Digne, from virtually the same viewpoint in May 1969. Metre-gauge services from Nice then connected with those on the standard-gauge line to St-Auban on the left. Photo: David Joy

the impressive Viaduc de la Donne between Entrevaux and Annot. It was near here that, on 8th February 2014, the 09.25 from Nice was hit by a large boulder. The AMP unit was derailed and sadly two passengers were killed and 20 injured.

Fugeret was reached along a tortuous road in time to see the

arrival of the 10.45 from Digne to Nice. The train appeared immediately to the north and above the station, cautiously negotiating the steep incline and horseshoe bends down into Fugeret where AMP unit nos 805/806 arrived a few minutes later.

Next day we travelled on this train, worked by four-wheeled railcar



no X301, from Puget to Nice. Six of these units were built by CFD Montmiral between 1971 and 1977. A further Montmiral unit, no X307, came from the Chemins de Fer de Corse in 2009 and still carries its CFC branding. The valley of the Var is reasonably wide east of Puget but as it approaches Nice the railway enters a narrow gorge alongside two dual-carriageway roads. One of the CP's former diesels, centre cab BB diesel-mechanical no BB401 (Montmiral, 1962), was seen stored and covered in graffiti at La Tinée station. I was to encounter this loco again in September 2016 at Gouarec in Brittany, where a group is trying to open a metre gauge line between the ex-Réseau Breton stations at Gouarec and Bon Repos.

At Lingostière there is a maintenance depot where I believe the CP retains two Bo-Bo diesel-electric locos, nos T62 and T66. The former was one of four built for the line by Brissonneau and Lotz in 1951, while no T66 came from the Swiss Chemins de Fer du Jura in 1999. Both were subsequently re-engined and fitted for push-pull working. Until quite recently the railway saw both loco-hauled passenger and freight trains. These seem now to have disappeared, although a rake of loco-hauled stock was still at Puget. At least one of the diesels must still be operational to work permanent way trains.

After Lingostière the line heads away from the river and climbs steeply before descending through several tunnels to the new Nice terminus. Our train had called at all the suburban stations from Plan-du-Var and by this time was packed. After an interesting afternoon in Nice we returned to Puget on the 17.15 to Digne, which was strengthened by the addition of unit X303. Most of its passengers however travelled only as far as the suburban stations.

Chasing steam

Next morning I arrived at Puget station to see no E211 reverse its train out of the depot and into the station. Prior to its departure at 10.55 we headed west in order to photograph it en route to Annot. Here it was due to spend 25 minutes taking water and to allow the 10.45 from Digne to pass. From Annot we took the road to Fugeret but, as the village was thronged with visitors, we were unable to reach the station. The steam train returned to Puget at 15.15 but spent an hour and five minutes at Annot while no E211 was turned and watered. The turntable at Annot is situated at the eastern end of the station in a



position which makes it difficult to photograph. The train arrived back at Puget at 17.15 where no E211 reversed it into the depot. The carriages were shunted into their sheds by no BA11.

The next day we decided, because of the heavy rain and low cloud, to head back west by road rather than take the train to Digne and back. West of Puget the main N202 follows the line until, just before Annot, the railway heads north away from the road and does not return to it until Saint-André. Just west of this town we stopped to photograph the 10.45 from Digne to Nice, again worked by no X301, which was due to pass the 09.25 from Nice to Digne at Saint-André. After photographing the latter train,

Above: Former Portuguese Railways 2-4-6-0 Mallet tank no E211 (Henschel, 1923) at Puget-Théniers with the 10.55am for Le Fugeret.

Below: Ex-Réseau Breton 4-6-0T no E327 (Fives-Lille, 1909) heads a train from Puget Théniers to Annot on 25th November 2007. This loco is dismantled at present. Photo: Raphaël Sant (GECF)

worked by unit nos 803/804, at Barrême we joined the N85 into Digne. Here the station exuded an atmosphere of dereliction with the former railway land to the south lying overgrown and abandoned.

For many years the CP trains have used the SNCF's standard gauge station at Digne. The CP was then promoted as a through route from Nice to Grenoble via the SNCF's line to St-Auban. At St-Auban it joined the ex-PLM main line from Marseille to Grenoble and Paris. During the 1980s this was marketed as the Alp'Azur (Nice - Geneva) line but in 1989 the service from Digne to St-Auban was withdrawn and the scheme abandoned. The old metre gauge station at Digne still exists across

from the standard gauge one. At the time of our visit, diesel hydraulic no BB1200 (Henschel 1966) from the Ferrocarriles de Vía Estrecha system in northern Spain was stored there, along with a much graffiti-strewn passenger carriage no XR1337. **NGW**

More Information

Les Chemins de Fer de Provence is a remarkable survivor. It also has much to offer the enthusiast and I thoroughly recommend a visit. Timetables, fares and details of the steam trains can be obtained from the website: <http://tourisme.trainprovence.com/combine/vapeur/>

The author would like to thank José Banaudo & Raphaël Sant of the GECF for providing information for this article.



Dowty enthusiasts

Malcolm Ranieri describes a 55-year effort that has led to today's North Gloucestershire Railway.



Perhaps considered among the lesser-known of the many narrow gauge lines in the UK today is the North Gloucestershire Railway, a 2ft gauge operation based in the yard of Toddington station on the standard gauge Gloucestershire Warwickshire Railway. So it's remarkable to consider that in 2017 the NGR is in its 55th year of existence.

The history of the railway goes back to 1962 and its founders the Dowty Railway Preservation Society. This was established at Factory number 4 of aircraft equipment manufacturer the Dowty Group, at Ashchurch in Gloucestershire next to

the Birmingham to Bristol railway line. Redundant sidings into the premises became available as storage and as a restoration site, and like-minded railway enthusiasts formed the Dowty Railway Preservation Society. A standard gauge Avonside 0-4-0T from Cadbury Brothers of Bournville, Birmingham, was donated to the Society. Heritage lines as we know them today were in their infancy and rescued locomotives and rolling stock required bases for storage and renovation – through the next two decades the Ashchurch site became a home to main line locomotives.

Above: NGR loco line-up outside the running shed – leading the line at right is Jung 0-4-0WT 'Justine', a veteran of the earliest days of the Society.

Below: California Crossing signal box is well travelled – this is its third home.

All photos by Malcolm Ranieri

These included ex-LMS Princess Royal class 'Princess Elizabeth', now at the Midland Railway Centre at Butterley in Derbyshire, and ex-GWR/BR Manor classes 7808 'Cookham Manor', now at Didcot Railway Centre, and 7812 'Erlestoke Manor', a working engine on the Severn Valley Railway.

The Preservation Society also purchased railwayana, including California Crossing signal box, formerly located on the Eastgate Loop in Gloucester, and Brize Norton & Bampton ground frame following the closure of the Fairford Branch. Both these large items have proven to be excellent examples of recycling as they are still in operation today, controlling the signalling on the NGR.

A quarry Hunslet

In 1965 the then chairman of the society, Alan White, purchased the 2ft gauge Hunslet 0-4-0ST 'George B' (680/1898) from Dinorwic slate quarries in North Wales. This loco steamed a few times at Ashchurch in 1966 and was then stripped for overhaul – a process only completed earlier this year at the Bala Lake Railway! (NGW122)

The narrow gauge theme caught on at Dowty, and Jung 0-4-0WT 'Justine' (939/1906), was purchased by members of the Engine Owners Group within the Society. The loco, formerly used to transport sand and



gravel from dredging operations at Maaseik on the Dutch/Belgium border, was restored and in use until recently – currently it is undergoing an overhaul.

At the same time a Society member purchased the ex-Devon County Council Kerr Stuart Wren class 0-4-0ST 'Peter Pan' (4256/1922). Like 'George B' this is no longer at the NGR but has visited from time to time. In 1981 Engine Owners Group members secured a Hunslet 0-4-2T of Avonside design, 'Chakaskraal No 6' (2075/1940), which spent its working life with the Gledhow Chakaskraal Sugar Co in Natal, South Africa, is currently operational at Toddington.

Visitors to the narrow gauge railway at Ashchurch were accommodated in carriages which came from various sources, some from wagon frames. Engines were steamed and on open days carried passengers on a short line laid inside the standard gauge track. The standard gauge engine 'Cadbury' was also steamed occasionally and gave brake van rides in the storage sidings. To complement the steam a number of narrow gauge internal combustion locomotives of shunter types were obtained from various sources and makes such as Listers of Dursley.

Moving home

In 1982 the Ashchurch site was selected for redevelopment by the Dowty Group and the Dowty Railway Preservation Society relocated to the embryonic Gloucestershire Warwickshire Steam Railway (GWSR) at Toddington yard, alongside the short standard gauge line in operation at the time. In fact the GWSR used the Dowty Society owned Cadbury locomotive at the beginning of its operations in the 1980s, this for some time being the scheme's only working steam locomotive. For the narrow gauge there followed a period of rebuilding at Toddington, the engine shed and other buildings were erected and the California Crossing signal box placed to operate signals on the relaid narrow gauge line, partly following the line of an original defunct society's track.

Today the line commences at the far west end of the Toddington car park where the platforms, booking office, signal box to control the top end of the line and run-round loop are in place. The route then passes through California Crossing station, where the locomotive and carriage sheds are located, along with a small railwayana museum, a bothy, a 16mm scale model layout and of course the former Midland Railway signalbox



Above: Second continental loco bought by the Society was the Hunslet 0-4-2T 'Chakaskraal No 6', a powerful addition to the NGR fleet.

Below: Certainly a distinctive shape is the Henschel 0-8-0T pictured here heading its train away from Didbrook Loop.

after which the station is named.

Since its early days at Toddington the line has been extended and now progresses through shallow cuttings paralleling the standard gauge GWSR, to Didbrook Loop, next to the minor village road to Didbrook. Here there is a run-round loop operated by a ground frame, giving a round trip of approximately one mile.

In the mid 1980s it was decided to concentrate on the narrow gauge operation – the standard gauge stock and the Cadbury locomotive were disposed of, and the Society changed its name to the North Gloucestershire Railway Company Ltd.

In 1985 a further steam loco arrived in the form of a First World War Henschel Heeresfeldbahn 0-8-0T (15968/1918). This was purchased from Naklo Sugar Factory in Poland and substantial restoration followed. Also purchased at this time was a 1967 Hunslet 0-4-0 diesel loco, obtained from the Singapore Dockyard of the Admiralty and regauged from metre gauge, while a Polish carriage was also acquired.

The NGR has also since built up a collection of narrow gauge internal combustion locomotives, makers including Lister, Ruston & Hornsby, Motor Rail, FC Hibberd and »





Hunslet. A powerful Simplex diesel hydraulic locomotive joined the fleet in 2016, to supplement the Hunslet on diesel operating days. The Simplex formerly worked for the National Coal Board at Hem Heath, Staffordshire and required only light restoration before entering service.

The NGR has a three-carriage set of passenger stock built by members on military wagon frames, along with a German built bogie vehicle dating from 1919. Formerly used on a Polish light railway, it even boasts a heating stove. A combined brake van/carriage came from the Royal Navy armaments depot in Trecwn, South Wales.

From Wembley

Under active restoration, meanwhile, is a highly historic passenger vehicle, a 'Wembley' carriage built by the Gloucester Carriage and Wagon Works in 1924 for the 2ft gauge internal railway system at the British Empire Exhibition held at Wembley, London in 1924-25. This carriage was rescued from a site on the Overbury Estates, just seven miles from Toddington.

Most recently the stock on the NGR has been bolstered by a visiting locomotive, the 0-6-0T Fablok 'Tourska' built by the Polish firm of Chrzanow (3512/1957). Owned by Russell Cook of Bridgnorth, this has proven a powerful and useful engine.

The NGR operates from Easter to September on Sundays, Bank Holidays and during the GWSR's Steam and Diesel galas and Thomas events. One-day midweek running also takes place during school holidays, and on other occasions as required, while October traditionally sees an end-of-season Steam-Up event. This has occasionally featured a visiting engine, whilst the NGR's Henschel 1091 has visited other railways, especially to take part in wartime or 1940s events.

In the last 55 years the Dowty Preservation Society and the subsequent North Gloucestershire Railway have achieved tremendous things, progressing from essential standard gauge activities at the dawn of preservation to building the narrow gauge railway, restoring locos and preserving artifacts at the NGR today. All this has been accomplished with a relatively small number of volunteers. Today, 55 years on, some of the founders remain amongst the entirely volunteer team running the railway, a record few lines can match.

More Information

More details of the NGR, including the timetable, can be found at www.toddington-narrow-gauge.co.uk/

"Progressing from standard gauge activities at the dawn of preservation to building the narrow gauge railway..."



Top: A welcome visitor, the Polish 0-6-0T 'Tourska' owned by Russell Cook has been on the line since September 2015.

Above left: It's not just historic steam locos – restoration of the 'Wembley' carriage has made great progress but completion of the vehicle is being restricted by available funds.

Left: Power to spare – the Henschel 0-8-0T accelerates away with its train.



Good times despite the weather

A summer climate has been notably absent in recent days but damp conditions have not detracted from some enjoyable events on the narrow gauge, captured in pictures...



While the highlight of the Amberley Museum Rail Gala on 8th-9th July was, as reported last month, Bagnall 2-4-0T 'Polar Bear' celebrating its 50th year of preservation, the event also saw some of the museum's less well-known industrial internal combustion locos sharing the limelight.

Lawrie Rose captured 1979-built battery electric T8033 topping and tailing with Hunslet 'Thakeham Tiles' (HE3653/1948) above, with Polar Bear passing by behind on a passenger train. Hunslets HE3097 and HE8969, built in 1944 and 1980 respectively, were pictured resting between duties (right) and Fowler 4wDM 'Peldon' (21295/1936) on the demonstration freight working (below).

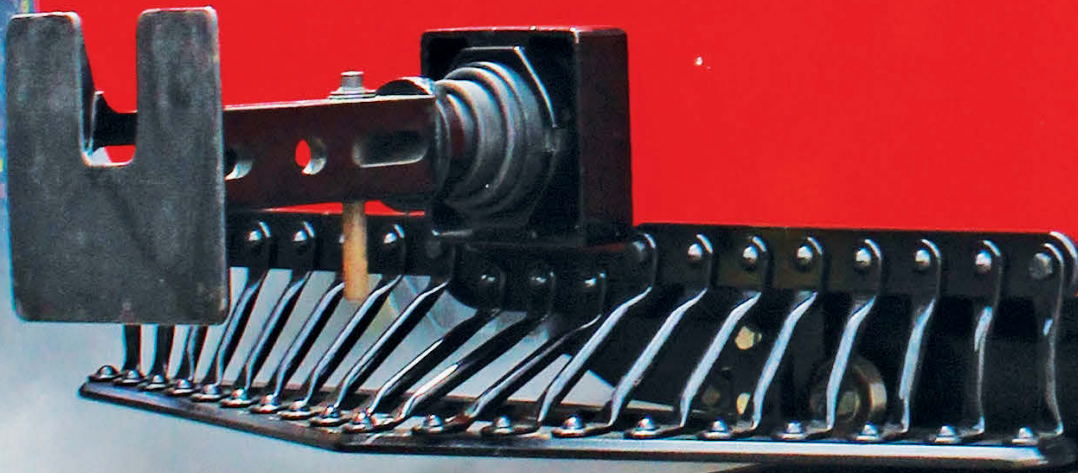


Overleaf: Dramatic entrance – there is no doubting the power of the Lynton & Barnstaple new-build Baldwin 2-4-2T 'Lyn' as it emerges in steam from the works of Alan Keef Ltd on 7th July. Imagine this, in its finished paintwork, hauling a rake of the L&B's superbly restored carriages along the rebuilt line in Devon – a truly mouth-watering prospect...

Photo: Andrew Charman

**NARROW
GAUGE
WORLD**

No smoking
beyond this
point







The Amerton Railway in Staffordshire provided its usual entertainment at the annual Gala on 24th-25th June, with no less than four visiting locomotives joining residents Bagnall 0-4-OST 'Isabel' and Hunslet 0-4-OST 'Jennie' on the circular line. Sunday, the day on which *NGW* editor *Andrew Charman* captured the pictures on this spread, was subject to the poorer weather, but that did not detract from the entertainment.

Above: Recently added to the Amerton layout is an industrial line. It was being worked by Simplex 7471, built in 1940, as the Statfold Barn Railway's Avonside 0-4-OT 'Marchlyn' passed on the main line.

Left: Seeking shelter from a rain shower provided a suitably industrial view of Peckett 0-6-OST 'Liassic' also from Statfold Barn, and Phil Mason's well-travelled Kerr Stuart 0-4-OT 'Diana'.

Below: Hunslet 0-4-OST 'Jennie' is a new-build, constructed by Statfold in 2008 and here working one of many goods trains.





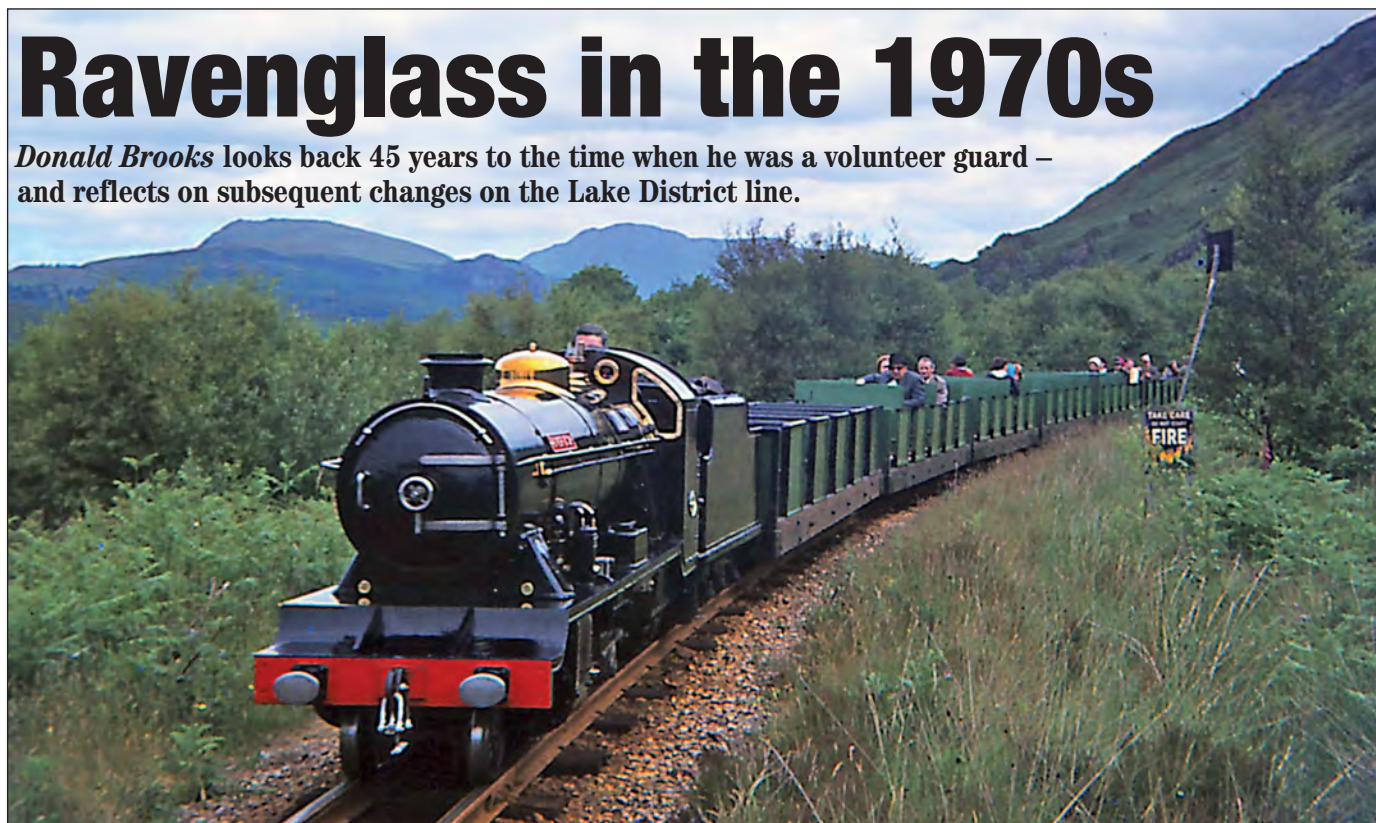
Star of the show was without doubt the recently restored Peckett 0-6-0ST Liassic, which gave a good account of itself on both passenger and freight workings. Above, the loco is centre of attention for the cameras both ahead and behind, seconds before it accelerated into the grade (below) leading back to Amerton's main station.

Photos: Andrew Charman



Ravenglass in the 1970s

Donald Brooks looks back 45 years to the time when he was a volunteer guard – and reflects on subsequent changes on the Lake District line.



The Ravenglass & Eskdale Railway was the line that introduced me to narrow gauge railways. A local newspaper ran a full page of photographs to illustrate the 1960 auction of the railway and, even as a young child, I knew at once that these miniature tracks into the hills promised something special. A year or two later my parents took me to Ravenglass where, despite uninterrupted torrential rain the whole day, I first travelled on a railway that I have never ceased to find a delight.

In the summers of 1971 and 1972 I got to know the railway a lot better by volunteering as a guard. In those days, volunteer accommodation was

offered in an ex-LMS brake second compartment carriage, which stood off its bogies by the shed yard. The six compartments provided bunk beds and the brake section basic cooking facilities, with toilet and washing facilities only available across the tracks in the engine shed. The carriage was known, not entirely inappropriately, as 'Skid Row'.

Training to be a guard was not a protracted process in those days, even for a teenager. All it took was a couple of round trips shadowing an existing guard and the next day I was taking my own train out. And although things are very different today, at the time this was probably quite enough. The driver was of

Above: With Illgill Head and Scafell, England's second highest mountain, behind, 'River Esk' heads a lightly-loaded train round the slopes of Muncaster Fell in June 1972.

Below: 'River Mite' awaits its next turn outside Ravenglass shed. In the background is 'Skid Row', the ex-LMS coach which provided extremely basic volunteer lodging.

course the person really in charge of the train's safety, though for the guard there was a serious degree of responsibility involved, even on the 15in gauge. He had to control the only handbrake on a passenger train with no continuous braking up gradients steeper than 1 in 40. The first season I volunteered, couplings were simple link and pin while ticket sales at intermediate stations required no more than issuing the appropriate Edmondson card from a leather pouch and replacing it with the money taken.

By the second season things had changed slightly. A split-pin through the coupling pin, below the level of the link, prevented passengers from uncoupling the train, while the railway had introduced Sertight ticket machines, along with more rigorous accounting procedures.

The locomotive I almost always worked with was 'River Esk', driven at the time by ex-Southern footplate man Glyn Wells. The day started with helping to clean and polish the locomotive and also sweeping out the carriage stock. Most days we worked three round trips up the line, each one characterised by the differing interactions with the passengers and the changes in the light, weather and landscape, though every journey through the stunning scenery seemed a privilege.

Most turns were trouble free, but there was the occasional emergency. A problem with the cooling system on the diesel 'Shelagh of Eskdale' led



to a running repair at the trackside and refilling it with water from a brook. On the passenger side, a member of a party suffered a fit on the train but was deemed capable of continuing to Dalegarth by their carer. An ambulance was summoned to meet the train, but unfortunately drove straight past the station, vanishing towards Hardknott Pass. Sat navs clearly have their place...

In general, though, the experience was little short of idyllic. The last train of the day back from Dalegarth had no main-line connections at Ravenglass, so if the weather was fine, we would sometimes stop on the side of Muncaster Fell for passengers to pick the heather. And I certainly never had to ask the passengers to get out and push – which once happened to me when the locomotive stalled on a very wet rail in Mill Wood.

Changing times

I have known the Ravenglass & Eskdale for 50 years now and the experience of travelling on the line always seems unchanging. Yet when I look back at the photographs from 45 years ago it is clear that there have been many changes, leading to a much more professionally run railway and a much better experience for the passengers, even if perhaps a little of the fun has been sacrificed in the process.

Operationally the line is very different now. In 1971 there was only one passing loop, at Irton Road, although in an emergency it was just possible to pass trains in the siding at Murthwaite. If traffic was heavy trains ran in multiple portions, setting off with a timed interval between them, though sometimes following on sight by the time they had reached Irton Road. It was the mid-1970s before this rather ad-hoc process was replaced by the innovative radio control system. At the same time additional loops were provided at Miteside and Fisherground, allowing a regular interval service to be operated much more safely.

There have been many other infrastructure improvements. Although in 1971 Ravenglass had seen plenty of changes in the decade since the auction, including an amended track layout, the construction of platforms, the installation of the footbridge obtained from Coniston and the building of the signal box, diesel depot and carriage shed, the station buildings remained much as they were in the pre-1960 days of the Keswick Granite Company.

This changed dramatically between the two seasons that I



Above: In July 1971, River Esk waits on a train for Ravenglass as 'River Irt,' in her 1927 incarnation, pulls into Irton Road loop with a well-loaded train of open carriages. Passengers are easier to manage in closed vehicles!

Below: Apart from the turntable, little is left today from this July 1971 view of River Irt arriving at Ravenglass station, which then had a slightly unkempt feel about it.

worked, with the building of a full-height retaining wall between platform 3 and the car park to support the installation of the redundant platform canopy from British Rail's Millom station, providing much-needed protection from the weather. The process of improving visitor facilities at Ravenglass has continued to this day – and has included taking over all the buildings at the adjacent main line station for narrow gauge purposes.

The rolling stock has changed as well. During my first visit to Ravenglass in the early 1960s virtually all the passenger stock consisted of bogie opens, the only shelter being provided by a rake of six 4-wheelers, rebuilt as semi-opens in 1962. By 1971 eleven of the new standard bogie saloon carriages were in service, the first having arrived in 1967, as well as three ex-Jaywick saloons. Even

so, there were still 27 bogie opens in stock and the abiding memory from the period is of trains consisting solely of green-liveried open carriages. It would be 1974 before there were enough saloons and semi-opens to form three complete rakes.

Motive power

Apart from the fitting of air pumps, two of the steam locomotives, 'River Esk' and 'River Mite', saw little change over the years until the recent workshop fire in which River Esk was almost destroyed. There was, though, a significant cosmetic change to River Mite. As delivered the locomotive appeared in an approximation of the Furness Railway's Indian red livery. The shade chosen was deemed to be too brown, but an attempt to rectify this erred too much the other way, leading to Mite appearing briefly in a striking bright red livery. »





But things were very different for 'River Irt'. In 1971 she was still the rather ungainly 0-8-2 miniature locomotive that had resulted from the rebuild of the Heywood 0-8-0T 'Muriel' in 1927. Over the winter of 1971-72 she underwent a

comprehensive restyling with a taller cab, dome and chimney, becoming in effect a narrow gauge outline locomotive rather than a somewhat unsatisfactory miniature engine. As such she has slightly more in common with her original Heywood

Above: The three large steam locos are prepared for the day's service in Ravenglass shed yard, a volunteer guard cleaning River Mite. Steam loco availability at this 1972 level would have been welcome at Ravenglass over the four years since the 2013 workshop fire.



Centre left: Bo-Bo diesel hydraulic 'Royal Anchor' waits at the carriage shed to take stock into Ravenglass station. The loco left in 1978 for Steamtown, Carnforth; it was later sold to film director Francis Ford Coppola for a Napa Valley vineyard line that was never built. In this June 1971 view it is flanked entirely by opens.



Lower left: River Mite, built on the chassis of the 1927 Poultney steam tender from River Esk, was just four years old when photographed in June 1971. The loco is seen running round at Dalegarth in her short-lived bright red livery.

appearance again, though Sir Arthur's oft-quoted pronouncement about a stout mackintosh being the driver's best protection against the weather was happily ignored.

There was not enough time to build a new tender for River Irt, so in 1972 she initially ran with her 1927 tender, still in its original livery rather than the lighter green in which the locomotive had been turned out. Originally built in 1894, River Irt is the oldest working 15in gauge locomotive in the world, but it is a sobering thought that of her three incarnations the current one is now the longest-lived, Muriel surviving for 33 years, miniature Irt for 44 and narrow gauge Irt already 45.

Internal combustion locomotives have been integral to the operation of the Ravenglass & Eskdale since the 1920s, even if the pioneering Kerr Stuart standard gauge machine is outside the scope of this feature. Today 'Douglas Ferreira' and 'Lady Wakefield' are mainstays of the passenger service, but in the early 1970s such reliable and powerful machines could only be dreamt of.

The last word in modern traction then was Shelagh of Eskdale, completed in 1969 after a complex and protracted build process, but incorporating some relatively minor parts from the 1881 Heywood 0-6-0T 'Ella'. The 1956 B-B diesel hydraulic 'Royal Anchor', now long gone, was a regular performer, while two of the 1920s Muir-Hill Fordson tractors also had a role to play. One had been rebuilt as an 0-4-4 passenger tractor, usually known as 'Pretender' because of its vaguely steam-outline bodywork and still in service today, though further rebuilt and officially named 'Perkins'. The other tractor, 'Quarryman', was still in its original four-wheeled form, albeit with the addition of a cab, and was used for shunting and works trains. Today it lives out its retirement in the Ravenglass museum.

Preservation issues

There have been changes since 1972 up the line as well. Most obvious is the complete rebuilding of Dalegarth station, but others have included the creation of Fisherground halt, the recent landscaping at Eskdale Green and the gradual disappearance of the Murthwaite works buildings into the undergrowth. Similarly the trackbeds of the inclines up to the quarries above Boot were clearly visible on the hillside in the 1970s but have now been almost completely taken over by nature.

Back at Ravenglass, the Coniston footbridge, installed in the preservation era, was removed over

the winter of 2003/4. This, along with other changes, led to an interesting editorial in the Preservation Society's June 2004 *R&ER Magazine*, considering whether the original concept of 'preservation' was vanishing under increasing commercialisation. It's a fascinating question and one that applies to every 'preserved' railway. Maybe the Ravenglass line should even have been rebuilt to its original 3ft gauge!

Balance maintained

In the end, 'preservation' is perhaps about achieving a balance between maintaining the character of a railway and providing it with the high-quality facilities that visitors expect for their money – and which encourage them to return. As Bill Seddon's 2004 editorial remarked, achieving that balance is difficult and everyone will have different ideas as to where it lies. Maybe it helps if we think of our surviving narrow gauge lines as heritage or tourist railways rather than 'preserved' lines.

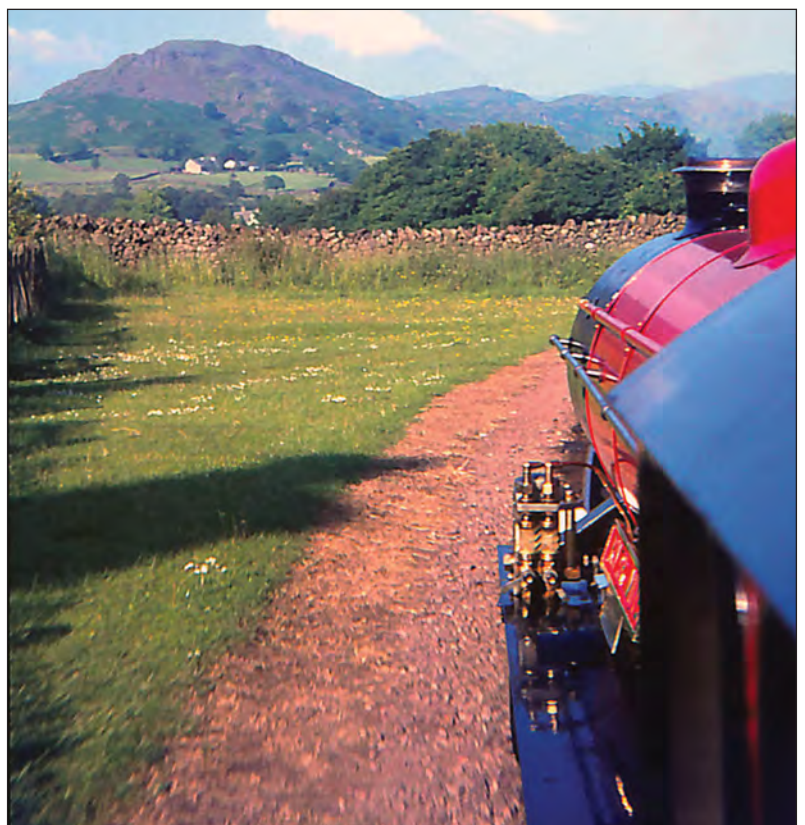
Perhaps we should just be satisfied as long as trains continue to operate along their original route, bringing pleasure to new generations. Whatever changes have taken place over the years the journey through the valleys of the Mite and Esk remains one of the most beautiful train rides in Britain – particularly in an open carriage! Although there has been some tree growth over the years, the woods are well managed and, unlike on many lines, the magnificent views remain largely open and clear. Travelling through the timeless landscape behind one of the older steam locos, watching the buzzards circling above Muncaster Fell, things are little changed from the 1970s. As the train passes Beckfoot quarry, it is easy enough to imagine the fan of tracks serving the granite face and to think back to the iron workings at Boot that provided the original impetus to build the railway. **NGW**

Top right: Rebuilt over the previous winter, River Irt heads a train for Dalegarth through the works complex at Murthwaite in summer 1972. The buildings at left are the remains of the plant used for crushing granite. Today what is left is usually hidden by vegetation.

Centre right: By summer 1972 Ravenglass had been transformed by the addition of the platform canopy from Millom station. 'Shelagh of Eskdale' brings a train of empty stock into platform 2 – now little used for passengers, as the closed and semi-open stock only has doors on the side that can be accessed from platforms 1 and 3.

Below: In summer 1972 River Mite climbs away from Barrow Marsh and the tidal section of its namesake river as it approaches Ravenglass with an afternoon train from Dalegarth.

Lower right: A perk of guarding was an occasional footplate trip up the line on a rest day. River Mite approaches the final curve into Dalegarth at the end of its journey from Ravenglass in June 1971.



Memories of Moshi

David Mitchell continues his recollections of the metre-gauge East African Railways in their heyday.



Moshi is a town in northern Tanzania at the foot of Mount Kilimanjaro and was the terminus of three lines. The first was from the port of Tanga, between Mombasa and Dar es Salaam. Work started in 1892 and by 1895 the rails had reached Muhesa, 24 miles from Tanga. Financial problems led to the company being taken over by the imperial government and work on the next section to Korogwe did not start till 1899. The line through to Moshi, 217 miles, was not formally opened until 7th February 1912 and was known as the Nordbahn.

There was serious fighting in the area during World War I. In April 1916 the British military completed a line from Voi, on the Kenya-Uganda main line, which joined the Nordbahn at Kahe, 12 miles south of Moshi. Following the mandating of Tanganyika to Britain there was argument about the legality of retaining the Voi - Moshi railway which diverted Tanganyikan exports to Mombasa rather than the Tanganyika port of Tanga. After being closed for a period the line was transferred to civilian ownership and operation. The Taveta to Voi section

is in Kenya. The line was quickly and cheaply built and still has severe gradients as it traverses the foothills of Kilimanjaro.

The Germans had planned an extension westwards into the fertile country round Arusha. The British administration revived the plans and the 50-mile branch from Moshi to Arusha opened in 1928. The final development was the Ruvu - Korogwe link, connecting the Central line, from Dar es Salaam to Lakes Victoria and Tanganyika, to the Tanga line at Mruazi Junction, 39 miles from Tanga and 179 miles from Moshi. It

Above: Class 60 4-8-2+2-8-4 no 6011 'Sir William Battershill', built by Franco-Belge in 1953, stands in Moshi station with Mount Kilimanjaro in the background. The freight train will take 24 hours to reach Dar es Salaam.

Below: A southbound freight runs into Buiko behind North British class 29 2-8-2 no 2917 'Kisii'. It is probably the thrice-weekly pick-up goods from Moshi to Mombo, allowed 10 hours for the 130 mile trip.





permitted a through Dar es Salaam to Moshi service and by extension through to Kenya and Nairobi. In 1948 the Tanganyika Railways (TR) and the Kenya & Uganda Railway (KUR) merged, forming East African Railways (EAR).

In 1970 there were effectively four train services serving Moshi. The Tanga line had a daily mixed train in each direction (third class only) and the local freight traffic. The Dar es Salaam service, via the link line, had a twice-weekly Dar to Nairobi passenger train and the through Moshi to Dar freights, many of which served Kenya via the line to Voi. This only had the twice-weekly passenger service and the freight traffic. The Arusha branch also had a twice-weekly passenger working which connected with the Dar es Salaam train.

Motive power variety

Locomotive practice on the various lines was different. The Tanga line was mainly worked by class 29 2-8-2s, built by North British between 1951 and 1955 and named after Kenyan tribes. The Dar es Salaam trains were generally Garratt hauled by class 60 4-8-2 + 2-8-4s built by either Franco-Belge or Beyer Peacock in 1954. The Voi and Arusha lines were worked by class 55 Garratts. These 4-8-2 + 2-8-4s were a wartime design for the Indian and Burmese railways – two were obtained directly from Beyer Peacock by the KUR in 1945, four were

Above: Judging by the sacks on the buffer beam, the crew of this class 55 Garratt are doing a brisk trade in bananas – plentiful in Moshi but scarcer around Voi where this freight was heading in June 1970. No 5505 was built in 1945 for War Department use on the Bengal Assam Railway.

Centre right: Class 13 no 1301 outside Moshi shed. Poor weight distribution and inadequate water capacity saw these North British 4-8-2Ts rebuilt as 4-8-4Ts.

Lower right: Vulcan Foundry 4-8-0 Class 24 no 2415 'resplendent in ultimate cleanliness' after a special request from the author. Standing beside the loco in this February 1971 shot is the Tanga shed master.

All photos by David Mitchell.

bought by TR in 1946 and a further five purchased from the Burma Railways by EAR in 1952.

There were also some class 24 4-8-0s, mainly built by Vulcan in the

1920s for the KUR and used for shunting and works trains. Moshi and Tanga had several class 11 2-6-2T shunters, again mainly built by Vulcan in the late 1920s for both the KUR and TR. A class 13 4-8-4T shunter was also based at Moshi. Originally built as 4-8-2Ts by North British in 1953 these locos were »





prone to derailment and were rebuilt in Nairobi as 4-8-4Ts using bogies from withdrawn Garratts.

Peak years

I lived in Tanzania between 1969 and 1971, mainly in Dar es Salaam. I often had to drive to Moshi and as the railway and road paralleled each other from Korogwe northwards there were opportunities to photograph trains. I also lived for a month in Moshi and was able to photograph and ride the Arusha branch. I did make two journeys on the Dar to Nairobi mail train. This mainly covered the line in darkness, but it was light by arrival in Moshi and I got pictures with Mount Kilimanjaro in the background.

The connecting train into the mail from Tanga was rather different. A passenger service with only three

carriages and a couple of vans, it left Tanga about 4pm and the sun was ideal for photography. It was usually worked by a class 29 2-8-2 but one Saturday the EAR agreed to put one of the older class 24 engines on the train. A written request from the District Mechanical Engineer to the Tanga shedmaster read:

"We have an important visitor arriving from Dar es Salaam. I will be pleased if a very special effort could be made to provide a 24 Class locomotive in good mechanical condition and resplendent in ultimate cleanliness. I am sure you will be able to proceed in an admirable way to prepare the chosen locomotive. However, I feel that it may be beneficial to repaint the smokebox and buffer beams, clean all wheels and motion, boiler barrel, copper pipes, all brass fittings, footplate, etc."

Above: As well as cleaning no 2415 to perfection, East African Railways provided a driver and car for the author's lineside photography and the crew obliged with suitable smoke. The train includes carriages for Mombasa and Moshi.

Below: Moshi shed. Left to right are class 13 no 1301, class 55 no 5505 and class 56 no 5605. In 1970 all six class 56 4-8-2 + 2-8-4s were shedded at Dar es Salaam.

I was going to ride on the engine – no 2415. However, the line and road were alongside for the first four to five miles out of Tanga so it was arranged to chase the train in the EAR car which was going to return us from Korogwe. Each time the crew saw us at the lineside the fireman opened the oil valve and produced copious black smoke. I provided prints for the crew and shedmaster at Tanga, but on giving a print to the regional mechanical engineer in Dar, he commented dryly, "They are not supposed to do that."

Carriage of livestock

One Sunday I was at Usa River, an intermediate station on the Arusha branch to photograph the train. Looking round the booking office I found a 'Fowl' ticket in the rack. Though not a ticket collector I had to have one. It permitted me to convey in the compartment one fowl I owned for a continuous journey of up to 200 miles. It cost about 6d.

The Tanga line was in some ways a backwater, more lightly trafficked than either the Tanzania Central line or the Kenya-Uganda main line to the north. The opening of the link line in 1963 had increased usage and brought Garratts to the line for the through trains from Dar. The class 55 locos on the Voi and Arusha lines were not used elsewhere when I was in Tanzania. Moshi was also the only place I saw the class 13 tanks. I was fortunate to be there when traffic was probably at its heaviest. The break-up of the East African Community, and East African Railways in 1976, followed by closure of the Kenya-Tanzania border for some seven years killed the through traffic via Voi. And the story of the railways has been a downhill one since. **NGW**





Half century on from schoolboy dreams

In September 1967 six schoolboys decided to do something about the loss of small, narrow gauge industrial railways. They imagined saving equipment in a working museum, and were allowed to lay track on an interesting site alongside a clay pit at Alty's brickworks, near Hesketh Bank station on the standard gauge West Lancashire Railway between Preston and Southport.

The clay pit has since filled with water, and been given over to landfill, but the West Lancashire Light Railway remains. It is just 430 yards long, awaiting developments on the clay pit site in the hope of extending, and meantime celebrating its 50th anniversary.

Over the intervening half century members of the railway have acquired a fascinating collection of narrow gauge equipment since the first loco, 1951-built Ruston & Hornsby diesel 'Clwyd' arrived in 1968 from the Burscough Brick & Tile Co. The initial steam loco was quarry Hunslet 'Irish Mail', or at least a collection of parts purchased in the Dinorwic Quarry auction and over the next 10 years turned into a usable engine.

Through its life the railway has been supported by initially an Association including the original six, and more recently a Trust. It is operated entirely by volunteers and has become a charity, while also becoming popular amongst the community of Hesketh Bank.

For the anniversary two celebration events are being held, a 'Nearly 50' Gala weekend gala on 12th-13th August, and a second gala over the weekend of 23rd-24th September. Confirmed guest locos attending include quarry Hunslet 'Alice' from Bala Lake, further quarry Hunslets and Kerr Stuart 0-4-2ST 'Stanhope', a regular visitor from the Apedale Valley Railway.

Further details of the WLLR can be found at www.westlancsrailway.org, and **NGW** will be publishing an in-depth feature on this small but delightful line in a forthcoming issue.

Above: Indicative of the successes at the West Lancs, restored Kerr Stuart 'Joffre' 0-6-0T (2405/1915) sits on the newly completed turntable. *Photo: WLLR*

Below: Sylvan setting – Orenstein & Koppel 0-4-0WT 'Utrillas' (2378/1907) on a teddy bear weekend train. *Photo: Michael Chapman*



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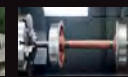
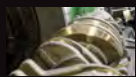
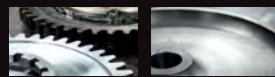
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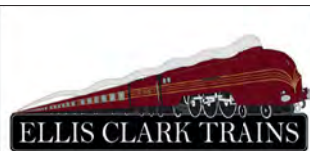
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Minimum space – maximum value

Narrow gauge modelling doesn't have to be about layouts – *Andrew Charman* looks at diorama builds.

Railway modelling, particularly of the narrow gauge variety, can be a relaxing, rewarding hobby, and many on seeing pristine, complex models on display at exhibitions are tempted to take up the pastime.

Despite their enthusiasm being sparked, however, many potential modellers never get beyond the dream stage. Some do make a start on a model, having spent weeks planning their dream layout, only to abandon the works with the boring, initial woodworking stage of constructing a baseboard only half completed, as the demands of modern life and the less time for hobbies we all seem to have these days take their toll. The editor has experienced this issue all too frequently, and his modestly planned 6ft x 4ft 7mm scale terminus remains at this stage a baseboard (which yes, already existed from a previous model built for my young sons) and a few pieces of track.

Overcome these discouragements, however, and the fledgling modeller can without too much effort, and crucially, time, produce a model that not only looks really good but encourages them to bigger things – in short, small can be beautiful...

Practical aspirations

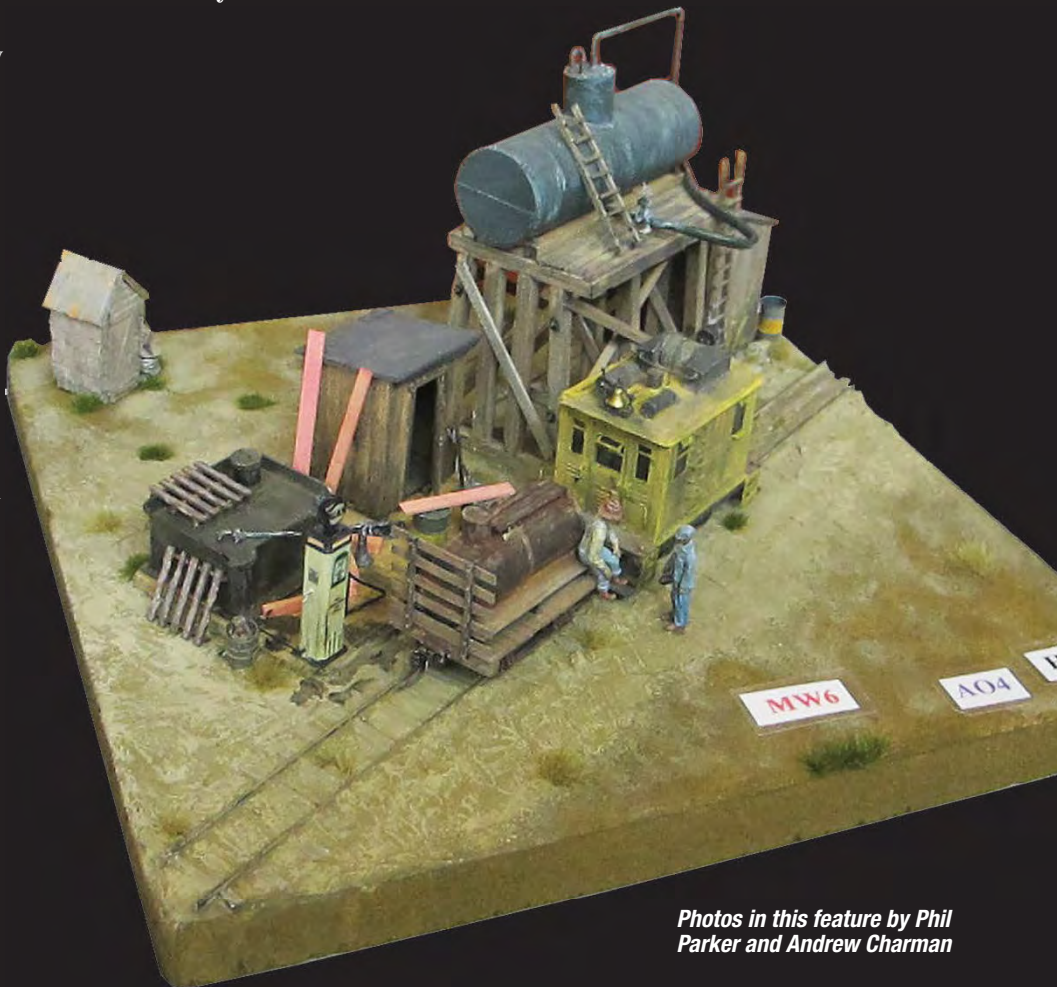
The first, crucial step is to get over the idea, on viewing an exhibition layout, that "I could never do that." As James Hilton describes so eloquently in his Barclay tank conversion feature over the page, methodical effort and a little patience can result in the creation of models one can be proud of, and that applies just as much to layouts as to rolling stock.

In recent times the Editor has noticed a trend in modelling, fuelled by competitions at exhibitions, but which equally could provide just the encouragement the rookie modeller needs. You see the problem is far too many people tend to think big, which means a great deal of effort is required before one's layout begins to look anything like those in the magazines or at exhibitions, and thus there is plenty of time to become discouraged.

So the obvious answer is, build something small! It doesn't even need to be something that works. A case in point was the competition for the Howard Clarke Trophy at the 7mm Narrow Gauge Association's annual show in June – we illustrated the war-themed winner in last month's magazine.

The task was simply to construct a loco servicing depot, in a space of 12 square inches. In this case it was not necessary for the model to operate, just to be an interesting diorama.

Now 12 inches in 7mm scale does not sound much at all. But as the three entrants illustrated on this page show, the brief was capable of being interpreted in very different ways – from a railcar being serviced and topped up with fuel, to a bleak-looking steam locomotive water and coaling stage with not



Photos in this feature by Phil Parker and Andrew Charman





even an engine to be seen, and even something way out of left field, if topical (for those who don't have children, the movie *Despicable Me 3*, featuring the little yellow Minion characters, has just arrived in cinemas!).

Each of these is very different, and each also displays a lot of effort and a finished model worthy of praise. But they also do more than that. Such models will not take a great deal of time to complete – and there is nothing like having something actually finished and sitting on a shelf or the sideboard (domestic authority permitting) to encourage one to go a stage further, perhaps a first layout.

Take up the challenge

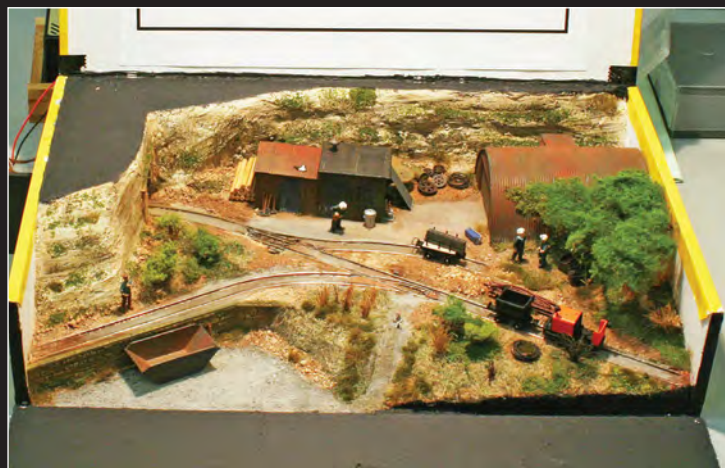
Of course a small layout does not have to be something with no operating interest. Expo NG, the highlight of the narrow gauge modelling year, is held at Swanley in Kent at the end of October, and includes the Dave Brewer Challenge, always a compact piece of modelling. In the past these have included layouts in box files, 'pizza layouts' (often circular creations in the dimensions of a standard pizza box) and layouts in particular triangular measurements. The general rule has been that they had to operate, the only concession being the addition of a 'fiddle stick' – a single length of track 'off stage' to be connected to a line running off the layout in question.

The ingenuity displayed by the builders of such layouts is usually the highlight of the Expo NG show, and as they have to be built in a restricted period – the rules for the next year's Challenge are never released until after the current one has been judged – there is no time to get discouraged.

This year's Dave Brewer Challenge bucks the trend, in that it is asking for nothing more than a line of track! No operating ability is required and the theme, 'The Halt' calls for "a small, wayside stop alongside a single, narrow gauge track. No loop, no sidings, just a single line of rails."

Different sizes are specified depending on which scale the builder wants to use – 40cm by 15cm by 20cm high for all gauges below 9mm, to 80cm by 30cm by 40cm high for gauges 32mm and above, to a maximum of 45mm – yes, outdoor live steam types, you can enter this contest too!

Details are on the website at <http://expng.org/> – why not have a go, especially if you've never built anything before? We could be illustrating your efforts in these pages when we run our Expo NG report, and you could be starting off on an all-involving hobby... **NCW**



Modelling – taking a first step

As a designer at model manufacturer Narrow Planet and a prolific locomotive builder *James Hilton* is a perfect person to offer kit advice on starting narrow gauge modelling, with a simple conversion...



I am often asked at exhibitions, either behind a layout or the Narrow Planet stand, for advice on how to put a model together. "Is that a kit?" is often enquired, followed shortly by "I could never do that". I'm hoping that this article might help a few 'armchair modellers' or those that think producing a realistic, well-running model beyond their limited skills, to believe that they can indeed do it!

I began making models as a child, and have never really stopped. Practice obviously can make a big difference, but equally careful steady work with good tools and materials and working with well-thought out kits can result in a model you are rightly proud of – and that can start you off on a hobby of a lifetime.

In this article I am going to describe the steps in assembling a model of an Andrew Barclay well tank loco using the ready-to-run Minitrains Boehler H0e locomotive and a conversion kit consisting of 3D printed plastic and etched nickel silver parts (links to each item are at the end of the article).

Before you start you will need to gather a few simple tools, these can be sourced from your local model shop or online, I have no connection but recommend Eileen's Emporium for an online service.

A basic modeller's toolbox

- Sharp angle-tipped modeller's craft knife (with replaceable blades – example Exacto)
- Self healing cutting mat
- Tweezers
- Needle files
- Twist drill and small drill bits (0.45 and 1mm)
- Nail sanding stick (from Boots for example)
- Super Glue
- Starter pack of modeller's detail brushes (for example, Humbrol Palpo with 000 and 0 sizes) »

Above: The completed Barclay 0-4-0T, modified from a Minitrains German loco by James, looks very convincing. With patience and by following the advice on these pages any reader could achieve a similarly pleasing model.

Right and below: Prototype example of the Barclay, in this case 'Cegin', seen in Penrhyn Quarry and following its repatriation from South America by the Statfold Barn Railway.

Photos: Collection Dave Willis and Andrew Charman





Additional parts required for the build comprise 0.4mm brass wire, 0.7mm brass wire and clear material for glazing

Making a start

The first step when assembling a kit is to ensure the ready-to-run chassis of your donor model performs well. In this case, the 5-pole motor and flywheel-fitted Minitrains Boehler

should purr along and be very controllable at all speeds – if you have purchased a brand-new model then run it (running at a range of speeds and directions for an hour or so continuously). This will ensure you have a strong-performing locomotive for many years. If your chassis is secondhand, you may want to service it – check the cleanliness of the pickups by dragging a small piece of paper between the back of the

wheel and the pickup. You can also add a very small amount of oil to the exposed gears on the underside of the chassis. DO NOT remove the chassis bottom plate as this will allow the wheels and gears to drop out which are then difficult to re-assemble successfully.

The second step is to familiarise yourself with the kit, both the instructions and the parts provided. In the case of the Narrow Planet 'Barclayfication' kit shown here, there are no instructions provided as it is assumed the modeller can make the simple modifications required without direction. In this case offer up the 3D parts to the donor model, understand where they fit, study photos of other people's models to see how they've assembled their kits and if in doubt ask – be that on a forum, a fellow modeller or an email direct to the supplier.

Barclayfication

The first step to fit the kit to the Minitrains locomotive is to remove the Boehler cab. This may be secured by a spot of glue in the factory but can be removed by pulling it upwards. Once this is removed the light needs to be carefully cut off as well as the front headlight, this should be cut off with the craft knife. It may leave a small hole. To remove any risk of short circuits you can then remove the very thin wire from the pickups on either side of the chassis using a small pair of scissors or the craft knife blade.

There are two small handrails on the boiler, using the craft knife cut these off flush with the boiler surface. The couplings can be left, but if you'd like to fit the more realistic replacements included with the kit, then the Minitrains coupler can be cut off with the craft knife, being careful not to damage the rest of the buffer beam. If you like these can then be smoothed flat with the sanding stick.

The cab will be a push fit, and can now be test fitted. This will show how much of the Minitrains footplate will need to be removed. On my example I cut this back to just leave a short section to support the moulded lubricators either side of the boiler. Keep checking for a good fit.

At this stage the 3D printed parts can be cleaned up. The printing process can leave a slight surface roughness and this requires smoothing before painting. Using the sanding stick gently remove this from the larger flat surfaces. Anywhere more difficult to get to can be cleaned up by dragging the edge of the craft knife across the surface.

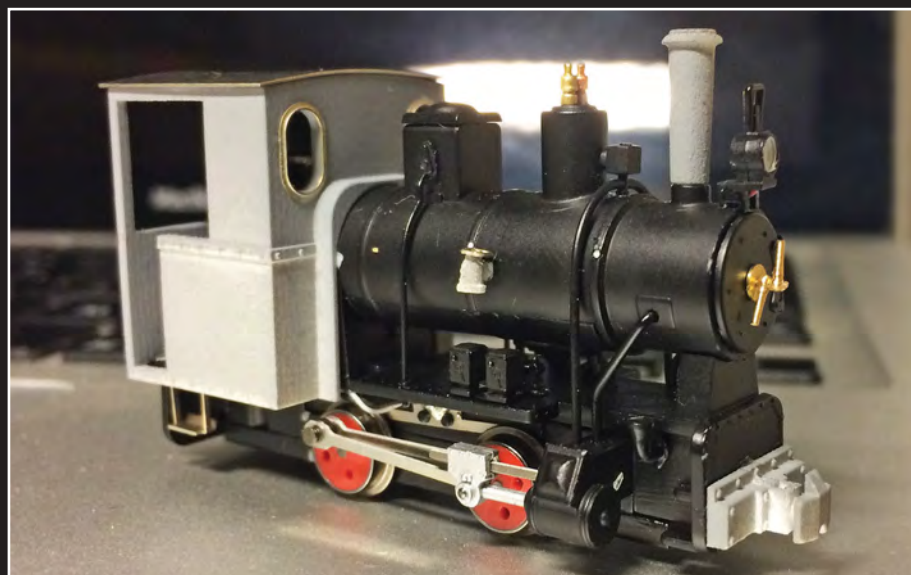
On the small sprue of 3D printed parts are a pair of clack valves. These control water feed to the boiler. They could be left off, but it's a relatively simple job to fit them. Study prototype photos for their position, once you see them in a photo you can't un-see them, and it's details like this that can lift a model. Using the 1mm drill bit in the twist drill, simply open up some holes either side of the boiler, and then cut the parts from the sprue and Super Glue in position.

The feed pipework is bent up using 0.7mm brass wire and a pair of small pliers. The best way to form this part is by trial and error, checking fit after each successive bend. The



Above: Starting point – the Minitrains Boehler loco.
Photo: Minitrains

Left and below – conversion underway – the new 3D-printed parts can be clearly seen. Also apparent is the slightly roughened surface left by the 3D process, which can easily be smoothed using the techniques described in the text.



route of the pipe should be down from the valve, 90 degrees towards the cab, then along to the front of the cab, 90 degrees up to the level of the top of the firebox, and then 90 degrees into the cab. I cut this then at that bend and this part can be Super Glued in place. The pair of small handwheels on the metal fret can be carefully cut out using the craft knife blade. A small drop of Super Glue is added to the top of the clack valve with an offcut of the brass wire, and then tweezers used to fit the small handwheel.

Remove the cab front window spectacles from the etch and check them for fitment on the cab itself. Grip one in the tweezers and then run a thin bead of Super Glue around the back of the part, being careful not to get it on the tweezers – you don't need glue all the way around so don't worry about this – place in position and align it by eye. You have about two seconds before Super Glue grabs. The cab can be Super Glued in position now, which makes the model easier to handle. If you intend to fit the cab rear spectacle plate then cut it out from the metal fret and Super Glue it in position now.

The cab foot steps are small but well designed. Using a pair of small pliers, or the tweezers, carefully bend the back of the footstep up through 90 degrees. The two side arms can now be bent vertical and the fixing tabs bent over. They are secured to the bottom of the Minitrains cab floor with Super Glue. The sprue contains a number of different buffer options. Choose which you'd like to fit, cut off the sprue carefully and then remove the pip to provide a smooth back to apply the glue.

If you intend to fit the metal buffer beam on the rear, then this must be added next. Then the 3D buffers can be fitted to the buffer beam with Super Glue. I use an RT Models height gauge to ensure consistency, however if you don't have one to hand, then the top face (not the top of the pin, the top of the buffer) should be 5.5 – 6mm above the rail head.

The chimney is unscrewed, and the screw removed before fitting to the replacement 'Barclay' style chimney. Cut out the cab roof and remove the etched tags by rubbing a needle file along the edges. It is then bent to shape carefully using your fingers to edge from one side to another. Take this slowly and keep checking the fit against the model. Once you're happy use the sanding stick to roughen the whole surface.

Super Detail

To take the model beyond the parts provided in the kit you could look to add a sandbox actuating lever between the sandbox and the cab front. I used a section of plastic microstrip. You could also add an actuating lever to the steam feed valve in front of the steam dome. I used 0.4mm brass wire for this, bent up to shape and fitted with Super Glue. The smokebox can have the disc removed and a dart fitted from the parts provided by RT models or Eileen's Emporium.

At this stage your model is ready for painting. Unfortunately in this case it is difficult to strip the Minitrains locomotive chassis apart from the body, so I resorted to being careful and »



not getting paint on the moving parts! Use good quality masking tape and protect the side rods and wheels, and the motor flywheel if possible. I use a spray can to apply a primer, Halfords plastic primer in grey, and if you're careful and you've masked the wheels properly this is not a problem and is useful to ensure good coverage of paint on the new parts. This is not ideal, but sometimes is necessary.

My donor model was black, and the prototype I was following (the Penrhyn quarry examples) were black so I decided to use Humbrol enamel satin black paint. Painting can very easily be where a good model is ruined – please follow my basic steps to prepare and paint your model.

1) Prime the surface using a grey (red or white) base to ensure good coverage.

Above and right: All of the new components have been added including the pipework detail that adds so much to the finished model, and the loco is into the priming stage.

Below: A coat of satin black and the model really begins to look like a Penrhyn loco.

All construction photos by James Hilton





2) Mix your paints well beforehand. Thin them slightly to a milky consistency. Use a consistent range of paints – I use Humbrol enamel.

3) Stick to matt and satin colours – do not use gloss paint in small scales.

4) Use good quality brushes.

5) Apply a well spread-out and thin coat with a '0' brush. Don't worry about overall coverage.

6) Keep the model in a sealed dust-tight container while drying.

7) Apply a second (and possibly a third coat) to ensure good coverage.

8) Use a range of brush sizes to allow you to paint finer edges and details (use '000' for fine details and edges).

9) Clean your brushes thoroughly. Twist them very gently side to side between a cloth in your fingers after dipping in thinners or brush cleaner. Do not 'stab' them down, or twist round and round as this can damage the bristles.

I have seen examples of the kit finished in different ways, my favourite being a satin dark

green cab and boiler, matt black smokebox and chassis, including wheel centres, red buffer beams and shining brightwork (picked out in gold paint).

Lining can really finish off a model but can be tricky to achieve a good finish. This kit is a relatively good one to practice on due to the nature of the lining panels, which would only be rectangles on the cab side. I use Fox N-gauge transfers, in this case BR Mixed Traffic (grey and red) lining. They are expensive but well produced and apply cleanly. A pack contains curved corners and straight lines and you cut them out, dip them momentarily in water, put down to soak and then after about 20-30 seconds apply to the model with a brush. Tease it into position before drying into position with a spot of tissue, and a firm press to remove any air bubbles. Once all transfers are in place you can use a Decal softening solution to improve the finish, Humbrol offers 'decal-set' and Microscale produces 'Microset'.

These are brushed on sparingly and left to dry on a flat surface.

The roof should be primed and painted separately from the rest of the model.

To seal the finish and transfers in position I use a laquer (rather than varnish) called Testors Dull-cote. This is quick drying and preserves the sheen of satin, the matt of matt paints and is an excellent product at pulling together slight inconsistencies in a brush-painted finish. Once this is dry you can remove the masking tape and touch up any spots that require paint. Cut some glazing material using a pair of scissors and fit using PVA glue inside the front of the cab. The roof can then be fitted using a small amount of Super Glue applied to the top edges of the cab body.

Works plates (and names if you so choose) are fitted at this stage using a spot of Super Glue applied with an offcut of brass wire, and then the plate dropped into position with the tweezers. You have only a short time to correct the position before the glue sets, so an alternative is to use a small spot of PVA glue or matt varnish. In this case you can do one side at a time and leave it for a few hours for the glue/varnish to set to hold the plate in position.

So there you have it, if you've followed these simple instructions you should have a very personal, British-outline industrial narrow gauge locomotive. The Barclay is a good prototype as it operated in both military service, quarries and industrial projects across the country. Similar techniques are needed to build a number of other Narrow Planet kits including the UK-outline Bagnall saddle tank, and the European Orenstein & Koppel well tank. Combine these models with a few ready-to-run items from Peco, or kits from Meridian Models, Parkside Dundas and Rodney Stenning and you can have a very convincing narrow gauge train that performs well and of which you can be very proud of indeed. **NGW**



Little Layouts star at Gala

Continuing the small and delightful theme of this month's modelling section, those looking for a model railway exhibition to shake off the excesses of summer could do worse than the 'Little Layouts' show, scheduled for the 2nd-3rd September this year at the Welshpool Raven Square station of the Welshpool & Llanfair Light Railway.

As its name suggests this is only a small exhibition, but that's a good thing, as it takes place in the midst of the railway's annual Steam Gala, which as our news pages relate features a whole load of attractions including this year a visiting locomotive from the Sittingbourne & Kemsley Light Railway.

The Little Layouts exhibition was first held in 2015, in the W&LLR's display shed at Welshpool and organised by member Martin Rich. Last year it expanded into the adjoining carriage shed, thanks to the addition of a concrete floor and tripling the amount of display space available. For this year's show there have been further improvements, including easier access to the display shed and a connecting door between the two sheds installed.

Layouts confirmed for the show include at the time of writing Ryders Green Wharf (OO9), by Peter Cullen, The Old Mineral Line (OO9) by Mike Wall, Blair Hobson's Czech narrow gauge 'A taste of Alber' in 3mm scale TT, Martin Rich's own popular 'Bumf Mine' (O9) a 16mm live steam layout owned by Carol East, and the OO scale Llandinier Junction from the Newtown Model Railway Society.

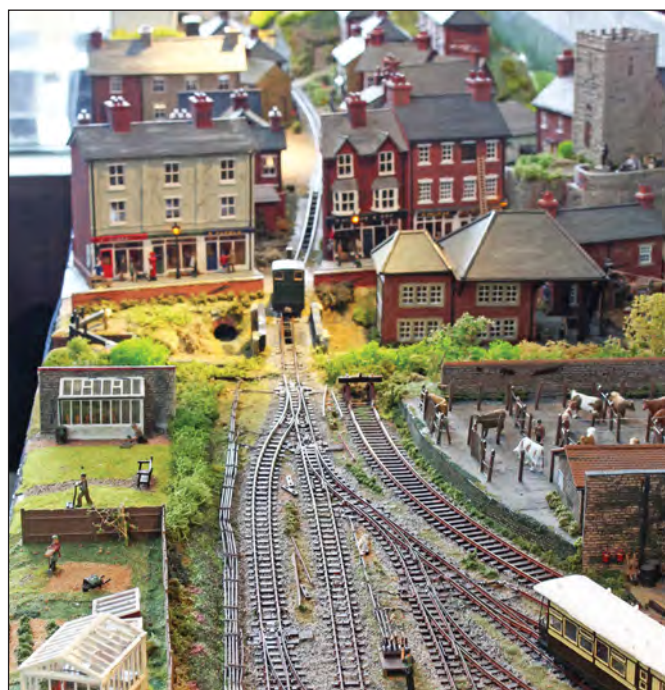
The show venue is also a great place to watch the intensive comings and goings at the W&LLR Gala, while a train ride to the other end of the line will reveal more attractions including just up the hill from the station Llanfair's own Garden Railway Show. More details can be found on the Gala page of the railway's website at www.wllr.org.uk



Above: Since being launched in very appropriate railway surroundings, the Little Layouts show has grown each year.

Right: Popular at last year's show was the locally-themed 'Spirit of Welshpool' by Mark Holland in OO9 scale.

Photos: Andrew Charman



Large-scale steam takes over heritage centre

Those whose modelling affliction tends towards larger sizes may want to mark 23rd-24th September in their diary for a show in an evocative location.

The Yorkshire Group of the 16mm Association's annual event is held at the Elsecar Heritage Centre near Barnsley – this has its own standard gauge steam railway, while for an intensive narrow gauge weekend the 15-inch gauge Kirklees Light Railway featured in last month's *NGW* is only 15 miles away.

The Elsecar event promises six layouts, mostly to 16mm scale and featuring live steam locomotives – some of them coal fired. There will also be around 30 traders present, and if you are new to the large-scale end of the modelling hobby a visit to a show such as Elsecar can be a real eye-opener – 16mm scale is today very well served by the trade which supplies everything from pristine live steam locomotives to the tiniest detailing parts such as lamps and shovels!

Cost of entry is £5 adults, with accompanied under 16s free, and the show is open 10am to 4.30pm on Saturday and 10am to 4pm Sunday. More details can be obtained from the show website at www.yorkshire.16mm.org.uk/elsecarshow.html



Romney Then & Now

■ When one of those responsible for producing this rather splendid little book on the Romney Hythe & Dymchurch Railway's history announced it on Facebook one reply suggested that very little has changed over the 90 years the 15-inch gauge line has been running. The book shows clearly how wrong they were!

The bright and attractive design layout centres on publishing a heritage picture (taken from any point in the RHDR's history) on the left of a spread with the modern equivalent at right. The modern pictures are mostly by Steve Town, well known for his superb RHDR pictures in the pages of *NGW*. It is fascinating to observe how the line has evolved over the years, especially as the book does not just focus on the route – locomotives, stock and personalities are included, with the line's current staff roped in to provide the human element in modern recreations of historic pictures.

All in all it's an excellent title – books on the RHDR are not that plentiful and no doubt fans of the line will seize upon this one, but it will also prove interesting to general fans of the 15-inch. **AC**

ISBN 978-1-78808-535-9 Published by Romney Hythe & Dymchurch Railway. Available from railway shops on online at www.rhdr.org.uk Price £14.95



Miniature Railway Album

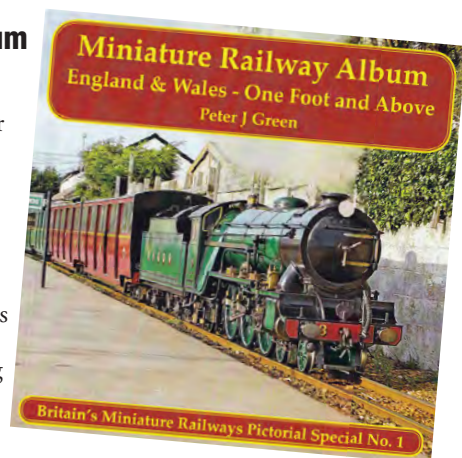
Peter J Green

■ It seems to be a month for books covering the narrower gauges – also received for review is this album from prolific publishers Mainline & Maritime.

This book certainly does what it says on the cover – its 112 pages take the reader on a tour of the UK, illustrating the rich variety of operating miniature lines on the gauges 'one foot and above'.

The full colour pictures are used mostly over a full page per single picture, and also serve to show how particularly on the miniature lines stock tends to move around between locations. In total 30 lines are included, the book divided up into gauges, starting with the 21 inches of the Pleasure Beach Express at Blackpool and ending with the 12 inches of the Ruislip Lido Railway. Some 24 of the lines included are 15-inch gauge.

The captions are sparse, mostly describing what one is seeing in the picture and no more, and I feel a little more information on each line illustrated would have elevated the book. Also the colour reproduction, at least on our review copy, seemed a little washed out compared to the publisher's usual high standards, a shame as the author appears to have made a lot of effort to visit the railways on the sunniest days! **AC**



ISBN 978-1-900340-44-1 Published

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James Hilton Draws

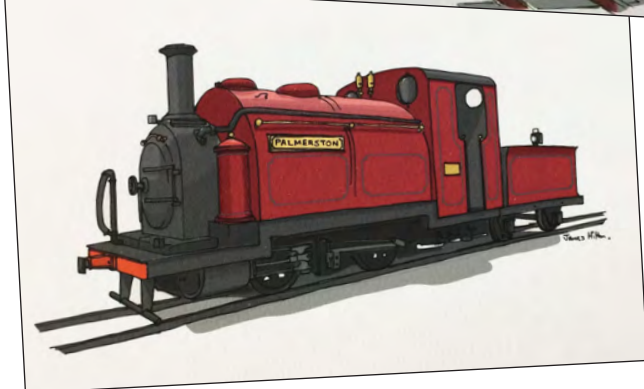
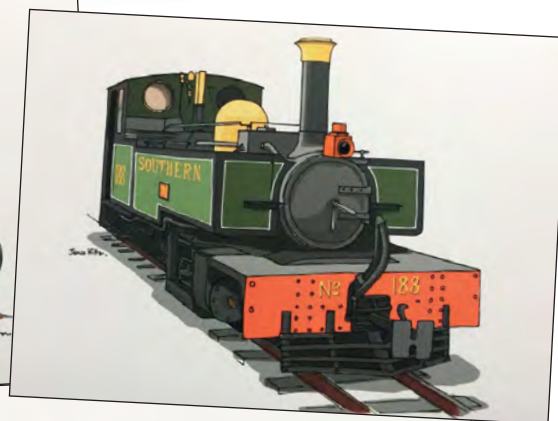
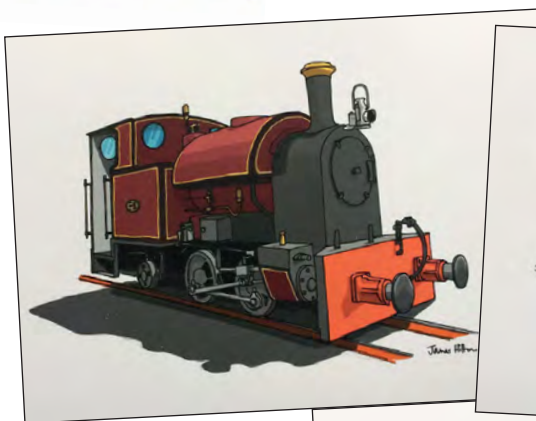
■ James Hilton has regularly appeared in our pages in the past, being a noted 009 scale modeller and also a designer of models using the latest 3D printing technology and available through the Narrow Planet outlet (<http://narrowplanet.myshopify.com/>). Illustrated here are examples of his latest diversification, rather attractive artwork prints of well-known narrow gauge locomotives.

These are hand-drawn pen and ink sketches produced digitally using an iPad and Bluetooth 'pencil' and each then printed on high quality textured art paper.

The range currently includes the England 0-4-OST 'Palmerston' from the Ffestiniog Railway, Manning Wardle 2-6-2 'Lew' of the Lynton and Barnstaple Railway and the new-build Kerr Stuart no 7 of the Corris Railway.

Each print is numbered and signed, while James also offers a custom service to bespoke order – examples of his work are at www.jameshiltondraws.com. **AC**

Produced by James Hilton Draws
Order online at www.fearingout.co.uk. Bespoke order enquiries to enquiry@jameshiltondraws.com
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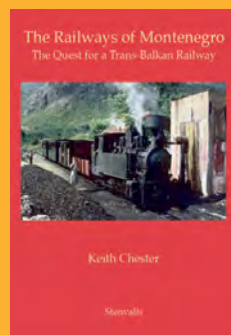
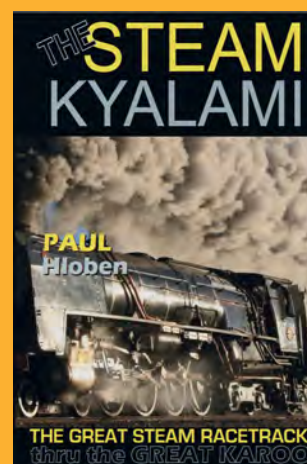
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Books on narrow gauge around the World

The Steam Kyalami

by Paul Hloben. The Great Steam Racetrack thru the Karoo. This major new book is a celebration of South African steam in outstanding photography as well as evocative text about the heavy traffic with condensing and non-condensing 4-8-4s, driving them, the history of the railway and its branches and locomotives, and much more. 252 pages, hard-bound, £35.00.



The Railways of Montenegro

The Quest for a Trans-Balkan Railway, by Keith Chester. 232 pages A4, numerous photographs and specially prepared maps, hardbound with laminated dust jacket. £35.00.

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Left: What we did not realise when we published James Waite's picture of a steam working in Borneo last month was that the first carriage in the rake was actually one of the line's former railcars, which had been shorn of its engine by the time it was in use here as a brake carriage.

More memories of Borneo

As a former resident of Kota Kinabalu (I spent 12 years working in Sabah, Brunei and Sarawak at various periods between 1979 and 1996) I was very pleased to see the article in *NGW* 122 by James Waite on the Sabah State Railway and the North Borneo Railway tourist operation. There are however a couple of points on which Mr Waite has been misinformed.

The oldest bogie diesel railcars, built in the 1960s, one of which is illustrated at the top of page 19, were ordered from and designed by Wickham & Ware. However, because of their size they were actually built by the BR workshops at Derby under subcontract from Wickham. They originally had Gardner engines mounted above the frames in an

engine compartment behind the driver, but may have been re-engined with another type of power unit, which is maybe where the 'Italian origin' rumour came from.

I think they were all two-car units, and at least one remained in service right up to 2005 in pretty poor condition – for instance, there were quite large holes in the floor of the passenger saloon! By that time some of the cars had been de-engined and were being used as hauled stock – one is illustrated in use as a brake carriage immediately behind no 6-016 at the bottom of pages 18 and 19.

Although one of the 2-8-2s was said to have been ordered as an oil-burner, the experiment didn't last very long, if it actually took place at all. All three of the 2-8-2s were wood burners for the majority of their

mainline service. I inspected the tenders of each of the locomotives at Tanjung Aru in the early 1980s and there was no sign of any of them having been fitted with an oil tank, nor was there any sign of them having burned coal, which would have had to be imported. At that time only one of the three was working and it was burning low-quality (export reject?) meranti logs cut up into slabs about three feet long. During a visit in 2005, the working locomotive was no 6-015, which was burning mangrove logs.

In the workshops at Tanjung Aru at that time was an extremely ugly, bulbous-nosed, railcar that had been bought from India. It was out of service and I got the impression that it was unreliable and not likely to re-enter service, it appears it might have disappeared by the time of Mr Waite's visit. During the recent reconstruction the contractors relaying the track used at least one Faur Bo-Bo diesel locomotive.

John L Dobson

"What will be the next headline project, the next recreation of a loco type that we have lost?..."

Soller and the cheap fares

At the risk of prolonging the correspondence regarding the withdrawal of concessionary fares on the Soller Railway in Majorca (*NGW* 121, 122), my experience of these does go back some 20 years. At that time a concession existed for priests (in uniform!) and was openly displayed on the conditions of travel.

Unexpected Narrow Gauge...



■ Well if you met this while driving along in the car it would be pretty unexpected! But the Editor has an admission to make – this is of course the NG G13 Garratt no 60 'Drakensberg' en route from the Schinzacher Baumschulbahn to the Vale of Rheidol Railway in mid Wales, and the news of its move came in so late (officially *after* this issue went to press) that we had to squeeze the story into the news pages, and the only space left to say any more about the loco was – here!

No 60 was one of 12 NG G13s built for the South African Railways under licence by Hanomag in Germany in 1927. It worked mostly in Natal and spent its last years hauling limestone traffic from Loerie, before being withdrawn in 1973. In 1986 it was bought by Swiss enthusiasts and shipped to the Schinzacher Baumschulbahn, a large narrow gauge line running round a garden centre. Restoration took 20 years and it was first steamed in 1998, after which it worked the line until track layout changes created curves too tight for it. The VoR spent three years negotiating to bring the loco to the UK, and even the transport posed problems, as it was decided the loco needed to be kept in one piece, rather than being split into its three major components. There – big lorry required!

The VoR now needs to carry out a 10-year hydraulic boiler test on the loco as its Swiss paperwork does not meet UK standards, even though the engine is already in ticket. In addition to this some wheel work and air braking together with a revised ashpan and spark arrester will be required before the no doubt much-awaited first day in service for this powerful loco.

Photos: VoR

I actually noticed one cleric on the train who rather stood out, not by his cloth, but by the fact that he was the only passenger in first class.

The same day I had a solitary and unrestricted walk around the workshops at Soller which included the lorry-based railcar then in store.

Paul Blanchard

What next after Lyn?

So earlier this month my Facebook feed erupted with videos of 'Lyn' in steam for the first time, and no doubt when my next issue of your fine magazine arrives it will be full of photos on the same subject.

It is great to see what must be the major new-build project of the narrow gauge world coming to its completion, and I find myself thinking, what next? Yes I know the Ffestiniog is building a new double Fairlie, and the Corris a Hughes 0-4-2T, but these will both be examples of original loco types that we can still see in action today.

What will be the next headline project, the next recreation of a loco type that we have lost? Personally I would like to see a Fairlie that was probably never allowed to prove its full worth, 'Gowrie' of the North Wales Narrow Gauge Railway – that would be an interestingly different shape on today's Welsh Highland!

Russell Snowdon

Andrew C replies: Ah the perennial question! Firstly one has to assume that whatever this big project was, it would attract enough subscribers to provide what would be substantial funds – the 762 Club is still hunting another £25,000 to finish Lyn, and there are plenty of other projects seeking in some cases very substantial funding, such as for the rebuilding of the Lynton & Barnstaple.

If money wasn't a problem? Well a Leek & Manifold Kitson 2-6-4T comes to mind, but if built to the correct 2ft 6in gauge where would it run? I don't think it would work very well on the switchback route of the Welshpool & Llanfair. I'd really like to see a Kerr Stuart 'Skylark' 0-4-2T, but that's probably not exciting enough for most enthusiasts...

YouTube Watch – online narrow gauge films

The online video site YouTube, which encourages users to upload their own clips, is a great source of narrow gauge items. If you've seen a clip that our readers would enjoy, why not send in the link?

■ Hopefully many readers saw the brief video posted by the Editor on the magazine's Facebook page of the steaming of the month, Baldwin new-build 2-6-2T 'Lyn' at Alan Keef Ltd. This 11-minute film by the Lynton & Barnstaple's resident videographer Trevor Garnham includes interviews with the people that made the build happen, and on watching you will no doubt have the same opinion as all of sue present on the day – can't wait to see this loco on a line, on a train!

www.youtube.com/watch?v=6K_TbM7-8Ak&feature=youtu.be



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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 50 years ago

Recent activities on the Ressa Breton (Gauge - metre)

Services between Guingamp and Carhaix were withdrawn on 14th February to allow the standard gauging of the line to begin. On 10th April passenger services were withdrawn from the whole of the rest of the system, and the Chateaulin-Camarret and Carhaix-Morlaix lines closed completely. Freight traffic on the Carhaix-Loudeac-La Brohiniere, Carhaix-Rosporden, and Carhaix-Chateaulin lines will continue until September. some rolling stock is to be transferred to the Blac-Argent and to the PO-Correze.

At Carhaix, all trace of the metre gauge line in the loco depot yard on the station side of the workshop has now gone. On the mainline side of the shops only two metre gauge lines remain, and these now go on to the end of the shops away from the station where the remaining metre gauge steam is now stabled, a large standard gauge loco stabling point has been laid next to these lines.

This was effectively the end of one of the largest narrow gauge systems in France, with five lines radiating from Carhaix. A section from Guingamp to Paimpol was converted to dual gauge in 1924. This survived the major changes of 1967 during which the line from Carhaix to Guingamp was converted to standard gauge and the other lines closed. Today this one route survives as a standard gauge line, while some locos and rolling stock survived into preservation on other French lines.

Vale of Rheidol Railway (Gauge - 1ft 11½in)

On July 1st, Mrs Barbara Castle, Minister of Transport, had a break from her exhaustive tour to travel on the V of R. Naturally the rumours of closure were brought up for discussion, and mention was made of the threat made some years ago that the line would be closed unless receipts were increased considerably.

This was followed by the setting up of a local committee to publicise the line, and Mr Glyn Pickford, Mayor of Aberystwyth and the committee chairman, said that passenger traffic had risen to 46,000 last year, and closure of the line would be unthinkable. A local BR spokesman announced at the time of the visit that the Railways Board might have to consider closing or selling the line.

Mrs Castle, after her trip, said that this was the first time she had heard about a closure of the line. No proposals had been made by the Railways Board, and there was no substance in the rumour.

Aberystwyth UDC discussed the line at its meeting on July 13th. They were considering BR's offer to sell the line as a going concern!

Barbara Castle's visit raised the profile of the VoR and probably prevented its closure or sale at the time – whether a sale in 1967 would have seen the line survive until today we will never know... In the event the VoR would be run by BR for another 12 years!



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...

■ Time to exercise your grey matter! 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) 'Unique' was one of the narrow gauge fireless engines used at Bowaters paper mill in Sittingbourne – what was the other one called?
- 2) What company built its first locos at the Phoenix Iron works in Lewes, Sussex before moving to Houghton Road, Bedford?
- 3) And what simple name did this company's most famous product come to be known by?
- 4) 'Olive', preserved at the Kimberley Mine museum in South Africa, is one of the largest locos built to what gauge, and by which manufacturer?
- 5) Which railway used a turning triangle for just a few months in 1928?
- 6) On which line is the highest railway station in Austria?
- 7) There were 41 locos in total, they ran on the sugar cane lines in Queensland and Fiji, and 34 of them were 0-6-0Ts – who built them?
- 8) What is the Iron Horse Railroad better known as today?
- 9) If I had alighted at Bishop's Court Halt, what line was I travelling on?
- 10) Where is this (right)



Answers to quiz in *NGW* 122

- 1) Over the May Bank Holiday in 1992, at Whipsnade in Berkshire, when the Welshpool & Llanfair Light Railway's Barclay 0-4-0 'Dougal' attended the Great Whipsnade Railway's 'Steam-Up' event.
- 2) The 4ft 6in gauge Plymouth & Dartmoor Railway.
- 3) The Stevington & Turvey Light Railway, a private line in Bedfordshire set up in the 1980s by BR signalmen.
- 4) It wasn't in Surrey – previously located in Hersham, the private line had relocated to Hook in Hampshire. It had closed by 2003.
- 5) The Tralee & Dingle
- 6) Eritrea
- 7) Hunslet 0-6-0T no 846, built in 1904 for the Cyprus Government Railways.
- 8) The plaque by the plinthed loco claims that it was the first steam engine on Cyprus. In fact a standard gauge loco was temporarily imported for harbour construction in 1903.
- 9) The Tower Subway was a circular tunnel built in 1870 under the Thames close to the Tower of London. Along it was laid a 2ft 6in gauge railway with a single car drawn by cables powered by steam engines at either end of the tunnel. But it went bankrupt after only a year and the tunnel was converted to pedestrian use. It's still there today, but not open to the public, instead carrying a water main.
- 10) On the Steeple Grange Light Railway.

What's in a Name?



■ Another classic from the camera of David Mitchell. Zillertalbahnhof No 4, Borsig 0-10-0 'Castle Caereinion' is pictured at Jenbach in summer 1966, on a goods train that includes standard gauge transporter vehicles. The loco got its name after the Zillertalbahnhof donated carriages to the Welshpool & Llanfair Light Railway in Wales.

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.

- 2nd, 5th, 9th, 12th, 16th, 19th, 23rd, 26th-27th August, Lincolnshire Coast Light Rly operating day. www.lclr.co.uk.
- 5th August, Abbey Pumping Station Pump Car Railway Gala Day. 2ft gauge line adjacent to National Space Centre, Leicester.
- 5th-6th August, Rhiw Valley Light Railway Open Weekend. 15in gauge line close to Welshpool & Llanfair. www.rvlr.co.uk
- 5th-6th August, Talylyn Railway Victorian Weekend and beer festival. Ales at Wharf station
- 6th August, Bredgar & Wormshill Rly Open Day. 2ft gauge gem near Sittingbourne, Kent, 01622 884254, www.bwlr.co.uk.
- 6th August, Crossness Engines Trust open day. See progress on Royal Arsenal Railway recreation, London SE2 9AQ.
- 12th-13th August, Bressingham Steam Museum Steam in Miniature Weekend, Also East Anglian Garden Railway Show (Sat).
- 12th-13th August, Cleethorpes Coast Light Railway 1940s Weekend, live entertainment, military vehicles, re-enactments
- 12th-13th August, West Lancashire Light Railway 'Nearly 50' Gala, intensive service, all available engines in steam.
- 19th August, Richmond Light Railway Open Day, Kent 2ft line, pre-booked tickets only, details from jeremy@ed-group.com
- 20th August, Welsh Highland Railway Classic Car Show, Dinas station, footplate & miniature train rides, slate shunt challenge.
- 25th-28th August, Bala Lake Railway Steam Gala. Celebrating first season with 'George B', intensive timetable, freight trains.
- 26th August, Talylyn Railway Late Night Steam. Evening trains, also Series 1 Land Rover Gathering on Sunday.
- 26th-27th August, Corris Railway Model Railway Exhibition. The Plas, Machynlleth, 10.30am-5pm.
- 26th-28th August, Steeple Grange Light Railway Industrial Engines Gala. Celebrating 60 years of loco ZM32.
- 27th August, Apedale Valley Railway Classic Cars & Steam Trains Day. Visiting classic vehicles, steam train services.
- 28th August, Gartell Light Railway Open Day. 2ft Somerset line, frequent timetable. 01963 370752, <http://newglr.weebly.com>



'George B' will be centre of attention at the Bala Gala. Photo: Andrew Charman

Tramways

- Douglas Horse Tramway: Isle of Man, 01624 662525, www.rail.im/ Daily except 14th, 21st August.
- Manx Electric Railway: Isle of Man 01624 662525, www.rail.im Daily services.
- Seaton Tramway: Devon 01297 20375, www.tram.co.uk Daily services, every 20 mins from 10am.
- Snafell Mountain Railway: Isle of Man 01624 662525, www.rail.im Daily services.

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 Wed-Sun, bank holiday Mon
- 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 Daily, double-header day 27th.

München's 'Secret' Railway

The 28th July reopening of London's Post Office Railway as a tourist attraction prompts *Donald Brooks* to look at a less familiar German line.



Often described in the media as London's 'secret' railway, 'Mail Rail' was scarcely unknown to narrow gauge enthusiasts. What is perhaps less well-known is that similar lines existed in other European cities, including one that predated London's.

Two railways operated in Switzerland. Between 1938 and 1980 a 340-metre long route of 60cm gauge connected Zürich Hauptbahnhof with the Sihlpost. It was originally electrified at 220 volt three-phase, but was converted to dc current in 1958 and was worked by a single unmanned train. An even

Above: Typical train of 1910 stock, with the loco in the middle of four wagons. The tracks ran independently as two single lines.

Below: Driverless 1910 Krauss loco, showing the twin pantographs.

Photos by Donald Brooks, courtesy of Deutsches Museum.



shorter line apparently operated in Luzern from 1937.

It was in the German city of München (Munich) that it all began, however, with the opening in 1910 of a 450mm gauge line connecting the Starnbergerbahnhof, the shorter platforms at the northern side of München Hauptbahnhof, with the old post office running across Arnulfstrasse. The postal line started underground about halfway between the ends of the shorter and longer main line platforms, initially heading north, at right angles to the standard gauge tracks.

Almost immediately the line turned west to run below Arnulfstrasse, before turning north again to terminate below the buildings, still recognisable today though no longer in use by the post office, alongside Hopfenstrasse. The precise location of the northern terminus changed more than once over the years, but the line never quite reached half a kilometre in length.

Electric power

The railway was electrified from the start, with Krauss supplying three locally-built three-phase driverless locomotives to operate it. Two were in use, working independently on the two parallel tracks, while the third was spare. Trains invariably consisted of a locomotive in the middle, with two wagons at each end.

The line was badly damaged during the Second World War, not reopening until 1948, and was completely rebuilt in 1966 when the

initial works for München's S-Bahn led to the relocation of the tunnel. For the 1966 rebuilding, the electrification was changed from overhead to third-rail power, with four new locos supplied by Schöma. The line finally closed in 1988.

All three of the line's original locomotives have been preserved and one can be seen today not far from where it spent its working life. Its new home is in the Deutsches Museum Verkehrszentrum, just across Theresienhöhe from the Theresienwiese site of Oktoberfest. It is readily identifiable from the two Zugspitzbahn narrow gauge electric locomotives, one rack and one adhesion, plinthead outside. The postal locomotive is hidden away in a display that concentrates on München's standard gauge U-Bahn and can be easily missed. In fact I would probably have walked past it myself had my wife not pointed it out to me and asked me what it was.

Interesting museum

Although the Verkehrszentrum is not as well-known as Deutsche Bahn's Nürnberg museum, it holds much more interest for the narrow gauge enthusiast. Exhibits include rolling stock from Switzerland as well as more locally sourced items, contributing to a fascinating and varied transport collection which is very well worth a visit. It originally opened in 1908 as exhibition halls for trade fairs – with the world premiere of Mahler's Eighth Symphony taking place in the main hall in 1910. **NGW**

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