

NARROW GAUGE

WORLD



**POLAR BEAR'S TRIUMPHANT RETURN
VIVARAIS LINE REOPENS AT LAST
EXCITING TIMES ON VALE OF RHEIDOL
MANX ELECTRIC MARKS 120 YEARS
CHALLENGES IN IRELAND ...and much more!**

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■ The Stoomcentrum Maldegem museum in BELGIUM now houses two locomotives named 'Yvonne' following the arrival on 22nd July of rare Hanomag 0-4-0WT no 4618 of 1906. The loco was purchased from the collection of the late Mr Desiré Jans, and had been stored undercover, and out of the public eye, for many years in a Belgian Army base at Eksel.

No 4618 was originally built for a company called Stevens in Brussels and later came into the hands of Charles Foquet, the Vilvoorde-based dealer well known to Belgian enthusiasts. Also included in the deal is an ex-WD First World War bogie wagon, although this is in poor condition.

Following the purchase it has been suggested that in future the museum will need to refer to its diminutive standard gauge St Leonard-built 0-4-0T of 1893 as 'Large Yvonne'... Stoomcentrum is planning to re-introduce regular steam services on its narrow gauge line as soon as possible, and a study to decide which loco is returned to steam first will take place over the next weeks.

Photo: Kevin M Hoggett, Stoomcentrum Maldegem

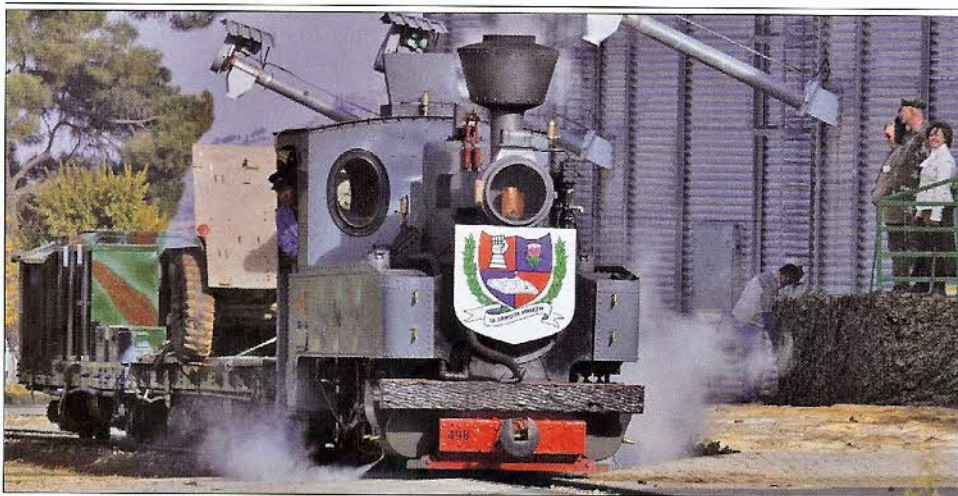
Garratt survivor to be restored

Standard Garratt G33 is to be restored to working order on the 3ft 6in gauge Bellarine Railway at Queenscliff in Victoria.

The 4-8-2+2-8-4 was delivered to the railway at the end of May, having previously been on display in the Australian Railway Historical Society's museum at Williamstown in Melbourne since 1968.

AUSTRALIA

G33 was built in 1945 and is the only Australian Standard Garratt still in existence. It spent its entire working life on the railway connecting the Australian Cement Ltd's quarry and works at Fyansford near Geelong, and its arrival at Queenscliff means that the Bellarine Railway now has all six of the surviving steam locomotives from Fyansford.



■ The Sandstone Heritage Trust's 2014 Narrow Gauge Steam Festival in SOUTH AFRICA will run from 12th to 21st April and with next year being the centenary of the start of the First World War there will be a strong rail/military theme. Releasing initial details of the event, Sandstone's Wilfred Mole said that the Trust's 1915 Feldbahn loco will star, accompanied by a large supporting cast of military equipment.

Sandstone has been working closely with the Imperial War Museum in the UK to acquire photos of locos working on both sides, and intends to replicate many of the consists that were typical of the time. The Trust believes its festival will again be long enough for overseas enthusiasts to justify travelling to South Africa for the event.



Mixed gauge trains in Baltic

Service trains on the 750mm gauge Rugensche Baderbahn on the island of Rugen off the Baltic coast of FRANCE, have been extended over the mixed-gauge line from Putbus to Lauterbach Mole.

In May, this was achieved by coupling diesel BBDH 251 901-5 (Gmeinder 5327/1964) to the rear of the train at Putbus, releasing the train engine at the Mole, which then followed light engine back to Putbus before taking the next working to Göhren. The RBB operates a two-hourly interval service from Putbus to Göhren between 08:08 and 20:08.

The Pommerschen Kleinbahn Museum of 750 and 600mm gauge stock is based between the 750mm and standard gauge tracks at Putbus. The main display features 99 4802-7 2-8-0T (Hen 24368/1938) coupled to a train of open wagons, vans, a clerestory-roofed bogie carriage with Heberlein brake fittings and brake van, all dating from 1897-1904.

Along one side is a 600mm gauge Feldbahn laid with light track and stub points, on which stands an LKM Ns2 4wDM from Klementelvit brickworks with two open carriages, all in good condition but not in use.

Photo above shows diesel BBDH 251 ready to return the 750mm gauge train along the dual-gauge section.

Photo: Mike Swift

AND ALSO...

■ In CORSICA a new association is working to protect historic rail features which recent developments have made redundant. The group will concern itself with preservation of material, maintenance of archival resources, promotion of the railway and its history and hopefully, the re-introduction of steam. One aim is to restore an autorail to create a tourist train. Membership details are available from mdcorse@hotmail.com

■ Whoops Dept – the Cumbres & Toltec loco pictured on page 14 of NGW 88 was Baldwin K-36 no 489, not K-27 no 463 as captioned. Our apologies, see page 38 of this issue for more details.