

Alan Gregory

We are saddened to report the death of Alan Gregory on 8th June following a period of declining health. Alan's son Peter joined the 3mm Society as a Junior Member in 2003; Alan himself joining in 1975 and becoming a member of the Bristol Area group as it then was about the same time. A long-time member of the Bristol Avon Group, Alan, together with his late wife Joan, were regular and generous hosts for their monthly meetings. Alan built the novel Baseboards for Jeff Gay's Circular Shapwick Layout, and for the group's Avon Street layout, which has a Water Tower that he built (sadly the delicate Styrene cross bracing is crumbling with age). A native of North Somerset, Alan's interests in the GWR and the Somerset & Dorset line were reflected in his modelling. His high standard of modelling resulted in his being a frequent winner of their twice-yearly competitions (although he hated having to choose the subject for next time). Aside from 3mm Society, for many years Alan encouraged young modellers through St John's Railway Circle at Midsomer Norton. He was a member of the Wells Railway Fraternity and usually to be found helping with the Railwells Exhibition in Wells Town Hall in mid-August along with Joan. He was also a volunteer TTI on the West Somerset Railway. Our thoughts are with Alan's family.

The Fraternity was represented at the funeral which took place at St John the Baptist parish church, Midsomer Norton on 4th July at 1.30p.m., followed by cremation at Mendip Crematorium, Shepton Mallet & the wake at the Old Down Inn, Emborough.

Information kindly provided by Mike Evans (Wells Railway Fraternity) and Nick Smith (3mm Society)

2023 – 2024 Programme

All talks are planned to take place in Wells Town Hall, on the second Tuesday of the month, 7.00 pm onwards for a 7.30 start.

2023

- 12+13 Aug Railwells Model Railway Exhibition
- 12 Sep The Isle of Man in 2017 *and*
Irish Railways Come Into the 21st Century - by Richard Harman
- 10 Oct The Flying Scotsman - by David Parker
- 14 Nov The East Somerset Railway - by Nick Waton
- 12 Dec AGM *followed by* Quiz, set by last year's winner, Andrew Tucker

2024

- 9 Jan Members Talks: Scratch That Etch – by Robin Harding
(The development of new technology for railway modellers).
- 13 Feb The Widow's Frontier Railways – by Richard Pelham
- 12 March BR in the 1960's – the Ian Cantlon Collection – by Peter Lemmey
- 9 April The Bristolian – the Bath Road Years – by Roy Kethro
- 14 May Bath to Bristol through the lens of Russell Leech – by Brian Arman

To North Wales for Steam, including the Penrhyn and Dinorwic Quarries by Michael Clemens Tuesday 11 April

The April meeting featured a talk entitled "To North Wales for Steam including the Penrhyn and Dinorwic Quarries." Given by Michael Clemens, he showed photographs covering the North West of Wales from the mid-1950s to the end of mainline steam in the mid 60's. Some of which were taken on a Rolliflex camera with largely Kodak 120 film taken by his father's friend, railway photographer Ellis James Robertson whose images were often published in the Railway Magazine.

A few views of Derby Lightweight DMUs on the secondary lines were included but steam locomotion was the main subject. The areas covered included Bangor Station on the North Wales Mainline where large locomotives of the LMS Princess Coronation and Royal Scot classes and a BR Britannia were recorded. The standard gauge photographs then followed a circular route from Bangor to Caernarfon and then down the Llanberis branch before moving onto the line to Pwllheli via Afon Wen Junction, motive power generally being LMS 2-6-4 tank engines. At Nantlle there was a shot of the 4-foot gauge Nantlle tramway which was still powered by horse in the 1960's, the last line to be so, apart from shunting.

The photographic journey then traversed the Cambrian line down to Porthmadog, Barmouth and Machynlleth where a variety of locomotives were pictured including GWR Manors, 22xx and 45xx classes and the last remaining "Dukedog" double framed 4-4-0s as well as BR standard engines. A foray onto the Bala Junction – Blaenau Ffestiniog branch featured the last passenger train to run on this line double headed by 46xx Pannier Tanks.

Around 30% of the photographs featured railways associated with Slate Quarrying including the massive quarries at Dinorwic and Penrhyn, each of which had their own rail systems perched high up on the terraces cut into the mountain side. Penrhyn had a narrow gauge mainline which ran down to the sea at Port Penrhyn, while the Dinorwic mainline was of 4-foot gauge and used transporter wagons to carry a 2-foot gauge wagon train to Port Dinorwic. The quarry engines were small locomotives of various types, of a nominal 2-foot gauge, usually built by the Hunslet Company in Leeds. A line up of stored semi-derelict locomotives at Penrhyn including a De Winton vertical boiler engine, built in Caernarfon was shown, almost all of which have now been restored.

Some pictures of the early years of the restoration of the famous Ffestiniog and Talyllyn railways were also included. Photos of the Ffestiniog included that of a slumbering Fairlie Double Engine *Merddin Emrys* in Boston Lodge works before she was overhauled to become a stalwart of the railway, and another of Fairlie Taliesin being restored for use, who now resides in the NRM at York. *Merddin Emrys* is still running today. At Towyn, now Tywyn, former Corris Railway No. 4 was photographed sporting a Giesl Oblong Ejector instead of a normal blastpipe. This was fitted by its inventor Dr Adolf Gieslingen. BR only fitted this device to two engines, Class 9F 92250 and Battle of Britain No.34064, although several Industrial Loco's were also adorned as is West Country 34092 City of Wells. Also pictured was *Russell* from the Welsh Highland Railway stored outside the museum but now restored to work on the Welsh Highland Heritage Railway and the interior of the carriage shed at Towyn Pendre, now demolished.

To North Wales for Steam - *continued*

Although not a Slate Railway there were pictures of the Welshpool and Llanfair Railway where it ran between the houses supported on a trestle along a stream. Sadly, the council refused the preservationists permission to re-instate this part of the line when the railway was re-opened. A beautiful shot of the original lines only two steam engines, GWR Nos. 822 and 823, *Earl* and *Countess* double heading was shown.

The meeting concluded with a pair of films shot by Michael's father Jim the first of which covered Quarry operations at Penrhyn and Dinorwic and the second the Cambrian line from Carmarthen to Aberystwyth built by the Manchester and Milford Railway Co., which never reached either of the places named, where several GWR Manor class Loco's were shown. In the quarries fly shunting using a chain to pull wagons on an adjacent track to the loco was seen, as was the very shaky condition of the trackwork. A picture of a 2-foot gauge wagon "flying" across a quarry pit on an aerial ropeway, known as a Blondin, was shown. As a point of interest, there was a Blondin here in Wells which connected the Underwood Quarry with the Yatton to Wells line.

Videos of the films are available as part of the "Jim Clemens Collection." Michael had a wide range of videos available for sale at an advantageous price.

For the steam engine enthusiast, the presentation showed a wonderful wide-ranging spectrum from the largest mainline to the relatively tiny industrial locomotives.

The call for the audiences' appreciation for the presentation was given by Andrew Tucker.

Railway Roundabout

- by Brian Arman
Tuesday 9 May

Brian Arman returned for his traditional May meeting presentation. This time entitled Railway Roundabout featuring images taken by several different photographers.

Part 1 covered the Great Western mainline from Paddington to Reading in the 1950s and 60s. The photos covered the whole range of engines which were to be seen on the line almost all of which were in good to immaculate condition. The pictures illustrated the development of GWR mainline power from the Stars, through the Castles to the Kings, the ultimate design. Similarly, the mixed traffic Saint design morphed into the Hall class by reduction of the driving wheel diameter to 6' of 2925 *St Martin* and updating of the cab to produce an engine, no. 4900, that was a good steamer which travelled over 2 million miles before being withdrawn in 1959.

Slides shown included Castles nos 7000 (*Viscount Portal*) at Paddington, 7011 (*Banbury Castle*) at Maidenhead, 5071 (*Spitfire*) at Gloucester Horton Road and 100 (*A1 Lloyds*) fitted as an oil burner, including a fire extinguisher. Star class 4061 (*Glastonbury Abbey*) was imaged inside Old Oak Common Shed, while 4056 (*Princess Margaret*) the last remaining of the class was also shown. At Reading Star 4020 (*Knight Commander*) and Castle 4082 (*Windsor Castle*) were imaged double heading.

Railway Roundabout - continued

Kings also featured including 6014 (*King Henry VII*) which had previously been experimentally streamlined including a V shaped cab which it retained. 6029 (*King Edward VIII*) was shown in a beautifully manicured Sonning Cutting hauling a rake of coaches in "Blood and Custard", or more officially Carmine and Cream livery. Brian only once travelled behind a King, no. 6018, (*King Henry VIII*) where he and his father secured their place in the restaurant car with a cup of coffee and a glass of orange juice. The tableware retaining the GWR monogram even after 12 years of nationalisation!

The more mundane classes of Pannier Tank used as station pilots at Paddington included the 94xx and 15xx varieties. The latter being designed for 24-hour availability with outside Walschaerts valve gear for easy maintenance accessibility. At Old Oak Common an 8750 variant of the 57xx class and 9704 a condensing variant used on through the Metropolitan Railway tunnels to haul meat trains to Smithfield Market were shown. A 61xx Prairie pulling a suburban rake illustrated how the maroon coach colour was changed from a lighter to a darker tone.

On the freight side a Swindon built Stanier 8F 2-8-0 a development of the GWR 28xx and a wartime variation of a WD was seen. These latter being used on trains to Woodford Halse where the GWR loading gauge was not available.

Brian pointed out that through optical alignment of the locomotive frames the GWR engines saved money on maintenance, while the lack of development of superheating lead impaired efficiency at raising Steam. The GWR did not get everything right!

The British Railways modernisation plan of the mid 1950s saw steam begin to be replaced by diesel power. Some of the new diesel locomotives were not very reliable and indeed some were prone to catch fire! Engine replacement often improved the position.

Part 2, Images of a whole raft of Diesels designed for the 1955 Modernisation scheme were shown. Some of which can be regarded as successful and others failures. The early mainline locomotives of the EE (Class 40) and Sulzer (Classes 44, 45 & 46) type 4s were derived from the Bulleid 1Co-Co1 designs and were generally successful but had performance little better than the steam locomotives they replaced. The big advantage of diesels their being "switch on and ready to go." They were much more expensive to build but running and maintenance costs were lower.

The Western Region was equipped with Diesel Hydraulic Locomotives most of which, particularly the Class 52 Westerns, were successful after some bedding in. These were lighter than the Diesel Electric designs used elsewhere. However just as the problems were sorted out a policy decision saw them replaced by Diesel Electrics. The Brush type 4 (class 47) were possibly the most successful large class, but even these had to be derated to achieve reliability. On the LNER lines from Kings Cross the Deltic Co-Co class with a high revving engine developed from the EE privately built prototype were the only engines to give a substantial improvement in power over the largest steam engines.

Of the privately built and financed prototype Type 4 locomotives the English Electric DP2 was perhaps the most successful design achieving 100% availability over periods of time. Of the lower power classes the EE type 1 (class 20) and BRCW type 2 (Classes 26 & 27) were the most long-lived and least troublesome but several classes turned out to be unreliable and combined with the collapse in wagon load traffic as a result had short lives.

Railway Roundabout - continued

Part 3, Posters shown included early Baldwins Nervous Pills, Birds Custard and Wincarnis Tonic wine from the turn of the 20th century. The Ovaltine poster of 1914 was the first to feature modestly attractive young ladies! The Railway companies developed their own posters to advertise many destinations and their attractions, an early example of tourism. As time went on even the Railway company posters featured glamorous women with some of the images became more demurely suggestive, even in places such as Ayr and Minehead! The LNER produced the most dynamic images, perhaps the most famous being the GNR poster proclaiming "Skegness is so Bracing." A case of making a virtue out of reality!

Part 4, The S&DJR photographs were taken at several different locations, many of which were recognised by members of the audience. The early shots featured Midland Railway designs including 3F 0-6-0 (43734) and LYR Pug (51217) at Bristol Barrow Road. The Radstock Sentinels 47190 and 47191 were seen with an LMS 3F 0-6-0T. Templecombe shed revealed several Midland designs and an SR class Z 0-8-0T used to bank trains from the S&DJR line to the SR station. At Bath Green Park MR 1P 0-4-4T, Class 2P 4-4-0 and S&DJR 7F 2-8-0 were shown. Out on the line locomotives photographed included more modern designs such as West Country, Std Class 5, Std Class 9F, S&DJR 7F and LMS class 4 0-6-0s, often double heading in various combinations.

Part 5, At the other end of the scale the pictures of engines around Swansea and Neath featured small dock shunters from a variety of different manufacturers including Avonside (1102), Powlesland and Mason (1152 and 1152), and the LMS (47003). 0-4-0ST no. 1338 at photographed Dan-y-Graig where in addition to the shed there was a works which dealt with the repairs required on the locally allocated engines. Larger locomotives included Castles 7037 (Swindon) and 5039 (Rhuddlan Castle), 6859 (Yiewsley Grange) on a Special at Swansea, 28xx (2862) and 72xx 2-8-2T (7213)

Part 6, A brief look at the LNER mainline from Kings Cross showed A4 pacific no. 4468 *Mallard* on its way to the starting point of its world record breaking run down Stoke Bank with the Dynamometer car behind the tender. A4 no. 2509 *Silver Link* on the down Silver Jubilee at Kings Cross. W1 4-6-4 no. 10000 on Kings Cross Top Shed in 1948. Rare photographs of Stirling Single no. 1 on Top Shed in 1938 being prepared for the first RCTS special, demonstrating superb colour photography. The final two shots were of a C2 Atlantic on Hitchin shed and pioneer Gresley 3-cylinder 2-8-0 no. 3921 on a long freight train.

And then the time ran out.....

Malcolm Barton asked the audience for a show of appreciation which was enthusiastically responded to by the members and visitors.

Fraternity Visit to the Bodmin Railway

- by Andrew Tucker
Wednesday 7 June

The speaker at our February meeting, Jimmy James, invited us to make a visit to the Bodmin line in the summer. Dates were reviewed and the possibility of travelling by train to Bodmin Parkway by train was considered but found to be not possible because there would be insufficient time actually at the B&WR. Our journey therefore had to be by road and Centurion Travel of Midsomer Norton provided a 29 seat coach. Steve was our driver and we left Wells bus station on time at 08.30. Although there had been a reasonable amount of interest in the trip, for various reasons several members and their guest had to cancel and there were just fourteen passengers on board.



Bodmin General station – photo by Steve Page

It was a glorious sunny day and after a stop for morning coffee at the Exeter Services we travelled on along the A30 from Devon into Cornwall. Arrival at Bodmin General station was a few minutes ahead of the planned time of 12 noon. We were met by Jimmy James who is the Publicity Officer and Newsletter Editor for the Bodmin Railway (previously known as the Bodmin & Wenford Railway). He pointed out the facilities at the station and we had lunch before being taken on a conducted tour. After donning the regulation 'Hi-vis' we were able to walk off the end of the platform, past the signal box and along to the steam shed.

Visit to the Bodmin Railway - *continued*

Most of us were able to visit the signal box in small groups during the lunch break. The locomotives on shed were a J94 Austerity 0-6-0ST in WD livery. A non-runner at the moment, it was being spruced up for some filming at the station later in the week. It was in the company of class 47 diesel loco 47 306 *The Sapper* and the two very low height 0-4-0ST *Alfred* and *Judy* built for working at Par Docks. *Judy* was taken out of traffic in 1969 and *Alfred* followed in 1977. Jimmy explained that, although interesting, it was difficult to find any useful work for these twins.



Crossing the running lines, we then visited the workshops where work was in progress on a BR mk.1 coach to be used by the line's civil engineers, and china clay wagons to be added to the demonstration freight train. Outside gleaming in the sunshine was class 50 diesel loco 50 042 *Triumph* together with a far from pristine class 08 shunter which was waiting attention. One other item of coaching stock was a GWR autocoach.

Operating the B&WR is rather different from most preserved lines. Jimmy pointed out that there are steep gradients and sharp curves to contend with and locos have to run round trains at each of the three main stations. Departure from Parkway can be very spectacular with a 1 in 40 gradient for three miles and twisting curves. A second platform has recently been completed at Bodmin General to simplify the operations at this station (although the necessary track work and signalling changes won't be carried out until next winter).

Visit to the Bodmin Railway - *continued*

As we walked back to the station Jimmy received news that a buckled rail had been found on the line to Boscarne Junction. This had been reported by the crew of the weed killing train (another 08 shunter propelling an open wagon with all the necessary equipment). It was fortunate that the potential derailment of a passenger train, the one we would have been travelling on, had been averted but it did mean that we would not be seeing the western end of the line. Instead we made two return trips to Bodmin Parkway in a 3-coach train hauled by 2-6-2T no. 5553. This 'small prairie' is owned by Pete Waterman and his representative was paying a visit to check all was well. At Parkway it was interesting to see how the preserved railway was able to use one side of the island platform with GWR services calling at platforms one and two. There is a loop for the Bodmin Railway loco to run round its train and more sidings for storage.



Our train at Bodmin Parkway – photo by Jimmy James

Back at Bodmin General, after shuttling back and forth to Parkway, we thanked Jimmy for making our visit so interesting (for more information on the Bodmin Railway see the report on our February meeting in Newsletter no. 206). Our return to Wells by coach went smoothly thanks to our driver. I found out rather late in the day that Steve's father is a senior GWR driver.

Jimmy James later reported that he had been out with the track gang early next morning and the repairs to the buckled rail were completed by 11.00 in time for the first service to Boscarne Junction.

Railwells 2023

Saturday 12 and Sunday 13 August

This year's Railwells , our 44th, will be held on August 12th and 13th in Wells Town Hall. Opening times: Saturday 10.30 to 5.30, Sunday 10.00 to 4.30. Free entry for Wells Railway Fraternity members.

As usual, the organiser, Chris Challis, is looking for volunteers to act as stewards during the show, and also to help with setting up on Friday afternoon and with dismantling after the show closes on Sunday. If you can assist, please contact Chris on 01308 897539 or 07493 905633 or email cgchallis@yahoo.co.uk

Railwells 2023 includes Scalefour Southwest and special sections for the EM Gauge Society and the 2mm Association

The Railwells show guide is available as a downloadable PDF on the Railwells website at:

<http://railwells.com/railway-show/railwells-show-2023/>

This year we have 16 Layouts - 9 Demonstrations - 12 Traders - 10 Displays, as follows:

LAYOUTS

Abbey Street, by Jas Millham, S scale, late 50's / early 60's East Anglia.

Bridgwater, by Trevor Gibson, 0 gauge, S&DJR set in 1904.

Churnbury, by David Mace, N gauge, fine scale, based on Tetbury.

Clinkerford, by Paul Hatfield, P4, based on Cinderford.

Ewe, by Robert Gunstone, 00 gauge, based on the Wisbech & Upwell Tramway.

Foxcote, by Gerry Clifford, 2mm fine scale, S&DJR based on the Somerset Coalfield.

Lochty, by Andy Cundick, EM gauge, the goods-only East Fife Central Railway.

North 9th Street Terminus, Brooklyn, by Neil Kinison, Scale P87, compact shunting layout.

Parkend Marsh Sidings, by John Farmer, P4, set in the Forest of Dean.

Port Jubilee, by Anthony Yeates, 2mm fine scale, fictional Highland Railway terminus.

Ruyton Road, by Paul Bannerman, P4, based on the Shropshire & Montgomeryshire Rly.

Sandsifters, by Stephen Howe, P4, a fictional industrial light railway in Cornwall.

Saint Nicholas, by Phil Reid, 00 gauge, an imaginary spa town in the Peak District.

Brunel's Timber Goods Shed, by Pete Boyce, 0 gauge, broad gauge Temple Meads

Torre, by Martin Rees, P4, the South Devon station.

The Somerset Coal Canal at Wellow, by Tim Venton, P4, the 3' 4" gauge plateway.

RAILWELLS 2023 - continued

SOCIETY STANDS & DISPLAYS

Broad Gauge Society – broadgauge.co.uk
East Somerset Society of Model Experimental Engineers – essmee.org.uk
EM Gauge Society – emgs.org
Lynton & Barnstaple Railway – Lyntonrail.co.uk
Pendon Museum – pendonmuseum.com
Railway Children Charity – railwaychildren.org.uk
Scale 7 Group – Scalesseven.org.uk
Scalefour Society – scalefour.org
Somerset & Dorset Railway Trust – sdjr.org
Wells Railway Fraternity – railwells.com

DEMONSTRATIONS

2mm Association Roadshow – Paula Martin
3D Printing – David Burnett
How to Solder – Roger Sawyer
Modelling French Meter Gauge Railways – Gordon Gravett
Modelling in EM – Andrew Ulliyott
Scratch & Kit Built Wagons – John Chambers
Starting in P4 – Gavin Clarke
Track Building – Terry Bendall
Track Construction and Working in S7 – Scale 7 Group

TRADERS

Amberley Components – amberleycomponents.co.uk
Attwood Aggregates – attwoodaggregates@yahoo.com
Bill Hudson Transport Books – billhudsontransportbooks.co.uk
Branchlines – branchlinesblogspot.com
C&L Finescale – finescale.org.uk
Dart Castings – dartcastings.co.uk
EBMA Hobby Craft – ebmahobby.co.uk
Lord & Butler – lordandbutler.com
Roxey Mouldings – roxeymouldings
Scalefour Society Stores – scalefour.org
Stoneybridge Structures & Model Sounds – stoneybridge.co.uk
Wells Railway Fraternity Secondhand Book Sales – railwells.com

News from other groups

The Somerset & Dorset Railway Heritage Trust at Midsomer Norton held their first Wickham Weekender event on the 8th and 9th of July



Pictured above are (left) visiting Type 8S No.156W, built in 1948 and (right) resident Type 27A No.B40W, built in 1956.

Visitors enjoyed trips along the full length of the line in B40W and shorter forays along the Up line in 156W, the two often running side by side.



156W is owned by Peter Nicholson. It is normally based at the Vale of Berkeley Railway at Sharpness, where it was restored by volunteers Andrew Woodhall and Peter Bennett.

Photos by Steve Page.

The Alberni Pacific Railway

- by Andrew Tucker

During our Great Rail Journey holiday last summer (Glacier Express and Rhine Cruise) Jacky and I met a retired couple from Canada. Hugh and Anne Grist were over from Vancouver Island, British Columbia (Hugh was wearing a railway themed T-shirt which drew my attention). Hugh had emigrated from the UK to Canada as a young man and worked as an engineer at sawmills along the west coast. In more recent times he became very much involved in a local railway preservation project – the Alberni Pacific Railway.

Logging, sawmilling and pulp for paper have been the base of the economy in the Alberni Valley since the 1860s. The first railways opened on Vancouver Island in the 1880s. The Canadian Pacific Railway took over and ran the railways from 1905 to 1998. Various companies operated parts of the system but traffic dwindled resulting in routine maintenance not being carried out. In 2006 the Island Corridor Foundation was formed and CPR and Rail America agreed to donate their assets on the island to the Foundation. Some passenger and freight services were operated and they even got as far as building a new train ferry terminal but again trains had to be stopped because of the lack of maintenance.



Hugh Grist was one of six enthusiasts who could see the potential of a 2-truck Shay geared logging locomotive built in 1912 which had worked in the Alberni valley all of its life. It had been 'stuffed and mounted' on a plinth since its withdrawal in 1953. Restoration to working order started in 1980 and took four years. Initially it made short runs at weekends on Canadian Pacific tracks along the waterfront. There was a much more ambitious outing for this loco no.2 in 1986 when it took part in a Steam Expo, part of the World's Fair in Vancouver. It went on parade with eighteen other steam locomotives. No.2 was taken out of service in 1994 when it developed boiler problems. Fortunately, by 1996 the APR's other steam loco had been

rebuilt and made ready for service. No.7 is a 2-8-2 saddle tank built by Baldwin's in 1929 and set to work on Vancouver Island where it had remained for all of its life. When the McLean Mill was designated a National Historic Site in 1989 a new era dawned for the Alberni Pacific Railway. The Mill Site was opened to the public in 2001 and engine no.7 hauled the inaugural train.

Above: a works train with the 1954 Alco RS3 1600hp diesel-electric No.8427 in charge.

The Alberni Pacific Railway - *continued*



The Alberni Pacific Railway and the McLean Mill National Historic site is owned by the City of Port Alberni but has been restored, maintained and operated by the Western Vancouver Island Industrial Heritage Society. The Society manages the McLean Mill, Port Alberni Station and Roundhouse and the Industrial Heritage Centre. The Centre is a 20,000 square foot building, a former ice arena, and is used, amongst other things, for the rebuilding of logging trucks (lorries) and artefacts from the loggers' 'wooden' railways which are restored and kept there.

The operating line (standard gauge) is six miles long and rises 365 feet from Port Alberni station to the McLean Mill. Less than a mile from the station is a railyard with the roundhouse where the railway's equipment is

stored and serviced. Sawmills, drying kilns, and paper mills are passed on route and there is dramatic scenery including Mount Arrowsmith, which is 5962 feet high, and the Comox glacier. The line also crosses two substantial timber trestle bridges. Small station platforms have been built to serve the Best Western Barclay Hotel and the Chase and Warren Estate Winery.

Above – No.7 the 1929 Baldwin 2-8-2 90-ton oil-fired saddle tank.

In addition to the two steam locomotives APR also have diesel locos nos.11 and 8427 together with 'loco' no.1. This is a lightweight switcher built in mainland British Columbia in 1928 for use at the McClean mill where it stayed until closure. Passenger stock consists of five coaches converted from former Canadian National Railway transfer cabooses. They have a capacity of between 26 and 45 passengers with the smallest having a wheelchair lift. Other stock includes a crew car, rail tank cars, log cars and a flat car. There are around 20 other items of rolling stock awaiting restoration.

The Alberni Pacific Railway - *continued*

A group of approximately thirty enthusiasts are involved in the restoration and maintenance and they also act as train crew and station staff during the busy summer season. As here, there is concern that the original members are getting older and there are few younger enthusiasts around to take on the project.



No.7 hauling a demonstration log train with a 1948 Hayes logging truck waiting at the grade crossing.

A Cigarette Card issued by Lambert & Butler in 1912



"World's Locomotives" No.28 in a series of 50

A further selection of photos taken during our visit to the Bodmin Railway



The signal box at Bodmin General, together with its interior; loco No.5553 running round our train at Bodmin Parkway; a platform lamp at Bodmin General.

And Finally:

Did you know that the first model railway is thought to have been built in 1859 by the French Emperor Napoleon III. Or, more likely, built by someone else with him supervising. It was in the garden of the Chateau de Saint-Cloud in Paris, in a figure of eight configuration, gauge unknown, the locomotive(s?) being powered by clockwork. This was all for the benefit of his son, also called Napoleon, who was aged three at the time.

A bit nearer to home, the world's oldest working model railway can be found in the National Railway Museum, York. It was built in 1913 by apprentices at the Lancashire & Yorkshire Railway works at Horwich. It was installed at the Signalling School at Manchester Victoria station and was in use until 1995 for training signalmen. It was then donated to the museum, where it is now regularly demonstrated to the public. The original rolling stock was supplied by Bassett Lowke.