



# Wattrain

The World Alliance of  
Tourist Trams & Trains

**October 2017 Newsletter**

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**Here is the latest edition of the WATTRAIN Newsletter.**

**News on the website will appear in the next edition, hopefully!**

## Obituary : David Shepherd (1931-2017)

The death of wildlife artist and conservationist David Shepherd, FRSA, CBE, founder and president of the David Shepherd Wildlife Foundation (DSWF) was announced on 20<sup>th</sup> September 2017. He died peacefully overnight after a 10 week fight in hospital with Parkinsons Disease.

Many will know him as THE wildlife artist, whose passion for conservation was legendary.

“For over 50 years David has dedicated his life to protecting some of the world’s most iconic and endangered animals. Using his talent as an artist to generate funds for their protection he inspired hundreds of others to follow and, in 1984, established his own wildlife foundation to give something back to the animals that had

given him so much success as an artist.”  
“davidshepherd.org)

Others will remember him for his sterling work in preservation of another kind..railway locomotives. And the most famous of all 9F No 92203, named “Black Prince” in preservation.

The East Somerset Railway, the Gloucester Warwickshire Railway....and the North Norfolk Railway have reason to especially remember him. His locomotive “Black Prince” ran on their rails. In September 1982 “Black Prince” hauled the heaviest freight train in Britain, 2158 tons, at Foster Yeoman's Tor Works. After being overhauled in 2004, it worked on the Gloucester-Warwickshire railway until 2011, then moved to the North

Norfolk Railway, its current home.

I met David Shepherd once (2005?), face to face. At Toddington he was engaged in a fund raising effort (for “Black Prince” .....and was selling prints of his works. I purchased a railway print.....but as it was being prepared for wrapping, he noticed the slightest of blemishes..(which I hadn’t spotted, nor ever would!) and replaced it with another. A gentleman.

In June 2008, “Black Prince” was joined by the Battle of Britain Memorial Flight....passing overhead. The flypast was reciprocating David Shepherd's hospitality to BBMF the previous autumn, and to join in the celebration of Black Prince's 40 years in preserved ownership!



**The BBMF passes overhead with David Shepherd looking on...**

**He will be sadly missed, though his legacy will live on, hopefully.**

## **From Australia: Locomotive Exhaust Emissions & Public Consultation.( Chris LeMarshall)**

**This may be of interest to WATTRAIN Members, especially in Australia:**

### **Extract from the RISBB COP loco exhaust emissions open for public consultation**

Scope: This Code of Practice covers all diesel locomotives used for the haulage of freight in Australian States and Territories, including both for hire and reward, and those used as part of the production process. It is not applicable to

- heritage locomotives not used for any commercial freight tasks;
- locomotives used solely for the haulage of passengers;
- other on-rail diesel engines e.g. those used in track maintenance machinery.

**Read the full document at <https://www.risbb.com.au/wp-content/uploads/2017/09/CoP-Mgmt-of-Locomotive-Exhaust-Emissions-draft-2.3.pdf>**

## **WATTRAIN Members' News**

**National Tramway Society.**([www.tramway.co.uk](http://www.tramway.co.uk))

### **National Tramway Museum Welcomes Bournemouth 85 Tramcar**



A new addition to the Designated Collection of tramcars at Crich Tramway Village has been welcomed from Christchurch, Dorset.

The Science Museum Group has transferred ownership of Bournemouth 85 to the National Tramway Museum at Crich Tramway Village.

Former custodians of the tram, SSE, displayed the tram at the Museum of Electricity, but this was closed at the end of 2012 and the future of the tram was undecided until the second half of 2016, when it was announced ownership was being transferred from the Science Museum to the Tramway Museum Society.

## Baltimore & Ohio Railroad Museum (<http://www.borail.org/>)

### A message from Michael Gross...



As a lifelong railroad enthusiast, historian and modeler, I became familiar with the B&O Railroad Museum in the late 1970s when I was an artist in residence at a regional theater in Baltimore. The Museum immediately captured my heart and I have since followed this beloved railroad icon over the years as my hobby and interests have matured. It is truly one of the most important railroad heritage sites in the world. From its unmatched parade of **India's Fairy Queen..**

locomotives and rolling stock, monumental buildings, vast archival and artifact collections to its innovative public programs, it is a unique place where the adventure and magic of railroading comes alive every day.

If you have never visited this great Museum you simply must! If you are a member or have been here before come back! Programs and exhibits are changing constantly, and every kid--young or old--will have fun as

there's always something to be found that even I haven't discovered before. The B&O is not just a static museum. Spread across their 40-acre campus is so much to see, so many activities to do and experiences to have. Rekindle your love of trains here--there's no better place.

I am proud to be the celebrity spokesman for the B&O and encourage your interest and support for their important work.

Regards, Michael E. Gross

**The "Fairy Queen", the oldest surviving functional steam engine in the world, is once again ready to haul a heritage train from National Capital Delhi from Saturday.**



Courtesy: MOHIT SHARMA. Read more at:

<https://www.oneindia.com/india/fairy-queen-world-s-oldest-steam-loco-back-in-action-2563220.html>

## Tren del fin del Mundo..A Look at Zubieta Locomotive



It is the latest locomotive incorporated into the End of the World Train, put to work in November 2006, and named after the maritime engineer Héctor J. Rodríguez Zubieta, distinguished naval builder and first promoter of tourism in Tierra del Fuego. It is a Beyer-Garratt 0-4-0 + 0-4-0 narrow gauge (500mm) locomotive.

It was built in the Gilderstone Rail workshops in Port Shepstone (South Africa) especially for the Southern Fuegian Railway, with a

### Technical Specifications

**Horsepower: 160**

**Length: 7,50mts / 24,60ft**

**Width: 1,60mts / 5,25ft**

**Fuel Tank: 700lbs / 184,92gal**

complement of numerous parts fabricated in our workshops in Carupá.

It's length is approximately 7 meters, its weight is around 10 tons and, with an output of 160HP, it is the most powerful locomotive on our railway.

With respect to its design, it is very similar to the locomotive "Ing L.D. Porta" - today in service – commonly called "garrafetas" (designed for running on windy steep tracks for maximum power and traction) and

incorporating ecology friendly steam traction technology, but different from "Porta", it has steam super heaters to optimize thermal efficiency and added traction power. It has a central boiler situated together with the command controls in the cabin; on this frame the weight is distributed between the two chassis extremes which house the cylinders and the driving wheels. On top of the front chassis sits the water tank and over the rear sits the fuel tank.

**Water Tank: 2000lbs / 528,34gal**

**Transmission: 0 - 4 – 0**

**Weight: 12tn / 12t**

## Darling Downs Historical Rail (<http://downsteam.com/>)



DownsSteam Tourist Railway & Museum invites you to make a visit!! Check out just how much progress is being made by our dedicated volunteers and see why DownsSteam is becoming a major Toowoomba tourist attraction.

- \* Explore our family friendly precinct with one of our knowledgeable volunteer tour guides; learn more about the history of DownsSteam, our current rollingstock restoration work and exciting upcoming rail tours.

- \* Relax in one of the former QR "sunlander" club and lounge coaches, for a small sample of the upcoming Great Divide Scenic Railway - "DownsSteam Winelander" experience.

- \* Check out the ongoing restoration of the "Pride

of Toowoomba" – Steam Locomotive #106, proudly built at the Toowoomba Foundry in 1915 and now the only remaining C16 class steam locomotive. After a little more than a century and over a million miles of steaming across Queensland rails, this once proud steam engine has found its way back home and into the hands of our dedicated team of volunteer craftsmen.

- \* Marvel at our former Tasmanian DP class railmotor as our skilled volunteers continue to raise it from the ashes of an arson attack. When completed, the "Gatsby Flyer's" tastefully decorated art deco inspired interior will provide nostalgic fun on short tours across the Downs.

- \* Discover the unique Dreamtime Carriage art

exhibit by the talented Aboriginal/Italian artist "Dom", and be fully immersed in your living colour journey as Dom's recorded audio commentary guides you through a day in the dreamtime.

Food and drink available to purchase:

- \* Visit our DownsSteam Station shop with train memorabilia for all ages

Admission by donation. For more information please phone the Station office on (07) 4630 2358 or email [info@downsteam.com](mailto:info@downsteam.com)

DownsSteam is run entirely by volunteers and is dedicated to the establishment of a tourist railway for Toowoomba and the Darling Downs.



## **IRHC Appointed to Develop Larger & Working Objects Guidelines**

The Association of British Transport & Engineering Museums (ABTEM) has appointed the International Railway Heritage Consultancy (IRHC) to work with them to produce new guidelines for museums and private collectors with larger and working objects. The guidelines will cover stationary engines, industrial machinery, road vehicles, aircraft, railway vehicles, ships, boats and other working items.

Standards first published by the former Museums & Galleries Commission have been used widely by specialists and non-specialists alike since they were first published in 1994, but after two decades of experience now need updating.

The IRHC team has considerable expertise and a wide range of specialists with a wealth of knowledge now

available to ABTEM. IRHC will be consulting widely through the heritage and enthusiast sectors to identify best practice in the care of working objects. IRHC Director Helen Ashby said “We are delighted to be given the opportunity to update a publication of major importance in the preservation of industrial and transport heritage, which we have used as practitioners for many years. We feel that this is the right time to review the guidelines and bring them up to date in order to reflect current collections care, sustainability and environmental standards that have evolved since the first edition”.

The project is supported by a £47,645 grant from the Arts Council England through their Museum Resilience funding stream that enables museums to become more

sustainable. Paula Brikci, Manager Collections Development, says “We are very pleased to be able to support this project through our Museum Resilience fund. This new toolkit will provide curatorial staff in museums with a refreshed set of guidelines for the care and operation of larger and working objects.”

The new guidelines will be available at the end of 2017 and will be widely publicised and promoting, including through a programme of seminars. Tim Bryan Chairman of ABTEM said “The updating of the old MGC standards is a welcome boost for people working with industrial and transport collections and ABTEM is proud that with Arts Council support, we are able to make it possible”.

## **Asociación Uruguaya Amigos del Riel(on Facebook)**



## **Tram Friends Association and Popular Library Federico Lacroze** (<http://www.tranvia.org.ar/>)

The Friends of the Tram Association has conceived its "Historical Tramway of Buenos Aires" as a true living museum of trams and historic underground cars. Within this framework, it has been locating, acquiring and

restoring different units. From the first tramway, with which the inauguration of the service took place on November 15, 1980, it has been adding new vehicles until reaching the incredible number of eighteen, nine of which

are already in order of march forming part of the Regular and special activities of the Historic Tramway. Below is a brief review of the history and particularities of each of them.



### **Tram 258 "Lacroze"**

The first tram of the AAT fleet. Made in Porto in 1927 by the Carris de Ferro Company, with the Brill 32 design. It was acquired by the AAT in 1980, arriving in Buenos Aires in August of that year. With slight external modifications and new painting, an exact replica of a Lacroze from Buenos Aires was achieved. With him, the Tram Service was inaugurated on November 15, 1980. Since then his figure has become an icon not only of our institution, but also of the City of Buenos Aires...

..and there are more !!

### **Popular Library Federico Lacroze**

Founded on September 25, 1981 as the Library and Archive "Federico Lacroze" (so named by its creator our remembered associate Cristian Werkenthien as a tribute to that pioneer of Buenos Aires tramway transport); began humbly in its beginnings to house an innumerable number of books, magazines, pamphlets and archives on the subject, to which was added a photo library with more than 6,000 copies, a section of maps and plans, and another one of newspaper and , finally a video library.



## **Umgeni Steam Railway..35 Years Old (<http://umgenisteamrailway.com>)**

Umgeni Steam Railway is a non-profit organisation run by volunteers. The organisation is dedicated to preserving the heritage of railways in South Africa.

Umgeni Steam Railway is associated with the Railway Society of South Africa - Natal (RSSA-Natal). Together the volunteers run trains from Kloof to Inchnanga at least once a month, and are the custodians of rolling stock, books and documents representing the different eras of railways in South Africa. The volunteers run, maintain and operate the trains, the library and the museum.

Volunteers are always welcome to join. There are no qualifications required to join USR/RSSA, all you need is a passion for railways and history. Current members consist of young, old, male and females.

Umgeni Steam Railway was formed by RSSA-Natal in 1982 at the Umgeni Power Station in New Germany. Since

then USR had to move to Pinetown, and has since moved to a permanent home in Inchnanga.

### **Umgeni Steam Railway Facts**

The organisation is run entirely by volunteers and is self-funding, relying almost exclusively on revenue generated from running public and charter trains to continue operating and preserving our railway history. Over the years Umgeni Steam Railway has managed to collect a sizeable array of historically significant rolling stock and other items, including approximately 10 locomotives; 50 coaches and a variety of goods wagons. Unfortunately due to ongoing financial constraints many of these irreplaceable items remain in storage awaiting preservation.

Trains run through the picturesque Valley of a Thousand Hills between Kloof and Inchnanga on the last Sunday of each month, with additional trains during school holidays and for special events, such as Christmas

Holiday trains in December. At Inchnanga the local Conservancy hosts the Inchnanga Community Craft Market whenever the Inchnanga Choo Choo runs.

### **Inchnanga Choo Choo Trips**

The Inchnanga Choo Choo runs on the last Sunday of each month unless otherwise stated on the Schedule. Additional runs are planned during special holiday periods like Christmas and Easter.

Normal running days normally include a "Morning Train" and an "Afternoon Train". Morning trips are 3hr excursions while afternoon trains are 3½hr excursions.

All trains stop at Inchnanga, the morning and evening trains except for "Carols-by-Candlelight" trains, stop for 1hr. The afternoon trains stop at Inchnanga for 1½hrs.



**Climbing to Botha's Hill. (Photo - Luke Hawkins)**

### **Congratulations to Umgeni Steam Railway**

**Even after 35 years this little operation continues to steam with the fires burning bright, crews and volunteers doing what they do best and Steam continues to thrive down in the valley of 1000 Hills! It was a fantastic anniversary day with Wesley Performing exceptionally well.. and looking Great!**

**May you have many more successful years to come!**

### **News from Australia: Zig Zag Railway Receives 3 Grants!**

**Zig Zag Railway is proud to announce that we have received not 1, not 2 - but 3 grants under the New South Wales transport heritage grants program for 2017. The grants cover the restoration and painting of the Bottom Points signal box, a new water tank, and the restoration and painting of the Coerwull bridge at Top Points. We congratulate all the other winners and cannot wait to start spending the money!**

## **“Here Be Dragons”. Phil Girdlestone**

**TO BE PUBLISHED ON THE 6th OCTOBER 2017**

**Article Courtesy: Camden Miniatures**

<https://www.camdenmin.co.uk/products/here-be-dragons>



**Phil Girdlestone was one of Camden’s earliest customers, so we are delighted to, at last, bring his engineering autobiography to print, albeit sadly posthumously.**

**Phil started his steam career on the Ffestiniog Railway, where he was to remain for 16 years, during what was a critical time in that railway’s development.. Whilst there he became influenced by the work of David Wardale and Dante Porta on modernising steam power, and applied their principles firstly to the Alco 2-6-2 ‘Mountaineer’, and secondly, and more controversially to the ex Penrhyn Quarry 2-4-0 ‘Linda’ which he rebuilt for coal firing with a Gas Producer system and Lempor exhaust.**

**In 1985 he joined a team working on an EEC sponsored rehabilitation of steam locomotives for the Sudan Government Railway and subsequently he became CME to a team trying to keep the South African 2 foot gauge Alfred County Railway going. Phil moved to South Africa, where he stayed for the rest of his life, and whilst the ACR project was to ultimately fail, he completely rebuilt and modernised two of the line’s NGG16 class Garratts to considerable effect. Further work was to involve broad gauge steam in Australia and Russia and narrow gauge steam in Argentina.**

**Forty five of this books 136 pages concentrate on events and work on the Ffestiniog, with a similar number on Phil’s time with the ACR.**

**No punches are pulled in this technical, but also high readable and entertaining account of a life with steam, which is illustrated throughout with many of the author’s , and others, colour photographs from Wales, the Sudan, South Africa, Australia, Russia, China and Argentina, plus numerous technical drawings, charts and diagrams. 136 pages. Hardbound.**



**Shaun McMahon & Phil Girdlestone at FCAF Ushuaia 27 5 2006**

## **Memorial Service Eulogy delivered at the Ffestiniog Railway 18<sup>th</sup> March 2017**

**(With thanks to Shaun McMahon)**

### **Phil Girdlestone**

We're here to commemorate the life of Phil Girdlestone, and to dedicate this memorial tablet to him, in the presence of you, his friends, colleagues and family. Good afternoon everyone, my name is Tim Clark, I'm what's called a funeral celebrant – it's an odd title, and this isn't a funeral, but we won't let that worry us. This will be a fairly brief, informal ceremony, and I'm told that would suit Phil better than a formal, more sombre sort of event. When we're finished here, we'll head back on the train, and there'll be more to say at Spooners, later on. If you could take Phil as the 15-year old he was when he first arrived at Boston Lodge, and stand him here, now, looking down over there, and then walk him through the workshops, he'd surely be amazed to see how the place has grown – how successful it is, how it has all been tidied up – no caravans - and to see how many locomotives are stood there, being worked on, cleaned, maintained and prepared for service. If you could then tell him how much his work had contributed to the railway's success, I expect the teenage Phil would have been delighted – though from what I've heard, he wouldn't have let on much.

He would've been too cool for a big response, he wouldn't have made a big fuss about it. Paul Lewin, FR General Manager So Phil's life, which came to an end much too soon in April last year at the age of 61, has come full circle. When he was a kid, his elder brother Rodney would take Phil and Roland along to watch when the big steam locomotives were thundering out of Paddington station. Perhaps it was then that steam began to take a hold on Phil. He came along to the Ffestiniog Railway in his mid-teens, in 1970, and he didn't leave here until 1985, when he moved to South Wales, and then in 1988 he moved on to South Africa. Phil loved South Africa and adapted to it well. I'm told he sounded South African when he spoke. Despite this attachment, despite the success of his work over there, the FR and Boston Lodge retained a powerful pull on his thoughts and his feelings, particularly as he grew older. He often referred to his life here when visitors called on him out there, and of course he came back here for visits, most recently in 2015. Phil, I'm told, could at times be single-minded – that's polite for stubborn. Eventually his illness made it plain that the matter of a funeral would need to be considered; and after all, that's not an easy subject for most of us, his brother

Roland had to work quite hard to get Phil to express a view as to what should be done with regard to a funeral, and after that, with his ashes.

Eventually, Phil said “in the memorial grounds of the Ffestiniog Railway. After all, that’s where it all started.” So it is entirely fitting that at Phil’s request, his ashes were scattered here yesterday, close to the memorial tablet we are dedicating to him, in sight of his old workplace. The wooden casket will go into the firebox of “Linda,” the steam locomotive so well known to Phil. Such symbolism can be powerful, effective and satisfying; I hope it helps to moderate the pain that comes from losing someone who mattered to you, someone who shared a major part of his life with you. The circle will be complete, Phil’s life will be honoured, your memories of him and your feelings for him will be strengthened and enhanced by having done this. In one sense, it certainly did all start here, as far as Phil’s contribution to steam locomotive engineering was concerned. In literal terms, it started, of course, in Perivale, Middlesex, where he was born in 1954, to Len and Mamie Girdlestone. After grammar school, where as you’d expect, he was good at maths, science and technical drawing, he trained as a teacher of technical skills, metalwork and suchlike, and worked in Walsall. By then, he’d spent several years as a volunteer at the FR. No doubt that experience fed into his teaching, at what was quite a tough school.

When Roland visited him during this time, Phil showed him a fully- functioning O gauge model steam locomotive he had made in the school workshops – he’d made it the class project. So out of his school setting came...a steam locomotive. I guess you could see this as a sign that it was clear where his passion lay, and it wasn’t in teaching. It really got going here, where he was a volunteer fireman from 1970. He then qualified as a driver, and in 1979 he achieved his ambition and got what he really must have wanted all along: he joined the permanent staff at Boston Lodge, eventually becoming works supervisor for about 20 staff plus volunteers – a big job. He was responsible for the day-to-day running of the mechanical side of the railway, which itself was growing fairly quickly, to the extent that it became quite a challenge to manage the number of locomotives. Phil by then was part of a tight network of steam locomotion experts around the world, especially of course those working on narrow-gauge lines. He had a strong sense of memories and traditions, perhaps typical of those in his line of work, and there is little doubt that he helped keep the world of steam going, modernising and adapting locomotives as he did. Now I am not an expert on narrow-gauge steam, so I won’t go into detail here about his technical innovations to improve the efficiency of steam locomotives. We’ll hear more on this later, and on his contacts and his work in South Wales, Spain, Argentina, Russia, Australia, the Sudan, and eventually of course in South Africa – My job is to emphasise and remind you all of what you already know; that to Phil, the thinker, the innovator, a practical man as well as a theorist, nowhere in the world mattered more to him, in the long run, than this place. You were like a second family to him, and that’s why we’re here today. He leaves with you your memories of him and all he means to you. Perhaps his most eloquent memorial is in fact just over there – Boston Lodge, and the railway itself. Finally, Phil has come home. We’re nearly done here – let’s finish with a short moment of quiet for you to remember Phil. (pause) I’m told that were he here, by now Phil might be saying “How long is this going on, and when can we get to the pub?” I think we should leave this dedication now, and walk back down to catch the train.

At Spooner’s: We’ll carry on now with some more reminders of Phil’s life and work, and some tributes to him from around the world. Phil’s success in the world of steam was never going to guarantee him riches, in North Wales or in South Africa. When he lived up here, he had a beaten-up old car, which I’m sure some of you will remember. There was one coal fire in his little house, and when Roland and Valerie visited him, they would be sure to take extra jumpers. But as Roland says, “as long as Phil had enough for a beer and a cigarette and he could pursue his beloved dream, then

that was all that mattered. He was never going to give up.” Phil had a lot of friends around here, as evidenced by the many emails Roland has received. I’m sure there are many memories here today of good times at The Australia, good times at the many parties back then. I expect there is also a fund of knowledge and expertise around Phil’s work, so I’m going to risk making a few howlers by reading out some reminders of his work with Girdlestone and Associates. That was after the Alfred County Railway work in South Africa came to an end, and Phil worked for himself, supplying engineering products to businesses and railways all around the world. They included:

\*A special exhaust system (to improve efficiency) for a full size locomotive in Queensland, Australia.

\*Various engineering pieces and another exhaust to a luxury train that carries rich tourists across what was the Soviet Union for 25,000 dollars a time (As a reward the owner gave Phil a free ride - what an experience)

\*Complete locomotive and also spares for narrow gauge railways in Ecuador and Argentina. You can imagine, an almost complete railway locomotive rolled in to a shipping container in Shepstone, South Africa to make its journey across the world, must have been quite a sight to see. \*At the same time he was making and shipping spares all over including back to Ffestiniog. He also wrote and had published a very detailed book called “Camels and Cadillacs” which

was about the enormous locomotives that hauled trains from Johannesburg across the Karoo desert to Cape town. These particular locomotives were unique in that they re-condensed the water used so they did not have to stop. They were described as the most enormous beasts of steam engines you have ever seen. It is also the intention get Phil’s autobiography published, and in fact we’ve a surprise now for Roland.

(Chris Newman brings Roland the latest printed-up version of Phil’s autobiography) So here was a man who was incredibly well known in his railway community but not much outside of it. But then Phil could be very quiet and studious, apart from we are told, when following South African rugby! I’ll pause here to say thank you to Roland, Shaun, Frances and Bob for help with what I’ve said so far today Now Phil is no longer with us Roland has had many responses from his literally world-wide friends and mentors, such as Dave Wardale who lives in Scotland and Shaun McMahon here today from Argentina. Another close friend is Manuel Ramos from Spain. Manuel works on a narrow gauge railway and Phil went there last year even though he was ill and should not really have flown. He had designed and built a boiler and was later hoping to see it installed and running in the locomotive prepared and waiting for it. In an email to Roland, Manuel wrote “Phil was part of our small worldwide community and he will be greatly missed.” It is only an illness which, sadly, prevents Manuel from being here today as he had planned. Here are some more tributes and comments I’ve been asked to read out, from railway people.

First of all, from Howard Wilson, Chairman of the FRS: “On behalf of the Festiniog Railway Society, we wish to acknowledge Phil’s invaluable contribution to the success of the railway. He is one of the characters who have added so much to our ongoing story, and will always be remembered.” David Payling, Britain - author and former FR volunteer, writes: “I knew Phil through his innovative and committed engineering work both in North Wales and in South Africa. His contribution to the updating of the steam engines and rolling stock of the Festiniog Railway and of the Alfred County Railway was admired internationally. In my own case Phil helped generously with the book published by the Ffestiniog and Welsh Highland Railways on the South African Railways Garratt locomotives. Phil contributed a chapter of his own to the book about improvements he had made to the NG/G16 design. I have enjoyed email contact with Phil for many years and it was a pleasure to meet him again on his autumn visit to the UK to address a railway conference in York. He has also helped me to resolve so many difficult questions about railway engineering. I shall always be grateful that Phil was there to give a helping hand.” This from Seamus Rogers, FR Volunteer:



"In 1978, when I turned up for my summer of firing, I met Phil by chance as we both headed into The Ship. "Hi, Seamus", he said, "Great to see you. I have asked for you to be my regular fireman this year." Needless to say, this felt pretty good in only my second season. Later, in 1985, I was more or less hired to drive "Linda" as a GPCS loco – another example of what I felt was his faith in me. As a result, we worked closely and well together, and the year of '85 was perhaps one of my happiest. The job was good and I drove 5 days a week. We, and the engine, had Saturdays off – lunchtime in the Aussie, Doris with The Guardian – and on Sunday we worked together on x-day maintenance in its regular stable of the time – the Long Shed. The engine worked brilliantly...it was immaculately clean and it was different technology that caused a stir. Happy times indeed. I am really pleased I knew and worked with Phil. He wasn't a god, he had his faults, but so do we all. I shared many good days with him. He did some great stuff and I enjoyed being part of some of it. I hope you all have a great day on 18 th and give him the send off he deserves." Gabriela Galizia, in Argentina - Director WATTRAIN, writes simply: "All my best and sincere thoughts for a great person." Vanessa Stanton, a South African friend tells us that Phil is "Sadly missed here in South Africa – especially his dry sense of humour."

Patrick Hosford, former colleague of Phil's on the FR and also the ACR, writes from Canada: "In my life in Engineering, I've had the good fortune to work with some very, very, talented people. From each one you can take a little bit to build upon. One of the most influential for me was Phil, while I only worked with him for six months, a lot of what he had to say sticks with me to this day. I often used to use the phrase "it's only a steam locomotive." I usually said this around people who were suddenly foaming at the mouth or wetting their pants at the sight of one, to bring a little reality back to the situation. I once used this phrase around Phil, and boy did I get blasted for it, for he took it in a totally different way. To him it represented a bad attitude toward engineering, the "it's good enough" attitude. To too many fitters, boilermakers, and machinists that phrase could be an excuse for a half assed job done without the care it deserved. It may just be a steam locomotive, but you can still strive to make the details the best you can. So, I haven't used that phrase since. I have lots of good memories of activities and conversations with Phil, whether it was watching the 19-D's at Saicor, fitting row, upon row, upon row of teeny tiny piston rings onto a Garratt piston valve, or talking about a 25NC book over a bunny chow and a Castle Lager.

So all the best to you Phil, I hope you're striking thunder from the railroad track somewhere on that big ol' Chesapeake and Ohio, Allegheny in the sky (or at least trying to get the hogger to drift her in mid gear)." The Directors of the Coalition for Sustainable Rail, in the USA, sent this message: "To Phil's family and former colleagues on the Ffestiniog Railway, we want to express our appreciation for Phil's advice and assistance in recent years with our steam locomotive and combined general rail development work at CSR. Phil's experience and knowledge, which had their foundation in his work with the Festiniog Railway in North Wales, were invaluable to our projects." We'll leave the last word to Phil himself, who wrote: "Lastly, of course, there are the locomotives themselves, magnificent machines that were the true inspiration.

## **Concluding Remarks...**

**Hopefully you have all enjoyed this edition of WATTRAIN Newsletter for October 2017. Please feel free to offer comments and suggestions that will prove helpful to the worldwide railway heritage community. Please feel free to contact me at peterlewis2@gmail.com**

