



PH (03) 9751 1964  
Steam Powered Garden Railways

## PRODUCT SHEET ACCUCRAFT UK LTD

### 'DOLGOCH' Talyllyn Railway 0-4-0T



'DOLGOCH' in Atlas green livery (Photo Courtesy of Geoff Loynes)

Dolgoch was built by Fletcher, Jennings & Co. in 1866 and is one of the oldest locomotives still in active service. A well tank locomotive with a long wheelbase and the driving axle is behind the firebox, Dolgoch was fitted with an unconventional form of Allan valve gear, driven from the leading coupled axle and doubled back to connect to the valve rods. The locomotive was renamed Pretoria between about 1900 and 1914 in celebration of the relief of that township in South Africa by Lord Roberts during the Boer War. It then reverted to the original name Dolgoch. For most of the Railway's life, names were painted only on the North side of the locomotives (the platform face). Polished brass nameplates have only been carried in preservation.

In early 1945, Dolgoch was sent to the Atlas Foundry in Shrewsbury to be overhauled. At this time, the railway's only other locomotive Talyllyn was so worn out it could not be safely operated and services on the railway were suspended. Dolgoch returned to service in September 1945, with new displacement cylinder lubricators mounted on each side of the smokebox, a new chimney, and a repaired inner firebox and retubed the boiler. Dolgoch was the only operable locomotive from 1945 until 1952, when Edward Thomas was restored for use.

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Between 1954 and 1963, the locomotive underwent a major overhaul. Dolgoch returned to service in late 1999 after a further overhaul involving firebox repairs and an extensive mechanical overhaul, including the fitting of air braking equipment, the last Talylyn steam locomotive to be so equipped. After receiving a new boiler in 2011, it ran in Crimson Lake livery until 2015 when along with its sister locomotive Talylyn it was repainted in 'Indian Red' livery which is thought to be a close approximation to the colour carried by these locomotives when delivered by Fletcher Jennings in the 1860s.

The model will not be gauge adjustable but will be available in either 32mm ('O' gauge) or 45mm ('1' gauge) and will not have insulated wheels. The axles run in bronze bearings and all the rods and valve gear (simplified Stephenson) will be manufactured from stainless steel. The cab roof flips up and over sideways to give access to the gas and water, the lubricator filler is in one of the bunkers. The copper boiler is fitted with a gauge glass (with blow down) and the displacement lubricator has an under-floor drain valve. The model is built from stainless steel and brass. The model will be available in TR green, 'Atlas Foundry' green or red (see images below for sample colours)

## **Product Specifications**

- Scale: 16mm to 1 foot (1:19)
- Gauge: Either 32mm or 45mm
- Min Radius: 0.6M (24 ins)
- Length: 280mm, Width: 88mm, Height: 136mm
- Boiler: Centre Flue
- Working Pressure: 60psi
- Reversing Gear: Piston type, reverse by lever in the cab
- Fuel: Butane Gas
- Boiler Fittings: Safety valve, pressure gauge, water gauge with blow down.
- Cab Controls: Steam regulator, gas regulator, reverser, lubricator drain valve.

## **Versions available**

### 32mm Gauge

- S19-32A 'Dolgoch' 0-4-0T Live Steam, 32mm Gauge – TR Green
- S19-32B 'Dolgoch' 0-4-0T Live Steam, 32mm Gauge – Atlas Green
- S19-32C 'Dolgoch' 0-4-0T Live Steam, 32mm Gauge – TR Red

### 45mm Gauge

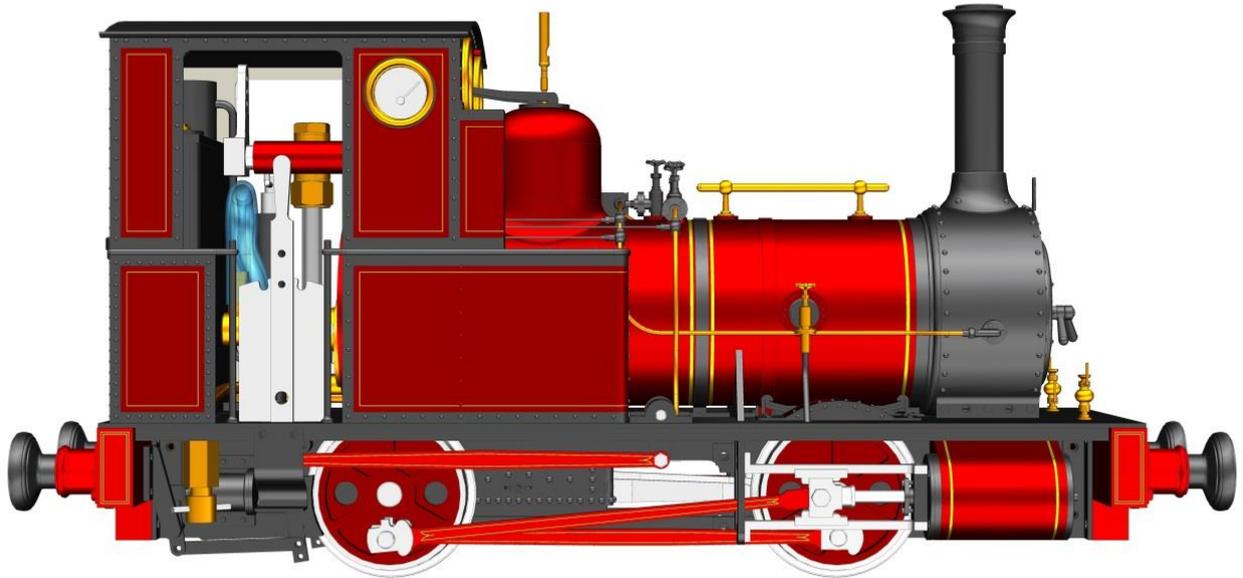
- S19-33A 'Dolgoch' 0-4-0T Live Steam, 45mm Gauge – TR Green
- S19-33B 'Dolgoch' 0-4-0T Live Steam, 45mm Gauge – Atlas Green
- S19-33C 'Dolgoch' 0-4-0T Live Steam, 45mm Gauge – TR Red

see images below for samples of lining and colours

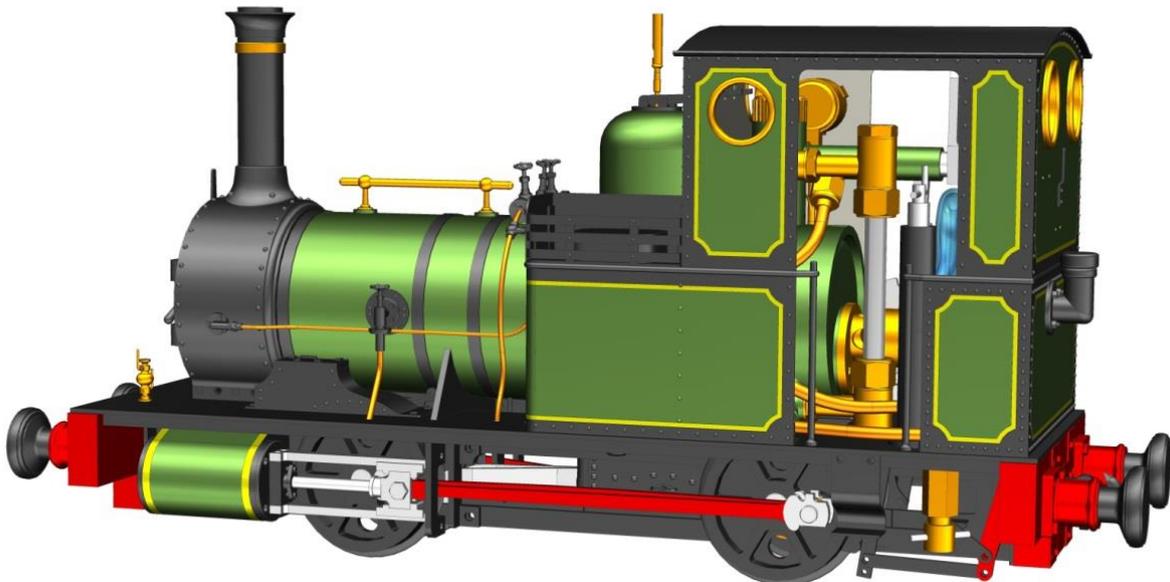
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**Lining Scheme for TR Red**



**Lining scheme for the TR green**

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### TR Red:



This is a Maroon livery of red and black, lined in creme. This livery is based on what they believe the original Fletcher Jennings livery was when Dolgoch was built. (although she had no cab when built). TR Red is the 'as built' livery and the fanciest offered.

### TR Green



This is the classic **dark green** used by the Tallylyn through most of the preservation years, both engine no1 and 2 wore this scheme for many years.

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## Atlas Green



This is an **apple** green colour. This was the colour adopted by Atlas Engineering when it underwent its first major overhaul in the early preservation years. This light green has appeared many times over the life of the engine in preservation.

Images are sourced from internet and are provided for clarification of colour only

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