

# NARROW GAUGE WORLD

ISSUE 130  
JUNE 2018



■ LYNTON & BARNSTAPLE - HOW IT ALL BEGAN



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Cover: This scene is unlikely to be repeated for sometime, the pioneer Ffestiniog new-build Fairlie 'Earl of Merioneth' now out of service and likely to be so for some time. The full story of the locomotive and its final run is in this issue.

Photo: Graham Bond/FF&WHR

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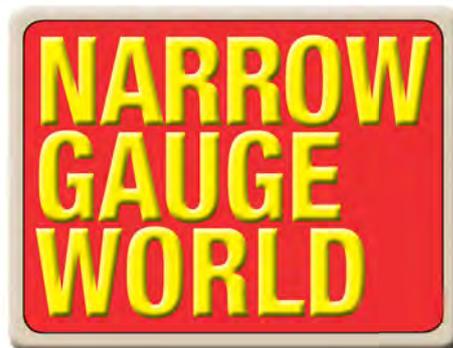


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# Issue No 130

## June 2018

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## CONTENTS

**05** **First Lines**  
Favourite locos making their return

**06** **Headline News**  
Donegal railcars heading home?

**07** **UK News**  
A new station at Waunfawr

**14** **World News**  
Sibiu bid to buy a locomotive



**16** **Locomotives**  
Finale for the 'Earl of Merioneth'

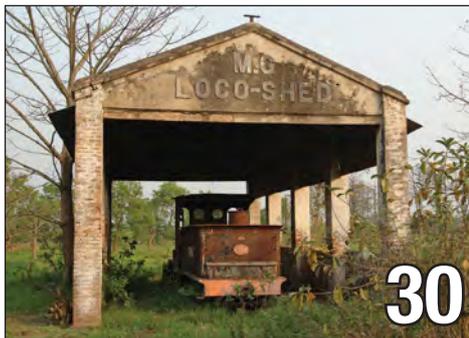
**20** **UK Lines**  
Lynton - the early days

**26** **News Gallery**  
Latest narrow gauge images

**30** **Waite's World**  
India's hidden sugar locos

**33** **European Lines**  
More Austrian visits in the 1960s

**36** **Narrower Gauges**  
Yesterday and today at Eaton Hall



**40** **NG Modelling**  
Welsh splendour in 009

**44** **NG Modelling**  
Realistic finishing on a small layout

**47** **NG Modelling**  
Shows and new kits to tempt

**48** **On the Shelf**  
Latest narrow gauge reading

**50** **Viewpoint**  
Questions answered - and posed

**51** **Narrow Gauge Extra**  
The quiz, differing times and more

**53** **Diary**  
Where to see NG action this month

**54** **Narrow Gauge Encounters**  
New underground NG in Poland



NEXT ISSUE – JULY 2018

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# Welcome back my friend...



***“When the poor Ratty had its workshop set on fire by an arsonist in 2013, it was the Esk, under major overhaul at the time, that suffered the most damage...”***

**Photo: New and returned - ‘Whillan Beck’ and ‘River Esk’ pose at Ravenglass following the former’s naming ceremony on 5th May. Photo: David Moseley/R&ER**

**W**elcome to *Narrow Gauge World*, and it’s been a month of narrow gauge debuts and returns – most of them it seems at the Ravenglass & Eskdale!

Many readers will know I have a particular passion for this line, and I make no apologies whatsoever for publishing the picture that graces the top of this page. Yes it features the new star of the Lakeland line, the Krauss Pacific ‘Whillan Beck’, but actually what makes the photo all the more appealing for this particular enthusiast is the fact that the black locomotive alongside is also in steam...

I’ve told the story before of how very many years ago when I was a very young enthusiast (yes, most things were black and white in those days...) my parents and I spent a day on the ‘Ratty’ as part of our Lake District holiday, and I was totally taken with the line. Next day, when they wanted to go to Muncaster Castle they left me on my own at the line for the day, and came back at the end of the day to find it all closed up, apart from ‘River Esk’ shunting carriages with me on the footplate...

So Esk has always been my favourite Ratty engine, even if perhaps one of the least ‘narrow gauge’. I was mortified to hear that when the poor Ratty had its workshop set on fire by an arsonist in 2013, an act which caused close to £700,000 of damage and for which the perpetrator was quite rightly later sentenced to 10 years in

prison, it was the Esk, under major overhaul at the time, that suffered the most damage.

Five long years later, and the social media feeds have been full of photos and video of Esk in steam again and sounding great, a tribute to the skills of the engineering team at the Ravenglass. Remarkably as we report on page 13, the loco has returned just as the Ratty’s new fleet member, ‘Whillan Beck’ makes its debut, and Heywood ‘Katie’ (effectively a new-build on the original loco’s chassis) also joins the line-up in Lakeland. Was Esk overshadowed? Not a bit of it, and I’m looking forward to making an excuse for another trip to the Ratty this year and a trip behind the loco, or perhaps on it? (Pretty please...)

## Time to get out there

Talking about making excuses for visits – now is definitely the time. The season has begun in fine fashion and there are events that promise to be truly superb just around the corner. It’s clear for example that the Ffestiniog’s Hunslet 125 celebration for the birthdays of its two former Penrhy locos ‘Linda’ and ‘Blanche’ on 22nd-24th June will be something special, likely the largest gathering of different locos from the Leeds manufacturer yet.

Then of course there will be the third Tracks to the Trenches event at the Apedale Valley Railway on 13th-15th July. Your Ed attended the second version of this event, in

2016, and it was the probably the most relaxed yet all-encompassing railway Gala he has experienced, a full day’s entertainment yet in which nothing felt hurried. We are told the third version will be the last, marking 100 years since the end of the First World War, so it’s certainly not to be missed.

Of course it’s not all about Galas and special events - I’m sure many enthusiasts will agree with me that there are few better ways of relaxing than sitting on a train traversing the narrow gauge. Especially if you’ve saved money doing it... A glance at page 55 will reveal that we are again running our subscription offer, which provides a free Great Little Trains of Wales discount card for signing up to subscribe to *NGW* for £8.99 per quarter. That is cheaper than buying the magazine in the shops, it appears in your letterbox without you having to go searching the newsagent, and you can save 20% at 11 participating railways! Visit them all and you’ll effectively save the price of the subscription...

There’s never been a better time to sign up – our news pages bulge with rebuilds, new-builds, extensions, new schemes. We are getting constant invites to go behind the scenes at the narrow gauge lines to bring you in-depth stories, and we are constantly discovering new historic material – there’s loads to enjoy in coming issues!

Enjoy your *NGW*, and see you next month...

*Andrew Charman*



## Isle of Man hatches plan to send Donegal railcars home

Two former County Donegal Railways diesel railcars, owned by the Isle of Man Steam Railway since 1961, could be leaving the island to return to Ireland if early talks involving Isle of Man Transport and the Fintown Railway are successful, writes *Hugh Dougherty*.

IOMR traction and rolling stock manager Mike Szender has been in touch with the Fintown Railway to determine if the line is interested in the railcars, ex-CDR number 19 and 20. These were built in 1950 and 1951 respectively, by Walker Bros of Wigan and by the Great Northern Railway of Ireland.

The Fintown Railway, which operates three miles of the former Glenties branch from Fintown Station and already has ex-CDR railcar 18, has responded positively to the enquiry, which would require restoration of the cars being completed. This was started in 1998 by the IOMR, but put on hold in 2000. Funds would also be needed to transport the railcars to Donegal.

“The County Donegal railcars are not a

priority restoration project for ourselves whilst we put our efforts into other projects across the railways,” said Mike.

“We always remain willing to discuss with partners on the island and further afield, the restoration of the vehicles to visible usage.”

### Exploratory talks

Mike stressed, however, that no firm plans are in place and that the talks with Fintown are exploratory at this stage.

Oliver MacDevitt, past chairman of the Fintown Railway said: “The railway has received an e-mail from the Isle of Man Railways enquiring if there would be interest in the cars coming to Fintown and there has been a very positive response.

“The cars would take the strain off number 18, be able to run back-to-back and, if they were fully restored, could mark the 60th anniversary of the closure of the CDR in 2019. Funding sources are being actively examined.”

Meanwhile Fintown station building has

been gifted to Comlacht Traenach na Gaeltacht Lair, operators of the railway, by owners Donegal County Council.

The station was built in 1895 to a standard design for the Stranorlar to Glenties railway. It was in use until the last passenger trains ran in 1947, and was closed completely in 1952, when the final goods trains ran on the line. It has since been used for various community purposes, including a rural health clinic, but has now been declared surplus to council requirements.

CTGL has used the platform since it began running trains in 1995, but has not had access to the station building, making do with temporary buildings. Its ticket office for a period in the 1990s was half of former County Donegal Railways coach number 58, now reunited with its other half and on display at the Donegal Railway Heritage Centre, Donegal Town.

The line is now looking for funding to restore and return the station building to railway use as a ticket and administrative office, small museum and café.

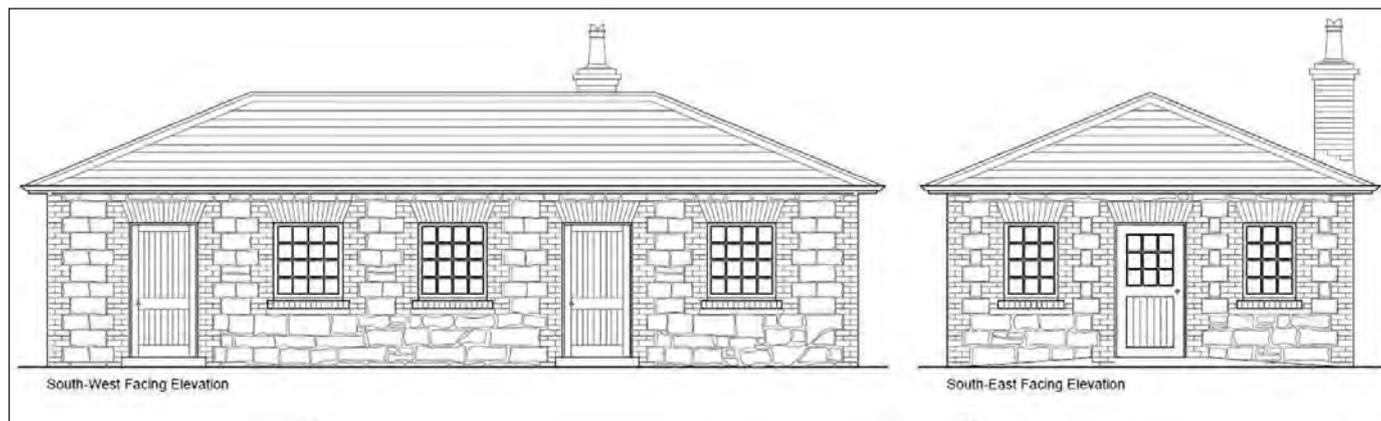
CTGL has also spent 8,000 Euros on a top-end overhaul of railcar 18’s Gardner 6LW engine for the 2018 season. The work has been carried out by Clarke Engineering of Clonmany, which specialises in diesel engine restoration.

**On 5th November 2017, the partially-restored cab of railcar no 20 is paired with the coach section of no 19 in Douglas sheds.**

*Photo: David Booth, IoMRSA*

**Donegal railcar no 19 at Douglas in May 1994.**  
*Photo: Hugh Dougherty*





# Waunfawr station to be rebuilt

Close to two decades after it reopened, the Welsh Highland Railway's Waunfawr station is to get its building back.

The original stone building was constructed for the opening of the North Wales Narrow Gauge Railway, predecessor to the WHR, in 1877. After the closure of the Welsh Highland in 1936 the building slowly deteriorated to derelict condition.

When the WHR was rebuilt to Waunfawr in 2000 the remains of the building were in the way of the remodelled station. Members of the Welsh Highland Heritage Group carefully dismantled the structure, numbering each stone with the aim of renovating the building in similar

**Top: Plans for the new Waunfawr station, replicating the style of the original.**

*Plans courtesy FFWHR*

**Right: Meanwhile at the northern end of the Welsh Highland Railway progress on the new station at Caernarfon is rapid. This shot taken on 7th May shows that much of the external structure appears to be complete.**

*Photo: Rosemary Charman*

fashion to that at Tryfan Junction, the reconstruction of which won the Railway Heritage Trust's Volunteers Award in 2014.

Unfortunately plans for Waunfawr stalled when contractors working on the rebuilding of the line mistakenly used the numbered stones as embankment fill.

A rebuild in original NWNCR style was promised once funds became available, and this is now to happen thanks to a private major donation.

Work on the new building is scheduled to begin in September with the aim of completion sometime during 2019.



# GVT rebuild begins on Chirk station

Members of the Glyn Valley Tramway Trust began physical work at Chirk station on 8th May as they progress towards a 2ft 6in gauge rebuild of part of the line closed in 1935. A working party swiftly exposed the platform edge (to the right of the new sign in the picture) and also uncovered most of the lower courses of brickwork for the booking office and waiting room.

During the work one of the original door hinges, painted interior plaster, broken floor tiles and a small piece of the original booking office fireplace tiling were all found. GVTT spokesman Rick Wilson said that all the relics will help members rebuild the line in as authentic a manner as possible.

Anyone wanting to get involved with the project can find out more on the website at [www.glynvalleytramwaytrust.co.uk](http://www.glynvalleytramwaytrust.co.uk)

*Photo: Rick Wilson*





## Falcon 'Sir Haydn' returns to Talyllyn after overhaul

Talyllyn Railway no 3 'Sir Haydn' returned to the line on 19th April following a major overhaul at the Vale of Rheidol Railway's works in Aberystwyth.

The Hughes 'Falcon' 0-4-2ST, built in 1878 for the Corris Railway, has been out of service since 2012, although it did undertake a nationwide publicity tour for the Talyllyn as a static exhibit between 2013 and 2015.

It was last seen on Talyllyn rails in July 2015 when it made a surprise static appearance at the TR's 150th Party, before heading to the Vale of Rheidol's works in October 2015. Work needed proved to be more extensive than originally hoped, the loco stripped right down to its frames.

Since its return no 3 has undergone a

testing programme before its official return to service. A special train on 14th May was due to be run for donors to the appeal that raised more than £100,000 to help fund the overhaul.

Assuming Sir Haydn returns to traffic as planned in mid May the Talyllyn will have all six of its steam locomotives available for traffic for the first time in some years. This will not be for long however, as Fletcher Jennings 0-4-2ST no 1 'Talyllyn' will be withdrawn from traffic on 18th June for an overhaul that will be carried out in the railway's own Pendre workshops.

**Above: Back on its home metals – Talyllyn no 3 'Sir Haydn' following its return from Aberystwyth. Photo: Allan Black**

## 'Douglas' is going to the air show

Talyllyn Railway no 6 'Douglas' is going on a centenary tour.

Last month we reported on the relaunch of the Barclay 0-6-0WT in a blue livery to celebrate the 100th birthday of both the loco and the Royal Air Force that it once worked for at Calshot near Southampton.

Now it has been revealed that on 10th June Douglas will be on display at the Cosford Air Show in Shropshire, the RAF's only official air show and an event that attracts around 60,000 people each year.

As reported last month in the autumn no 6 will head to the North Yorkshire Moors Railway, where it will be reunited with former TR general manager and RAF serviceman Chris Price, who now manages the Yorkshire standard gauge line. Douglas will be on show with other centenarian locomotives at the Autumn Gala on 28th-30th September, and will travelling the line on a flat wagon.

It will then remain on the Moors line to take part in the 'Railway in Wartime' weekend between 12th and 14th October. This will again feature a RAF theme.

On 6th May Douglas was on hand to welcome the RAF Centenary Baton to Tywyn. The baton is on a nationwide tour that started on 1st April and which will finish in London at the official RAF 100 celebration on 10th July.

It had been carried from the RAF Museum at Cosford by members of the RAF Cosford Motorcycle Club and was greeted by members of the local RAF Association. The baton then headed to the former military camp at Morfa, site of a wartime RAF airfield, and then carried by bicycle by RAF Cycling Association members to the foot of Mount Snowdon.

**On its travels – Talyllyn loco no 6 'Douglas'. Photo: Ian Drummond/TR**



## Corris sets 2021 target for Falcon new-build debut

The Corris Railway is targeting a 2021 completion date for its new-build Falcon 0-4-2ST project, in the hope of recreating scenes from 100 years earlier.

In 1921 Kerr Stuart Tattoo 0-4-2ST no 4 arrived on the line, its first new steam locomotive since the original three Falcons were built for the line by Hughes in 1878.

No 4 and Falcon no 3 then worked freight services until the Corris was closed by British Railways in August 1948, the two eventually bought by the Talyllyn Railway and renamed 'Edward Thomas' and 'Sir Haydn'.

The revived Corris debuted its Tattoo new-build, no 7, in 2005. Now it wants to boost fundraising for the Falcon project to make the 2021 recreation a reality.

Construction of the new loco is underway at the Ross-on-Wye, Herefordshire workshops of Alan Keef Ltd, the pace dictated by funds available. The frames are complete, as is the boiler.

### Rolling chassis

Corris volunteer Andy Cooper, updating progress in the society magazine, states that funds have allowed Alan Keef to fit the cylinders to the frames, finish the axlebox slippers and fit the wheelsets to create a rolling chassis and start work on the connecting rods and associated parts.

Andy estimates that to finish the rods and make the remainder of the motion will require a further £53,000.

"At that point whilst having a way to go to completion we really would have the guts of the loco done. How good it would be if 2018 were the year of the 'motion' and by March 2019 all of those parts could be in place and the main mechanical workings completed."

Anyone who wishes to donate to the project can do so through the newly redesigned website at [www.corris.co.uk](http://www.corris.co.uk) or by sending cheques, payable to the Corris Railway, to Peter Guest, 38 Underwood Close, Callow Hill, Redditch, B97 5YS.

**Below: The Falcon boiler is complete and awaits its chassis. Photo: Andrew Charman**



■ The Ffestiniog & Welsh Highland Railway debuted its latest carriage build, no 152, on 5th May. The luxury observation car has been built over the past two years as a sister to carriage 150 launched in 2016, and will ensure that both Ffestiniog service trains on a typical timetable will include a first-class observation car.

Built entirely at the FR, no 152 differs in several details to 150, notably the rear observation window which does not have a central vertical frame. Inside there are many neat details, including a great deal of marquetry work.

*Photo: Chris Parry/FR*



## Earl farewell aids Air Ambulance

The Wales Air Ambulance benefited to the tune of £3,200 from the farewell run of pioneer new-build double Fairlie 'Earl of Merioneth' on 8th April.

NGW reported briefly last month on the final day in service for the Fairlie, which is in need of a major rebuild and so is being retired for the foreseeable future.

The very final run on the Sunday evening was a special train for staff and volunteers of the Ffestiniog & Welsh Highland Railways. All who travelled on the train made donations to the Wales Air Ambulance and filled in Gift Aid envelopes to maximize the amount raised. In addition, a 'Farewell to the Earl

of Merioneth' headboard, designed and carried by the locomotive on the night, was auctioned after the event to further boost funds.

The £3,200 raised included £1,800 from Peter and Alison Richardson of Bridlington, Yorkshire, who won the headboard auction. They have been supporters of the railway for many years and wanted to help towards the cause, albeit from a distance.

**Squaring the Circle – special report starts on page 16**

**Below: Staff and volunteers on the finale special pose at Ddault. Photo: Chris Parry/FF&WHR**



■ As briefly mentioned last month, Welsh Highland Heritage Railway Bagnall 0-4-2T 'Gelert' has returned to the line following major work at Statfold Engineering's works in Tamworth, Staffordshire. This included fitting a new boiler built by Israel Newton Ltd.

After appearing in steam at the Statfold Open Day on 24th March, the loco arrived back at Porthmadog on 15th April.

Gelert's return brings the WHHR fleet back up to three operational steam locos, the others Hunslet 2-6-2T 'Russell' and Barclay 0-6-0T 'Gertrude'.  
*Photo: Michael Chapman/WHHR*



## BRIEF LINES

### Lynton carriage progress

The fifth heritage-style carriage for the Lynton & Barnstaple Railway is making solid progress, with delivery of the bogies and underframes, currently under construction at the Ffestiniog Railway, expected in mid July. L&B members at the Essex carriage works have joined the wooden solebars for vehicle and trial-fitted the sides to them.

### Anything goes at Talyllyn

The Talyllyn Railway will be running an 'Anything Goes' Gala on 16th June, featuring a double-heading theme, the return to service of no 3 'Sir Haydn' (see story on page 8) and the final weekend in service for loco no 1 'Talyllyn' before withdrawal for overhaul. The weekend will also see the naming of 1983-built and newly overhauled former armaments depot diesel 'Trecwn', by the chairman of Network Rail, Sir Peter Hendy.

### No 1215 steams at last

The long restoration of War Department Hunslet 4-6-0T no 1215 passed likely its final major hurdle on 19th April with a successful steam test. The 1917-built loco is expected at the Ffestiniog Railway's Hunslet 125 event on 22nd-24th June.

### Mite goes to Kent

Within days of new loco 'Whillan Beck' being named (see story on page 13), the Ravenglass & Eskdale Railway's 2-8-2 'River Mite', completed in 1966, set off for the Romney, Hythe & Dymchurch Railway where it was due to feature in the Kent line's steam and Diesel Gala on 12th-13th May. The loco was set to be rostered on bespoke train combinations including with the newly overhauled RH&DR 4-8-2 'Samson'.

### Lyn waits at the Lynton

Efforts to put Lynton & Barnstaple Railway Baldwin new-build 'Lyn' into regular service at the railway have been delayed by track issues. Despite the points at the Killington Lane terminus being replaced by larger-radius units over the winter, rail head marking has been noticed and solutions are being considered. L&B staff are confident of the loco entering service in May, and in September it is expected to meet its fellow L&B new-build, Manning Wardle 'Lyd' for the first time at the line's Autumn Gala.



# Weather delays extension work

The grim weather of recent months has delayed work on the Leadhills & Wanlockhead Railway's half-mile extension from Glengonnar Halt to Wanlockhead, writes *Hugh Dougherty*.

Project leader and chairman of the society that operates the Scottish line, Alan Mackie, has been forced to redesign the drainage on the new section. This follows serious flooding of the cutting in January and the effects of snowfalls on the Lowther Hills which resulted in the cutting and Wanlockhead station site being unreachable for several weeks.

"We made good progress after we started work in August last year, but, since the start of 2018, we have been hampered by the weather and I had to redesign the drainage we planned so that it can cope with severe weather of the sort we've had," Alan said.

"We're also now operating the railway every weekend, so volunteers have gone back to running the line, and we're very much on the lookout for anyone who would like to join us to help with the digging as we're keen to meet our target of trains arriving in Wanlockhead by 2020."

Better news for the line is the imminent return to service of 'Clyde', its 1975-built Hunslet diesel workhorse. Specialist repairs have been carried out to the hydraulic gearbox and new driveshaft sprockets manufactured for the loco.

**Above left: Workhorse 'Clyde' should shortly be back in traffic. Photo: Hugh Dougherty**

**Above right: Wanlockhead station site and Glengonnar cutting beyond are inundated by floodwater on 28th January. Photo courtesy Robert McCartney/L&WRly**

# Government buy-out secures future of horse tram stables

The future of the Douglas Horse Tramway's historic stables building has been made safe after they were purchased by the Manx Government.

The Tramway Terrace site, which dates from 1877, had been under threat since it was offered for sale by the previous owners of the tramway, Douglas Borough Council, in August 2016.

The government's Department of Infrastructure paid £600,000 for the stables, as part of its plans reported in last month's issue for the regeneration of Douglas Promenade and the future operation of the horse trams.

A key factor in buying the buildings is to allow the site of the former Summerland entertainment centre to remain clear and a more attractive proposition for investors. A planning application to construct temporary horse tram facilities at Summerland was approved last year.

The Department has now concluded, however, that buying the existing building will prove a more cost-effective solution, as well as retaining part of the Island's heritage infrastructure.

Member for Public Transport Jason Moorhouse said that the stables will continue to be used for its intended purpose, while investment will also be made to secure the fabric of the property and improve welfare facilities.

"With the promenade redevelopment project set to begin later this year and the recent application to rebuild Strathallan depot, this is an exciting time for the horse trams, and the wider heritage transport network more generally, with commitments being made to ensure they continue to attract tourists for many years to come," he added.

# Winter work aids stock

The Sittingbourne & Kemsley Light Railway has returned two of its passenger vehicles to service after winter remedial work.

Open carriage, 626, on the right of the

photo, and Bowaters brake vehicle 'Tony Nokes' have both undergone repairs. The brake vehicle includes a large passenger saloon and small brake compartment for the guard or ticket inspector. This was

suffering from leaking windows which had caused internal panelling to rot away, so it was replaced by the SKLR's Carriage & Wagon Team.

Spokesman Paul Best told *NGW* that carriage 626 is particularly popular with passengers on days of good weather. "It was full most of the day last Sunday," he said.

**Photo: Paul Best/SKLR**



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## Lincs Coast debuts air extension

As *NGW* went to press the Lincolnshire Coast Light Railway was making final plans to begin regular train services over its new extension on Sunday 27th May.

The extension, which takes the line in the Skegness Water Leisure Park an extra 150 metres to a terminus beside the Skegness Aerodrome, was completed by LCLR volunteers over the winter. The rail was sourced from a Ministry of Defence depot near Carlisle, laid on former London Underground sleepers, secured with track bolts acquired from the Ffestiniog Railway. The line is gradually being relaid with similar sleepers, heavier rail and new ballast.

The terminus run-round loop at South

Loop has been moved to the new head of steel, with 50 metres of the original track being relaid, and provision made for the construction of the line's second station at some point in the future.

Services will continue to operate from Walls Lane station, close to the new reception building of the Water Leisure Park.

"A new section of passenger railway opening in Lincolnshire is a rare and special occasion" said LCLR spokesman, John Chappell. "We will keep fares at £1 return, even on days when we are using our steam locomotive 'Jurassic'. That surely makes us the best value heritage railway anywhere in the British Isles". *Photo: Dave Enefer/LCLR*



## Welshpool makes wheelchair mods

The Welshpool & Llanfair Light Railway's project to improve disabled access to its trains has seen Hungarian MAV bogie carriage no 418 sent to Rampart Engineering at Barrow Hill for a rebuild and modifications.

The work includes extending the end balconies to improve wheelchair access, and internal modifications including tip-up seating for wheelchair-using visitors.

Remedial work and a repaint has also been carried out to the carriage and it is expected back at the Welsh line in May.

Following its return and commissioning, sister vehicle no 430 will be dispatched to Rampart to be similarly treated.

The project was made possible by a successful application for funding from the Government's Heritage and Community Rail Tourism Innovation competition.

The railway's 'Disability First' application saw it awarded £42,500, which funded the modifications to the carriages and the purchase of hydraulic lifts for the two terminus stations at Welshpool and Llanfair Caereinion. These have already gone into use, and have proven much more effective than the previous ramps used.

*Photos: Phil Crook/Kevin Heywood, W&LLR*



## Seaton celebrates 'Gordon's tram'

The Seaton Tramway has placed commemorative plaques on one of its trams in memory of a supporter and lifetime tram enthusiast.

The two plaques on the 2ft 9in gauge tram no 14 recognise the work of Gordon Langford in the discovery and restoration of the vehicle.

Gordon, who died in April 2017, discovered the tram being used as a chicken coop at a farm in Waltham Cross, just outside London, in the late 1950s. With a team of other enthusiasts he arranged for the tram to be taken to Modern Electric Tramways in Eastbourne in 1962.

The tram had originally been a double-deck London Metropolitan unit, no 94, built in 1904. Restoration saw the top deck removed and the width of the car reduced to run on a narrower gauge.

The tram moved with the Eastbourne line when it was forced to relocate to Seaton

and restoration continued. It now runs as a single-deck saloon car in the Seaton fleet.

Gordon had lived in Seaton since 1970 and was well known as a music composer, arranger and pianist of international renown. Car no 14 became affectionately known as 'Gordon's Tram' and the plaques were unveiled in the presence of Gordon's son, Philip, and daughter, Joanna.



# Locomotive overload at the Ratty



■ The Ravenglass & Eskdale Railway Preservation Society's 'Train from Spain' project reached a climax on 5th May when the restored Krauss Pacific officially received its 'Whillan Beck' nameplates in a ceremony at Ravenglass station.

Thanking everyone who had contributed to the project either monetarily or through work on the loco, Preservation Society chairman Sam Dixon paid a specific tribute to Mungo Stacey who project-managed the return to steam of the 1929-built locomotive. The unveiling of the name, which follows the R&ER tradition of calling its locomotives after local watercourses, was carried out by Trevor Stockton, newly retired after a lifetime spent on the line, the last 17 years as general manager. Trevor was presented with an extra nameplate and the anniversary headboard worn by the locomotive.

As reported last month Whillan Beck has already entered into service on the line, and later in the day was pictured on the turntable at Dalegarth before posing over its namesake that flows under one end of the station. *Photos: Harry Billmore*



The weekend before saw the official re-dedication for Heywood 0-4-0T 'Katie', the ceremony at Ravenglass climaxing a several-year project that has virtually constituted a new-build.

Built in 1896 as the first locomotive of the Eaton Hall Railway (see feature starting on page 36), Katie progressed to the Ravenglass & Eskdale Railway in 1916 but was by then badly worn and inadequate for the challenging Cumbria line. In 1919 the loco moved on to the Llewellyn Miniature Railway in Southport and then to the Fairbourne line, where it was scrapped in 1926, the frames and wheels being used to create a wagon.

In 1974 the frames were acquired by the Narrow Gauge Railway Museum at Tywyn and a long rebuild began, latterly at the premises of miniature railway specialist Station Road Steam. Now Katie is again resident at Ravenglass, a star exhibit in the newly extended railway museum, but also able to run on the line – and indeed special trains featured at the loco's rededication and its first public appearance during the following weekend as part of the celebrations around the naming of Whillan Beck. *Photo: Anthony Coulls*



For many Ravenglass & Eskdale fans, the most notable occurrence of recent weeks was on 23rd April, when Henry Greenly designed, Davey Paxman built 2-8-2 'River Esk' moved under its own power for the first time in six and a half years.

A stalwart member of the Ratty fleet since its building in 1923, the loco had been under overhaul in the line's workshops when they were set on fire by an arsonist in March 2013. River Esk was extensively damaged, causing a loco crisis on the line and partly leading to the Whillan Beck project. A determined five-year effort by Nigel Day and the workshop team at the railway has seen the loco return. *Photo: Nigel Day/RER*





# Sibiu supporters launch campaign to buy loco

A British supporter of the Sibiu to Agnita Railway restoration project is going running in Romania – to raise funds for a diesel loco.

The project staged its latest open day over the weekend of 12th-13th May, and as has become traditional it was preceded by a working party from the line's British-based supporters group SAR UK travelling out to prepare for the event, mainly carrying out track restoration work.

In the eight years SAR UK has been supporting the revival project much has been achieved, including the clearing of five miles of track, the restoration of run-round loops at either end to ensure locomotives no longer have to propel their trains in one direction, and the acquisition of two of the former line's bogie carriages, one of which is close to the end of a restoration effort.

Now the preservationists need their own locomotive – currently steam locos are hired in for the open weekends, which have attracted more than 5000 visitors in the last two years.

A suitable diesel has been identified in Romania and funds are being raised to

## ROMANIA

purchase it. Proceeds from sponsorship and money donated to runners competing in the Sibiu marathon on 26th May are being put towards the purchase cost.

SAR UK stalwart and long-time Ffestiniog Railway regular Alasdair Stewart has been persuaded to compete in a 5km race on the same day as the marathon. Alasdair is hoping for sponsorship from UK-based enthusiasts to add to the diesel project – full details of how to donate, and to translate the Romanian donation page to make pledges count (!) can be found on SAR UK's Facebook page – simply put SARUK into the search box.

The May open weekend began with a 'Titfield Thunderbolt moment' when the hired-in steam locomotive, Budapest-built 764-243 of 1911, was forced to drop its fire after running into water-supply issues. The local fire brigade were called to assist, which also attracted the local police and led to a proving trip before the event was allowed to go ahead. Thankfully trains were able to run in the afternoon and throughout Sunday.



**Dramas requiring the attention of the fire brigade (top) prevented Sibiu passenger services running until 3.15 in the afternoon on Saturday 12th May. Photos: David Rowbotham**

# 20 becomes 1401 for 25th birthday Gala celebration

'Mine trains' that run for tourists on the Mansfelder Bergwerksbahn in Saxony, GERMANY on the first Saturday of the month took on a new look on 5th May with their steam haulage being given a different identity.

The 750mm gauge line, first opened in 1885 to serve copper ore mines and extending to 59 miles by 1930, closed in 1989 but 6.8 miles were reopened a year later as a heritage railway.

The line's 0-8-0 no 20, built in Potsdam in 1951, has been visually converted to represent Reichsbahn locomotive 99 1401, the prototype of the GR series built in 1947 and scrapped in 1968.

Turning no 20 into 99 1401 involved replacement numberplates, covering its 'Mansfeld Kombinat' plate and adjusting other plates, removing a handbell and installing a non-working representation of the rope-and-pulley Heberlein cable brake.

The conversion was carried out to allow the locomotive to attend the 25th anniversary Gala of the Prignitz or 'Pollo' museum line on 13th May. The Pollo, located halfway between Berlin and Hamburg, is a 5.5-mile line built on the former Prignitz route at which 99-1401 spent its working life.

# A new Flyer for New Zealand?

The south island of NEW ZEALAND could soon see a new heritage service along its east coast. Blenheim-based Pounamu Tourism Group has announced plans to expand its network of heritage rail journeys to include Seddon and Kaikōura.

Currently Pounamu operates The Marlborough Flyer from Picton to Blenheim, on the 3ft 6in gauge network. Managing director of the group, Paul Jackson's said there is still much to be done before the Kaikōura train is in operation.

# Seven years of effort secures sole survivor

Seven years of complicated negotiations with the Ministry of Defence in RUSSIA have resulted in an 800mm gauge MSZ 161 Jung 0-6-0DM being saved for preservation, reports the *New Europe Railway Heritage Trust* (<http://nerht.heritage-railways.com/>).

The loco, one of a batch of three (nos FN5348-5350) built in 1932 for the 'Red October' metallurgical works in Stalingrad (now Volgograd), is believed to be the only survivor of its type in the world. It has been taken 1700km by road to its new home at Ekaterinburg where it will be restored.



## Diesel start as steam tram goes to Gala

The Museum of French steam tramways and secondary railways (MTVS) in FRANCE began its first day of services at its new Crèvecoeur-le-Grand base on 6th May with train services hauled by diesel loco no 103.

Blanc-Misseron steam tram no 60, built in 1898, had been transported to the Blonay Chamby line in Switzerland for its mega steam festival over the same weekend, during which it was to form part of an impressive power cavalcade of 10 locomotives all coupled together.

Recent progress at Crèvecoeur-le-Grand has included levelling the trackbed of the running line up to the point where a new level crossing is to be installed.

Meanwhile work continues at the group's previous base of Buty sur Oise, which will only be vacated when the new shed being built at Crèvecoeur is complete. On 28th April a crane lifted the boiler from Corpet-Louvet 0-6-0T no 75, built in 1909, so that restoration could be carried out within the frames.

Progress is being made on the MTVS running line (top) while loco work continues at the group's old base (below). Photos: Olivier Janneau/MTVS



Have a World News story that's not on these pages? Get in touch! Contact details are on page 3

■ The annual Steam Festival at Stoomcentrum Maldegem in BELGIUM on 5th-6th May proved a major success with three narrow gauge and four standard gauge locos all performing faultlessly at an event blessed with sunny weather. UK visitors, the Kerr Stuart Joffre class 0-6-0T from the Apedale Railway and former Granton Gasworks Barclay 0-4-0T 'Jack' shared turns on the narrow gauge line with Maldegem's own Hanomag 0-4-0WT 'Yvonne'.

The Joffre and Jack are pictured above awaiting their turns of duty in Maldegem station, while behind Hunslet Austerly 0-6-0st WD196 waits to leave with a train for Eeklo on the standard gauge. Jack and the Joffre double-headed the last train of the festival, seen at right traversing the Bogaarde straat level crossing. Photos: Kevin Hoggett, Stoomcentrum Maldegem



## New carriages, revived locos

In a first for the Indian narrow gauge, two air-conditioned carriages entered service on the Darjeeling Himalayan Railway on 11th April, reports the Darjeeling Himalayan Railway Society.

The new vehicles are now running on the daily diesel-hauled first-class services between New Jalpaiguri and Darjeeling.

More good news for the Darjeeling has followed a recent visit to the line by Ashwani Lohani, chairman of the Railway Board. All 14 B-class steam locomotives are to be made fit for service and fitted with air brakes, while there are also plans to reinstate a daily second-class New Jalpaiguri-Darjeeling service and

### INDIA

build two new railbuses at Tindharia Works.

India's rail ministry has also announced that divisional managers of the five Hill Railways are to be given more powers to enhance their tourist potential and preservation.

Divisional Railway Managers (DRMs) can now treat the Hill Railways as separate activity and profit centres and will be empowered to approve all regular and seasonal train services, as well as charters and specials to meet tourist and local demand.

Indian Railways has also set up a new English-language website for the DHR at [www.dhr.in.net](http://www.dhr.in.net)

New air-conditioned carriages are part of a package of good news for the Darjeeling Himalayan Railway. Photo: DHRS



# Squaring the circle

Andrew Thomas documents what is likely to be the last run for some time of a pioneer Ffestiniog Railway locomotive that has as many fans as it does detractors....



On 1st April 2016, the Ffestiniog Railway board announced its approval for the building of a new Double Fairlie locomotive, the seventh to run on the railway and the fifth built entirely at its workshops at Boston Lodge. The new loco, 'James Spooner', would take the place of 'Earl of Merioneth' in the FR's front-line fleet of Double Fairlies alongside 'Merddin Emrys' and 'David Lloyd George', built at Boston Lodge in 1879 and 1992 respectively.

After operating winter services on the Welsh Highland Railway between Porthmadog, Beddgelert and Rhyd Ddu, on Sunday 8th April this year, the Earl hauled its last two service trains with a final evening farewell return trip from Porthmadog to Blaenau Ffestiniog for staff and volunteers, this last run generating £3,200 for the Wales Air Ambulance from staff donations and the auction of the farewell headboard.

Work on Earl of Merioneth started at Boston Lodge in 1972 and was completed seven years later, one hundred years after the first loco built there, Merddin Emrys. The Earl holds a unique place in railway preservation history as not only the first new-build steam loco on any preserved line in the UK, but also the first to be withdrawn. On the expiry of its boiler ticket, the loco was placed in dry storage on its original 1979 bogies so as not to preclude restoration at a later date. The original plan was to cannibalise cab fittings and other components for reuse on the new James Spooner, but a decision to stage a fundraising

**Top: 'Earl of Merioneth', or to her fans 'The Mighty Square' accelerates away from Porthmadog in July 2014.**

**Above: Tickets issued to FR staff and volunteers who travelled on the final special evening train.**

**Left: Guard Jack Bowley adds to the comments of Square fans at Blaenau Ffestiniog before the return of the final staff special on 8th April.**

**All photos in this feature by Andrew Thomas unless stated**



appeal for all-new components for the new loco will result in the Earl being stored effectively complete.

### The Mighty Square

Earl of Merioneth, affectionately known as 'The Square' due to its angular appearance and 'The Mighty Square' to its many fans, has reached the end of its ten-year boiler certificate (the original Hunslet-built one it has carried for almost 40 years) and is in need of a new boiler, boiler cradle, smokeboxes, chimneys and water tanks. Only its power bogies, built in 1986, are serviceable and they are in need of heavy overhaul and new tyres. The FR company decided that building a brand-new loco was the best approach rather than patching up one that was effectively life-expired.

The Square is the second loco to carry the name Earl of Merioneth, the 1885-built 'Livingston Thompson' (now in the National Railway museum at York) being so renamed in 1961 after also carrying the name 'Taliesin'. Earl of Merioneth is one of the honorifics of the Duke of Edinburgh and the company hoped the Duke would put in an appearance to name the loco – sadly this never happened. Never let it be said that the FR is superstitious about renaming its locomotives, or reticent to recycle names – there have been three Taliesins; two Earl of Merioneths; two locos have carried the name 'Mountaineer' and soon there will have been two James Spooners.

During the 1970s, the FR wasn't as replete with cash as it is these days

***"The angular appearance, loved by some and described as "brutal" by others..."***

and the Square was, not to put too fine a point on it, built on the cheap using mill reject plate for the tanks and cab. The seven-year build time was due in no small part to the loco only being worked on when funds permitted. "We didn't have a pot to p\*\*s in," as one Boston Lodge stalwart bluntly put it.

Built as an oil-fired loco, the

angular appearance, loved by some and described as "brutal" by others, was due in no small part to the design requirement for the loco to carry enough water for a return trip to Blaenau Ffestiniog without topping up at Tan y Bwlch and enough fuel oil for two return trips – effectively a day's worth.

The Earl made its first trip across »

**Top: Earl of Merioneth pulls away from Blaenau Ffestiniog in 1982, the first year the full line was reopened and three years after the loco had entered service.**

**Right: Also from 1982 – the Earl's controversial sloping tanks are highly evident as it heads towards Blaenau terminus.**

**Both photos: FR Archive.**





**From the footplate**

■ Roger Van Praet, one of the FR's long-standing drivers, was a big fan of Earl of Merioneth. He recalls:

"The Square was always my first choice double engine. The cab was airy and spacious (relatively). Regulators were finger-tip light to control, something both other Double Fairlies always lacked.

"The slightly smaller diameter main steam pipes meant that the engine always had to be 'driven' more than the other two although it was never challenged by a heavy 11 (or indeed 12) car train. On a dry rail, full pilot sure footed starts from Penrhyn, Rhiw Goch, Dduallt were an absolute delight!

"More than adequate water and coal capacity was always a bonus. The Hunslet double boilers despite their acknowledged design faults were beautifully free steaming. The loco will be missed!"



**Above: The Earl passes Boston Lodge works on its first run after being converted to coal firing, on 5th July 2006.**

**Above left: Driver Dave Davies keeps a good lookout ahead approaching Minffordd on an up train on 16th June 2015 – note the brass dome covers that had a strange habit of disappearing from the loco...**

the Cob on June 12th 1979 and was named by FR general manager Allan Garraway at a ceremony at Harbour Station 11 days later. Garraway unfortunately called the new loco Merddin Emrys in his speech and had to swiftly correct himself. After trials and running in, the loco finally entered service on July 19th. Three years later, it fell to the Earl to haul the first train into the reopened station at Blaenau Ffestiniog.

In 1989, the Earl entered the

works for its first overhaul. The work done included fitting brass dome covers in place of the original easy-to-clean painted 'dustbins' while modified lining, the addition of steps on the sloping tanks and copper caps on the chimneys all helped to soften its utilitarian appearance somewhat.

Over the years, the Earl's brass domes have divided opinion amongst loco crews and those preferring the originals have been known to hide the brass covers as far afield as Dinas

on the Welsh Highland, but they were always eventually found and returned to the loco.

**Major changes**

In 1992 serious cracks in the Earl's firebox throatplate were discovered, caused by a design fault in the 1971 Hunslet boilers fitted to both it and Merddin Emrys. These were designed to have barrels of similar dimensions as single locomotives 'Blanche' and 'Linda', but a Double Fairlie uses the

**Below: The Earl at Porthmadog during its period on the power bogies from 'David Lloyd George', 27th February 2013.**





boiler as a structural component of the locomotive, placing increased stress on the throatplates.

With new Double Fairlie David Lloyd George nearing completion, it was decided to use components from the Earl to complete the new loco and it remained out of service until 1997 when it returned with new, more attractive, circular smokeboxes and a repaired boiler.

In 2005, rising oil prices led to the FR deciding to convert all its locos back to coal. In the Earl's case its tanks and boiler had originally been designed for coal firing, even though it had been oil-fired ever since entering service.

The following year, the loco was withdrawn for a boiler overhaul. New rounded tanks identical to those on Merddin Emrys had been constructed in 2003, but had been designed for oil-firing. The decision was made that it was uneconomic to modify these tanks and they languished in Boston Lodge carriage shed until eventually being scrapped in 2017.

In November 2008, new coupling and connecting rods were required on the top bogie after a coupling rod fractured at Blaenau

Ffestiniog. The failed rod had originally been fitted to Merddin Emrys in 1879.

In 2013 and 2014, the Earl was reunited with its original bogies, which had been under David Lloyd George since 1992, while its own bogies were undergoing maintenance. This resulted in the loco running for a time with red cylinder covers.

### Around the world

Boston Lodge records show that over the 39 years of its life, the Earl has covered more than 250,000 miles in service, which would have taken it around the world 32 times. The F&WHR's stated objective of returning all its locos to steam means its journey may not yet be over, but as the restoration of both 'large-England' 0-4-0ST 'Welsh Pony' and Alco 2-6-2T 'Mountaineer' was announced in 2013, with Pony unlikely to appear this year (having missed its 150th anniversary in 2017) and work yet to start on



**Above left: Driver Nigel Burbidge eases the Earl into Blaenau for the penultimate time on 8th April.**

**Above: The Earl eases into Porthmadog to complete its penultimate down service train.**

**Below: On the approach to Tanygrisiau hauling its last up service train.**

the Alco, any return for the Earl would likely be some time away.

In the meantime, the FR is reduced to two Double Fairlies to handle the core service. In an ideal world, the railway would have four – two in service, one on standby and one undergoing overhaul. So until the new James Spooner enters service – which optimistically is still three years away – fingers will be firmly crossed that Merddin Emrys and David Lloyd George behave themselves.

Of course, Earl of Merioneth will still be languishing at the back of the shed, so if a major locomotive failure were to occur, who knows what might happen? **NGW**



# Sleepeth No More...

As planning permission is granted for the next stage of the Lynton & Barnstaple Railway revival, *Tony Nicholson* begins a two-part feature recounting the saga of bringing the fabled line back to life.



The day after the last train ran on the Lynton & Barnstaple Railway on 29th September 1935 Captain Thomas Woolf of Woody Bay, who described himself as “a constant user and admirer” of the little line, sent the railway a wreath of bronze chrysanthemums which the staff solemnly placed on the bufferstop at Barnstaple Town. As many narrow gauge enthusiasts will know, the wreath was accompanied by a black-edged card bearing the immortal words ‘Perchance it is not dead but sleepeth’.

That simple message kept hope

alive in the breasts of the L&B’s numerous admirers. Remarkably, the card itself was discovered years later in a secondhand bookshop, deployed as a bookmark in one of the many volumes chronicling the legendary line and donated to the Lynton & Barnstaple Railway Trust: I have it in front of me as I write.

The Lynton line closed before the preservation era had begun. It has often been said that had it survived the war it would surely have been preserved as one of the best reasons for visiting the West Country, along with cream teas, little fishing

**Above: Woody Bay in 1905, from a local postcard – inset is the later, famed postcard with a message that became a symbol of determination.**

**Below: Woody Bay station when it was purchased by the revivalists in March 1995. Photo: David Hudson.**

harbours and glorious sandy beaches. Had it been an outpost of the Great Western Railway, whose reluctance to close anything kept the Vale of Rheidol, the Welshpool & Llanfair and (until nationalization) even the Corris afloat, it probably would have survived. The Southern Railway, however, saw electrification as the future and had no use for a steam-powered branch line as far removed from Waterloo psychologically as it was geographically.

So the sleeping beauty slumbered on for decades. More than one aspiring prince considered awakening her with a kiss but came to the reluctant conclusion that it was a mission too far. The failure amidst much recrimination of the project to reopen the Ilfracombe line, which did not close until 1970, set back the cause of railway preservation in North Devon considerably.

In 1979, however, a cinema manager and railway enthusiast from Surrey named Bill Pryor moved into Lynton railway station, where he still lives. He called a meeting at the Cottage Hotel in Lynton to test the water and the Lynton & Barnstaple Railway Association (now the Trust) was officially launched there on 26th July 1979, with the ambitious aim of rebuilding as much of the railway as possible in as near a form (in every way) to the original.

The challenge was great – after the railway closed the trackbed had been sold off in short sections to nearly a hundred different landowners.



Acquiring the formation has therefore had to be done piecemeal over many years like a gigantic jigsaw: no purchasing the entire route from British Rail by an obliging local council for the L&B. On the other hand, the trackbed was spared conversion to a public footpath and cycleway, such as happened to the Leek & Manifold Light Railway that expired the year before the L&B – this would have made restoration much more difficult. Contrary to the popular belief that heritage railways disturb the livestock, farmers would much prefer visitors to cross their fields in an enclosed train studiously ignored by grazing sheep and cattle that can be unnerved by unpredictable ramblers and cyclists.

The route of the fabled Lynton & Barnstaple Railway has remained remarkably undeveloped, with only one bungalow erected anywhere on the trackbed outside the two terminal towns. The revivalists acquired their first piece of the line when an eighth of a mile south of Parracombe Lane Head was purchased in 1981. This was followed by abortive attempts to open a section of the line there and from Blackmoor station, which after the railway closed had become first a tearoom and then a pub, the Old Station House Inn. The Association then embarked upon an alternative scheme on the edge of Barnstaple.

The plan was to build a new terminus at Hole Ground, a council-owned field next to a large modern housing estate between Bridges 7 and 8, as numbered by the Southern Railway from Barnstaple Town. From the new terminus, which would be more euphoniously named Barnstaple Yeo Vale, the track would be relaid for a couple of miles up the Yeo Valley to Snapper Halt. There was vociferous opposition from some of the local residents, however, and after the Association had spent six years and hundreds of hours drawing up plans and discussing them with council officers North Devon Council withdrew its offer of a lease on Hole Ground in 1994 and the scheme collapsed. The members were devastated and the Association came close to folding.

### A base at Woody Bay

In retrospect the failure was a blessing in disguise. Despite being in an urban area, Hole Ground was nowhere near a main road and completely off the tourist track. A few months later it was learned that Woody Bay station was about to come on to the market. Woody Bay was one of the three L&B stations (along with Blackmoor and Lynton) built in the Nuremberg or Swiss chalet style – as befitted the



**Top: A pause for the unrestored 'Axe' at the Old Station House Inn (formerly the L&B's Blackmoor station) on its arrival from North Wales on 4th December 1983. Photo: Derek Clark**



**Upper right: First track laid at Woody Bay on 28th June 2002 – the transshipment siding. Standing in the centre is Murray Dods, now the general manager of the Fairbourne Railway but still an active supporter of the L&B. The most important piece of equipment is clearly visible – a kettle!**



**Right: Piecing together the jigsaw on 17th April 2003; the transshipment siding can be seen coming into the frame bottom right. Both photos: Dave Tooke**



English Switzerland. It incorporated a home for the stationmaster as well as facilities for the public because it was so remotely located. Uniquely, it was almost unchanged from the day the railway closed or indeed the day it opened. The previous owner had used it as a holiday home and had made no attempt to update it. The building was still lit by hurricane lamps and water was drawn from a nearby well. Furthermore the station stands alongside the A39, the main route through Exmoor National Park

– no problems of access here.

In 1983 the L&B Association had obtained its first steam engine when it bought the Kerr Stuart Joffre class 0-6-0T no 2451 from the Narrow Gauge Railway Centre at Gloddfa Ganol in Blaenau Ffestiniog. Built in 1915 for service behind the Western Front in the First World War (Marshal Joffre was the French commander-in-chief), no 2451 was one of five Joffres repatriated from France in 1974. The L&BR Association christened it 'Axe' in the



Above: 'Emmet' opening Woody Bay Station as a visitor centre on 11th May 2003.

Left: 'Exmoor Ranger' setting off from Woody Bay on 17th July 2004, the first passenger train on the L&B since 1935.

All uncredited photos by Tony Nicholson

L&B tradition of naming locomotives after three-letter Devon rivers. As is so often the way, however, it took far longer to restore than anyone had anticipated and it did not enter service until 2009.

While the Hole Ground discussions were grinding on the Association agreed with the owner of the Milky Way Adventure Park near Clovelly to build and operate a 2ft gauge railway as one of the attractions. Eight carriages constructed by Alan Keef and a quantity of track were purchased from the Thorpe Park theme park in Surrey, which was fortuitously closing its Treasure Island Railway at this time. The trains were headed by a pair of Baguley steam-outline diesel 0-4-0Ts which were given the names 'Parracombe' and 'Sir George'. The Lynbarn Railway, as it was called, was opened in May 1994 with a fanfare of publicity by the television actress Su Pollard of *Hi-De-Hi* fame – Parracombe had featured in the closing credits of the TV sit-com.

In exchange for building and running the Lynbarn the Association was given a share of the admission charges at the Milky Way. This is the only known example of enthusiasts building one railway in order to rebuild another. The resultant regular income stream enabled the revivalists to go to the bank and secure a mortgage to buy Woody Bay station. The experience of constructing and operating the Lynbarn also proved invaluable when the time came to start rebuilding the L&B itself.

***"This is the only known example of enthusiasts building one railway in order to rebuild another..."***

### Forward progress

The first track was laid at Woody Bay in 2002, exactly two-thirds of a century after the L&B closed, when a transshipment siding enabling future deliveries was built between the newly-laid car park and the loading dock that had previously been unearthed at the station.

A vigorous debate then ensued as to whether the much-loved railway should be recreated exactly as it had been before its untimely demise – a view promoted with characteristic eloquence by Andrew Dow, the president of the old Association – or begun more humbly and upgraded as resources allowed. In the event the lack of external funding dictated the latter course: a contractor's line to build the 'real' railway, just as had been done in the 1890s with temporary track before the permanent way could be laid using tipper trucks and little industrial tank engines.

Woody Bay station was opened with great ceremony as a visitor centre in 2003 by Christopher Newnes, a descendant of Sir George

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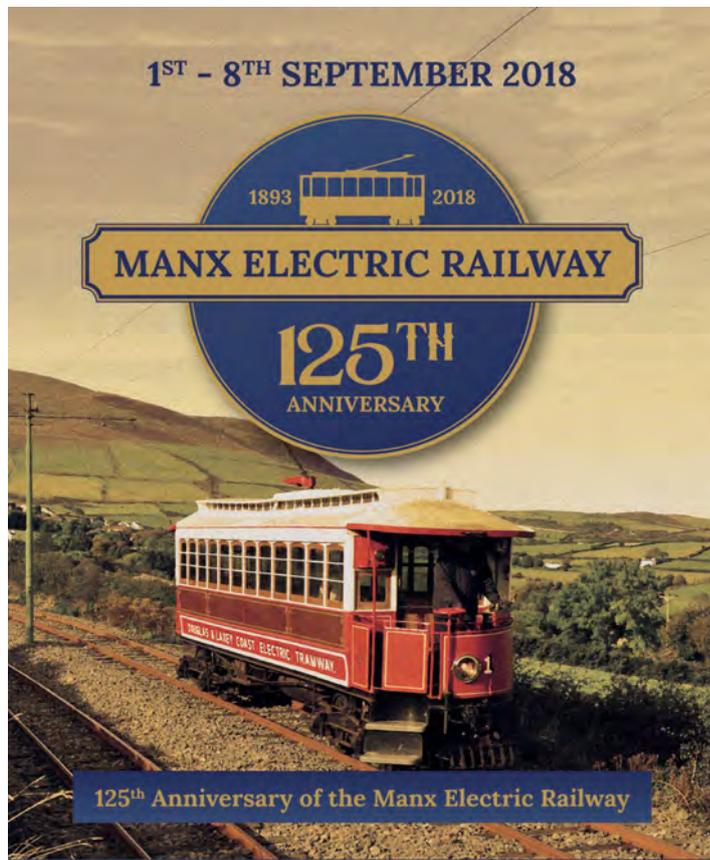
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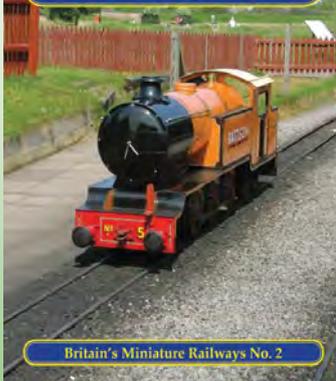
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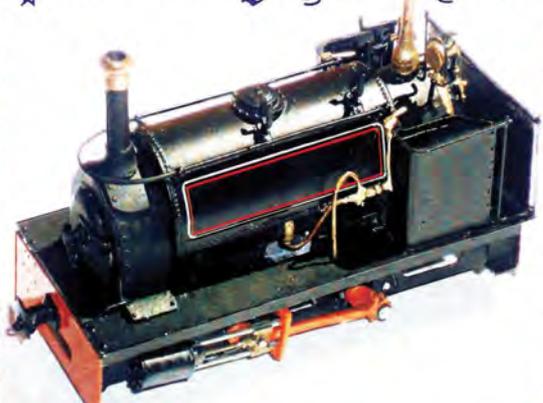


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Newnes who more than anyone else had been responsible for getting the railway built in the first place. An 0-4-0 side tank called 'Emmet' constructed to an original design by Jim Haylock of the Moors Valley Railway was the first steam engine to enter Woody Bay since 1935 and not a few people found their eyes dampening with emotion as it thundered up the 1 in 50 bank into the station. Emmet was not then fitted with airbrakes to control a train, however, and was therefore not

**Above: A hired-in diesel loco and rebuilt Thorpe Park carriage, heading across Exmoor on 17th July 2004. From little acorns...**

**Below: Emmet at Woody Bay in August 2004 alongside the restored station nameboard and signal cabin.**

allowed to haul passengers.

Major John Poyntz of Her Majesty's Railway Inspectorate gave his written approval to the works and equipment at Woody Bay on 12th July 2004 and the first passenger train since 1935 left the station five days later. The L&B had hired a 65hp 0-4-0 diesel hydraulic Hunslet from the Woodhorn Colliery Museum in Northumberland to head it and renamed it 'Exmoor Ranger'. Four of the ex-Thorpe Park carriages were transferred from the Lynbarn

Railway and rebuilt one at a time in the L&B workshop. That year the Heritage Railway Association made its Annual Award for Small Groups to the L&B 'for successfully recreating the ambience of the legendary Lynton & Barnstaple Railway and for successfully running trains on the original trackbed at Woody Bay sixty-nine years after it was abandoned'. **NGW**

■ The second part of this feature will chronicle events from 2004 onwards.



# Days of sun and steam...



After a very hard winter our photographers have been blessed with some overdue fine weather in recent weeks – and they have certainly made the most of it...

There are few more stirring sights than a steam locomotive at full pressure and clearly keen to get on with things. *David Rowbotham* took this shot on 12th May of Budapest-built 764-243 of 1911 preparing for a day's work at the latest Sibiu-Agnita Railway open weekend in Romania. At each event this line reveals further progress, thanks in no small part to the huge support provided to it by UK enthusiasts – the future's bright...



Above: Climb every mountain... A feast of 15-inch eight-coupled power as visitor 'River Mite' from the Ravenglass & Eskdale Railway joins residents 'Samson' and 'Hercules' at the Romney, Hythe & Dymchurch Railway's Spring Gala on 12th May. *Photo: Steve Town*

Below: When *David Mitchell* attended a photo charter on the Isle of Man on 20th April, his 7.15am start produced the promise of a sunny day but also some early morning mist to add a whole lot of extra atmosphere to Beyer Peacock 2-4-0T no 13 'Kissack', emerging with its train at Keristal. David tells us the mist was completely gone just a few minutes later.



Overleaf: Could there be a more sylvan scene? *Dave Hallett* captured this view of the Lynton & Barnstaple Railway's 'Axe' resting between duties at Woody Bay. While perhaps overshadowed by more recent arrivals in Devon this Kerr Stuart Joffre 0-6-0T, built in 1915, has been a stalwart of the line, as we describe in the feature starting on page 20.

# NARROW GAUGE WORLD



WOODY BAY

WOODY BAY

SOUTHERN RAILWAY

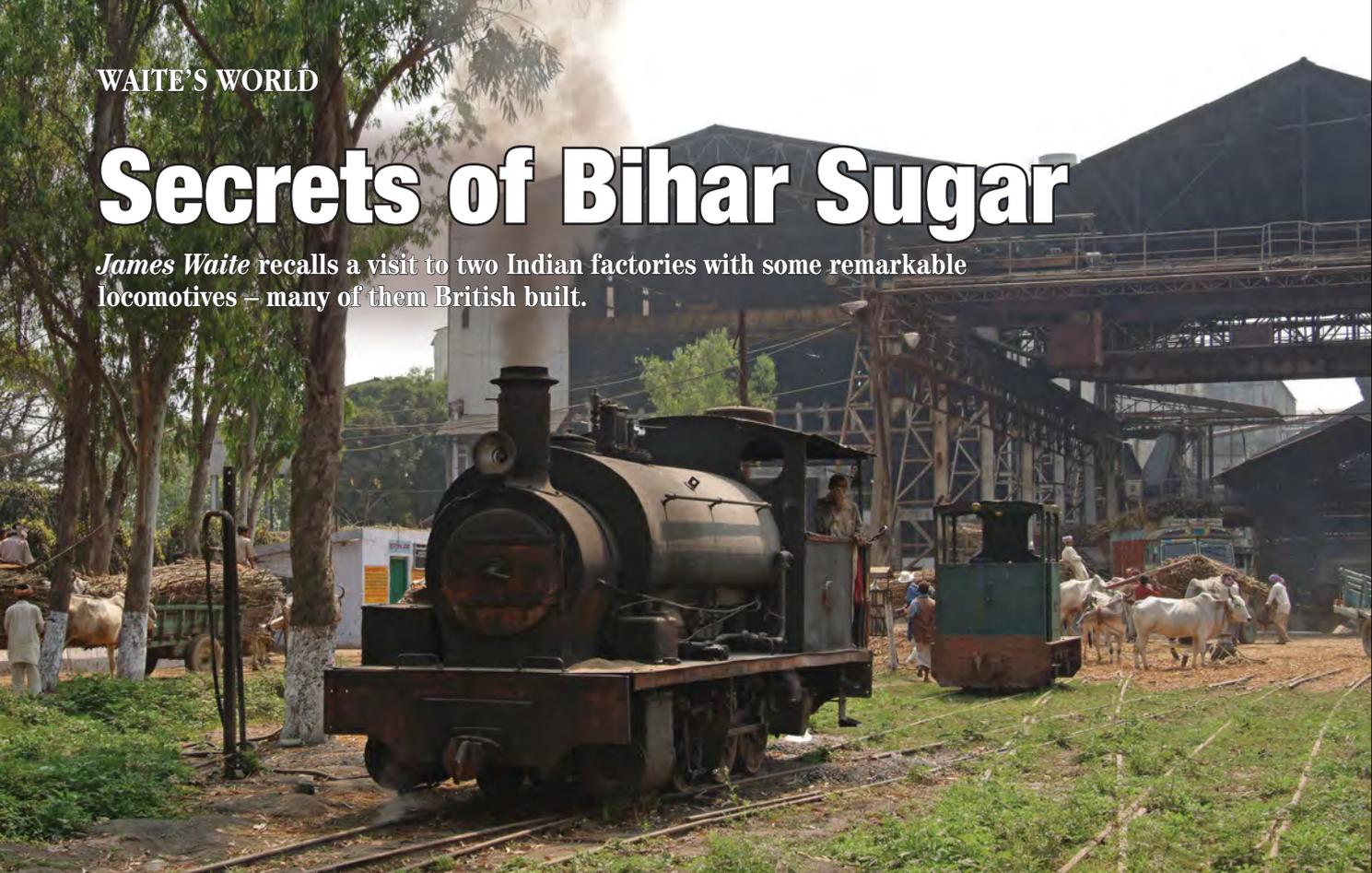
SOUTHERN RAILWAY  
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# Secrets of Bihar Sugar

*James Waite* recalls a visit to two Indian factories with some remarkable locomotives – many of them British built.



Back in March 2004 I was a member of a small group touring India. We met up at New Delhi station and more than 24 hours later our train arrived at Muzaffarpur in northern Bihar. This was a new service as the railway through the town had only recently been converted from metre to broad gauge. We were on our way to Sitamarhi, close to the border with Nepal, and the rest of the journey would be by road.

The town lay on what was then a secondary metre gauge route and it was a branch to Riga sugar factory

that was the reason for our visit. Bihar used to be home to a large sugar industry with many fascinating railways, often worked by ancient locos, but by 2004 only the Riga factory was still in use. Aside from the Ooty rack line its branch was the very last metre gauge railway anywhere in India where a steam loco could still be found at work.

Ashok Sharma, our ever dependable guide, suggested a short diversion via Motipur. The old sugar factory there had opened in 1933. The business was compulsorily acquired by the Bihar state

*“One small problem was that it was a long time since anyone had asked to see them and no-one could find the key...”*

government in 1985 and like many similar state-run concerns it was closed in about 1997.

Recurring litigation between the family that used to own it and the government had prevented the sale of its assets and its small fleet of steam locos was in store. After eight years out of use they were no longer immaculately maintained but at least they were there. Family members were still looking after the premises and gave us a very warm welcome, the first of many we were to enjoy in the country.

## Locked away

The factory's 2ft gauge locos lived in a long, single-road shed. One small problem was that it was a long time since anyone had asked to see them and no-one could find the key. Unfazed one of the managers set off to fetch a duplicate which he kept at home. In the meantime we were taken to a separate building with open ends and sides and a large sign reading 'M.G Loco-Shed'. Here the only metre gauge loco ever to have worked at the factory reposed. She was an Indian State Railways E class 0-4-2 numbered 3, and what a remarkable machine it was!

This loco's identity isn't known for sure. Its tender carries a plate from the old Bombay, Baroda & Central India Railway numbered 917 and that railway's records show that no 917 was indeed sold to the Motipur factory in 1933, but they don't say who built it. The works plates were

**Above: Riga: 'Lilian' – a Hudswell Clarke product of 1930, and an ancient Hunslet diesel of 1935 at the factory.**

**Left: Motipur: The building housing no 3, an 0-4-2 of unknown origins, is decidedly open-plan, but the huge letters 'M.G. Loco-Shed' leave no doubt as to its purpose.**

*Photos by James Waite, March 2004*



no help at all as one came from Vulcan Foundry in 1876 and the other from Neilson & Co the previous year! The loco reminded me of the A-class 0-4-2s which Neilson built for the Queensland Railways ten years earlier. The Es were some of the earliest locos to run on India's metre gauge system though two even more ancient 0-4-0s have survived nearby at other former sugar factories.

No 917's cab fittings had been removed for safe keeping but apart from this it was intact. The only other E-class loco to survive is the Jodhpur Railway's no 207 which was built in 1878 and is now an exhibit at Delhi railway museum. However no 207 was converted to a 0-4-2ST many years ago whereas no 3 is in original condition in almost every respect.

Soon the manager returned with the key and we were ushered into the 2ft gauge shed. There was no lighting of any description save for a few narrow gaps in the corrugated iron sheeting through which the setting sun did its best to guide our way. No two engines were the same and each one was a gem.

Just inside the door was a Henschel 0-4-0T numbered 5 which was built in 1926. Beyond it was Fowler 0-6-0T no 3, built three years earlier for the Karachi Port Trust and moved to Motipur in 1933. Next was Barclay E class 0-4-0T no 1 which was three years older again.

Finally, at the very back, stood the star attraction, an ex-British Army Baldwin 4-6-0T built in 1917 and numbered 2. Quite a number of these First World War locos found their way to India. Most were modified over the years to a greater or lesser extent but this one remained in its original condition in practically every respect. Photographing the locos with almost no light presented an interesting challenge and was largely a hit or miss affair, but happily a few of my pictures worked successfully.

We moved on to visit some stationary steam engines and other plant, still lovingly tended despite the years of disuse. Recent reports suggest that the factory still continues its slumbers, as do all the locos.

### North to Riga

It was a long, slow, drive north to Sitamarhi past innumerable fields growing Patna rice, a major contributor to Bihar's economy. The road was at best indifferent and at one point became just a dried-up river bed. Close to midnight we arrived at what should have been our hotel to find that our rooms were already occupied. We were told that people often didn't make it to this remote town and the hotel didn't ➤



**Above: Motipur: No 3 is the only metre-gauge loco to have worked at the factory.**

**Right: No 4, a Fowler 0-6-0WT (15590/1923), inside the 2ft gauge shed.**

**Below: No 2 – the star attraction. Photographing this Baldwin 4-6-0T (45231/1917) in the dimly lit depths of the shed was an extremely challenging task.**





distinct disappointment to find that she was cold. The manager's apologetic explanation, that Riga was so remote they thought we probably wouldn't come, was beginning to sound familiar! Not to worry, they would light her up at once, and in the meantime would I mind giving an impromptu English lesson at the local school?!

Four hours, several English lessons and an excellent meal later Driver Mishra was on board and Lilian was ready to go. We were all able to fit into the surprisingly roomy cab and the loco began a stately progress along the branch to Riga station. Word of our visit had clearly gone around as the whole town seemed to have turned out there to welcome us!

The metre gauge in this part of India is now just a memory. The line through Riga was widened in 2014 and a new railway opened between Muzaffarpur and Sitamarhi Junction the previous year. If only it had been running nine years earlier we might have made it to the Sitamarhi hotel in time! Google Maps shows just an abandoned trackbed between Riga station and the sugar factory and the branch clearly wasn't included in the gauge conversion. There's something which may or may not be Lilian close to where the loco used to be parked and one can only hope that both it and its Hunslet-built colleague are today enjoying a graceful retirement. **NGW**

■ *Editor's note:* If any reader can provide firm information on the current circumstances of these locos we would be pleased to hear from you.

honour hotel bookings if other guests turned up first! The alternative accommodation was less than ideal and after a sleepless night we moved on to the Riga mill. It was also built in 1933 but remained in private ownership and had been rebuilt with modern milling machinery.

Both this mill's locos were Leeds products. The one which worked the branch was 'Lilian', an 0-8-0ST that had been built by Hudswell Clarke in 1930 for the Assam Oil Company at Digboi in the far east of Assam and was living a second life at Riga. There was also a tiny four-wheeled diesel built by Hunslet five years later. This loco had also arrived at Riga secondhand, having started its life working for the contractors Balfour Beatty on the Kut barrage project in

Iraq. At some date during the previous 15 years it had been fitted with an engine and bonnet made by the Hindustan tractor company which radically altered its appearance. Carrying neither a name or a number, its activities were confined to shunting at the factory.

This was the crushing season though by 2004 most of the cane arrived in bullock-drawn carts or, increasingly, in lorries, and there were only occasional deliveries by rail. We arrived on what would otherwise have been a trainless day but Ashok had arranged for Lilian to be steamed anyway, or so he thought. 0-8-0STs were as unusual on India's industrial railways as they were in the UK. We were looking forward to seeing the loco in action and it was a

**Above: Riga: Lilian was unusual for Indian industrial railways in being an 0-8-0ST.**

**Below: A huge turn-out to see Lilian make her stately progress.**



# Austrian Holiday in 1966

*David Mitchell* concludes his photographic recollection from more than 50 years ago by looking at another three lines, beginning with the Steyrtalbahn, once a prime narrow gauge route.

The State Railways (ÖBB) operated Steyrtalbahn had a 39km main line from Garsten to Klaus along the Steyr Valley. It connected with ÖBB secondary routes at both ends. A branch from Pergern (7km from Garsten) to Bad Hall (15km), where it connected with another ÖBB branch, had been truncated to Sierning (5km from Pergern) in 1933. The southern part of the line was gradually cut back to Grunberg and it closed completely in 1982. It remained steam worked to the end. The Garsten to Grunberg section has been re-opened as a very successful heritage railway and is a great reminder of Austrian narrow gauge lines in their prime.

Working on the southern section at the time of our visit was U-class 0-6-2T no 298.25, built in 1902 by StEG (State Railway Works) and originally allocated to the Bregenzwaldbahn. After a spell on the Pinzgaubahn it had come to the Steyrtalbahn in 1963. Withdrawn in 1982 it was put on display in a

**Main photo: Steyrtalbahn: Looking south from Grunberg, a train approaches from Klaus alongside the river Steyr. The loco is 298.102. Grunberg station is behind the photographer. This section of line is now closed.**

**Right: Steaming well, 0-6-2T no 298.51 heads a freight for Klaus south of Grunberg over the well-maintained track. The loco was built by Krauss (Linz) in 1898, one of the very successful class 'U' tanks. Sisters 298.52/53 are preserved at Garsten.**



couple of places and worked on other lines. It is now owned by and once more working on the Steyrtalbahn.

to Ratten only had one passenger train a day which ceased in 1969. At Weiz were several locos from the

## Steiermarkische Landesbahnen

The northern section of this Styrian local government line from Birkfield





closed Salzkammergut line. These included a couple of 0-6-2Ts and a wartime 0-8-0T now on the Welshpool & Llanfair, as well as rail-motor TC 672 derelict in a siding. It had started life in 1894 as a saloon for the Emperor and in 1928 was rebuilt as a diesel/electric railcar and used mainly on the branch from St. Lorenz to Mondsee. It probably never ran on the Weiz - Ratten line. In 1970 it was transferred to the Muraltbahn, rebuilt as a saloon carriage and now runs as the Murtal Bar. Few vehicles can have had so varied a career!

**Above: On the Steyrtalbah, 298.25 takes water before departing from Grunberg for Klaus. It has already left the station visible in the background. Immediately behind the engine is the postal van, followed by the brakevan and three carriages, all four-wheeled.**



**Above left: Steiermarkische Landesbahnen: Built for an emperor! Derelict rail-motor TC 672 at Weiz.**

**Left: StMLB: Train from Ratten to Weiz seen south of Birkfeld headed by U8, built by Krauss Linz in 1894. On the left is the Mini belonging to David Mitchell.**

**All photos by David Mitchell, July 1966**

**Achenseebahn**

Jenbach, a town in the Inn Valley some 30km east of Innsbruck and on the main Tyrolean mainline, is unusual in being served by two narrow gauge railways. Going south up the Ziller valley is the 760mm gauge Zillertalbahn. Heading north, meanwhile, is the metre gauge Achenseebahn, which was opened in 1889. This line is 7km in length and climbs 440 metres to a terminus at the south end of the Achensee lake. Adding extra interest, it is part rack and part adhesion worked.

Starting alongside the OBB station the route ascends steeply out of the Inn valley, the engine pushing one or two four-wheeled carriages on gradients of up to 1 in 6. At the intermediate station and loop at Eben the engine runs round the carriages and pulls them down the gentle gradient to the Achensee Seespitze terminus. Here they connect with boats providing a timetabled service on the lake.

The train service is seasonal, operating through the summer months. There were four 0-4-0 locomotives on the line, but no 4 was taken out of service many years ago. More recently it has been rebuilt using parts of other engines and no 1 is currently in a museum. **NGW**

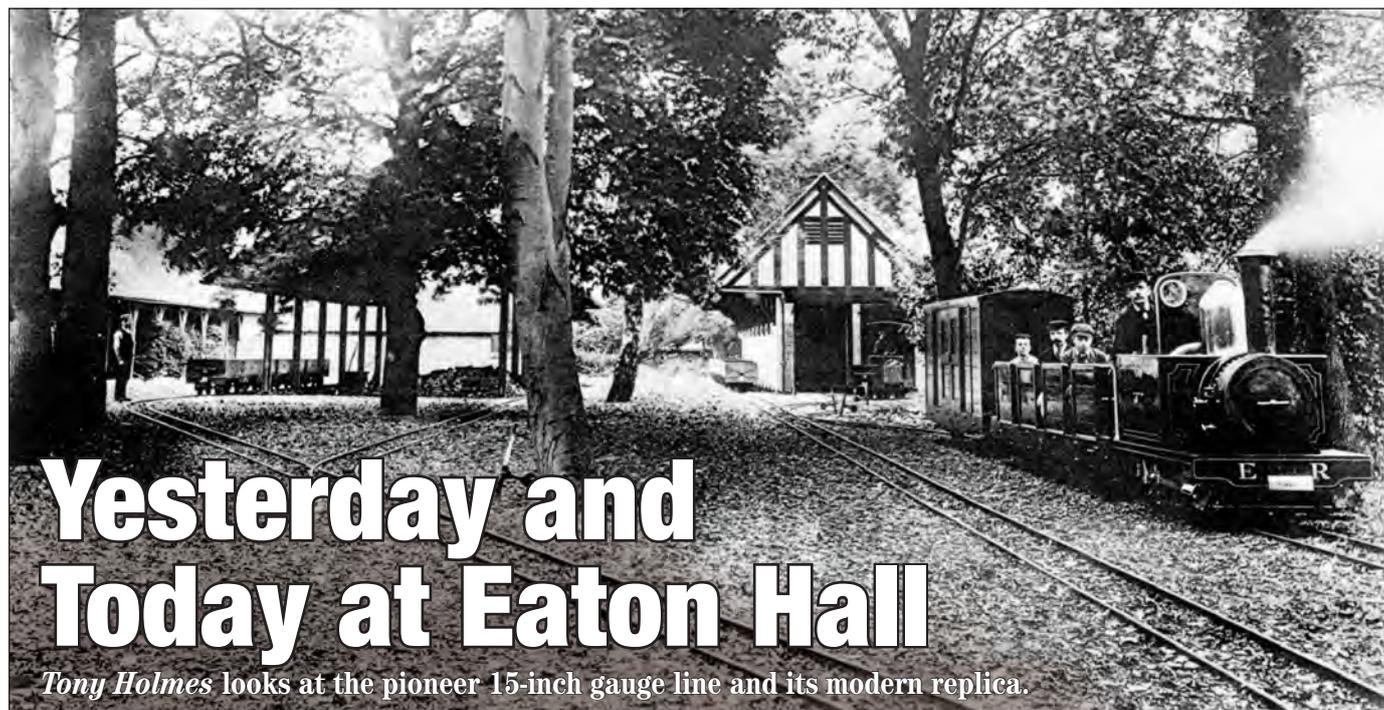
■ Reader Andrew Fox has cited some errors that crept into part 1 of this feature – the correct versions are shown in brackets: Steiermarkische Landesbahn (Steiermarkische Landesbahnen); Lunz a See (Lunz am See); St Georgien station (St Georgen); northern line of the Waldviertalbahn (southern line of the Waldviertelbahn). – Ed.

**Top right: StMLB: The Ratten - Weiz service leaving one of the tunnels near Hart-Puch. It almost looks like a model train leaving the fiddle yard. The track is well-maintained.**

**Centre right: Achenseebahn: No 3, built by Wienerlocomotiv Fabrik, Florisdorf, in 1889, prepares to leave Jenbach with one of the two closed carriages. The OBB tracks are behind. When climbing the rack section the loco is not coupled to the carriages. The upper wheel rotates in the opposite direction to the rail wheels which creates a rather strange appearance.**

**Below: On the Achenseebahn, no 3 is preparing to run round its train at Achensee. The train comprises an open and a closed carriage. Just visible down the centre of the loop track is the line of oil from the rack pinion which rotates whenever the locomotive is in motion.**





# Yesterday and Today at Eaton Hall

*Tony Holmes looks at the pioneer 15-inch gauge line and its modern replica.*

A few miles south of Chester lies the delightful estate of the Duke of Westminster and inside the grounds is a private 15-inch gauge railway – a replica of one that was completed in 1896 and dismantled after the Second World War. The gardens are only open four times a year when the Duke raises monies for local charities.

On open days the train runs at half-hourly intervals and you have to be prompt to get a ticket at the start of the morning and afternoon runs. The present line is shaped like a rounded letter L running around the cricket pitch with a short spur into the small station, which is the only

portion of the line close to the original route.

The rolling stock came from the Romney, Hythe & Dymchurch Railway in the 1980s and consists of an open bogie carriage, the closed 'Duchess' carriage and a brake van – all in mint condition. 'Katie', the 0-4-0T loco, was built in Hampshire in 1995 and in 1998 planning permission was given for the reconstruction of the line. The original carriage shed is used to store the loco and carriages and the coal storage building still remains close by.

Sitting on a straw bale watching Katie being coaled, watered and oiled could easily be a scene from 120 years

**Above: Terminus of the original Eaton Hall Railway with a train waiting to leave. The carriage shed is behind the train. On the left between the trees is the canopied coal area which remains today.**

**Below: Passengers waiting to board the train at the terminus where very little has changed since the original.**

ago. Then the railway was used for a different purpose – carting goods from Balderton GWR sidings to the great house. In 1894 the estate used 2,000 tons of coal and a further 3,000 tons of goods were brought to the house. At this time it was all done by horse and cart and Sir Cecil Parker, agent to the Duke of Westminster, was interested in laying a light railway from Eaton Hall to Balderton, three miles distant, to save transport costs and speed up deliveries.

## Minimum gauge

Sir Arthur Heywood had perfected a 15in gauge railway system at his home at Duffield Bank in Derbyshire. In 1894 he held a three-day exhibition of his line for invited guests including Sir Cecil, who persuaded the Duke to build a railway at Eaton Hall. Sir Arthur surveyed the route and after consultations with the Duke's agent agreed that considerable savings could be made on transport with his system.

Sir Arthur decided to supervise the building of the line. The total length to be laid was 4½ miles – the distance from the Hall to Balderton station was three miles with a three-quarter mile branch to the estate works near Pulford and additional branches to other points on the estate.

Sir Arthur trained estate workers to build the line. Flat-bottom rail weighing 16.5lb/yard and cast-iron sleepers coated to prevent corrosion were delivered in 1895. Steel spring keys secured the rail to jaws in the sleepers. For the bridges over the streams steel girders on cast-iron foundation plates were used. At the terminus near Eaton Hall a covered



coal store was built, 80ft x 30ft, with the line at a raised level so that wagons could easily discharge the coal. A loco and carriage shed was also constructed.

Sir Arthur designed all the rolling stock which was built at his Duffield Bank workshops. The 0-4-0T locomotive 'Katie' weighed three tons and carried enough coal and water for a one-hour operation. A total of 30 wagons, each 6ft x 3ft x 1ft 3in and weighing 7.5cwt, could hold 16-17cwt of coal or 20-22cwt of bricks and road materials. The sides were removable so they could be used as flat wagons. Fittings could also be attached to the wagons to carry long pieces of wood or other lengthy materials. There was a single bogie passenger carriage, 20ft long by 3ft 6in wide, to carry 16 passengers. Other rolling stock included a parcels van capable of carrying a two-ton load and a brake van.

The railway was completed in September 1896 and cost a total of £5,893 (more than £600,000 in today's money). The specification set for the line had been for the loco to pull a load of 40 tons at 10mph and one of 20 tons up the maximum incline of 1 in 70 – the first experimental run exceeded all expectations, the loco hauling the load at 20 mph without oscillations.

The cost of running the railway for the years 1896 and 1897 was £288 and £239 respectively including wages, coal, oil and sundries. The locomotive worked an average of four days per week and in the first year 6,067 tons of materials were hauled and the engine ran 5,420 miles.

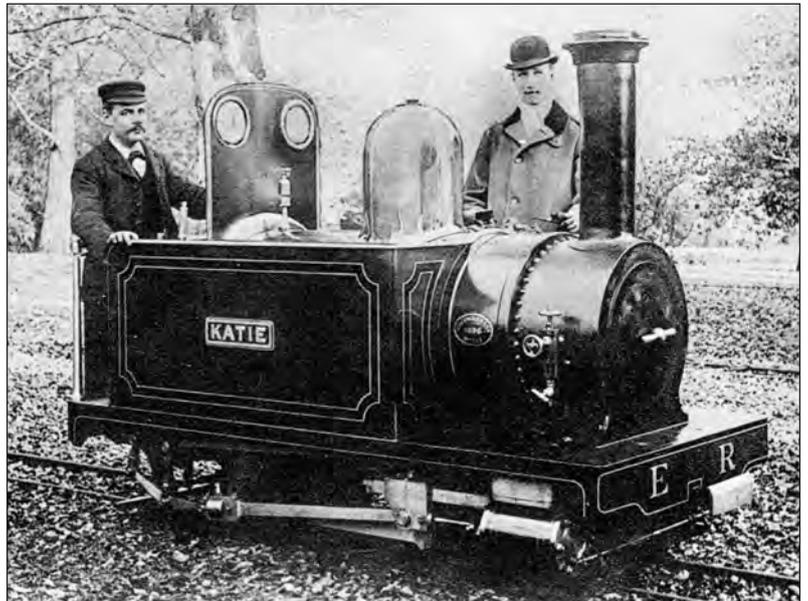
**Extra motive power**

In December 1899 it was realised that a standby locomotive was needed when Katie had a serious breakdown and had to be fixed at Duffield Bank. One of the Duffield Bank locos, 'Muriel', was sent to Eaton Hall as a temporary replacement and stayed until 1902.

A new engine was designed in 1898 and was delivered to Eaton Hall in 1904. This was a more powerful loco on an 0-6-0 base and able to



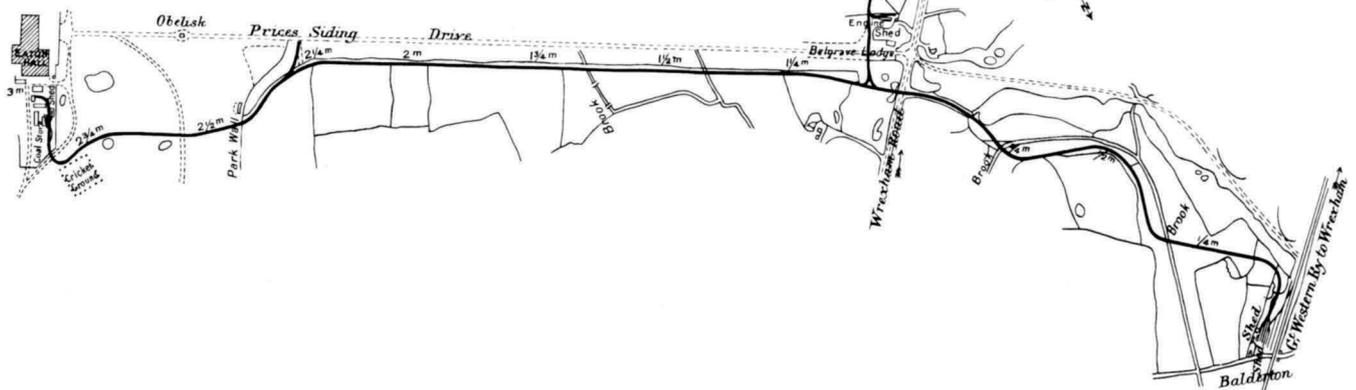
**Above: The present Katie in sparkling condition being topped up with coal. The firebox is tended after each round trip on today's Eaton Hall Railway.**

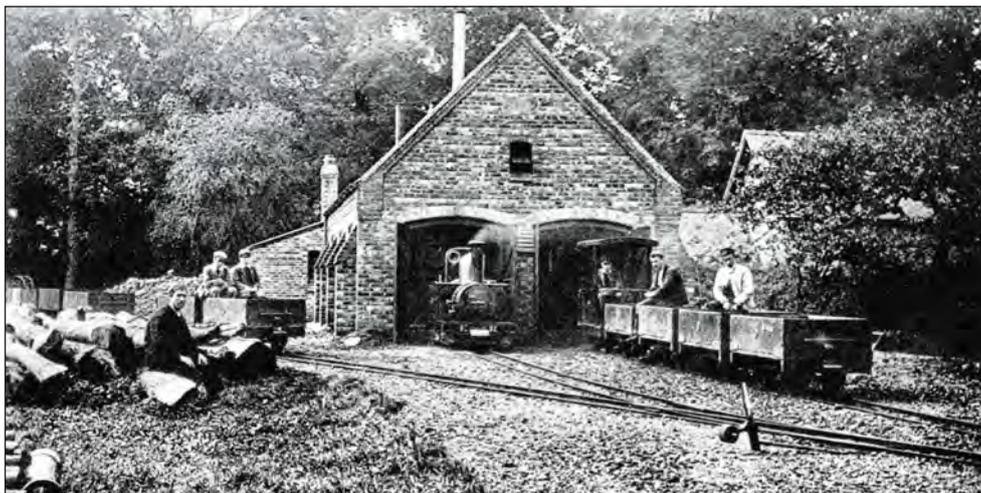


**Right: The original 'Katie' built in the Duffield Bank workshops by Sir Arthur Heywood.**

**Below: Map of the original Eaton Hall line, showing its branches.**

**Black-and-white photos taken in 1896 from Heywood's Minimum Gauge Railways. Colour photos taken in August 2017 by Tony Holmes.**





haul a 33-ton load. She was named 'Shelagh' and was found to be capable of handling all the estate's needs. Katie now became a standby.

In the early 1900s the estate was receiving around 16,000 visitors per year and to cope with the demand on these social occasions a new closed bogie carriage was delivered in 1904. In 1916 another loco similar to Shelagh was purchased from Heywood to replace Katie and was named 'Ursula'. Katie was sold to the Ravenglass & Eskdale Railway but was not a success, found to be a bad steamer and unable to complete a journey without stopping to raise

steam. In 1922 she was sold to the Llewellyn Miniature Railway at Southport but was only used for one season and then exchanged for the Bassett Lowke 'Prince Edward of Wales' from the Fairbourne Railway. Katie was the only loco on the Fairbourne and, although worn out, was run for two years before being dismantled and the frame converted to a passenger carriage. Remarkably that frame would form the basis for a new-build Katie, now at Ravenglass, but that is another story...

After Katie had left Eaton Hall her nameplate was fitted to Shelagh. The Eaton railway continued to rely

heavily on Duffield Bank for servicing and repairs, until the sudden death of Sir Arthur in 1916 led to problems at Eaton Hall as there was nobody left with experience of this type of loco. By 1922 both engines were having troubles and a replacement Simplex unit was purchased from the Motor Rail Company in Bedford. Katie (Shelagh) and Ursula were stored at the back of the carriage shed and only steamed on special occasions.

### End of the line

In 1942 both engines were taken to Balderton sidings and cut up for the war effort. Then in 1947 the War Office took over Eaton Hall and dismantled the railway. The rails, Simplex loco and most of the rolling stock were purchased for use on the Romney, Hythe & Dymchurch Railway. Some of this stock has now returned to Eaton Hall, while other items still survive on the RH&D.

In this modern age it is good to see that Heywood's dream lives on. In some ways his minimum gauge concept was a failure as a means of moving goods but enjoys continuing popularity in transporting adults and children at locations up and down the country including the RH&D, Ravenglass, Fairbourne and Kirklees lines. Heywood would be proud of the way 15in gauge railways have survived and prospered. **NGW**

**Above: The magnificent Belgrave engine shed. The tree trunks on the left indicate the land that had to be cleared prior to building the line.**

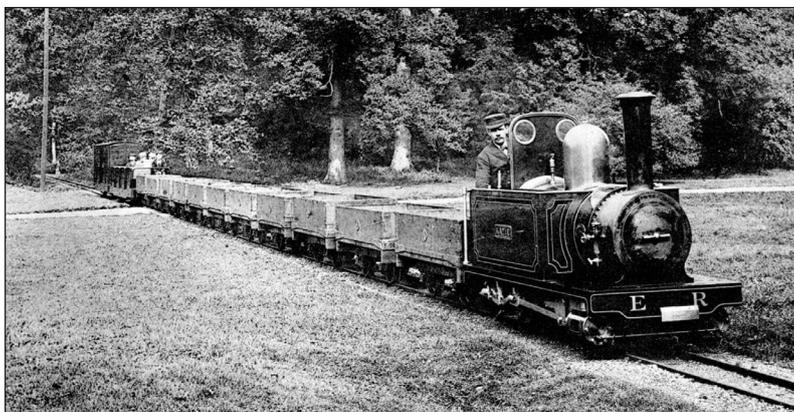
**Left: Emerging from the terminus is the first Katie pulling a rake of eleven wagons, an open passenger carriage and a goods van.**

**Below: The new-build Katie with a full train load of passengers waits to cross one of the estate roads before continuing onto the terminus.**

### More Information

Readers who would like to see and ride on its remarkable railway can attend Eaton Hall's remaining 2018 open days on 27th May, 29th July and 26th August. More details are at [www.eatonestate.co.uk/our-heritage/eaton-railway.aspx](http://www.eatonestate.co.uk/our-heritage/eaton-railway.aspx)

Books on the Heywood lines include *Minimum Gauge Railways* by Sir Arthur Heywood and *The Duffield Bank & Eaton Railways* by Howard Clayton.





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# Memories of holidays past...

The Clydach Railway, built by Richard Holder, shows just what can be achieved in 009 scale.

Later in this month's modelling section we complete our three-part series on building a small, realistic narrow gauge layout – Richard Holder's Clydach Railway, illustrated on these pages, shows just what such small acorns can grow into. While Richard had built many a layout at home in the past, this was his first narrow gauge layout built with the intention of exhibiting it in public, and since completion it has earned a number of best-in-show awards.

Many of the previous layouts were to standard gauge, Richard's interest in narrow gauge sparked by attending the Narrow Gauge South exhibition at Sparsholt College in 2004. "Features that particularly appealed to me were the tight radius curves and fairly steep gradients, which

looked, and were, so realistic," he says.

While the model follows no specific prototype, its inspiration is clear, Richard much taken with the narrow gauge railways of mid and North Wales, which he describes as so attractive and running through magnificent surrounding scenery. "I decided to model a fictitious preserved tourist railway set in North Wales – as a result, I could run a wide range of locomotives and rolling stock representing a number of British and overseas railways."

Richard took his inspiration from narrow gauge locations with personal memories. Llanddarog station for example is clearly inspired by Tan-y-Bwlch on the Ffestiniog Railway – while adapted to suit the space available it is immediately

recognisable from the famed prototype.

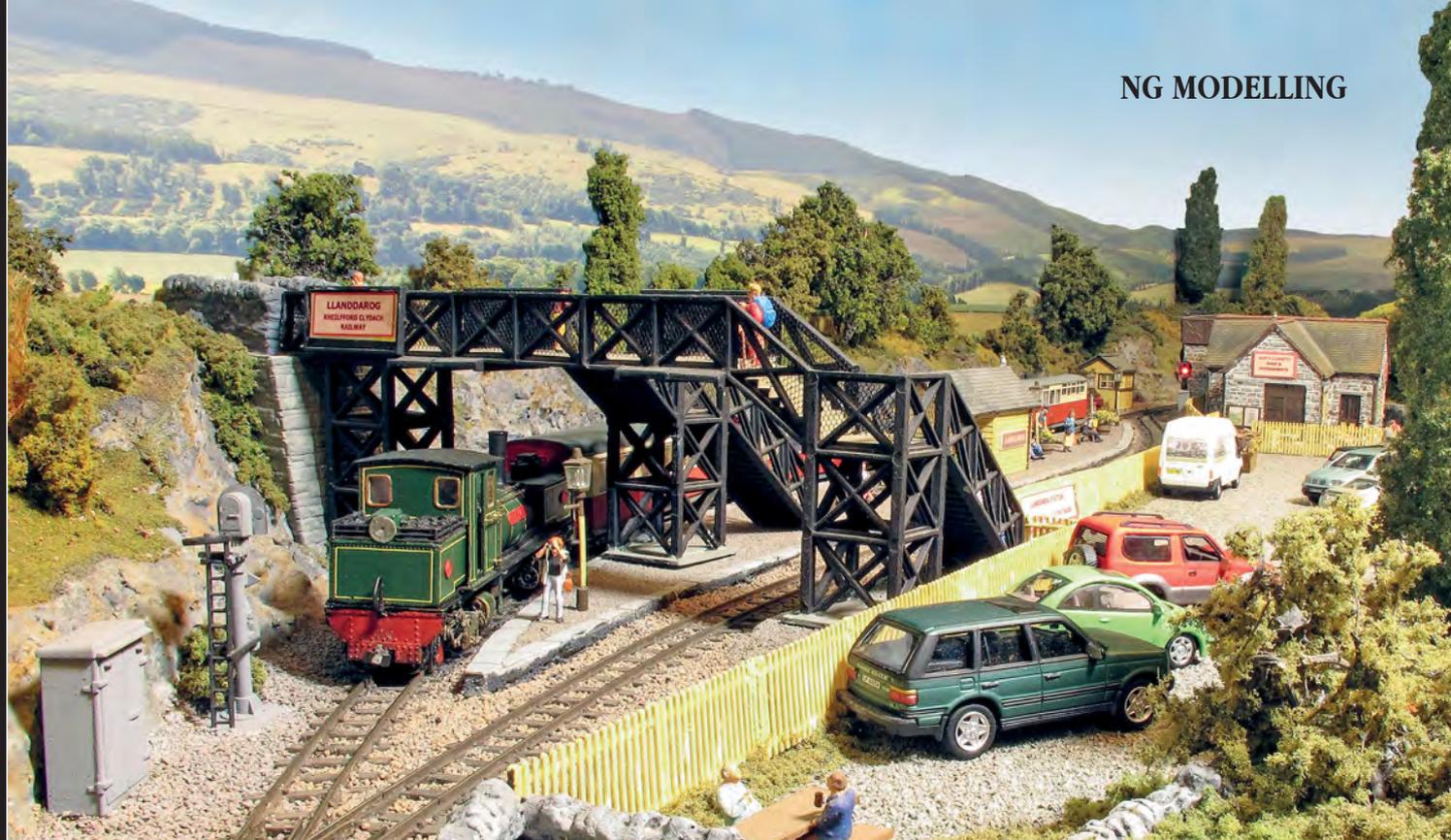
In contrast, the girder bridges across the estuary were inspired by standard gauge structures that span the Camel Estuary near Padstow in Cornwall, while the name for the layout came from looking through possibilities in a road atlas of Wales...

## Design considerations

Before starting to design the layout Richard listed out the elements he wished to include in the finished model, which he aimed at appealing to a wide-ranging audience.

- Priorities for the build included;
- 1) A continuous circuit with at least two passing loops
  - 2) Gradients, so that trains could pass over and under each other.





- 3) A simple track plan with a limited number of points to maximize reliability
- 4) Varied scenery, including a beach, an estuary, hills and countryside
- 5) Curves of 12-inch minimum radius
- 6) The ability to operate at least two trains simultaneously and independently, providing plenty of train movements to keep visitors at exhibitions entertained.

As can be seen the resultant trackplan is a simple figure-of-eight design incorporating passing loops at each of the two stations. Unusually the fiddle yard runs off one end and incorporates six hidden storage loops.

The base of the layout is 9mm ply – Richard admits with the benefit of hindsight he would probably use a thinner grade of ply for the top surfaces as he has done on layouts built since, to save weight. He would also have made the boards a few centimetres narrower to enable them to be carried through standard doorways without having to tip them at an angle!

Peco 009 track has been used throughout the layout, Richard carefully painting the sides of the rails a dark brown before ballasting to add realism. He prefers this to the various rust colours on the market as he feels the latter produce too 'orange' and bright an effect.

Points are controlled by SEEP PM1 motors on the scenic side and Peco side-mounted solenoids in the fiddle yard. The layout is split into two sections, each controlled by a single operator – one controls the lower level, including the storage loops and the incline up to the higher level station, Llanddarog. The other focuses on the higher level track, including the section that descends to Aberclydach station. However both operators can access any part of the track by flipping double-pole/double throw switches – these include

a 'centre-off' position so that any of the tracks in the station areas can be isolated. Fiddle yard loops are isolated by switching the points while one double-pole/double throw switch enables a single operator to take control of the entire layout at such times as lunch!

The layout is renowned for its smooth running at exhibitions, all the more remarkable when one considers this is achieved using 40-year-old electronics! Richard has shunned modern DCC equipment for Hammant & Morgan Walkabout analogue inertia controllers, running through Gaugemaster electronic

track cleaners. "I have not found a better modern equivalent," he says. "I did take great care when laying the track and tested everything very thoroughly before any of the scenic work was started."

### Rolling stock

Most of the locomotives on the Clydach Railway combine kit-built bodies with N Gauge chassis sourced from a variety of manufacturers. There are some scratch-built examples, while two of the Beyer-Garratt locos were built for Richard from Backwoods Miniature kits by the late Peter Wallace. "The finished locos are great





examples of Peter's skill," Richard says.

Similarly most of the carriages are kit-built, using either plastic or brass and mostly on Kato N Gauge underframes and bogies, which Richard finds produce much better running qualities than bogies and wheels supplied with the kits. The former South African freight wagons from the Welsh Highland Railway were created using resin kits supplied by Rob Waller.

All stock has been painted by hand using simple artists' brushes, and the locomotives

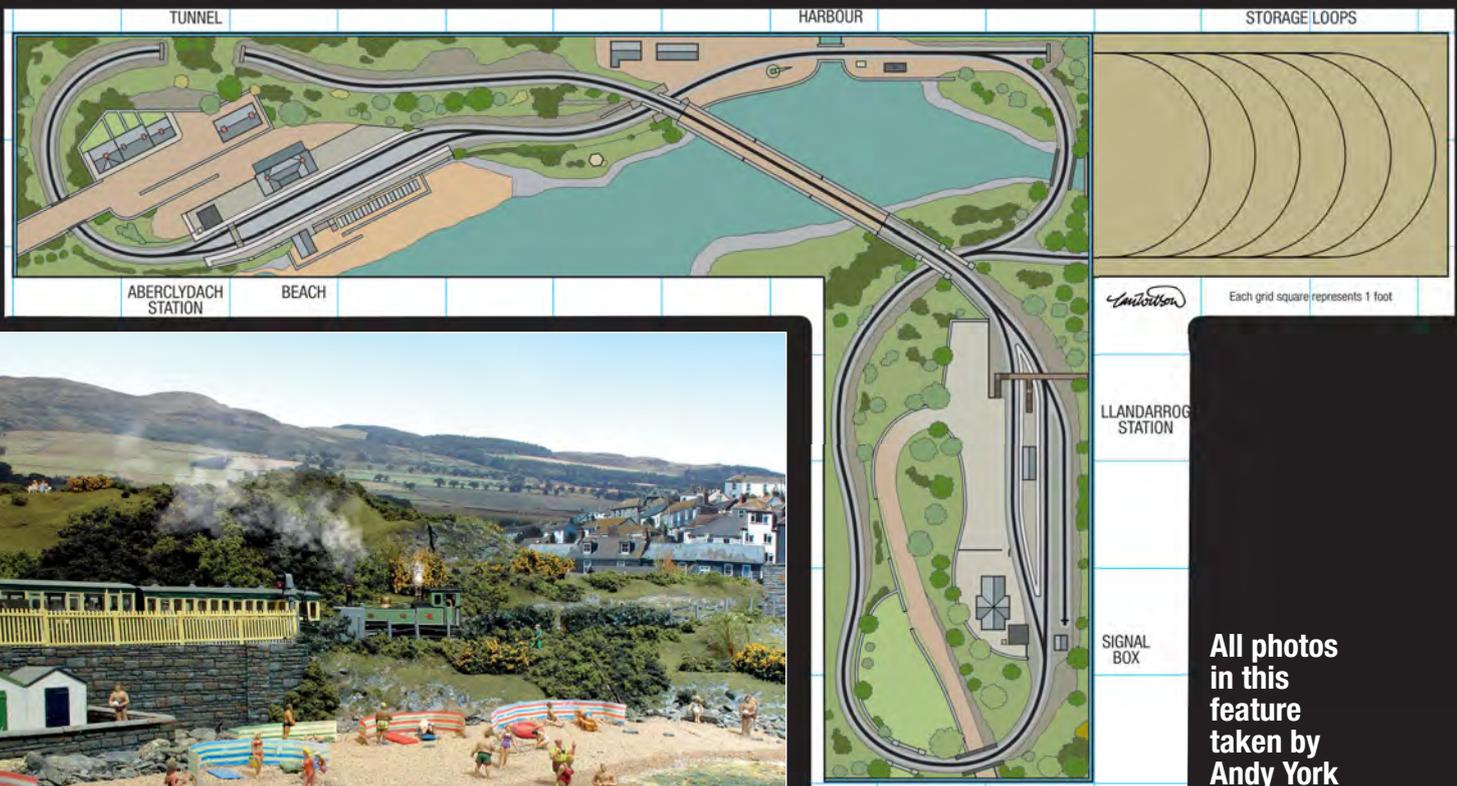
lined using Fox Transfers water-slide decals. Richard has also added crews to the locos and passengers to the carriages.

Almost all buildings are scratch-built, combining card or foam-board structures with Wills building sheets to provide the textures on walls and roofs.

Woodland Scenics and a very wide selection of materials and colours provide the ground coverings and scenery, which Richard took care to match to the colours of the backscenes. These were professionally

produced photographs, but with photos Richard has taken superimposed onto them, for example behind the estuary bridge which includes photos of the harbour at Mevagissey in Cornwall.

Most frequently asked at exhibitions is how the water in the estuary was created. The base was a layer of 'Artex', stippled with a one-inch paintbrush to create a ripple effect. When thoroughly dry, the area was painted using acrylics, dark blue in the centre and fading to a slightly lighter blue/



**All photos in this feature taken by Andy York**

green at the edges to help create an illusion of depth. The whole area was finished with seven coats of high-gloss exterior varnish, each coat allowed to thoroughly dry before the next coat was applied.

Richard is very happy with his layout and would change little. Apart from the different baseboard design mentioned earlier, he feels that perhaps both the passing loops and storage loops are a little short, only just long enough to accommodate trains of up to four large Welsh Highland-style carriages when being hauled by a Garratt. However he adds that longer loops might have spoilt the concept to two trains constantly moving.

According to Richard people viewing the layout often comment that they would never have the skills to create a model like

Clydach, and he says until he did it he might have said the same. An example was building rolling stock using brass etches, until he was shown how to at a soldering workshop organised by Stephen Sullivan and other members of the Beds & Bucks 009 Group. "Stephen used a Worsley Works brass etch 'scratch-aid' kit as a demonstration piece and managed to get about two-thirds of the coach constructed in the time available.

"This gave me the confidence to finish the model myself, and that coach still runs on Clydach today, along with many others that I built later."

Richard has built other narrow gauge layouts since, including a prototypical model of the Launceston Steam Railway illustrated in *NGW*128. He thoroughly

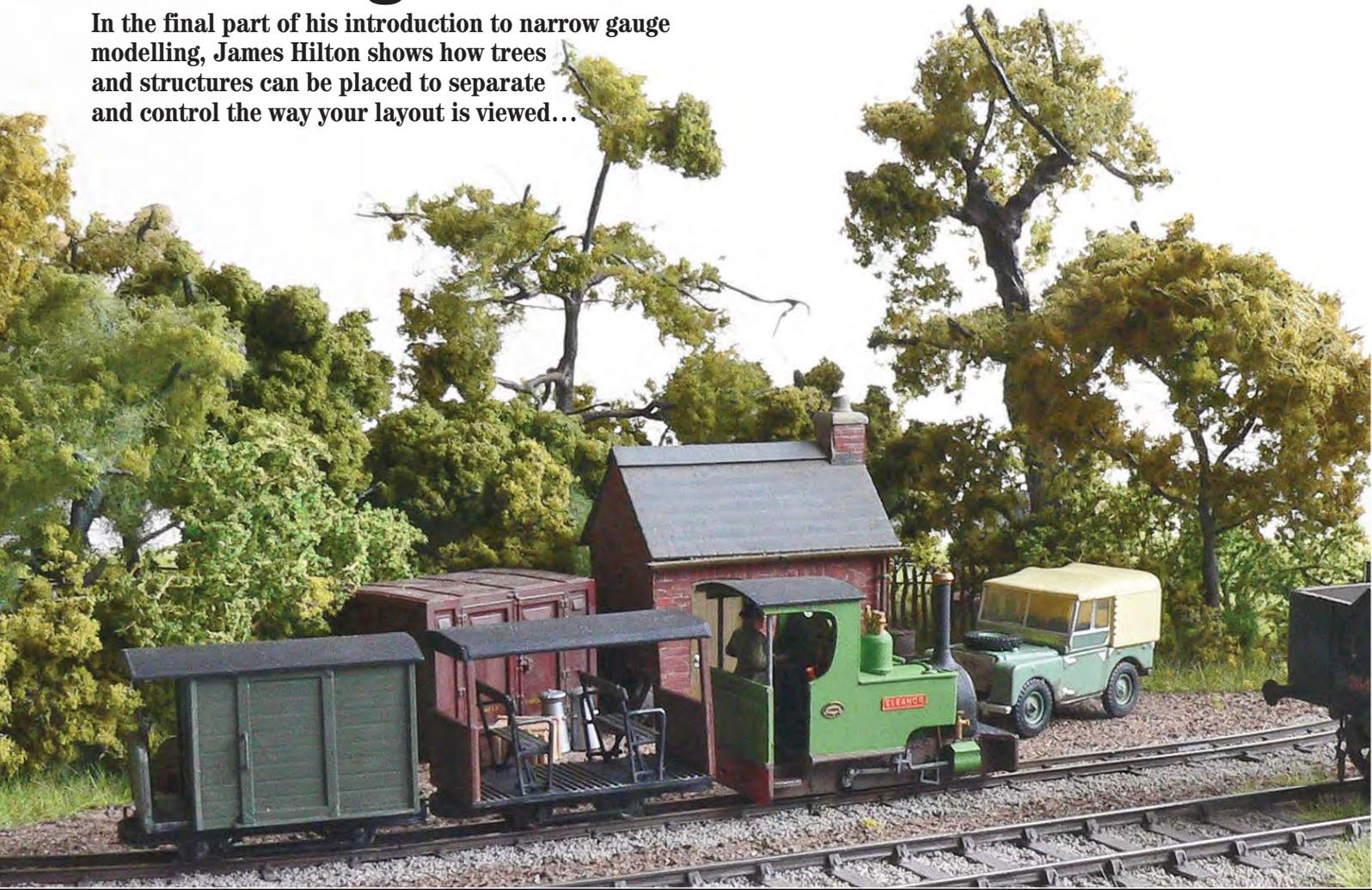
recommends prospective modellers joining the 009 Society ([www.009society.com](http://www.009society.com)). "I have learned a lot from other members," he says, adding; "Never be afraid to try something new. You will be surprised what you can achieve." **NGW**

■ The Clydach Railway originally appeared in the February 2018 issue of our sister magazine *British Railway Modelling*. To order copies go to [www.world-of-railways.co.uk/brm/store](http://www.world-of-railways.co.uk/brm/store)



# Painting a Picture

In the final part of his introduction to narrow gauge modelling, James Hilton shows how trees and structures can be placed to separate and control the way your layout is viewed...



In the first two parts of my introduction to narrow gauge modelling, in *NGW* 125 and 127, I showed how to create a simple baseboard and lay and ballast track, before introducing some landscape and applying an overall grass covering. If through reading this final part of the series you are interested in learning more, details of how to obtain back issues are at the end of this feature.

In this final instalment I will share with you examples of how to use scenic structure, trees, hedges, buildings and fences to break up a layout and create a myriad of viewing angles that help make the layout appear much larger and more spacious. As I mentioned in part 2, I am using trees and buildings recycled from old layouts, but a good range of trees and buildings are available as kits or ready to plant in 4mm scale already. Go and have a look in your local model shop.

To begin with, lay out and arrange your scenic items on the layout (**Photo 2**). Place them flat, and you can begin to imagine the viewing angles. Move items around so you're happy with the shape and structure. Remember to observe nature and how trees and bushes interact with each other – don't leave large un-natural gaps between items, instead it can be good to put trees into a bush or hedge line.

Fencing can be used to break up otherwise flat areas. Matchsticks are a low-cost option, and if you use a sharp knife you can cut the angled top into each one as you cut off the head of the match. Paint them dark brown or black before use and then you can lay them down flat like trees to decide on where best to place them. They can be embedded within overgrown hedges, or used across a flat field. I don't bother to try and represent the wire as it would be very thin in 4mm scale and prone to damage.

Once you are happy with the placement of the items drill holes for the trees and fence posts, and secure with PVA glue (**Photo 3**). This will allow you to remove them in the future if you re-cycle the layout. Buildings can also be glued down with something similar, remember to bed them in with a touch of flock, »



**Heading:** This layout may be small in space but thanks to careful scenic work it oozes atmosphere.

**Photo 1:** This station area does not give any idea that the yard is only inches away on the other side - this has been achieved by using a tall and quite dense spread of trees down the centre of the layout. To draw the eye into the station the brick wall and spear-point fencing lead the eye to the platform. The silver birch at the end of the siding and the buffer blocks do the same whilst the open ends of the layout give visual space where the curve of the track disappears in a way very pleasing to the eye.

**Photos 2 and 3:** Scenic process – see text for description.

**Photo 4:** This closely cropped photo of the yard area shows how a few items of scenic clutter have given the impression of a more goods-orientated area without seeming crowded. The dense foliage behind the building hides the station on the other side, but the hedge rows seem natural. The sign at the gateway into the field gives a focus, that is uncluttered beyond. The variety in tree heights and types in the centre appear natural and balanced.



5

ballast or real earth to avoid unsightly gaps around the bottoms of the walls.

Once everything is dry, clean the track, get out your rolling stock and start to enjoy running trains on your own layout.

The captions to the pictures accompanying this feature describe more details of creating the final scenic touch to the layout. I hope this simple three-part journey has demystified some of the aspects of creating your own layout in a small space, and encouraged you to have a go, inspiring you to get out of the armchair and do some model making.

Taking these techniques further you can develop a larger scheme with more complex trackwork, wiring, operation and construction techniques. A micro layout can be a very rewarding project, and I've built many over the years. I look forward to seeing how people get on, please share your experiences with the magazine!

A final note – the layout shown during this series is 006.5, using 6point5 model kits available through Narrow Planet ([www.narrowplanet.co.uk](http://www.narrowplanet.co.uk)) and Busch Feldebahn H0f trackwork. The same principles can be applied to a 009 layout, although if using sectional track, the baseboard will be much larger. **NGW**

#### More Information

Digital copies of *NGW* 125 and 127, featuring previous episodes in this series, can be downloaded or printed versions ordered from [www.world-of-railways.co.uk/narrow-gauge-world/store/back-issues/](http://www.world-of-railways.co.uk/narrow-gauge-world/store/back-issues/) or by telephoning 01778 392484.

**Photo 5:** The same side of the layout viewed with a much wider angle – the standard gauge wagon provides not only a sense of perspective to show how narrow the gauge is, but also a view block to keep the eyes focused on the centre. Note how the office is located just off centre, so as to appear more natural, yet the container and Land Rover, placed to form part of the disguise down the centre spine of the layout, are both lower in height.



6

**Photo 6:** At each end of the layout a green space separates the two viewing sides, deliberately uncluttered so that when looking into the space from the sides your eye isn't drawn to the fact it's a circle of track, instead it more wanders and wonders what is around the corner. Despite this, they are viewing angles themselves, and here the trees and fencing focus your view on the small locomotive as it ambles around the curve through a grassy field evoking the feel of a working narrow gauge railway.



7

**Photo 7:** This gateway provides the perfect framing for the actors coming on stage and details like the sign add an air of realism to the scene. Note the different scenic materials used in the hedge, some ground foam and some sea moss. The trees use twisted wire armatures covered with filler and decorated with Woodland Scenics foliage. They were made many years ago by my father and have been carefully stored for use on future layouts.

*All photos: James Hilton*

## Narrow gauge excellence recreated in miniature



■ Some *NGW* readers may be aware that editor Andrew Charman is also these days at the helm of sister title *Engineering in Miniature*, which means he has an excuse to attend such events as the National Model Engineering Exhibition at Doncaster Racecourse.

While admiring beautiful recreations of standard gauge Duchesses, Castles and the like, as well as pretty monstrous model road vehicles (this year's show featured parts under manufacture for a nine-inch scale traction engine!), he doesn't have to look far for magnificent narrow gauge content.

Take this year's event on 11th-13th May. There were plenty of excellent narrow gauge models dotted about the various club stands. Just one, that of the York City & District Club, produced these excellent specimens in 7.25in scale, the Talyllyn Railway's 1866-built 0-4-0WT 'Dolgoch', and the Isle of Man Railway's original Beyer Peacock 2-4-0T 'Sutherland' in its earliest 1873 condition and complete with appropriate brake van! The ed exited the show praying for a lottery win and a much bigger garden...



## Show time for 7mm modellers

It's that time again, the highlight of the 7mm scale modeller's year with the 7mm Narrow Gauge Association annual show and AGM.

Based as usual in Burton-upon-Trent Town Hall in Staffordshire, what is described as the premier exhibition in the scale will be held this year on 9th June and as ever features a number of layouts alongside demonstrations, competitions and a host of specialist traders for those modelling in the scale.

From personal visits the editor can testify to the quality and variety of the layouts that are always a part of this event. For example layouts appearing this year stretch from the continental steam trams of the 'Mers Les Bains' built by Peter Smith to David Malton's recreation of the Abbey Light Railway, a much-missed tiny enthusiast line that ran near Leeds.

Burton is easy to access by car, just off the A38, and pay-and-display car parking is available close to the hall. The venue is also only a few hundred yards from Burton Station on the Derby to Birmingham rail line.

The show is open from 10.30am to 4.30pm and entry is £5 adults £3 for 7mmNGA members while children and partners get in for free. A licensed bar and refreshments are available.

For more details go to the website [www.7mmnga.org.uk](http://www.7mmnga.org.uk)



### Glyn Valley Tramway brake van (16mm scale)

■ The new modelling releases this month focus on the larger scales, starting with this rather excellent Glyn Valley Tramway brake van, produced by Sixteen Mills in, you've guessed, the popular garden modelling scale of 16mm to the foot.

The basis of the kit are laser-cut components in MDF, and included is everything needed to build the van with the exception of glue and paint. The kits are put together using a simple tab-and-slot construction and there is the option to make the model to 32mm or 45mm gauge.

Sixteen Mills produces a range of rolling stock for the scale, mostly freelance but including some good-looking recreations of the four-wheeled carriages from the long-lost Festiniog & Blaenau Railway. More details are on the website.

Produced by Sixteen Mills kit design

Tel: 01248 713903 Web: [www.sixteenmills.co.uk](http://www.sixteenmills.co.uk)

Price £45.00



### Festiniog Railway open wagon (16mm scale)

■ This new wagon comes from One12Models which despite the name produces kits for 16mm scale. The model is based on wagon 60, built in the early 19th century for the FR, long scrapped but of which a replica was built in 2012. This replica is known as the 'beer waggon' as shortly after completion it took part in a recreation of rail-based deliveries from the Purple Moose brewery in Porthmadog!

One12Models say that they aim to bring the attention to detail and quality craftsmanship found in reproduction live steam locomotives to the world of rolling stock. The kit is well made, combining laser-cut plywood, machined brass wheels and parts, knurled steel axles and 3D printed accessories.

Also on the One12Models website are further Festiniog vehicles but be warned, they appear to sell out quickly...

Produced by One12Models

Web: [www.one12-models.co.uk](http://www.one12-models.co.uk)

Price £35

## Iron Horse Railroad Rod Dingwall

■ At first glance this A5 hardback looks like a book from an earlier period, its layout with pages of black and white plates reminding one of the works of James Boyd published by Oakwood Press. But the basic layout should not put the reader off.

Within the book's 450 pages is the long overdue and fascinating story of the earliest revival days of the Leighton Buzzard line – previously only part of a single chapter in Sidney Leleux's overall history of the Bedfordshire sand network published, again, by Oakwood.

The new work chronicles the years 1967-'69 when the Leighton Buzzard line was run, while still serving an industry function, as the 'Iron Horse Railroad' by preservationists who initially favoured American practice. Published to mark 50 years since the inception of the preservation effort, the book brings together reminiscences of several early members, some previously published in the society's magazine *Chaloner*. A major part of the text has been drawn from recently rediscovered diaries kept by member John Heys, who was 15 at the time and brings a unique personal perspective to the tale.

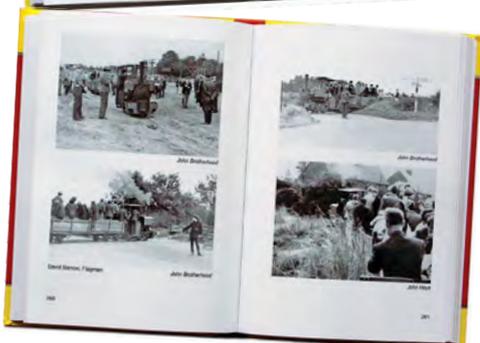
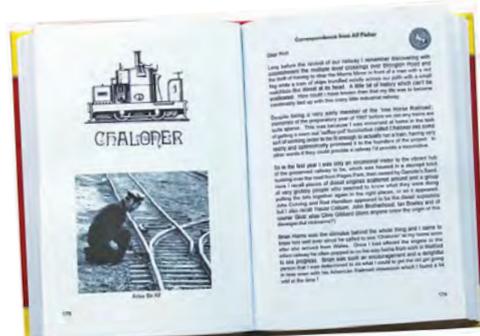
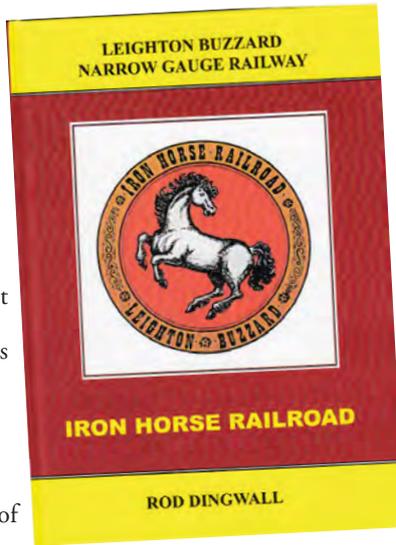
All these memories are combined with a quite astonishing number of photographs, virtually all black and white, all well reproduced, the majority not previously published and all fascinating. Many might think that the LBR is the nearest thing to an industrial line today with its narrow right-of-way weaving through the housing states of the Bedfordshire town, but these photos paint a very effective picture of a long-lost pioneer period.

As does the text – this is no dry history but a series of highly personal memories, gathered from the people who were there at the time – in some ways it reminds me of that seminal work on early railway preservation, *Railway Adventure*.

As mentioned, this book has been produced by an enthusiast rather than a professional publisher - there are spelling mistakes dotted about and the personal reminiscences result in the same event being described several times in places. But to be honest it doesn't really matter – there is little better at revealing what it was really like to preserve a narrow gauge railway in the 1960s, and the book comes highly recommended.

This is a private publication by the author in limited numbers primarily for LBR members. A few copies are going on general sale, with a contribution from each being donated to the LBR's Double Arches extension project. We suggest you grab your copy now, as we don't think it will be in print for very long... *AC*

Published by Rod Dingwall. Order by post for £25, cheque payable to Rod Dingwall at 30 Poolway Place, Coleford, Gloucestershire GL16 8DF

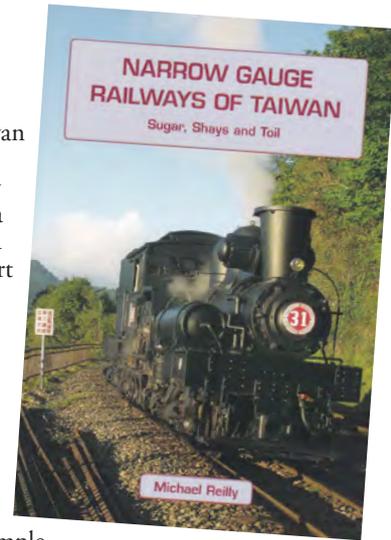


## Narrow Gauge Railways of Taiwan Michael Reilly

■ The far-East island nation of Taiwan boasts a fascinating narrow gauge railway network mostly untapped by European enthusiasts. Perhaps now a few more will be visiting having read this book by Michael Reilly, an expert on the country who spent several years working there.

Systems documented include the impressive 760mm Alishan Railway, which boasts Shay locomotives climbing spirals, and the extensive sugar industrial lines, from which a Diema diesel has found its way to the Welshpool & Llanfair in Wales. But there is much more too, from simple push-cart lines to main-line 3ft 6in gauge systems complete with sleeping cars. All are described in detail with a well-chosen mix of period and modern photos, plus maps and diagrams. *AC*

ISBN 978-1-900340-46-5  
Published by Mainline & Maritime,  
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Web: [www.mainlineandmaritime.co.uk](http://www.mainlineandmaritime.co.uk)  
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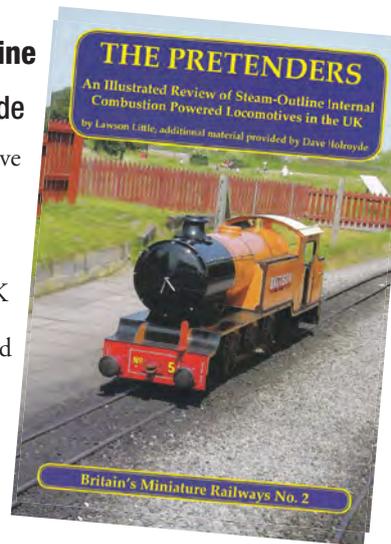
## The Pretenders - Steam-outline Internal Combustion Locos Lawson Little and Dave Holroyde

■ Another interesting and inexpensive softback from Mainline & Maritime focusing on the various and mostly miniature steam-outline internal-combustion locomotives that have operated on lines throughout the UK over the years.

Historic locos, 'Blacvolvesley', 'Auld Reekie' and C.P. Huntingdon each get a chapter to themselves but the products of such builders as Severn Lamb, Alan Keef, Hudswell Clarke and Baguley are also well featured, as are unusual engines such as the Barlow diesel-electrics.

A highlight of this book are the photos – most are in colour, well reproduced to a large size. A list of further less well-known examples of such locos, including where they were built for and where survivors reside today, adds further to a book that both enthusiasts of the miniature lines and modellers will find as useful as it is enjoyable. *AC*

ISBN 978-1-900340-48-9  
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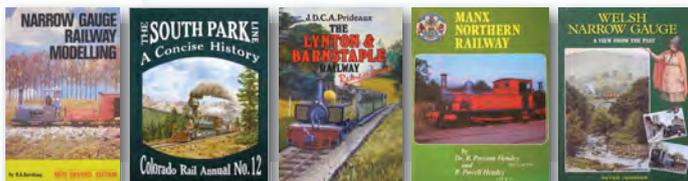
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## ADVERTISERS' INDEX

A1 MODELS.....	11
AHB SERVICES.....	4
AMBERLEY MUSEUM & HERITAGE.....	4
AMERTON RAILWAY.....	11
BALA LAKE RAILWAY.....	39
BRECON MOUNTAIN RAILWAY.....	11
BREDGAR & WORMSHILL.....	39
BRESSINGHAM STEAM MUSEUM LTD.....	11
BURE VALLEY MODELS.....	23
CHRIS FRYER.....	23
CLEETHORPES COAST LIGHT R/WAY.....	4
ISLE OF MAN RAILWAYS.....	23
JELLY MODELS.....	49
JOHN WILKES.....	49
JONES SPRINGS (ENGINEERING) LTD.....	23
KIRKLEES LIGHT RAILWAY.....	24
MAINLINE & MARITIME LTD.....	24
MERCIAN MODELS.....	24
MOSELEY RAILWAY.....	24
NICK TOZER.....	49
RAILS OF SHEFFIELD.....	56
STATFOLD ENGINEERING LTD.....	4
TALYLLYN RAILWAY CENTRE.....	39
THE 7MM NARROW GAUGE ASSOC.....	49
THE NARROW GAUGE RAILWAY SOCIETY.....	39
TRANSPORT STORE LTD.....	49
VALE OF RHEIDOL RAILWAY LTD.....	11

## Corsican exhilaration

Your article on the Corsican Railway (*NGW129*) reminded me of an exhilarating journey from Corte to Ajaccio in March 1991. It was the last train of the day and as the journey proceeded the light began to fail until it was quite dark.

Most of the trip was on a steep downhill gradient. The train was a single-car Billard driven by a young man in a leather jacket with a slight swagger. He seemed in a hurry and at several stations we were held awaiting the official departure time. At other dimly lit stations, which in the gloom all seemed in the middle of nowhere, we were waved through by a uniformed station master.

The driver sat in the centre of the car at the front with no barrier between him and the passengers – we were almost sitting behind his shoulder. It was like riding pillion on a motorbike as we raced downwards with the headlights highlighting the twisting nature of the track.

What a pity that modern drivers are afraid of letting passengers see what they are doing. Whilst it is good that money has been found for new trains it is a shame that the authorities don't seem to value their heritage stock. *David Allanach*

## Catalan information

In *NGW129* Tony Sullivan asks for more information on the Catalan locos he photographed at Martorell in September 1962.

The 2-4-4-0T 601 ex RhB was one of three (26-28) sold (without being renumbered) to the Swiss Yverdon-St.Croix (YStC) railway in 1920 following main-line electrification on the RhB. 26 to 28 were built by SLM in 1902 as four-cylinder compound, saturated machines (G2/3+2/2 in Swiss parlance).

*Voie Étroites du Jura Vaudois*, BVA Lausanne, 1988 has: "Electrification in turn of the YStC led to 26 and 28 being sold to Union Española de Explosivos for the FC Catalan as nos 601-602," but without specifically stating which was which. No 601 is noted as having moved to the FC Peñarroya-Puertollano (South of Madrid in Andalucía) in 1958, 602 following in 1964, although both were then noted as scrapped in the same year, 1964. If the picture was taken in September 1962, this doesn't add up.

*Die Fahrzeuge der Rhätische Bahn 1889-1998*, Band 3, Schweers & Wall 1998 has 26 and 28 being sold by YStC in 1947 to Minas de Cala in Sevilla for industrial use (which might fit with the Union Española de Explosivos above?) and then being sold on to the FC Catalan as 601

*"It was like riding pillion on a motorbike as we raced downwards with the headlights highlighting the twisting nature of the track..."*



(ex 26) and 602 (ex 28) in 1951, being scrapped in 1968. This fits with the observation.

In *Narrow Gauge Railways of Spain, Vol.1 Catalunya to the Sierra Nevada* by D Trevor Rowe, Plateway Press 1995, there is a picture of no 601 out of use at Sallent depot on a section of a FC Catalan route that, for complex reasons described in the book, was worked by the ESTADO organisation. The picture was probably taken in 1961.

Hope this helps. *Roger Jones*

With reference to Tony Sullivan's query, the locomotive in the photo, CR no 601, was originally RhB no 26. The other was no 28, which presumably became CR no 602. In 1964 they were both transferred to the Puertollano-Penarroya line in Southern Spain, where I believe they retained their CR numbers.

The P-P line closed in 1970 and the locos were presumably scrapped, either at that time or prior to closure.

*John Organ*

**The query from Malcolm Ranieri regarding his possibly narrow gauge axlebox plate, reproduced at the top of the facing page, certainly got our readers pondering, see the letter from James Waite. Another reader, Roger Thornton, sent in the shot above of a 2ft gauge GWR slate wagon in Maen Offeren quarry, Blaenau Ffestiniog, on 24th December 1973 – the axlebox cover is clearly of very different design.**

**Reader Tony Olsson encloses this sample of Lithuanian post, right, illustrating the rich variety of rail-themed stamps in the Baltic states.**

## Of axlebox plates

With regard to the potentially narrow gauge axlebox cover that Malcolm Ranieri seeks information on in *NGW129*. We tend to associate the Great Western narrow gauge with Wales but its first line was the 3ft gauge Westleigh Tramway in Devon. Built by the Bristol & Exeter Railway this ran for about three quarters of a mile from Burlcombe station, on the main line between Taunton and Exeter, and the extensive Westleigh quarries on the other side of the Fenacre Water valley.

In 1873 the quarry granted the B&ER a lease of the route for 25 years. When this expired in 1898 the quarry company took back the land and replaced the line with a standard gauge railway which ran until 1950.

It wasn't long before the GWR acquired its second narrow gauge line, the 600mm gauge Festiniog & Blaenau Railway. It opened in 1868, effectively as an extension of the Ffestiniog Railway southwards from Blaenau Ffestiniog though it was owned and run independently.

The GWR constructed 50 narrow gauge slate wagons in 1899 and another 50 in 1903. Their main purpose seems to have been to work into any of the quarries in the Ffestiniog area which wished to send out their slate over the GWR.

A surprising number of the GWR wagons survive, thanks largely to their having ended up in use on the tramway at Maen Offeren Quarry, the last one at Blaenau where rail transport was used to carry dressed slates away from the mill. Several are at the Ffestiniog where two see regular use in the gravity trains it runs at gala events; others are at such diverse places as the Tallylyn Railway and Didcot Railway Centre where one wagon makes an interesting contrast with their broad gauge exhibit!

The axlebox covers of these wagons carry the usual GWR cast lettering but in a much plainer style, a bit like the lettering used on the Welshpool and the Rheidol lines. They were also made of cast iron whereas Malcolm's plate looks as though it's of brass or bronze. The style of lettering looks to me more like that used in the 19th century.





It could have come from the F&B or Westleigh if any new axlebox covers were built while they ran these lines but I think you're probably right in supposing that it's more likely to come from a platform trolley or a road cart or the like. *James Waite*

### Narrow gauge rail stamps

I bought the book reviewed in *NGW* 127 as soon as it was published. I collect stamps of Lietuva (Lithuania). However, the lack of any stamps from Lithuania or Latvia is a disappointment. The Baltic States haven't been completely ignored though, as page 60 illustrates a first day cover from Eesti without any indication that it is the country we call Estonia. Similarly, what is known here as Eastern Europe is represented only by four stamps from Magyarors ag (Hungary).

To partially redress the neglect of Eastern and Northern Europe (the Baltic States are officially in Northern Europe), I enclose a copy of a spread of stamps on a parcel of *Baltic Railways Magazine* sent to me a few years ago.

The two locos at left are 750mm narrow gauge on the Aukstaitija Siaurasis Gelezinkelis (ASG) or Siaurukas railway in Lithuania. Top left is a TY2 (TU2) diesel electric in use throughout the former Soviet Union countries, and below it a PT4 steam locomotive as formerly used on the line, now being restored to steam. Similar narrow gauge locomotives are also used in Estonia and Latvia. They are usually bigger than NG locos here.

The other trains are mainline Russian (1520mm) gauge. The block of three stamps show a Lithuanian EJ575 double-deck three-unit electric passenger train used on the Vilnius to Kaunas line, with above an ancient 0-6-0 steam locomotive from pre-Soviet times.

The lower picture shows a Soviet-built ER8M passenger train leaving the Kaunas railway tunnel. The EJ575 replaced the ER8M on this route in 2009. The 2M62 at top right is a major Soviet diesel locomotive still in use, but it's not actually a stamp. *Tony Olsson*

## The Narrow Knowledge Quiz...

■ Some seriously tricky brain teasers for you this month. If you would like to contribute some of your own, send them to the editorial address on page 3. Answers as usual in our next issue.

- 1) Which Leeds manufacturer had its works between Nepshaw Lane and Stone Pits Lane?
- 2) What roadside station was obliterated by a landslide, 55 years after a train last called there?
- 3) Three Hunslets, three Bagnalls, a Dick Kerr, three from Hudswell Clarke and two from Kilmarnock formed the loco stock of which Northamptonshire industrial concern?
- 4) With what did Julius Freudenstein split to form his own loco building business?
- 5) On which line could one alight at Lahinch?
- 6) A diesel running on the Shuzeni Railway in Japan has two sisters, where?
- 7) What did a hand-worked line built by Claud's aunt, Miss Bracher, grow into?
- 8) Which miniature line had an out-and-back layout between 1928 and '56, a straight line from '57-'63 and an oval from '64 until its closure in 1977?
- 9) A line opened in 1971 was only 400 yards long but gave much pleasure. When it closed in 1990 it was 1¼ miles. Where was it?
- 10) Where did *Andrew Charman* take the photo at right?



Answers to quiz in *NGW* 129

- 1) The Cleethorpes Coast Light Railway was initially 10¼in gauge.
- 2) The Cleethorpes line changed to 14½in in 1972 – due to an error in relaying it was measured to the centre of the rail. It became 15in in 1994.
- 3) The former fishing line is in Barril, in southern Portugal.
- 4) Ellis D Attwood created the Edaville Railroad in South Carver, Massachusetts.
- 5) Stock for the Edaville Railroad came from the Bridgton and Saco River and the Sandy River and Rangeley Lakes railroads.
- 6) 'Yeti' and 'George' ate two of four Hunslet diesels on the Snowdon Mountain Railway.
- 7) The 1905 4-6-0T and 1906 2-6-4T were drawn but not built by Hunslet for the Tralee & Dingle Railway.
- 8) The Ashover Light Railway ran its final passenger service on 24th August 1947.
- 9) Kerr's Miniature Railway is one of the shortest and by far the oldest of its type in Scotland.
- 10) The loco in the picture is 'Sragi No 14', an Orenstein & Koppel 0-6-0WT today at Statfold.

## That was the year that...

Looking in the archives at narrow gauge news stories of the time and their legacy...

### From 50 years ago

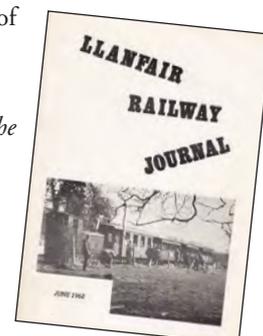
#### Welshpool & Llanfair Light Railway The Arrival of the Ziller Coaches

The big day was Thursday 11th April 1968. After being loaded at Jenbach on 25th March, the four coaches crossed from Ostend on the 'Prinses Paola' but once on British soil, delays were experienced. Eventually a special train of four well-flats from Birmingham (Bescot) rolled into Welshpool yard at 18.00hrs on that historic Tuesday, hauled by Type 2 no. D5040.

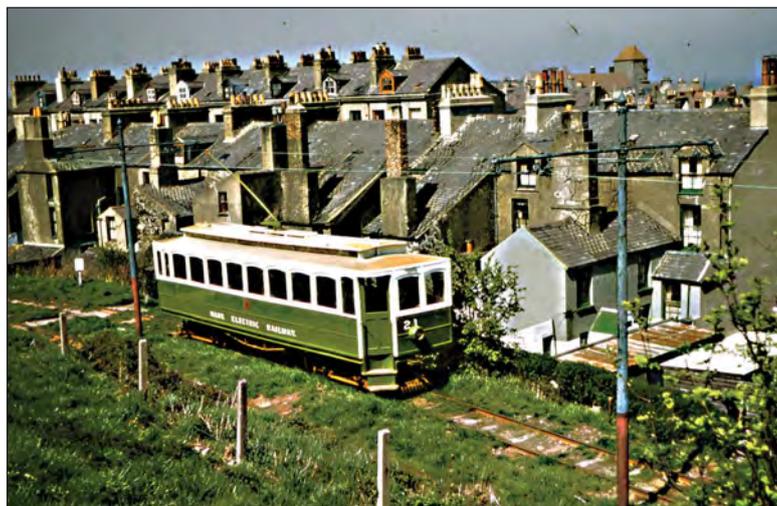
B24 was lifted off first and moved to New Drive crossing on C H Lambe's low-loader from Bromsgrove. A 15-ton mobile crane with telescopic jib diffidently transferred it to W&L metals... No 7 with its rake of Tyrolean coaches finally came to rest on the loop in Llanfair yard at 12.51 hours on 12th April.

*This was a seminal moment for the W&LLR, not only significantly increasing the quality of its passenger stock but providing it for many years with a 'Unique Selling Point', the open end balconies of the Austrian stock very popular with passengers. These vehicles also started what has become an eclectic collection of global 760mm stock on the Welsh line...*

This month's extract taken from the June 1968 edition of the *Llanfair Railway Journal*, members' magazine of the W&LLR.



## From a Different Age...



The ever-busy **David Mitchell** attended a photo charter on the Isle of Man on 20th April, with possibly his best picture from the event featuring in this month's Gallery pages.

Later in the day the party descended upon the Ramsey terminus of the Manx Electric Railway, the mission being to recreate a photo taken in 1958 by former Talyllyn Railway stalwart and *Railway Magazine* editor John Slater, of no 21 leaving the terminus. This has become possible since no 21 was repainted in the line's green livery of the 1950s period as part of the MER 125th anniversary celebrations. As David comments, the resulting comparison is a fascinating study of chimney pots!!



### Tramways

- **Douglas Horse Tramway:** *Isle of Man*, 01624 662525, [www.rail.im/](http://www.rail.im/) Daily except 12th, 18th-19th, 25th-26th.
- **Great Orme Tramway:** *Conwy* 01492 577877, [www.greatormetramway.co.uk](http://www.greatormetramway.co.uk) Daily services from 10am.
- **Manx Electric Railway:** *Isle of Man* 01624 662525, [www.rail.im](http://www.rail.im) Daily services.
- **Seaton Tramway:** *Devon* 01297 20375, [www.tram.co.uk](http://www.tram.co.uk) Daily services from 10am.
- **Snafell Mountain Railway:** *Isle of Man* 01624 662525, [www.rail.im](http://www.rail.im) Daily services.

### Miniature Railways

- **Audley End Rly** (10.25in): *Essex* 01799 541354, [www.audley-end-railway.co.uk](http://www.audley-end-railway.co.uk) Weekends, Friday 1st June
- **Beer Heights Light Railway** (7.25in): *Devon* 01297 21542, [www.pecorama.co.uk](http://www.pecorama.co.uk) Daily from 10am.
- **Lappa Valley Rly** (15, 10.25, 7.25in): *Cornwall* 01872 510317, [www.lappavalley.co.uk](http://www.lappavalley.co.uk) Daily from 10am.
- **Littlehampton Miniature Rly** (12.25in): *Sussex* [www.littlehamptonminiaturerailway.com](http://www.littlehamptonminiaturerailway.com) Weekends, Friday 1st June. 70th Anniversary Gala 23rd-24th June
- **Moors Valley Rly** (7.25in): *Hants* 01425 471415, [www.moorsvalleyrailway.co.uk](http://www.moorsvalleyrailway.co.uk) Daily services from 10.45am
- **North Bay Railway, Scarborough** (20in): *Yorks* 01723 368791, [www.nbr.org.uk](http://www.nbr.org.uk), Open daily from 10.30am
- **Rhyl Miniature Rly** (15in): *Clwyd* 01352 759109, [www.rhylminiaturerailway.co.uk](http://www.rhylminiaturerailway.co.uk) Fridays, Saturdays, Sundays

## 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.

- **Daily except Mondays, Devon Railway Centre Open Day** Museum nr Tiverton, 2ft gauge line. <http://devonrailwaycentre.co.uk/>. 20th Anniversary Special on 12th-13th with intensive operation.
- **1st-3rd June, Talyllyn Railway Leave on the Line Gala, Loco no 6 and RAF Centenary.**
- **2nd June, Bressingham Steam Museum Narrow Gauge East.** NG model exhibition, 20+ layouts, footplate rides on 2ft.
- **2nd-3rd June, Rhiw Valley Light Railway Open Weekend.** 15in gauge line close to Welshpool & Llanfair. [www.rvlr.co.uk](http://www.rvlr.co.uk)
- **3rd June, Bredgar & Wormshill Railway open day.** Services Day. Kent 2ft line, unlimited rides. <http://bwlr.co.uk>
- **3rd June, Corris Railway Gravity train.** 3.15pm departure.
- **9th June, Ffestiniog Welsh Highland Railway Snowdonian.** 80-mile round-trip, pre-booking essential at [www.festrail.co.uk](http://www.festrail.co.uk)
- **9th June, Lincolnshire Coast Light Railway.** Free diesel rides alongside Skegness Water Park caravan show. [www.lclr.co.uk](http://www.lclr.co.uk)
- **9th June, Romney Hythe & Dymchurch Railway company and RHDRA AGMs.** Special trains.
- **9th June, Statfold Barn Railway Enthusiasts Day.** Many locos in steam. Pre-book only at [www.statfoldbarnrailway.co.uk](http://www.statfoldbarnrailway.co.uk)
- **9th-10th June, Amberley Museum Mid-Summer Steam Show.** Road and rail steam, traction engines etc.
- **9th-10th June, Welshpool & Llanfair Light Railway Vintage Trains.** Mixed passenger/freight trains, shunting at each terminus.
- **16th June, Talyllyn Railway anything Goes Gala,** Six steam, four diesels all in action.
- **16th-18th June, Bala Lake Railway Penrhyn Gala.** Penrhyn-themed trains, original rolling stock.
- **17th June, Romney Hythe & Dymchurch Railway Fathers Day Beer Festival & Model Trains.**
- **22nd-24th June, Ffestiniog Railway Hunslet 125.** Birthday Gala for 'Linda' and 'Blanche', largest Hunslet NG loco gathering.
- **23rd-24th June, Welshpool & Llanfair Light Rly Welshpool Transport Festival.** Intensive service, special workings.
- **24th June, Gartell Light Railway Open Day.** 2ft Somerset line, frequent timetable. 01963 370752, <http://newglr.weebly.com>
- **30th June-1st July, Amerton Railway Summer Steam Gala,** first steaming of Wren 'Lorna Doone', 'Diana' and 'Isabel' in steam.
- **30th June-1st July, Evesham Vale Railway Steam Gala,** visiting locos 'Sandy' and 'Pompey' from private Wotton Light Railway.
- **30th June-1st July, Talyllyn Railway Lechfan Garden Railway Weekend and Beer Festival,** Live steam model railway action.



The Ffestiniog Railway's Penrhyn Hunslet sisters celebrate a big birthday in style this month. *Photo: Andrew Charman*

# What's On

	Fri 1st	Sat 2nd	Sun 3rd	Mon 4th	Tue 5th	Wed 6th	Thu 7th	Fri 8th	Sat 9th	Sun 10th	Mon 11th	Tue 12th	Wed 13th	Thu 14th	Fri 15th	Sat 16th	Sun 17th	Mon 18th	Tue 19th	Wed 20th	Thu 21st	Fri 22nd	Sat 23rd	Sun 24th	Mon 25th	Tue 26th	Wed 27th	Thu 28th	Fri 29th	Sat 30th
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<b>Exbury Gardens Railway:</b> 023 80891203 www.exbury.co.uk																														
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<b>Great Whipsnade Rly:</b> 0844 225 1826 www.zsl.org/zsl-whipsnade-zoo																														
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<b>Heatherslaw Light Rly:</b> 01890 820317 www.heatherslawlightrailway.co.uk																														
<b>Isle of Man Steam Rly:</b> 01624 663366 www.gov.im/publictransport																														
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<b>Launceston Stm Rly:</b> 01566 775 665 www.launcestonr.co.uk																														
<b>Leadhills &amp; Wanlockhead Railway</b> www.leadhillsrailway.co.uk																														
<b>Leek &amp; Rudyard Railway:</b> 01538 306704 www.rlsr.org																														
<b>Leighton Buzzard Railway</b> 01525 373888 www.buzzrail.co.uk																														
<b>Llanberis Lake Rly:</b> 01286 870549 www.lake-railway.co.uk																														
<b>Lynton &amp; Barnstaple Railway:</b> 01598 763487 www.lynton-rail.co.uk																														
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<b>Perrygrove Railway:</b> 01594 834991 www.perrygrove.co.uk																														
<b>Ravenglass &amp; Eskdale Rly:</b> 01229 717171 www.ravenglass-railway.co.uk																														
<b>Romney, Hythe &amp; Dymchurch Rly</b> 01797 362353, www.rhdr.org.uk																														
<b>Ruislip Lido Railway:</b> 01895 622595 www.ruislipidorailway.org																														
<b>Sittingbourne &amp; Kemsley Railway:</b> 01795 424899, www.sklr.net																														
<b>Snowdon Mountain Rly:</b> 0870 450 0033 www.snowdonrailway.co.uk																														
<b>South Tynedale Rly:</b> 01434 381696 www.south-tyndale-railway.org.uk																														
<b>Steeple Grange Lt Rly:</b> 01629 55123 www.steeplegrange.co.uk																														
<b>Talyllyn Railway:</b> 01654 710472 www.talyllyn.co.uk																														
<b>Threlkeld Msm:</b> 01768 779747, www. threlkeldquarryandminingmuseum.co.uk																														
<b>Vale of Rheidol Rly:</b> 01970 625819 www.rheidolrailway.co.uk																														
<b>Waterworks Railway:</b> 020 8568 4757 www.waterandsteam.org.uk																														
<b>Wells Walsingham Rly:</b> 01328 711630 www.wellswalsinghamrailway.co.uk																														
<b>Welsh Highland Railway</b> 01766 516000, www.festrail.co.uk																														
<b>Welsh Highland Heritage Railway</b> 01766 513402, www.whr.co.uk																														
<b>Welshpool &amp; Llanfair Light Railway</b> 01938 810441, www.wllr.org.uk																														
<b>West Lancashire Light Railway</b> 01772 815881, www.westlancs.org																														
<b>KEY</b> Trains (steam or diesel),  Special events,  No trains	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30

# Underground in Poland



*Donald Brooks* visits a new line that opened less than a year ago.

It was a good year for new narrow gauge underground train rides in 2017. Mail Rail opened in London and on 2nd October the Wieliczka Salt Mine, near Kraków in Poland, reintroduced passenger trains after a gap of almost a century.

Salt mining at Wieliczka dates back more than 700 years, though excavation has been wound down since the 1960s. It finally ceased in 1996 and since then salt production has been solely by evaporation. Today the mine is a UNESCO World Heritage site and one of Poland's biggest tourist attractions.

The mine is easily reached by SKA1 local trains from Kraków Główny to Wieliczka Rynek Kopalnia. The 'tourist' visit consists of a two-hour guided walk, in English, run every half-hour and which includes some narrow gauge interest. Disused tracks head off down side tunnels, while a diorama of a horse-drawn wagon and a model of a cable-worked incline, connecting the different levels of the mine, illustrate the past.

The tour starts at the entrance to the Danilowicz shaft and ends almost directly below it, in a very large cavern 135 metres underground. Until 2017 visitors returned directly to the surface by lift, but the new rail operation provides an alternative route out, running in 2017 at noon, 2pm and 4pm. Train tickets are issued from the pay desk by the panoramic lift, where passengers assemble ten minutes before departure time.

There is a rail trip commentary but only in Polish. A short walk leads to a chamber with two preserved battery locomotives, continuing to Kaniów station where the train waits. All stations are very similar, consisting of a simple run-round loop, with the whole area around the tracks boarded for ease of access.

The 600mm gauge stock consists of four seatbelt-fitted 10-seater carriages, hauled by a battery-electric locomotive. On leaving the station the line curves sharply to the left, then runs 500m along a wide gallery in an almost straight line to reach

*"The train ride recreates the experience of the first visitors to the mine in the mid-19th century..."*

**Above: A train newly arrived at Gołuchowskiego station. The lighting recalls chandeliers that once illuminated the chamber, where there was a restaurant and which staged concerts until the First World War**

Gołuchowskiego station. The nerve centre of the railway, it is named after Count Agenor Gołuchowski, who in the 19th century was governor of the Austro-Hungarian province of Galicia, which included this part of Poland.

## Underground music

The train ride recreates the experience of the first visitors to the mine in the mid-19th century. These 'distinguished guests' would have been horse-drawn to Gołuchowskiego as loco haulage was introduced only in 1925. Live underground musical performances regularly featured then, so today recorded Viennese music plays in the background while life-size photographs of Habsburg-era bandsmen adorn the tunnel walls.

Visitors have 20 minutes at Gołuchowskiego to explore the 18th century chamber, inaccessible since its previous existence as a railway station and a key feature of a mine tour ended in 1918. A short journey on foot down a connecting tunnel leads to Walczyn Gołuchowski station where a second train, an exact replica of the first, is waiting. The second journey follows a straight tunnel, at right angles to the first, for 300m to Walczyn Niedziałek station, near the foot of the Regis shaft, where a lift returns visitors to the surface.

Three new locomotives were delivered for the railway in 2016 by Becker Warkop, the Polish arm of a German-based multi-national supplier of mining equipment, with the third loco kept as a spare. **NGW**

■ Thanks to Iwona Zbela from the company for help with information.

**Left: A preserved wagon shows how transport to the salt face was handled before the introduction of locomotives. Metal rails and wagons with flanged wheels were introduced at Wieliczka in the 1860s.**

**Photos: Donald Brooks**



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