

TORNADO HITS 101MPH IN SECRET OVERNIGHT TEST

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 228

May 5 –
June 1, 2017

SUNRISE SPECTACULAR!

Four trains run parallel to York

**FLYING
SCOTSMAN**
COLLECTORS' SPECIAL EDITION



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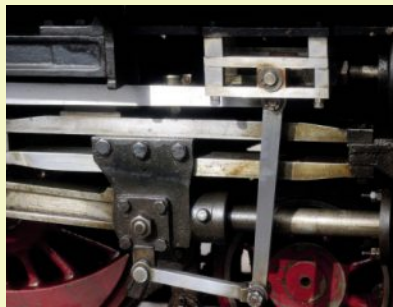
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7 1/4 INCH GAUGE ALCO 2-6-2T

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A somewhat blurred view of Peppercorn A1 Pacific No. 60163 *Tornado* storming through Northallerton station at 11.56pm on Tuesday, April 11, but who cares about focus? The locomotive was heading northwards on the outward leg of its 90mph test run, from Doncaster to Tyne Yard, before embarking on a return journey on which it hit 101mph, setting a new heritage era record in the UK. The shutter speed was at a 1/60 of a second at F4, 6500 ASA, and remarkably the smokebox number is pin sharp, caught by a flash burst at 1/400 second. The station was deserted except for three enthusiasts and a BBC Leeds cameraman who was part of a team compiling a documentary on the record run. See Headline News, pages 10-11, and Main Line News, pages 56-57 for the full report and timings. MAURICE BURNS

Heritage railways going to town!

FORGET all the bluster about to the general election and Brexit: what is making Britain truly great again is the heritage railway sector! In the past month, attention has again focused on the East Coast Main Line, where a succession of steam, diesel and electric speed records were set, the latest being 101mph recorded by A1 Pacific *Tornado* on a 90mph overnight proving run.

It was the first time in 50 years that a steam locomotive reached the magic ton in the UK, and what is even more remarkable, it was a first by an engine that was not built by or for a major railway company, but by a group of enthusiasts who for many years were persistently told it was impossible.

I have long maintained that *Tornado* is to the 21st century what *Flying Scotsman* – which reached 100mph on November 30, 1934, was to the 20th. However, the world's most famous steam locomotive of all time was by no means ready to hand over its many-jewelled crown to the young pretender.

Before April was out, yet more global transport history was made on the route. A unique spectacle saw four trains – one headed by *Flying Scotsman* – run in staggered formation in parallel down 10 miles of the route southbound into York. Intended to promote Virgin Trains' new Azuma units which are due to enter service in 2018, the spectacle was watched by – and inspired – millions across the globe after being captured on film both on the ground and from helicopters.

Away from the main line, the heritage sector

is pulling out all the stops to boost the nation's tourist economy, with several towns set to be added to the steam railway map. A phenomenal response to the Gloucestershire Warwickshire Railway's £1.25 million Broadway extension share issue means that trains will be running into the tourist honeypot next year, giving the line a meaningful northern destination.

June 13 will see the Swanage Railway revivalists' dream of more than four decades finally realised, when their first timetabled trains into Wareham run.

In Wales, the Llangollen Railway is making rapid progress with building a new western terminus at Corwen Central, at the end of one of the most beautiful scenic standard gauge lines in Europe. Corwen in a traditional Welsh town waiting to be 'discovered' by new generations of visitors rather than being passed through in seconds by motorists on the A5, and with a major attraction now in its midst, has everything to play for.

The railway has launched a share issue to raise £370,000 to complete the station and a run-round loop. The issue, like that of the G/WR, richly deserves support from enthusiasts all across the country, and once completed, will see the heritage line linking two towns for the first time, thereby creating a major addition to the sector's portfolio.

Again, Llangollen's new share issue is a rallying cry for everyone to get on board another big one, and having seen the development for myself, implore our readers to help in any way they can.

Robin Jones Editor

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16

Headline News

6

Peppercorn A1 Pacific *Tornado* hits 101mph in 'secret' overnight test run; *Flying Scotsman* stars in unique world-first four-train parallel running over the East Coast Main Line; debut Swanage-Wareham services to be locomotive hauled and *Scots Guardsman's* 'Cumbrian Mountain Express' triumph.



59

News

12

North Yorkshire Moors Railway in surprise bid to run North Norfolk's Cromer services; Royal visits for Lincolnshire Coast and Royal Deeside; help the Llangollen Railway raise £370,000 to complete Corwen Central station; Post Office Railway set for July opening; North Norfolk launches suburban set; farewell to preservation pioneer David Woodhouse; steam back in Southwold; *George B* enters Bala Lake service; Austerity tanks at Bodmin and Dean Forest to make heritage era debut; and ride the GWR steam railmotor to Princes Risborough with *Heritage Railway!*



56

Main Line News

56

Report from *Tornado's* 101mph run with logs; *Tornado* to haul Walton-on-the-Naze shuttles; *Union of South Africa* to run to Swanage, *Clan Line* for 'Torrey Express' and Jeremy Hosking's Locomotive Services given go-ahead to apply for TOC licence.

With Full Regulator

64

Following *Tornado's* record run, Don Benn reports on 100mph steam running in the 1960s.

4 Heritagerrailway.co.uk



Regulars

Railwayana

43

Geoff Courtney's regular column.

Centre

54

Four trains including *Flying Scotsman*, on the East Coast Main Line by Chris Gee.

Main Line Itinerary

61

Steam and heritage diesel railtours.

Platform

88

Where your views matter most.

Up & Running

94

Guide to railways running in May.

The Month Ahead

106

Features

Robert Riddles, Britain's last steam Chief Mechanical Engineer

Concluding the series on the Big Four CMEs, Brian Sharpe examines the career of Robert Riddles who became CME of British Railways after Nationalisation and undoubtedly prolonged the steam era in Britain with a series of steam designs that many argue should never have been built.



46

CONTENTS: LNER A3 Pacific No. 60103 *Flying Scotsman* heads towards York alongside an HST and an IC225 set on April 23. DAVE RODGERS
COVER: *Flying Scotsman* sets off from Tollerton at sunrise on April 23 for the ECML quadruple parallel run. MAURICE BURNS



70



***Flying Scotsman's* magnificent month**

Tornado may have run at more than 100mph, emulating *Flying Scotsman's* world record feat of 1934, but its crowd-pulling April tour proved that it is not ready to concede its crown as the world's most famous steam locomotive to the young pretender yet!

80



***Liassic* lives on!**

The Statfold Barn Railway is noted for its rapid overhauls of rare narrow gauge locomotives. Mark Smithers reports on the return to steam of an engine once thought unlikely to ever return to Britain.

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East Coast sunrise spectacular

SPECIAL REPORT

by Robin Jones and Brian Sharpe

FLYING Scotsman – the locomotive which has the uncanny ability of writing world transport history without a second thought – has done it again.

As helicopters circled overhead, global headlines and newsreel footage were generated on a steady production run after dawn on Sunday, April 23, when No. 60103 stood to the left of three of its East Coast Main Line successors – but still managed to take the centre stage podium.

A unique world-first event saw Network Rail's works delivery department at Doncaster take possession of all four ECML tracks from Tollerton into York, so two of the trains could run in the "wrong" direction alongside the other two.

The aim was to promote the forthcoming latest state-of-the-art trains on the ECML – the Class 800 Virgin Azuma.

6 Heritagetrain.co.uk

Billed as Virgin Trains' 'Four Trains' event, the spectacle, which was enhanced by unbroken sunshine from a cloudless blue sky, saw the A3 at the head of a set of West Coast Railways' Mk.1s represent the route's illustrious past as it lined up alongside a Class 125 High Speed Train and a Class 225 InterCity set, typical of everyday travel on the ECML today, and one of the new Virgin Azuma sets, seen as the future of the King's Cross to Edinburgh line.

Four generations

The four trains, each representing one of four generations of ECML motive power, were amassed in a compound at Tollerton, with *Flying Scotsman's* train being towed there by one of the A3's immediate successors, Class 55 Deltic D9002 *King's Own Yorkshire Light Infantry*, also owned by the National Railway Museum, thereby making up a fifth generation.

Operated by West Coast, Scotsman's driver was Ron Smith, with Clive Gould

as fireman and Mick Rawling as traction inspector.

The HST set was led by Class 43 power car No. 43238, which in 2015 was renamed *National Railway Museum 40 Years 1975-2015* to mark the York venue's 40th birthday. The same locomotive previously carried the name *National Railway Museum – The First Ten Years 1975-1985* for 12 years from 1985. An InterCity 125 took the world record for the fastest diesel-powered train, when it was recorded at an absolute maximum speed of 148mph on the ECML during 1987.

The InterCity 225 electric set was led by Class 82 Driver Vehicle Trailer No. 82205 *Flying Scotsman*, part of the modern-day set continuing the famous named train. Also a cutting-edge speed machine like *Flying Scotsman* (official 100mph world record set on Lincolnshire's Stoke Bank in 1934), an InterCity 225 (140mph top service speed) reached 161.7mph – also on Stoke Bank – on September 17, 1989.

That set's Class 91 power car, No. 91010, still holds the British locomotive speed record.

The Azuma is the first of the Class 800s being built by Hitachi in Newton Aycliffe, County Durham and which will render the Class 125 and 225 sets obsolete, after entering service next year.

Staggered formation

The plan was to run all four in a parallel but staggered formation from Tollerton before lining up for photographs alongside the Sidings Hotel and Restaurant at Shipton. Developed on the site of the former Beningborough station, once the first stop on the ECML out of York until it closed in 1958, the complex has been developed around five Pullman-style railway carriages.

Breakfast at the Sidings for VIP guests including the Archbishop of York John Sentamu and an army of journalists and photographers was served as they waited for the entourage on steel wheels to arrive.



Above: The four trains run in formation on the four-track East Coast Main Line. VIRGIN TRAINS

Earlier, before the sun rose, hundreds of enthusiasts had positioned themselves on all the overbridges and vantage points to photograph the once-in-a-lifetime spectacle. Departing from The Sidings, the Azuma unit sped away from the other three trains, which remained in staggered formation. No passengers were allowed on board.

At York, Scottish pipers and a brass band welcomed the trains into the platform, with *Scotsman* and the Azuma unit arriving simultaneously from the two track section. Among the waiting guests was Network Rail chairman Sir Peter Hendy and proud NRM director Paul Kirkman. The Deltic was then posed along with all four trains in the station.

While some of the platforms were packed with early rise spectators, and crowd barriers restricted access at the start, there were no reported incidents of trespass of the kind which marred *Flying Scotsman's* official comeback run from King's Cross to York last year, and several subsequent trips. Network

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The Azuma unit has just passed as *Flying Scotsman*, the HST and the Class 91 accelerate away from The Sidings towards York. BRIAN SHARPE



The Fix-it Team which made the Four Trains event happen: staff from Network Rail's works delivery department at Doncaster stand alongside *Flying Scotsman* at York. ROBIN JONES

Rail had despatched staff to every overbridge and vantage point well before the four trains rolled past after daylight broke.

The event, organised by Virgin Trains, the National Railway Museum, Network Rail, Welcome to Yorkshire and Hitachi, had been nearly a year in the planning stage, after *Flying Scotsman* returned to the rails after its restoration. The big challenge was to identify a few hours at a time when the tracks would be free to host four trains travelling in the same direction.

Engineering works

Tollerton to York, a distance of 10 miles, was chosen partly because engineering works at Thirsk meant that the tracks would be vacant on the day. **Rob McIntosh, managing director for Network Rail on the London North Eastern and East Midlands route, said: "To have achieved this truly special, once in a generation event with the eyes of the world watching – and to**

have not caused any disruption to regular rail passengers – makes me immensely proud.

"The ECML and its long heritage is uniquely placed to have run these four historic trains from four different generations side by side.

"This was a long-standing vision for both myself and our industry partners and that vision has become a reality, creating a wonderful occasion to help us celebrate our proud rail heritage as well as the ongoing success of Britain's railways.

"I am delighted that we have been able to create such a prestigious and unique event for the people of Yorkshire. The area has a very proud rail heritage and by working closely with our industry partners we've been able to turn what has been a logistically challenging vision – to create an iconic railway moment on the ECML – without impacting on regular passengers."

David Horne, managing director for Virgin Trains on the east coast, said:



***Flying Scotsman* stands in York station alongside Deltic D9002 King's Own Yorkshire Light Infantry. ROBIN JONES**

"Just one year on from unveiling our brand new Virgin Azuma trains, we're delighted to present this unique event that showcases the past, present and future of rail travel in the UK, with Azuma travelling alongside *Flying Scotsman* and trains from our revamped current fleet."

Once in a lifetime

Sir Gary Verity, chief executive of Welcome to Yorkshire, said: "What a moment in history; a once in a lifetime event on St George's Day and just days before the start of the Tour de Yorkshire. We're immensely proud to be flying the flag for this once-in-a-generation railway spectacular.

"It couldn't have gone better. It was particularly pleasing that all the partners came together for something that people said was impossible to pull off. It is a moment in history to remember – it will never be repeated."

NRM assistant curator Bob Gwynne said: "To see a classic locomotive from



Flying Scotsman pulls out of York with its stock alongside the new Virgin Azuma unit. MAURICE BURNS

➔ the 1930s and jumping from the end of the steam age on the East Coast main line to the 21st century in one shot was a really nice moment.

"The NRM is proud that *Flying Scotsman*, a symbol of engineering excellence, the first steam locomotive to achieve an authenticated speed of 100mph and the first to undertake a non-stop run between King's Cross and Edinburgh Waverley, is taking its place alongside such worthy successors to its speed and style mantle."

Paul Kirkman said: "In what is genuinely a world first with our engines of the past, present and future coming together in this way, we are delighted to have supported this unique celebration of our railway heritage, unlikely to be seen again in our lifetimes."

"The ECML has long been famed for speed and style. In the 19th century elegant locomotives were designed to haul trains on this route cementing its reputation as a railway racing stretch operated by thoroughbred engines. The four train line-up epitomises the evolution of the later generation of fast, elegant and stylish trains – all with a shared bloodline – that epitomise the

history of the route from the 1850s to today."

Karen Boswell, managing director for Hitachi Rail Europe, said: "We believe our new British-built Azuma trains will inspire the next generation of rail enthusiasts and show how investment in new trains will transform passenger experiences on this iconic route."

Expanded timetable

The Virgin Azuma aims to revolutionise UK travel when it arrives on the east coast next year. With 65 trains providing an extra 12,200 seats for a new and expanded timetable, the fleet of Azumas will increase capacity into King's Cross by 28% during peak time.

However, once the platform crowd barriers were moved the public were able to have a much closer look at the parked trains, the Azuma looked a lonely soul as spectators scurried past with few barely giving it a second glance as they jostled for position to take photographs of *Flying Scotsman* on Platform 9. Technology may shape the future – but the romance of steam wins outright every time – especially if it involves this particular locomotive! **HR**

Just after sunrise on April 23, the four trains set off from Tollerton, as seen from a helicopter. VIRGIN TRAINS





Debut Swanage-Wareham services to be locomotive hauled

By Robin Jones

WEST Coast Railways has been chosen as the train operator for Swanage Railways' ground-breaking services to Wareham, which are scheduled to start on June 13.

More than 45 years after the last BR service over the LSWR branch ran, 'real' – as opposed to tourist or enthusiast – services are to be operated over the full length of the line.

However, the initial services, which will run four times a day each way, five days a week (apart from Mondays and Fridays) as part of a grant-aided two-year trial period, will not be run by heritage DMUs as has long been planned.

The three-car Class 117 set and Class 121 'bubblecar' which are being restored by Arlington Fleet Services at Eastleigh will not be ready to enter service this year, and will make their debut in 2018.

Instead, the services this year will be locomotive-hauled in push-pull mode.

Swanage Railway officials are hoping to borrow London Transport Museum's 4TC coaching

set, which is also being overhauled at Eastleigh, but it too may not be ready in time.

In that event, West Coast will provide coaches from its extensive fleet, along with a Class 37 or 47 diesel to operate the trains in conjunction with the 71A Locomotive Group's Swanage-based Class 33 D6515 (33102) *Lt Jenny Lewis RN*, which is main line registered and fitted with dual braking systems and train heating. It towed the two heritage DMUs to Eastleigh for their overhaul.

The services will adhere to the heritage line's 25mph speed limit east of the main line connection at Worgret Junction and will take 45 minutes each way.

It is hoped to use steam on at least one of the services this year, if all goes well.

Project Wareham director Mark Woolley said: "The locomotive-hauled services will prove popular with diesel enthusiasts."

All of these details are subject to final confirmation. Precise information about the services were to be released after we closed for press.

Underground steam cut to one weekend

ENGINEERING works at Ruislip depot have led to the cancellation of one of the two weekends of steam on London Underground this year.

Public steam trains over the Metropolitan Line between Harrow-on-the-Hill and Amersham, organised by London Transport Museum, were scheduled to run over September 9/10 and 16/17.

However, the lack of access to Ruislip depot has led to the cancellation of the second weekend's steam runs.

The trains will be hauled by Metropolitan Railway E class 0-4-4T No. 1 and Dennis Howell's Hawksworth 0-6-OPT No. 9466.

Meanwhile, London Underground's last D Stock tube

train ran in regular service on April 21. In conjunction with the museum, a special D Stock farewell tour was scheduled for Sunday, May 7.

It will travel to all parts of the District Line except the High Street Kensington to Edgware Road section. It will also visit Northfields on the Piccadilly Line, where there will be a pop-up shop.

The District line D Stock was introduced in 1980 and what is the last of the varied fleet of different trains on the Circle, District, Hammersmith & City and Metropolitan lines will finally be replaced by a single fleet of new high capacity, walk through and air-conditioned S Stock trains.

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Tornado hits 101mph!

By Robin Jones

AT 3.42am on Wednesday, April 12, a new pinnacle of railway heritage was reached – when £3 million new-build Peppercorn A1 Pacific No. 60163 *Tornado* reached 101mph during a 90mph proving run.

With a select group of invited guests on board the nine-coach train, the locomotive was undertaking tests between Doncaster and Newcastle in view of raising its permitted maximum speed to give more flexibility to future charter planning.

Tornado is currently limited to 75mph but builder and owner the A1 Steam Locomotive Trust wants to lift the maximum speed to 90mph to increase flexibility in scheduling its tours on the network.

The tests were organised in partnership with DB Cargo Rail and Network Rail and took place with rail industry engineers and certification bodies monitoring the trial.

During testing the locomotive was

fitted with diagnostic measurement equipment and, as is customary for safety reasons, it had to operate at 10% above its planned maximum speed.

On the return leg from Newcastle Central to Doncaster, instruments measured a speed of between 100.5mph and 101mph between Raskelf and Aline on the approach to York.

On the footplate

The trust's operations director, Graeme Bunker, who rode on the footplate during the 101mph run as the owner's representative, said: "We are delighted to have completed the test runs that move us one step closer to 90mph operations with *Tornado*.

"This will allow us to ensure that the locomotive continues to haul trains on the busiest parts of the UK network, allowing as many people as possible to enjoy travelling with *Tornado*.

"As part of these tests the locomotive operated at 90mph for a sustained period and also achieved 100mph

under these special conditions and running with clear signals.

"We now have to analyse the results from the tests and then complete the necessary certification processes before the first 90mph public operations can be undertaken. We hope to conclude this before the end of 2017.

"The success of the test runs was only made possible by the significant support given by Network Rail and DB Cargo, along with other organisations who provided the necessary scrutiny and oversight.

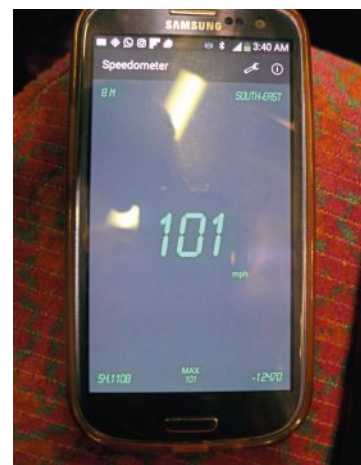
"Without the support at all levels within those organisations, both before the runs and on the night, it would not have been a successful operation."

The ground-breaking journey, which saw the first 100mph run by a steam locomotive in the UK for half a century and beat A4 No. 4464 *Bittern*'s claimed 94.5mph set in December 2013, made use of modern technology to overcome problems experienced on similar runs in the steam era.

At such higher speeds, the main big-end bearing underneath the engine between the frames can get very hot and, being a white metal bearing, cannot be allowed to overheat. On the original A1s a glass "stink bomb" fitted within the inner crank would shatter as the maximum temperature was reached so that the crew would "smell" that they'd suffered a failure.

Ziconix, a firm that specialises in developing end-to-end communications systems, which have to operate in difficult environments, has been working with the trust to develop a 21st-century solution, in the form of a wireless sensor that rotates inside the bearing and sends temperature data and alerts to the cab to be displayed on a screen.

Ziconix technical director Steve Sims said: "It's been great fun working on such an iconic steam engine but also a great challenge.



The mobile telephone GPS app that said it all! The reading corroborated that recorded by the locomotive crew, which gave a top speed of 100.5-101mph. ROBIN JONES

"The sensor is in a really poor radio environment; a large body of water encased in metal between the sensor and the receiver makes it difficult to get a reliable signal. We had to optimise the system to keep the power consumption down and still get good performance."

Innovation companies

Rob Morland, the trust's director of electricals, said: "We have been pleased to continue the tradition that key parts of the new technology aboard *Tornado* are contributed by innovation companies in the Cambridge Cluster. The Ziconix team has worked hard to develop and implement a solution to this really challenging requirement in a very limited timescale and to a high level of robustness.

"We believe that this is the first time that a sensor of this type has been fitted to a main line steam locomotive operating in the UK and we are delighted to be able to add this achievement to the growing list of firsts for our locomotive."

With the sensor now approved for use on the main line, *Tornado* is hoping to be running 90mph passenger services all over the country by the end of 2017, without the need for further test runs.

→ See also Main Line News, page 56-57, and Don Benn's With Full Regulator, pages 64-67.



Tornado's new-found fame saw it billed as one of two 100mph East Coast Main Line locomotives to star in the Nene Valley Railway's Best of British gala on April 22-23, alongside Class 55 Deltic No. 55022 *Royal Scots Grey*, currently running as No. 55018 *Ballymoss*. *Tornado* is seen running round its service train at Wansford on April 22. ROBIN JONES

LNER dynamometer car appears in OO gauge

THE vehicle that recorded both *Flying Scotsman*'s official 100mph run on November 30, 1934, and *Mallard*'s 126mph unbroken world record run on July 3, 1938, is to appear as an exclusive proprietary model in OO gauge.

Leading model railway retailer Rails of Sheffield is working with Rapido Trains Inc to produce an outstandingly detailed OO gauge model of the LNER's record-breaking dynamometer car No. 23591.

The iconic 1906-built North Eastern Railway test car, is part of the National Collection and stands behind *Mallard* in the Great Hall of the National Railway Museum in York.

It will be the first of a series of products to be released under the 'Rails Exclusive'

brand of high-quality, collectable ready-to-run models.

Two versions will be offered initially, depicting No. 23591 in July 1938 LNER teak condition, as it was during *Mallard*'s world speed record run; and post-1946 LNER teak with its later number – No. 905202 – as seen during the f1948 Locomotive Exchanges.

Based on detailed research of the prototype, archive photographs and official drawings, the model will feature exceptional interior and underframe detail, including depictions of the recording equipment and the additional speed recording wheel between the bogies.

A decorated sample is expected to be ready in time for the Warley National



A pre-production sample of the model of the dynamometer car. ROS

Model Railway Exhibition due to be held at the National Exhibition Centre near Birmingham on November 25/26, with the first production models expected to start shipping some time

in late 2017/early 2018. The models will retail at £125 each and customers can secure one now with a £50 deposit.

For further information, visit www.railsofshffield.com/exclusive



LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman* crosses Crosby Garrett viaduct with the Railway Touring Company's delayed 'Cumbrian Mountain Express' on April 22.
DEREK PHILLIPS

Scots Guardsman's 'Cumbrian Mountain' triumph

By Brian Sharpe

WITH the Settle & Carlisle line fully reopened on March 31, the first steam train to be operated by one of the regular tour promoters was the Railway Touring Company's 'Cumbrian Mountain Express' on April 22.

The train was to follow the established format with Class 86 electric No. 86259 *Les Ross* heading the train from Euston to Carnforth, where steam would come on and run north over Shap to Carlisle, then south over the S&C before handing over to the Class 86 at Farington Junction.

For the second time in recent weeks, the Class 86 was failed on shed at Willesden with Class 47 No. 47746 at the wrong end of the stock at Euston and unable to run round. Fortunately, this time, it was possible to despatch Class 87 electric No. 87002 to Euston to haul the

train to Wembley where the Class 47 was able to run round and take over the train, departing from Wembley 98 minutes late.

The expectation was that No. 47746 would work through to Carlisle with steam running light to Carlisle and working southbound only from there to Farington Junction. However it became clear that the engine change was still going to be at Carnforth but that hopefully all the lost time could be regained by taking the Upperby curve and avoiding turning at Carlisle.

Not a clear run

At Milton Keynes, many passengers decided not to travel, including *Heritage Railway's* main line performance correspondent Don Benn. Diesel haulage throughout was a strong possibility and even if the train was steam-hauled over Shap after all, it

would not be a clear run and arrival back at Euston could be too late for many to catch their homeward connections.

Booked steam power had been LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* but leaking stays had been discovered at Crewe during the light engine move from Southall a few days earlier and although repairs were effected, right up to the last minute, it was unclear as to what would be on the front of the train.

Leaving Carnforth 103 minutes late behind LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman*, the 'CME' was looped at Grayrigg as expected but, with 12 coaches and no diesel assistance, it topped Shap summit at 27mph.

Although Network Rail had agreed to allow the use of the Upperby curve, the Carlisle signaller would not permit it, and the 'Scot' arrived in Carlisle station 117

minutes late. After turning and servicing, departure was at 4.24pm, 92 minutes late, for a steam run over the Settle & Carlisle in perfect spring sunshine, with Ais Gill topped at 35mph.

Regular steam railtours

After the engine change at Farington Junction, departure was 73 minutes late, but to save time and ensure connections were made, the passengers all transferred to a service train for Euston at Milton Keynes.

West Coast Railways, locomotive owners and Network Rail had pulled out all the stops to ensure that the return of regular steam railtours was a spectacular success despite the difficulties encountered at the start of the trip.

The train manager, Les Fishburn, in particular, deserves the highest praise for his hard work.



Bagnall Austerity 0-6-0ST No. 2766 in the yard at Bodmin General. PHIL HAWKE

Bagnall Austerity makes heritage era debut

ON Friday, April 21, after a prolonged restoration, Bodmin & Wenford Railway-based Bagnall Austerity 0-6-0ST No. 2766 was lit up at Bodmin General station.

The following day it was successfully steamed, and then moved up and down the yard under its own power for the first time since 1976.

It now awaits boiler certification, scheduled for early May, and lining out. If all goes well, and after running in, it will enter service on the BWR this summer.

Built at Stafford in 1944 for the War Department it was dispatched to Calais on February 2, 1945 as WD No. 75178, but was too late to contribute in General Montgomery's push towards the Rhine. After two years in storage it was returned to Britain and sold to the newly-formed National Coal Board.

It then spent its working life in and around South Wales collieries, and survived a spectacular accident at Maesteg in 1971. Five years later, it was preserved at the then Dart Valley Railway at Buckfastleigh, but never entered service. In May 1995 it was purchased by the Cornish Steam Locomotive Preservation Society, and moved to Bodmin.

Led by Phil Hawke, the small group had already cut its teeth restoring Devonport Dockyard 0-4-0ST No. 19. The restoration of No. 2766 has been lengthy but thorough, and Phil is now also chairman of the BWR plc. He said: "It's been a long haul, but well worth it. We now look forward to 10 years of No. 2766 earning its keep, not just at the B&WR, but also going out on hire to other heritage railways."

Best year yet for new-build Patriot

THE LMS-Patriot project is celebrating its most successful fundraising year, with just over £427,000 donated between April 2016 and March.

The construction of the boiler of 4-6-0 No. 5551 *The Unknown Warrior* at LNW Heritage in Crewe continues with assembly of the outer firebox due to start. It is the first large brand new boiler to be built in the UK since 1962 and it will be one of the biggest milestones for the project.

Both the bottom end of the locomotive and the tender chassis are being worked on at the Llangollen Railway. The main activity has been the trial fitting of the brake gear with the sanding gear to follow. The main driving wheel springs have also been fitted.

Work on the tender chassis has recently included the lining up and mounting of the new mainframe plates, including drilling all the rivet holes. So far approximately £15,000 of the estimated £50,000 needed to complete the tender has been raised via the dedicated Tenner for the Tender appeal.

Anyone wishing to help by donating to this appeal is invited to call 01785 224156 or visiting <http://lms-patriot.org.uk> or <http://lms-patriot.org.uk/sponsorship>



RAF Vulcan pilot Kev Rumens, who last flew one of the bombers, XH558, over the Great Central Railway over October 20, 2015 during an autumn gala when he swooped over Swithland Reservoir, had his feet firmly on the ground when he visited the line on April 15 during the Easter Vintage Festival in Loughborough. For his visit, BR Standard 2MT 2-6-0 No. 78018 carried a special 'Vulcan Express' headboard and he took a footplate ride to Leicester Central. GCR

Charity takes over miniature line

DORSET'S Poole Park Miniature Railway has been taken over by a charity despite the previous operator having tendered for a new lease from the local council.

The Friends of Poole Park has instead been given the lease, having promised to modernise the 68-year-old attraction.

Chris Bullen, who took over the railway in 2004, and was given a day's notice to quit by Poole Borough Council in January, was said to be "devastated" that his bid had been unsuccessful. The council said the railway was due to reopen for the summer holidays.

12 HeritageRailway.co.uk



The Princess Royal, who has driven a full-size steam locomotive on the Severn Valley Railway, is shown 1926-built former Nocton Estates potato railway Motor-Rail 4wDM No. 3995 *Paul* at Walls Lane. BRIAN SHARPE

Royal seal of approval for two heritage lines

By Robin Jones

THE Lincolnshire Coast Light Railway welcomed the Princess Royal to its headquarters at the Skegness Water Leisure Park in Ingoldmells on Tuesday, April 25.

Princess Anne arrived by helicopter at 2.20pm to view the 2ft gauge railway's progress. At the line's recently extended Walls Lane station, she met the volunteers who are restoring the locomotives, wagons and carriages to running order.

She was shown a Class D bogie wagon built in Lincoln by Clayton and Shuttleworth for the War Department, in 1917, which has been transformed with the help of a £43,000 grant from The People's Millions National Lottery Fund and is now able to carry people with disabilities.

After visiting the 2ft gauge railway, the princess was afforded a private tour of new developments and facilities in the park and what they offer the increasing number of holidaymakers and tourists visiting the Lincolnshire Coast.

She then unveiled a plaque in the park's new reception building and chatted with staff.



The Prince of Wales chats with Royal Deeside Railway staff and volunteers after donning a boiler suit to drive Barclay 0-6-0ST *Salmon*. The 1942-built engine spent its working life with Stewarts & Lloyds, at both Harlaxton and Woolsthorpe ironstone quarries. It was named in memory of HMS *Salmon*, an S class submarine that was lost with all hands in July 1940. RDR

Railway spokesman John Chappell said: "Few could have imagined when the railway first relocated to the Water Leisure Park, that the historical significance of its collection would be recognised with a visit by the Princess Royal."

The day before, the Prince of Wales visited Milton of Crathes station on the Royal Deeside Railway to see for himself a carriage that he helped pay to be restored following a vandal attack in August 2015.

Prince Charles, known in Scotland as the Duke of Rothesay, wore a kilt and a specially monogrammed overall to drive resident Andrew Barclay 0-6-0ST No. 2139 *Salmon*. Through The Prince of Wales' Charitable Foundation, Prince Charles has donated a "significant" sum of money to fund the restoration of the 1965-built BR Mk.2 carriage after vandals smashed the carriage's double-glazed windows with bricks and stones and also targeted a diesels shunter at the line's West Lodge yard. His donation helped carry out a £15,000 refurbishment.

He spoke to Royal Deeside Railway Preservation Society volunteers and local schoolchildren before climbing aboard *Salmon*. Driver James West showed him the controls and said that the prince – who has driven A1 Peppercorn Pacific No. 60163 *Tornado* – was a "very good" driver on the short journey on a rebuilt section of the Ballater branch, on which he travelled as a young boy en route to Balmoral before it closed in 1966.

Charles unveiled a plaque naming the restored carriage Birkhall after his residence at Balmoral. Restoration project leader Bill Halliday said that the royal visit was "a great end to what started off as a devastating incident with the vandalism".

The A1 Steam Locomotive Trust's new P2 2-8-2 *Prince of Wales* is named after Charles.



Princess Anne meets Lincolnshire Coast Light Railway officials and volunteers. BRIAN SHARPE



LMS Princess Coronation Pacific No. 46233
Duchess of Sutherland accelerates away from
Chesterfield past Hasland with Steam Dreams'
'Cathedrals Express' returning to King's Cross
on April 5. DEREK PHILLIPS

NYMR bid to run North Norfolk Cromer trains

By Robin Jones

IN what would be a heritage sector "first", the North Yorkshire Moors Railway is bidding to run the North Norfolk Railway's dining services to Cromer and maybe beyond.

A spokesman for the Office of Rail & Road said that the NYMR is applying an extension to its Track Access agreement, which has allowed it to run over the Esk Valley line to Whitby and Battersby for several years. The requested change would allow it to also run as a Train Operating Company over Norfolk's Bittern Line.

After years in the planning stage, last summer the Poppy Line began running dining trains over the adjoining Bittern Line between Sheringham and Cromer, behind main line registered BR Standard 4MT No. 76084, with West Coast Railways as the train operator.

Now officials are talking to their NYMR counterparts about using their expertise

gained from regular running between Grosmont and Whitby to run the trains.

In 2014 the NYMR won the Heritage Railway Association Annual Award (Large Groups) for opening a second platform at Network Rail's Whitby station, the associated resignalling at Grosmont using the salvaged Falsgrave gantry from Scarborough. Now, the NYMR runs trains into Whitby on most of its operating days.

As reported in issue 226, the NNR jointly won the same award in 2016 for its main line dining services, and there have been talks about extending them beyond Cromer to North Walsham.

An ORR spokesman said that a consultation process involving the NYMR and other rail industry parties over the bid had started.

NNR managing director Hugh Harkett said that no decision on whether to use West Coast or the NYMR to run services over the Bittern Line has yet been taken by the railway. "We have not finalised anything yet," he said.

Late changes for 'GBX'

By Brian Sharpe

AS we closed for press, the final arrangements were being made for the 10th Railway Touring Company 'Great Britain' tour due to run between April 29 and May 7.

The tour was due to set off in spectacular style from King's Cross behind LNER A3 Pacific No. 60103 *Flying Scotsman*. This was to be the engine's first King's Cross departure since its inaugural run on February 27 last year after overhaul, when problems with lineside trespass led to the engine being kept away from the Great Northern main line.

At York, the A3 would hand over to A4 Pacific No. 60009 *Union of South Africa* for the run to Edinburgh. The A4 had been undergoing attention in Riley's works at Castleton and had only returned to steam at Easter when minor firebox leaks became apparent and further repairs had to be effected before a successful weekend's running on the East Lancashire Railway before a main line test run on the Carnforth-Hellifield circuit on April 26.

The A4 was also booked for the Edinburgh-Inverness and Inverness-Glasgow legs, assisted over the Highland main line north of Perth by K1 2-6-0 No. 62005. The K1 would also handle the Inverness-Kyle of Lochalsh trip on Monday, May 1 and the May 3 Glasgow-Fort William one-way run, replacing the expected Glasgow-Oban trip. No LMS 'Black Fives' were expected to feature, as the 'Jacobite' service has started early this year.

From Glasgow to Oxenholme, *Duchess of Sutherland* remained the rostered locomotive after repairs had been completed to leaking firebox stays and Jubilee No. 45690 *Leander* would handle the Grange-over-Sands to Bristol leg on May 5.

The Icons of Steam duo of No. 46100 *Royal Scot* and No. 34052 *Lord Dowding* will run from Bristol only as far as Plymouth and, for the final day of the tour, from Penzance to Paddington. Another last-minute change saw the train diverted to run via Bristol and Swindon because of a gauging restriction on the Berks & Hants route.

More trains for Esk Valley line could affect heritage services

PLANS have been announced for increased levels of service along Network Rail's Esk Valley line from Middlesbrough to Whitby, restoring the timetable to pre-1991 levels with up to eight trains per day.

Potentially, this move could impact on North Yorkshire Moors Railway services to Whitby as paths are limited, but the increase in service level is being supported by Potash mining company Sirius Minerals with a Section

106 grant, and ways of achieving the heritage line's present level of access to Whitby are being examined.

Previous proposals for a passing loop at Sleights have been dropped as being unaffordable within the

projected £3.75 million budget, but alterations to the signalling at Grosmont and Whitby to allow faster access to the Esk Valley, and to Platform 2 at Whitby, are being considered, as are other options.

Now let's help Llangollen Railway go to town too!



A platform wall taking shape at the new Corwen Central station.
GEORGE JONES/LR

Right: Susan Elan Jones, Peter Lund (railway chairman) Kevin Gooding (general manager) and Quentin McGuinness (heritage trustee) on Dwyrain Corwen East platform alongside the DMU special from Llangollen on April 7. ROBIN JONES



By Robin Jones

THE heritage railway community is being invited to do for the Llangollen Railway what it has just done for the Gloucestershire Warwickshire Railway – and give it a new town centre destination.

On April 7, I joined a party of invited guests including Clywd South Labour MP Susan Elan Jones for a ride on a DMU special from Llangollen to view for ourselves the work being done on building a new permanent terminus and run-round loop at Corwen.

Her visit coincided with the launch of 'The Big Push', a major fundraising initiative with the aim of having the new Corwen Central on line by 2018.

The overall cost of the project is estimated at around £750,000 (two thirds of that for materials), and officials remain hopeful that part of that sum will be covered by grant aid from the Welsh Government European Development Fund. The remaining funds must come from share purchases and donations.

The offer of £1 shares in Llangollen Railway plc is intended to raise £370,000, while also backing donations to the Llangollen Railway Trust.

Furthermore, a Tenner for a Tonne appeal has been launched to allow supporters to contribute £10 which buys a ton of spoil equivalent to a cubic metre.

Good early spring weather has helped progress to be made on the construction of the new terminus, which will replace the temporary Dwyrain Corwen East station 300 yards to the east. The two-mile extension from Carrog, opened two years ago, has up to now been operated in push-pull or propelled mode on locomotive-hauled trains because of the lack of a round-round loop at the temporary station.

Removal of access road

The biggest obstacle to laying track into the new station, which will be accessed by pedestrians using a subway from Corwen's main town centre car park, is the removal of the access road to the Welsh Water sewage plant alongside. A new road which runs alongside the north of the new railway now takes service vehicles into the sewage works, and the breach in the original embankment which was made for the old access road will be infilled, allowing the railhead to be brought forward from the current buffer stop at Dwyrain Corwen East.

Volunteers and contractors building the new station have re-engineered an old, single track embankment into an area capable of taking two tracks with a platform in between. The job has involved the movement of 10,000 tonnes of spoil.

Further track laying has been limited to a short extension at the western end of the loop, pending excavation of the footings for platform 1. Only the platform wall has been built so far.

Panels of track alongside the footings for what will be the eight-coach platform 2 have been lifted into place and blocks laid to create the platform surface. All this is being tackled by the volunteer workforce and has saved much of the cost of employing a contractor, albeit over a three month period.

A similar exercise will be needed to create platform 1 Upside which will take a six-coach train. Contractor involvement with this would speed up the process to allow completion in the summer of 2017.

Project leader Richard Dixon-Gough, who gave the MP a guided tour, explaining the work that had been completed to date and the construction that is still required to complete the station, said: "The over-riding need to complete the work is for finance to buy materials and employ contractors to build the platform."

To avoid extracting water out of the River Dee, a borehole has been drilled to extract groundwater to feed a water tank for the steam locomotives used to haul trains along the 10-mile line from Llangollen.

Only by visiting the Corwen Central

station site is it possible to appreciate the sheer size and scale of this project and the tremendous amount of work undertaken by a dedicated band of volunteers – the contractor input involves only the subway construction and the borehole drilling, plus some assistance with the earth movement.

Susan Elan Jones said: "I am most impressed with the progress that has been made since my last visit in 2016 and the effort of all the volunteers who have been involved in this project. I note that for work to continue financial support is imperative. An essential part of this support is the launch of the share brochure to encourage much-needed funds."

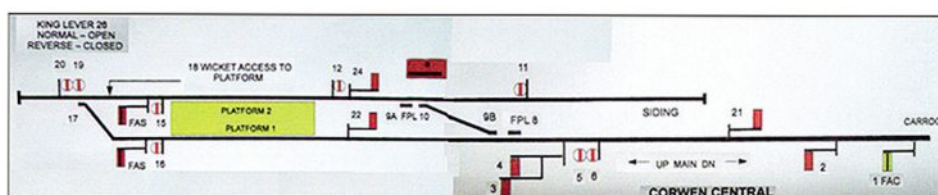
Visitor destination

Railway chairman Peter Lund said: "We are very grateful for Susan Elan Jones visiting the Corwen site. Completion of this project in time for the 2018 season is wholly dependent on financial support from share purchases and donations."

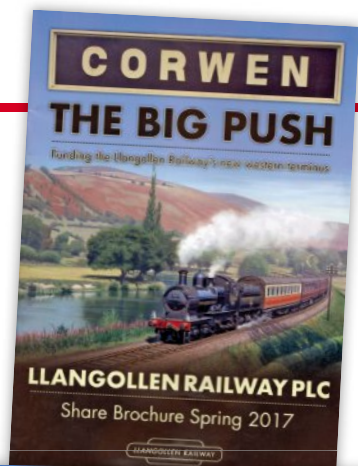
For long, Corwen has been a small traditional Welsh town which most visitors drive through while heading along Thomas Telford's A5 to and from North Wales. Now it is a visitor destination in its own right, thanks to the railway.

At the moment, the majority of visitors to the railway come in from England via Shropshire and Cheshire to join at Llangollen. Officials hope that more will now join the train at Corwen and ride to Llangollen, creating a two-way flow, and appealing to holidaymakers in Snowdonia and North Wales who see Llangollen as too far for a day trip.

Corwen claims to be the centre of North Wales, as it once was, when it had a railway junction. Today it is the junction for the A5/A494/A5104 roads



The provisional signalling diagram for Corwen Central showing the track layout, switches and signals as to be used in the proposed signalbox at the eastern end of the site. An application has been made to the Heritage Lottery Fund for grant aid to restore and install the former Weston Rhyn 'box which has been in store at Carrog. PAUL REYNOLD/LR



One of the new Llangollen Railway posters designed to entice visitors to its new terminus. ROBIN JONES

which come together west of the town.

These roads provide the routes from the coast via Betws-y-Coed, Bala, Ruthin and Chester and in the season carry heavy traffic from the North West and the Midlands. The railway will go all out to entice holidaymakers at the camping and caravan sites in North Wales to board at Corwen for a day out in Llangollen.

The Traws Cymru T3 bus route, which was established in 1965 as the rail replacement service, runs from Wrexham to Barmouth and provides a connection with the Bala Lake Railway, which is also making big strides towards a town centre presence.

A railway spokesman added: "Provision of the terminal facilities will allow for the train to stop over while the loco runs round and will offer a more convenient option for passengers to venture into the historic centre of Corwen with its shops and eating places, an essential aim of regeneration by Denbighshire County Council which supports the project.

"The conclusion of the 40-year-old project to restore the 10-mile length of line from Llangollen to Corwen will allow visitors to take in all the recreational activities that access to the Dee Valley Area of Outstanding Natural Beauty has to offer. The train offers the environmentally-friendly option for seeing the splendid rural scenery in this unspoilt region of Wales."

→ For further information about the share issue, contact the railway on 01978 860979, visit www.llangollen-railway.co.uk or email info@llangollen-railway.co.uk



0-4-0WT No. 2 Dolgoch pilots 0-4-2ST No.1 Talyllyn on a David Williams Talyllyn Railway vintage train photo charter along the Afon Fathew valley just west of Abergynolwyn on March 31. RALPH WARD

They've done it – with four weeks to go!

ECSTATIC Gloucestershire Warwickshire Railway officials were celebrating after their £1.25 million share issue to fund the northern extension to the tourist honeypot of Broadway reached its goal – with four weeks left before the April 30 deadline.

Its target was reached a year after the line's president, Pete Waterman, launched the share offer at Broadway station, which is now on schedule to open in March 2018 after a 58-year gap.

Chris Bristow, the railway's voluntary finance director, said: "What a wonderful achievement. Our volunteers have worked flat out to make this a success and the public has responded magnificently!"

Neil and Vicky Davidson from Stratton, near Swindon, made the share purchase that took the Offer past its target. Neil, a European contract manager, says he was

absolutely delighted to learn that he and his veterinary nurse wife had taken the offer past the magic £1.25 million.

Neil, also a member of the Growler Group at Toddington which looks after the two English Electric Class 37s Nos. 37215 (D6915) and 37248 (D6948), said: "I'm so pleased to see the project to get the railway to Broadway progressing so well – it's astonishing to see the rapid progress being made.

"We first came to the railway for a gala event in 2014 and have been hooked ever since. It's a beautiful railway and the extension to Broadway will really establish the line as one of the best in the country," he said.

However, before track can be laid into Broadway, the railway must tackle the 200-yard unstable high embankment between Childswickham Road and Station Road.

Chris said: "Work is just starting on a £400,000-plus project to remove some inappropriate materials used for historic 'make and mend' repairs and stabilise the structure using a modern geo-technical solution.

"It's rather more than we expected to have to spend, but the work must be done."

The Broadway station building has reached eaves level. The railway's locomotive department is manufacturing the heritage steel roof structure for the station, at its Toddington works.

Ballast has been laid ready to take the sidings to the north of the station while the track as far as Peasebrook Farm, half-a-mile short of Broadway station, is almost ready for trains to run while sleepers and rail continue to be laid towards Childswickham Road.

IN BRIEF

→ **PRESERVED St Albans South signalbox has been honoured locally in the Mayor of St Alban's Annual Pride Awards. At the recent celebration dinner the trustees of the signalbox were presented with the Mayor's Recognition Award for a local project that has had a significant impact on the community and heritage of St Albans.**

→ A GROUP of volunteers is aiming to turn the derelict goods shed in Llanelli station into an arts centre and community hub. The Llanelli Railway Goods Shed Trust has been given planning permission to transform the

Grade II listed 1875-built structure, the scene of tragedy in 1911 when six men were killed during a railway strike and ensuing riots.

→ **THE Aln Valley Railway, which has just completed the restoration of a 1956-built Mk.1 coach, saw it officially launched into traffic on April 26 by the line's president, Duke of Northumberland, at Lionheart Station, Alnwick. Afterwards, guests were taken for a short ride in it behind Hudswell Clarke 0-6-0T No. 1243 of 1917 Richboro.**

→ THE remains of Banbury North signalbox were demolished on the

morning of March 26, during a one-night possession. More than 3500 visitors passed through the signalbox in 10 weeks of public tours between August and October 2016. Many fittings including the 85-lever frame have been saved by Network Rail for future heritage use.

→ **THE North Yorkshire Moors Railway has recruited the Talyllyn Railway's chief financial officer as its new finance director. Garry Mumford is also managing director of Insight Associates, a financial services business which he founded in 1992.**

Exclusive chance to ride Steam Multiple Unit from Chinnor

By Phil Marsh

THE Chinnor & Princes Risborough Railway and *Heritage Railway* have joined forces to offer readers the chance to take a historic hour-long eight-mile round trip between Chinnor and Princes Risborough aboard the now-unique 1907-built Great Western Railway steam railmotor No. 93 and trailer car No. 92.

These services will offer the first chance to ride on the complete steam auto-train (or Steam Multiple Unit) away from Didcot Railway Centre for a several years.

The set will also become the first vintage train to operate on the Chinnor & Princes Risborough Railway in its 23 years of running services.

Great Western Society owned, Didcot-based No. 93 and No. 92 will be operating (subject to Network Rail gauging) between June 29 and July 16

with the first date commemorating the 60th anniversary of the line, the former Watlington Branch, losing its regular passenger services.

Each day the train will be brought empty to the CPRR from Didcot by West Coast Railways, in a move made possible by considerable assistance from Network Rail planners. It will return at the end of each day. While No. 92 has operated on the main line before, this will be the first time it has run over the network with its trailer.

The first two trains will be for invited guests, former Watlington branch staff and founder members of the CPRR Association and the afternoon services open for the public.

CPRR members were sworn to secrecy about the visit until it was announced by *Heritage Railway* and sister title *The Railway Magazine* and they have

been busy making the new Railway Education Centre secure and ready to house the railmotor for its visit.

This is a rare chance for passengers to experience travel on a service that first ran 110 years ago on the same route which includes steep gradients of 1-in-68 for almost two miles. Platform alterations were made at Bledlow Bridge and Wainhill Crossing in 1906 to enable steam railmotors to operate between Princes Risborough, Chinnor and Watlington.

Our readers are being offered preferential seats and bookings in enthusiast class, the compartment behind the engine on every train, plus a free second round trip on the train but not in enthusiast class. This offer is not available to any other

visitors whose tickets will be valid for one round trip only.

Steam railmotor services will operate on Thursday, June 29 and Thursday, July 6 plus on the first three Saturdays and Sundays in July: 1-2, 8-9 and 15-16.

Enthusiast class seats are priced at £15 (no discounts) and are strictly limited to 10 on every train. They must be booked in advance for a specific train via www.chinnorrailway.co.uk (bookings close at 6pm on day before departure).

Please note that eligibility for these tickets will be checked and every reader must bring a current, or previous month's copy of *The Railway Magazine*, *Heritage Railway* or *Rail Express* with them, or a £5 surcharge will be levied.

Passengers will be able to join the train only at Chinnor as the interchange facilities at Princes Risborough will not be completed for the visit, a three-week re-enactment of 110 years ago.

Steam railmotor No. 92 and trailer No. 93 in action at the unit's Didcot Railway Centre home. FRANK DUMBLETON



WIN GCR TICKETS

Book your place at the Great Central model show

The Great Central Railway's Model Event – backed by *Heritage Railway* – runs from June 16-18, and is one of the biggest in the UK. Now you could win a pair of tickets.

USING three of the line's stations, and with the main exhibition hall at Quorn & Woodhouse, the event is a great day out for any rail and model enthusiast.

Organised in conjunction with The Soar Valley Model Railway Club, the event is backed by *HR's* sister titles *The Railway Magazine*, *Rail Express* and *Railway Magazine guide to Modelling*, plus Dapol, Hornby Hobbies, and Friends of the Great Central Railway.

To see a full list of the 80 layouts, visit www.gcrailway.co.uk

The £20 entry fee allows for entry into all venues and unlimited travel on the country's only double track heritage main line railway.

Ticket can be purchased online at the above address or at the gate.

More than 8500 visitors travelled on the railway during last year's exhibition as well as many more who just went to one venue.

The exhibition is open from 10am each day and closes at 5pm on the Friday and Saturday and 4pm on the Sunday.



The packed exhibition hall at last year's Great Central Railway Model Event which was also sponsored by Mortons. GCR

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The winners will be the first 10 names drawn at random. There are no cash alternatives available.

London's newest rail attraction set for July opening

By Geoff Courtney

THE Postal Museum has confirmed that its eagerly-awaited and innovative subterranean Mail Rail visitor attraction in central London is to open in July, with tickets expected to be on sale from this month.

The ride will take visitors 70ft beneath the streets on a reopened stretch of the former Post Office Underground Railway that carried millions of letters and parcels each day between Paddington in west London and Liverpool Street and Whitechapel Road in the east.

It will be the first time members of the public have been allowed to ride on the railway, which was the world's first driverless electric line.

Passengers will board newly-built battery-powered trains at the railway's former maintenance and repair depot at the Royal Mail's Mount Pleasant site in Clerkenwell, near King's Cross station, and from there will travel on nearly a mile of the line, which closed 14 years ago.

The ride will include a stop at the platforms of the original Mount Pleasant station – one of eight stations which in the railway's operational days handled mail from central London sorting offices – where the passengers will enjoy an audio visual display giving an insight

A secret revealed: a section of the former Mail Rail 6½ mile line that is soon to be experienced by members of the public for the first time in 90 years. Beneath the track on the right is another part of the system, where vehicles made redundant when the railway closed in 2003 are stored.

THE POSTAL MUSEUM/
MILES WILLIS



into how the line kept post on the move for 22 hours a day.

Known as London's 'secret railway' as so few residents and visitors knew of its existence beneath their feet, the 2ft gauge double-track line opened in 1927, and with its 220 staff was responsible for transporting up to four million letters and parcels a day.

It ran until 2003, when it succumbed to the relentless march of commercial road transport, but rather than being blocked up the entire 6½ mile system, including all the tunnels, was mothballed and a small maintenance team retained, a prescient decision that has enabled the section around Mount Pleasant to be adapted for

the forthcoming passenger rides.

Postal Museum director Adrian Steel said: "No one could have known the decision to maintain Mail Rail after its closure in 2003 would lead to such a unique and exciting attraction for London 14 years later.

"It is truly the first of its kind, and offers visitors a once-in-a-lifetime opportunity to explore a section of the Mail Rail network that was previous hidden from public view. The final countdown is now on, and we cannot wait to welcome the first guests when we open in July."

The Mail Rail scheme is part of a £26m project at the site that includes the construction of a major postal museum.

This will contain five interactive zones which spokesman Harry Huskisson said "celebrate the surprising and quirky history of Britain's earliest social network – the post".

He said it was expected tickets would be on sale this month on postalmuseum.org and added the exact date of opening would be announced later this month.

Funding for the Mail Rail and museum scheme – one of the most innovative to be opened in London in recent years – has been supported by a number of organisations, including Royal Mail, Post Office Ltd and the Heritage Lottery Fund, the last of which awarded a £4½ million grant.

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RAIL FIRST

Beamish steam spectacular

By Brian Sharpe

THE second Great North Steam Fair took place at Beamish Museum from April 6-9, with a line-up of over 100 vehicles and locomotives in action and on display.

A highlight of this year's event was a visit by 15in gauge 2-8-2 *River Mite* from the Ravenglass and Eskdale Railway. Built by Clarksons of York in 1966, *River Mite* was hauled across the Pennines to Cumbria by 1920-built Fowler road engine *Providence* and the same engine was used to re-create the event on its 50th anniversary.

New-build locomotives *Samson* and *Steam Elephant* were in operation at the Pockerley waggonway and Aberdeen gasworks Barclay 0-4-0ST *Bon Accord* worked short trips from Rowley Station. Kerr Stuart built 0-4-0T *Diana* and 0-4-0ST *Roger* worked on the narrow gauge railway and 0-4-0 *Puffing Billy* made a rare working visit to the colliery railway, joining the 1871-built *Coffee Pot* on a train of chaldron waggons.

Demonstrations included two saw benches, timber logging, threshing and baling with traction engines and the museum's trams were in operation. The total number of visitors over the weekend was just a little under 17,000.

Barclay 0-4-0ST *Bon Accord* hauls the museum's NER coach away from Rowley Station. JAMES KINDRED



Passing through the Victorian streets of Beamish museum, Fowler 1920-built road locomotive *Providence* re-creates its journey across the Pennines to deliver 2-8-2 *River Mite* to the Ravenglass & Eskdale Railway in 1967. JAMES HAMILTON



Re-creating a scene from its early days on the Kerry Tramway, Kerr Stuart 0-4-0T *Diana* brings a wagon carrying wood round the curve on the narrow gauge line. JAMES KINDRED



Steam Elephant runs along the waggonway. JAMES KINDRED



0-4-0 *Samson* which ran along the short temporary track that was laid next to the waggonway for the duration of the event. MIKE HADDON

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Mystery fire destroys rare Fife coach

A Great North of Scotland Railway wooden-bodied coach, thought to be one of the last of its kind still in existence, has been destroyed in a mystery fire which broke out at Fife Heritage Railway in Leven at around 6am on Sunday, April 16.

Restoration work on the carriage, which was bought 35 years ago and has been stored at the site for the last 12 years, was scheduled to begin in May.

Volunteers have complained about suspicious fires in recent months, including ones started on adjacent land the day before.

"It's a devastating loss, with more than 125 years of railway history now gone up in smoke," said volunteer Peter Westwater.

Bluebell honours the Forces' Sweetheart!



Dame Vera Lynn with the Bluebell Railway 100th birthday card produced by Derek Hayward. BR

On Saturday, May 25, Bluebell Railway Preservation Society vice-president Roy Watts had afternoon tea with Dame Vera Lynn and members of her family and presented her with a card signed by directors, officers, trustees and members of the Holden family to mark her 100th birthday.

Dame Vera was a very close friend of the line's late president Bernard Holden and actively supporting him and the railway, most recently at the launch of its 50th anniversary appeal.

The house was full of so many flowers and plants and naturally there were hundreds of cards including many from the royal family and well known stars from the world of showbusiness. Amongst them was a model of WD 2-10-0 No. 3672 *Dame Vera Lynn* from the owning group, and now subject to an appeal for its restoration. The BRPS will also make a donation to her children's charity.

George B enters regular traffic at Bala Lake



Left: George B passes Ddol Fawr Crossing with a train of slate empties. LIONEL PRICE

Below: The launch ceremony with George B flanked by Holy War and Alice. LIONEL PRICE

By Lionel Price

ONE more small piece of Welsh railway history returned to life at the Bala Lake Railway on Saturday, April 22, with the launch into traffic of *George B*, one of the many narrow gauge locomotives which formerly worked at the Dinorwic Slate Quarries at Llanberis.

Like other locomotives built for the great North Wales slate quarries at Dinorwic and Penrhyn, *George B* is one of the so-called Quarry Hunslets. It is one of the class of 11 engines built for the Dinorwic quarries over the years which came to be known as the Alice class, designed to be able to work on the rough track work of the spectacular galleries on which the quarries were worked, some being as much as 22ft above sea level, and 1900ft above the quarry floor at Llanberis.

Rather than a number, locomotives at Dinorwic were generally known by name, many of which were derived from racehorses owned by the Assheton Smith family of Vaenol, the quarry proprietors, some having poetic sounding names such as *King of the Scarlets* and *Red Damsel*; others such as *George B*, which was originally named *Wellington*, have a more prosaic feel, and it is the subject of some debate whether the name comes from a horse racing source or is after a member of the family, Robert George Vivian Duff.

George B was delivered in October 1898, being works No. 680 of that year, and like many of the Alice class spent much of its working life high on the quarry galleries.



Due to falling demand driven by the popularity of tiling for roofs, the Llanberis quarries sadly fell into serious decline during the 1960s, finally closing in 1969, and much of the equipment, including the remaining locomotives, was sold off in the now famous auction held at the quarry in December of that year.

However, *George B* was spared the fate of being auctioned, having been sold like several other locomotives from the quarry a few years previously. In *George B's* case the buyer being Alan White, who initially took the locomotive to the erstwhile Dowty Railway Preservation Society site at Ashchurch in Gloucestershire, where it worked for a couple of years before being stripped down to await major repairs. As a kit of parts the locomotive was subsequently moved to Toddington, the headquarters of the Gloucestershire and

Warwickshire Railway when the Dowty Society relocated there and it remained there until 1988 when the owner moved the parts to a site at Llandysul in South Wales with the intention that the restored engine would be used on the nearby Teifi Valley Railway, with which he was at that time associated.

Unfortunately, although much work was done on components over the subsequent years, the restoration of the locomotive was never completed, and more recently an agreement with the Bala Lake saw it moved to Llanuwchllyn for completion of work, achieved in early 2017.

George B worked a David Williams photo charter on February 7, and on its relaunch day, the locomotive was rededicated by its owner Alan White, and then worked all trains that day, and is now a part of the operational fleet.

Harry Needle sells more diesel locomotives

THE Harry Needle Railway Company was making further locomotives available to purchase including Class 09s No. 09006 (spares use) and No. 09014 (operational); Class

20s No. 20087 (non runner but repairable), No. 20088 (non runner but repairable) and No. 20110 (operational) and Class 31 No. 31255 (operational).

Any not sold will be scrapped for components and, if moved to a scrapyard, will be accompanied by a destruction order on all remaining parts.

On April 22, three traction engines haul the Isle of Man Steam Railway's Beyer Peacock 2-4-0T No. 8 *Fenella* on the 1800ft climb up Snaefell via the Mountain Road, famous for being part of the 'TT' course. JAMES HAMILTON



House with Ffestiniog halt for sale

AN historic house with its own private Ffestiniog Railway station is on the market for £795,000.

The Grade II listed 16th-century six-bedroom Welsh manor house Plas y Dduallt, which stands on the south-facing slopes of Moelwyn Bach, has a private footpath to Campbell's Platform, a halt which is exclusive to the owners. The halt was established in 1965 to serve Plas Dduallt, where Oliver Cromwell is said to have stayed during his campaign against the Royalists.

Colonel Andrew Campbell bought the house in 1962 and undertook a complete

restoration. During the 1960s the colonel kept his own locomotive on a siding by the halt. He ran his own train to and from Tan-y-Bwlch under running powers granted by the Ffestiniog Railway.

The platform includes the signalbox built by Colonel Campbell.

The colonel allowed the use of his outhouses for hostel accommodation for FR volunteers. A licensed explosives handler and as a volunteer he did much of the rock blasting required on the spiral section of the Lyn Ystradau deviation and beyond. A slate seat has been erected at Dduallt in his memory.

The property also comes with five acres of land, of which one-and-a-half acres are freehold and three-and-a-half acres are on a 50-year lease from the National Trust.

The property is being marketed through estate agent Walter Lloyd Jones.

Elsewhere, Ballagawne gatehouse on the Isle of Man Railway is up for sale for £60,000.

The detached gatehouse in Mount Gawne Road needs complete renovation but has planning approval for a residential conversion. It was being offered for sale by informal tender by estate agents Black Grace Cowley.

Lottery £60K boost for Fakenham revival scheme

A PROJECT to extend the Mid-Norfolk Railway back into Fakenham has been given a £59,800 boost by the Heritage Lottery Fund.

The grant has been given to the Melton Constable Trust, to use on the section of line and the bridges it already owns – Midland & Great Northern Joint Railway metal bridge No. 1715 and three-arch bridge No. 1714, both at Fakenham – for the benefit of the community, by providing safe access and interpreting the history of the line for school students and visitors.

A key aim of the project is the repair of the two bridges to prevent their continued deterioration, so that one day they may be used for an extension of the MNR.

Two years ago, with the aid of donations from the local community and supporters across

the country, the trust bought the important section of the old trackbed at Pudding Norton, Fakenham including the two iconic bridges.

The project is also being supported by Fakenham Town Council, the Ernest Cook Trust and the Veronica Awdry Charitable Trust, donations from which have brought the total funding to £63,600. The ultimate aim is to acquire more of the old trackbed and to link up with the MNR.

Trustee Trevor Bailey said: "This success is really the result of the tremendous interest that local people have shown in the old railway, its history and the prospect of trains eventually returning to the town. We bought the track bed and the two bridges at auction for £24,000, with very little time for

fundraising, simply because our supporters were willing to put their hands in their pockets and donate significant sums. That effort has now paid off in a big way.

"The MNR is actively rebuilding its line northwards to County School, the next station north of Dereham, which is already in its ownership.

"The extension of services to Fakenham is, however, well into the future. It will take a considerable time to acquire the rest of the land required and to achieve the rebuilding of the railway, with the very substantial expenditure involved.

"For the coming years, we want to make sure that the Pudding Norton site is open to the community, for walking, heritage education purposes, environmental experiences and related events."

IN BRIEF

→ THE Telford Steam Railway has launched an appeal for £5000 after windows in several coaches were smashed by vandals on April 12. As volunteers were cleaning up, they were also threatened, said a spokesman. The damage will take an estimated 300-400 hours of work to repair.

→ THE Statfold Barn Railway's former Harrogate Gasworks Railway Peckett 0-6-0ST *Harrogate* has arrived at the South Tynedale Railway for a visit that will see it reunited with the engine it replaced, STR's resident HGR engine, Thomas Green & Sons 0-6-2T *Barber*. Appearances have changed over the years, however, and *Harrogate* has lost its cut-down cab that was necessary to fit inside the claustrophobic dimensions of the 800-yard long tunnel that served the gasworks.

→ TREES overlooking the Keighley & Worth Valley Railway at Haworth prevented a runaway car ending up on the track on Sunday, April 22. The empty car had rolled down the hill, near the junction of Butt Lane and Belle Isle Road.

→ CLASS 37/5 No. 37688, recently purchased from DRS by D05 Preservation, arrived at the Mid-Norfolk Railway (MNR) at the end of March. It will be restored and become part of the MNR's resident fleet.

→ THE Class 47 Preservation Project has confirmed that its No. 47771 delivered as D1946 to BR in July 1966, has been moved to Arlington Fleet Services at Eastleigh for a full overhaul.



Passengers queue at Laxey to board Manx Electric Railway car No. 1.

Manx rush hour

By Brian Sharpe

EASTER week saw the various railways and tramways on the Isle of Man staging a Rush Hour on the Railways event with intensive timetables on all lines. The Isle of Man Steam Railway ran a two-train service on several days with additional dining trains requiring three locomotives to be in steam.

The Manx Electric Railway and Snaefell Mountain Railways both ran timetables with passengers queuing for sometimes fully-booked trams.

On the Douglas Bay Horse Tramway, operations were in full swing following the tramway's welcome reprieve and double-deck tramcar No. 52 made a rare appearance over the Easter weekend, headed by two horses.



'Stephen' hauls Douglas Bay Horse Tramway car No. 44 along Douglas promenade.





Above: Beyer Peacock 2-4-0T No. 13 *Kissack* climbs away from Douglas past Ellenbrook on April 15. The first coach is from the Manx Northern Railway. No. 13 was built in 1910 and named after a company director. Although placed in store in 1992, it returned to service in 2006 with a new boiler and painted in Indian red.

Right: Two horses are required to haul the Douglas Horse Tramway's only operational double-deck tramcar.

Left: No. 10 *GH Wood* heads along the clifftops at Keristal on April 15. Built in 1905, the first of the larger class of locomotives on the line, No. 10 is named after the railway's one-time company secretary and director George Henry Wood. It was withdrawn in 1977 with a defective boiler but returned to steam in 1993. The locomotive is now running in the spring green livery applied in 2007 to mark the 40th anniversary of the takeover of the railway by Lord Ailsa.





Welcome guest: No. 46100 *Royal Scot* passes Esk Valley on March 28 with a Pickering train during its guest visit to the North Yorkshire Moors Railway. Pickering resident Keith Ware helped to design the 4-6-0's smoke deflectors when an engineering trainee in 1948 and renewed his acquaintance with the engine during its visit to the railway. ALAN WEAVER

Royal Scot visit a source of pride for former LMS engineer

EXCLUSIVE

By Geoff Courtney

AMONG the huge crowds that greeted *Royal Scot* during its recent visit to the North Yorkshire Moors Railway was a railway enthusiast whose interest ran far deeper than simply admiration for one of the country's most iconic locomotives.

For 89-year-old Keith Ware it was also an occasion that provoked pride and brought back memories of a railway career that in its nascent years included being involved with the design of the 4-6-0's distinctive smoke deflectors.

Keith, who lives in Pickering at the southern end of the NYMR and also owns the former signalman's house at Levisham, the first station on the line out of Pickering, joined the LMS as a trainee engineer at St Rollox works, Glasgow, in 1946, and after Nationalisation in 1948 was sent by the new British Railways to continue his training at Derby.

That training included working on the design of the curved smoke deflectors for fitting to members of the Royal Scot class that at the time were being substantially rebuilt, including the replacement of parallel boilers with tapered Type 2A boilers, a programme that lasted until 1955.

Two Jubilee 4-6-0s, Nos. 5735 *Comet* and 5736 *Phoenix* (BR Nos. 45735/36),

had been fitted with similar deflectors in 1942, and six years later these were adapted by a Derby drawing office team that included Keith, for fitting to the Royal Scots. It was not the first time deflectors had been fitted to the class, as straight-sided ones were fitted from late-1931 following experimentation with various designs in a bid to stop drifting smoke obscuring the crew's vision.

Keith returned to Glasgow after his period of training at Derby, and in 1950 moved to London Transport as a mechanical engineer trainee, becoming a leading member of the railway divisions of the Institutions of both the Mechanical and Electrical Engineers through his work developing the first automatic trains on the Victoria Line.

His son Chris, who has an art studio at the Levisham station house owned by Keith, said his father once told him: "It turned out that much as I loved steam, I was probably rather better suited to electrical engineering. It was more about ideas and less about traditional heavy engineering."

Chris, who lives in Kirkbymoorside and is the NYMR artist-in-residence, said his father saw *Royal Scot* for the first time in 1943, when it was an unrebuilt parallel-boilered locomotive. "It was at Rugby, where dad had cycled to from Hull with three chums to go trainspotting. He saw

it quite a few times subsequently."

Keith was determined to renew his acquaintance with *Royal Scot* during its visit to the NYMR from March 24-April 2, and he did so twice, at Pickering and Grosmont.

"It was the first time he had seen it since the end of steam and it brought memories flooding back for him," said Chris. "He had a good look at the deflectors, and said it was quite nostalgic to see them."

Chris, a former BBC journalist who

became a full-time artist in 2004 following successful exhibitions of his work at Levisham, has refurbished the station's Grade II listed house owned by his father into a pre-First World War-style holiday let while still using it as his studio.

Unsurprisingly he specialises in railway subjects, helped by his father's meticulous research that ensures the degree of accuracy demanded by his railway enthusiast customers. His paintings are available from his studio, exhibitions and on his website.



LMS in LNER territory: LMS 'Black Five' 4-6-0 No. 45407 enters Levisham on the North Yorkshire Moors Railway with the 2pm Whitby-Pickering train on April 7. Keith Ware, who owns the former signalman's house at the station, is a former LMS engineering trainee who helped design the smoke deflectors of No. 46100 *Royal Scot*, with which he was reunited during its recent visit to the railway. GEOFF COURTNEY

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Palmerston becomes a dockyard locomotive

LIVERPOOL'S inner-city steam rally Steam on the Dock returns on May 6/7 and will be twice the size of last year's event.

Albert Dock will host 30 steam engines, boats and George England 0-4-0STT No. 4 Palmerston from the Ffestiniog & Welsh Highland Railways. Palmerston will head a shuttle train up and down a track for a ride along Hartley Quay.

A special attraction will be steam tug *Kerne*, a Titanic-era steamship which is the last remaining naval, coal-fired steamship to have seen service in two world wars and which in 1971 was the last coal-fired steamer to work on the Mersey.

Roger Dibnah, the son of the late legendary steam enthusiast Fred Dibnah will also attend.

At 1pm and 3pm both days, visitors will be treated to a steam showcase around Salthouse Dock, which will include a cavalcade of steam engines, traditional brewer's dray cart and shire horses.

Nearly 65,000 visitors attended the first Steam on the Dock event last year.

Lottery boost for Bala Lake

WHILE the Bala Lake Railway is focussing on its planned town centre extension, the Heritage Lottery Fund has stumped up £38,500 towards a development at the other end of the line.

The money has been awarded to extend the accommodation for rolling stock at Llanuwchllyn Station. The money will also be spent on improving the visitor experience with disabled access and heritage exhibits.

Project Leader Julian Birley said: "The existing facilities have become increasingly overcrowded and do not allow us to expand, particularly taking into account the increasing collection of historic locomotives and rolling stock."

As previously reported, land has been bought for a new Bala Town station.

Get in touch

editor@heritagerailway.co.uk.

Steam regains a foothold in Southwold



Southwold Railway Trust volunteers stand at the entrance to the site of the proposed Steam Works project. SRT

By Robin Jones

THE Southwold Railway Trust has bought a one-acre site to develop a steam centre in the Suffolk town.

The former gasworks site in Blyth Road lies near the original terminus of the legendary 3ft gauge line, and alongside the old formation.

Last year, the trust obtained planning permission for a visitor centre, railway and nature reserve on the site, which is to be redeveloped under the Steam Works banner.

The project includes a 1550 sq ft visitor centre building with cafe, shop, toilets, museum and a stock and restoration shed, along with 22 chains of track of two gauges, including a run parallel and close to the site of the original line as it approached Southwold station.

It includes a 7¼ inch gauge miniature railway running around the site which will be set in a landscaped nature reserve containing ponds, wild flower meadow and woodland.

The purchase of the site was completed on March 30, but has all but exhausted the trust's funds, and so an appeal for more donations has been made.

Trust chairman James Hewett said: "The trust already has full planning permission to build 22-chains of track (in two or more gauges) on this land, which is directly adjacent to the Southwold Railway's 1879 trackbed, a popular walk and cycle way to the River Blyth bridge. Naturally, there are several conditions to fulfil with regard to planning, so we hope that our supporters will bear with us while we deal with those. The site is only a short way to the west of the original Southwold station, now sadly lost."

Most expensive

"Land in Southwold is some of the most expensive in the area, and the Trust has devoted most of its assets to this sale (except for ring-fenced funds such as the Heritage Train Fund, and the two locomotive funds: the Blyth Fund, and the Scaldwell Fund), so there will be a major fund-raising exercise to pay for all the work involved."

"Even with all the hard work of our volunteers, costs are naturally involved in providing the visitor centre, museum, and railway restoration shed, in sourcing and laying track, and in laying out the extensive landscaping for the nature

reserve. The sooner we can provide the facilities, the sooner we can open to the public, and thus create revenue for the restoration of the rest of the railway.

"The project is small, but is an essential first step towards the railway restoration, which is eminently achievable: operations at this site will allow the Trust to become the 202nd heritage railway in the UK, also becoming a part of Suffolk's tourism offer, which provides one in eight jobs in East Suffolk.

"We would like to add that there is, currently, nothing on the site, so there is little point in driving there to see it. The best way to see the site (if that still appeals) is by bicycle or by walking on the popular route between the Blyth Hotel and the river bridge to Walberswick station (where our volunteers recently cleared the station site and the bench that marks it) – with the added advantage that your entire route will be on the trackbed of the SR, and the bridge is still founded on our railway piles and supports.

"The plan is modest, but represents the first time that the trust has at the same time owned land, and had planning permission to rebuild the railway on it. In the wider context, and also acknowledging the recent achievement of the Mid-Suffolk Light Railway and the Rother Valley Railway in gaining permission for their extensions in the teeth of some severe local opposition, it gives us hope that the complete restoration of the eight-mile Southwold Railway is now realistic and achievable."

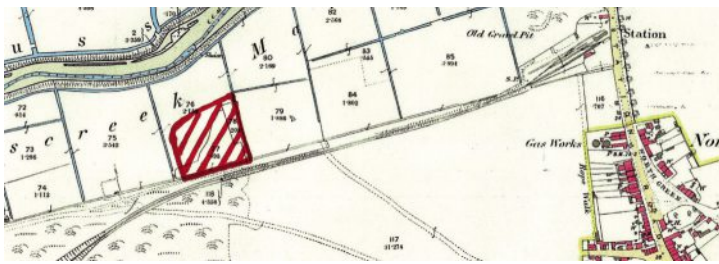
The Southwold Railway linked the resort of Southwold to the East Suffolk Line at Halesworth, an eight mile journey winding through the meadows, woodland and marshes of the Blyth Valley. Its mixed trains with balcony coaches were drawn by small long-chimneyed Sharp Stewart tanks at 16mph for 50 years from 1879, until bus competition forced closure in 1929.

The stock was abandoned to rot until 1942, when it was almost all scrapped

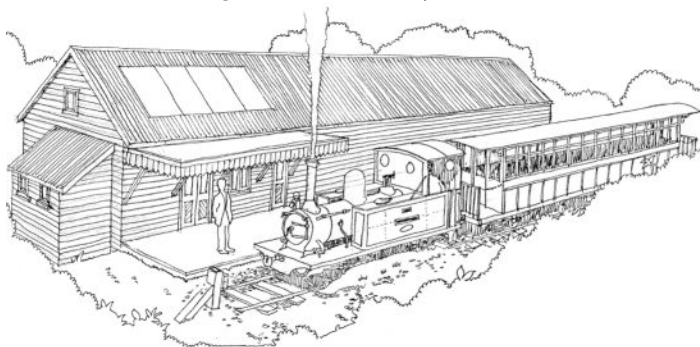




Will 3ft gauge Peckett 0-6-0ST Scaldwell become the first steam locomotive to operate at Steam Works? SRT



The location of the Steam Works site shown on a vintage Ordnance Survey plan of the eastern end of the original Southwold Railway. SRT



An artist's impression of the proposed Steam Works at Southwold. SRT

for the war effort. Almost as soon as the railway closed, there were attempts to restore it, which continued through the century: remarkably, almost all the trackbed was and is still intact and unblocked.

Permission refused

Although the trust, formed in 2006 as a successor to the Southwold Railway Society, owns and has cleared the site of Wenhaston station and 41 chains of trackbed towards Blythburgh, it does not yet have the right to build a railway on it, as planning permission was refused, so the Southwold project is now the focal point for the start of the rebuilding of the line.

In May, the trust will take delivery of its first 3ft gauge steam locomotive in Peckett 0-6-0ST No. 1316 of 1913 *Scaldwell* from Amberley Museum. Built at Atlas works Bristol to 3ft gauge for the Lamport Ironstone Company in Northamptonshire, it is more powerful than the four original Southwold engines. *Scaldwell* is remarkably complete, but has been in store at Amberley for many years, because the running line there is 2ft gauge. While the bodywork has rusted

in places, the locomotive comes with a spare set of unused wheels and axles.

It will join Peter Nicholson's H class Motor Rail locomotive of 1969 (the trust's current operational motive power), alongside Belgian coach No. 7 of 1916, and the first two elements of the planned Victorian Heritage Train, replica 1879 van No. 40 and open wagon No. 41, both scheduled for completion in summer 2017.

Elsewhere, the trust is proceeding with its new-build Sharp Stewart 2-4-0T replica No. 3 *Blyth*. Seven years ago, the frames of the £120,000 replica, made by Aldeburgh metalworkers Sam and Dennis Pegg, and housed in a local builder's shed, were unveiled, at the launch of a buy-a-share scheme to raise the rest of the necessary finance.

The trust is appealing for enthusiasts to take out £50 bonds to help finance Steam Works, as considerable extra funding will be required for the building, the track, landscaping, services, and improvement to the access road. The bonds, which have no monetary value, are not repayable, and do not confer ownership, can be obtained from www.southwoldrailway.co.uk/southwold-station

Farewell to preservation pioneer David Woodhouse

THE Heritage Railway Association has been in mourning following the death of preservation pioneer David Woodhouse at the age of 84.

It was announced on April 11 that David had died at Aberystwyth Hospital after a short illness.

David began his railway life in 1951, as a volunteer on the Talyllyn Railway. He joined the railway's management team in 1966, and he remained on it for 26 years, until 1992.

HRA chairman Brian Simpson said: "David was a founder member of the HRA. Without his experience, knowledge and wisdom, all of which he gave freely and generously, the HRA would not be the authority it is today. Not only have we lost a valuable contributor, but a treasured friend. Our thoughts are with his family."

David was a member of the Railway Industry Advisory Committee working groups, and a member of the Institute of Railway Operators. He helped forge links between the heritage railway sector and tourism through his roles as a director of Mid Wales Tourism, as a member of the Visit Britain Tourist Attractions Advisory Committee, and as chairman of the Mid Wales Marketing Committee.

He was made an MBE for services to tourism in Wales in 1986, and received a Wales Tourist Board gold medal in the



Preservation powerhouse David Woodhouse speaking at a Fedecrail conference in 2008. HRA

same year. In 1991, he wrote the foreword to the Encyclopaedia of Narrow Gauge Railways of Great Britain and Ireland.

With the HRA, David helped found the association's operating and safety committee. He introduced the members' handbook and the group travel guide, and brought the HRA into UK Inbound, the Tourism Alliance and the Institution of Railway Operator, and represented the HRA on countless working groups and travel trade events.

In 2016, David's 60-year heritage railways career was recognised with *The Railway Magazine* Annual Award for Services to Railway Preservation.

Aysgarth extension 'would boost Wensleydale economy'

A LONG-mooted three-mile extension of the Wensleydale Railway to Aysgarth would boost local employment and the economy, according to a new study by engineering consultancy Ove Arup.

The economic benefits could top £3 million a year, while generating an extra £500,000 in ticket sales from passengers travelling to Aysgarth Falls, a popular beauty spot.

The study, an updated version of an earlier one produced in 2009, was part-funded by a £5000 grant from the Yorkshire Dales National Park Authority's Sustainable Development Fund.

Park chairman Carl Lis said: "I'm really looking forward to the Wensleydale Railway coming back to the park, and I'm glad to see the case for it spelled out in this report. Reinstating the line will be difficult, but achievable."

New steam line to open at Mount Edgcumbe

WE have all thrilled at the exploits of Tyseley's GWR Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe*. Now the place after which it is named is to have a steam railway of its own.

Cornwall's Mount Edgcumbe House and Country Park has announced plans to open a 5in gauge miniature steam railway.

It is proposed that the line will run throughout the venue and draw largely on volunteers to run it.

The venue's business development manager David Marshall said: "We hope to launch the railway on May 27, during the Green Man Weekend, but we really need volunteers to help us run it.

"We'd be delighted to hear from anyone who can help lay the track, run the engine, drive the train or anyone will be happy to lend a hand."

The railway was previously owned by a farm which closed as a tourist attraction.

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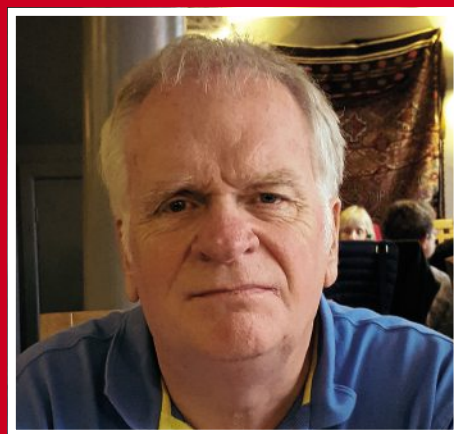
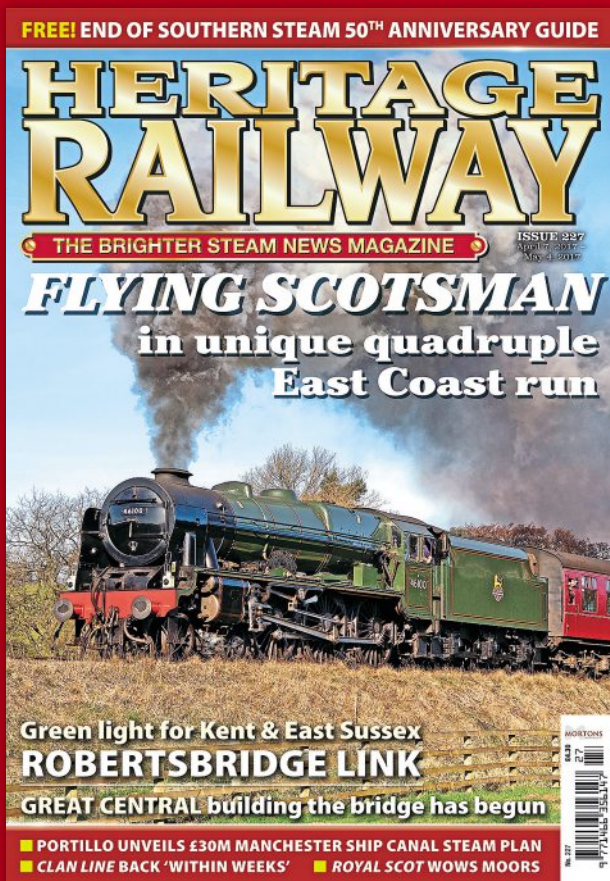
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Robin Jones,
Editor

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LMS Royal Scot 4-6-0 No. 46115 Scots Guardsman passes Greenholme on the climb to Shap with the Railway Touring Company's 'Cumbrian Coast Express' on March 25. BRIAN SHARPE

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Manor in star role as KESR remembers the fab forties

By Geoff Courtney

The fashions of the 1940s will link up with rail travel and music from the era – plus a very special guest – as the Kent & East Sussex Railway goes back in time on May 20-21.

The occasion is the railway's annual Fabulous 40s' gala, an event where nostalgia will rule, memories will flood back for visitors of a certain age, and children will experience what may be their first ever image of life in Britain during a decade that started in despair and ended in hope.

Weather permitting, there will be a Spitfire display, bringing to the skies of Kent that familiar sound of a Rolls-Royce Merlin V12 engine, while on terra firma the railway's Tenterden station will feature stalls selling authentic 1940s' clothes, the group My Favourite Things singing popular songs from the era, and dancing by the Cinque Ports Lindy Hoppers.

At the station there will also be a mock-up of an RAF operations room with a Battle of Britain plotting table, Air Raid Precautions teams providing an insight into life on the home front, and an Air Sea Rescue display showing how air crews forced to ditch in the English Channel were saved.

Another highlight will be a display of vintage military and civilian vehicles.

Over at Bodiam station at the other end

of the line there will be interactive Land Army displays and activities, an arts and craft show, costumed re-enactors, and a Desert Rats' encampment with authentic kit, weapons and a variety of Jeeps. Here too there will be 1940s' singers and military and civilian vehicles on display, while a free heritage bus service will run between the station and the nearby 14th century moated Bodiam Castle.

While memories of the 1940s will undoubtedly be enjoyed by many railway enthusiasts, it is the special guest that is set to draw them to this part of south-east England. That guest is No. 7822 *Foxcote Manor*, which, although a prewar GWR design, hadn't been built by the 'Fabulous 40s' but rather emerged to traffic from Swindon in December 1950.

One of nine members of the 30-strong class to be preserved, it will be the 4-6-0's first-ever appearance on the KESR, and is rostered to operate on both days of the gala. Its visit has been sponsored in part by the railway's Guest Engine Club, which was formed by volunteers in 2015 to assist with the hire of of guest locomotives and, in this instance is paying the cost of transporting the Manor from its Llangollen Railway home.

A 'Cambrian Coast Express' regular and a 1963 royal train engine, No. 7822 was withdrawn from Shrewsbury (6D) in 1965, rescued from Barry scrapyard by the *Foxcote Manor* Society in 1974,

moved to Oswestry, and arrived at Llangollen in 1986.

KESR product and reservations manager Helen Douglas said: "*Foxcote Manor* will be the largest loco to have ever graced our rails, and we look forward to its sight and sound as it climbs the steep bank into Tenterden station drawing many new and enthusiastic admirers.

"It will add a sprinkle of main line glamour to our Fabulous 40s' weekend and provide an extra special addition to our Learn to drive a steam engine railway experience days.

"Our 1940s' event captures the imagination of visitors young and young-at-heart, and with so much going it is fun for all the family. Also, thanks to services at 45-minute intervals, there will be opportunities to enjoy the varied activities at the different stations."

Locomotives provisionally rostered to join No. 7822 over the weekend are GWR 0-6-0PT No. 1638, 2-6-0 *Norwegian*, and Mannin Wardle 0-6-0ST *Charwelton*.

Link to RVR welcomed

Meanwhile, the railway's general manager, Shaun Dewey, has welcomed the decision by Rother District Council to approve plans by the Rother Valley Railway to link up with the KESR.

The plans, reported in last month's *Heritage Railway*, would plug the current two-mile gap between the eastern end of the RVR at Northbridge Street and the western end of the KESR at Junction Road.

Shaun said: "It is very exciting. With the RVR's connection to the London-Hastings main line at Robertsbridge, it would open up to us the Hastings and south London market."

The privately-funded project to link the two railways also includes building a station with a five-coach platform at the RVR's base at Robertsbridge, as well as carriage and engine sheds and other facilities. Work on this is already well advanced, and 2020 is being seen as a possible date for completion of this development and the opening of the link to Junction Road.

When completed, trains would run 14 miles between Tenterden and Robertsbridge, and be operated by the KESR. Shaun admitted the extension would present challenges, saying: "We would have to ensure we have an adequate volunteer base. We currently have more than 400 volunteers who do a fantastic job, and linking up with the RVR would be a very positive message and also enable us to widen the area our volunteers come from, as they would be able to travel to us by train via Robertsbridge.

"Connecting to Robertsbridge cannot be overstated in terms of attracting new customers, and there would be benefits for the local economy, especially for small businesses in the rural areas. I believe what the RVR is doing is marvellous." He pledged that once the lines were linked, Tenterden would remain the KESR base.



Works visit: No. 7822 *Foxcote Manor* will bring main line glamour to the Kent & East Sussex Railway on May 20-21, but this photograph of the GWR-designed, BR-built 4-6-0 at Wolverhampton Stafford Road works on July 11, 1958, shows the more mundane side of the steam locomotive era. J DAVENPORT – NORMAN PREEDY ARCHIVE



The special train pauses at Hendy Halt with (from left) John Lloyd-Jones, Tracey Parkinson, Sir Peter Hendy and Coun Anne Lloyd-Jones. BARBARA FULLER

Hendy calls in at Hendy!

On April 7, the Talyllyn Railway welcomed Network Rail chairman Sir Peter Hendy for a special train trip along the line – and included in the itinerary was a stop at Hendy Halt!

Sir Peter's train consisted of one of the line's first locomotives *Dolgoch* hauling a train composed of all the railway's original carriages, all of which are 150 years, or more, old.

It travelled from Tywyn Wharf station to the eastern terminus at Nant Gwernol.

Sir Peter even travelled on the footplate for parts of the journey with driver Dave Scotson, the line's operating and infrastructure manager, and fireman Lottie Atkinson. Acting as guard was long-time Talyllyn volunteer Tony Randall,

who has known Sir Peter for many years.

Hendy Halt was where the trains originally stopped to pick up and set down passengers for the nearby Hendy Farm. Amongst the other passengers on the trip were Coun Anne and John Lloyd-Jones the current owners of the farm.

Talyllyn general manager Tracey Parkinson said: "It was a pleasure to welcome Sir Peter to the Railway and he clearly enjoyed his trip along the line.

"This is part of an ongoing programme to build closer ties with organisations with which we have a working relationship.

"I am delighted that this visit seems to have produced some really positive results."

New chairman for Covent Garden transport museum

LONDON Transport Museum has appointed former Go-Ahead group chief executive Keith Ludeman as its new chairman of trustees.

Keith has extensive experience of the transport sector and a passion for history, design and transport and has held key posts with regional transport authorities in the UK and overseas.

In 1996 he joined Go-Ahead – initially as managing director of its London Bus Division, then in 1999 moving across to Go-Ahead's rail interests.

He chaired the Association of Train Operating Companies from 2004-5 and was appointed to Go-Ahead board in 2004, and chief executive in 2006.

Following his retirement in 2011, he took up non-executive director positions in

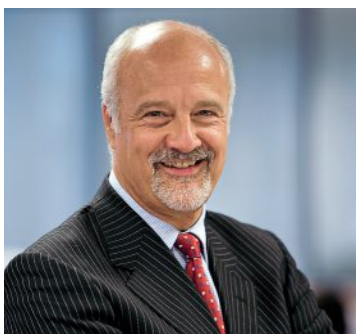
Interserve plc, Eversholt Rail Group, Bristol Water, Aspin Group and TXM Plant. He was a non-executive director of Network Rail between 2011 and 2014.

At the museum, he takes over from Sir David Bell, the founder chairman of the museum's charity board, who stood down after a successful nine-year term in the role.

Keith said: "The museum is at a really exciting point in its development. It is the world's leading urban transport museum, is a significant educational charity and has established the pioneering Enjoyment to Employment programme which supports industry by inspiring young people to study STEM subjects and become the next generation of engineers.

"My priorities are to establish a long-term planning framework to ensure the financial sustainability of the museum, and to work with Transport for London colleagues to optimise assets, such as disused underground stations, in order to generate revenue that will benefit the museum's charitable work."

Museum director Sam Mullins said: "I am delighted Keith has been appointed. His broad experience and knowledge of the private sector will be key in helping us to deliver an extensive programme of activity that encompasses thought leadership, education and skills, commercial resilience and growth, and an innovative public exhibition and event programme."



Keith Ludeman. LTM

Write to us: *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ.



County Donegal Railway 2-6-4T No. 6 Columbkille on display in the Foyle Valley Railway Museum. HUGH DOUGHERTY

Foyle Valley museum to reopen over the summer

LONDONDERRY'S mothballed Foyle Valley Railway Museum is to reopen over the summer – enthusiasts wishing to visit it before it officially reopens will be welcome as long as they make a prior booking.

That's the news from Destined, the disability charity which has taken over the museum building as its headquarters with the agreement of owner, Derry and Strabane District Council.

Destined and council museums staff are currently training people with disabilities to act as museum guides and there is a strong commitment to make the museum very much part of the Maiden City's tourism offering.

Destined manager Dermot O'Hara

said: "We currently welcome enthusiasts to view the County Donegal and Lough Swilly Railways rolling stock and artefacts and ask if they can contact us first to make a date and time.

"We also plan to open in the summer and the next stage is to hold a public meeting to re-establish the preservation society to allow us to plan for the short and long term, which includes reopening the Foyle Valley Railway at a later stage as a major tourist attraction and a job and training provider for people with disabilities."

Anyone wishing to visit the Foyle Valley Railway Museum before it opens for the summer should e-mail Dermot at d@destined.ie



Barclay 0-4-0ST No. 1863 of 1926 beneath the former Dunblane footbridge. CR

New bridge at Bridge of Dun

A FOUR-year project to re-erect a Victorian footbridge on the Caledonian Railway has been completed.

Dating back to 1895, the bridge was erected by the original Caledonian Railway at Dunblane station and was the second footbridge on the site. With its attractive lattice-work and decorative piers it is an unusual survivor, particularly with its covered deck and graceful segmental arch.

The bridge survived in use at Dunblane, relatively unaltered, for over a century until the current Caledonian Railway, a four-mile heritage railway running from Brechin to Bridge of Dun, was approached by Network Rail in 2012.

Network Rail was in the process of upgrading access at the listed Dunblane station and was keen to explore the possibility of relocating the bridge to allow improved access and also improve clearance for potential electrification.

A site close to the location of the original footbridge at Bridge of Dun station was identified as suitable and with the agreement of the appropriate planning authorities work commenced.

The bridge was dismantled and refurbished by the expert team of Millar Callaghan Engineering Ltd in Irvine. And following groundwork by Story Contracting, the bridge was finally erected on March 27.

An official opening is planned for later in the year.

A male preserve? Don't say that to railway artists Emma and Christine

By Geoff Courtney

A LOVE of steam and railways may be considered purely a man-thing, but try telling that to Emma Safe and Christine Pulham, two artists who are proving that ladies are as capable of successfully depicting the genre as men.

Both have in recent years become associate members of the prestigious Guild of Railway Artists, and each is ploughing a furrow in their different ways as they translate their interest onto paper and canvas.

Emma is a 42-year-old Liverpool Art School graduate who works as a full-time artist from her home in the West Midlands. She is particularly interested in station scenes, and sets up her easel on a platform or concourse and draws the scene in front of her in a distinctive style using charcoal on paper.

"I have always been interested in railways, railway architecture and the people passing through," she said. "I am drawn to iconic, major stations where the interaction of people, trains and architecture is at its most intense and expressive."

Architectural integrity

She said that she favoured older stations for her work, such as King's Cross, Paddington, Bristol Temple Meads, York and Newcastle. "This is not because they are older per se, but because they have an architectural integrity, an aesthetic quality and emotive power that is difficult to beat."

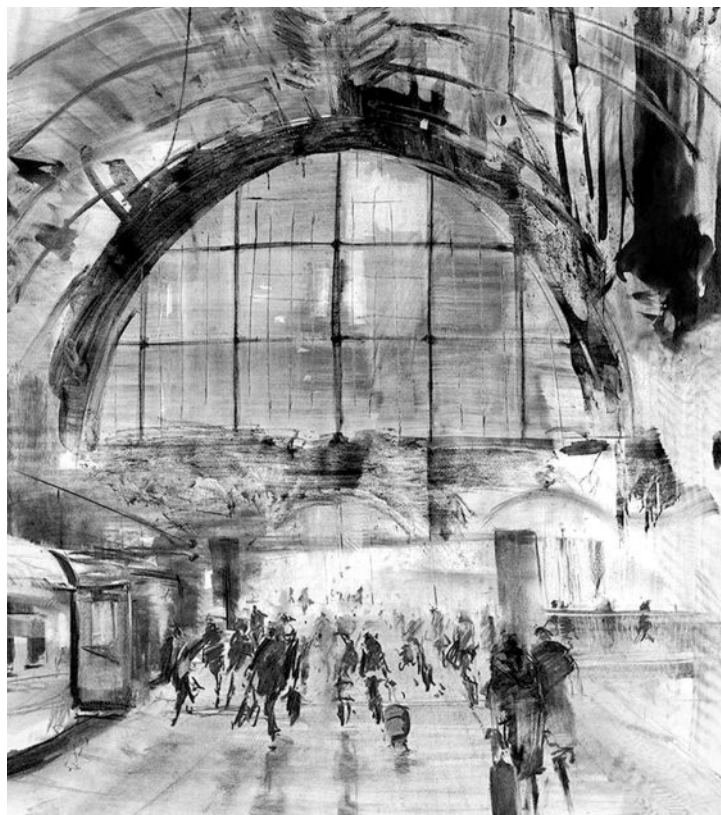
She cautions that, while she preferred older stations, her work was not



Artist at work: Guild of Railway Artists associate member Emma Safe at her easel at Paddington station.

Train of thought: The charcoal on paper drawing of King's Cross station by railway artist Emma Safe that was chosen for display at a top exhibition in Birmingham.

intended to be nostalgic. "I hope my work speaks very much of the here and now as well as the past. At its best, railway architecture can inspire, uplift and enrich our daily lives. In a small way, I try to make drawings in the same spirit, to record, celebrate and elevate the everyday experience of travelling by rail."



Two of her drawings, titled Heathrow Express and Arrival at King's Cross, were selected by the Royal Birmingham Society of Artists for display in a top exhibition at the society's gallery in the city. The exhibition, which ran from March 16-April 8, featured entries from all over the UK, and was open to artists working in the media.

Chris Pulham's work is of a different style to Emma's, one that is more mainstream, and it too has received recent recognition. She explains: "I was a child of the steam era and have loved steam trains ever since. When I was young, a trip to the station usually meant going on holiday by train."

Stainmore visit

She said she had always painted, and now concentrated on her art, mainly in acrylic. "I set my sights on becoming an associate member of the guild, and created a portfolio of eight paintings for the selection panel in 2013. They met the required standard and I was accepted as an associate member, and later that year four were accepted for the guild's annual Railart exhibition, and since then I have exhibited every year."

While touring Cumbria two years ago with her husband Rob, who is a friend

of the guild and its publicity officer, she visited the Stainmore Railway at Kirkby Stephen East station, where they came across NER 901 class 2-4-0 No. 910 on display. Coincidentally Chris had featured this National Railway Museum-owned locomotive in one of her paintings, leading her to offer prints of the painting to the railway to raise funds for its hoped-for restoration, and this was readily accepted.

Kirkby Stephen East is also home to the Locomotive Conservation & Learning Trust, which has on site its LNER J21 0-6-0 No. 65033, which is also awaiting restoration and is the subject of a bid for Heritage Lottery funding.

"I decided to help by painting a picture featuring the J21 and No. 910 to hopefully stimulate interest and raise funds by selling prints," said Chris. The painting is titled A spring clean at Stainmore, and shows the J21 in its original guise as North Eastern Railway No. 876, with No. 910 outside the shed at Kirkby Stephen East.

Chris has loaned it to the railway for exhibition at the station, and will show it at this year's Railart exhibition held by the guild at Kidderminster Railway Museum in the summer. "I like to help with preservation where I can," she said.



Steam duet: North Eastern Railway 0-6-0 No. 876, with fellow NER locomotive 2-4-0 No. 910 alongside, at Kirkby Stephen East in a painting by Chris Pulham that is raising funds for the restoration of the two locomotives.

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The tale of two awkward tradesmen, a remote station, and a light railway king

By Geoff Courtney

A PREVIOUSLY untold Welsh Highland Railway story of nearly 100 years ago involving two awkward tradesmen, unused land at a remote station, and an intervention by light railway king Colonel Holman F Stephens, has been unearthed by WHR Heritage Group archivist Dick Lystor.

The 1ft 11½in gauge railway opened between Portmadoc and Dinas in June 1923, and six months later Robert Roberts, a coal merchant living in the hamlet of Nantmor near the southern end of the line, expressed a wish to build a coal yard at his local station.

Six days before Christmas Roberts held a meeting with permanent way inspector G Lewis Griffith to discuss his plan, and within two days Griffith produced a report for WHR superintendent John May detailing Roberts' requirements, which included a request that the area for his yard, close to the station's siding, be concreted.

Roberts said he expected to sell about 16 tons of coal per month, and he even went so far as expressing a wish for further land on the station site on which he planned to build a refreshment room. His proposal indicated that he would erect the building himself and be prepared to sign a lease for 10 years.

Unsurprisingly the Welsh Highland Railway showed interest in the scheme, involving as it did a local businessman wanting to develop a remote station with

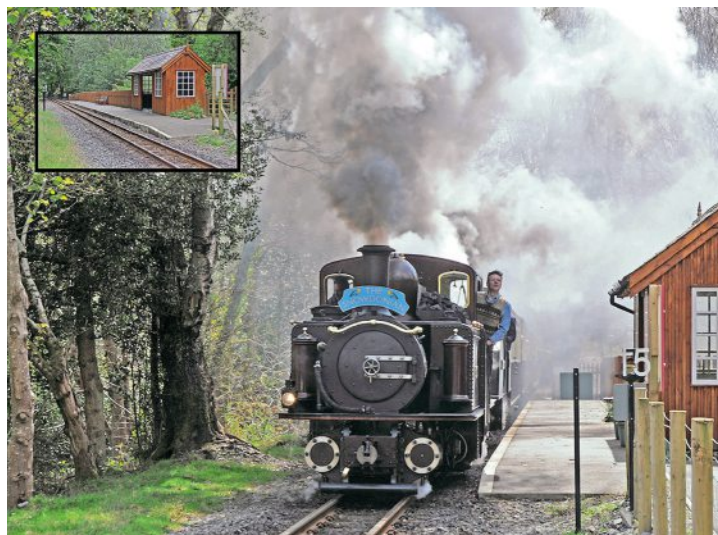
a coal business and even refreshments facilities, presumably for passengers or railway staff. Griffith obviously supported the project, as he said in his report that the land Roberts had his eye on would be the least inconvenient to the WHR.

But the railway's joy at what must have been an unexpected opportunity was to be short-lived, for within days Roberts had changed his mind, and a little over a week after the Griffith's report to John May he had bought alternative land near Nantmor on which to build his coalyard, and neither did he want the area for the refreshment room. He did appear to sweeten the pill, however, by saying that all the coal he sold would be carried by the railway.

The on-off saga wasn't over, however, for six weeks after saying he didn't want to proceed with the project he had yet another change of mind, and again approached the railway seeking land at the station.

Quite what was the thought of the WHR management at this second about-turn by Roberts is not recorded, but Robert Evans, the audit clerk and accountant, wrote to Col Stephens – who was the railway's engineer and managing director – telling him of this latest approach.

Stephens, the country's top light railway engineer and operator, was in full agreement with Roberts' request and told Evans he was prepared to let the land for 2 shillings per sq ft per year, to which Evans replied that it should be



At the double: A double-header of double Fairlie 0-4-4-0T locomotives enters Nantmor station on April 14, 2012, at the head of 'The Snowdonian'. The lead engine is Merddin Emrys, built by the Ffestiniog Railway in 1879 and named after a sixth century Welsh poet, and behind is Earl of Merioneth, built exactly 100 years later by the revived Ffestiniog Railway. Inset: The restored Nantmor station.

ROB ROSSINGTON/IAN MCLOUGHLIN

per square yard! Stephens wrote back acknowledging his mistake, enclosing a plan of the site and telling Evans to "get on with the job."

An agreement was sent to Roberts on March 2 and he was asked to contact Evans to discuss arrangements.

However, the fickle coal merchant was not finished, for true to his mercurial form he returned the agreement saying he didn't wish to proceed with his plans. And that was it, for as Dick Lystor says: "Nothing further was heard from Mr Roberts and Nantmor never had its coal yard or refreshment room."

Exit Roberts, enter Jones

Roberts the coalman may have exited the scene, but the following year the WHR management was dealing with another cussed local tradesman who had his eyes on developing his business at Nantmor.

Welsh panorama: A Welsh Highland Railway Portmadoc-Dinas train enters Nantmor station in 1925 headed by Welsh Pony, an 0-4-0STT built by George England & Co of south London in 1867 and which survives today on the Ffestiniog Railway. The remote station was earmarked by two local tradesmen at the time of the photograph for their respective businesses as coalman and grocer, but negotiations with the WHR proved fractious and ultimately unsuccessful.
FRANCIS FRITH COLLECTION



He was a grocer named John Jones, who in late 1925 asked if he could store flour in the station building.

"The railway wasn't too keen on this idea, and installed two old quarrymen's coaches alongside the station siding to be used as a store," said Dick. "Jones was granted temporary permission to use the station itself while the two coaches were converted, but once this was done Jones wouldn't use them and carried on using the station."

"He was constantly complaining about the rates he was being charged, and even when they were reduced he still thought them too high. By January 1927 the railway had had enough and asked him to remove his flour, and internal correspondence refer to him as being very obstinate.

"By 1928 he was storing potatoes in the station instead of flour, and didn't see why he should pay rent for the privilege. He was finally ousted by that summer, and no doubt the WHR management heaved a sigh of relief."

Nantmor station, which lies between Beddgelert and Pont Croesor stations six miles from Portmadoc, has enjoyed a new lease of life in the preservation era, as explained by Nick Booker, chairman of the WHR Heritage Group.

"The halt built during the first period of the WHR 1923-36 consisted of a corrugated iron shelter and two old Ffestiniog Railway carriages shorn of their running gear side-by-side under a roof to form a goods warehouse. The station closed in 1936, and by 1948 it had all disappeared.

"There were plans for a halt serving Nantmor when the rebuilding of the WHR was proposed, but these were dropped due to local objections. However, later, in February 2007, a parish vote agreed to ask for a halt to be located in the village, and the plans were revived and approved by the Snowdonia National Park Authority in December that year."

The station reopened in May 2010, funded by the Welsh Highland Railway Society including funds donated in memory of one of its members, the late Dr Ben Fisher of Bangor University.



Setting the standard: 4MT 2-6-4T No. 80078 heads a two-coach train away from Corfe Castle on the Swanage Railway in July 2007. The Standard 2-6-4T was taken out of service in 2010, sold to Essex rail engineer Stewart Robinson in 2012, and is set to return from a major overhaul at Mangapps Railway Museum's late spring bank holiday gala on May 27-29. BRIAN SHARPE

Standard tank moves under its own power after major overhaul

By Geoff Courtney

FORMER Swanage Railway-based Standard 4MT 2-6-4T No. 80078 moved under its own power on April 8 for the first time in seven years following its purchase from Southern Locomotives Ltd by former BR trainee civil engineer Stewart Robinson.

The 2-6-4T was a stalwart of the London Tilbury & Southend Line in its BR days, and its purchase by Stewart in 2012 and subsequent transfer to his Essex rail infrastructure company for restoration thus returned the loco to its spiritual home county.

Stewart initially thought it would require only such work as tube and stays replacement and overhaul of the wheelsets and bunker but – as ever in the world of steam locomotive

restoration – events unfolded in a different way.

Instead, a much more extensive overhaul was required, including new cylinder and valve liners, cylinder heads, wheel and motion bearings, ashpan and chimney, and a totally new bunker. The work proceeded at a pace that led its new owner to believe it may be able to make an appearance at Mangapps Railway Museum's Easter gala last month, but sadly for him, Mangapps' owner John Jolly, and staff and volunteers, that proved just too tight a timetable.

Stewart and Mangapps have strong connections. His company Sonic Rail Services is based just a few miles from the museum in Burnham-on-Crouch, and he was one of the original volunteers when the museum opened in 1989.

It was thus logical that No. 80078 would mark its return at the museum and it will still do so, albeit a month or so later than initially envisaged. John Jolly, who has watched and admired the restoration taking place just a few miles from his museum, said that on April 8 the loco achieved a boiler pressure of 225psi at Stewart's workshop, and moved under its own power for the first time since 2010.

He said that didn't allow enough time to organise transport to the museum before its anticipated Good Friday return, and the engine was now expected to arrive at Mangapps during the week beginning May 8.

"Subject to the usual caveats, such as teething troubles, we'll be using No. 80078 on all three days of our late spring bank holiday weekend, May 27-

29, after which it will visit other railways."

Its operational return on the late spring holiday weekend would be a nostalgic occasion for John. "Having been brought up near Southend I was very familiar with these Standard 4MTs on the LTSR, including this very loco, and I think them the most handsome of all the BR Standard classes. It will also be the largest steam loco to ever run at Mangapps."

No. 80078 was built at Brighton in February 1954, withdrawn from Croes Newydd, Wrexham (6C) in July 1965, and arrived at Barry scrapyard a year later. It was rescued by the Southern Steam Trust in 1976, and after a 21-year overhaul returned to steam on the Swanage Railway in 1999, where it worked until the expiry of its boiler certificate in 2010.

Locomotive boost for North Yorkshire with four available for duty

THE North Yorkshire Moors Railway has entered the 2017 season with four steam locos available (Nos. 44806, 80136, 76079 and 61264) for a service that for most days requires two.

Work on Nos. 926 *Repton* and 45428 *Eric Treacy*, continues, but No. 926 has been held up by delays at the manufacturer of firebox stay and is now expected to be finished around the end of May. No. 45428 has had star cracks around some firebox stays ground out and welded and is reported to be almost ready to be retubed, but the frames are receiving more extensive work and

their completion is likely to be the rate limiting factor determining when the engine will return to service.

An additional boost will come with the arrival of Ian Riley's 'Black Five' No. 44871 (currently under overhaul at Bury) but a hoped-for visit by a sister locomotive has fallen through as a result of the discovery of boiler problems.

B1 No. 61264 has required some unexpected attention to its superheater elements, but its owning group was able to borrow a set originally destined for classmate No. 61306 but not needed for a while,

circumventing the usual delivery period while a new set is made.

No. 61264 has also suffered from leaking tubes at times but has been successfully kept in traffic.

Lastly, West Country Pacific No. 34101 *Hartland's* boiler is now expected back at Grosmont from the South Devon Railway in June or July with its new firebox fitted and will then become the priority project at Grosmont shed, with a view to having it running in 2018.

Early indications suggest that the NYMR has made a good start to 2017, with takings up on budget, suggesting that the higher-than-inflation fare rise

for this year has failed to deter visitors.

The NYMR is trying out two new marketing initiatives in 2017, the first being the introduction of 'heritage trains' using the LNERCA teak train. These will run in May/June and September/October and the coaches will be paired with an LNER locomotive in the form of No. 61264.

A second initiative is the running of 'twilight excursions' on summer evenings between Whitby and Battersby. These were previously scheduled to run as empty stock for crew training purposes. Timetables and fares have yet to be announced.



BR Standard 4MT 2-6-0 No. 76084 hauling the completed four-coach suburban set towards Weybourne. NNR

Suburban travel to the fore on Norfolk coast

A SET of four restored suburban coaches is now running on the North Norfolk Railway following the completion of a joint £250,000 project between the Poppy Line and the Heritage Lottery Fund.

The set was officially launched at Sheringham station at 11.30am on Saturday, April 15, followed by the coaches being hauled for the first time with passengers to Holt.

The suburban project was the brainchild of the line's former chairman, the late Clive Morris.

Begun in 2014, it was completed early this year. Clive died part way through the project, and the launch also saw a commemoration in his honour with the formal opening of the Clive Morris

Room at Weybourne, inaugurated by his wife Betty.

NNR managing director Hugh Harkett said: "Clive would indeed have been proud of the achievement of a running suburban four-set.

"The carriage and wagon department and volunteers of the NNR are to be heartily congratulated on the high quality workmanship that has gone into these splendid suburban coaches.

"We have expended in the region of £250,000 on this very worthy project, including an exhibition coach showing the refurbishment methodology and history of suburban travel."

These locomotive-hauled Mk.1 suburban carriages were some of the last of a long line of non-gangwayed

coaches reaching back to the dawn of railways. Introduced in 1954 they survived until 1977, being the last of their kind on the BR network.

The final examples ended their days working suburban services out of King's Cross before being superseded by modern electric services.

The Lottery contributed around £90,000 to the project, the NNR received donations of £50,000 and the rest came out of reserves.

The carriages were later used in the NNR's April 21-23 gala and then in a special suburban travel week, from July 2-9.

The NNR operates steam and diesel heritage services between Sheringham and Holt.



Hugh Harkett and Berry Morris at the launch of the suburban set at Sheringham. NNR

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Swanage Railway given National Collection T3 4-4-0

By Robin Jones

A UNIQUE LSWR 4-4-0 has returned to its home territory – after the National Railway Museum gifted it to the Swanage Railway.

The ownership of Adams T3 No. 563 has been transferred to the Purbeck Line, after it was decided that Victorian and Edwardian 4-4-0s are otherwise well represented in Britain's National Collection.

Never having steamed in the heritage era, the T3 starred in acclaimed stage productions of Edith A Nesbit's classic *The Railway Children* on both sides of the Atlantic.

Arriving on a road transporter at the Swanage Railway's road-rail interchange at Norden on Wednesday, April 12, the T3, covered by a protective tarpaulin was hauled to Corfe Castle station by a BR Class 08 diesel shunter.

Built at Nine Elms in February 1893 for hauling express trains, and designed by William Adams for smooth running at up to 80mph, the T3 – one of a class of just 20 – was withdrawn by the Southern Railway at the end of the Second World War in August 1945, by which time it had run 1.5 million miles.

However, the 81 tonne T3 was not scrapped in 1948. Instead, it was selected for restoration and display at the centenary celebrations for Waterloo station during 1948 in a move that thankfully guaranteed its preservation.

Delighted Swanage Railway Company chairman Trevor Parsons, a volunteer signalman and guard on the line, said: "It's absolutely incredible to see the T3 on the Swanage Railway and marvellous that it has finally arrived.

"Even with the protective tarpaulins over it, you can really appreciate the locomotive's distinctive and charming Victorian lines.

"The T3 class of steam locomotives – and perhaps No. 563 itself – worked trains from London down to Corfe Castle and Swanage; taking expectant families on holiday from the city to the sea. The locomotives were part of the story of



LSWR T3 4-4-0 No. 563 outside the Locomotion museum at Shildon: the sole survivor of a class of 20 which may have run over the Swanage branch in its working life. NRM

Swanage's development as a popular seaside resort.

"The locomotive is a complete original and sports its livery dating from 1893 – the T3 is a time capsule from 1945 when the locomotive was withdrawn by the Southern Railway after a hard working life of 52 years," he added.

Back in time

"The vacuum pressure gauge for the brakes still has the original LSWR written on the plate behind the glass. Step on to the T3's footplate and you are transported back in time 120 years to the 1890s and the life of Victorian railwaymen.

"We are delighted, thrilled and very grateful to the NRM for donating such a rare Victorian steam locomotive to the Swanage Railway.

"Thanks to the T3's ownership being transferred to the Swanage Railway, we hope to suitably display the locomotive to the public and illustrate a period of important LSWR history that has previously not been possible. Our primary aim is No. 563's conservation and preservation."

Part of the NRM collection at Shildon's

Locomotion museum, the T3 was transported by sea to Canada in 2011 where it had a six-month starring role in Toronto's Roundhouse Park for a theatrical production of *The Railway Children*.

Back across the Atlantic, No. 563 again took to the stage when the production was staged at King's Cross station in London where a 1000 seat pop-up theatre had been built.

A NRM spokesman said: "We are delighted to gift the T3 class to the Swanage Railway as part of its growing collection and to have found such a suitable home for this locomotive."

Two years ago, some eyebrows were raised when the NRM gave another National Collection engine, North Staffordshire Railway New L 0-6-2T No. 2, to the Foxfield Railway, which is based near the locomotive's Stoke-on-Trent birthplace.

The spokesman said: "While we have received a generally positive reaction to the decision to gift the T3 to the Swanage Railway, we fully understand and appreciate that the decision may disappoint some people.

"The decision was made following

due process and was very carefully considered, with the best interests of maintaining and improving the overall collection and to ensure that people across the UK can continue to enjoy and share the rich history of our railways.

"We take our public responsibility to preserve and protect our railway heritage and the National Collection very seriously. Increasing public access to the collection is one of our key priorities. As such, we carefully follow rigorous procedure as part of our approach to maintain, update and increase access to the National Collection.

Followed procedure

"The decision to gift the T3 followed our procedure for disposals available on our website. This includes an assessment of the suitability of an institution to receive items and ensures that items can be disposed of without detriment to the interests of the public with a preference for items remaining in the public domain.

"We recognised we have a number of 4-4-0-type locomotives in the collection, mostly from the Victorian-Edwardian era, which had resulted in an imbalance in the collection of steam locomotives from this period.

"In observing due process, we concluded that gifting the T3 class No. 563 locomotive to a well-respected heritage railway line and one with a rich historical connection, would enable it to be enjoyed by the public for future generations.

With Swanage, the T3 locomotive has a history of working in this area and the Swanage Railway has an outstanding track record for preserving and displaying items, something which is of paramount importance. We are delighted that the engine will remain accessible to the public at the Swanage Railway and will be well looked after."



Above: Swanage Railway Company chairman Trevor Parsons with No. 563 at Norden. ANDREW P M WRIGHT

Left: Adams T3 No. 563 arrives at Corfe Castle on April 12. ANDREW P M WRIGHT

40th Anniversary Celebration events

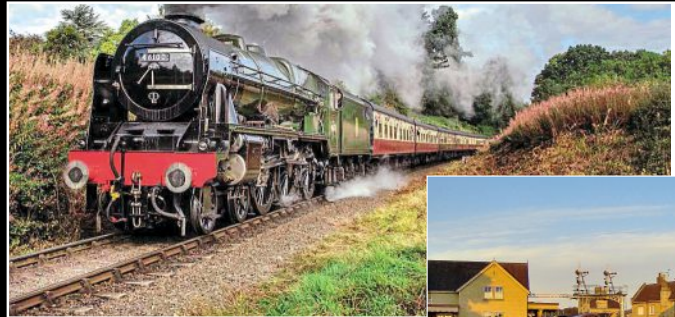


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West Country Pacific No. 34046 *Braunton* running as Battle of Britain No. 34052 *Lord Dowding* departs from Corfe Castle and crosses Corfe Common on April 1. EDWARD DYER

Swanage bumper Bulleid bonanza draws record crowds

By Robin Jones

STEAM returned with a vengeance to the sunny south to mark the 50th anniversary of its passing on the region's main line – as the Swanage Railway held its most successful gala ever.

The March 31-April 2 Strictly Bulleid event not only starred the largest number of working Bulleid Pacific locomotives since the summer of 1967, but a record-breaking 5700 passengers were carried – a figure greater than the population of Wareham and four times

the population of Corfe Castle.

For the event, steam trains also operated on the Swanage Railway's four-mile newly completed extension from Norden station westwards to the River Frome – half a mile short of the main London to Weymouth line and within sight of Wareham, the railway's intended destination for public trains this year.

General manager Matt Green said: "We had an absolutely fantastic Strictly Bulleid event with some 110 volunteers and staff helping to stage the event

each day. While we had some train delays, in what was a tight timetable, there was a great atmosphere about the place.

"The quality of the workmanship that has gone into the visiting Bulleid Pacific steam locomotives was incredible. All the engines performed well, they were well liked by the footplate crews and they came with some excellent locomotive owners and representatives."

For visiting Battle of Britain Pacific No. 34053 *Sir Keith Park* it was the first

time that the classic locomotive was seen on the Swanage branch since the summer of 1964 when it hauled a train from the Purbeck resort to Waterloo station.

Swanage Railway Trust chairman Gavin Johns said: "The 50th anniversary of the end of steam in the south of England was celebrated in style," he added.

It was on Sunday, July 9, 1967, that the last Bulleid Pacific steam locomotives hauled long express trains, at speeds of up to 100mph, between London, Basingstoke, Southampton,



Battle of Britain No. 34081 departs from Corfe Castle northbound on April 2. KARL HEATH



Above: Paul McDonald on the footplate of Bulleid No. 34046 *Braunton*, in its guise as No. 34052 *Lord Dowding*. ANDREW PM WRIGHT

Left: No. 34052 *Lord Dowding* passes Creech Bottom. ANDREW PM WRIGHT



Bournemouth, Poole, Dorchester and Weymouth.

Monday, July 10, 1967, saw electric trains brought in between London and Bournemouth with diesel trains operating between Bournemouth and Weymouth.

The other three visiting Bulleid Pacifics were West Country No. 34046 *Braunton* (disguised at No. 34052 *Lord Dowding*) and No. 34092 *City of Wells* as well as Battle of Britain No. 34081 *92 Squadron*.

The event featured a further two

Bulleid Pacifics, on static display. The frames of yet to be restored West Country No. 34010 *Sidmouth* were displayed at Corfe Castle station, while the railway's Herston engineering works was open on the Saturday and Sunday so the public could see Battle of Britain No. 34072 *257 Squadron* in the final stages of its complex restoration.

The build-up to the big event, one of several this year held to mark the 50th anniversary of the end of Southern Region steam, saw 75-year-old former Swanage Railway operations manager

and volunteer Paul McDonald reunited with the locomotive that he worked on as a young cleaner and fireman at Bournemouth station during the late 1950s and early 1960s.

Paul had the privilege of driving *Braunton* for the last nine-mile leg of its journey from London to Swanage where it was one of the stars of a major event marking the 50th anniversary of the end of main line steam trains in southern England.

He said: "As soon as the locomotive crossed on to the Swanage Railway,

I took over the controls and it was marvellous. I was over the moon and you couldn't wipe the smile off my face.

"It was very sad when the Bulleid Pacifics left Bournemouth shed for the last time in the summer of 1967.

"*Braunton* is a magnificent machine and it is amazing to think that *Braunton* has been restored from a rusting scrapyard hulk to the gleaming stallion of speed seen today. I'm very impressed with the quality of the locomotive's restoration and it's a real tribute to the dedicated team behind all that work."



West Country No. 34092 *City of Wells* departs from Corfe Castle northbound with the 3pm from Swanage on April 1. DON BENN



No. 34053 *Sir Keith Park* and No. 34081 climb towards Harman's Cross with the 5pm from Swanage to Frome River on April 1. DON BENN

'Stanier' relaunches a Sentinel into traffic

ON Sunday, March 26, the Elsecar Heritage Railway held a Sentinel gala, to celebrate the return to steam of Sentinel 4wVBT No. 9959 *William*.

The highlight of the day was re-enacting Sir William Stanier unveiling the nameplate of No. 9959.

Mick Langan of Angel Lane Productions, an amateur dramatics group which partners with the heritage line, played Sir William Stanier, giving a speech to the gathered crowd explaining his role and how he came to be naming this Sentinel.

Built in 1956, No. 9959 was supplied to Courtaulds Fibres Factory at Great Coates in Grimsby. At that time, Sir William Stanier, the former Chief Mechanical Engineer of the LMS, was a board member of Courtaulds, directing its engineering policy and supporting the new engineering director Mr G Verall. On receipt of his new Sentinel locomotive, Mr Verall asked Sir William if he would christen it by unveiling the new nameplate. Sir William was not aware of the name but was delighted to find it was *William*.

At the gala, *William* was joined in steam by Sentinel 0-4-0VBT *Gervase*, originally a Manning Wardle locomotive from 1900 and converted to vertical boiler by Sentinel in 1928.

The railway locomotives were joined by Sentinel S4 steam wagon *The Denby Flyer*, built in 1917 and now owned by J C Ward & Sons of Denby Dale, near Wakefield.



'Sir William Stanier' relaunches Sentinel 4wVBT *William* back into traffic. EHR

A 'Hoover' for Spa Valley Railway

PAUL Spracklen's Class 50 No. 50026 *Indomitable* has been booked for the Spa Valley Railway's big August 3-6 diesel gala.

It will arrive at Tunbridge Wells West in June and is available for driver experiences on July 15/16 and will have its own public running days on June 24/25.

During the June weekend the other service train operating will be worked by Crompton No. 33201.

The other gala visitors are Class 20 D8188 and Deltic No. 55019 *Royal Highland Fusilier*.

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Visiting from Llangollen for three months, GWR 2-6-2T No. 5199 heads a Steam Recreations photo charter with three newly-repainted carmine and cream coaches, past Turks Castle between Williton and Stogumber on the West Somerset Railway on March 28. The large prairie will remain on the WSR until mid-June, when it will be replaced by GWR 4-6-0 No. 7822 *Foxcote Manor* for the main summer season. DON BISHOP

New policy to protect old route through Cheltenham

By Robin Jones

TRAINS may one day run again from the Gloucestershire Warwickshire Railway through Cheltenham to the main line.

At present, the heritage railway occupies the route of the former GWR line from Stratford-upon-Avon to Cheltenham between Broadway and Cheltenham Racecourse, but has ambition not only to push further northwards to Honeybourne and a main line connection but also further south into Cheltenham. The railway owns the trackbed as far as the Prince of Wales Stadium in Pittville.

However, three minor blockages between the stadium and the main line at Lansdown – at St George's Road, the town's Waitrose store and near the stadium itself – have appeared to preclude a future southern main line link.

New plan

Yet it now appears that all is not lost. In a response to local transport campaigner Michael Brockington, Christopher Edwards, the senior planning policy officer at Cheltenham Borough Council, said that a new plan to protect the route through the town is being drawn up.

He said: "I can confirm that the route of the former Honeybourne rail line is safeguarded for transport use through existing planning policy here at Cheltenham."

"The policy refers to safeguarding the route for public transport although, to date, no public transport scheme has been proposed and the route continues

to operate solely as a footpath and cycleway.

"The current residential development that is underway in the vicinity of the former Cheltenham (Malvern Road) station does not impinge on the route of the former rail line and is well contained within palisade fencing. I am aware that incursions onto the former track bed have occurred in the vicinity of the Prince of Wales Stadium but these are not anticipated to overly affect prospects for the future extension of the footpath and cycleway towards Cheltenham Racecourse station. Indeed, Sustrans and Gloucestershire County Council have finalised a definitive route for this section that avoids the need to use the public highway.

"I am aware that the GWR owns much of the former track bed in this location and they may have aspirations to extend the railway southwards towards Pittville Park or beyond in the longer term. However, no firm proposals have yet been drawn up in this regard and any potential future extension of the steam railway would need to take into account footpath and cycleway provision.

"Given that the aforementioned Cheltenham Plan was adopted some 11 years ago, Cheltenham Borough Council has started work on a new plan to replace this document. The new Cheltenham Plan in its current draft form contains a policy (Policy EM5) which is designed to continue protecting the route of the Honeybourne rail line as a continuous sustainable transport corridor between Lansdown station (Network Rail) and Cheltenham

Racecourse station (GWR).

The terminology used in the policy allows for a range of transport solutions should firm proposals come forward in future.

"It is also assumed that the current use for walking and cycling would also continue to be facilitated."

Michael welcomed the letter as "rather encouraging."

It was Michael who has been credited with saving the North Warwickshire Line between Tyseley and Stratford. In the build-up to Easter 1969, when he was working as an accountant at the Stratford-upon-Avon Herald weekly newspaper, he noticed that British Rail had reserved space for an advertisement. He telephoned British Railways and asked for the copy to fill the space that had been booked.

Statutory notice

When Michael read it, he was horrified. It was a statutory notice detailing all the replacement bus services that were to be laid on following the closure of the North Warwickshire Line. At the time, Michael was secretary of the Stratford-upon-Avon Transport Action Committee, and saw the implications.

British Rail's closure plans would greatly benefit from publishing the notice just before Easter, when offices would be closed and it might be trickier for local people to object to the relevant authorities. Michael sprang into action and to cut a very long story short, set in motion a chain of events which resulted in a successful legal challenge to the notice.



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Lottery grant for Welshpool & Llanfair's African heritage

THE Welshpool & Llanfair Light Railway has received a £22,800 grant towards a project to create an African train.

During its heritage era, the railway has regularly looked beyond our shores for locomotives and rolling stock, because it is built to the comparatively rare gauge of 2ft 6in.

One source of rolling stock was Sierra Leone, and now the line is celebrating its links with that country.

Hunslet 2-6-2T No. 85, built in 1954 for service in Sierra Leone and bought from a scrap dealer by the WLLR in 1975, has been out of use since 2010 when its boiler ticket ran out. For the past five years it has been displayed at the Locomotion Museum in Shildon, where it has been used to promote links with the Sierra Leone National Railway Museum. British Army Colonel Steve Davies, serving in Africa following the civil war, helped set up that museum before later becoming director of the National Railway Museum in York.

Now that No. 85's time in Shildon has ended, the plan is to take the locomotive on a summer tour around the UK, accompanied by a travelling museum

exhibition, children's activities for schools and families, plus interpretation items, and staffed by volunteers from the WLLR.

On April 22, it visited the Armley Industrial Museum in Leeds, the town where it was built.

Many connections

The next day, it was moved to Hull where was displayed as part of a 'Spotlight on Sierra Leone' event running until May 7. Hull has many connections with Africa and Sierra Leone, and is twinned with Freetown.

No. 85 will be used to tell the story of slavery and freedom, and the links between the UK and Sierra Leone, while helping to raise funds for the building of a new workshop at Llanfair Caereinion. It is intended that No. 85 will be the first locomotive to be restored in the new facility.

When restored, No. 85 will head the 'African Train', running with two Gloucester-built Sierra Leone Railways bogie carriages that the WLLR also purchased in 1975.

Between May 27 and June 5, No. 85 will be on display as part of the 'Steam



Hunslet 2-6-2T No. 85 on its way from Shildon to Leeds. NRM

Railway Adventure' event at the London Museum of Water & Steam at Kew Bridge, supported by the Sierra Leone museum's UK Friends group. The locomotive will then travel to Birmingham, another city with strong Sierra Leone connections, for the 50th anniversary open weekend at Tyseley Locomotive Works on June 23-25.

It will then visit the Shrewsbury Steam

Rally on August 27/28 before returning to the WLLR for its September 1-3 annual steam gala.

How quickly No. 85 will be restored to service will depend on the success of fundraising. The long-running restoration of Franco-Belge 0-8-0T *Sir Drefaldwyn* is nearing completion and it is hoped that it will return to service in 2018.

IN BRIEF

→ Something old, something blue ...

CLASS 37/7 No. 37703 was 'guest of honour' at the Bo'ness & Kinneil Railway on April 13, when Paul Gerrard, a noted railway photographer, was married at the line and drove the locomotive when transferring the wedding party to Manuel.

The wedding vows were exchanged on the Avon Viaduct and photos were taken at Birkhill station.

Paul praised the BKR and the Scottish Railway Preservation Society Diesel Group for their support, including the provision of a sound system to provide music as his bride walked up the aisle, to create the "best day of our lives."

→ Class 31 bonanza at Wansford

THE Nene Valley Railway's October 13-15 'Class 31 at 60' diesel gala will celebrate the 60th anniversary of class doyen D5500/31018, now part of the National Collection, entering service with BR in October 1957. Confirmed visitors include Nos. 31108, 31162, 31271, 31452 and 31466 with negotiations underway for a further five locomotives to visit.

TV historian opens new Exbury extension

TREADING in the footsteps of royalty, TV historian Dan Snow opened the new quarter-mile extension to Hampshire's Exbury Gardens Railway on April 11.

The 12¼in gauge line, opened in 2001 as an added attraction alongside the award-winning gardens, has welcomed many famous guests including the Queen, the Prince of Wales and the Duchess of Cornwall and Princess Anne.

The railway was the inspiration of enthusiast Leopold de Rothschild who loved trains as a small child and had always wanted to build one for the visitors to the gardens. The station was modelled on the same design as Aviemore and features a turntable, engine shed and sidings. Sir James Dunbar-Nasmith designed the station and engine shed and Trevor Stirland (who runs Exmoor Steam Railway) acted as a consultant for the project and built three steam locomotives, *Rosemary*, *Naomi* and *Mariloo* named after 'Mr Leo's' mother and sisters and the diesel engine, named *Eddy* after his elder brother.

Because the railway has proved extremely popular with thousands of

TV historian Dan Snow praised Exbury for its continued investment in Britain's steam railway heritage before unveiling the new Dragonfly Halt sign. EXBURY



visitors, its manager, Ian Wilson, two years ago drew up plans to extend the line to take visitors round the other side of the lake and enhance the experience of the 20-minute ride.

Work started last December to deviate the existing route round North Lake to extend it to over 1½ miles. The work was undertaken in-house by Ian and his team.

It has opened up a whole new area of the gardens that the public have never seen before, including a dragonfly pond

and a halt on the journey for visitors to alight and see the wildlife. Landscaping of the new area will be aided by the Exbury team of volunteers.

At the official unveiling, Marie-Louise Agius, great-granddaughter of Lionel de Rothschild who started the gardens, drove the train in a fitting tribute to her great-uncle who built it. Mr Leopold de Rothschild's nephew, Lionel de Rothschild, welcomed everyone.

The extension is now open to the public.

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Variety show at Stoneleigh as BB is set to take top honours

VARIETY will be the spice of life at Stoneleigh on June 3, when nameplates from all the Big Four will fight for attention in Great Central's summer auction, comprising five from the GWR, three apiece from the SR and LMS, and one from the LNER.

Top of the tree will surely be 257 *Squadron* with its badge from SR Battle of Britain No. 34072, built at Brighton in April 1948, four months after Nationalisation. It is now preserved on the Swanage Railway, and the plate has been in the vendor's ownership since the Pacific was withdrawn from Eastleigh (71A) in October 1964.

The GWR quintet is *Cefntilla Court* (Saint class No. 2936), *Evenley Hall* (No. 4923), *Wardour Castle* (No. 5066), *Marble Hall* (No. 5907), and *Hinton Manor*, from preserved No. 7819, the last of the class to be built by the GWR, in February 1939. For many collectors the name *Wardour Castle* may not be familiar, as No. 5066 was renamed *Sir Felix Pole* in April 1956.

In addition to 257 *Squadron*, from the SR come *Sir Valence* ('Scotch Arthur' No. 30767) and *Lord Rodney* from Lord Nelson 4-6-0 No. 30863, and the LMS weighs in with *Bengal* and *Defiance* (Jubilee Nos. 45577 and 45728), and *Welsh Guardsman* (Royal Scot No. 46117). The plate from No. 45577 is one of only eight in the class to be cast in St Rollox-style lettering, the others being Nos. 45576/78, 45580/81, 45584, and 45644/45.

The LNER offering is *Osprey* (A1



No. 60131), a name first carried by Gresley A4 No. 4494 from new in August 1937 until October 1942, when it was replaced with *Andrew K. McCosh*. The original name, but not the original *Osprey* plate, was given to No. 60131 when it entered service in October 1948.

Cabside numberplates include GWR Nos. 2948 (*Stackpole Court*), 4991 (*Cobham Hall*), 6019 (*King Henry V*), 6869 (*Resolven Grange*), 6921 (*Borwick Hall*), and 7028 (*Cadbury Castle*), and smokebox numberplates 34019 (SR West Country class *Bideford*) and 46257 (LMS Princess Coronation *City of Salford*).

Also in this category is 11304, from a Lancashire & Yorkshire Railway engine that started life in 1877 as a Class 23 0-6-0, was converted into a saddle tank in 1891, transferred into departmental stock in 1935 as a Horwich works shunter, and retained its LMS 11304 number throughout its BR days, although the Ian Allan ABCs listed it as 51304S (for service



loco). It was withdrawn in December 1961.

In the worksplates category comes an LNER A3 duo, Doncaster 1928 and Doncaster 1934, from Nos. 60094 *Colorado* and 60039 *Sandwich* respectively. There is also a worksplate, owner's plate and manufacturer's emblem set from a 5ft 3in gauge 0-4-0T built by Orenstein & Koppel of Berlin in 1935 for an Irish sugar factory in Tuam, Co Galway. The loco, which carried the emblem on its smokebox door and was unusually both a side tank and well tank, was withdrawn in the 1960s, having spent its entire career at the factory.

Headboards include 'Heart of Midlothian' from the London-Edinburgh express launched in 1951 that was the domain of ECML Pacifics in the 1950s. I recorded this train on a number of

occasions in 1959-61 at Hadley Wood, Hatfield, Stevenage, Hitchin and Peterborough North, headed by a variety of LNER magnificence.

This included A4 Nos. 60030 *Golden Fleece* and 60033 *Seagull*, A3 Nos. 60049 *Galtee More* and 60102 *Sir Frederick Banbury* (a former chairman of the Great Northern Railway), and A2 No. 60516 *Hycilla*. Oh, and on June 3, 1961, Class 40 D270, but we won't go there.

There is also a large factory chime whistle from the Faverdale Wagon Works in Darlington that opened in 1923 and closed in 1962, a SR target sign from Grade II listed Kew Gardens station, opened by the LSWR in 1869 and now on both the London Underground and Overground, and two 'for' totems, Ashchurch for Tewkesbury and Danzey for Tanworth. The auction starts at 10am.



Knight put in his place as *The Queen* shows her subjects who's the boss

NAMEPLATE *The Queen* reigned supreme at Great Northern's April 8 sale at Poynton, selling for £12,500. The plate was from LNWR Improved Precedent 'Jumbo' No. 1213, a 2-4-0 built at Crewe in April 1892 and officially a 'renewal' of an earlier loco, whose name and number it took over. It was withdrawn by the LMS as No. 5032 in February 1932.

Behind came a closely-priced pair from the GWR and SR, the former *County of Bucks* from 3800 County Class 4-4-0 No. 3811 (£9700), and the latter *Sir Sagamore*, carried by King Arthur No. 30771 (£9000).

A second LNWR representative,

Monmouthshire (Experiment Class 4-6-0 No. 1689/LMS No. 5547) went for £7000, a price matched by *Thornecroft Hall* (GWR No. 7924), while a plate from a second member of the class, *Merevale Hall* (No. 5971), made £6000.

The LNER got a look-in as the leading non-nameplate item, a three-note chime whistle reportedly from A4 No. 60015 *Quicksilver* that sold for £3300, while the top totem was from the Eastern Region station Summer Lane on the Huddersfield-Sheffield Penistone line (£2500). Other totems included Old Trafford (£1600) and Dodworth (£1500).

A painting by Gerald Broom of LNWR Claughton Class 4-6-0 No. 2222 *Sir Gilbert Claughton* climbing Camden Bank with a Scotland-bound express went for £2100, an LNER 1946 Darlington worksplate from Stanier-designed Class 8F 2-8-0 48752 for £1200 – one of the very last BR locos to be withdrawn, in August 1968 – and a Doncaster North signalbox nameboard for £1050. Prices exclude buyer's premium of 10%.

Great Northern's Dave Robinson said: "It was our best auction all round. There were more people there, we got away every nameplate, and our organisation went well. We had a good day."



Rearguard action from steam, but diesel in the vanguard

It is becoming an increasingly familiar scenario – steam is determined to hold the upper hand, but heritage diesels are gaining in confidence and eager to usurp the old-timers. So it was at Pershore High School on April 1, when GW Railwayana let an LMS Princess Royal fight it out with a Class 52 diesel in the headline nameplate category.

And it was the diesel which emerged triumphant, with *Western Vanguard* pulling out all the stops and selling for £13,550, against £11,200 for *Duchess of Kent*. The former was from diesel-hydraulic D1069, built at Crewe in October 1963 and withdrawn from Plymouth Laira in October 1975. It was sold with its matching cabside numberplate, and set a record for the class.

The Princess Royal plate came from

1935-built No. 46212, which was also a Crewe product and withdrawn from Crewe North (5A) in October 1961, thus giving it a service life of 26 years, well over double that of D1069.

Steam and diesel also featured further down the nameplate realisations, and this time it was steam which won the day, thanks to *Heatherden Hall* from GWR No. 6946 going under Simon Turner's hammer for £7000. This beat the £6000 for *Daring* from D811, a Class 42 Warship diesel-hydraulic built in October 1959 and withdrawn from Newton Abbot in January 1972.

GWR cabside numberplates had a good day, with that from *Heatherden Hall* selling for £3100 immediately after the nameplate, yet this was topped by a humble 0-4-2T, No. 1449, with a price of £4600, another class record. In



the smokebox numberplate category, 1368 from an ex-Weymouth Quay and Wenfordbridge branch GWR 0-6-0PT went for £3100, easily outselling a main line rival, 60146 from LNER A1 Pacific *Peregrine* (£2200).

SR target station sign Heathfield eclipsed totems with a £3000 realisation – top totem was Faversham at £1700 – and diesel outpaced steam in the workplace sector, thanks to the £1900 for a 1963 English Electric Darlington example carried by Class 37 D6879/37179. The top steam workplace, at £1200, came from a National Coal Board 0-6-0ST built by Peckett & Sons (works No. 2114) in 1951 for Brynliw Colliery near Swansea. Prices exclude buyer's premium of 10% (+ VAT).

The auction was hit by computer gremlins that held up proceedings on

several occasions, which at one point Simon described as a "nightmare", but he and his wife Clare handled the situation with aplomb.

By 1pm, when Simon would normally have reached lot 300 and thus able to blow the whistle for half-time, he had reached only lot 178. Order was restored soon after when Simon and Clare resorted to manual operations, a harkback to the good old days that was sufficient for the sale to continue, but I wouldn't think they would plan another auction on April 1. To them it was no joke.

As he gathered his breath at the end of the auction, Simon said: "It was a shame about the computer problems, but we managed to regain some time, and finished only about an hour later than usual. Other than that I thought it a fantastic day, and I am very pleased."



South Eastern & Chatham policeman's badge caps it all

A South Eastern & Chatham Railway cap badge, believed to be from a policeman's helmet, outsold all other railwayana with a realisation of £800

in an internet and telephone sale held by collectables auction house Justclickago in early-April.

Many of the 407 lots were railway negatives and slides, and in these categories the highest price was £1450 for 700 slides of signalboxes, stations, bridges, general infrastructure and trains taken in the early-1990s.

Two albums of more than 2000 black and white and colour negatives from the late-1960s and into the 70s of both home and overseas subjects, including railtours, was another four-figure realisation, going for £1150.

Modern traction of most classes from Class 08s onwards was also a success when 1400 35mm negatives fetched £860, while 86 slides of 1972 Italian and Austrian scenes at a variety of locations and including steam went for £650. Prices exclude buyer's premium of 15%.



Great Central responds to Railwayana.net rumours

WHILE rumours within the railwayana movement are far from rare and not always accurate, forecasts of the demise of Railwayana.net have gathered momentum in recent weeks and were circulating at GW Railwayana's April 1 sale. Indeed, such was the apparent validity of the reports that the internet auction's parent company, Great Central Railwayana, has spoken to *Heritage Railway* setting out the situation.

Great Central director and auctioneer Mike Soden told me: "We are aware of these reports, and would like to assure collectors that no decision has been made. The auction being held from May 14-21 will go ahead, and at this stage there is enough interest from vendors for us to be expecting the mid-November sale to take place.

"Being internet only, Railwayana.net's auctions are unique among specialist railwayana sales, and we believe they have a special place within

the calendar. Admittedly that calendar seems to get more crowded every year, but Railwayana.net is currently holding its own." The auction house was founded by Chris France in 2001, and became part of the Great Central group in 2013.

Among the lots in the May 14-21 auction are a cabside coldcut from SR Merchant Navy No. 35004 *Cunard White Star*, a Kew Gardens signalbox nameboard – coincidentally, a target sign from the same station will be going under the hammer at Great Central's Stoneleigh auction on June 3, as reported elsewhere in this column – and Aberdovey and Blackheath totems.

There is also a pre-Grouping Andover East & Tunnel Junction signal instrument plate and a GWR lamp tablet from Penhelig Halt on the Cambrian coast line in Gwynedd, a station that is unusually sited on curved track between two tunnels.

Diesel do nicely as worksplates shine

Diesel worksplates were the stars of Talisman's March 25 auction at Newark, when a briefly-worded 'Metropolitan-Vickers 1958' example went under the hammer for £2400 and a rather more informative 1958 English Electric Vulcan Foundry offering with works number and other data for £2200.

The former was from Class 28 D5707 which had a BR career at Derby and Barrow of fewer than 10 years, and the latter from Class 23 'Baby Deltic' D5908, whose service life of just over a decade was little better. Such abysmally short operational careers surely emphasise the seemingly haphazard and ill-conceived rush to kick steam into the long grass and replace it with diesels.

Talking of steam, third place on the podium at £1650 went to a Yorkshire Pullman's headboard – a King's Cross to

West Riding express usually hauled by an A1 or A3 Pacific – with painted nameplate *Glen Mamie* cut from the splasher of LNER D34 No. 62482 in hot pursuit at £1600.

The same price was obtained for the leading steam

worksplate, from Great Northern Railway 1907 Doncaster-built Ivatt C1 Atlantic No.

4424, which was allocated the number 62854 by BR but was not applied prior to withdrawal from Sheffield Darnall (39B) in April 1950.

A Great Central Railway handlamp plated Skellingthorpe, a station west of

Lincoln that closed in 1955, headed its category at £1350, while a decorative GNR platform lamp top from Navenby on the Lincoln-Honington Junction line went for £1,250 and a GER diagram dated May 1892 from Hills Road Cambridge signalbox for £1200.

Further four-figure realisations were £1100 for totem Somerleyton, a former GER station north-west of Lowestoft, and finally £1050 for another steam worksplate, 'Built 1954 Crewe', a year in which BR Class 9F Nos. 92000-19 and 92030-41 emerged from the famous works. Prices exclude buyer's premium of 10%.

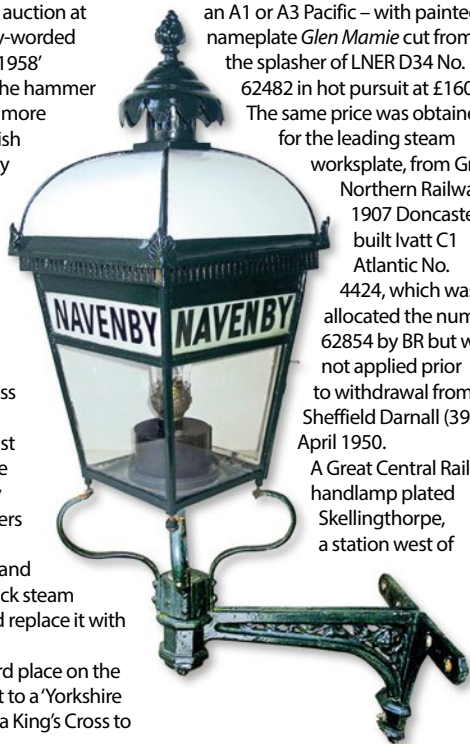
"We had a fabulous day, with a huge turnout and generally buoyant prices," said Talisman's Roger Phipps.

Meanwhile, Talisman is readying itself for its annual auction at the Gartell Light Railway, Templecombe, on May 13, at which a highlight is nameplate

Sir Martin Frobisher from SR Lord Nelson No. 30864, built at Eastleigh in November 1929 and withdrawn in January 1962. The same class features in the smokebox numberplate category, with 30859 from *Lord Hood*.

Cabside numberplates include 1021 from GWR *County of Montgomery*, there are totem station signs from, among others, Blandford Forum, Highbridge & Burnham-on-Sea, and Ilfracombe, and target signs from Wimborne, Broadstone and Poole. Among the handlamps are an SDJR example plated Edington Junction, and two others, from Barry Dock & Railway Co and Alexandra & Newport Docks Railway.

A full set of single line tablets from the Exeter-Sidmouth Junction loop will also be going under the hammer, as will a London & Greenwich Railway director's pass and a Severn & Wye Joint Railway notice board.



→ A gauge one live steam model of Great Eastern Railway 0-6-0T No. 327 was top dog at a Vectis railwayana and model train sale at Thornaby on March 24, selling for £620. Following

at £520 was a Marklin O-gauge train set dating from 1895 that comprised a clockwork 0-2-2 locomotive, passenger coach, two wagons and track. Prices exclude buyer's premium of 20% (+ VAT).



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ROBERT RIDDLES

Britain's last steam chief mechanical engineer

Concluding the series on the Big Four CMEs, **Brian Sharpe** examines the career of Robert Riddles who became CME of British Railways after Nationalisation and undoubtedly prolonged the steam era in Britain with a series of steam designs that many argue should never have been built.



Robert Riddles was born in 1892 and joined the LNWR at Crewe works as a premium apprentice in 1909, completing his apprenticeship in 1913. While attending the Mechanics Institute classes he took a course in electrical engineering, feeling there would be a future for electric traction. During the First World War he served with the Royal Engineers, mainly in France, during which time he was badly wounded.

He returned to the LNWR at Crewe, and in 1920 became the bricks and mortar assistant with responsibility for the new erecting shop. When work on this was stopped, Riddles was placed in charge of a small production progress department and was sent to Horwich to study the methods used by the L&Y. This was to prove helpful in furthering Riddles' career and he was to have significant influence in the reorganisation of Crewe works which took place between 1925 and 1927 after the Grouping. In 1923 the LNWR had become part of the LMS and on completion of the work at Crewe, Riddles was sent to the former Midland works at Derby to supervise a similar programme. He was supported in this process by Henry Ivatt who was the works manager at Derby.

During the General Strike in 1926, Riddles volunteered as a driver, taking trains from Crewe to Manchester and Carlisle. The experience gained made him almost unique among CMEs; The practical knowledge gained was of great assistance to Riddles in his future design work. For example, it was the difference experienced in driving a Prince of Wales 4-6-0 and a George the Fifth 4-4-0 which convinced Riddles of the advantage of six coupled wheels.

Riddles was a steam enthusiast and although he undoubtedly learnt much from driving engines, equally he appears to have got quite a thrill from the experience.

In 1933 Riddles moved to Euston to

become locomotive assistant to the new chief mechanical engineer, Sir William Stanier, and in 1935 became Stanier's principal assistant.

In this position, Riddles was responsible for much of the design work on Stanier's Princess Coronation Pacific. Riddles and Stanier developed a close relationship, and there is little doubt that this was of a great benefit to LMS locomotive design during the 1930s.

It has been alleged by some experts that Riddles was responsible for the design of the Princess Coronations and certainly Stanier was in India at the time of their construction, but others claim there is no evidence for this. However, Riddles did write about the infamous press run of No. 6220 *Coronation* in 1937 and his description of events was particularly graphic.

Prospects damaged

This vivid description of the train achieving a speed of 114 mph much too close to Crewe station for comfort is considered to have damaged Riddles' prospects on the LMS. The top speed was attained immediately south of Crewe and the train entered the station at way above the permitted speed. Crockery was broken in the dining car and there was some damage to the points, but Riddles treated it as a great adventure.

In 1937 Riddles had moved to Glasgow as mechanical and electrical engineer – Scotland, but at this time Charles Fairbairn was appointed as Stanier's deputy – much to Riddles' disappointment – and this backward step in his career could have been partly the result of the *Coronation* episode.

When No. 6229 *Duchess of Hamilton*, masquerading as *Coronation*, subsequently toured America in 1939, Riddles also described this trip with great enthusiasm and again in vivid detail. The rostered driver Fred Bishop was ill and Riddles ended up driving the train



Two Britannias have been preserved. The pioneer, No. 70000 *Britannia* was to have been officially preserved but its place was taken by No. 70013 *Oliver Cromwell* and *Britannia* was sold for private preservation. No. 70000 is seen at Carlisle.

on most of its tour. Fred Bishop was very complimentary about Riddles' driving skills.

In 1939 with the Second World War having just started, Riddles moved to the Ministry of Supply, becoming director of transportation equipment, in which position he is credited with his first locomotive designs; the WD Austerity 2-8-0 and 2-10-0s. The Ministry of Supply had adopted the Stanier 8F as the WD standard type and the three other Big Four companies joined in their production, but they were expensive. What was needed was something which could be produced in quantity, cheaply and quickly. Riddles' WD 2-8-0 was the answer.

Riddles designed three very successful 'austerity' designs. As well as the 2-8-0 and 2-10-0, there was the Hunslet-based 0-6-0ST. These were designed to be cheap and easy to build and maintain, and to burn indifferent coal. They also proved powerful for their size, and could run on poor quality track. All three designs were used extensively in the UK and in Europe. The LNER used many of the 0-6-0STs (J94) and 2-8-0s during and after hostilities.

The 2-8-0 was quite a tidy design for an 'austerity' locomotive but the taper boiler and Belpaire firebox of the 8F was replaced by



a parallel boiler and round-topped firebox, while castings and forgings were replaced by fabrication. The railway companies knew that they would inherit the WD engines once hostilities had ceased, and would have much preferred these to be Stanier 8Fs than Riddles' ones, but it was the 'Austerities' that they were instructed to build.

Adhesive quality

When Riddles went on to produce his 2-10-0 version, it was with the variation of a wide firebox rather than the narrow firebox of the 2-8-0. Despite the desire to reduce costs and steam on poor quality coal, copper was still available for all the 2-8-0s, but the 2-10-0's fireboxes were steel. Surprisingly, the two types were of virtually identical power, although the 2-10-0s had much better adhesion; the 2-8-0s being surprisingly poor in this respect.

It was the LNER which obtained the 2-8-0s in large numbers after the war, classifying them O7. They were of course inherited by BR and the 732 engines gave good service on slow, heavy freight traffic almost to the end of steam. BR did eventually get the opportunity to purchase 25 of the 2-10-0s, which found work in Scotland.



None of the 732 BR WD 2-8-0s were preserved and none went to Barry scrapyard. Some survived overseas though and one was repatriated from Sweden in 1971. It was eventually restored to BR condition and is seen as No. 90733 at Oxenhope on the Keighley & Worth Valley Railway on its return to service in September 2007.

In 1943 Riddles moved to the post of chief stores superintendent at the LMS, and on Fairburn's death in 1944 he applied for the position of chief mechanical engineer, but this time the job went to George Ivatt, with Riddles being promoted to vice-president of the LMS.

On the creation of the Railway Executive in 1947 in preparation for the Nationalisation of the railways in 1948, Riddles was appointed member of the Railway Executive for mechanical and electrical engineering. He had two principal assistants, both of whom were also former LMS men: Roland C Bond, chief officer (locomotive construction and maintenance), and E S Cox, executive officer (design). The duties of these three effectively covered the old post of chief mechanical engineer.

In this post Riddles was able to take the decision to continue the construction of steam locomotives, on the basis that it was not worth changing to diesel traction when the ultimate aim was electrification. His selection of two colleagues from the LMS as his assistants rather than men from Swindon, Eastleigh or Doncaster, clearly meant that LMS thinking would predominate when it came to BR steam locomotive design.

Riddles was responsible for organising the well-known 'interchange trials' of 1948. This happened at a time when the LMS diesels, the first of which had appeared just before Nationalisation, were already starting to prove themselves in service. George Ivatt, who had supervised their introduction and been part of the decision by the LMS to pursue dieselisation of main line services, was still involved as CME of the London Midland Region and must have had grave misgivings about the direction being taken by Riddles, with whom he had worked for many years.

Standard look

Riddles had another major influence on the appearance of BR's steam fleet which was perhaps never fully documented. As well as the Locomotive Exchanges, a more peripheral sideshow was the establishment of a 'standard' livery for BR's steam fleet. Roland Bond, one of Riddles' deputies, was ex-Derby and favoured red, but Riddles was a Crewe man, brought up on the LNWR; he was in charge and took the oft-quoted Henry Ford view that you can have "any colour you like as long as it is black".

Engines were quickly painted in various possible liveries, mostly green, and paraded

in front of the executive at Marylebone. They were mostly LMS 5MT 4-6-0s and not exactly in showroom condition. At the end of the performance though, Riddles admitted that he had prepared another engine if the chairman would be interested, but it was not green, nor had this particular scheme even been considered. Another LMS 5MT appeared, which Crewe had turned out in immaculate fully-lined LNWR black. It stole the show, and Riddles is quoted as saying: "I got more than 19,000 out of 20,000 locomotives painted black, which was what I had wanted all along!"

Although blue was adopted for express engines, and Brunswick green for exclusively passenger engines, even the first Britannia was initially turned out in plain black, and Princess Coronation Pacifics were seen in black with LNWR-style lining for a while.

Riddles thought that Britain's railways would use electric traction in the long term, and steam traction in the intermediate. The new diesels were not the equal of a Class 8 Pacific. With his team, he set about designing and building a set of 12 standard locomotive designs. Officially these incorporated the best practices of all of the 'Big Four' railway companies, as theoretically established by



One Standard 5MT 4-6-0 was purchased direct from BR on withdrawal in 1968 and four went to Barry scrapyard, including one Caprotti version. All have been saved and four have steamed in preservation, with the fifth expected to return to steam imminently. No. 73050 in green livery and named *City of Peterborough* is seen at Wansford on the Nene Valley Railway in 1980.



The 25 BR WD 2-10-0s were all scrapped but one remained in Army service until 1967 and has been preserved. Two more were repatriated from Greece and all three have seen regular service since. WD No. 951 was externally restored as Longmoor Military Railway No. 601 *Sturdee* on the Mid-Hants Railway in 1988.



Six 4MT 4-6-0s have been preserved; two purchased direct from BR on withdrawal, the remainder from Barry scrapyard. All but one have now returned to steam and two have hauled main line passenger trains in preservation, including No. 75069, seen at Bridgnorth on the Severn Valley Railway on March 2, 1986.



One Scottish Region 4MT 2-6-4T was purchased direct from BR for preservation, having served as a stationary boiler. 14 found their way to Barry scrapyard, 11 of them being former LT&S engines which had ended up on the Cambrian. Being ideal locomotives for heritage lines, all 14 have been purchased for preservation and in all, 11 have now been returned to steam, with no less than four having seen main line passenger service in preservation. No. 80079 is seen at Bridgnorth on the Severn Valley Railway on September 5, 1985.

the interchange trials, with the work shared between the existing former company drawing offices, but inevitably, LMS practices did tend to predominate.

In fact Ivatt had planned a standard range of six steam classes for the LMS just before Nationalisation. Like Riddles' earlier austerity designs, his BR Standards were also designed for simplicity, ease of maintenance, and the ability to burn poor quality coal, with the emphasis almost exclusively on two cylinder designs. Although there was much LMS influence in the Standards it was very much an Ivatt LMS influence and in this respect, was as much big US mass-production as prewar Stanier style and elegance.

Although the BR Standards were generally a success, there has been criticism of the policy pursued by Riddles. There were perfectly good engines still being produced by BR to Big Four designs and many of the Standard engines were not really necessary. BR was also slow to implement modern traction, especially DMUs, and to extend the LNER's main line electrification programme.

A lot has been written about the Standard designs, some writers even going as far as calling Riddles' locomotive policy complete madness. The problem was that although the British Transport Commission wished to pursue the modern traction options, Riddles did not see eye-to-eye with his employers and the BTC had a lot of other problems to deal with in the newly-nationalised industry.

Riddles was an exceptional manager of people who got to know as many of the middle and junior staff as possible and had the ability to get people to work together. He was handsome and charming; he knew his job and he would put his arguments forward quite forcefully. Perhaps inevitably he did not get on with everyone and was somewhat intolerant of members of the Railway Executive and the BTC who he considered knew less than he did yet challenged some of his decisions. Riddles tended to disagree with Oliver Bulleid, whose ideas on locomotive design were rather different to his.

Riddles failed to pursue the pioneer diesel-electric work of Fairburn, Ivatt and Bulleid and the executive abandoned the LNER's plan to introduce 25 1600hp diesels for trials on the ECML. Riddles managed to prove to the executive that diesels were too expensive relative to new steam engines. In all, 2537 new steam locomotives were built after Nationalisation, and only 999 of these were Riddles' Standards.

Riddles possibly carried his enthusiasm for steam much too far. The executive formulated plans for lightweight DMUs for branch lines and local services, but Riddles' preference was to use push-pull steam trains, and fortunately for him most members of the executive were so involved in their own jobs that he could simply say: "I'm going to do this," and did it. He is quoted as saying: "I think we were left a lot to our own devices."

Riddles was a steam enthusiast, and no one gets into the position of CME – particularly of a newly-formed national railway company; almost certainly the last in a line of railway engineers from Stephenson through Webb, Churchward, Gresley and Stanier – without having an ego, and a desire to design and build memorable steam engines. Maybe the executive should have stopped him but its members were clearly struggling with establishing a workable management structure in the brave new world of a Nationalised system, and Riddles seized his opportunity. Who could really blame him?



The Riddles Austerity 0-6-0STs proved popular with the National Coal Board as well as the LNER after the war. Many have ended up in preservation. This ex-NCB one carries the BR number 68030, seen departing from Sheringham on the North Norfolk Railway.

Riddles did however have charge of electric traction, with an electrical engineer under him. At the end of his railway career, it was Riddles' suggestion that initiated the trials of 50-cycle traction on the Morecambe - Heysham line, prompted by his belief that this was the real way forward rather than existing dc systems and diesel traction, and this was a fitting finale to his early studies in electrification at Crewe.

Britannia Pacific

The first BR Standard design to emerge was a Class 7 two-cylindere Pacific, designed at Derby in 1951. No such thing had ever been seen in Britain before and there was little need for them except on the Great Eastern lines. A few went to the WR to supplement the Castles but the region generally hated them. Two for internal BR political reasons went to the Southern Region and worked the 'Golden Arrow' to Dover. The LMR had a few spread around the region, and a handful went to Scotland. If steam had lasted another 40 years, hundreds may have been produced and maybe they would have ultimately displaced Castles, Bulleid light Pacifics, Royal Scots and LNER V2s, reducing operating and maintenance costs, but it was never going to happen.

The choice of the name *Britannia* for the first of the new Pacifics reflected Riddles' affection for the LNWR where he had started his railway career. It did mean renaming the LMS Jubilee which already carried the name though.

They had 6ft 2in driving wheels, following Bulleid's Pacifics and Peppercorn's LNER A2s, which had proved that this was no obstacle to high speed performance.

The Britannias revolutionised the GE main line, but only for 10 years, and once away from East Anglia, they moved around various sheds gradually becoming concentrated on the LMR, where they became the last working British Pacifics, but they had ridiculously short lives on the front line services they were designed for.

5MT 4-6-0

The 5MT 4-6-0, designed at Doncaster in 1951, was very obviously a Stanier 'Black Five' but with 6ft 2in, rather than 6ft driving wheels. They were spread right across the regions, although the ER did not want any as it continued to churn out Thompson's B1 4-6-0s.

The design work was carried out at Doncaster but the bulk of the construction was done at Derby. The locomotive featured a BR standard boiler very similar in dimensions to the ones on the 'Black Fives', but made from manganese steel instead of nickel steel. The most obvious visible sign that ease of maintenance was a priority, was the high running plate, well clear of the driving wheels, a feature of all but the smallest of the Standard range.

The first of the class, 73000, was outshopped from Derby in April 1951 and 30 were in service by January 1952.

There was then a gap in construction before Derby resumed building its remaining 100 engines. 42 were built at Doncaster, starting in August 1955 and finishing in May 1957, with Derby's last engine following a month later. Thirty engines, Nos. 73125 to 73154, were built with Caprotti valve gear and poppet valves.

4MT 4-6-0

As well as the 5MT 4-6-0, Riddles designed 4MT classes; a 4-6-0 and a 2-6-4T. Design work was done at Brighton but with help from Swindon, Derby and Doncaster. Construction of the 4-6-0 was at the BR Swindon works. These engines were the size of the GWR Manor 4-6-0s but designed to have much greater route availability than either the Manor or the Standard 5MT.

Eighty of these engines were built; many for the WR, but some went to the LMR, and the later batches to the SR, with bigger tenders because of the lack of water troughs.

Some were given double chimneys which improved performance and economy but was



Clan Pacifics Nos. 72000-4 were withdrawn from Polmadie as early as 1962 but No. 72008 soldiered on at Kingmoor until May 1966 when the class was rendered extinct. None was preserved but there is a project to build No. 72010 which if built by BR for the Southern Region as planned, would have been named *Hengist*. No. 72006 *Clan Mackenzie* is seen at Crewe on June 30 1954.

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never extended to the whole class. The 4-6-0s and 2-6-4Ts used the same running gear and substantially the same firebox, smokebox and boiler, although the boiler barrel was increased in length by 9 inches on the tender engines. The leading bogie was identical to the Standard 5MT 4-6-0, but the driving wheels were 5ft 8in as opposed to 6ft 2in.

4MT 2-6-4T

Designed at Brighton, these were a tank version of the 4MT 4-6-0. 155 were built between 1951 and 1956, mostly in Brighton with small batches in Derby and Doncaster.

They were shared between the SR, LMR and Scottish Region, with a few on the North Eastern Region. The WR did not need them as it had ample 2-6-2Ts.

After Nationalisation, the SR had built some LMS Fairburn 2-6-4Ts for its own use, replacing much older tank engines but once the Standard 2-6-4Ts came on stream these replaced the LMS-designed ones on the SR.

They became particularly associated with the London, Tilbury & Southend line, until it was electrified in 1962, and with Glasgow's suburban services.

The Standard Class 4MT tanks were more handsome in appearance than their LMS predecessors, and were well liked by their crews for their comfortable cabs, free running, good steaming and economical operation. They performed their duties well but were very quickly replaced by more modern traction on the kind of duties they were designed for. In fact an order for further engines was cancelled as it was becoming clear they would not be needed.

Clan Pacific

Designed at Derby in 1952, only 10 of these Class 6 two-cylindere Pacifics were built, at Crewe, and are considered to have been the least successful Standard design.

It was based on the Britannia, but with a smaller boiler and various weight-saving measures to increase its route availability in its intended area of operations, the west of Scotland, being allocated to Carlisle Kingmoor and Glasgow Polmadie.

While crews operating them regularly on jobs they were designed for, found them good steamers, they were less successful when tried elsewhere but should simply not have been expected to be the equal of a Britannia.



The last two 3MT 2-6-2Ts in service had been Nos. 82019 and 82029 at Nine Elms which lasted to the end of SR steam in July 1967 but were scrapped. A new-build project to create No. 82045 is making good progress at Bridgnorth on the Severn Valley Railway. No. 82001 is seen at Bailey Gate on March 31 1962.

COLOUR-RAIL.COM 314636 R PATTERSON

The choice of the Pacific wheel arrangement was dictated by the requirement for a wide firebox, which could produce steam from poorer coal.

The first batch of 10 was built in too much of a hurry but it was a shortage of steel which halted further production of these and another 91 Britannias. The planned second batch of 15; the first five intended for the SR, would have incorporated some improvements.

3MT 2-6-2T

Ivatt had initiated a standardisation programme for the LMS which envisaged six types but Riddles planned another three and his 3MTs were one of the additional types. They were designed at Swindon in 1952, and many were allocated to the WR, where they supplemented Collett's prairie tanks, but the need for them was always questionable and only 45 were built.

It was a bit of a hybrid design, with a GWR large prairie boiler fitted to the chassis of an LMS Ivatt 4MT 2-6-0.

As well as the WR, some went to the SR, NER and LMR but it was a class that quickly suffered from the dieselisation of the duties they were designed for.

None of the 4MT 2-6-0s were purchased from BR for preservation but three of the locomotives which survived until late 1967 in the North-West found their way to Barry scrapyard along with one example from the Southern and all have now been purchased. Three have been steamed, two of which have been main line certified. No. 76084 is seen at Lincoln en route from York to Sheringham on March 23. JOHN STORER





Four of the 2MT 2-6-0s were sent to Woodhams at Barry for scrap and all four have been purchased for preservation with three of them having been steamed. The fourth however, No. 78059, is being restored as a 2-6-2T, numbered 84030, by the Bluebell Railway. No. 78019 departs from Loughborough on the Great Central Railway with coal empties.

4MT 2-6-0

This class was designed at Doncaster which was also responsible for building 25 of the 115-strong class. The remaining 90 were split between Horwich and Derby. They were allocated to every BR region except the Western.

The last in the series, No. 76114, was also the final steam engine to be constructed at the 'Plant' (as Doncaster works was known). The design was basically an updated version of the LMS Ivatt 4MT mogul, and was primarily intended for freight duties.

Although a Standard design, the 4MT 2-6-0 did not have the same design of wheels as the Swindon-built 3MT 2-6-0 and 2-6-2T which also had 5ft 3in driving wheels, although all three locomotive classes share the same cylinder casting.

Most of the London Midland Region's batch of 15 spent their working lives in Lancashire but a few were allocated to the Nottingham area.

At first the NER scattered its allocation of 13 to various areas but eventually they were all concentrated on the Stainmore route where their light axle loading was necessary.

Thirty-five of the class were allocated to the Scottish Region, used on the Waverley Route between Carlisle and Hawick and the 'Port Road' from Dumfries to Stranraer. Others were allocated to Ayrshire and around Glasgow, and to Aberdeen and Thornton Junction. It was never ideal operating practice to spread a class out so thinly across such a wide area.

The Southern originally had 37 of the new moguls, far more sensibly concentrated around Eastleigh, Southampton and Bournemouth.

The SR engines included 17 which were equipped with the larger BR1B tenders which had a higher axle load than the locomotives.

2MT 2-6-0

Designed at Derby in 1953, the smallest of the tender engines were a very slightly modified version of Ivatt's LMS 2MT mogul, with their external design tidied up, giving better route availability.

Darlington built all 65 engines and for a time construction of the LMS and BR designs overlapped. The last No. 78064 was completed in 1956 but the class remained intact for just seven years. They may not appear to have been necessary, but BR did inherit some quite ancient 0-6-0s and tank engines and the 2MTs were a big improvement on these.

Among crews the 2MT 2-6-0 gained a reputation for being very sure-footed. Some maintained that the engines did not steam well and had draughty and dirty footplates. In some areas, the Standard 2MTs were preferred for passenger workings while the near-identical LMS ones shunted and worked goods trains.

2MT 2-6-2T

Also designed at Derby in 1953, these were almost identical to Ivatt's LMS 2MT 2-6-2Ts. Riddles favoured the use of steam push-pull sets rather than DMUs, but was quite quickly overruled in this respect once BR's Modernisation Plan was published in 1955 and with DMUs seeing rapid and widespread introduction, only 30 of the Standard 2MT 2-6-2Ts were built. Some did continue working push-pull trains right up to 1966 though.

3MT 2-6-0

Like the 3MT 2-6-2T, the tender version was also designed at Swindon, in 1954 and was another type which had not been identified by Ivatt in his pre-Nationalisation standardisation plan for the LMS, and the actual requirement for them was questionable.

Only 20 were built, Nos 77000-77019, all at Swindon and they were allocated to the North Eastern and Scottish regions.

The building of such a small class makes a nonsense of the concept of standardisation but perhaps many more would have been built if they had not appeared literally the year before BR decided on large-scale dieselisation.

Nevertheless the class was at least notable for being the last class of steam locomotive on BR to remain complete before withdrawals began.

8P Pacific

An element of mystery has always surrounded the building of just one BR Standard 8P Pacific, No. 71000 *Duke of Gloucester*.

Riddles wanted to build a series of new 8P Pacifics but the BR Board refused to authorise it. However, it has been suggested that the LMR was short of an 8P after No. 46202 was destroyed in the Harrow & Wealdstone crash of 1952, and Riddles managed to obtain permission to build a prototype which would effectively replace the missing engine in the fleet.

Although designed at Derby in 1953 and built at Crewe the following year, the extent of Riddles' involvement in it has been questioned.



Some 2MT 2-6-2Ts continued working push-pull branch line trains until as late as 1966 but none was preserved. No. 84030 is being converted from a 2-6-0 by the Bluebell Railway. No. 84025 is seen near Henfield on September 27, 1961. COLOUR-RAIL.COM 381722

John Frederick (Freddie) Harrison was born in Settle, and educated at Malvern Wells and Wellington College.

He joined the GNR at Doncaster in 1921 and in 1923 became a pupil of Nigel Gresley. After various jobs on the GC section in the North West, in 1937 he became assistant to the works manager at Doncaster under Edward Thompson, but quickly moved back to Gorton as locomotive works manager in 1938. While Harrison was at Gorton, Gresley showed an interest in Caprotti valve gear. Thompson promoted Harrison to be mechanical engineer of the GC section and in 1945 he was transferred to Cowlaers as mechanical engineer (Scotland). Peppercorn made him assistant CME of the LNER in 1947.

On Nationalisation he became mechanical and electrical engineer, Doncaster, for the Eastern and North Eastern regions and in July 1951 he was moved to a similar position at Derby, succeeding H G Ivatt, but Harrison was not in favour of the disproportionate influence of LMS people on early BR locomotive policy. It was Harrison who was responsible for much of the design work on Duke of Gloucester, giving it Caprotti valve gear. Despite having a Britannia boiler and all the normal BR Standard features, No. 71000 clearly showed much Gresley LNER influence, being a three-cylinder Pacific.

Riddles' intention had been that it would be a big Britannia, with two cylinders, but this had proved impractical as the two cylinders would have had to be too big. The three cylinder design was therefore forced on Riddles, who was reluctant to accept it in view of known problems with three cylinder Pacifics on the LNER. However, it was the use of Caprotti valve gear that was the factor that allowed the project to go ahead. Design of the draughting arrangements was subcontracted to Swindon, but despite advice to use a Kylchap exhaust system to deal with the sharp exhaust of Caprotti valve gear, Swindon fitted a standard double chimney, before Riddles could stop them, and it proved to be one of the design's Achilles heels.

Never a popular engine, it nevertheless came out of trials for thermal efficiency extremely well, but it was never honed to perfection by BR and in preservation, some other quite major design and construction faults were discovered and it is only recently that correction of these has allowed the engine to realise its full potential.

9F 2-10-0

The last in the series of BR Standard classes, the 9F was intended for use on fast, heavy long-distance freight workings. Although the design was shared between Brighton and Doncaster in 1953, the 251 2-10-0s were built at Crewe and Swindon, and allocated to the ER, NER and LMR at first with the last batches going to the WR. Externally similar to a Britannia Pacific, the actual design was very different, with few parts common to both classes; in fact the 9F has surprisingly little in common with any of the other Standard classes.

It was the ER's motive power officer, L P Parker, who made the case for a new design of powerful freight locomotive, able to shift heavy loads at fast speeds in round trips between distant destinations within the eight-hour shift of the footplate crew. Riddles took up the challenge, initially designing a 2-8-2, but settled upon the 2-10-0 wheel arrangement for the increased traction and lower axle load that five coupled axles can provide.

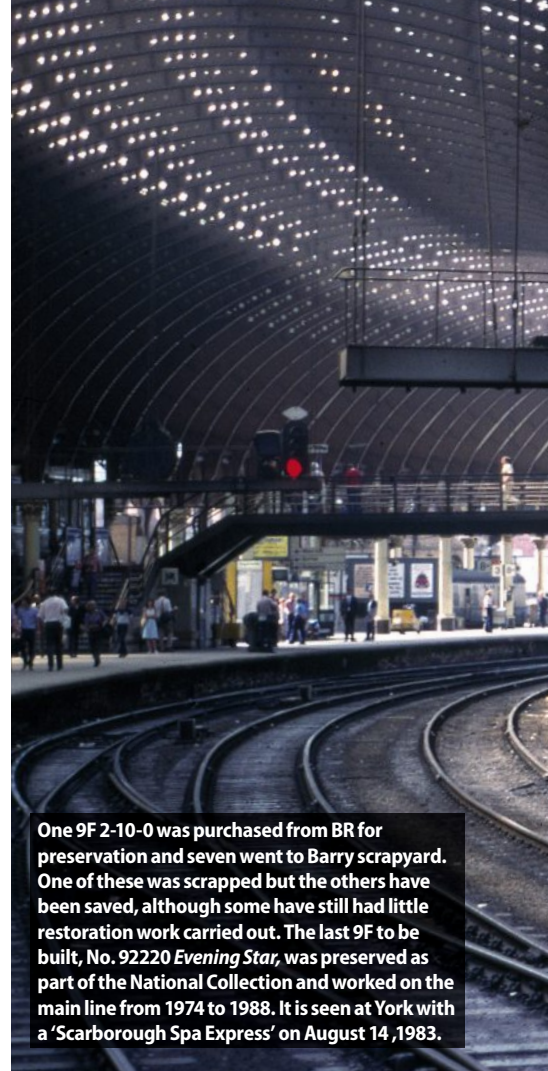
The centre driving wheels had no flanges, and those on the second and fourth coupled wheels were reduced in depth, to enable the locomotives to round curves more easily.

The 9F 2-10-0s were particularly successful. Although capable of the slow heavy freight haulage to be expected of Britain's most powerful steam engine, they were also capable of 90mph running.

Ten of the 9Fs built in 1955, Nos. 92020-92029, carried Franco-Crosti boilers. These incorporated a combustion gas feed water preheater that recuperated low-grade residual heat. In the 9F version, this took the form of a single cylindrical water drum running along the underside of the main boiler barrel. The standard chimney on top of the smokebox was only used during lighting up.

In normal working, the gases went through firetubes inside the preheater drum that led to a second smokebox situated beneath the boiler from which there was a second chimney on the right-hand side, just in front of the firebox. Although widely used in Italy, the system was not found to be particularly beneficial and did not justify the additional cost.

With a chimney right in front of the cab, footplate conditions were unpleasant and the second boilers and chimneys were quickly removed. The 10 locomotives remained very different in appearance to the rest of the class though, with no smoke deflectors and they lasted in service almost to the end of steam.



One 9F 2-10-0 was purchased from BR for preservation and seven went to Barry scrapyard. One of these was scrapped but the others have been saved, although some have still had little restoration work carried out. The last 9F to be built, No. 92220 *Evening Star*, was preserved as part of the National Collection and worked on the main line from 1974 to 1988. It is seen at York with a 'Scarborough Spa Express' on August 14, 1983.

The last of the 999 BR Standards to be built was a 9F; No. 92220 turned out from Swindon in May 1960, named *Evening Star* and painted in express lined green livery; something Riddles would have disapproved of.

Withdrawals started early as dieselisation took hold in many areas and there was little alternative use for the 9Fs. Nevertheless many lasted into 1968 and a few made it almost to the end of steam in August that year.

The end of steam

Mention must be made of Ronald Jarvis, credited with rebuilding Bulleid's already good Pacifics into something outstanding in the 1950s. Jarvis was the eldest son of the founder of the civil engineering company Jarvis.

He was born on November 5, 1911 in Harpenden and apprenticed at Derby works under H G Ivatt at the same time as HAV Bulleid, the son of Oliver Bulleid. He was involved in the introduction of the LMS three-car diesel units. During the Second World War, he was sent to Turkey to oversee the assembly of the Stanier 8Fs, and then accompanied Stanier to India.

After the war he worked briefly under Ivatt who was by then CME of the LMS, but on Nationalisation became chief technical assistant at Derby, in which post he represented the LMR on the committee which investigated the results of the 1948 Locomotive Exchanges. He moved to Brighton works on the Southern Region where he took over from Oliver Bulleid, and was involved in the design of the Standard 4MT 4-6-0s and 2-6-4Ts. He also contributed to the design of the 9F, including the Franco-Crosti boilered version.

Jarvis redesigned Bulleid's Pacifics, maintaining their free-steaming capabilities but improving their reliability and drastically reducing maintenance costs. The air-smoothed



casing, steam reverser and chain-driven valve gear were removed and the engines were given an external appearance closely based on the BR Standard range.

Despite his lifelong interest in steam locomotives, he took an interest in newer forms of traction including the electric and electro-diesel locomotives on the Southern Region. Jarvis returned to Derby to oversee the development of the Class 43 High Speed Train power cars.

Robert Riddles retired in 1953 on the abolition of the Railway Executive, and became a director of Stothert & Pitt, cranimakers of Bath. Roland Bond became chief mechanical engineer, BR Central Staff. J F Harrison took over from Bond in 1958, but never had the opportunity to design new steam locomotives in this position and effectively took charge of

the phasing out of BR steam. He retired on September 14, 1966.

Not long after Riddles' retirement, British Railways finally decided to proceed with the rapid conversion to diesel traction, as laid out in the Modernisation Plan of 1955. Many of the planned orders for BR Standard steam engines were cancelled, with only 999 being built. Most were scrapped with years of useful life left in them.

Riddles could easily have been the last CME on the LMS but Ivatt won that contest. Riddles basically developed Ivatt's designs in many cases but in a rather more stylish way. They may not have been to everyone's taste, but Britain's last steam designs, the BR Standard range consisted of some of the most handsome and modern-looking engines to have run in this country. He had started with Austerity

designs during the war; designs which stood the test of time far better than they had been intended to. His two-cylindere Pacific was a radical departure from anything which had run before and never got much chance to prove itself. The one-off three-cylinder Caprotti Pacific was potentially good, if not the best Pacific ever to run in Britain but was never honed to its maximum potential by BR.

Riddles died on June 18, 1983, aged 92. He had designed the last main line steam locomotive to be built for British Railways and the engine which hauled BR's last steam-hauled passenger train. Maybe BR should never have let him design and build his 999 engines but they were generally very successful in the new postwar railway operating circumstances and worthy of their position as Britain's last major series of steam engines. **HR**



Originally nominated as part of the National Collection, the solitary Standard 8P Pacific No. 71000 *Duke of Gloucester* eventually had its outside cylinders removed and one was sectioned and displayed in the Science Museum with its Caprotti valve gear. The remains of the engine were sent to Barry scrapyards and purchased in 1974 for preservation. After an extensive rebuild it returned to service in 1986 and with improvements, particularly to its draughting, has become a far more successful engine on the main line in preservation than on BR. It is seen at Wansford on the Nene Valley Railway.



Of the small class of 3MT 2-6-0s, surprisingly, No. 77014 ended its days on the Southern Region, being transferred from Northwich on the LMR to Guildford in March 1966. It saw out the end of steam on the SR being withdrawn in July 1967, but all of the class was scrapped. No. 77014 is seen at Bournemouth on July 9, 1967. COLOUR-RAIL.COM 312763 G PARRY COLLECTION

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

LNER A3 Pacific No. 60103 *Flying Scotsman* steams away from Tollerton on April 23, alongside a new Virgin Azuma unit, an IC225 set and a High-Speed Train (full story page 6).
CHRIS GEE





Watching history being made – from the inside!

TABLE ONE: DONCASTER – TYNE YARD

Date	April 11, 2017
Train	22.14 Doncaster – Tyne Yard 5290
Locomotive	A1 4-6-2 No. 60163 <i>Tornado</i>
Load coaches/tons tare/tons gross	9 / 309 / 405
	incl. Class 67 diesel No. 67008 coupled rear (not powering)
Timed from	3rd coach to York, 2nd beyond
Traincrew	Driver: Steve Hanczar
Fireman	Tony Jones
Traction Inspector	Jim Smith
Diesel driver	Joe Wray
Weather conditions	Moderate NW wind
Departure	26 mins late

miles	Timing Point	Sched mins.	Actual m. s	Speed mph
0.00	DONCASTER	0	0. 00	-
0.85	Moat Hills LC		3. 10	34
2.05	Arksey LC		4. 46	52½
3.15	Daw Lane LC		5. 58	60
4.25	Shaftholme Junction	4	7. 04	66
5.50	Noblethorpe LC		8. 06	69½
7.05	Moss LC		9. 24	76
8.20	Fenwick LC		10. 20	76½
9.95	Balne LC		11. 43	77½
11.25	Heck		12. 43	78
11.60	M62 bridge		12. 59	79
13.15	Temple Hirst Jcn	12	14. 09	80½ / 82
18.20	Hambleton South Jcn		17. 54	79 / 81
19.00	Hambleton North Jcn	17	18. 30	79½ / 78½
24.40	Ryther Viaduct		-	80 / 79
27.05	Colton Junction	25	24. 36	*61½
28.80	Copmanthorpe		26. 14	65 / 68
30.55	Chalonsers Whin Jcn		27. 50	*62
32.55	YORK	33	32. 09	-
5.55	Beningbrough		7. 41	69
7.00	Beningbrough LC		8. 55	71
9.60	Tollerton Jcn	11	11. 03	75½
11.20	Alne		12. 19	76½
13.35	Raskelf		14. 00	77
16.05	Pilmoor		16. 05	79
18.00	Sessay		17. 32	81½ / 84½
21.90	Green Lane Jcn		20. 42	*0
	Emergency stop test		21. 36	
22.20	THIRSK (50 mph trs)	21	23. 15	*25
26.50	Otterington (#5)		28. 31	68½
29.95	NORTHALLERTON	32	31. 22	74
	Bridge ECMS-57 (29m 74ch) - 75 mph			
37.20	Cowton		36. 51	81½ / 80½
38.95	Eryholme Jcn		38. 10	81½ / *76
41.00	Bridge ECMS-87 (40m 78ch) [Teas Viaduct]		39. 51	75 / 72½
	Bridge ECMS-96 (43m 50ch) - 75 mph			75
44.10	DARLINGTON	47	42. 22	75
47.30	River Skerne Viaduct		44. 50	81 / 83
49.55	Aycliffe		46. 28	81½
52.00	Preston-le-Skerne		48. 14	86½ / 87½
56.20	Ferryhill South Jcn	56	51. 13	83 / 84½
59.00	Tursdale Jcn		53. 09	88½ / 91
60.20	Hett Mill LC		53. 57	88
61.95	Croxdale		55. 07	87
			sigs	*48
65.20	Relly Mill Viaduct – South end		58. 15	*34½
66.15	DURHAM	67	60. 25	*16½
69.65	Bridge ECMS-210 (69m 54ch) - 75 mph		64. 30	*72
	[Plawsworth Viaduct]			
71.90	Chester-le-Street (#10)		66. 17	78
			sigs	*16½
75.35	Birtley Junction	84	71. 25	*23
-	Tyne Yard reception point		75. 35	-

* Denotes speed restriction

Recovery time (in minutes)

LC = Level Crossing

† = Special 75 mph restriction for 60163

trs = temporary speed restriction

Arrival 10 mins early

By Robin Jones

I felt deeply honoured to have been invited to join a small group of guests aboard the train that was to prove to the world whether A1 Peppercorn Pacific No. 60163 *Tornado* is capable at regular running at 90mph. And it was with great trepidation that I drove to Doncaster station on the late evening of April 11 to jump aboard.

Over the years I have written about the legendary steam record exploits of *City of Truro*, *Flying Scotsman* and *Mallard* so many times that I can recite the stories in fine detail. And yet, here was I about to savour such a moment first hand.

Of course, I had no doubt that *Tornado* could do 90mph, for it did so – twice – on its main line tests back in 2008. Speaking at a public session on Saturday, October 26, 2013, the first day of the National Railway Museum's Mallard 75 Autumn Great Gathering of all six surviving A4 Pacifics, former driver Dave Court publicly admitted that he took No. 60163 to 90mph twice on its third test run, over the East Coast Main Line between Newcastle and York on November 18, 2008, without its owner, The A1 Steam Locomotive Trust's prior knowledge. Neither had prior dispensation been obtained by DB Schenker, the body solely responsible for the test runs, for the A1 to run above the maximum permitted speed of 75mph.

"The design speed is 90mph and I took it up to 90mph with 14 coaches on," Dave Court told an audience of around 150 at the museum, "I got suspended on the last run for speeding."

In issue 221, we reported not only the trust's plans for a 90mph test run for *Tornado* this spring, but also its intention for a state-of-the-art charter train to regularly run behind it, comprising locomotive hauled Mk.3 carriages currently in use in East Anglia that will be extensively refurbished and overhauled.

The cover-of-darkness test run was carried out with a blanket ban on prior publicity, for fear of drawing lineside trespassers, a factor which severely dogged *Flying Scotsman's* comeback last year. The outward

journey was made with DB Cargo Class 67 diesel No. 67008 on the back.

The journey to Tyne Yard featured some brisk running well into the 80s at times, although the train was brought to a shuddering stop at Thirsk when an emergency brake test was carried out. At Tursdale Junction between Darlington and Durham, 91mph was touched, and that was even with the weight of the 67 added to that of the coaches.

The diesel was removed at Newcastle Central, and it was clear that on the return trip, *Tornado* would be going for the big one. Part of the test procedure was for the A1 to prove not only that it could do 90mph, but could also operate at 10% above its planned maximum speed. That was achieved in style between Raskelf and Alne, south of Thirsk.

It is widely held that GWR 4-4-0 No. 3440 *City of Truro* was the first locomotive, at least in the UK, to break the 100mph barrier, when timer Charles Rous-Marten clocked it at 102.3mph while descending Wellington Bank with the 'Ocean Mail Special' on May 9, 1904. I wonder what Rous-Marten would have made of the carriages full of guests studying their mobile telephones and GPS apps to determine their speed.

The accuracy of such devices has often been called into question, especially when compared to locomotive speedometer readings. For instance, when A4 No. 4464 *Bittern* was given special dispensation to run at 90mph with a series of special trains run in conjunction with the Mallard 75 celebrations in 2013, on December 5 that year it hauled the 'Tyne Tees Streak' at what some sources claimed was 94.5mph. Afterwards the train operator gave an official speed of 93mph, but *Heritage Railway* reader John Turner, who was in the front passenger coach with his GPS device, recorded 95mph.

Lingering in the back of my mind as we passed Raskelf were the stories of the train crew on *Mallard's* 126mph run down Stoke Bank on July 3, 1938, being offered a taxi alternative if they did not wish to risk life and limb, and the damage to the A4's big end. However, as the magical figure 101 flashed up on my GPS device, the ride was a smooth as any you could



All set and ready to go: *Tornado* at Doncaster at around 10.30pm on April 11, having backed on to its nine-coach train, which had Class 67 diesel No. 67008 at the rear for the outward leg only. ROBIN JONES



The footplate crew for the 101mph run stand alongside *Tornado* at York, its next stop. They were owner's representative Graeme Bunker, traction inspector Jim Smith, driver Steve Hanczar and fireman Dave Proctor. ROBIN JONES

wish for on any railway, anywhere – and when *Tornado* was later inspected back at the depot, no problems whatsoever were found.

Rous-Marten kept his records of *Truro's* run under wraps for many years, and because of the public mood against speeding trains at the time, the GWR did not acknowledge it for many years. That was in sharp contrast to *Flying Scotsman's* run of November 30, 1934, and *Mallard's* world record triumph four years later, when the crews were feted as heroes by waiting pressmen as the LNER maximised every last ounce of publicity potential.

For me, in 2017, I was able to jump off the train straight into my car back at Doncaster station and drive to the first available wi-fi hotspot, and broadcast the latest British triumph to an unsuspecting world before dawn, via our market leading facebook.com/heritagerailway page, which has nearly a third of a million followers across the globe. Gresley may well have approved!

But what of *Tornado* now? The powers that be must analyse the data for the trip before granting the trust a licence to operate at 90mph, and there no doubt will be a queue for tickets for the first advertised trains at that speed.

Other stretches of the East coast route, as well as the West Coast Main Line and Great Western Main Line are being mooted for trips including potential 90mph running.

Tornado, its name now written indelibly into the record books, will be breaking more new ground for the class when it becomes the first of its class to visit Cornwall, with the trust's 'The Cornishman' from Paddington to Penzance on May 29, and it will also be the biggest-ever steam locomotive to run on the steeply-graded Bodmin & Wenford Railway, where tickets for its June 1-4 services have been selling briskly. Wherever it goes, *Tornado* will be festooned as the '100mph engine'.

Trust operation director Graeme Bunker said "Crossing the Tamar is the last piece in the jigsaw for *Tornado* and its adventures on the national network. We are delighted to be coming to the heritage line at Bodmin, where we can show off our wonderful engine to the West Country public."

But was *Tornado* following in *City of Truro's* footsteps, or had a British engine hit the ton before?

Five years earlier, a series of high speed test runs were



In honour of the late former National Railway Museum head of operations Ray Towell, who died nearly a year before on April 21, 2016, Mervyn Allcock, general manager of Barrow Hill Engine Shed Society, a guest aboard the 90mph test run, attached a 'Matey' headboard, recalling Ray's nickname, at Newcastle Central early on April 12 before the 100mph was attempted. ROBIN JONES

undertaken on the Lancashire & Yorkshire Railway's Liverpool Exchange-Southport line using locomotives from John Aspinall's newly-introduced 'High Flyer' 4-4-2 class. It was reported that on July 15, 1899 one such train, formed by No. 1392 and five coaches, attained 100mph. The railway also did not publish details or timings of this trip, which was recorded only through passing times unofficially noted by local enthusiasts.

The late David Jenkinson, the former head of education and research at the National Railway Museum, said: "It may well have been possible for an engine with driving wheels that size to achieve a feat like that on that particular route. You can probably place some credence on it."



The speedometer in *Tornado's* cab said it all – 100mph! A1SLT

TABLE TWO: NEWCASTLE – YORK

Date	April 12, 2017
Train	02.50 Newcastle – Doncaster
Locomotive	A1 4-6-2 No. 60163 <i>Tornado</i>
Load: coaches/tons tare/tons gross	9 / 309 / 315
Timed from	2nd coach
Traincrew	Driver: Steve Hanczar
Fireman	Dave Proctor
Traction Inspector	Jim Smith
Weather conditions	Moderate WNW wind
Departure	7½ mins early

miles	Timing Point	Sched mins.	Actual m. s	Speed mph
0.00	NEWCASTLE	0	0. 00	-
1.65	King Edward Bridge South Jcn	3	3. 02	*20
2.70	Low Fell Jcn		5. 39	64½
4.85	Birtley Jcn	8	7. 37	70
8.30	Chester-le-Street	(*2)	10. 29	76
10.55	Plawsworth			
	(75 mph restriction as outward)		12. 17	68½ / 67
14.05	DURHAM	18	15. 15	73½ / 70
-	Relly Mill summit (Top of 1-in-100)		-	66
15.70	Langley Moor Viaduct – North end		16. 43	72 / 86
18.25	Croxdale		18. 34	83½
20.00	Hett Mill LC		19. 50	81 / 84
21.20	Tursdale Jcn	24	20. 42	81½
24.00	Ferryhill South Jcn	26	22. 42	89
25.95	Bradbury		23. 59	94 / 97
29.05	A1(M) bridge		25. 58	*90
30.65	Aycliffe		-	*84
32.90	River Skerne Viaduct		28. 44	76½
			sigs	*65
36.10	DARLINGTON	35	31. 54	*32
37.30	Croft Jcn		33. 32	55
39.20	Tees Viaduct		35. 26	¶ 72
	(75 mph restriction as outward)			
41.25	Eryholme Jcn		37. 07	75
43.00	Cowton		38. 31	76
46.45	Danby Wiske		41. 06	83½ / 82
50.25	NORTHALLERTON			
	(75 mph restriction as outward)	47	44. 01	74 / 75
53.70	Otterington (50 mph trs)		46. 46	76
			pws	*48½
58.00	THIRSK	52½	50. 37	52½
-	Bridge ECMS-36 (18m 76ch)- 75 mph			- 75
62.20	Sessay		54. 18	82
64.15	Pilmoor		55. 40	88
66.85	Raskelf		57. 24	98½ / 100
69.00	Alne		58. 41	100
70.60	Tollerton Jcn	61½	59. 39	99
73.20	Beningbrough LC		61. 15	95½
			sigs	
74.65	Beningbrough (#1)		62. 19	*68
			sigs & SLW	
76.90	Skelton Bridge Jcn		65. 40	*24
78.55	Skelton Jcn	68½	69. 14	31
79.57	Opposite Siemens depot		73. 42]	sig stop
			75. 12]	*0
80.20	YORK	71	78. 32	-

* Denotes speed restriction

Arrival on time

Recovery time (in minutes)

LC = Level Crossing

¶ = Special 75 mph restriction for 60163

trs = temporary speed restriction

SLW = single line working

The Queen Mother for Kingswear

IN CONTRAST to its double-headed pannier tank ramble around the East Midlands on Saturday, May 13, Vintage Trains' 'Devonian' will be diesel hauled to Paignton and Kingswear on Saturday, June 3.

When the 'Devonian' departs Warwick Road, the Class 47 will, unusually, be in sole charge for the trip to the Torbay coastline.

Calling at Snow Hill, Stourbridge Junction, Worcester Shrub Hill and Bristol Temple Meads, passengers seeking a whiff of steam will get a moment of satisfaction when on arrival at Goodrington, a Dartmouth Steam Railway locomotive, possibly 4MT 4-6-0 No. 75014 *Braveheart*, recently returned to traffic, takes the train on to Kingswear.

Passenger attractions offer an air show at Paignton or crossing the River Dart by ferry from Kingswear to Dartmouth.

On Saturday, June 17, VT revisits the West Country coast, this time to Minehead and the West Somerset Railway with its 'Whistling Ghost V' hauled by guest engine LMS 4-6-2 No. 46233 *Duchess of Sutherland*.

As is usual practice with visiting trains, the *Duchess* will come off at Bishops Lydeard, the 'Ghost' being worked forward by West Somerset motive power.

Departing from Warwick Road, the train follows the same route as the previous 'Devonian', stopping at Snow Hill, Stourbridge Junction, Worcester Shrub Hill and Bristol Temple Meads en route to Taunton and West Somerset metals.

The month closes over the weekend of Saturday and Sunday June 24/25 when Tyseley stages its annual summer two-day open event.

In addition to its own locomotives, including *Clun Castle*, the presence of the *Duchess* will provide camera-holding visitors with plenty of opportunities to take pictures while shuttle train rides, turntable and shunting demonstrations will provide alternative sideshows.

Refreshment facilities include all-day breakfasts served in one of Tyseley's Pullman dining coaches.

Clan Line for 'Torbay Express'

IN A late change of motive power plans, it has been announced that Bulleid 4-6-2 No. 35028 *Clan Line* will replace West Country 4-6-2 No. 34046 *Braunton* working this year's 'Torbay Express' trains departing Bristol for Kingswear.

As originally planned, 100mph 4-6-2 No. 60163 *Tornado* will head the first three trains on June 18, July 2 and July 23, the first two running from Bristol Temple Meads via Bath, Trowbridge and Westbury, the third from Temple Meads calling at Yatton, Weston-super-Mare and Taunton.

Clan Line enters the frame on August 20 with an 'Express' routed by way of Bath and Westbury followed by a Bristol departure via Weston-super-Mare on September 3.

The season ends with *Tornado* taking the 'Express' out of Bristol calling at Bath, Trowbridge, Westbury and Taunton on September 10.

Aimed at the non-tourist domestic market, seat reservations are going well

reports booking agent, Pathfinder's Peter Watts, who added that a comparative check taken a week earlier indicated that ticket sales were ahead of last year's by mid-April.

Meanwhile, last issue's notes stating that No. 35028 would be heading UK Railtours' 'Atlantic Coast Express' on May 23 have been overruled by Network Rail which has raised gauging issues on the Up platform at Thatcham on the Berks & Hants line.

Network Rail has said that the condition of the platform has deteriorated to the extent that significant remedial work will take place during August.

In the meantime a 'prohibit notice' has been issued to a number of steam locomotives and Network Rail's own 'yellow' engineering trains. As a consequence UK Railtours has redated the 'ACE' which will now run on September 23.

The latest railtour to be affected was

a Steam Dreams' 'Cathedrals Express' which, on Thursday, April 20, departed London Victoria for Minehead running via Reading and Newbury to Norton Fitzwarren with 4-6-0 No. 46100 *Royal Scot* at its head.

All went well on the Down journey – including a watering stop at Frome, the 'Express' regaining the main line at East Somerset Junction – for Taunton and the West Somerset Railway.

The 'Scot' and accompanying Class 47 diesel were replaced by Somerset & Dorset 7F 2-8-0 No. 53808 at Norton Fitzwarren which worked the train on to Minehead.

Faced with the offer of an alternative route for the return journey to London, the decision was taken to use the 47 to enable the 'Express' to retrace its outward route via the Berks & Hants Line, the 4-6-0 returning light engine to Southall.

In the event after the Reading stop, the train was routed back to West Brompton via Clapham Junction.

SEE CLASSIC TRACTION ON THE NATIONAL NETWORK

By Fred Kerr

THIS month's interest is centred on Direct Rail Services, whose recent receipt of new-build Class 68 and 88 traction has led to a reassessment of its heritage Class 20 and 37 fleet and the disposal of some class members.

While its Class 20 fleet is being reduced there is still a need for class members to service the Rail Head Treatment Trains contract during the autumn season, hence the cannibalisation of Nos. 20304 and 20308 that has recently been initiated at Barrow Hill and the continued operation of 11 Class 37/4 locomotives, including the current restoration of No. 37407.

At the beginning of April these operations were split between Cumbrian Coast (three locomotives) and East Anglia (three), while the remaining five were under maintenance at Carlisle; Crewe and Loram (Derby). The future operation of Class 37/4 traction has been at the expense of the Class 37/6 fleet, displaced from Network Rail services by the Colas Rail Class 37 fleet, with No. 37603 being the latest victim. It was moved to Loram's Derby base on April 5 to provide an engine transplant for No. 37407 following the discovery of major problems during its load bank testing.

Another operator of Class 37 traction is Colas Railfreight, which operates its fleet on Network Rail services where it

has replaced DRS as a traction supplier, although DRS class members are still occasionally hired. This company also operates three Class 47s, one of which has been on long-term hire to GB Railfreight for Caledonian Sleeper duty to act as standby locomotive and supply ETH as necessary on Edinburgh-based services. The improving reliability of the Class 73/9 fleet, however, may see this hire being ended although no timescale has been suggested. Another Class 47 is often used on the Washwood Heath-Boston steel service where traction is shared between the Class 47 and Class 56 fleets whose numbers are slowly increasing as they return to traffic after overhaul and repairs.

Rail Operations Group is yet another Class 47 operator following the purchase of the Riviera Trains fleet, although the fleet is temporarily reduced following the recent bogie exchange between Nos. 47847 and 47848 that has seen the former sidelined. It has also gained the services of Class 37/6 No. 37601 (on hire from Europhoenix) and Class 47/8 No. 47813 (recently bought from DRS) after collecting both from Carlisle on April 11 when Class 56 No. 56303 was sent from Leicester to collect them for delivery to ROG's Leicester base.

The saddest news of the month, however, concerns Network Rail's Class No. 31233, introduced to BR service as D5660 in October 1960, which has been withdrawn from

service following a final week of duty hauling services around Yorkshire. The withdrawal leaves only Class 31/4 No. 31452, introduced to BR service as D5809 in July 1961, as the sole class member to operate on the main line.

The appearance of both locomotives at the Mid-Norfolk Railway's diesel gala over the weekend of April 28 – May 1, when No. 31233 was hauled to and from the event, was expected to be 31233's last movement on the national network.

Similarly affected is NR's Class 73/1 73138, which is also reported as having been withdrawn from further mainline service due to funds being unavailable for further maintenance.

Noting the increased reliability of Class 73/9s, it is noteworthy that members of Class 90 and 92 are also seeing increasing use. Member of the Class 90 fleet are not only working Anglian passenger services between London and Norwich and West Coast Main Line freight services operated by both DB Cargo and Freightliner, but also a pair of DB locomotives are currently on hire to Virgin Train East Coast to work Kings Cross–Leeds services, thus releasing Class 91 locomotive for maintenance.

Class members are also being used on Footexes with No. 90018 being noted working in top-and-tail mode with No. 90040 on April 16 while working a Euston-Manchester Piccadilly charter in association with a Chelsea v Man Utd football match.



GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* approaches Banbury with Vintage Trains' 'Moonraker' from Solihull to Salisbury on October 8. PETE THORNE

Union of South Africa a surprise Swanage cop

By Cedric Johns

IN WHAT may turn out to be a surprise 'cop' for Southern enthusiasts, the Railway Touring Company has announced A4 4-6-2 No. 60009 *Union of South Africa* will head its 'Swanage Belle' on June 8.

As previously reported, the 'Belle' was originally down for B1 4-6-0 No. 61306 *Mayflower* haulage but with its overhaul now forecast to be completed 'late summer', alternative motive power would be required.

Elsewhere, RTC's 'Coast to Coast Express' is booked to depart Liverpool for Scarborough two days later, on June 10.

Departing Lime Street at 6.35am, the 'Express' calls at Liverpool South Parkway, Manchester Piccadilly and York en route to the coast. Passengers have the option of alighting at York or continuing to Scarborough.

Steam haulage throughout will be in the hands of either 4-6-0 No. 45690 *Leander* or No. 45699 *Galatea*.

On Saturday, June 17, RTC will introduce a new excursion, 'The East Yorkshireman' running from Manchester Piccadilly to Scarborough. Calling at Romiley, Hathersage and Sheffield the train runs over the Beverley and Bridlington line behind No. 45690 or 45699. The return will be via York.

That same day, June 17, *Union of South Africa* is set to head RTC's 'Cotswold Venturer' from Paddington to Worcester. Outbound, the 'Venturer' stops at Slough, Reading and Didcot thence via Oxford, the Cotswold line and Evesham.

Taking a different route back to Paddington, the A4 joins the former Midland Bristol route at Abbots Wood junction for Cheltenham and Standish Junction and the Golden Valley.

Having tackled Sapperton, the A4 heads on through Kemble to Swindon and the main line to Didcot and London.

A3 4-6-2 No. 60103 *Flying Scotsman* heads its first RTC excursion of the year on Saturday, June 24. The 'Scarborough

Flyer' leaves the east coast for King's Cross. Picking up at York, Doncaster and Lincoln, the 'Flyer' travels on through Sleaford and Spalding to Peterborough and the East Coast Main Line to London. Not quite so exciting perhaps, the return journey is diesel hauled.

On the same day but much further south, 'The Dartmouth Express' starts out of Woking for Guildford then on reaching Reading, travels via Newbury and Westbury to Paignton and Kingswear via Taunton, Exeter and Newton Abbot.

Returning later, the 'Express'-hauled by Bulleid 4-6-2 No. 34046 *Braunton* or Collett 4-6-0 No. 6023 *King Edward II* will be diesel hauled from Bristol to Woking.

Locomotive Services given go ahead to apply for TOC licence

JUST hours before going to press, *Heritage Railway* learned that Jeremy Hosking's company, Locomotive Services Limited, had been given the go ahead to submit an application for its own train operating licence.

Following a visit to Crewe by Office of Road and Rail representatives to assess the company's engineering facilities on April 18, a telephone call received on the morning of Monday, April 24 gave the

Hosking team the green light to submit the application.

Locomotive Services spokesman Peter Greenwood said that provisional arrangements were already in hand to operate railtours later this year.

He anticipated that by then, a rake of 10 refurbished carriages formed by TSOs, FO, a kitchen car and full brake-generator vehicle would be ready to take to the main line.

LMS 4-6-0 No. 46100 *Royal Scot* has already been earmarked to provide the motive power.

Initially, railtours will start from Crewe and operate on the North Wales Coast line and to Shrewsbury and Chester.

No dates have been set until final train operating status approvals have been received, he said.

Peter added that as yet, no brand name had been chosen with which to

market any planned trains.

On the locomotive front, 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester* has arrived at Crewe after protracted attention at Carnforth.

Apparently more work is required before the engine is released for main line running.

Notably, *Royal Scot* has been booked to head the Belmont 'British Pullman' on July 1.

Tornado heads to Walton for seaside shuttles

TORNADO is to return steam to Walton-on-the-Naze to mark the 150th anniversary of the coming of the railway to the Essex resort.

Tornado will operate a series of five shuttles between Walton and Colchester Town on August 12.

They will be hauled one way by *Tornado* and one way by a Class 67 diesel. There will be departure from Walton at 10am, 11.40am, 3pm, 4.45pm and 6.30pm. Ticket prices are £25 adults, £17.50 for children and £80 for a family ticket on the shuttles.

In addition, *Tornado* will haul a special from Liverpool Street to Walton departing at 7.30am, and returning at 8.30pm, arriving back at Liverpool Street at 1am.

Passengers will get a free day pass for Walton Pier and its rides and bowling.

The town will also be holding celebrations to mark the anniversary.

The station was opened as Walton-on-Naze on May 17, 1867 by the Tending Hundred Railway.

The GER acquired the Tending Hundred Railway and the adjacent Clacton-on-Sea Railway on July 1, 1883.

The station was renamed Walton-on-the-Naze in May 2007 to reflect the correct name of the town it serves.

It is currently managed by Abellio Greater Anglia, which also operates all trains serving the station.

The special trains will raise money for St Helena Hospice in Clacton-On-Sea.

Bookings for the shuttles can now be made at <http://tornado150.co.uk>

Hastings DEMU on main line tour

WITH its annual running season approaching, plans are being finalised by Hastings Diesels Limited which will see its unique set of diesel electric stock appear on the main line again this year.

Built especially for the clearance-restricted Cannon Street-Hastings line passenger services, and used on them between 1957-1986, the narrow-bodied six-car unit begins HDL's new programme with a trip along the Fawley branch on Saturday, May 13.

Although timings were yet to be confirmed as *HR* closed for press, this visit to the Hampshire coast is unusually running as a special in conjunction with local lobbyist the (Southampton) Waterside Line Community Rail, a group

which is raising support for the nine mile branch to be reinstated with passenger services serving Marchwood and Hythe.

HDL spokesman John Atkinson said that the train known as the 'Fawley Forester' will run from Hastings via Tonbridge, Redhill and Guildford (reversal) before running along the main line additionally calling at Basingstoke, Winchester and Eastleigh.

Passing through Southampton, the 'Forester' takes the Bournemouth line as far as Totton where it joins the Fawley branch.

During the visit shuttles will operate from Southampton and Totton to Fawley, the third (and final) train returning to Hastings.

Following the Fawley outing, HDL is promoting a day out with unit No. 1001 from Hastings to Oxford. Travelling on a circular route via Reading, the Chiltern Line and Bicester, the trip allows some six hours on arrival.

On Saturday, July 1, the unit is booked to travel to Cleethorpes via Lincoln.

In September, a possible railtour has been mooted for a visit to the Mid-Hants Railway, maybe running local services turn and turn about with the line's 'Thumper' unit.

HDL emphasised that all arrangements are subject to change and or cancellation.

For more information visit www.hastingsdiesels.co.uk/railtours

A4 'borrowed' for Forth Circle trips

AS HAS been usual practice, Scottish Railway Preservation Society officials have taken advantage of RTC's 'Great Britain' railtours to 'borrow' a steam locomotive enabling them to promote and run what amounts to its annual 'Forth Circle' trips.

This year, two such trips have been flagged up to take place Sunday, May 7.

Utilising the availability of A4 4-6-2 No. 60009 *Union of South Africa* which will have worked 'GB X' from York to Edinburgh, two special excursions are booked to cross the Forth Bridge and travel along the north shore of the Firth of Forth through Aberdour, Burntisland, and Kinghorn to Kirkcaldy.

Both morning and afternoon trains travel on through Dunfermline and along the coast to passing Culross, Kincardine and Alloa to Stirling.

Following a short photographic stop, the 'Circle' continues on through Falkirk to complete the Forth Circle.

Passengers are able to choose between catching the morning train from Linlithgow departing 9.50am or from Dalmeny at 2.55pm or Inverkeithing at 5.05pm.

Lunches are available on the morning train, dinner on the afternoon

departure and should be booked in advance.

Buffet facilities are also included on

the trips throughout both journeys. Telephone enquiries and bookings can be made on 0131 202 1033.



LNER A4 Pacific No. 60009 *Union of South Africa* back in steam for its last period of operation before being retired to a museum in Fife. No. 60009 approaches Townsend Fold on the East Lancashire Railway on April 23. KARL HEATH

MAIN LINE ITINERARY



SR Bulleid light Pacific No. 34052 *Lord Dowding* passes Totton with the Railway Touring Company's 'Royal Wessex' from Three Bridges to Weymouth on April 8. DON BENN

May

FRI 5: 'Great Britain X' (day seven)

Grange-over-Sands, Wrexham, Hereford, Bristol.

Steam hauled throughout.

Loco: No. 45690 *Leander*. RTC

SAT 6: 'Great Britain X' (day eight)

Bristol, Plymouth.

Steam hauled throughout.

Locos: Nos. 46100 *Royal Scot* and 34046 *Braunton*. RTC

SAT 6: 'Talisman'

King's Cross, Darlington and return.

Steam hauled: Doncaster, Darlington, King's Cross.

Loco: No. 60163 *Tornado*. UKRT

SAT 6: 'Hull & Leeds Executive'

Willington, Hull, Lincoln, King's Cross, Leeds, Willington.

Deltic hauled: Hull, King's Cross, Leeds.

Loco: No. 55009 *Alycidon*. PATH

SUN 7: 'Great Britain X' (day nine)

Penzance, Bristol, Paddington.

Steam hauled throughout.

Locos: Nos. 46100 *Royal Scot* and 34046 *Braunton*. RTC

WED 10: 'Pendle Dalesman'

Kidderminster, Carlisle and return.

Steam hauled: Hellfield, Carlisle and return.

Loco: No. 45690 *Leander*, 45699 *Galatea*, 48151 or 46115 *Scots Guardsman*. WCR

SAT 13: 'Cathedrals Express' (day one)

King's Cross, Edinburgh.

Steam hauled: York, Edinburgh.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 13: 'East Midlands Rambler'

Tyseley, Nuneaton, Burton, Leicester, Tyseley.

Steam hauled throughout.

Locos: Nos. 9600 and 9466. VT

SAT 13: 'Cumbrian Mountain Express'

Euston, Shap, Carlisle and return via Settle.

Steam hauled: Carnforth, Carlisle, Preston.

Loco: No. 46233 *Duchess of Sutherland*. RTC

SUN 14: 'Cathedrals Express' (day two)

Edinburgh, Kirkcaldy and return and

Edinburgh, Dunfermline and return.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

TUES 16: 'Cathedrals Express' (day four)

Edinburgh, Crewe, Euston.

Steam hauled: Edinburgh, Crewe.

Loco: No. 60103 *Flying Scotsman*. SD

WED 17: 'Belmond Pullman'

Victoria, Bath, Bristol and return.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. BEL

FRI 19: 'Cathedrals Express'

Cardiff, Shrewsbury and return and

Newport, Gloucester and return.

Steam hauled: Shrewsbury, Cardiff and

Newport, Gloucester, Bristol Parkway,

Newport.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 20: 'Cumbrian Mountain Express'

Euston, Shap, Carlisle and return via

Settle. Steam hauled: Carnforth, Carlisle,

Preston. Loco: No. 46233 *Duchess*

of Sutherland. RTC

TUES 23: 'Cathedrals Express'

Bristol, Newport, Gloucester and return and

Bristol, Minehead.

Steam hauled: Newport, Gloucester, Bristol

and Bristol, Minehead.

Loco: No. 60103 *Flying Scotsman*. SD

FRI 26: 'Cathedrals Express'

Minehead, Bristol, Westbury, Bishops

Lydeard (x2).

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 27: 'Hadrian'

Norwich, Carlisle and return.

Steam hauled: Hellfield, Carlisle and return.

Loco: No. 70013 *Oliver Cromwell*. RTC

MON 29: 'Cornishman'

Paddington, Penzance and return.

Steam hauled: Paddington, Penzance.

Loco: No. 60163 *Tornado*. UKRT

TUES 30: 'Dalesman'

Chester, Carlisle and return.

Steam hauled: Hellfield, Carlisle and return.

Loco: No. 45690 *Leander*, 45699 *Galatea*,

48151 or 46115 *Scots Guardsman*. WCR

WED 31: 'Cathedrals Express'

Salisbury, Southampton, Eastleigh,

Salisbury and Salisbury, Victoria.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

June

THUR 1: 'Scarborough Spa Express'

Carnforth, York, Scarborough and

return.

Steam hauled: York, Scarborough and return.

Loco: No. 45690 *Leander*, 45699 *Galatea*, 48151 or 46115 *Scots Guardsman*. WCR

Regular steam

MON-FRI: 'The Jacobite'

Fort William, Mallaig and return.

Steam hauled throughout.

Loco: No. 44871, 45212, 45407 or 62005. WCR

Tour Promoters

BEL	Belmond Pullman 0845 077 2222
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
UKRT	UK Railtours 01438 715050.
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 01524 737751.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details of a particular trip with the promoter concerned.

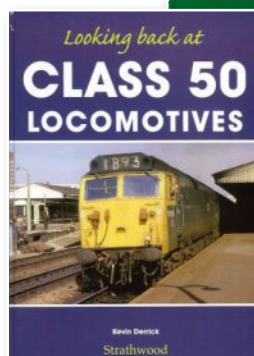
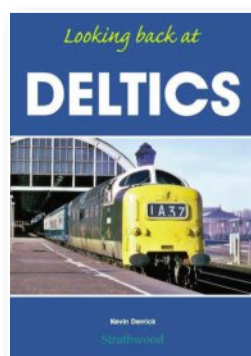
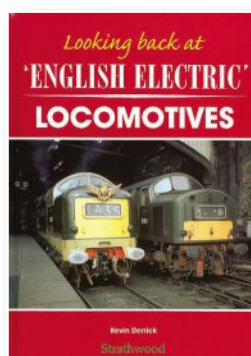
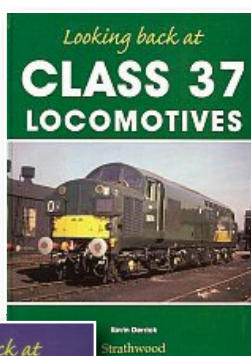
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SPRING SALE**

Grab what you want yours
get loved ones to get them

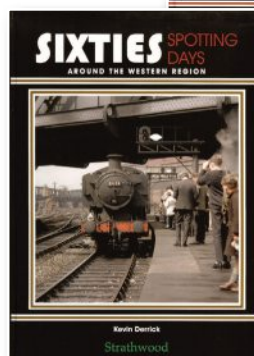
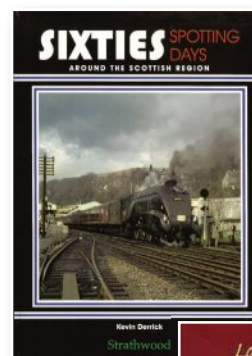
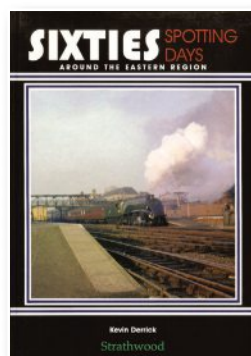
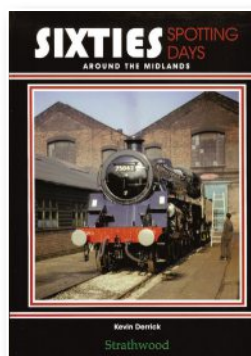
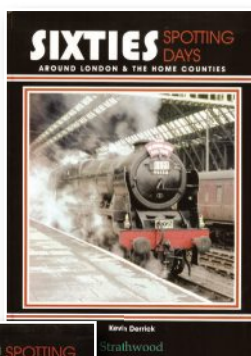
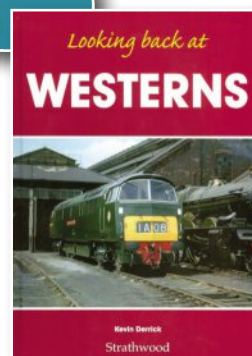
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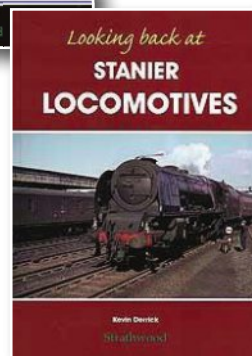
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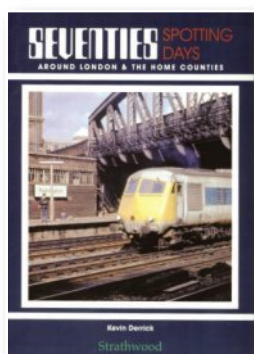
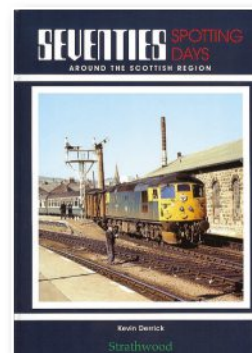
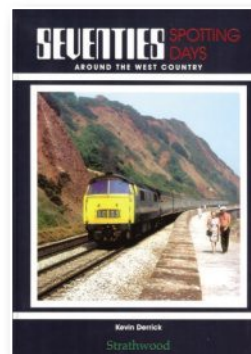
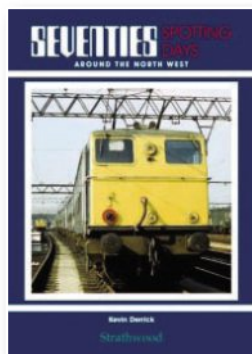
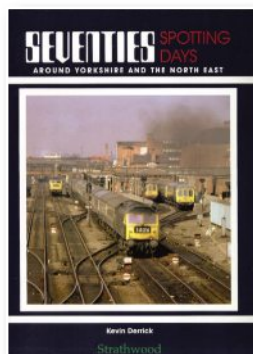


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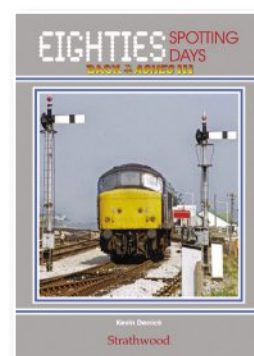
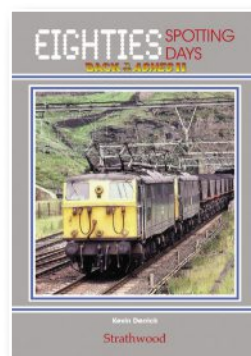
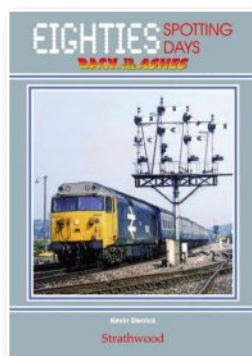
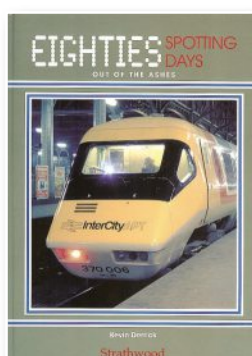
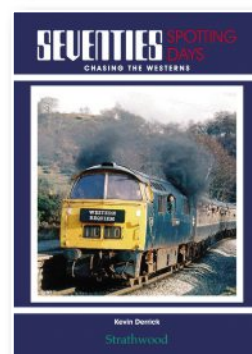
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SR King Arthur 4-6-0 No. 30777 Sir Lamiel on the 'Dorset Coast Express' at Weymouth on July 21, 2010. DON BENN

WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW

TABLE ONE: BASINGSTOKE TO WOKING

Date Wednesday, June 28, 1967
Train 615pm Weymouth to Waterloo
Loco Rebuilt Merchant Navy class 4-6-2 No. 35003
Royal Mail
Load 3 coaches and 2 vans, 164 tons tare 180 tons gross
Crew Fred Burridge and J Roscoe, Nine Elms MPD
Weather Damp
Recorder DB

	miles	sched	mins	secs	speed	
Basingstoke	0.00	0.00	00	00		right time
MP 46	1.75		02	50	65½	SVO
Newnham Siding	4.05		04	42	82	
MP 43	4.75		05	11	83	
Hook	5.59		05	46	90	
MP 41	6.75		06	33	95	
Winchfield	7.92		07	17	98½	
MP 39	8.75		07	46	102	SVO
MP 38	9.75		08	20	105	
MP 37	10.75		08	55	103	
Fleet	11.27		09	13	100	eased
MP 36	11.75		09	31	101/103	
MP 35	12.75		10	06	102	
MP 34	13.75		10	41	100	
Farnborough	14.55		11	14	78*	brakes
Sturt Lane Jct	15.60		12	02	60*	tsr
MP 31	16.75		13	13	65½/75	
Pirbright Jct	18.26		14	23	60*	sigs
MP 29	18.75		15	04	48*/28*	sigs
Brookwood	19.76		16	45	48½	
MP 27	20.75		17	55	53	
MP 26	21.75		19	11	45*/46	sigs
Woking Jct	23.00		20	59	34*	sigs
Woking	23.46	26.00	22	07	4 mins early	

start to stop average: 63.65 mph
 average speed MP 39 to MP 34: 102.28 mph
 net time 17 minutes 31 seconds: 80.4 mph

By Don Benn

In this 50th anniversary year of the end of steam on the Southern I am covering a few recent runs on the Bournemouth line and also looking back to 1967 to set the recent 100mph exploit of *Tornado* into the context of similar events 50 years ago.

With nine coaches for 315 tons gross this was a reasonable load for No. 60163 to test speeds up to 100mph in order to establish if 90mph can be feasible for public charters. It seems that the maximum speed was about 101mph with some GPS readings giving 101.6mph, but the sophisticated recording equipment in the support coach showing 100.6 mph. This was after a temporary speed restriction to just under 50mph at Thirsk and required full regulator and 35% to 45% cut off on the level stretch after Thirsk and on slight down gradients past Sessay, Pilmere and Raskelf to reach the maximum speed at the foot of the 1-in-666 just before Alne.

The magic ton was sustained for 48 seconds or about 1.3 miles. The table shows all the 100mph runs with Bulleid Pacifics that I have been able to find in the last 30 months of steam up to 1967. It can be seen that they weren't all with light loads though those that were required very little effort from most of the locomotives involved.

For instance on June 26 and 28, 1967 when No. 35003 *Royal Mail* reached 106 and 105mph respectively, Fred Burridge was only using about two thirds regulator and 20% cut off; so about 160lbs of steam. And this was on an engine in very run down condition with the motion making so much noise that it could be heard long before its arrival. Yet No. 35003 produced no less than five speeds of 100mph

or more in those last few weeks of steam. Table One shows the detail of one of these runs, timed by about a dozen of us.

At the other end of the train weight scale the runs of May 15, 1965 with No. 35005 *Canadian Pacific*, November 15, 1966 with No. 35007 *Aberdeen Commonwealth* and December 12, 1966 with the now preserved No. 35028 *Clan Line* were all with good loads. The 105mph with No. 35005 was down the 1-in-249 of Roundwood bank but the other two were on slight downgrade parts of the Basingstoke to Woking stretch which is certainly not all downhill. This section is in fact comparable to the Darlington to York stretch where *Tornado* was tested finally reaching the magic 'ton'.

Full regulator

The run with No. 35007 required the engine to be worked very hard with full regulator and about 35% cut off but No. 35028 only needed full regulator and 20 to 25% cut off which was enough to produce 103mph with 375 tons. (In fact my best quarter-mile stopwatch reading was 8.7 seconds = 103.45 mph). The Indicated Horsepower (IHP) produced by *Clan Line* was around the 3,000 mark, a similar figure being achieved by *Tornado* on April 12.

Table Two shows the detail of this run over the flying stretch from Worting Junction to Farnborough. This is a night which I will never forget and is in the top few of any of my recorded steam loco performances. The running of the Class 7 Bulleids shouldn't be forgotten either, the most remarkable being that of No. 34102 *Lapford* which with 235 tons just touched 100mph on the short section of 1-in-655 down just after Fleet. John 'Boy' Gaffney had to work this unrebuilt engine very hard though: full



Bulleid Battle of Britain Pacific No. 34067 *Tangmere* at Waterloo after arrival with the 'Cathedrals Express' from Weymouth on August 1, 2007. DON BENN

regulator and 40% cut off being needed.

Even with heavy loads the light Pacifics could excel as rebuild No. 34087 *145 Squadron* showed on June 29, 1967 when with 12 on for 430 tons and Eastleigh driver Shepherd in charge, it reached 90mph on level track at Fleet and touched 92mph just afterwards. These two runs and those with No. 35003 were all on trains starting from Basingstoke and therefore reaching the maximum speeds in about 10 or 11 miles, the same distance as No. 60163 travelled from Thirsk to Alne. It must be remembered that these exploits were on service trains with engines at the end of their working lives, sometimes in poor condition. No. 60163 of course is less than 10 years old and was specially prepared for its test.

It's not just the Southern context within which the achievement of *Tornado* can be seen as David Sprackland has reminded me that in recent years No. 60009 *Union of South Africa* ran over 52 miles, including the *Tornado* test section, at an average speed of 80mph with 510 tons. Furthermore No. 60145 *St Mungo* probably also reached 100mph near Alne on the 'A1 Farewell' railtour on December 31, 1965, so *Tornado* may not have been the first A1 Pacific to record the ton on that stretch.

None of this though should take anything away from the remarkable achievement of a steam locomotive reaching 100mph in the very different and red tape filled world of 2017 so well done to Graeme Bunker and all at the A1 Trust and to the engine crews of Steve Hanczar, Tony Jones and Dave Proctor and Traction Inspector Jim Smith plus of course to Network Rail and to everybody else who worked so hard on the planning of this and on the night to get such a result. Full details of all the Southern runs mentioned above are contained

in my book *Twilight of Southern Steam* to be published by Pen & Sword in June.

High speed snippet

I will now deal with a few runs over the Bournemouth line in recent years, two with No. 34067 *Tangmere* and one with No. 35028 *Clan Line* and finally a lovely high speed snippet with No. 30777 *Sir Lamiel* which is now unfortunately retired from the main line at the venerable age of 92! In fact neither of the other two engines is currently in working order as No. 34067 is awaiting overhaul at Carnforth and *Clan Line* is in the final stages

TABLE TWO: DECEMBER 12, 1966 5.30PM WEYMOUTH TO WATERLOO (DETAIL FROM WORTING JUNCTION TO FARNBOROUGH)

Date	December 12, 1966				
Train	530 pm Weymouth to Waterloo				
Loco	Rebuilt Merchant Navy 4-6-2 No. 35028 <i>Clan Line</i>				
Load	9 coaches + 2 bogie vans, 348 tons tare, 375 tons gross				
Driver	Gordon Porter				
Fireman	R Lee				
Timed by	Don Benn				
Weather	dark, damp, light rain falling, light SW wind				
	miles	gradient	mins	secs	speed
Worting Jct	28.98	249 d	38	05	62
MP 49	30.25	249 d	39	11	76
Basingstoke	31.50	434 d	40	07	83
MP 47	32.25	249 d	40	39	86
MP 46	33.25	393 d/level	41	20	93
MP 45	34.25	level/385 d	41	59	92
MP 44	35.25	385 d/level	42	38	95
Newnham Siding	35.55	386 u	42	51	94
MP 43	36.25	386 u	43	16	92
Hook	37.08	480 d	43	48	93
MP 41	38.25	level	44	34	95
Winchfield	39.41	337 d	45	19	98
MP 39	40.25	337 d	45	49	99
MP 38	41.25	337 d	46	25	102/103
MP 37	42.25	level	47	00	101
Fleet	42.76	level/655 d	47	18	100
MP 35	44.25	level	48	15	93
				brakes	signs
Farnborough	46.05		49	40	74*
average speeds:- Winchfield to Fleet=101.35 mph MP 41 to MP 35=97.74 mph					
MP 46 to MP 35=95.42 mph					
Basingstoke to Fleet full regulator 20-25% cut off 210lbs of steam in steam chest					

of its overhaul at Crewe but hopefully back soon.

On August 1, 2007 I travelled on the 9.04am Clapham Junction to Weymouth 'Cathedrals Express' which had No. 34067 *Tangmere* on 10 coaches for 332 tons tare and was accompanied throughout for reasons lost in the mists of time by diesel No. 37248, bringing the load up to 437 tons tare or about 465 tons gross. Going down, Ron Smith was driving and Dave Hewson on the shovel and on a beautiful hot August day they made good progress with no help from the class 37 detected at all.

We overstayed our stop at Winchfield and

TABLE THREE : BROCKENHURST TO BOURNEMOUTH

Date	August 1, 2007					January 5, 1965				
Train	0904 Clapham Junction to Weymouth					0835 Waterloo to Bournemouth				
Loco	Battle of Britain Class 4-6-2 No. 34067 <i>Tangmere</i>					Rebuilt Battle of Britain Class 4-6-2 No. 34053 <i>Sir Keith Park</i>				
Load	10 coaches + 37.248, 437 tons tare 465 tons gross					8 coaches and 3 vans, 358½ tons tare 385 tons gross				
Crew	Ron Smith and Dave Hewson					Nine Elms				
Weather	Hot and calm					Fine				
Recorder	DB					DB				
	miles	sched	mins	secs	speed	sched	mins	secs	speed	
Brockenhurst	0.00	0.00	00	00		0.00	00	00		
Lymington Junction	0.95		03	22	27		02	55	30½	
MP 94½	1.70		04	59	29½		04	30	32	
Sway	2.75		06	36	52½		06	10	45½	
New Milton	5.75		09	48	61		09	33	64	
MP 100	7.20		11	13	63½		10	58	61	
Hinton Admiral	8.25		12	08	71/74		11	56	73/75	
MP 103	10.20		13	44	72		13	32	71	
Christchurch	11.55		15	00	59*		14	46	68	
Pokesdown	13.50		17	00	53		16	40	56	
Boscombe	14.05		17	46	42		17	20	53	
Bournemouth Central	15.25	23.00	20	18		22.00	19	23		
* brakes or speed restriction						* brakes or speed restriction				

so were 14 late away from Basingstoke for a good spin down Roundwood bank reaching 77½mph before being stopped by signals approaching Winchester. I have shown in Table Three the section from Brockenhurst to Bournemouth which is compared with a run from 1965 behind No. 34053 *Sir Keith Park* now also preserved, on the Severn Valley Railway. This was on the 8.35am from Waterloo and we had left London with No. 34097 *Holsworthy* in charge, but by Southampton our slow progress indicated that something was wrong.

This proved to be a hot box on the rear pony truck of the engine but as no replacement engine was available our Nine Elms driver elected to carry on to Brockenhurst where No. 34053 would be waiting, having been sent from Bournemouth. By then the box was actually on fire so the engine was quickly removed from the train.

No. 34053 then continued in typical fashion of the time with a time nicely under 20 minutes to Bournemouth arriving 40 minutes late. No. 34067 was worked very hard away from the stop which was actually just after the station, and slipped slightly in getting its big load away up the 1-in-103 to milepost 94½ by which time we were doing a good 29½mph and after which we ran well to Christchurch, braking down to the 60mph limit before a final excellent climb up the 1-in-99 to Boscombe clawing back nearly three minutes of the 15 late departure from Brockenhurst.

TABLE FOUR: EASTLEIGH TO WOKING

Date	August 1, 2007
Train	1830 Weymouth to Waterloo
Loco	Battle of Britain Class 4-6-2 No. 34067 <i>Tangmere</i>
Load	10 coaches + 37248, 437 tons tare 465 tons gross
Crew	Pete Roberts and Graeme Bunker
Weather	Cloudy and warm
Recorder	DB from 10th coach

	miles	sched	mins	secs	speed
Eastleigh	0.00	0.00	00	00	
MP 71	2.45		04	57	44
Shawford	3.81	5.30	06	48	49½
St Cross	5.70		09	03	51
Winchester City	6.95	10.00	10	30	52½
MP 65	8.45		12	12	53½
Winchester Jct	9.05		16	38	53½
MP 63	10.45		14	25	54
Wallers Ash Box+	11.75		15	30	53½
MP 61	12.45		16	38	53½
Weston Box+	13.25		17	30	53½
MP 59	14.45		18	52	53
Micheldever	15.38		19	55	51
Roundwood Box+	17.25		22	03	50
Steventon Box+	19.50		24	30	61½
Wootton Box+	20.95		26	17	56
Worting Jct	23.18	27.00	28	30	54
Basingstoke	25.70	31.00	31	18	62
MP 46	27.45		32	45	68½
Newnham Siding	29.75		34	55	73/71
Hook	31.28		36	10	75
MP 41	32.45		37	12	73
Winchfield	33.61		38	07	75½
MP 38	35.45		39	35	78
Fleet	36.96		40	44	74½
Farnborough	40.25	44.00	43	25	73
Sturt Lane Jct	41.25		44	14	74
MP 31	42.45		45	15	71
Pirbright Jct	43.80		46	37	60*/17* sigs
Brookwood	45.45	53.00	49	55	28/55½
Woking	49.15	67.00	56	14	

net time 52 minutes + site of Box
* brakes or speed restriction



Merchant Navy No. 35028 *Clan Line* at Eastleigh on a special from Waterloo on May 23, 2009. DON BENN

The return run that evening was full of drama as the engine had gone to Yeovil to be turned and its return had been delayed by a failed diesel unit on the single line section. So it was with Pete Roberts now on the regulator and Graeme Bunker firing we left Weymouth 55 minutes late and with serious concerns about missing our last train home. I was now in the last coach of the train and could hear when the diesel was working, which it did on Upwey bank, again on Parkstone bank and away from the Brockenhurst stop.

All would be well

Pete Roberts was doing well with *Tangmere* though, reaching 75mph down Moreton bank and 73mph after Beaulieu Road and getting us to the water stop at Eastleigh 47 late. Here I spoke to him about last trains from Waterloo as I knew that he lived near Headcorn and therefore shared our concern. However he assured me that all would be well, helped by cutting the time needed to take water, and so leaving Eastleigh just 31 minutes late. The Class 37 was silent so no help would be forthcoming from that source and the light Pacific would have to take the full 465 ton

load up Roundwood bank unaided.

Table Four shows how well it did reaching a good 53½mph before the boiler pressure falling to 150lbs dragged speed back to 50 at Litchfield tunnel. After that it was easy and just a matter of staying within the speed limit to gain nearly 11 minutes to the Woking stop despite a severe check to cross to the slow line before Brookwood. We were 20 late away from Woking and ran up the main line to Waterloo in 15 minutes under the easy booking to arrive just five minutes late.

The overall time from Weymouth had been 3 hours, 35 minutes and 58 seconds with seven stops, quite remarkable for 2007 and comparing well with the 3 hours 21 minutes of the semi fast 5.30pm from Weymouth with six stops in 1966 and better than the 6.15pm 'last Weymouth' in the same year which was allowed 4 hours 41 minutes. So Pete and I walked over to the Eastern side at Waterloo to catch our last trains home after an excellent day out at the seaside with steam.

Graeme Bunker told me recently that it was a brilliant run that will live long in the memory. He also confirmed that the diesel did not work at all up from Eastleigh.



KNOWN 100 MPH RUNS WITH BULLEID PACIFICS 1965-1967

Engine	Train	Date	Load	Crew	Details
34008 <i>Padstow</i>	245 am Waterloo to Bournemouth	? 8.1966	?	Matthews, Nine Elms	100 mph at Weston
34013 <i>Okehampton</i>	6 pm Waterloo to Salisbury	01.12.1965	215 tons	Matthews and Davis, Nine Elms	100 mph at Hurstbourne
34013 <i>Okehampton</i>	649 am Salisbury to Waterloo	17.12.1966	135 tons	West, Nine Elms	100 mph at Hershams
34042 <i>Dorchester</i>	245 am Waterloo to Bournemouth	14.04.1965	270 tons	Hooper and Daley, Nine Elms	102 mph at Winchester Jct
34102 <i>Lapford</i>	638 pm Salisbury to Waterloo	14.06.1967	235 tons	Gaffney and Lee, Nine Elms	100 mph at Bramshot
35003 <i>Royal Mail</i>	638 pm Salisbury to Waterloo	19.04.1967	215 tons	Enticknap and Gaffney Nine Elms	100 mph before Fleet
35003 <i>Royal Mail</i>	638 pm Salisbury to Waterloo	27.04.1967	245 tons	Chapman and Simon, Nine Elms	100 mph before Fleet 101 mph at Bramshot 100 mph before Brookwood
35003 <i>Royal Mail</i>	615 pm Weymouth to Waterloo	26.06.1967	180 tons	Burridge and Simon, Nine Elms	106 mph before Fleet
35003 <i>Royal Mail</i>	615 pm Weymouth to Waterloo	28.06.1967	180 tons	Burridge and Roscoe	105 mph before Fleet
35005 <i>Canadian Pacific</i>	920 pm Waterloo to Bournemouth	15.05.1965	355 tons	Hooper and Wilson Nine Elms	105 mph before Winchester Jct
35007 <i>Aberdeen Commonwealth</i>	530 pm Weymouth to Waterloo	15.11.1966	375 tons	Porter	102 mph after Winchfield
35008 <i>Orient Line</i>	638 pm Salisbury to Waterloo	05.07.1967	205 tons	De'Ath Basingstoke	102 mph after Grateley
35023 <i>Holland Africa Line</i>	Spl Waterloo to Salisbury	15.10.1966	280 tons	Hooker and Dedman, Nine Elms	101 mph at Andover
35028 <i>Clan Line</i>	530 pm Weymouth to Waterloo	12.12.1966	375 tons	Porter and Lee, Nine Elms	103 mph before Fleet

Table Five shows another run up Roundwood bank, this time with No. 35028 *Clan Line* on a big load of 11 coaches and a non-working diesel No. 66015; the load being 492 tons tare or 520 tons full. Brian Butcher and Rob Binstead were in charge and showed the mastery of the Bulleid Pacific on the tightly timed 25.70 miles to Basingstoke, which we ran in 30 minutes 40 seconds, just inside the booking.

No lack of steam

With such a big load the start was steady but speed soon got into the upper 50s and more noise from up front indicated that the engine had been given more steam as speed then rose to 62½ at Roundwood summit before we dashed away to reach 76mph at Worting Junction, indicating no lack of available steam.

Finally Table Six shows the excellent work of Class 5 King Arthur 4-6-0 No. 30777 *Sir Lamiel* on the heavy 11-coach 415-ton 'Dorset Coast Express' special to Weymouth on a lovely warm July 21, 2010. Dave Hewson had done well as far as Basingstoke and the start from there up the 1-in-249 to Worting was quite excellent with this load. He then

just let the 85-year-old engine find its own speed down the long mainly 1-in-249 drop to Shawford and speed had just reached 75mph when we caught a severe signal check despite running on time. The log ends at Eastleigh where we had gained over two minutes on the schedule from Basingstoke despite being checked.

The remainder of the run to Weymouth was also very good and the, for once unchecked, climb of Moreton bank was superb, the details of which have been published previously. The tightly-timed Southampton to Bournemouth stretch also showed the 'Arthur' to be on top of the job as we reached 69½mph after Beaulieu Road and recovered well from a temporary speed restriction at Brockenhurst to top the 1-in-103 before Sway at 29½mph before running up to 69mph after Hinton Admiral.

A big thank you to Graeme Bunker, Alan Rawlings, David Sprackland and 62741 for their help with details of *Tornado's* high speed run and for details of the other runs north of York and to Graeme for confirming some aspects of the run up from Weymouth with No. 34067. Next time I hope to cover recent exploits over Shap.

HR



TABLE FIVE: EASTLEIGH TO BASINGSTOKE

Date	May 8, 2010
Train	1735 Weymouth to Waterloo
Loco	Rebuilt Merchant Navy 4-6-2 No. 35028 <i>Clan Line</i>
Load	11 coaches + 66.015, 492 tons tare 520 tons gross
Crew	Brian Butcher and Rob Binstead
Inspector	Colin Kerswill
Weather	Cloudy and cold
Recorder	DB from 2nd coach

	miles	sched	mins	secs	speed
Eastleigh	0.00	0.00	00	00	
Allbrook Box+	0.86		03	20	31
MP 71	2.45		05	50	42
Shawford	3.81		07	42	46½
St Cross	5.70		10	02	51
Winchester City	6.95	10.00	11	28	54½
MP 65	8.45		13	04	57½
Winchester Jct	9.05		13	42	58
MP 63	10.45		15	08	59
Walters Ash Box+	11.75		16	21	58½
MP 61	12.45		17	12	58
Weston Box+	13.25		18	00	59
MP 59	14.45		19	14	59½
Micheldever	15.38		20	08	61
MP 57	16.45		21	12	62
Roundwood Box+	17.25		21	57	62½
Steventon Box+	19.50		23	59	71
Wootton Box+	20.95		25	14	70½
MP 51	22.45		26	30	73
Worting Jct	23.18	27.00	27	05	76
MP 49	24.45		28	14	57*
Basingstoke	25.70	31.00	30	40	

+ site of Box

* brakes or speed restriction

TABLE SIX: BASINGSTOKE TO EASTLEIGH

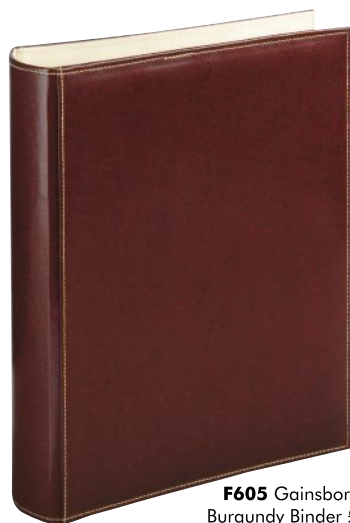
Date	July 21, 2010
Train	0844 Victoria to Weymouth
Loco	King Arthur Class 5 4-6-0 No. 30777 <i>Sir Lamiel</i>
Load	11 coaches, 384 tons tare 415 tons gross
Crew	Dave Hewson and John Shaw
Weather	Hot and sunny
Recorder	DB from 3rd coach

	miles	sched	mins	secs	speed
Basingstoke	0.00	0.00	00	00	
MP 49	1.25		03	29	34
Worting Jct	2.51	6.00	05	21	42
MP 51	3.25		06	21	45
Wootton Box+	4.75		08	09	50
Steventon Box+	6.20		10	09	55½
Roundwood Box+	8.45		12	31	60
Micheldever	10.31		14	13	67
MP 59	11.25		15	04	68
Weston Box+	12.45		16	06	69½
MP 61	13.25		16	47	70
Walters Ash Box+	13.95		17	26	70½
MP 63	15.25		18	30	71½
Winchester Jct	16.65		19	39	72
MP 65	17.25		20	11	72½
Winchester City	18.74	23.00	21	24	73
St Cross	20.00		22	28	73½
Shawford	21.88	27.00	23	59	75
MP 70½	22.75		24	44	72
Allbrook Box+	24.93		sigs		4*
Eastleigh	25.70	34.00	31	37	19½

+ site of Box * brakes or speed restriction

Left: No. 35028 *Clan Line* passes Weybridge at speed with the 9.24am Bournemouth to Waterloo on April 30, 1966. DON BENN

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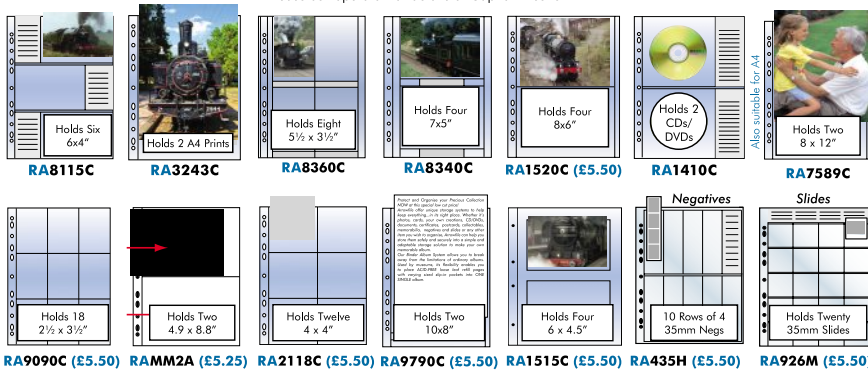


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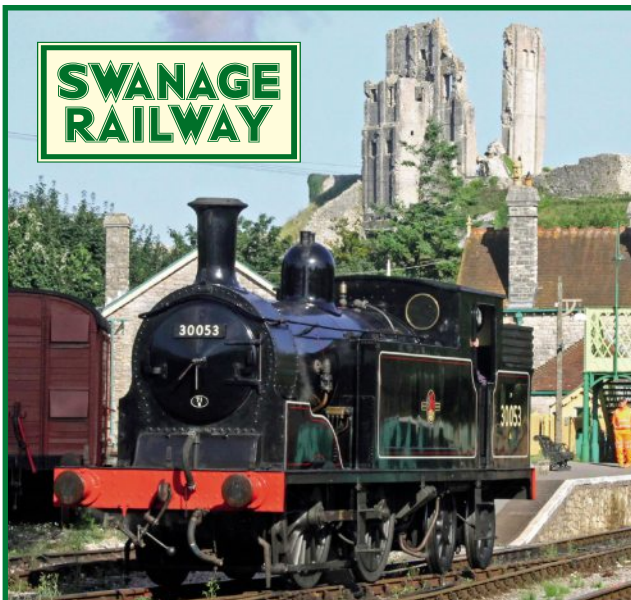


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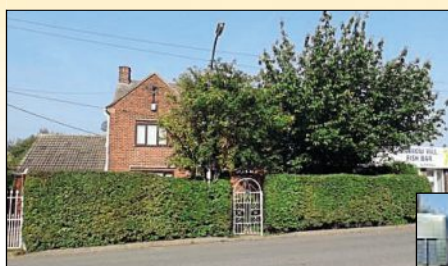
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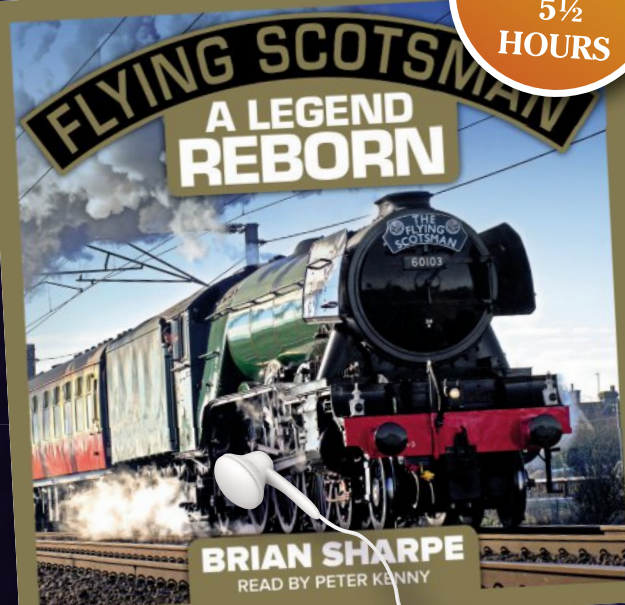
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FLYING SCOTSMAN'S MAGNIFICENT MONTH

Tornado may have run at more than 100mph, emulating *Flying Scotsman's* world record feat of 1934, but its crowd-pulling April tour proved that it is not ready to concede its crown as the world's most famous steam locomotive to the young pretender yet! Special report by **Colin Tyson, Brian Sharpe, Robin Jones and Don Benn**

The seven-day Easter gala visit of LNER A3 Pacific No. 60103 *Flying Scotsman* to the Bluebell Railway gave the Sussex line a much-needed spring boost, following heavy expenditure of over £500,000 on three track replacement projects during last winter.

Laying over at Southall for servicing after travelling from Keighley, the locomotive and its support coach steamed into East Grinstead via the national rail link early on April 12, its path having been cleared from gauging issues at Dormans by Network Rail contractors in March.

Bluebell Railway Preservation Society vice-president, Roy Watts said: "For me it all began at 1.30am, having been the nominated person to open the boundary gates and see *Scotsman* onto Bluebell Railway metals.

"The whole process was undertaken and achieved – bar a small slip of the loco – as quietly as possible to avoid disturbing our neighbours.

"It was when it paused by the ground frame and, looking up, became completely framed

by the full moon that could you appreciate the majesty of the loco!

"With the gauging complete, the sound of the loco working south towards Kingscote carried across the quiet countryside."

In an event billed as '*Flying Scotsman* Flying South', the locomotive hauled three breakfast and three evening dinner 'Golden Arrow' Pullman trains, all of which sold out at premium rate within 35 minutes of the tickets going on sale – followed by three *Scotsman*-hailed return trips a day between April 13-19 as part of an intensive three-train service each day – with all pre-booked tickets for *Scotsman* trains also a sell-out.

On April 13, the debut service left Sheffield Park at 7.30pm to the sounds of the Caledonian Pipe Band.

The whole station was buzzing with excitement, with members of the press reporting from all trains, and TV companies filming and conducting interviews throughout the day. The railway received widespread coverage on both BBC and ITV



Flying Scotsman departs from Horsted Keynes on the Bluebell Railway on April 17.
EDWARD DYER



No. 60103 on shed at Sheffield Park with SECR C class 0-6-0 No. 592 early in the morning of April 19. DON BENN



Flying Scotsman passes Three Arch Bridge near Horsted Keynes with the evening Pullman diner on April 18.
EDWARD DYER

and was also visited by a number of VIPs and friends from neighbouring heritage lines.

The seven-coach *Scotsman* rake included the Howlden Trust's Bluebell-based GNR Directors' Saloon, reunited with the locomotive and attached to convey special guests which included Sir William McAlpine and Sir Nigel Gresley's grandson, great granddaughter and great, great granddaughter.

The railway's general manager Gordon Owen produced a daily blog, stating that more than 2200 visitors a day also poured into Sheffield Park station to either view the star attraction or ride on one of the service trains, assisted by over 300 Bluebell volunteers who were designated 'gala makers' for the event.

Visitors were treated to plenty of steam action from BR Standard 5MT 4-6-0 No. 73082 *Camelot* and SR S15 4-6-0 No. 847 on service trains, while SR Q 0-6-0 No. 30541 was operating brakevan rides at Horsted Keynes and SECR pair 0-6-0 No. 592 and 0-4-4T No. 263 were employed at Sheffield Park on station pilot duty.

The original meeting of Scotsman and the RHDR's Typhoon at King's Cross shed in 1927... RHDR ARCHIVE





...and 90 years later they meet at Sheffield Park. Multi-millionaire enthusiast Sir William McAlpine, who repatriated *Flying Scotsman* from the USA in 1973 after its 1969-70 tour of North America went bust, and owned it for several years afterwards, on April 13 celebrated its reunion with 15in gauge cousin *Typhoon* with a bottle of bubbly. The year before *Flying Scotsman* came home. Sir William saved the Romney, Hythe & Dymchurch Railway from financial ruin. STEVE TOWN/RHDR



'Scotsman through the gauges' – three Pacifics at Sheffield Park on April 16. TONY PAGE

Glorious sunshine over the seven days indeed brought out the customers and a total just short of 20,000 visitors passed through the gates to either view the star attraction or ride on one of the service trains, assisted by over 300 Bluebell volunteers who were designated 'gala makers' for the event. More than 8700 of the visitors travelled behind *Flying Scotsman*.

The Bluebell extended an invitation to the Romney Hythe & Dymchurch Railway to bring its Henry Greenley-designed Pacific No. 7 *Typhoon*, which spent the week in the locomotive yard.

Built in 1927 and inspired by the Gresley A1 Pacifics (the original classification of the A3s) *Typhoon* visited King's Cross shed in the same year and was displayed alongside *Flying Scotsman* – a meeting that was recreated 90 years later!

Back in 1927, the press and newsreels described the pair as 'the Giant and the Dwarf'.

RHDR general manager Danny Martin said: "There is no more pertinent way to kick off our 90th anniversary celebrations than to look back at the historic meeting of these two railway icons in 1927 and to celebrate that they are still here for future generations to enjoy."

In a 'Scotsman through the gauges' special display, a third Gresley-inspired Pacific – a 10.25in gauge version of No. 4472 *Flying Scotsman* – attended from the South Downs Light Railway at Pulborough, while in the locomotive shed were a collection of A1/A3s in miniature alongside road steam vehicles from the Claude Jessett Trust at nearby Hadlow Down.

The Flying Scotswomen

Flying Scotsman seems to have the uncanny knack of making railway history at every twist and turn.

Liz Groome, daughter of former Nine Elms driver Clive Groome, who for many years has

offered steam driving courses through his Footplate Days and Ways outfit, drove the A3, with her sisters Ruth and Rebecca acting as fireman and cleaner. Meanwhile dad Clive, was driving No. 847.

The turns were conjectured to be the first time that No. 60103 had been operated by an all-female crew, and formed a direct link with the end of Southern steam 50 years before, when their dad worked for BR.

Liz said 'The opportunity to drive *Flying Scotsman* was one we didn't hesitate to accept, being rostered with family doesn't happen very often and made the day even more enjoyable; an experience of which we now share fantastic memories.

"Such a great atmosphere across the railway for the duration of the event and the enthusiasm for the loco itself every time we drew into a station was a clear reminder of how lucky we were to be crewing."

Noel Hartley, rail operations manager at



The first Scotsman-hauled passenger train at the Bluebell was the breakfast Pullman on April 13. JAMES HAMILTON



the National Railway Museum said: “The museum is delighted by the success of *Flying Scotsman* at the Bluebell Railway and that it could be part of the three heritage railways hosting the world-famous locomotive. We are pleased that No. 60103 not only continues to attract a high level of public interest but also promote railways such as the Bluebell in their ongoing commitment to preserve and operate steam locomotives on heritage lines.”

Bluebell Railway plc chairman Dick Fearn said: “In our 57th year of operation as Britain’s first standard gauge steam heritage railway, the success of the visit of the *Flying Scotsman* over Easter clearly shows that steam trains still generate great excitement for people of all ages. It was a great privilege to be able to host this most famous of steam locomotives for a full week, so that thousands of people in the south east of England were able to see it in action.”

The next stop for *Scotsman* after the Bluebell

was York, and the Four Trains event, as highlighted in Headline News.

***Flying Scotsman* reopens the Settle and Carlisle**

The phenomenally-successful Bluebell visit was the climax to an action-packed month which saw the A3 launch its 2017 programme by reopening the Settle and Carlisle route by hauling a sell-out excursion from Oxenhope on the Keighley & Worth Valley Railway.

The legendary line had been closed north of Armathwaite since February 9, 2016 after a serious landslip at Eden Brows. Network Rail’s engineers and contractors had spent 14 months rebuilding and stabilising the trackbed in time for the line to be reopened to through traffic on March 31.

The work had involved clearing the 70-metre slope of vegetation and excavating four metres below track level before installing piles; 16,000 tonnes of spoil had to be

removed from site before a concrete guide wall could be installed to assist with piling works using 226 steel-cased piles; followed by pouring in 1,300 cubic metres of concrete.

Flying Scotsman travelled with its support coach from the National Railway Museum to the Keighley & Worth Valley Railway on Wednesday, March 29, ready for the excursion to Carlisle which was followed by a week’s operation on the KWVR.

Departing from Oxenhope at 8.30am, with a ten-coach train of maroon Mk.1 stock from West Coast Railways at Carnforth, *Scotsman* joined the Aire Valley main line at Keighley to head for a water stop at Hellifield.

After an on-time departure, the special topped the climb to Blea Moor eight minutes early, continuing to Appleby where it was greeted by a piper and speeches were made to mark the occasion.

After Appleby, the train crossed the newly-reinstated section of track at Eden Brows with



No. 60103 passes Gargrave with the Oxenhope -Carlisle excursion on March 31. DAVE RODGERS



The 'Flying Scotswomen' – did Liz, Ruth and Rebecca Groome comprise the legendary A3's first all-female footplate crew? ANDREW OLDHAM



Bright Brick's Lego version of *Flying Scotsman*. MRC

much whistling and watched by the large team of engineers which had carried out the work of rebuilding the line.

The engine was turned and serviced at Carlisle before retracing its steps to Keighley, from where a banking engine was required over the 1-in-58 gradients of the Worth Valley branch. All seats on the train at £220 per ticket were sold many weeks in advance and the event made headlines nationally, although the BBC was criticised for using old footage of *Tornado* on Ribbleshead viaduct instead of *Flying Scotsman* on the day!

Taking Bronte country by storm

Following the high-profile relaunch of the stricken line, *Flying Scotsman* helped draw around 17,000 visitors during its nine-day stint at the Keighley & Worth Valley Railway from April 1-9. One family came from as far away as Australia.

The railway's chairman Dr Matt Stroh said: "It showed the railway and our volunteers at their absolute best.

"We had about 17,000 visitors over the nine days, including 12,500 passengers who travelled on the *Flying Scotsman*.

"A lot of the passengers who came to travel on the *Flying Scotsman* stayed on the line and

in the villages, because they really wanted to make a day of it, which was great.

"The sense of achievement among the hundreds of volunteers who gave their time during that nine days is palpable. Everyone worked so hard.

"We probably had over 100 volunteers rostered for each of the nine days *Flying Scotsman* was here. The feedback we received, which ranged from the chairman of Network Rail to the various other passengers I spoke to, was incredibly positive.

He said that the family from Australia included a young boy with autism who enjoyed a "journey of a lifetime" on the railway, and had been thrilled to meet driver Noel Hartley from the National Railway Museum.

After its exploits on the line made famous by the EMI big-screen version of Edith A Nesbit's 1970 classic *The Railway Children*, *Flying Scotsman* travelled south over the national network for its appearance at the Bluebell Railway, where a subsequent and now largely-overlooked TV 'remake' of the film was made.

Bricking it

Flying Scotsman also made another spring appearance in the Sunny South – at the Kent & East Sussex Railway.



No. 60103 heads the first train away from Keighley on April 8. ALAN WEAVER

However, it was not the full-size A3, but a 26ft long model made solely from Lego bricks.

The model, with three Pullman coaches, has been made by Bright Bricks, a Hampshire-based company that specialises in building Lego models. Built with over 100,000 Lego bricks, it formed the centrepiece of an exhibition at the KESR Tenterden station of 30 Lego models that chart the history of Britain from Stonehenge to Concorde.

Titled Bricks Britannia, the exhibition opened on April 1 and ran until May 4.

Afterwards, the exhibition moved to the Midland Railway-Butterley which will run a special 'Butterley Brick Event' from May 27 to June 4.

The models will be on show in various locations around the railway and there will be a "Find Billy Brick at the Midland Railway-Butterley" competition. There will also be brick workshops and a specially-designed limited edition kit will be available.

Trains will be steam-hauled at weekends with the heritage Diesel Multiple Units in use on the weekdays.

No longer too famous to run

On February 25, 2016, *Flying Scotsman* made its official comeback run following overhaul, ➔



***Flying Scotsman* accelerates away from Oakworth on the KWVR on April 8. ROBERT FALCONER**

Flying Scotsman crosses Batty Moss viaduct at Ribbleshead eight minutes early on March 31. BRIAN SHARPE



between King's Cross and York. However, the event was marred by delays caused by trespassers at two locations on the East Coast Main Line.

Lineside trespassing was to dog the A3 for months to come, with British Transport Police issuing pictures of offenders in the hope of identifying them and bringing them to court.

Trespass became so great a concern to operators that some trips featuring *Flying Scotsman* were rerouted or cancelled.

In May last year the legendary locomotive was due to run a sell-out Steam Dreams excursion train from Ely to Norwich and back.

However, the trip was called off, amid fears of fences being climbed and spectators risking their lives.

Now Steam Dreams has announced a new tour featuring No. 60103 including Norwich and Ely.

The new trips will be running from Wednesday, October 18, until Friday, October 27. There will be short tours and circular trips, with starts in Peterborough, Ely, Norwich, Leamington Spa, Banbury, Derby and Sheffield. Steam Dreams' chairman Marcus Robertson, said: "We are delighted to be able to announce that the 'Cathedrals Express' has extended its

Flying Scotsman programme this year.

"We're looking forward to taking fans of this fabulous engine along some of the most scenic railways this country has to offer from a number of stations that 'The Cathedrals Express' rarely visit."

For further information and prices for remaining tickets for trips with *Flying Scotsman*, contact the Steam Dreams booking office on 01483 209888 or visit www.SteamDreams.co.uk.

Next stop Minehead!

Steam Dreams' May 23 trip from Bristol Temple Meads to the West Somerset Railway's Minehead terminus behind *Flying Scotsman* has sold out.

As we closed for press, there was just one seat left on the Guildford-based operator's West of England evening tour behind the A3 from Bishop's Lydeard, a similar morning tour having long since sold out.

The locomotive's third and final visit to a heritage line comes in late summer, when it will return to operate regular services over the West Somerset.

It will arrive on the line on Monday, September 4, and run public services from

September 5-12, with a rest day on Friday, September 8.

Full details of the services and seat availability are available at www.west-somerset-railway.co.uk. Bookings can be made on 01643 704996.

Scotsman on the Isle of Man?

While the Isle of Man never had a standard gauge railway on which a Gresley A3 could run, it may soon have its own live steam version.

The 2ft gauge Groudle Glen Railway network has announced plans for a 1/32 scale model of the iconic locomotive to be called the 'Flying Manxman'.

It is hoped that once completed, in a nod to the classic non-stop run of *Flying Scotsman* between London and Edinburgh, it will attempt to break the speed record between Lhen Coan and Sea Lion Rocks, currently standing at five minutes 25 seconds.

GGR volunteer Alex Brindley said the new locomotive has a top speed of over 60mph.

He said that the name was chosen after research indicated a proposed public ballot would choose the far less suitable 'Trainy McTrainface'. **HR**

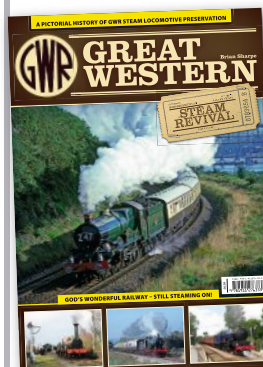


Flying Scotsman approaches Ais Gill summit eight minutes late, returning from Carlisle on March 31. BRIAN SHARPE

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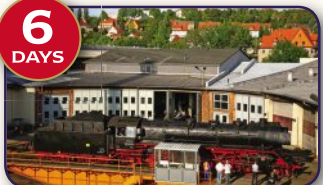
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LIASSIC LIVES



Liassic poses on March 25 when the relaunched locomotive made its operational debut for the normal complement of invited guests on that day.

ON!



The Statfold Barn Railway is noted for its rapid overhauls of rare narrow gauge locomotives. **Mark Smithers** reports on the return to steam of an engine once thought unlikely to ever appear in Britain again.

It is always welcome to witness the return to steam of a locomotive design whose school was previously unrepresented on the domestic operational preservation scene. This is no less the case when the individual locomotive concerned spent a long period away from our shores and was thought by many commentators to be never likely to return, let alone be seen by the domestic enthusiast in working condition once more.

The 2ft gauge 0-6-0ST *Liassic* recently made its public debut in restored form at the spring Statfold Barn enthusiasts' day. The story of the basic specification to which *Liassic* belongs goes back to the year 1897. In that year, Peckett & Sons of Bristol supplied a long-wheelbase 0-6-0ST (No. 678) to the Stockton cement works situated close to the LNWR's Marton Junction (near Leamington Spa) to Daventry line, to which it was connected by a standard gauge siding.

The works was owned by Charles Nelson & Co Ltd and the internal railway system was constructed to the unusual gauge of 1ft 9in. The design of this locomotive, which bore the painted-on name *Gamecock* was characterized by a firebox that sat between the driving and trailing axles allied to a relatively low boiler pitch of 3ft 1½in. This basic specification had clear affinities with the type of locomotive favoured by John Barraclough Fell and exemplified by *Pentewan* and *Trewithen* of the Pentewan Railway and the remains of their larger sister, Manning Wardle No. 441 of 1873 in Cuba.

Given that the true Fell specification allowed for a significant amount of longitudinal free space between the firebox wrapper and the gap between the intermediate and trailing wheelsets, the design of Peckett Nos. 678 and succeeding locomotives, Nos. 785 of 1899 *Niras* and 918 of 1901 *Jurassic* (rather confusingly named as will be seen later) which followed *Gamecock* to the Stockton works, may therefore be termed 'Quasi-Fell' in nature, as the fit of the firebox wrapper between its adjacent wheelsets was tighter than the true Fell arrangement.

This arrangement had been foreshadowed by Manning Wardle products for Sweden and ➔

India; the 2ft 6in gauge 0-6-0STs constructed for the Westbury Iron Co's system by Hudswell Clarke and Avonside, the last of which disappeared in 1939, and also two 2ft 6in gauge Hunslet 0-6-0STs (Nos. 163 and 176) for Walsh Lovett & Co of Calcutta. It seems there was a need on the Stockton system to employ locomotives with a relatively low and widely-spaced axle loading, and this was the reason for production of the design.

No. 918 differed in certain details from Nos. 678 and 785 in that its cast smokebox saddle was enclosed within the outer sheeting rather than being visibly mounted supporting a cylindrical smokebox. It also possessed a slightly longer cab and shorter tank than its precursors. Although the class was originally given the generic name *Gamecock* by Peckett, No. 918 was the locomotive illustrated in the catalogue and hence the class name *Jurassic* became the accepted designation in later years. Just to add a further element of confusion, the 2ft-gauge Somerset-based 0-4-0ST Cranmore class (Peckett No. 1030 of 1904) carried the name *Gamecock* throughout its working life of little over two decades, but it was not a classmate of Nos. 678 and 785.

Situated a short distance to the west of the Stockton works, and served by the same LNWR route, was the Southam cement works of Messrs Kaye & Co and the proprietors of this enterprise must have been sufficiently impressed with the three little Pecketts at the Stockton works to order a similar locomotive to No. 918 for its own 1ft 11½ in gauge internal system, presumably with similarly restrictive axle-loading limitations and relatively generous curve radii being the order of the day. The new locomotive, Peckett No. 1008 of 1903 was given the name *Jurassic* on brass nameplates within a decade of delivery and was followed as the system enlarged by Nos. 1119 of 1906 and 1216 of 1909 (respectively *Neozoic* and the first



The valve rod stretcher. Unlike many Kerr Stuart, Manning Wardle and some early Hunslet narrow gauge locomotives, *Liassic* was fitted with two injectors and no pump as built, hence this stretcher has no provision for the fitting of a feed pump.



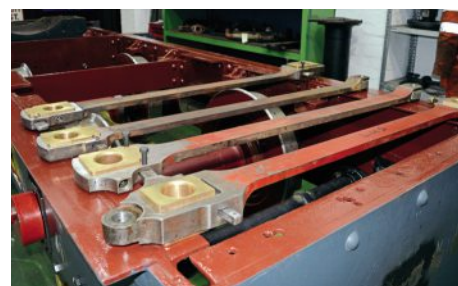
Further evidence of the hard working life experienced by *Liassic* at Southam is evident in this view of a welded repair carried out on the portion of the right-hand mainframe immediately above the horn area. This part of a locomotive's mainframes is particularly vulnerable to the stresses encountered during normal working.

Liassic), which were built to the same design. The next locomotive in the sequence, No. 1270 of 1911 *Triassic* was built with mainframes lengthened by 2in at the leading end and 4in at the trailing end. Sandboxes were also mounted on each side of the smokebox. The amended class dimensions were as shown in the accompanying table (see far right, p83).

In general, the *Jurassic* class presented a rather quaint Rowland Emmett-like appearance with its long wheelbase, oversized tank filler and tall cab and chimney towering



A close-up of the right-hand trailing crankpin and web. The latter component shows evidence of the arduous working conditions that were experienced by many industrial steam locomotives during their working lives.



The coupling rods were parked on the trailing end of the chassis for display.

over the low-pitched boiler and tank. Two further class members were to be supplied to the Southam works: No. 1327 of 1913 *Mesozoic* and No. 1632 of 1923, which was unnamed as built. These locomotives were fitted with taller sandboxes but were otherwise similar in design as built to *Triassic*. For completeness sake it should be noted here that another locomotive, of 2ft gauge, built to the same basic design was supplied as No. 1412 of 1915 to Moorewood Colliery, Oakhill in Somerset and this locomotive

Liassic double-heads with Hunslet 0-4-2T *Alpha* towards Oak Tree Halt on a day that saw 20 narrow gauge locomotives in steam.





This rear three-quarter view of *Liassic's* chassis emphasises the nature of the locomotive's 'Quasi-Fell' wheelbase structure in which the firebox falls cleanly between the driving and trailing axles, necessitating a relatively long wheelbase.

faded into obscurity following sale (via a dealer) to Sutton Sand Co, County Kildare in the Irish Republic in June 1934.

During much of the 1920s, there was sufficient work for the six Pecketts, together with Bagnall 0-4-0ST No. 2148 of 1924, but the depression of the early 1930s hit Kaye & Co so hard that the company folded in 1934 with the consequence that the Southam works fell under the control of Rugby Portland Cement Co (a fate that was also to befall Nelson's works at Stockton shortly after the Second World War).

Despite improvements made to the Southam site by its new owners during the late 1930s, three of the narrow gauge steam locomotives: the Bagnall, *Neozoic* and the original *Liassic* became surplus to requirements and, by June 1943, the discarded cabs and tanks from the latter two locomotives, together with the smokebox of the last-mentioned were dumped outside the locomotive shed.

Mesozoic received a replacement cab and set of shorter mainframes (at least) from No. 1119 *Neozoic*, while No. 1632 received the boiler from *Neozoic* and became the second *Liassic* (apparently after a period of being named *Vicozoic* by its driver).

The former Nelson works was closed in 1950 and sadly the difference in gauge between its internal railway system and that at Southam ensured that its narrow gauge Pecketts, which had been scrapped in December 1949, could not simply have been transferred to Southam (thereby denying the preservation world at least one of the two 19th century ancestors of its Peckett fleet) although it has been claimed that the three redundant former Nelson locomotives were used as a source of spares for their Southam-based sisters prior to scrapping.

The four Southam-based Pecketts were withdrawn from service following the closure of most of the narrow gauge system on October 20, 1956, but fortunately they all found buyers during the succeeding few years. *Jurassic* was purchased for use

on the Lincolnshire Coast Light Railway at Humberston, near Grimsby, arriving on-site in 1961 and remaining in use from this date until the line's closure in 1985. After a protracted period of storage, the engine is nearing completion of a thorough overhaul (with the assistance of a £43,600 Heritage Lottery grant) and is expected to return to service at the LCLR's new site at Ingoldmells, near Skegness, during the summer of 2017.

Triassic was initially purchased on August 22, 1957 by the late JB Latham of Woking in Surrey, before migrating to the Bala Lake Railway and spending a short loan period on display at Statfold Barn from 2011.

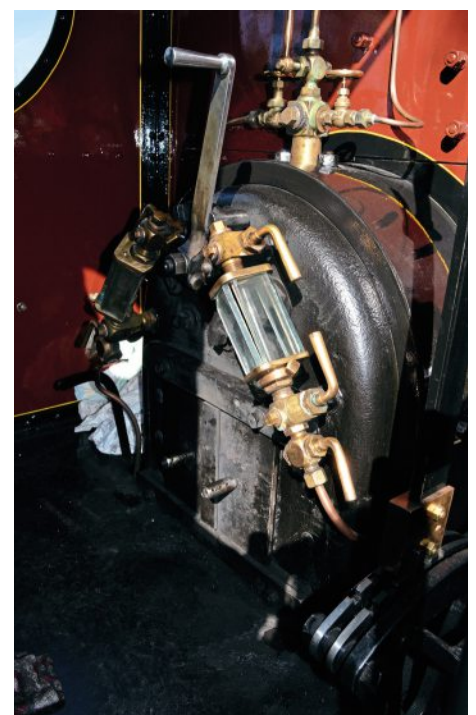
Mesozoic was sold to R Fenwick & Co of Brackley, Northamptonshire, passing successively to GJ Mullis of Wychbold, Worcestershire, in March 1969 and to AJ Hills in October 1970, migrating to the Gilfach Ddu base of the Llanberis Lake Railway. It is currently stored in a dismantled state at the premises of the Bromyard & Linton Light Railway. It would be an interesting exercise to ascertain precisely how much of the surviving locomotive began life as No. 1327 and how much in reality belongs to No. 1119, or even to No. 1216.

Finally (and most importantly from the point of view of this feature), *Liassic* became the most travelled member of the class, being sold to CH Lamb of Bromsgrove in June 1959 and exported to Canada during the following month under the ownership of the late Charles Matthews of Ontario.

Liassic spent the ensuing years in storage in a barn, initially with just Kerr Stuart Wren class No. 3128 of 1918 (ex-Avonmouth Smelting Co Ltd) for company, but later to be joined by ex-Dinorwic locomotives *Michael* and *King of the Scarlets*.

Following this period of storage, *Liassic* was repatriated to the UK in 2012 and transferred to Statfold Barn, where restoration could be undertaken in earnest. This has been to an extremely high standard, with considerable work being done on the locomotive's

Cylinders: 7in bore x 10in stroke.
Wheels: 1ft 8in diameter.
Boiler pressure: 150psi.
Tractive effort: 3332lbs.
Total heating surface: 120sqft.
Grate area: 2.75sqft.
Tank capacity: 160 gallons.
Coal capacity: 0.25 tons.
Wheelbase: 6ft 6in (3ft + 3ft 6in).
Length over bufferbeams: 12ft 6in.
Overall width: 5ft 3in.
Overall height: 8ft 5in.
Weights: 6.25 tons (empty); 8.0 tons (working order).



Liassic's boiler backhead area within the cab showing the steam manifold, regulator handle, water gauges, firehole door and reversing quadrant.



During the late summer of 2011, *Liassic's* older sister, *Triassic*, moved temporarily to Statfold Barn from its base on the Bala Lake Railway and was on display during the enthusiasts' day of June 2, 2012. Note the relatively small sandboxes (when compared with those of *Liassic*) and the cab with its rear portion 4in longer than that found on the LCLR's *Jurassic*. This latter feature was necessitated by the lengthening of the mainframe dimension (which commenced with *Triassic*) and is also found on *Liassic*.



Liassic and *Alpha* returning to the main Statfold Barn terminus from Oak Tree Halt.

mechanical components to bring them into line with the original specification.

Many of the overhauled components were on display on the September 10, 2016 enthusiasts' day. The boiler has been totally refurbished, a job that entailed not only the mandatory tube replacement, but also a major repair to the boiler backhead.

Other work undertaken has included the replacement of the ungainly ribbed smokebox door with which the engine finished its revenue-earning career, by a new item of more authentic design, and the fitting of a mechanical lubricator.

The restoration was completed over the winter of 2016-17 in time for the rejuvenated *Liassic*, resplendent in its authentic maker's pattern lined-out livery, to make its public debut at the March 25, 2017 enthusiasts' day. During a day with a wide selection of 2ft gauge locomotives in steam (including Kerr Stuart No. 3128, which has followed the Peckett locomotive back from Canada to England, and visiting Bala Lake Sirdar class 0-4-0T *Diana*) and near ideal weather for photography, *Liassic* proved a popular attraction for the day's visitors and spent most of the time working in tandem with Hudswell Clarke P class 0-4-0ST *Alpha*.

On the day, the relaunch of *Liassic* also shared the stage with the unveiling of a new tramway, operated by former Burton & Ashby Light Railway Brush electric tramcar No. 14 using battery power, and the appearance of ex-John Knowles Hunslet 0-4-0WT No. 684 of 1898 *Jack* on its own dedicated running



A rear right-hand three-quarter view showing the general firebox and boiler proportions of *Liassic*.

line of 18in gauge (mostly arranged as a third rail incorporated into the tramway), although this latter locomotive has yet to receive a replacement dome cover and be returned to steam.

The restoration to working order of *Liassic* has returned the 'Southam Peckett' to the domestic operational narrow gauge steam scene following an absence of over three decades, and the Statfold Barn Railway is certainly to be congratulated on this

achievement. In the light of the effort involved, future on-site restoration projects can only be eagerly awaited.

It is also to be hoped that at some stage in the future, *Liassic* may be seen in company with the soon-to-be operational *Jurassic*, as it would be a fine sight to see at least two of the former Southam Peckett locomotives in steam together again for the first time since the surviving class members were split up over half a century ago. 



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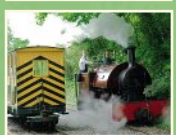
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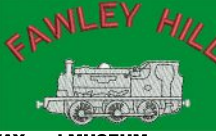
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TRACK TALK

→ Left spotter's book in shed foreman's office!

IT was good to see the photo of the stored locomotives at Derby with Alan Inckle's letter in issue 226.

I well recall this line of locomotives en route to trainspotting trips to Tamworth in 1960 and the frantic efforts to ensure that all of their numbers were scribbled into spotting books as our train accelerated away from Derby. I don't know the actual dates of these trips as my spotting book was confiscated by the shed foreman at Crewe North later in 1960 after yet another failed attempt to bunk the shed. I doubt that he meant to confiscate it but, on realising that I'd left it in his office, I was too scared at 12 years old to go back and ask for its return!

I was surprised not to see No. 53802 included in the photo as I remember copping this as my first 7F on one of the Tamworth trips. However, further research on the internet reveals the answer, as it appears that the locomotive was only at Derby for around a month and left for scrapping at Doncaster on April 21, 1960 – before the July 1960 date of the photograph with Alan's letter. For some reason, No. 53802 was the only 7F scrapped at Doncaster – perhaps as a result of its early withdrawal date from Bath Green Park with the later withdrawals going to Cashmores in Newport.

Ross Middleton, email

→ Let's keep it at 75mph

AS a regular passenger on steam and diesel hauled specials I have no desire to be hurtling along at 90mph in 50-year-old coaches. At that speed it is uncomfortable, dangerous to try and walk down the gangway, and to attempt to use the loos.

Whilst some caterers employ ex-BR staff who had to serve meals at speed, most of the younger serving staff are potentially at risk as is the passenger if they try to serve drinks and meals whilst the train is at high speed. Also as a passenger I want to be able to take in the views from the train, know where I am as I pass through stations, and have a chance to glance at limeside buildings, old sidings etc.

Let us stick to 75mph maximum for the benefit of the majority of customers.

I own a 1963 Austin A40 Farina which has a top speed of 73mph. If I drove at that speed now it would be most uncomfortable and dangerous and no doubt damage the ageing engine, let alone the ageing driver!

Ron Enticott FCA, Chertsey, Surrey

STAR LETTER

The GWR never called it 'Brunswick Green'

IN issue 226, Ken Woods asks for more details regarding the term 'Brunswick Green', as applied to locomotives. I suspect he is right when he concludes that it is a generic term used in the past by the media and enthusiasts to describe a green colour as originally applied to GWR locomotives, and then subsequently used by BR.

However, it is quite clear from official records held by the Great Western Society that the GWR never used this description, as the only reference I can find is to 'Middle Chrome Green', used from 1881 until 1947, and Holly Green before that. There is no mention of 'Brunswick Green' anywhere.

Variations of the green could occur over time, due to heat and UV light, causing chemical changes in the varnish (or resin) added to the pigment and finally applied over the green for protection. It must also be remembered that the recipe for paint mixing often referred to 'take a handful of...', which probably led to other small variations in the colour as well, but it was still never officially referred to as 'Brunswick Green' as far as I can tell.

I am currently building a model of a GWR King and wish to finish it in the livery as applied in 1955, while

still with its single chimney, and so I have recently been carrying out some research into the correct livery for this period.

I thought that the book by Brian Haresnape, *Railway Liveries BR Steam 1948-1968*, would be a good starting point. However, he only refers to 'Brunswick Green', which I knew to be wrong as officially there is no such colour. Consulting a paint sample chart obtained from my helpful auto paint stockist, it lists the standard colours available as specified in BS 381c (1980), I believe the origins of which date from the early 1900s. Only Light, Middle, or Deep Brunswick Green are mentioned. Note that it's called 'Deep' and not 'Dark'.

I concluded that whenever Brunswick Green is mentioned in railway literature it should be prefaced with 'Deep'. However, a very similar colour to Deep Brunswick Green (Ref No. 227) is Deep Bronze Green (Ref No. 224), and I believe that this is the closest standard match to the original green used from 1948 onwards. This was confirmed by Drew Fermor in his book *WR/BR(WR) Castle Class Locomotives* where he states that 'only the most informed of spectators could distinguish from GWR green'.

Another reference was Bob Shephard who created Precision Paints, and had access to the original GWR and BR paint sample panels from Swindon Works, both of which had the varnish chipped in many places and therefore showed only the green pigment underneath. He states that the 1939 GWR panel was identical to the official BR colour matching panel dated 1950.

It may be that individual paint suppliers might use their own description for this particular colour (i.e. Craftmaster BR Green), but provided they know what it is and there is no reference to BS 381c I suppose they can call it what they want. However, in my case I shall use a known BS colour.

I suspect that to most of your readers and writers this is rather an esoteric subject, and they will probably continue to use the term 'Brunswick Green' just for convenience, but for those of us who strive for correct terminology it is unfortunate that the description is likely to be perpetuated by the current media and enthusiasts. I suppose it's another case of something being repeated often enough ultimately becoming 'fact'.

Andrew Robelou, email

Brunswick Green is in the eye of the beholder

THERE are three very good articles and letters in issue 226.

First is John Forman's excellent article about allowing main line steam locomotives to run at 90mph. His comments about how these locomotives are in much better shape now than when they were run at higher speeds in the late

1950s and early 60s, is true.

Second is Derrick Martin's suggestion that people should build replicas of Victorian railway equipment. This would be a valuable lesson in the history of the development of railways.

Third is Ken Woods' letter about what is Brunswick Green. It reminded me of discussions back in the 1950s and

60s when I raced an MG into what was 'British Racing Green'.

A lot of times colour is purely in the eyes of the viewer. You just have to go to the paint section of your local DIY store and try to decide on the proper shade of any colour.

George Bogart,
Alexandria, Virginia, USA

Corris claim at odds with Tom Rolt

IN REPLY to Glenn Lathall who recalled Tom Rolt's account of the purchase by the Talylyn Railway Preservation Society of the two Corris engines, I submit that the two accounts, mine in issue 223 and his (or rather Rolt's) in issue 224, far from being at odds are actually complementary to each other.

I had read *Railway Adventure* long before I met JIC Boyd and had forgotten the story of the Corris engines. I remember Jimmy mentioning the sum of £50 and, over the years I had assumed it

represented the unit price rather than what it clearly was – the price for both the engines. Mr Boyd must have been the "individual member" who contributed the most. Doubtless he wished to remain anonymous at the time. Presumably the other members gave a smaller total of donations that covered the cost of transport and some of the work needed on No.4's boiler.

A similar situation occurred about a decade later when the appeal by Max Dunn for donations to save the LNWR 'Coal Tank' had failed to raise

the purchase price when the deadline was reached. A long list of individual donors can be found at the beginning of Pete Skellon's excellent account of the class in *Bashers, Gadgets and Mourners*, but the total they raised was several hundred pounds short.

The balance was provided by locomotive engineer and LNWR expert J P Richards whose lifetime output of scale models, for which he gained an entry in *The Guinness Book of Records*, can be seen in the National Railway Museum.

Peter Davis, Fishponds, Bristol

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In the fading light, 'Black Five' No. 45212 heads out of Preston for Blackpool with the final 1P58 on August 3, 1968. TREVOR GREGG



'Black Five' No. 45388 leaving Preston for Blackpool with the 1P58 on July 27, 1968. TREVOR GREGG

Memories of 1P58 come flooding back

BEN Collier's photograph of 'Black Five' No. 45212 in issue 227, on its first main line run, brought back memories of its last BR main line run and of the 1P58.

The 1P58 was the 20.50 Saturdays only Preston to Blackpool South and was the last officially booked steam passenger working on BR. On the evening of Saturday, August 3, 1968 in fading light

I photographed No. 45212 just outside Preston station working the final 1P58.

This should have been the final steam passenger working. However, a decision was made to allow the normally diesel hauled 21.25 Preston to Liverpool Exchange to be steam hauled on that Saturday evening.

After photographing No. 45212

I rushed back to Preston station to join the large numbers of enthusiasts who had gathered to see No. 45318 depart with this final steam passenger working. On the previous Saturday, July 27, I had travelled on the 1P58 hauled by No. 45388. The crew of No. 45388 treated the large numbers of enthusiasts who had boarded the train at Preston to

a superb run to Blackpool South.

The 'Black Five' departed each Station on the route with slipping wheels, huge plumes of smoke and a crescendo of noise which shattered the peaceful evening. For any enthusiast taking sound recordings they must have thought all their dreams had come true!

Trevor Gregg, email

What really happened to the Harrow disaster locomotives

WITHIN the story, on page 9 of issue 227, of the impending auction of the nameplate *Duchess of Kent*, the reader is told that, as a result of the Harrow & Wealdstone accident, "Princess Royal No. 46202 Princess Anne and Jubilee No. 45637 *Windward Isles*...were so badly damaged that they were scrapped."

This is, and always has been, the official version of events. Even a casual glance at the photographs of the three damaged locomotives, however, reveals a very different story.

The rear end collision of No. 46242 *City of Glasgow*, heading the Up Perth express, with the Up commuter service derailed the engine and left it fouling the Down line. Within seconds it was hit, at 50-55mph by *Windward Isles* the leading engine of the Liverpool express; the latter engine was, in effect, telescoped by the head-on collision on the one hand and the momentum of the larger locomotive, and heavy train, behind on the other. As little

more than a boiler on three driving wheelsets, and at 18 years old, *Windward Isles* had a written-down book value lower than the cost of potential repair and so was written off and scrapped in December 1952.

By contrast, *City of Glasgow*, although not quite as badly damaged as the Jubilee and 5½ years younger had a higher book value but not as high as the cost of what was, in most respects, a replacement engine at £6800 – new frames (probably a spare set in stock), new boiler, four new cylinders and valve motion, super structure, etc, etc. Crewe Works did the work quite quickly as the "new" engine was in traffic within a couple of months.

No. 46202 *Princess Anne* had been rebuilt from the Turbomotive at a cost of £8600 only weeks before the accident. It was a hybrid – a *Duchess* with a *Princess Royal* boiler – and, with 41,500lb tractive effort, was nominally more powerful than either of the other classes. With less

heating surface and smaller grate area it would never have equalled the performance of a *Duchess*; there would have been a tendency for the bigger cylinders to beat the boiler.

As the unique Turbomotive, No. 46202's first cost had been more than double that of the production series of Princesses, this together with the cost of rebuilding meant that the engine had by far the greatest book value of all three accident victims as well as a recorded mileage since the rebuild of a mere 11,443 – clearly a valuable asset as far as the accountants were concerned.

It seems obvious that the motive power and operating departments saw the situation from the opposite point of view. The *Duchess* was worth far more to them than No. 46202, an engine which had been a little problematic and hence a bit unpopular with crews and whose performance could not be entirely relied upon. Together these departments managed to wangle some creative accounting and

Princess Anne was laid aside at Crewe pending a final decision whether or not to repair it. It remained there until officially withdrawn in May 1954 when its replacement in the accountants' "kinetic list" (the mobile assets) was taken by the new three-cylinder Pacific No. 71000 *Duke of Gloucester*. Even then, much of *Princess Anne* was recycled, the boiler became the third in the pool of spares and many other parts were salvaged. The above figures are quoted from J. W. P. Rowledge, Loco Profile No. 37, LMS Pacifics.

No. 6023 *King Edward II* never appeared in BR's experimental blue livery as stated on page 19. Only four Kings carried this dark blue, virtually the old Great Eastern Prussian Blue, lined with red, cream and grey and they were Nos. 6001, 9, 25 and 26.

All 30 Kings were repainted in the early BR standard Caledonian light blue with black and white lining in 1949 until the Brunswick Green was adopted as standard in 1952-53.

Peter Davis, Bristol.

Pullman car moves to restaurant

AN interesting carriage has recently appeared in the car park of an Indian restaurant at Polhill near Sevenoaks in Kent.

There is a plate on the underframe showing 'LNER Wolverton 1908: It carries BR-type electric charging points. On each bogie are chalked 'PE/DO 01/11'; which make it appear that it may have run within the last 10 years.

The window arrangement has the

appearance of a sleeping car. Does anyone know its story?

We intend to have dinner to ask why they have acquired it but haven't yet managed it.

Roger Davenport, email

→ We've been told that the vehicle was privately owned and previously based at the Bluebell Railway, which declined to buy it – editor



The carriage outside the restaurant. ROGER DAVENPORT

An Ivatt tank a long way from home

ONE of the interesting things about BR operations and trainspotting in particular was the ability of BR to do strange things; that's what made watching trains and locomotives so interesting!

In your piece "Southern flavour boosts Severn Valley gala success" in issue 227, you advised that No. 41312 "spent its entire 15-year life working life on BR in the Sunny South".

My box Brownie image of No. 41312

at Crewe Works on May 5, 1963 says otherwise. It seems strange that a locomotive allocated to Brighton should be sent so far to receive an overhaul. I would put money on Crewe (North) sending it on local turns to Northwich and Manchester (Mayfield) while it was running in!

Yes, I did go down to the SVR for a ride behind it. Thanks for great coverage.

John Hobbs, Warrington



Ivatt 2-6-2T No. 41312 at Crewe works in May 1963. JOHN HOBBS

A regular re-creation of pre-Victorian steam

IN RESPONSE to Mr Martin's letter in issue 226, the Museum of Science & Industry, Manchester, at the historic Liverpool Road terminus of the Liverpool & Manchester Railway, has been re-creating pre-Victorian railway travel of the 1830s, using the replica *Planet* locomotive for 25 years.

The replica was built by the Friends of the Museum between 1986 and 1992, in a project led by Dr Michael Bailey. Running-in trials were held at the Great Central Railway at Loughborough and the East Lancashire Railway. Running with a pair of replica 1830s Liverpool & Manchester Railway second-class coaches, *Planet* and its train run every weekend and during the school holidays providing a glimpse of what it was like to travel by rail in those far-off pioneer days of railways.

The original titular member of the class was on the drawing board in June 1830 and is the progenitor of all steam locomotives built for the next 140 years: a multi-tubular boiler with a smokebox at one end and a separate firebox set within the boiler shell at the opposite end – a design which first appeared on the 'Northumbrian' locomotive. The cylinders are set nearly horizontally under the smokebox, driving a

cranked driving axle. Whilst the original used a 50psi boiler, the replica uses an all-welded boiler pressed to 100psi so that an injector can be used. The replica of *Planet* was the first main line steam locomotive to be built in Britain since 1960.

Over 40 Planet-type locomotives (either Planet or the derivative 0-4-0 Samson class) were built for Britain or export overseas: the first locomotives to run in Germany and Austria were of the Planet type. The replica *Planet* has visited the Great Central and North Yorkshire Moors Railways, Shildon and Beamish Museum. Recently it appeared in the ITV series *Victoria* and also as *Ixion* in the film *Mr Turner*.

Despite the loss of the main line connection and a good two-thirds of the running line at MOSI because of the controversial Ordsall Chord, steam continues to run at the museum every weekend and at school holidays, to the delight of young and old. A group of volunteers at the museum are even contemplating a working replica of Stephenson large Samson-type 0-4-2 luggage engine, as represented in preservation by *Lion*.

Anthony Dawson,
railway volunteer (fireman),
MOSI, Manchester.

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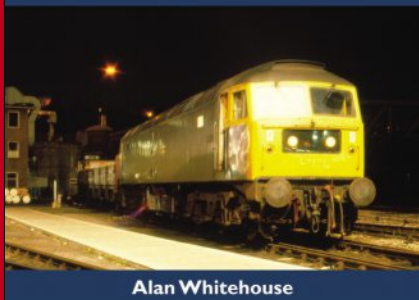
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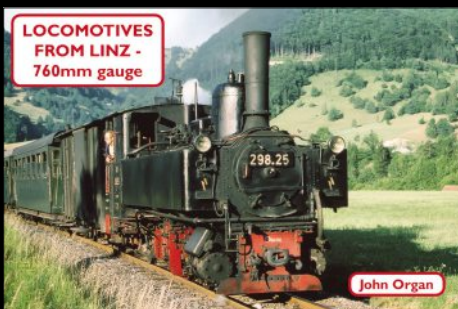
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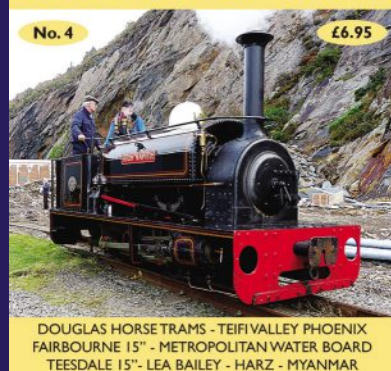
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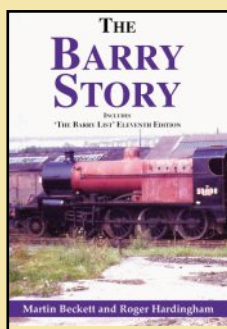
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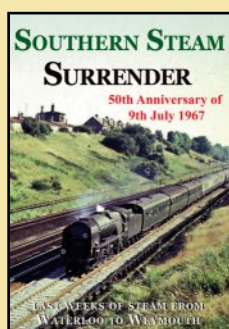
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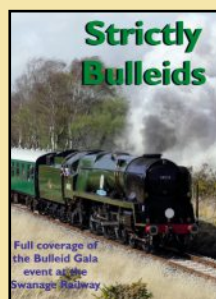
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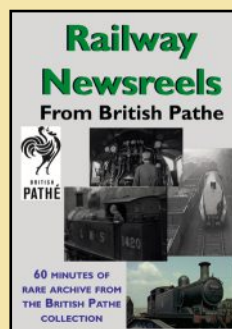
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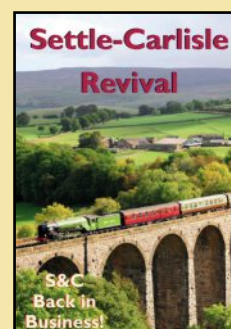
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Sentinel 0-4-0VBT William heads a freight train during the Elsecar Heritage Railway Sentinel gala on March 25. JAMES KINDRED

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SOUTH EAST

Amberley Museum & Heritage Centre

Narrow gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Running: Wed - Sun + May 29, 30.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park, East Sussex TN22 2QL.
Tel: 01825 720800.
Engines: 263, 178, 323, 592, 65, 1054, 847, 30541, 73082.

Running: Daily.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: Suns + B/H.

Eastleigh Lakeside Railway

Narrow gauge, 1¼ miles,
footplate experience.

Running: W/Es + sch hols.

Hastings Miniature Railway

Narrow gauge, 600 yards,
Rock-a-Nore Road, Hastings, East Sussex.
Running: W/Es + sch hols.

Hayling Seaside Railway

Narrow gauge, one mile.
Hayling Island, Hants.

Running: W/Es, Weds + sch hols.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.
Engines: 8, 11, 24, 41298.
Running: Sun, Tues-Thurs. Daily from May 27.

Kempton Steam Railway

Narrow gauge, ½ mile, Hanworth.
Tel: 01932 765328.

Running: Suns.

Kent & East Sussex Railway

Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.
Engines: 32670, 30065, 1638, 7822.

Running: W/Es, B/H + Tues - Thurs.

Lavender Line

Standard gauge, one mile, footplate experience, wine and dine. Isfield,
East Sussex. Tel: 01825 750515.

Running: Suns.

Mid Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Engines: 45379, 92212, 41312, 76017.

Running: W/Es, Tues - Thur + May 26, 29.

Romney, Hythe & Dymchurch Railway

Narrow gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353. Running: Daily.
Royal Victoria Railway
Narrow gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es + sch hols.

Sittingbourne & Kemsley Railway

Narrow gauge, 1¾ miles.
Sittingbourne, Kent.
Tel: 01795 424899.
Running: Suns + B/H.

Spa Valley Railway

Standard gauge, five miles, footplate experience. Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: W/Es + May 25, 29-31, Jun 1.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine. Bitton, Bristol.
Tel: 0117 932 7296.

Running: Suns, Weds + May 13, 20, 27, 29, 30, Jun 1.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine. Bodmin, Cornwall. Tel: 01208 73666.
Engines: 60163, 4612, 30587.

Running: W/Es, Tues, Weds. Daily from May 16.

Dartmoor Railway

Standard gauge, seven miles.
Okehampton, Devon.
Tel: 01837 55164.

Running: TBA.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine. Paignton, Devon.
Tel: 01803 555872.
Engines: 7827, 4277, 75014.

Running: Daily.

Devon Railway Centre

Narrow gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: Wed - Sun + May 29, 30.

East Somerset Railway

Standard gauge, two miles. Cranmore,

Somerset. Tel: 01749 880417.
Engine: 46447.

Running: W/Es + May 29, 31.

Gartell Light Railway

Narrow gauge, half mile. Common Lane, Yenston, Templecombe, Somerset BA8 0NB. Tel: 01963 370752
www.newglr.weebly.com

Running: May 29.

Helston Railway

Standard gauge. Helston, Cornwall.
Tel: 07875 481380.

Running: Thur, Sun + B/H Mon.

Lynton & Barnstaple Railway

Narrow gauge, one mile. Woody Bay, north Devon. Tel: 01598 763487.

Running: Daily except May Fris + 8, 15, 12.

Moors Valley Railway

Narrow gauge, one mile.
Ringwood, Hants.
Tel: 01425 471415.

Running: W/Es + sch hols.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.

Running: Suns.

Seaton Tramway

Narrow gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.

Running: Daily.

Somerset & Dorset Railway

Standard gauge, half mile,
Midsomer Norton station, Silver Street BA3 2EY.
Tel: 01761 411221 (Sun, Mon).

Open Sun, Mon.

Running: May 14.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

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South Devon Railway

Standard gauge, seven miles, footplate experience, wine and dine. Buckfastleigh, Devon. Tel: 01364 644370.

Engines: 3205, 1369, 5542.

Running: Daily.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.

Swanage, Dorset. Tel: 01929 425800.

Engines: 31806, 34070, 80104.

Running: Daily.

Swindon & Cricklade Railway

Standard gauge, three miles, footplate experience.

Blunsdon, Wiltshire.

Tel: 01793 771615.

Running: W/Es + B/H.

West Somerset Railway

Standard gauge, 20 miles, footplate experience, wine and dine.

Minehead, Somerset TA24 5BG.

Tel: 01643 704996.

Engines: 44422, 53808, 53809, 6960.

Running: Daily except May 8, 12, 15.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.

Tel: 01379 686900. Engine: 662

Running: Daily.

Bure Valley Railway

Narrow gauge, nine miles, footplate experience.

Aylsham, Norfolk.

Tel: 01263 733858.

Running: Daily.

Colne Valley Railway

Standard gauge, one mile, footplate experience, wine and dine.

Castle Hedingham, Essex.

Tel: 01787 461174.

Running: Suns + May 29, 31.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Running: May 28, 29.

Mangapps Railway

Standard gauge, one mile. near Burnham-on-Crouch, Essex.

Tel: 01621 784898.

Running: W/Es + B/H.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.

Tel: 01362 690633. Engine: 9466.

Running: W/Es, Weds + B/H.

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford, Suffolk.

Running: Suns + B/H Mon.

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience. Wansford, Peterborough, Cambs.

Tel: 01780 784444. Engines: 34081, 46100.

Running: W/Es, Weds + May 29, 30.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience. Sheringham, Norfolk

NR26 8RA. Tel: 01263 820800.

Engines: 564, 8572, 92203, 76084.

Running: Daily.

Wells & Walsingham Railway

Narrow gauge, four miles.

Wells-next-the-Sea, Norfolk.

Tel: 01328 711630

Running: Daily.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.

Reepham, Norfolk. Tel: 01603 871694.

Running: W/Es, steam first Sun.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience. Quainton Road, Bucks.

Tel: 01296 655720.

Engine: 30585, Met 1, 30120.

Open: Tues - Thurs.

Running: Suns + May 29, 31.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles. Chinnor, Oxon.

Tel: 01844 353535.

Running: W/Es + B/H.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067.

Running: May 28, 29.

Didcot Railway Centre

Standard gauge, footplate experience. Didcot, Oxon.

Tel: 01235 817200.

Engines: 93, 6023, 4144.

Open: W/Es + Apr 10-21.

Running: W/Es + B/H.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200.

Running: W/Es + B/H + May 31.

Leighton Buzzard Railway

Narrow gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Suns + May 29.

MIDLANDS

Amerton Railway

Narrow gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: W/Es + May 29 - Jun 2.

Apedale Valley Railway

Narrow gauge, ½ mile. Apedale,

Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: Sats + May 14, 28, 29.

Barrow Hill Roundhouse

Standard gauge, ¼ mile. Chesterfield, Derbyshire. Tel: 01246 472450.

Running: May 18-20.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754. Engine: 30120.

Running: W/Es + May 29-31.

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.

Running: W/Es + B/H.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine. Cheddleton, Staffs.

Tel: 01538 750755. Engines: 6046, 5197.

Running: W/Es + May 29, 31.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate experience, wine and dine.

Norchard, Lydney, Glos.

Tel: 01594 845840. Engine: 5541.

Running: W/Es, Weds + B/H.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076. Engine: 47406.

Running: W/Es, Tues + B/H.

Evesham Vale Railway

Narrow gauge, 1¼ mile.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es + May 29 - Jun 2.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Suns + May 20, 27, 29, 31.

Gloucestershire

Warwickshire Railway

Standard gauge, 12 miles, footplate experience. Toddington, Glos.

Tel: 01242 621405.

Engines: 2807, 4270, 35006, 7903, 6046, 45305, 1450.

Running: W/Es, B/H + Tues-Thurs.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. Engines: 48624, 46521, 92214, 45305, 777, 6990, 78018, 70013.

Running: W/Es + May 29-31.

Great Central Railway Nottingham

Standard gauge, four miles.

Ruddington, Notts.

Tel: 0115 940 570. Engine: 8274

Running: W/Es + B/H.

Midland Railway - Butterley

Standard gauge, 3½ miles, footplate experience, wine and dine.

Ripley, Derbyshire.

Tel: 01773 570140. Engine: 5619

Running: W/Es + May 29 - Jun 2.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants. Tel: 01604 820327.

Running: Suns + B/H.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire. Tel: 01629 580381.

Running: W/Es, Weds + May 29-31.



The Leighton Buzzard Railway's Orenstein & Koppel 0-6-0WT *Pedemoura* entered regular passenger service on April 8. MALCOLM RANIERI

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Commemorating the relaunch of the Austerity Saddle Tank "Rennes", which is being rededicated in its Longmoor Military Railway livery.

Lots of interesting displays, including military vehicles, a special freight train with wartime vehicles, and reenactors. Celebrating the 95th anniversary of the Royal British Legion, with £1 from every ticket sold going to our local branch.

Saturday 13th & Sunday 14th May

Ceremony of rededication of Rennes on Saturday 13th. We'll be joined by ex-War Department Austerity Saddle Tank "Sapper" and our own Prairie "5541".

Saturday 20th & Sunday 21st May

'Triple Tank' Weekend with Rennes, Sapper and Swiftsure all running.



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North British 0-4-ODM No. 27414 arrives at Lawley Village on the Telford Steam Railway on April 15 with its first ever passenger train in preservation, having been fitted with an eight-cylinder Rolls Royce power unit that was originally a standby generator at a hospital in Cork, Ireland. ALISTAIR GRIEVE

Perrygrove Railway

Narrow gauge. B4228, Coleford, Glos.
Tel: 01594 834991.

Running: W/Es + B/H.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Tues, Thur, Sun.

Running: May 21, 29.

Rudyard Lake Railway

Narrow gauge, 1½ miles.

Leek, Staffs. Tel: 01995 672280.

Running: Fri-Sun + May 29 - Jun 1.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es. Running: May 20, 21.

Severn Valley Railway

Standard gauge, 16 miles,

footplate experience.

Kidderminster, Worcs DY10 1QR.

Tel: 01562 757900.

Engines: 1501, 7812, 2857, 43106, 1450, 34027, 34053, 7802, 813, 7714.

Running: Daily.

Steeple Grange Light Railway

Narrow gauge, ½ mile, footplate experience.

Wirksworth, Derbyshire.

Running: Suns + B/H.

Telford Steam Railway

Standard gauge, one mile, footplate experience. Telford, Shropshire.

Email: sec@telfordsteamrailway.co.uk

Tel: 01952 503880.

Running: Suns + B/H Mon.

www.evr-cumbria.org.uk

Running: Suns.

Heaton Park Tramway

Standard gauge, ½ mile. Manchester.

Running: Suns pm.

Isle of Man Steam Railway

Narrow gauge, 15½ miles.

Douglas, Isle of Man. Tel: 01624 662525.

Running: Daily.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

near Ulverston, Cumbria.

Tel: 01539 531594. Engines: 42073, 42085.

Running: Daily.

Ravenglass & Eskdale Railway

Narrow gauge, seven miles.

Ravenglass, Cumbria.

Tel: 01229 717171.

Running: Daily.

Ribble Steam Railway

Standard gauge, one mile.

Preston, Lancs.

Tel: 01772 728800.

Running: W/Es + B/H.

Stainmore Railway

Standard gauge, ½ mile.

Kirkby Stephen East Station,

Kirkby Stephen, Cumbria CA17 4LA.

Open: W/Es.

Running: Jun 24, 25.

West Lancashire Light Railway

Narrow gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Suns + B/H.

Tel: 01652 657053.

Running: May 20.

Bowes Railway

Standard gauge, one mile.

Springwell, Tyne & Wear.

Tel: 01914 161847.

Open: May 6, 7, 16.

Cleethorpes Coast Light Railway

Narrow gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01904 489966.

Running: Daily.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,

Laythorpe, York.

Tel: 01904 489966.

Running: Suns + B/H Mon.

Elsecar Railway

Standard gauge, one mile. Footplate experience.

Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: Suns.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Engine: 5643.

Running: W/Es, Tues + May 29 - Jun 2.

Keighley & Worth Valley Railway

Standard gauge, five miles, footplate experience, wine and dine.

Keighley, West Yorks BD22 8NJ.

Tel: 01535 645214.

Engines: 43924, 1054, 5820, 75078, 85, 90733.

Running: Daily.

Kirkstall Light Railway

Narrow gauge, four miles. Huddersfield, West Yorks. Tel: 01484 865727.

Running: W/Es + May 29 - Jun 2.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: May 13, 14, 28, 29.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Engine: 1310.

Running: W/Es + B/H Mon.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106

Running: W/Es + B/H Mon.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine. Grosmont, North Yorks.

Tel: 01751 472508.

Engines: 45428, 76079, 80136, 44806, 63395, 61264.

Running: Daily.

South Tynedale Railway

Narrow gauge, 3½ miles.

Alston, Cumbria.

Tel: 01434 382828/381696.

Running: W/Es, Tues, Thurs + B/H.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns + B/H.

Weardale Railway

Standard gauge, five miles.

Stanhope, Bishop Auckland, Co Durham.

Tel: 01388 526203.

Running: W/Es, B/H + May 31.

Wensleydale Railway

Standard gauge, 22 miles. Leeming Bar, North Yorkshire. Tel: 0845 450 5474.

Engine: 69023.

Running: W/Es, Tues, Weds + May 26, 29.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate experience. Bury, Lancs.

Tel: 01617 647790.

Engines: 13065, 52322, 34092.

Running: Wed - Sun + B/H.

Eden Valley Railway

Standard gauge, two miles.

Warcop, off A66, Cumbria CA16 6PR 01768 342309.

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.

Lionheart station, Alnwick, Northumberland.

Running: Suns + B/H.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.



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Railway Museums

Beamish

County Durham. The Living Museum of the North. Open: Daily.

Col Stephens Railway Museum

Tenterden Station, Kent. Open: W/Es. Tel: 01580 765155.

Conwy Valley Railway Museum

Betws-y-Coed, Conwy. Open: Daily. Tel: 01690 765168.

Crewe Heritage Centre

Vernon Way, Crewe. Open: W/Es + B/H. Tel: 01270 212130.

Head of Steam

North Road Station, Darlington. Open: Tues-Sun. Tel: 01325 460532.

Museum Of Scottish Railways

Bo'ness. Open: Daily. Tel: 01506 825855.

Irchester Narrow Gauge Railway Museum

Near Wellingborough, Northants. Open: Suns. Tel: 01604 675368.

Kidderminster Railway Museum

Kidderminster, Worcs. Open: SVR operating days. Tel: 01562 825316.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Daily. Tel: 01388 777999.

London Transport Museum

Covent Garden Piazza. Open: Daily. Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester. Open: Daily. Tel: 0161 832 2244.

Monkwearmouth Station Museum

Sunderland, County Durham. Open: Daily. Tel: 01915 677075.

National Railway Museum

Leeman Road, York. Open: Daily. Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd. Open: Daily.

Rail Story

Ingrow, West Yorks. Open: Daily. Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset. Open: Sat, Sun and Wed. Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. Open: Weekends. Tel: 01984 640869.

STEAM – Museum of the GWR

Swindon, Wilts. Open: Daily. Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Tues-Sun.

West Cumberland Railway Museum

St Bees, Cumbria. Open: Monthly, dates as per Facebook entry or email petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.



Deltic No. 55022 Royal Scots Grey running as No. 55018 Ballymoss, arrives at Wansford during the Nene Valley Railway diesel gala on April 9. BEN COLLIER

Barry Tourist Railway

Standard gauge, two miles. Barry Island, Glamorgan. Tel: 01446 748816.

Running: May 27-29.

Brecon Mountain Railway

Narrow gauge, 3½ miles. Merthyr Tydfil, Glamorgan. Tel: 01685 722988.

Running: W/Es, Tues-Thurs + May 29 - Jun 2.

Cambrian Heritage Railways

Standard gauge, ¾ mile. Llyncllys station & Oswestry station (museum open Tues-Sun). Tel: 01691 728131.

Running: W/Es + B/H (Llyncllys), May 7, 13, 28, 29 (both).

Corris Railway

Narrow gauge, ¾ mile. Corris, Machynlleth. Tel: 01654 761303.

Running: Suns + B/H.

Fairbourne Railway

Narrow gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: W/Es, Tues - Thurs + May 29, Jun 2.

Ffestiniog Railway

Narrow gauge, 15 miles, Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Daily.

Gwili Railway

Standard gauge, 2.5 miles. Bronwydd Arms, Carmarthenshire. Tel: 01267 238213.

Running: Sun, wed, Thur + May 6, 13, 23, 27, 30.

Llanberis Lake Railway

Narrow gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Daily except May 6, 13, 20.

Llangollen Railway

Standard gauge, 10 miles, footplate experience, wine and dine. Llangollen, Denbighshire. Tel: 01978 860979.

Engines: 5199, 80072, 45337.

Running: Daily.

Pontypool & Blaenavon Railway

Standard gauge, two miles. Blaenavon, Torfaen. Tel: 01495 792263.

Running: W/Es + B/H.

Rhyl Miniature Railway

Narrow gauge. Rhyl, North Wales. Running: W/Es + B/H.

Snowdon Mountain Railway

Narrow gauge, 4½ miles. Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily.

Talyllyn Railway

Narrow gauge, 7½ miles, footplate experience. Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Daily.

Vale of Rheidol Railway

Narrow gauge, 11¾ miles. Aberystwyth, Ceredigion.

Tel: 01970 625819.

Engines: 8, 9.

Running: Daily.

Welsh Highland Heritage Railway

Narrow gauge, one mile. Porthmadog, Gwynedd.

Tel: 01766 513402.

Running: W/Es, B/H + Tues-Thurs.

Welsh Highland Railway

Narrow gauge, 26 miles. Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Daily.

Welshpool & Llanfair Light Railway

Narrow gauge, eight miles. Llanfair Caereinion, Mid-Wales.

Tel: 01938 810441.

Engines: 822, 823.

Running: W/Es, B/H + Tues-Thurs.

SCOTLAND

Almond Valley Railway

Narrow gauge, ¼ mile. Livingston, West Lothian.

Tel: 01506 414957.

Running: W/Es, B/H + sch hols.

Bo'ness & Kinneil Railway

Standard gauge, five miles. Bo'ness, West Lothian.

Tel: 01506 822298.

Running: W/Es + Tues.

Caledonian Railway

Standard gauge, four miles. Brechin, Angus.

Tel: 01356 622992.

Running: Apr 16.

Keith & Dufftown Railway

Standard gauge, 11 miles.

Dufftown, Banffshire.

Running: W/Es + B/H.

Leadhills & Wanlockhead Railway

Narrow gauge, one mile. Leadhills, South Lanarkshire.

Tel: 0141 556 1061.

Running: W/Es.

Royal Deeside Railway

Standard gauge, one mile. Milton of Crathes, Kincardineshire.

Running: W/Es.

Ayrshire Railway Centre

Standard gauge, ½ mile. Dunaskin, Dalmellington Road (A713), Waterside, Ayrshire.

Running: W/Es.

Running: May 28, 29.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire.

Tel: 01479 810725. Engines: 828, 46512.

Running: W/Es, Wed, Thur.

IRELAND

Cavan & Leitrim Railway

Narrow gauge, ½ mile. Dromod, County Leitrim.

Tel: 00353 71 9638599.

Running: TBA.

Downpatrick & County Down Railway

Standard gauge, four miles.

Downpatrick, County Down.

Running: May 29.

Giant's Causeway & Bushmills Railway

Narrow gauge, two miles. Bushmills, County Antrim.

Tel: 0282 073 2844.

Running: W/Es + B/H.

Waterford & Suir Valley Railway

Narrow gauge, two miles. Kilmeadan, County Waterford.

Running: Daily.

West Clare Railway

Narrow gauge. Moyasta Junction, Co Clare.

Open: Daily.

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In summer steam trains will pass, making a spectacular sight from your lounge. The next station along is Grosmont, part of the award-winning North Yorkshire Moors railway, where you can catch steam or heritage diesel trains on route to Whitby or Pickering, or simply enjoy the period station

facilities and village cafes. Arrive on holiday by train or just park your car from day one and visit the moors by train for a wonderful holiday in the middle of Heartbeat country.

The fresh water River Esk meanders through the village, where you can cross by its famous stepping stones on route to view another of the village's attractions, its trees, including giant Redwoods. Egton Bridge also boasts St Hedda's church, the cathedral of the moors and is famous for its black grouse and quoits. With Whitby just nine miles away, at the end of the line, you can be assured of a holiday to remember.

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Vol 208 GREAT WESTER STEAM MISCELLANY No. 3

The third of our "Miscellany" series to cover Great Western Steam. The film is taken from the Jim Clemens Collection and has mostly never been seen before. Once again the footage has been assembled in the order the film runs off the original cine reels and especially features the lines around Gloucestershire, Herefordshire, Worcestershire and the Cambrian lines in Wales. We begin with extensive coverage of the Worcester to Bromyard branch followed by scenes at Tyseley shed (1961), Tenbury Wells, the Kidderminster to Buildwas Severn Valley branch with a GWR railcar (1961), Buildwas to Much Wenlock (1961), Kidlington, Wolvercot Junction, Oxford and Radley (1965), Didcot (1963) and Basingstoke (1965).

Next, there is a visit to the Gloucester to Hereford line before covering the Gloucester to Stroud and Chalford push-pull (in some detail), Kemble, Trowbridge and Westbury (1962), Bristol, Swindon Works and the famous Crumlin Viaduct (1963). Then onwards to Shrewsbury for the Cambrian lines at Welshpool, Montgomery, Newtown, Carno, Talerddig Bank, Machynlleth, Aberystwyth, Fairbourne, Barmouth Bridge, Barmouth, Llanbedr & Pensarn, Llandanwg, Harlech, Pent Brivet Bridge and Portmadoc. Returning to the Cotswolds area, we visit Wootton Bassett, Stratford-upon-Avon, Long Marston, Honeybourne, Broadway, Laverton, Cheltenham (including the last day of the local service in March 1960), Leominster, Titeley Junction, Kington, Presteign (in 1964 and witness its last ever in-bound freight), Worcester Shed, Worcester, Pershore, Evesham, Littleton & Badsey, Honeybourne, Chipping Campden Bank, Moreton-in-Marsh and finally Ascott-under-Wychwood and Charlbury!

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The archive film is in both colour and Black and White and was mostly filmed in the 1950s and 1960s. An authentic sound track has been added along with a commentary to complement nostalgic look at the last years of GWR steam.

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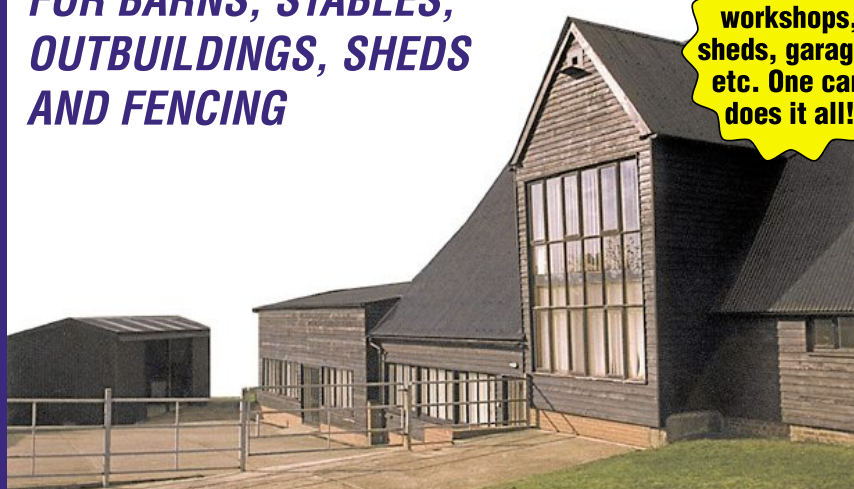
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The anniversaries keep on coming

WHILE the main gala season winds down slightly in late spring, various railways continue to celebrate anniversaries of opening or reopening with the Romney Hythe & Dymchurch Railway commemorating 90 years of continuous operation since its opening and the Nene Valley Railway celebrating 40 years since its reopening.

The Bluebell Railway's branch line

weekend will see no less than five SECR engines running together for the first time and the Gloucestershire Warwickshire Railway is due to stage its traditional Cotswold Festival of Steam over the late spring bank holiday weekend.

Heritage Railway will be covering all these and other events over the coming month.



Robert Stephenson & Hawthorns Austerity 0-6-0ST No. 7139 of 1944, which became WD No. 75189 and later WD No. 152 *Rennes* on the Longmoor Military Railway, is to run again for the first time since it was retired from Mountain Ash colliery as NCB No. 8. On Saturday, May 13, it is being relaunched in its LMS Prussian blue livery at its Dean Forest Railway home, joined over the weekend by Hunslet Austerity 0-6-0ST WD No. 132 *Sapper* from the Avon Valley Railway and GWR prairie No. 5541. The following weekend, May 20/21, *Rennes* and *Sapper* will be joined by a third Austerity 0-6-0ST, No. 75008 *Swiftsure*, from the East Lancashire Railway. DFR

SPECIAL EVENTS

May

4-7: Swanage Railway: Diesel Gala ■

6: Bala Lake Railway: *Maid Marian* 50 Years

13, 14: Apedale Valley Railway: Stanhope Centenary Gala

13, 14: Bluebell Railway: Branch Line Weekend ■

Following the success of the visit by *Flying Scotsman*, this event will see no less than five SECR engines in operation, plus there will also be a visit by LNWR Coal Tank 0-6-2T No. 1054.

13, 14: Bo'ness & Kinneil Railway: Day Out With Thomas ■

13, 14: Dean Forest Railway: Wartime Weekend

13, 14: Ecclesbourne Valley Railway: Multiple Memories ■

13, 14: Lynton & Barnstaple Railway: Spring Gala

13, 14: Spa Valley Railway: Days Out with Thomas ■

13, 14: Romney Hythe & Dymchurch Railway: 90th Anniversary Gala ■

A celebration in the railway's 90th year, of the very best the line can offer.

The event will feature the most unusual timetable operated by the railway to date and a 90-mile challenge. No. 5 *Hercules*, recently back from intermediate overhaul, will be the star of the show, with all other available locomotives and at least one visiting engine.

14: Foxfield Railway: 40th Anniversary

14, 15: Kirklees Light Railway: Day Out with Thomas ■

18-20: Barrow Hill Roundhouse: Diesel Gala ■

18-20: Severn Valley Railway: Spring Diesel Festival ■

20 Bodmin & Wenford Railway: Beattie Well Tank Day

20, 21: Kent & East Sussex Railway: 1940s Weekend

20, 21: Spa Valley Railway: Days Out with Thomas ■

21: Isle of Wight Steam Railway: Isle of Wight Festival of Transport

21: Nene Valley Railway: Thomas' Big Adventure ■

21: Severn Valley Railway: Mixed Traction Day

26-29: South Devon Railway: A Sixties Celebration

27: Bodmin & Wenford Railway: T9 Day

27, 28: Bala Lake Railway: Festival of

Transport

27-29: Gloucestershire Warwickshire Railway: Cotswold Festival of Steam ■

The Cotswold Festival of Steam has a theme of 'Unsung Heroes' and will give opportunities to travel over the full length of the railway from Cheltenham Racecourse to Toddington, as well as up the branch line to Laverton, halfway along the extension to Broadway.

The railway's home fleet of five locomotives will be bolstered by an expected four visitors making nine locomotives – including a United States Army Transportation Corps S160 2-8-0 No. 6046, LMS 'Black Five' 4-6-0 No. 45305 and GWR 0-4-2T No. 1450 which will be working with an auto-trailer from Toddington towards Broadway.

27-29: Isle of Wight Steam Railway: May Spring Gala ■

This event will give a rare opportunity to see three of the railway's steam engines in operation and will be loosely themed on the Merstone to Ventnor West branch. The push-pull set will be operating on its own with as much rolling stock in use as possible and

trips round the sidings.

27-29: East Lancashire Railway: 1940s Weekend

27-29: Embsay & Bolton Abbey Railway: Branchline Weekend

27-29: Fairbourne Railway: Steam Gala

28, 29: Lincolnshire Wolds Railway: Steam Punk Weekend

June

1: Tallylyn Railway: *Peter Sam's* Party ■

1-4: Nene Valley Railway: 40th Anniversary ■

Celebrating the 40th anniversary of the reopening of the line in 1977, the star attraction for this event will be LMS 4-6-0 No. 46100 *Royal Scot*.

2-4: Great Central Railway: 1940s Wartime Weekend

RAILWAYANA

May

13: Talisman Railwayana, Templecombe

June

3: Great Central Railwayana, Stoneleigh Park

KEY ■ Major or featured galas
■ Diesel and/or electric galas
■ Thomas and family event

HERITAGE RAILWAY

Issue 229 is out on June 2, 2017.

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LNWR A3 Pacific No. 60103 *Flying Scotsman* passes Oakworth on the Keighley & Worth Valley Railway on April 8. BRIAN SHARPE

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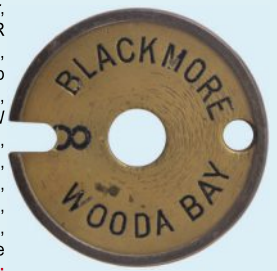


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Glastonbury-Shapwick, Hamworthy-Broadstone, Llangunllo-Llanbister Road, Mablethorpe-Louth, Mallaig Jct-Annat, Manton-Corby, Penrith-Blencow, Port Issac Road-Wadebridge East, Rannoch-Corrou, Shapwick-Highbridge, Thame-Morris Cowley, Whitstone & Bridgerule-Holsworthy. **SINGLE LINE TABLETS:** Blackmore-Wooda Bay, Boscarne Jcn-Bodmin, Eggesford-South Molton Road, Mablethorpe-Sutton on Sea, Scotsgap-Rothbury, Wisbech-Emneth. **SINGLE LINE STAFFS:** Helston-Nancegollen, Redford Jct-Kinglassie Colly, Seaton Jct-Uppingham. **CLOCKS:** Canadian Pacific Mantle, GWR 12" Dropcase, LCDR Longcase, LYR 12", Midland Rly 30", NER 10". **STREET DIRECTION SIGNS:** Hall Green, Lichfield City, New Brighton. **STATION SIGNS:** Ashbourne, Beragh, Foggathorpe, Ladybank Jct, Lavenham, Petrockstowe, Radlett, Slough, Staveley Town. **SEAT BACK PLATES:** Aslockton, Beverley, Castleton, Helensburgh Upper, Leeds Central, Rothbury. **POSTERS:** Bristol (Wooton), CK&PR Derwentwater, Clear Road (Cuneo), Deal (Sherwin), Devon (Wilcox), GWR Penzance (Lias), Hollywood (Buckle), Houses of Parliament (Spradbery) LT, Isle of Man (Wilkinson), Jersey (Lee), Lynton & Lynmouth (Riley), Night Ferry (Greene), Norwich (Lee), Sidmouth (Sykes), Somerset (Marriott), Temple Church (Spradbery) LT, Tower of London (Spradbery) LT, Track Laying (Cuneo), Western Scotland (Wilkinson), Yorkshire (Russell). **PAINTINGS:** 46234 Beattock (Root), Class 52 (Bolan), Red Dragon (Price), Shed Scene (Weston), The Waverley (Freeman). **LMS:** Altnabreac Rly Seal, Baldovan & Downfield Platform Lamp, Caledonian Drinks Tray, Furness Bridge Weight Sign, Furness Rly Captains Chair, G&SWR Chamber Pot, LYR Southport Captains Chair, Scottish Trespass, Special Following Carstairs Board. **LNER:** Bervie NBR Cash Bag, GN of SR Tablecloth, GNSR Coffee Pot, Heart of Midlothian Headboard, LNER Silver Link Whistle, M&GN Loco Poster Header, Master Cutler Carriage Board, Melton Belgrave Rd Finger Board, Metropolitan Trespass. **GWR:** Berry Pomeroy Castle 0 Gauge Model, Paddington Flagon, Pullman Armchairs, Tyers Train Describer. **SR:** A890 Cabside, Bulleid 34084 Whistle, Instow Box Diagram, LSWR Tea Pot, LSWR Wadebridge Lamp. **GEN:** 141R 362 SNCF Cabside & Roundel, Crewe Cat & Double Arrows, Tinsley Rose, Tri-anq Illuminated Advert.



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- Experience the Heritage weekend on the old Vivarais network
- Ride the lines on either side of the Rhone-Loire watershed
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- Includes private coach transfers to 'hard to reach' locations
- Lots of special events scheduled
- A chance to descend 'Les Etroits' by Vélorail (cycle rail-car)



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Journey around the Emerald Isle on board Iarnród Éireann's modern fleet, passing through lush countryside and experiencing a real flavour of that famous Irish hospitality.

- Free time to explore Dublin, Galway, Limerick & Cork
- West Clare Railway & Foynes Flying Boat Museum
- Visits to Vandeuleur Walled Garden & Blennerville Windmill
- Lartigue Monorail
- Tour the attractive Dingle Peninsula
- Includes 5 in 15 Day Explorer Pass for independent sightseeing



Swiss Rail Adventure ~ **Departs 7 Sept 2017 - 15 Days from £2,685pp**

A classic rail tour through the glorious Swiss Alps but with some added steam elements to enhance the holiday further.

- Rail travel along the Rhine River to Switzerland
- First class Swiss Travel Pass
- Steam excursions on Rhaetian Railway, Furka Bergstrecke & Blonay-Chamby
- Bernina Express & Glacier Express with reserved seats in first class
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- Ride on Wuppertal's Schwebebahn Kaiserwagen with English speaking guide
- Visit to the Ruhr Museum
- Railway Museum in Bochum
- Entry into Hamburg's Miniatur Wunderland
- Ride the Drachenfels Rack Railway



Harz Autumn Gala ~ **Departs 17 Oct 2017 - 8 Days from £1,100 (TBC)**

Our annual visit to the glorious Harz Mountains to enjoy a carnival of steam travel.

- Enjoy 3 days of steam travel at the Harz Autumn Gala
- Stay in medieval town of Wernigerode
- Travel by steam up the Brocken
- Visit Cologne outbound and Dusseldorf on return
- Standard class rail travel with reserved seating
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