

TRESPASS AGAIN STOPS *FLYING SCOTSMAN*

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 229

June 2 –
June 29, 2017

As we mark 50 years since the end of Southern steam

TWO MERCHANT NAVIES BACK ON THE SAME DAY!

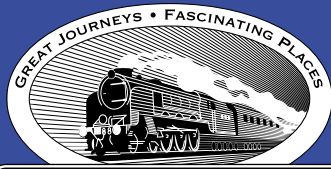


LLANGOLLEN £128K GRANT FOR CORWEN PLATFORM

SEVERN VALLEY'S HIGHLEY STATION HIGHLY RECOMMENDED!

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■ MORE TRACKBED FOR KENT & EAST SUSSEX LINK BOUGHT



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Beyer Peacock 2-4-0T No.13 *Kissack* passes Ellenbrook on May 5 with the 6am empty stock train from Douglas to Port Erin for the Isle of Man Steam Railway 7.45am commuter/breakfast train from Port Erin to Douglas which runs around once a month but more frequently when the TT Races are on. DICK MANTON

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June 30, 2017

Twice in a blue moon!

As we approach the 50th anniversary of the end of steam on the Southern Region, there are several superb galas organised to mark the occasion.

However, what could be better than the return of a Bulleid Merchant Navy Pacific to cock a snook at the modernising powers that were?

Answer: two Merchant Navies returning to steam – and on the same day.

Such an event would normally be less believable than thinking you are going to win the lottery. Personally I would have placed my money on a lottery win.

Yet the incredible happened, purely by coincidence on Thursday, May 18. At Carnforth, David Smith's No. 35018 *British India Line* – a 'new kid on the block' as far as the heritage era is concerned – made its first full test run on the main line to Hellifield.

Later the same day, under the auspices of another train operator, DB Cargo, preservation icon No. 35028 *Clan Line*, out of action for several years while undergoing a major overhaul, successfully completed its first test run from Crewe to Chester and back.

West Coast Railways will ensure that *British India Line* is honed beyond perfection before it is released for charter work, while there are already trips pencilled in for the return of *Clan Line*. Yet what a mouth-watering prospect – two of these great beasts active on the national network at the same time!

At the same time, there are forebodings that the future could be steamless on all of our railways, let alone Southern metals, if we do not get our act together in the years ahead.

Friday, April 21 saw fanfares in the national press for being the first day in modern history when coal was not being used for the production of electricity.

It was widely reported all electricity in the UK was produced for a 24-hour period without burning a single shovelful of coal – for the first time since the Industrial Revolution. However, the story

was not wholly accurate, for on the North Yorkshire Moors Railway, Thompson B1 4-6-0 No. 61264 was in steam, and its Stones generator was whirling away, providing power for its lighting system!

However, No. 61264 was not connected to the National Grid at the time. Yet the headline-grabbing story here could nevertheless be a doom-laden subtitle pertaining to Britain's heritage railways, making a serious underlying point.

As the use of coal declines, so will coal production, which will present a serious threat to our steam railways, as even the opencast mines that do currently supply our railways rely primarily on power stations as their main customers.

Do heritage railways by themselves consume sufficient coal to keep them going?

It is not just Britain where coal use is declining: even China has suspended the construction of new coal-fired power stations in favour of renewable resources and most European countries have a target of being coal-free by 2035 or sooner, so worldwide coal production will decline sharply too and the other sources in Russia, Poland and Columbia are equally likely to close.

Coal is now a pariah among environmentalists, bearing in mind global warming and acid rain, and the demand from heritage railways is unlikely to keep even a single opencast pit open, let alone a deep mine.

Maybe it is time for Britain's heritage railways – and other heritage attractions that rely on coal as their fuel – to start thinking about how to pool their coal requirements to try to secure continuity of supply.

Before too long, the evocative smell of coal smoke and hot oil might be considered to be as endangered a species as some types of animal if we don't act.

→ As our special feature shows, 'Great Britain X' has proven a spectacular success, and to mark the trip we've reproduced a DVD with this issue to remember the first such trip. Enjoy.

Robin Jones Editor

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One of the Severn Valley Railway's most interesting and superbly-restored intermediate stations offers a wealth of photographic opportunities. John Titlow, who has just moved to the village, extols the delights of this unique location and its trains.

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COVER INSET: DAVID RAPSON



Triumphant 'Great Britain X'

The annual round trip with steam from London to the Scottish Highlands and Penzance has had its ups and downs in recent years, but this year's tour will go down in history as one of the best. Brian Sharpe reports on a classic trip with some commendable locomotive performances.

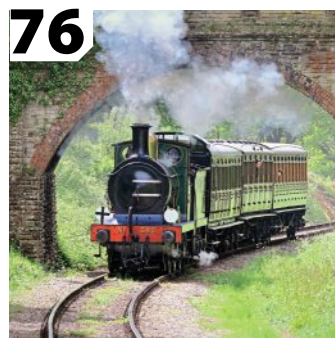
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LNWR pairing shines in Sunny South

Small engines took centre stage at the Bluebell Railway branch line gala. Robin Jones reports on a successful event.

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The Foxfield at Fifty

One of the heritage lines celebrating a significant anniversary this year is the Foxfield Railway. Mark Smithers reviews half a century of progress on this unique line in Staffordshire.

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See page 30



Two Merchant Navies back on main line the same day!

By Cedric Johns and Robin Jones

HISTORY was made on Thursday, May 18, when not one, but two, Bulleid Merchant Navy class 4-6-2s made initial main line test runs on the national network on the same day.

By pure chance, No. 35018 *British India Line* made its long anticipated appearance and morning departure from Carnforth on its first run since being rebuilt – and later that day the Southern flagship and preservation icon No. 35028 *Clan Line* made its way out of Crewe following an extended overhaul.

British India Line appeared alongside Carnforth station the day before, in black livery, and as a jest by its owner, West Coast Railway supremo David Smith, carried the nameplate from West Country 4-6-2 No. 34016 *Bodmin*, which is undergoing overhaul in the adjacent depot.

Routed by way of Settle Junction to Hellifield working engine and coach, No. 35018 returned to Carnforth by the same route.

Back at Carnforth the 4-6-2 was checked over before being prepared for as yet undated formal light and loaded proving runs. It was understood that no firm bookings for its debut trip in passenger service or any others had yet been made, in accordance with West Coast's long-standing policy of not promising to deliver the final product before it is ready. What amounts to a new engine is to be carefully run in before it is released for passenger hauling duties.

Later the same day, No. 35028 *Clan Line* making its early evening run departed Crewe for the short journey to Chester with support coach and diesel attached.



SR Merchant Navy Pacific No. 35028 *Clan Line* passes Beeston Castle on its main line test run from Crewe to Chester on May 18. DAVID RAPSON

Following manoeuvres around Chester and Beeston Castle, *Clan Line* returned to Crewe at around 11.30pm to complete an historic day.

As we closed for press, the engine went back inside Locomotive Services Ltd's base at Crewe for painting, while dates for its loaded test run were being finalised with DB Cargo.

Trips line up

Clan Line has several trips lined up, and its first is most likely to be UK Railtours' all-Pullman 'Bournemouth Belle' booked to run from Waterloo to Bournemouth on July 5.

That is to be followed by the 4-6-2 working UKRT's 'Waterloo Sunset' to Yeovil junction on July 8,

commemorating its last run before withdrawal at the end of Southern steam 50 years ago.

Postponed by the 4-6-2's late running overhaul at Crewe, the 'Merchant's' date with the 'Atlantic Coast Express' to Exeter via Salisbury, Yeovil and Honiton has been rearranged for September 23.

Built as No. 21C18 at Eastleigh and outshopped in May 1945, *British India Line* was one of the first batch of 20 Merchant Navies to be built. It was allocated to Nine Elms shed on January 1 that year, and spent its entire working life there, apart from two months at 71B Bournemouth beginning on November 24, 1960.

It took part in the 1948 Locomotive Exchanges and in 1955 hauled an

impromptu Royal Train. While heading the 'Bournemouth Belle', it was stopped at Winchester to collect the Queen following her visit to the city. Rebuilt at Eastleigh, *British India Line* was outshopped shorn of its air-smoothed casing, chain drive and sealed oil bath in 1956. It was withdrawn in 1964 and sent to Dai Woodham's scrapyard at Barry.

However, in a private venture it was moved to the Mid-Hants Railway from Barry in 1979 for restoration and despite plans to return it to traffic shadowing the heavy overhaul of *Bodmin*, it was placed in storage with very little work completed.

Sharp contrast

Later it was removed from Ropley to Barry Gambles Engineering on the Isle of Portland before it was eventually moved to Carnforth for reconstruction.

As a sharp contrast *Clan Line* was purchased out of traffic by the then newly-formed Merchant Navy Locomotive Preservation Society in 1967 and apart from overhauls has operated as a main line engine ever since.

Based at Longmoor, Ashford and Hereford during its early days, the 4-6-2 was eventually settled at Stewarts Lane and has been closely associated with working the Belmond 'British Pullman'.

So, whereas there was only one Merchant Navy on the main line for years, two of the 4-6-2s have suddenly appeared in steam for the first time in the heritage age.

Suddenly, in this year that the 50th anniversary of the end of Southern Region steam is being commemorated, the possibility of two Merchant Navies working on former Southern Railway routes draws nearer.



SR Merchant Navy Pacific No. 35018 *British India Line* passes Benthams on May 18 on its first main line run since 1964.

BRIAN SHARPE



LNER A3 Pacific No. 60009 *Union of South Africa* passes Eldroth on its main line test run from Carnforth on April 27. BRIAN DOBBS

August bank holiday visit to Didcot Railway Centre for *Flying Scotsman*

A FOURTH visit to a heritage venue for *Flying Scotsman* has been added to its 2017 itinerary.

Following its hugely successful visits to the Keighley & Worth Valley and Bluebell railways, the A3 will appear at Didcot Railway Centre over the August 26-28 bank holiday weekend.

It will be its first appearance at Didcot since 2005, just before being taken out of service for restoration.

Because of the huge anticipated public demand, admission will be by ticket only, bought in advance via a link on the centre's website www.didcotrailwaycentre.org.uk

There will be no pay at the gate admissions.

Centre manager Roger Orchard said: "We are delighted to have been chosen by the National Railway Museum to show off their most famous locomotive in our

living steam railway museum.

"Passengers will be able to ride behind *Flying Scotsman* in beautifully restored carriages from the 1930s and there will be frequent trips to watch and photograph the train as it goes by.

"We are also working with our neighbours in the community to ensure they are able to share in this experience, and will be working to support local businesses."

Highly successful

Its fourth visit to a heritage line will see it run on the West Somerset Railway from September 5-12, with the 8th a rest day.

Meanwhile, the highly successful Easter visit of *Flying Scotsman* to the Bluebell attracted almost 20,000 visitors, over 8500 of which travelled on the services hauled by No. 60103 which included the special Pullman

breakfast and dining services.

More than 80% of visitors started their day at Sheffield Park. Provisional numbers showed ticket and admittance revenue for the week of £475,000, and platform tickets accounted for around 25% of visitor numbers.

Both the Sheffield Park shop and catering also reported record levels of activity.

The costs of staging the event were still being finalised but a net surplus of around £250,000 would be a tremendous result, said Bluebell plc chairman Dick Fearn.

→ Brunel's 1850s transfer shed at Didcot Railway Centre has been nominated for Channel 4's *Amazing Spaces* Shed of the Year contest, with viewers asked to vote online. The results will be announced in the summer.

Date set for Moorsline's first Cromer service

THE North Yorkshire Moors Railway is to run its first main line train for fellow East Coast heritage line the North Norfolk Railway on July 5, it has been announced.

As revealed in issue 228, the NYMR and NNR have been in talks over the former using its Network Rail access agreement to run the latter's dining trains to Cromer and maybe beyond.

Last year, the Poppy Line ran a sell-out trial series of dining trains from Sheringham to Cromer operated by West Coast Railways.

The first phase of collaboration between the two lines will begin on July 5, when the NYMR will run the trains over the Bittern Line as an existing licensed operator on Network Rail (over the Esk Valley Line to Whitby and Battersby) under a revised safety certificate.

However, the next big step will see the NNR develop its own passenger licence and safety certificate applications to hopefully authorise it to operate the dining trains by itself.

NYMR general manager Chris Price said: "Our experience as a heritage railway working with, and operating over, Network Rail enables us to assist the NNR in this very practical way. While this helps them to realise a dream, "The NYMR will also benefit through the exchange of ideas and sharing of experience."

Doubleheaded panniers for NYMR gala

THE North Yorkshire Moors Railway's September 27-October 1 autumn steam gala will have a Great Western feel to it this year, with planned visitors to include pannier tanks Nos. 7714 and 1501 from the Severn Valley – presumably a reciprocal exchange for continuing delays over the delivery of boiler stays needed to complete SR Schools 4-4-0 No. 926 *Repton* which is down to attend the corresponding SVR event on September 21-24.

It will be the first visit of a 57XX class pannier to the NYMR, No. 1501 visited previously but was failed early in the course of its visit. It is envisaged that the two locomotives will be doubleheading on most of the trains that they work.

The NYMR is also discussing the possibility of bringing in a third GWR locomotive to augment the pannier tanks.

Great Central CEO quits after 10 months

By Robin Jones

ANDY Munro, chief executive officer of the Great Central Railway, parted company with the Loughborough line on May 16 after just 10 months in the role.

A statement from the railway said: "The board of the Great Central Railway plc regret to announce chief executive Andy Munro is stepping down.

"He joined the company last year and has been instrumental in delivering progress on two major projects; the start of work on a new bridge over the

Midland Main Line for the reunification scheme and the continued development of a new Heritage Lottery-funded railway museum at Leicester North station.

Successor will be announced

"Mr Munro is leaving the GCR for family reasons and the board would like to place on record their thanks for his hard work and wish him well for the future. His successor will be announced in due course.

"Richard Patching, currently general manager, will be interim chief executive with a view to ensuring the railway's

efficient operation during the process of recruiting a permanent replacement for Mr Munro."

Officials, who declined to comment further, said that Andy's resignation would not affect either the bridge or the museum projects.

Andy, 55, who was previously the chief operating officer of the Royal Institute of British Architects, was appointed last July when GCR managing director Bill Ford retired at the age of 78.

The GCR is also looking for a new chairman to take over when David Morgan retires.

Opposition continues, but RVR-KESR link a step nearer



All mapped out: This map shows the current RVR line from Robertsbridge to Northbridge Street (1 is the Network Rail Robertsbridge main line station and 2 the adjacent new station of Robertsbridge Junction being built by the RVR). Also shown is the controversial yet-to-be-built link eastwards from Northbridge Street, the trackbed recently purchased near Udiam, and the KESR Bodiam station (3). The crosses indicate the sites of three new level crossings that are part of the project to link the two railways and which have received planning and highways approval. ©CROWN COPYRIGHT 2017 ORDNANCE SURVEY. MEDIA 008/17

EXCLUSIVE

By Geoff Courtney

AGAINST a background of continuing opposition from two farms on whose land the final link connecting the Rother Valley and Kent & East Sussex railways would be built, a third landowner has agreed a deal that will enable the construction of a vital double-track stretch beyond the current western end of the KESR.

The link between the two railways on former trackbed that last saw trains in 1961, is part of a privately-funded £4.5 million project that also incorporates the transformation of the RVR's Robertsbridge base into a heritage steam centre, complete with a new station with five-coach platform, engine and carriage sheds, and other facilities. Work on this part of the scheme is already well advanced.

A formidable hurdle to the project was

overcome on March 16, when Rother District Council's planning committee unanimously approved an application by the RVR to construct the two-mile link, from the eastern end of its line at Northbridge Street to the KESR's western extremity at Junction Road, in the hamlet of Udiam, so creating a 14 mile line between Tenterden and Robertsbridge.

Part of the approved application includes the provision of level crossings over two minor roads, including the B2244 at Udiam, and – most controversially of all – a third crossing over the A21 Robertsbridge bypass. The approval for this crossing includes a caveat preventing trains to be run between 7am-9am and 5pm-7pm.

The latest boost to the link is the recent acquisition of nearly one-third of a mile of former trackbed extending towards Northbridge Street from the KESR's western end at Junction Road. This section, leading up to the River Rother, would be double track to allow a Robertsbridge-bound train to pass another heading for Tenterden, and indeed the rail and sleepers for this extension have already been obtained.

What remains is nearly two miles of trackbed from the river to Northbridge Street, and in the days of the original Kent & East Sussex Railway a request halt was located on this stretch. This station officially opened in 1929 but had been in use from 1903, and lasted into BR ownership until the line was closed to passengers in 1954.

This stretch, running through the village of Salehurst, is in the ownership of two farmers who are strongly opposed to the scheme, Moat Farm, owned by the

Michell family, and the nearby 400 acre Parsonage Farm run by the Hoad family.

Beautiful valley

Lynn Hoad, who fears the dispute may lead to a compulsory purchase order, told *Heritage Railway*: "This is a beautiful peaceful valley in which the family has farmed for nearly 140 years.

"We bought the railway land in the 1980s after the line had closed and returned it to agriculture, which it was originally. Now they want to reopen this white elephant.

"The railway would run right through the middle of our corn-growing land and would affect our livelihood. It would be a nightmare, and would destroy the village of Salehurst. It is our land and we do not want to sell – what right has anyone to come and say they want our land? It is morally indefensible."

RVR chairman Gardner Crawley, a farmer himself, said: "We fully appreciate the concerns of these two remaining landowners about the effect the reinstatement would have on their farming operations.

"We have recently sent each of them very generous offers for their land, which included a significant figure for any inconvenience to their operations and seeks to come to a mutually acceptable settlement. Our dialogue with these landowners is ongoing."

As part of a consultation exercise, Gardner wrote to Robertsbridge and Salehurst residents on May 10 updating them on the latest situation, outlining future plans including an application for an order under the Transport & Works Act which would confer statutory authorisation for the railway, inviting



Cambrian delight: Visiting WR 4-6-0 No. 7822 *Foxcote Manor* prepares to depart from Tenterden Town on May 11 during a month-long visit to the Kent & East Sussex Railway. The Llangollen Railway-based 4-6-0 was built at Swindon in 1950 and withdrawn from Shrewsbury (6D) in 1965 after a 15-year career that included regular appearances on the 'Cambrian Coast Express' and in 1963 on the royal train. NICK GILLIAM

their views, and offering the opportunity for a meeting if required.

In the letter Gardner wrote: "We believe that the restoration of the railway will be an appealing addition to existing tourist attractions in the area, bringing with it consequential economic benefits and encouraging visitors to travel by heritage railway during their holidays, rather than relying always on their cars."

Economic benefit

Expanding on the economic aspects of the project in a statement to *Heritage Railway*, Gardner said: "We commissioned a report in 2013 from Manchester Metropolitan University which concluded that on the line reaching its full potential of 200,000 passengers, the total economic benefit becomes £10.8 million.

"Rother District Council recognised the economic benefit, and support for the reconnection is given in the Rother district plan in the section dealing with employment.

"All the work is being funded by charitable donations from philanthropic benefactors and involves no call on the public purse."

The line from from Robertsbridge to within 1½ miles of Tenterden opened in 1900 under the name Rother Valley Railway, was extended into Tenterden itself in 1903, renamed the Kent & East Sussex Railway a year later, and in 1905 was further extended to Headcorn.

A part of the Colonel Stephens light railway empire for much of its life, it was closed by BR to passengers in 1954 and to freight in 1961, and the revived Kent & East Sussex Railway was opened by preservationists in 1974.

Current indications are that, if the negotiations with the landowners are successful, the project, which would provide the KESR with a connection to the national network at Robertsbridge, could be completed by 2020.

Meanwhile, the KESR has been enjoying the sight and sound of main line express engine No. 7822 *Foxcote Manor*, the largest locomotive to have ever operated on the line. The GWR-designed, BR-built 4-6-0 arrived from its Llangollen Railway base on May 4 and has been wowing enthusiasts and members of the public over a number of days.

KESR general manager Shaun Dewey said: "We have had an excellent reaction and it has generated a lot of interest."

The loco was due to return to north Wales in early June.

→ The Lynton & Barnstaple Railway Trust has just bought another third of a mile of the original trackbed running north-east from Blackmoor Gate. The purchase comes in the wake of that of Fairview, a three-bedroom detached house which was built in 1911 next to Parracombe Halt, and which formed one of the biggest obstacles in the planned western extension from Killington Lane. As reported in HR issue 226, the house has now been sold minus the essential trackbed, leaving the revivalists with a profit.

A Manors-in Miniature gathering of 5in gauge live steam models held in the cattle dock at the Kent & East Sussex Railway's Bodiam station by the 1/12th Scale Manor Appreciation Group on Sunday, May 14, unwittingly became the star attraction of the day when the full-size No.7822 *Foxcote Manor* failed with a valve related problem. Nine model engines were displayed, No.7817 *Garsington Manor*, steamed on a rolling road, No. 7800 *Torquay Manor*, No. 7806 *Cockington Manor*, No. 7808 *Cookham Manor*, No. 7810 *Draycott Manor*, No. 7816 *Frilsham Manor* and No. 7823 *Hook Norton Manor* as the static exhibits, with No. 7820 *Dinmore Manor* almost assembled but yet to be painted and No. 7825 *Lechlade Manor* as a dismantled rolling chassis with smokebox. HUGH TOPHAM



Fishing boat donates engine for 'first' North Yorkshire Moors Railway diesel

WORK has recently begun at Grosmont on the rebuild of Class 04 0-6-0DM shunter D2207, the first ex-BR diesel to arrive on the North Yorkshire Moors Railway.

Having been sidelined for many years work is now resuming on it as an apprentice training project following on from the completion of recommissioning work on recently-arrived Class 08 shunter No. 08495, which is now in service.

D2207 was withdrawn some years ago with engine problems, including a bent crankshaft, but through the generosity

of a benefactor a replacement Gardner 8L3 engine has been acquired. However, this engine is not a direct exchange, as it has come from a fishing boat and has a different sump that will not fit in the locomotive.

Therefore the best parts from both engines are being used to build up a composite to suit D2207, and hence the crankshaft from the 'new' engine (which is five years newer than D2207, markings on the flywheel showing it to date from 1958 compared to D2207, which was built in 1953) has been married to the sump and bedplate from D2207, with

the flywheel from the boat engine being modified to suit the locomotive application.

The remainder of D2207 is thought to be in reasonably good condition with much repainting already carried out in anticipation of the new engine being fitted, so hopefully it will not be too long before this little shunter re-enters service as the Pickering carriage and wagon shunter, a task which it has proved to be ideal for in the past and which provides a reminder of its sister Class 03 shunters acting as the station pilots at Scarborough and Hull.



Isaac is seen departing from Woody Bay with a packed passenger train on May 14, the second day of the Lynton & Barnstaple Railway's spring gala, while *Axe* waits at the up platform with a demonstration goods train comprising former South African Railways bogie wagons. The gala also featured new-build 0-4-2T *Faith*, built by the line's resident engineer John Uphill, which shared duties on demonstration freight trains over the weekend. TONY NICHOLSON

Date set for 'real' Swanage-Wareham public services

By Robin Jones

THE Swanage Railway has officially confirmed that the first of its public services from the resort to Wareham will run on Tuesday, June 13.

The special first train will mark the start of a grant aid-funded two-year trial public service of 'real' as opposed to enthusiast or tourist trains using diesel haulage operating on 60 selected days during this summer – with four trains a day in each direction between Wareham, Corfe Castle and Swanage.

Swanage Railway Company chairman Trevor Parsons said: "This is the culmination of a far-sighted investment by our stakeholders of £5.5 million to reconnect Swanage and Corfe Castle with the main line at Wareham. We're working very closely with our partners at Network Rail and South West Trains to finalise arrangements for what is a complex operation."

"The trial public service will be historic because it has been the Swanage Railway's ambition to return passenger trains to Wareham for more than 40 years – with several generations of volunteers working to achieve this," added the Swanage Railway volunteer signalman and train guard.

It will be the culmination of long-held aim by determined railway campaigners dating back to 1972 when the Purbeck branch line was controversially closed and largely ripped up by BR.

To enable a public train service to run from Wareham to Corfe Castle and Swanage, Purbeck District Council and

Dorset County Council together made a strategic investment of £3.2 million, the money coming from a transport development fund paid into by housing developers across the Isle of Purbeck.

That money enabled Network Rail to upgrade the track at Worgret Junction where the Swanage branch joins the main line – and also install new signalling equipment at Wareham and Worgret Junction. The investment also paid for Swanage Railway signalling equipment between Wareham station, Worgret Junction and Corfe Castle signal box.

To avoid disappointment and guarantee a seat on the service passengers are advised to book their tickets online at swanagerailway.co.uk

Public transport link

Limited parking at Wareham station – especially on weekdays – means that passengers are advised to travel to the station by public transport.

Main line train operator West Coast Railways is supplying two diesel locomotives and train crews to operate the trial service in top-and-tail mode. It will operate on Tuesdays, Wednesdays, Thursdays, Saturdays and Sundays until Sunday, September 3, inclusive.

On the first day, the first public train will be the 2.23pm from Swanage that will form the 3.15pm train from Wareham. The last train of the day will be the 4.23pm from Swanage and the 5.15pm from Wareham. The first two return trains on that day will be for Swanage Railway guests, stakeholders, volunteers, staff and supporters.



Lineside photographers were in position to capture the occasion on January 1, 1972, when this DEMU formed the last train from Wareham to Swanage, as it entered the branch at Worgret Junction. BARRY THIRLWALL/ANDREW P M WRIGHT

Tickets will be £15 for an adult or senior citizen day return between Swanage and Wareham and £9 for an adult or senior citizen single. Tickets for children, aged five to 15, will be £10 for a return and £6 for a single. Swanage Railway Purbeck resident's discount card holders will receive a 33% discount, but national railcards will not be accepted.

Swanage Railway Trust chairman Gavin Johns said: "My thanks go to the Purbeck Community Rail Partnership, the Government's Coastal Communities Fund for its £1.8 million grant, Purbeck District Council, Dorset County Council, Network Rail, South West Trains and the Department for Transport for their help in reaching this historic milestone for Swanage and the Isle of Purbeck."

Project Wareham director Mark Woolley, a dedicated Swanage Railway volunteer since the mid-1980s, said: "Our two 1960s-built heritage diesel trains, which together make up four carriages,

will be used for the second year of the trial service to Wareham.

"They are being refurbished to main line standards which is challenging and specialist work because of the age of the heritage diesel units, their design as well as modern health and safety standards."

Patron appointed

A former High Sheriff of Dorset – whose ancestors helped to bring and build the first railway line into the county from Hampshire in the 1840s – has been appointed a patron of the Swanage Railway Trust. Sir Philip Williams, whose great-grandfather was the longest-serving director of the LSWR, and who lives in Littlebredy near Dorchester, was High Sheriff of Dorset until March.

In October he officially opened the Swanage Railway's Norden Gates level crossing and its three-mile section of restored line between Norden and Network Rail near Worgret Junction.

Severn Valley marks anniversaries at diesel festival

By Robin Jones

ANNIVERSARIES were celebrated at the Severn Valley Railway's hugely-successful May 18-20 Spring Diesel Festival.

The event marked 30 years since the market-leading steam line hosted its first modern traction gala.

And it was the 25th anniversary of the first Class 50 runs on the SVR and the 40th anniversary of the final Class 52 Western diesel hydraulics on the main line.

A total of 4809 passengers were carried during the festival, while more than 600 travelled on the Mixed Traction Day on Sunday, May 21.

Visitors included the Chinnor & Princes Risborough Railway-based Class 17

Right: Visiting Class 17 Clayton D8568 approaches Highley during the Severn Valley Railway's diesel gala.
JAMIE SQUIBBS

D8568, the sole surviving example of the Clayton Type 1s, Class 31 No. 31271 carrying Trainload Construction livery and named *Stratford 1840 to 2001* in honour of the former locomotive depot at Stratford and Class 33 No. 33035, one of only two class members to be repainted into Network SouthEast livery.

Also appearing Class 47 No. 47828 which was named *Severn Valley Railway* at Kidderminster in 2001, while owned by Virgin Trains.

Two Class 45s, No. 45041 *Royal Tank Regiment* and No. 45060 *Sherwood Forester*, worked alongside each for



what was understood to have been a preservation first.

Direct Rail Services sent a new Class 88 locomotive for the festival.

A total of 23 locomotives operated over the four days. There were some

delays on the Saturday due to signalling issues between Kidderminster and Bewdley, resulting in pilotman working.

A SVR spokesman said: "The response on social media was 100% positive, despite the delays."

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Nearly two decades on, Battle of Britain Pacific No. 34081 92 Squadron carries a set of correct nameplates and badges, following a rededication ceremony at Wansford on May 6. When a set was made by the owning group in 1998, they had Squadron badges with a Queen's crown when they should have featured a King's crown. This time round the direct successor to the company that made the originals nearly 70 years ago was tracked down to produce proper vitreous enamel, correct in every detail. The Battle of Britain Locomotive Society has the originals but considered them too valuable to be fixed to the engine. NVR

Friends group wants whistle blown on Monkwearmouth station plans

OPPOSITION is mounting in Sunderland to the city council's refusal to guarantee the future of two important railway heritage features at Grade II* listed Monkwearmouth Station Museum in the face of proposals to turn it over to house a collection of football memorabilia.

The Museum of Land Transport was opened in 1973, and under the management of Tyne & Wear Archives & Museums a £1 million restoration of the building and provision of new displays took place in 2007.

Four years later the Wagon Shed, costing £345,000 and which housed the museum's historic rolling stock, was opened.

In 2013, however, Sunderland City Council took back management of its museums, although as a result it lost most of the government museums grant it had received under the previous Tyne and Wear administration.

Citing financial pressures, the city council first attempted to close Monkwearmouth 'temporarily' in 2016, but repealed it after much opposition,

and promised instead to develop the museum.

In mid-March, the council announced that Monkwearmouth would close as a Land Transport Museum two weeks later and would be handed over to the Fans Museum, a collection of Sunderland football memorabilia gathered by a local businessman Michael Ganley.

No assurances

FOSUMS, the Friends of Sunderland Museums, accepted with regret the council's decision, but remain very concerned that correspondence with the council has failed to provide adequate assurances over the future of two important features of – the booking office of 1869, which has been restored to its 1905 condition, and the exhibits in the Wagon Shed.

Furthermore, the council has made a commitment to retain the exhibits in the Wagon Shed only "in the short term", implying they will be removed in the longer term.

The friends group said that this

approach was unacceptable because the two vehicles displayed there have historic connection with the area.

The guard's van was used on trains between Monkwearmouth and Hylton collieries on the railway line through Southwick, while the car van was purchased and restored as it was one of the vans which would have been used to unload cars in the siding area in the past.

A friends spokesman said: "To remove these vans would be to remove part of Monkwearmouth and Southwick's history and, indeed, of Sunderland's railway heritage.

"Much of the city's prosperity was built on the export of coal brought to the staiths and docks by coal train.

"The £325,000 cost of building the wagon shed and the restoration of the two vans was entirely met by grants, the largest one from the Department of Culture, Media & Sport, with no finance coming from the city council. It is surely entirely wrong that the council should appropriate a building funded by others only six years ago."

Man charged over alleged snapper attack

A 45-year-old man has been charged with robbery following an alleged attack on *Heritage Railway's* modern traction correspondent Fred Kerr.

An incident occurred in daylight at St Johns station near Lewisham on May 16 when Fred was photographing on the footbridge which connects the station to the town.

Fred's camera was taken and he was taken to nearby Kings College Hospital where he was treated for injuries which included a broken jaw. He needed four titanium plates to secure the jaw.

A British Transport Police spokesman said that a man from New Cross in London had been charged with robbery and was due to appear before Westminster magistrates.

Ground opens up at Grosmont

THE Whitby end of Platform 4 at the North Yorkshire Moors Railway's Grosmont station has been out of use for running round purposes recently, although the line's Pullman dining train continues to be stabled there.

A hole has opened up under the track, believed to be due to the collapse of one of the many shallow subsurface ironstone mine workings that riddle the site. These were previously reported to have caused problems when the former Falsgrave signal gantry was re-erected nearby.

The subsidence is quite localised and taking the run-round out of use has not caused operational issues. It was expected to be filled in and the track restored to use in time for the Whitsun bank holiday.

A high line in the heart of London?

PART of the former North London Railway in the heart of London could be transformed into a US-style 'high line' cyclepath and walkway.

Quarry Camden Highline – which has already been compared to the New York High Line – has been proposed by Camden Town Unlimited, a consortium of businesses, police, residents and politicians.

Under the proposals, the elevated railway would become a garden path starting at Kentish Town Road before passing north of Camden Road station, towards Caledonian Road station, over several disused railway bridges and then finishing near Camley Street, giving a total of 10 minutes' walking time.



May 7 saw a gathering of four cabless operational Quarry Hunslets, Alice, Maid Marian, George B and Winifred at the Bala Lake Railway's Llanuwchllyn base.

JULIAN BIRLEY

IN BRIEF

→ THE British-built Darjeeling Himalayan Railway is to stop cannibalising its historic steam locomotives for spare parts to keep others running. Fearful that the loss of steam on the route could lead to it losing its World Heritage Site status, India's Northeast Frontier Railway has signed an agreement with the Ranchi-based Heavy Engineering Corporation Limited to produce new parts for the engines.

→ THE GWR signalbox situated on the platform at Torre station on the Paignton branch is up for auction on June 15, with a guide price of £85,000 to £115,000, by the regional land and property auctioneers Clive Emson. It already has planning consent for use as holiday accommodation.

→ A FORMER Ffestiniog Railway carriage which has had new bogies from South Africa fitted is to enter service on the Golden Valley Light Railway at the Midland Railway-Butterley this summer, with a second to follow in 2018.

→ THREE visitors have been booked for the Severn Valley Railway's September 21-24 autumn steam gala: Schools 4-4-0 No. 926 *Repton* from the North Yorkshire Moors Railway, GER Y14 0-6-0 No. 564 from the North Norfolk Railway and SECR P 0-6-0T No. 323 *Bluebell* from the Bluebell Railway.

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Beattie's coming home!

By Robin Jones

LSWR Beattie 2-4-0 well tank No. 30587 is to return to the city of its birthplace for the first time in 143 years.

No. 30587 was built in Manchester in 1874 and had a working life of almost 90 years, it was one of a trio retained in service in Cornwall for decades after its sisters elsewhere were scrapped because no other type could be found to run over the tightly-curving Wenfordbridge branch.

Back in the Fifties, enthusiasts regarded Wadebridge shed as a 'Mecca' where these antique locomotives could be seen in service. It was not until 1962 that the three were finally replaced by a trio of GWR 13XX pannier tanks.

Now visitors to Manchester's Museum of Science and Industry will be able to see No. 30587 in action in its home city in June.

Suburban services

A total of 85 Beattie well tanks were built by the Gorton firm of Beyer, Peacock. No. 30587 initially spent 20 years on London suburban services before moving to Cornwall.

It will join the museum's own Robert Stephenson & Hawthorns 0-4-0ST *Agecroft* No. 1 and replica Liverpool & Manchester Railway 2-2-0 *Planet* to provide steam train rides on the demonstration line.

The well tank is owned by the Science Museum Group, of which the Museum of Science and Industry is a part, and has been on long term loan to the Bodmin & Wenford Railway since 2001. At that time, it had been on static display inside the South Devon Railway's Buckfastleigh museum for several years, until Bodmin & Wenford benefactor and retired London banker Alan Moore sponsored its overhaul to working order. After the overhaul was completed at Bill Parker's Flour Mill



Beattie well tank No. 30587 has gone where no class member ever ventured before, through the tunnels of the Metropolitan Line where it is seen early on February 26 with a test train. Now it is to return to the city of its birth for the first time. ROBIN JONES

workshop at Bream in the Forest of Dean, No. 30587 was based at Bodmin General.

In February 2012, under a shroud of utmost secrecy, No. 30587 was taken by low loader to London Underground's Lillie Bridge depot.

In the early hours of Sunday, February 26, that year, it was successfully used for a series of test runs through the Metropolitan Line tunnels, after the Underground closed for the night. The tests paved the way for the London Transport Museum's award-winning series of public steam trains interspersed with standard electric services.

Back in Manchester, a three-week celebration of the well tank will culminate in a rail weekend on July 1/2 during which, when they are not running on the demonstration line, *Planet*, *Agecroft* and No. 30587 will be on display in the museum's Upper Yard

so visitors can get up close and admire the details and craftsmanship that went into their creation.

Displayed outside

Subject to the British weather, the 1954-built British Rail EM2 Class 77 No. 27001 *Ariadne* and the Manchester & Birmingham Railway first-class carriage, which dates from the 1840s, will also be displayed outside. The doors of the museum's Power Hall will be thrown open so visitors can get a better view of the LMS Medical Examination Carriage and full-scale replica of *Novelty*, one of the steam locomotives that took part in the famous Rainhill Trials of 1829, which contains the original wheels and a cylinder.

No. 30587 will arrive at the museum in the week commencing June 12. Steam rides will be running on Thursdays and at weekends for three weeks.



The Ffestiniog & Welsh Highland Railways' George England 0-4-0STT No. 5 *Welsh Pony* has marked its 150th anniversary with its new and fourth boiler (built at Boston Lodge Works) passing its hydraulic test at Boston Lodge in May. The new frames, pictured on May 1, have also been placed on the original wheels for the first time. *Welsh Pony* was delivered new in 1867 but has not steamed since September 1939. It is now being restored to full working order, and while £150,000 has been spent so far, another £50,000 needs to be raised to have it running in a year's time. FR

12 Heritagetrain.co.uk

New tyres for NER Q6?

NER Q6 0-8-0 No. 63395 has had its wheelsets dropped using the North Yorkshire Moors Railway's wheeldrop, to allow attention to its axleboxes before a planned return to service in time for the peak season.

The wheels are being assessed as to whether they need rettying, its tyres having been found to be worn hollow. This is a phenomenon not previously found on the NYMR, as usually the tyres

needed turning to correct the flange profile well before the tyres started to hollow, but new flange lubricators installed on the NYMR in recent years have all but eliminated flange wear and shifted the wear issues to the tread face.

If new tyres are needed it is hoped that it will not delay the return of the locomotive to traffic significantly. The tyres are close to the scrapping limit and a new set is already in stock.

First coach for Aln Valley

APRIL 26 saw the Duke of Northumberland visit the Aln Valley Railway to officially relaunch Mk.1 SK coach No. E25020 at an event for shareholder and members.

The coach has become the line's

first item of passenger stock and was part of the first train to go down the embankment from Alnwick (Lionheart) station on to the section of track relaid on the original formation of the Alnwick branch.



Newly-restored ex-War Department Austerity 0-6-0ST *Rennes* departs from Whitecroft on the Dean Forest Railway on May 21. Rededicated in its former Longmoor Military Railway livery by David Ronald, the former commander-in-chief of Longmoor, on May 13, it was the first time the locomotive has run since its retirement from being a colliery engine in Mountain Ash. KARL HEATH

Alan waited 83 years to 'cab' an LNER P2!

By Robin Jones

A MAN who waited 83 years to 'cab' a Gresley P2 has finally had his lifelong wish come true.

Alan Golton, now 88, a retired university lecturer and Church of England minister now residing in Grenoble, France, was among 250 passengers on board The A1 Steam Locomotive Trust's 'The Talisman' railtour from King's Cross to Darlington Locomotive Works on Saturday, May 6.

The trust, the builder of 101mph A1 Pacific No. 60163 *Tornado*, is forging ahead with constructing the seventh member of this class over seven years at an estimated cost of £5 million.

'Talisman' passengers were shown the progress to date, and Alan's 30,290-day wait to jump into the cab of a P2 was finally over.

He said: "On a hot summer's day in June 1934 I was taken by my father and a friend of his to the LNER open day in the station goods yard at Ilford, Essex. The sun was beating down and the railway yard was full of fine locomotives and teak carriages. The already-famous No. 4472 *Flying Scotsman* was there, standing close to No. 8900 *Claud Hamilton*, which was sporting a dazzling white cab roof and highly burnished steel rimmed smokebox door.

"A brand-new apple green apparition, with a sleek streamlined front end, complete with a novel sloping

smokebox door, was receiving a lot of attention from the crowds. The locomotive was, of course, the first of Sir Nigel Gresley's class P2 2-8-2 Mikado locomotives, No. 2001 *Cock o' the North*. No. 2001 was brand-new, only a matter of a couple of weeks out of Doncaster works, and was destined to be the most powerful express passenger locomotive in the country.

"Visitors could go into the cabs of most of the locomotives and we queued alongside the large 6ft 2in driving wheels of *Cock o' the North* eager to cab the P2. But I never got my opportunity to cab No. 2001 – overcome by heat exhaustion I fainted by the locomotive and was taken to a medical tent to be revived by smelling salts before being taken home.

"Living close by to the LNER works at Stratford I got subsequent opportunities to get up close to LNER locomotives.

I recall walking through the tender corridor of *Flying Scotsman* into its cab at another open day. But I never saw *Cock o' the North* again. I never did get the opportunity to cab a P2 – or at least, I thought I never would.

"One of my sons, Matthew, works in the railway industry as the commercial development director for Great Western Railway. Through his friendship with trustees of The A1 Steam Locomotive Trust, Matthew was aware that a new Gresley class P2, No. 2007 *Prince of Wales*, is being constructed. Through a very kind invitation from The A1 Steam Locomotive Trust I was offered the opportunity to travel to Darlington and achieve what I failed to achieve in 1934 – to finally cab a P2!

"My wife and I travelled over especially from the south of France where we now live and on May 6 Matthew and I

travelled up to Darlington on the trust's special train.

"It was exciting to take in the front end of No. 2007 at the Trust's Darlington Locomotive Works. The sloping front door and the streamlined fairing is stunning. I was impressed by the care that is being taken to create this locomotive – exemplifying the best of British engineering.

"Matthew had tracked down some fine photographs that ER Wethersett had taken of the actual open day at Ilford that I had attended all those years ago. He had bought me an enlarged print of *Cock o' the North*, complete with the scaffolding staircase to the cab that I never got to ascend. The trust's director of engineering David Elliott, assisted by fitter Ian Matthews, kindly got me a step ladder so that I could at last get into the cab of a P2.

"With another four years of effort a P2 will hopefully take to the rails. With good health and God's grace I hope that I can go one better next time and travel behind a P2. It shouldn't be such a long wait this time!"

P2 project director Mark Allatt, Trustee said: "We were delighted to make Alan's dream come true after an 83-year wait and look forward to welcoming him back into No. 2007 *Prince of Wales*'s cab when the new locomotive is completed and in steam.

→ Tender frames ordered for new P2: see News, page 44.



In the cab of a P2 at last, 83 years after fainting at an Ilford open day: Alan Golton looks out of the window of No. 2007 *Prince of Wales* inside Darlington Locomotive Works on May 6. A1SLT

'Royal Duchy' season set for July return

THE Railway Touring Company's 'Royal Duchy' season opens on Sunday, July 23, with trains routed from Bristol Temple Meads to Par picking up at Yatton, Taunton and Exeter and running via the South Devon banks to Plymouth, crossing into Cornwall over the Royal Albert Bridge.

The 'Duchy's programme continues on August 13 and 27 and September 3 and 10. Motive power has yet to be allocated.

Also on July 23, RTC's 'North West Coast Express' leaves Liverpool Lime Street for Holyhead running via Chester and Llandudno Junction. After Lime Street the train picks up at Broad Green, Warrington Bank Quay, Frodsham, Chester, Llandudno and Bangor.

Steam is to be provided by either Jubilee 4-6-0 No. 45690 *Leander* or No. 45699 *Galatea*.

A variation is provided on Tuesday, July 25 when the 'Welsh Mountaineer' departs Preston for Blaenau Ffestiniog calling at Warrington, Frodsham, and Chester.

Finally, Southern fans will be looking forward the series of 'Dorset Coast Express' train booked to run from Victoria to Weymouth on Wednesdays July 26, August 2/16/23 and September 6.

Stopping at Staines, Woking and Basingtoke, the trains run down the main line via Southampton and Bournemouth.

Mail Rail is no-go area for royal visitor

By Geoff Courtney

PRINCESS Anne, who has shown a real interest in railway preservation over many years and is no stranger to heritage lines, will be unable to view the innovative Mail Rail underground attraction in central London when she visits the site on June 13 due to safety concerns.

Mail Rail is part of a £26 million project at the Royal Mail's Mount Pleasant centre in Clerkenwell, near King's Cross station, which also includes the construction of a major postal museum.

The Queen's daughter will visit the museum to perform what the official royal family website of future engagements listed as an 'opening', although a museum spokeswoman said she would not carry out a formal ceremony as the facility would not be actually opening to the public for a further six weeks.

In addition, due to health and safety requirements, the princess won't be opening or indeed even visiting Mail Rail on the opposite side of the road to the museum, as the site is still under construction.

With the absence of an official opening of the museum by the princess and the lack of a tour, let alone a ride, of Mail Rail, the visit on June 13 has lost some of its sparkle, but it is understood the museum will be laying out the red carpet and inviting VIP guests for what will still be a royal occasion.

The Queen has a philatelic collection that has been valued in excess of £10 million – some estimates place it at 10 times that figure – and comprises the world's most comprehensive selection of British and Commonwealth stamps,

Train of thought:
A view from a Mail Rail train that will soon be experienced by members of the public for the first time. In the distance is Mount Pleasant station, where trains will stop to allow passengers to view an audio visual display.

GEOFF COURTNEY



and thus the link with the royal family is a strong one.

Mail Rail, which is set to become a major London tourist attraction, will be a stretch of nearly a mile of 2ft gauge track running 70ft beneath the streets of the capital. It is part of the former Post Office Underground Railway that opened in 1927 to carry millions of letters and parcels a day from Paddington in west London to Liverpool Street and Whitechapel Road in the east, calling at eight stations on the 6½ mile route that were served by central London sorting offices.

It was the world's first driverless electric railway and ran until 2003, when the system's network of tunnels, infrastructure and even rolling stock was mothballed rather than blocked up, and a small maintenance team was retained. Members of the public were not allowed to ride on the railway in its operational days, but that will change when the restored stretch opens, which is expected to be next month.

Passengers will ride in new tailor-

made battery-powered trains which they will board at the railway's former maintenance and repair depot beneath the Mount Pleasant site that is being transformed into an exhibition and hospitality centre as well as the embarkation point.

The ride will include a stop at Mount Pleasant station to view an audio visual display giving an insight into how the line, known as London's 'secret railway' during its operational days as so few residents and visitors were aware of its existence, kept the post moving for 22 hours a day.

Adrian Steel, director of the Postal Museum, described the ride as a "unique and exciting attraction offering a once-in-a-lifetime opportunity to explore a section of a railway that was previously hidden from public view".

The Mail Rail spokeswoman said tickets would cost £16 per adult, £8 for under 16s, with babes in arms travelling free. She said they would be available on postalmuseum.org but did not know when they would be on sale.

Heywood Society enjoys Lincolnshire Coast visit

THE Lincolnshire Coast Light Railway played host to the Heywood Society, a group devoted to the study of minimum gauge railways, with many members owning and operating miniature lines.

The visit to the 2ft gauge LCLR on May 13, is a sign of the increasing awareness of the significance of the line and its collection, said spokesman John Chappell.

He said: It's another sign of the recognition of what the railway has achieved, as shown by the recent visit of HRH The Princess Royal.

"Although the LCLR is emphatically not a miniature railway, the principles on which much of its equipment are based are those which Sir Arthur Heywood, who championed the smallest gauge railways for commercial and industrial purposes

more than a century ago, believed in. He understood they could offer more than just pleasure rides: they could operate where larger narrow gauge lines or standard gauge rails could not reach, using specialised engineering techniques.

"We are delighted they included us in their tour of miniature and narrow gauge railways of Lincolnshire, some of which are not normally open to the public."

Heywood Society chairman Phil Ashworth said: "We were delighted to visit a railway that has such a significant place not only in the history of industrial and agricultural railways, but in military and seaside transport. Many of the vehicles, such as the only carriage built for the Sand Hutton Railway, prove Sir Arthur Heywood's theories were correct."



Members of The Heywood Society prepare to board their special train on the Lincolnshire Coast Light Railway, at Walls Lane station in the Skegness Water Leisure Park at Ingoldmells. CHRIS BATES/LCLR



Above: On its first run since overhaul at Totnes, GWR green-liveried 2-6-2T No. 5526 departs from Buckfastleigh on May 21 on the South Devon Railway. COLIN WALLACE

Right: Former South Devon Railway Hunslet Austerity 0-6-0ST No. WD196 took a central role in a wartime festival in Belgium over the weekend of May 13-14. Codus, the local military preservation society in Maldegem, organised a Second World War-themed festival called Railway to Liberty. Maldegem steam centre (Stoomcentrum Maldegem) was a partner in this, and 1953-built No. WD196 *Errol Lonsdale* – at present restored to represent sister locomotives which worked in Belgium after D Day – was perfect for the job. It is seen heading a train led by a flat wagon with an anti-aircraft gun battery mounted on it. Prior to preservation, No. WD196 worked on the Longmoor Military Railway and featured in the film *The Great St Trinian's Train Robbery*, appearing with George Cole and a number of St Trinian's pupils on the footplate! *Errol Lonsdale* was sold by the SDR eight years ago and moved abroad. KEVIN HOGGETT



Triple anniversary steam treat for Yeovil Junction

By Cedric Johns

ENTHUSIASTS living around the Somerset and Dorset borders can look forward to seeing main line steam in close up when three different classes of locomotives visit the Yeovil Railway Centre.

Bulleid 4-6-2 No. 34046 *Braunton* running as No. 34052 *Lord Dowding* is due to head the Railway Touring Company's 'End of Southern Steam' trip to Weymouth via Yeovil on Saturday, July 8.

While the train will proceed to the Dorset coast diesel hauled, the 4-6-2 will remain behind for servicing and turning in the centre's yard.

On Sunday, July 9, UK Railtours 'Waterloo Sunset' will arrive with Merchant Navy 4-6-2 No. 35028 *Clan Line* at its head. This is another train marking the end of steam on Southern metals, the train travelling from Waterloo via Salisbury.

On the return journey the train

will return to London by joining the Portsmouth Direct line at Eastleigh.

The big attraction on July 23 will be arrival of A4 4-6-2 No. 60009 *Union of South Africa* with a Steam Dreams' 'Cathedrals Express' from Paddington to Weymouth.

Having arrived at Yeovil Pen Mill, the A4 will uncouple and move inside the Railway Centre, at Yeovil Junction, the 'Express' continuing to the coast behind by diesel power.

Later that day No. 60009 will run light to Weymouth and work the train back to London.

The arrival of main line steam at the Yeovil Railway Centre usually coincides with one of the centre's steam days when resident 0-4-0T *Lord Fisher* provides shuttle services for the visiting public.

This and working model railway displays and refreshments served in the former Great Western exchange good shed make for a busy day for the centre's volunteers.

More West Coast tours in-house

FOLLOWING the success of its festive 'Jacobite' trains from Fort William last December and more recently during Easter week, West Coast Railways looks set to expand its own tour programme.

As it is, more 'Jacobite' services will follow a similar programme before and after this coming Christmas, trains operating on selective days between December 4 and 29.

It will be interesting to see if West Coast takes a punt on the weather next April to repeat this year's 'tester' by adding an extra early week to the summer 'Jacobite' season. Having said that, West Coast's main programme has now swung into action with its 'Dalesman' excursions which began on May 30; departing from York or Chester for Carlisle via the Settle and Carlisle line on Mondays and Tuesdays.

On June 1, the Carnforth-based Train Operating Company opened its 'Scarborough Spa Express' season with trains running every Thursday

from Carnforth to York, where steam takes over for the run to the coast.

'Dalesman' and 'SSE' trains will be hauled by locos drawn from the Carnforth fleet ranging from 4-6-0 No. 46115 *Scots Guardsman* to 8F 2-8-0 No. 48151 as available.

In addition to steam, West Coast is running diesel-hauled day excursions with its West Coast Railtours and upmarket 'Spirit of the Lakes' Pullman brands.

There are exceptions. Three 'Spirit' trips are running as three-day tours, two to Scotland in October and one to London in November.

So, apart from operating tours for promoters including the Railway Touring Company, Steam Dreams and Vintage Trains, West Coast is promoting an increasing number of its own steam-hauled tours.

Its operations, of course, include an engineering capability which has just outshopped its rebuilt Merchant Navy 4-6-2 No. 35018 *British India Line* for main line use.

Manx tram bursts into flames on journey

A FIRE broke out on Manx Electric Railway tram No. 22 on May 14.

The tram was travelling towards Ballaglass Glen when startled passengers saw sparks and flames at the front before the driver brought it to a sudden halt.

The driver disconnected the electrical apparatus before tackling the fire with an extinguisher.

He then rolled the tram down to Cornaa station where passengers switched to No. 23. One of the passengers jokingly wrote 'help' on the back window as it approached Cornaa.

The Department of Infrastructure immediately launched an investigation into the fire.

"The tram crew responded in accordance with their training and safety protocol to ensure the safety of the passengers and the tram," said a spokesman.

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Corwen push boosted by £128k grant

By Robin Jones

THE Llangollen Railway's project to establish a permanent station in Corwen has received a £128,000 grant from the Welsh Government.

The money, which has been given through the Welsh Government Rural Communities – Rural Development Programme 2014-2020, which is funded by the European Agricultural Fund for Rural Development and the Welsh Government, is to be spent on building a new island platform at Corwen Central.

As highlighted in issue 228, a volunteer workforce, aided by contractors, has re-engineered the disused railway embankment to accommodate a new terminus.

However, much more money needs to be raised through the line's new dedicated Big Push share issue.

Project leader Richard Dixon-Gough said: "The availability of this funding from the Welsh Government ensures that work on the site can continue throughout the summer to provide a completed platform around which a loop line will be laid. This will allow for the eventual connection through to the current railhead at Dwyrain Corwen East temporary platform."

As we closed for press, the volunteer workforce continues to progress the laying of the 520 oversail blocks to provide the overhang along Corwen Central platform 2, followed by the backing blocks to complete the build in



The volunteer workforce tackling the oversail blocks on Corwen Central platform 2. GEORGE JONES

readiness for the platform edging.

The availability of the grant aid will ensure that work on the adjacent platform 1 can commence once planned laying of more track panels on the upside loop is complete now that 40 60ft rail lengths have been delivered to site.

The infilling of the platform area will require further support for the Tenner for a Tonne Appeal to bring 1000 tonnes of spoil into the void. The foundations for the water tower are also part of the platform work schedule and the reinforced concrete base for the signalbox, both the subject of fund raising initiatives.

Further progress is reliant on fund

raising through share applications for the Big Push promotion or by donations to Llangollen Railway Trust Ltd. With continued support for the project the likelihood is that the autumn period will see the installation of the pointwork for the loop and the siding, leaving infill of the breach in the embankment for the later part of 2017 and a connection with the railhead at Dwyrain Corwen East early in 2018.

→ If you would like to help with this ground-breaking project by buying shares, contact the railway on 01978 860979, visit www.llangollen-railway.co.uk or email info@llangollen-railway.co.uk

Days of the wacky, weird and wonderful

By Robin Jones

THE Ffestiniog Railway is famous for its double Fairlies – those curious steam engines built back to back and facing both ways. However, attendees at the line's May 28-April 1 Quirks & Curiosities II gala outshone their eccentric appearance by many a mile.



No less than 20 guest locomotives took part, ranging from the decidedly normal ex-Groudle Glen Railway Bagnall 2-4-0T from Amberley Museum and Kerr Stuart Sirdar 0-4-0T *Diana* from the Bala Lake Railway to Steamplex, an 0-4-0VB/Simplex steam/diesel hybrid from Groudle Glen, Goose, a diesel railcar from the Statfold Barn Railway

and *Rail-Runner*, a First World War Fairbanks-Morse speeder from France.

Seven FR-based locomotives were rostered – six steam and the *Spooner's Boat* sailboat. Also running in service were Decauville 0-4-0T *Chuquitanta* from the Richmond Light Railway and Davenport 0-4-0 *Ryam Sugar Company No. 1* from Statfold Barn Railway.

Most of the quirks and curiosities were displayed in Minffordd yard.

The National Railway Museum's senior curator of rail transport and technology Anthony Coulls and broadcaster and transport historian Tim Dunn were masters of ceremonies.

On the Sunday evening a 'cannonball run' was staged to Tan-y-Bwlch: the

Left: The long weekend of curious quirkiness was brought to a close on May 1, with a cavalcade of visiting locomotives, seen at Minffordd where the train of quirks was propelled to the station by single Fairlie *Taliesin*.

Right: The Statfold Barn Railway's *Goose* railcar heads out of Porthmadog Harbour station on an afternoon run to Hafod y Llyn on the WHR on April 28. Coupled behind is Davenport 0-4-0 *Ryam Sugar Company No.1* which will bring the *Goose* and passengers back to Porthmadog. ROGER DIMMICK



Lymington EMU gets new life on Spa Valley

ONE of the last series 400 slam-door EMUs to remain in its running formation is to be used on the Spa Valley Railway for the next five years.

3CIG unit No. 1497, currently based on the Mid-Norfolk Railway, will arrive at Tunbridge Wells West in July.

It was one of the two 3CIG units which brought the curtain down on slam-door EMU working on the national network when it and sister unit No. 1498 were retained for an extended period to work the Lymington branch. For this work it received the Isle of Wight-linked name *Freshwater*.

Spa Valley general manager Jonnie Wesson said: "Our surge

in passenger numbers this year has meant an urgent need for an additional train set we can put into immediate service. The arrival of No. 1497 will allow us to consolidate our Mk.1 passenger coaches into a lengthened formation and then use the EMU as hauled stock as a separate train.

"With many preserved EMUs recently in the news being taken out of service and some scrapped – No. 1497's sister on the Lymington branch has recently been exported to Ireland for conversion into holiday homes – it is rewarding that we can provide this unit with a secure future in Southern Region territory."

Locomotive derailed at Kidderminster Town

AN investigation was under way into the derailment of GWR 2-8-0 No. 2857 at the Severn Valley Railway's Kidderminster Town station.

The derailment occurred on the afternoon of Tuesday, May 16, while the locomotive was travelling light engine and carriage sets were being exchanged. No passengers were

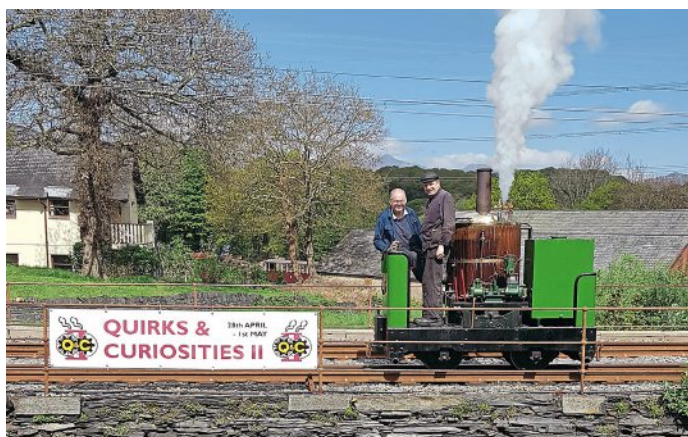
involved in the incident

The 4.15pm service to Bridgnorth was delayed by 20 minutes and the booked locomotive substituted by a diesel.

A SVR statement said: "The rear wheelset on the tender has derailed at a slow speed, with no passengers involved."



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The Steamplex: a steam engine on a diesel chassis. FR

crews who made it were given a meal when they got there.

On the Monday, two services were cancelled as a result of a fire which broke out in an area away from the event. However, the main focus was on the Curious Cavalcade grand parade across The Cob which was unaffected.

The start of the event saw new carriage No. 118 funded by David Smart, who helped obtain permission for the rebuilding of the Welsh Highland Railway and the Llangollen Railway's Corwen extension. The £100,000 project at Boston Lodge was in memory of his father David Smart.




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Visiting 2-6-2T *Wroxham Broad* from the Bure Valley Railway, double-heading with RHDR diesel No. 14 prepares to depart from New Romney on May 14, during the Romney Hythe & Dymchurch Railway's 90th anniversary gala. PHIL BARNES



Parallel running by home-based Davey Paxman Pacific No. 8 *Hurricane* and the Bure Valley Railway's visiting 1994-built 2-6-2 *Blickling Hall*. RHDR

90 years of marsh steam!

By Robin Jones

A TOTAL of 33 consecutive hours of running saw the Romney, Hythe & Dymchurch Railway celebrate its 90th anniversary in style.

The special anniversary steam and diesel gala on May 13/14 included night running parallel runs, nonstops and multiple headers on the legendary 15in gauge line.

The weekend began with a parallel run from New Romney to Hythe at 9.30am on the Saturday and ended with a unique procession of all available locomotives at 6.30pm on the Sunday.

Many passengers arrived on Saturday morning with their weekend tickets, travelled on the specials running throughout the day, taking a short rest

on the trains after sunset before reviving themselves for the 2am parallel run.

After a short, early morning rest most passengers were ready to glimpse the sunrise on the breakfast train heading to Dungeness.

Three visiting engines accompanied the home-based locomotives over the weekend: *Synolda* from the Ravenglass & Eskdale Railway and *Blickling Hall* and *Wroxham Broad* from the Bure Valley Railway.

No. 5 *Hercules*, recently back from intermediate overhaul, was the star of the show on Saturday but was not able to take part in the 90-mile challenge that was set on the Sunday. Thankfully, with some minor alterations, *Winston Churchill* was able to take over and the show went on.

For long billed as the world's smallest public railway – that accolade is now held by the 10¼in gauge Wells & Walsingham Light Railway – construction of the Kent coast line began in late 1925 and it opened on July 16, 1927.

The little railway was the brainchild of millionaire racing drivers Captain John Edwards Presgrave 'Jack' Howey and Count Louis Zborowski – the latter had constructed a railway at Higham Park, his home at Bridge in Kent, and agreed to donate the rolling stock and infrastructure to the project. However, the count was killed on October 19, 1924 in a motor racing accident at the Monza Grand Prix, and Howey continued the project alone.

After Howey had unsuccessfully attempted to buy the Ravenglass

& Eskdale Railway and extend it, he investigated a green field site between Burnham-on-Sea and Weston-super-Mare in Somerset and offered to buy the Hundred of Manhood & Selsey Tramway in Sussex.

Miniature locomotive engineer Henry Greenly drew Howey's attention to the potential for a line between New Romney and Hythe, and Howey first visited New Romney on September 8, 1925 and immediately chose the site.

RHDR general manager Danny Martin said: "Everyone knows that I, like so many, are fiercely proud of our railway and of the people who work for it, support it and use it. I struggle when things go off plan but being a realist I know they sometimes will."

"This weekend we piled in nearly





Davey Paxman Pacific No. 7 Typhoon heads a seaside special. RHDR

every ingredient we could think of to show off our line and many people have given their absolute all to make it happen. I could never thank all individually but please be sure I am deeply grateful to all the Romney people and those from our great friends in the 15in gauge fraternity who gave an equal amount.

"So to see the six engines prepared with pride, organised with pride and

saluted with pride was the dream and that so many of our great supporters were there morning, noon and night to share this has been brilliant."

The special event timetable was the first of its kind in the line's history.

Other celebrations for the anniversary year include the 90th Anniversary Birthday Party on July 15/16 and the August Bank Holiday Fun Weekend on August 26-28.



The cavalcade of all available Romney locomotives on the Sunday evening. MARTIN LEACH



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*Proceeds to the Severn Valley Railway Charitable Trust

Broadway push share issue beats target by £80,000!

By Robin Jones

LAUNCHED by pop mogul Pete Waterman a year ago, the Gloucestershire Warwickshire Railway's £1.25 million Broadway: The Last Mile share issue to bring trains back into the Cotswold tourist honeypot of Broadway has beaten its target by £80,000.

The money raised will allow work on the eagerly awaited project to be completed – including the repair of an embankment just south of Broadway station, which is costing more than estimated to stabilise.

There is now no doubt that the railway is on target to reopen Broadway station in March 2018 – nearly 60 years since the original was closed and then demolished by BR.

The share issue raised a total of £1,330,500 by the offer's closing date of April 30. Finance director Chris Bristow said: "When our president Pete Waterman blew the whistle to set the share offer on its journey last April, we all hoped that we could meet our frankly ambitious target.

"Now, I'm truly humbled by the generosity of so many people. We passed our target with four weeks to spare. In railway parlance, we have completed our journey well ahead of schedule.

"Without a shadow of doubt it means we can run our first trains into a brand new Broadway station on March 30, 2018 – that's when the Champagne corks really will be popping!"

Significant civil engineering works on the high embankment between Childswickham Road and Station Road

at Broadway need to be undertaken first of all. The embankment was constructed over land with a shallow water table so over the years, it has gradually been moving and repaired by both the GWR and BR on a 'make do and mend' basis.

"The legacy of that policy is that we need to stabilise and regrade the embankment using 21st century geotechnical methods including 'soil nails' to ensure that it remains stable for at least the next 100 years," said Chris.

"It's essential work which has now started and we have contracted local firm George Law Ltd to carry it out.

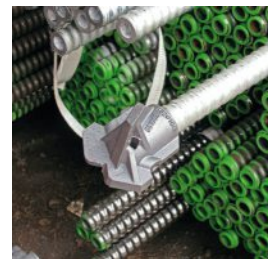
"It comes at a cost of course and although we had budgeted for some stabilisation work, it has turned out to be more extensive than estimated. It's expected to cost around £400,000, but we have no choice but to do the work now. So the additional £80,000, coupled with a substantial contribution from the charitable Gloucestershire Warwickshire Railway Trust and dipping into our reserves, means we can meet this challenge."

The station building at Broadway station is nearing completion of its elevations ready to accept a new steel frame for the roof, being manufactured by the railway's steam locomotive department, to a similar all-riveted design as the 1903 original. The original station was demolished in 1963.

Tracklaying also continues using new rail bought from British Steel at Scunthorpe, laid on concrete sleepers set in ballast quarried from the Forest of Dean.



Soil nailing to stabilise the embankment between Childswickham Road and Station Road at Broadway in progress. The nails are hollow, with a sacrificial bit. They are 14 metres long in the middle row, and nine metres at the top and bottom. There are 500 of them over a 160-yard stretch. Once the full soil nail is in place, a cement mixture is pumped down it, which emerges at the bottom and then rises back to the top, so surrounding the nail with mix and filling any voids. JO ROESEN/G/WR



Chris said: "This work will continue northwards towards Childswickham Road, while track and pointwork in the station itself – using traditional rail on wooden sleepers, so visually it maintains historic accuracy – will also be finished. That will leave a gap that can be closed when repairs to the embankment are finished."

→ Although the special Broadway: The Last Mile share offer has now closed, the railway's ordinary share offer remains open and share purchases of a minimum of £50 are welcome. Full details of how to become involved can be found on www.gwsr.com



May 1 saw the Sittingbourne & Kemsley Light Railway's newest attraction, the 5in gauge Grovehurst Dockside Miniature Railway, opened by Roger Dille, an illustrator of the Jack the Station Cat books. Located at Sittingbourne, its trains are hauled by a green battery-electric locomotive and two coaches from Maxitrak in Staplehurst. The locomotive is to be named *Lil* in memory of Lil Chisman, a long-time railway member who passed away recently. Roger also unveiled a new statue next to the wishing well and memorial garden at Kemsley Down, which celebrates the railway's connection with Jack the Station Cat and the feral cats that have lived on the site for more than 20 years, fed by volunteers. Jack the Station Cat author Alan Cliff often sends food parcels or donations for cat food for the wild cats. SKLR

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Signalbox cash for Ravenglass

RAVENGLASS Railway Museum has been given a £500 grant to refresh its main line signalbox exhibit and garden to encourage more visitors to the site.

The garden, opened by volunteers from the Ravenglass & Eskdale Railway Preservation Society in 1999, lies next to the former BR 'box' which last November underwent structural and aesthetic restoration.

The £500 award under the Nu-Gen

'Green Grants' scheme will allow the volunteers to extend this restoration to the garden, adding benches, wildlife feeders and interpretation boards describing local wildlife and the history of the 'box'. Project manager David Rounce of the museum said: "We hope to develop this area into a sensory garden with a trail linking the railway with Ravenglass village, creating an inviting, accessible approach to the railway station."

Burned-down station's secret revealed

CONTRACTORS rebuilding Ballater Old Royal Station, largely destroyed in a fire two years ago, have discovered historic newspapers dating back to 1900 hidden in its walls. The B-listed Victorian wooden structure was engulfed in the fire on May 12, 2015, but fire crews saved a royal carriage and part of the royal waiting room. The station, once used by

members of the Royal Family travelling to Balmoral, had been used by VisitScotland for 15 years as a visitor centre, restaurant, museum and shop. Aberdeenshire Council is carrying out a £3 million redevelopment of the site to transform it into a community facility and square. The restored newspapers could be put on display when the station opens next year.

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Didcot celebrates 50 years of steam

Words and pictures
by Frank Dumbleton

THE Great Western Society marked 50 years of occupation of Didcot engine shed and surrounding land with a special half-centenary gala from April 29-May 1.

After acquiring a lease of the redundant shed, the society – which had established 'sub bases' elsewhere, including ones at Taplow, Bodmin General and the Totnes Quay line, moved into Didcot in 1967.

The stock moves that year were by steam-hauled trains on the main line, made just a few days after BR had announced that no more steam-hauled specials would be allowed!

The first move was on November 4, 1967 when 2-6-2T No. 6106 and coaches moved from Taplow. The GWS Reading Group had used Taplow goods shed as a base since 1965, thanks to the co-operation of David Pattison, the Western Region's London divisional manager. Three highly successful joint GWS/BR open days had been held at Taplow.

However, David had suffered an embarrassing experience when travelling through Taplow with the WR's general manager who caught sight of No. 6106. "I thought we had scrapped all those!" remarked the GM. David then offered Didcot engine shed as an alternative location, less visible from the main line.

So No. 6106 ran light engine from Taplow to Kensington Olympia where two Pullman coaches from Winston Churchill's funeral train, destined for preservation in the US, were waiting to be collected. Olympia was at the time the Western Region's London terminus because Paddington station's track layout was being extensively remodelled.

No. 6106 then returned to Taplow and reversed into the yard to collect the preserved Ocean Saloons before hauling the train to Didcot. Here the locomotive



GWR 0-6-0ST No. 813 from the Severn Valley Railway heads Didcot's rake of vintage coaches.

took water then steamed to Oxford to collect two LNER sleeping cars used by General Eisenhower during the Second World War. These were also destined to be preserved in the US and still remain there, although the Pullmans, *Lydia* and *Isle of Thanet*, have subsequently been repatriated.

Had to act quickly

David then wrote that if the society wanted to move its preserved stock from Devon it would have to act quickly as time was running out even for him to authorise steam-hauled movements on the main line. So on December 2, 1967 one of the epic moves in preservation was made with GWR 4-6-0 No. 6998 *Burton Agnes Hall* and 0-4-2T No. 1466 hauling three coaches from Plymouth to Didcot. Although officially an empty stock move, 100 society members of the Great Western Society travelled as fare-paying passengers to offset the cost.

As the train travelled along Brunel's sea wall at Dawlish, the passengers wondered if this was the last occasion a steam train would go this way.

The train arrived at Didcot without mishap and the 50-year project began to convert the redundant steam shed

and its surrounding land into the railway centre we know today.

For the 50th anniversary celebrations, recently restored Port Talbot Railway 0-6-0ST No. 813 was hired from the Severn Valley Railway and the 813 Preservation Fund. By coincidence, this locomotive has also spent nearly 50 years in preservation, having been purchased by the fund in November 1967.

It ran with the vintage carriages – clerestory third No. 1941 (built 1901) and four-wheel brake third No. 416 built 1891. These coaches had recently had their paintwork and lettering refurbished to make a fine sight.

The set of coaches running on the main demonstration line, auto-trailer No. 190 and third class No. 1289, had also been repainted, lettered and lined, representing the Art Deco era in the 1930s. Blue-liveried GWR 4-6-0 No. 6023 *King Edward II* and 2-6-2T No. 4144 were taking turns to haul them.

Award-winning GWR steam railmotor No. 93 ran on Saturday, April 29, and has now been taken into the workshop for remedial repairs to the body panelling before it runs on the Chinnor & Princes Risborough Railway in June, as reported last issue.

The railway centre had hoped to hire other steam locomotives for the gala, but several possibilities dropped out and only GWR 2-8-0 No. 2807 from the Gloucestershire Warwickshire Railway was available. It was felt the cost of transporting this large tender locomotive would outweigh the income. Accordingly, Didcot may look again at hiring No. 2807, the oldest surviving GWR 2-8-0 locomotive, later in the year.

Side by side

The centre displayed its own 2-8-0 No. 3822 and 2-8-2T No. 7202 side by side on the spur road leading off the turntable. 7202 is still minus the boiler, which is being restored, but has the smokebox fitted to make the locomotive look more complete in homage to John Minchin, a leading light in the Heavy Freight Mob for 40 years, who died last year.

No. 7202 was parked next to the Heavy Freight Mob's bar coach, the Black Python, which is a popular real ale outlet that ploughs its profits into restoration of its boiler.

On April 29, there was a reunion of around 200 past and present volunteers (one of whom flew in from Italy) who enjoyed a barbecue and supped more than 500 pints of ale to assist in purchasing more boiler tubes and stays.

On Sunday, April 30, the Oxford Ukuleles visited the railway centre and played 1960s music around the site. They also posed on 'rockstar' locomotive No. 3822 which featured in a video by supergroup Queen of their 1989 song *Breakthru*, filmed in 1988 while it was on hire to the Nene Valley Railway.

The Harlington Locomotive Society also provided a miniature railway for the weekend. Its permanent miniature railway in west London has a historic connection with the GWS which held committee meetings in the Harlington clubhouse in the early 1960s.

The weekend attracted about 2500 visitors and many favourable comments.



The Oxford Ukuleles adorn GWR 2-8-0 No. 3822 on April 30.



GWR 2-8-0 No. 3822 lines up alongside 2-8-2T No. 7202, a representative of a class yet to steam in preservation.

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

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Digital first for Swanage diesel gala

By Andrew P M Wright

THE Swanage Railway's May 4-7 diesel gala claimed a heritage era 'first' as an innovative partnership with a website placed the heritage line at the cutting edge of the digital age by providing free live information about the running of its trains.

Realtime Trains installed temporary GPS units in the carriages so that enthusiasts around the world could view a map showing where the Swanage Railway's diesel trains were situated.

This meant web surfers around the world could log on to the Realtime Trains website and see the planned and actual progress of the trains – and if they were running early, on time or late.

It was a first for the Swanage Railway, and a first nationwide in that the information was given free of charge.

Swanage Railway general manager Matt Green said: "It was very exciting and the first time that a preserved railway has been involved with Realtime Trains – putting the Swanage Railway at the cutting edge of the digital age in providing live information about the running of its trains.

"Operating since October 2012, Realtime Trains had to install temporary GPS units on our trains – with the data being broadcast over the mobile network – because the company normally draws its information from Network Rail.

"The Realtime Trains Swanage Railway webpage was accessed in 19 different countries – including the USA, Canada, New Zealand, Japan, Australia, Portugal, Norway, France, Germany and Poland.

"During our diesel gala there were 1880 unique visitors to the Realtime Trains website with more than 4700 visits looking at some 14,000 page impressions," he added.

"Statistics reveal that 95% of the visitors to the Realtime Trains website visitors were from the United Kingdom and that half of the visitors used a mobile phone or tablet computer – with the rest of the visitors using desktop computers.

"Some 70% of the visitors viewed the Realtime Trains website using a mobile connection and the maps page was viewed for a total period of 68.8 days – all very impressive.

"The GPS units and service



Class 47 D1842 heads towards Swanage from Corfe Castle. Swanage Railway general manager Matt Green said: "It must have been quite a contrast in 1966 to see a large Class 47 diesel at Swanage at the head of eight coaches, bound for Eastleigh, while in the bay platform there was a dirty 1950s steam locomotive about to haul two 1940s-built coaches to Corfe Castle and Wareham."

ANDREW PM WRIGHT

information were provided only for our diesel gala but we are exploring whether it's possible and appropriate to introduce this train running information for the public on a longer-term basis."

The Realtime Trains service also provided live information about the location and punctuality of the gala's driver experience trains where members of the public drove a Class 33 diesel under the supervision of an experienced driver. Using GPS-fitted Cromptons No. 33111 and D6515 (33012), the service was fully booked and ran along four miles of line between Norden and the River Frome south of Worgret Junction, within sight of Wareham.

In its 12th year, the diesel gala and beer festival saw more than 3500 people carried.

The event included the first appearance of a two-tone green Class 47 on scheduled passenger trains services over the branch since September 1966.

During the summer of 1966, two-tone green Class 47s were used on the summer Sundays Eastleigh to Swanage train. The previous year, 1965, had seen the service operated by Standard steam locomotives.

Newly-repainted 1965-built D1842 (47192) based at Crewe Heritage Centre and owned by the Crewe Heritage Trust, in 1987 became the first Class 47 to be preserved after withdrawal from main line service.

Ten diesel locomotives visited the event with the home-based Class 33 pair taking the number to 12, the biggest number to have attended the event.

Also appearing were Class 20s D8059 (20059) and D8188 (20188), Class 26 D5343, Class 45 No. 45041 *The Royal Tank Regiment*, Class 50 No. 50026 *Indomitable*, Class 56 No. 56096 from Colas Rail, Class 66 No. 66741 *Swanage Railway* and two Class 73s from GB Railfreight, Nos. 73119 *Borough of Eastleigh* and 73961 *Alison*.



Colas Rail Class 56 No. 56096 heads over Norden Gates level crossing.

ANDREW P M WRIGHT

Eight mayors tour Manchester's transport heritage on civic day

ON APRIL 21, the Greater Manchester Transport Heritage Civic Day, eight local mayors visited venues in the county including the East Lancashire Railway, Heaton Park Tramway, Bury Transport Museum and the Manchester Museum of Transport.

GMTH chairman Alderman Keith Whitmore said: "We work closely with the Greater Manchester local authorities: this year each of the 10 Greater Manchester mayors has driven Manchester tram No. 765 at Heaton Park.

"Heaton Park Tramway works closely with Manchester City Council, the Museum of Transport with Transport for Greater Manchester and the East Lancashire Railway with Bury and

Rochdale councils as well as Rossendale in Lancashire.

"We are very proud of this relationship. Our civic day is one way of thanking our local authorities for their support and by the thanks I receive dall our mayors thoroughly enjoyed their day out."

Pictured with Bulleid West Country light Pacific No. 34092 *City of Wells* at Rawtenstall on the East Lancashire Railway are (from left) David Leyland, ELR financial director; David Flood, ELR magazine editor; Keith Whitmore, vice president of the ELR; Phillip Hunter, consort of the mayor of Cheshire East; Coun Shadab Qumer, deputy mayor of Oldham; Dr Margaret Gordon, lady mayoress of Stockport; Coun Chris



Gordon, mayor of Stockport; Coun Karl-Behan, Lord Mayor of Manchester; Coun Judith Lloyd, mayor of Trafford; Coun Olivia Hunter, mayor of Cheshire East; Ian Hunter, consort of the mayor of Bury;

Janet Conway, lady mayoress of Wigan; Coun Ron Conway, mayor of Wigan; Sobia Arshi, consort of the deputy mayor of Oldham; and Coun Mike Connolly, mayor of Bury. GMTH



New-build Kerr Stuart replica 0-4-2T No. 7 *Tattoo* heads the special train for the comedy festival on April 29. CR

Corris plays host to a mirthful morning

THE Corris Railway ran a special train as part of the April 29-30 Machynlleth Comedy Festival for a gig which took place in the carriage shed at Maespoeth Junction.

The festival has been an annual event for eight years now and is one of the largest in Great Britain. On Friday,

April 28, railway volunteers readied the carriage shed for the event and on the Saturday morning a coach left Y Plas Car Park in Machynlleth at 9.15am for Corris where No. 7 *Tattoo* was waiting to take the passengers to Maespoeth Junction aboard a special train.

The comedians performing were Edd Hedges, Scott Gibson, James Meehan and Alexis Dubus, and although matters were underway before 10am, an unusual time for live comedy, all went well.

Standard Corris train services began at 11am and a late morning return

from Maespoeth Junction saw the audience back on the road coach and into 'Mach' by 1pm.

After their departure the carriage shed was returned to normal and work on projects including new-build carriage No. 23 got underway once more.

Spa Valley brings back steam galas

AFTER an absence of several years, steam galas are back on the Spa Valley Railway.

April 22-23 saw the Tunbridge Wells West line host a steam-based special event featuring just home based RSH 0-6-0T No. 7673 *Ugley* and Vulcan Austerity 0-6-0T No. 72 which has been on long term hire since 2015.

The event was branded as an industrial power weekend and featured an intensive train service making good use of the recently commissioned Groombridge signalling scheme. A sizeable goods train was operated between Tunbridge Wells West and

Groombridge hauled by both engines, with occasional double headed trains, along with evening steam trains on the Saturday night.

Reinvigorate steam

Steam engineering assistant Matt Dives said: "After a number of years off the scene, we are using 2017 to reinvigorate steam on the Spa Valley by bringing back such enthusiast events. The weekend was a great morale booster for the volunteers and we hope it is the start of more things to come."

"Having not done such an event for a while, there were a few challenges over

the weekend, which the team overcame and we are already learning prior to the biggest steam event of the Spa Valley's calendar."

The July 1-2 summer steam festival will star summer visitor Hunslet 0-6-0ST No. 1982 *Ring Haw* from the North Norfolk Railway. The locomotive arrived on May 5 and was due to enter traffic on May 27, staying until October.

Furthermore, there will also be at least 12 full size road engines including a saw bench demonstration.

Ring Haw will work extra services the week after the event, and also take part in driver experience courses.

IN BRIEF

→ THE founder of Penguin Books, Sir Allen Lane, was on May 10 commemorated with a ceremony unveiling an orange plaque at Exeter St David's station – where he conceived the sixpenny paperback in 1934. Sir Allen's daughters Clare Morpurgo and Christine Teale, the managing director of Penguin Press Stefan McGrath, representatives from Great Western Railway, and local charities and community groups attended.

→ ARSONISTS targeted several century-old wagons during an attack at the Foxfield Railway on April 29. The wagons were found smouldering on a set of sidings in Blythe Bridge at noon by staff who called the fire brigade. There had been a smaller fire at the sidings five days earlier. It was feared that some of the wagons are now beyond repair.

→ THE cab end of EMU No. 508211 was moved on March 30 from Eastleigh Works to the 'Cab Yard' collection at Bridgend where it is intended to restore it to its original 1980s livery as No. 508034.

Welshpool engine goes to waterworks

THE Welshpool & Llanfair Light Railway's 2-6-2T No. 14 has formed the centrepiece of an exhibition about African railways.

The locomotive was built in Leeds in 1954 for export to Sierra Leone and was given the number 85 in that country's locomotive fleet.

The last working steam locomotive in Sierra Leone, it nearly went for

scrap in 1975 when its railway closed, but was repatriated and entered WLLR service in 1978.

It was withdrawn from traffic in April 2010 needing a new boiler and has recently been on display in the Locomotion museum at Shildon.

The locomotive is now undertaking a Lottery-funded UK tour which will end with its return to the WLLR for

overhaul to operating condition.

From May 27 until June 4, No. 85 was set to be displayed at the London Museum of Water & Steam as part of an exhibition titled African Railway Adventure, telling the story of slavery and freedom in Green Dragon Lane, Brentford and celebrating the longstanding links between the UK and Sierra Leone.

Blaenavon's new coach shed

THE Pontypool & Blaenavon Railway is making steady progress on the construction of a three-road shed on the site of the Furnace Sidings Down carriage sidings, capable of holding 15 Mk.1 carriages under cover.

The site of the shed has been graded, a new track access route created, and ballast already laid. It will enable the operational rolling stock, coaches and wagons, to be moved under cover, freeing up the main yard and making better use of the space on site.



Vale of Rheidol 2-6-2T No. 8 *Llywelyn* is seen near Rheidol Falls on May 4. PHIL WATERFIELD

UK help after restoration plea by Russian museum

By Geoff Courtney

ONE of the UK's oldest heritage railways has come to the aid of a Russian railway museum that is planning to restore an idiosyncratic veteran steam locomotive built by the locomotive manufacturer Cockerill, a Belgian-based company founded by a British industrialist more than two centuries ago.

The offer, made to the museum after a plea for help in *Heritage Railway* by top Russian narrow gauge expert Sergei Dorozhkov, has been made by the Middleton Railway, which also owns a Cockerill locomotive, named *Lucie*.

Sergei is one of a team planning to return to steam a Cockerill vertical-boilered 0-4-0T at a narrow gauge museum in Ekaterinburg, Russia's fourth-largest city set in the Ural Mountains, but information on both the locomotive's specification and history is scarce, leading to his appeal for help from the UK preservation and heritage railway movement.

He said that it was believed the 800mm (2ft 7½in) gauge locomotive, which is reminiscent of the Wisbech & Upwell Tramway engines, was one of five Type 1 Cockerills built by the company around the turn of the 19th century for the Ural-Volga Metallurgical Co works in what is now Volgograd.

These were works Nos. 2042-44 built in 1898, 2516 of 1905, and 2836 of 1912, but the 0-4-0 carries no identification other than an inventory and boiler inspection plate which does not contain details of the engine's history.

Sergei, who is also seeking technical advice to assist in the restoration, said research indicated that the locomotive was in service at the metallurgical works for more than 50 years, following which it was mounted on a plinth and subsequently relocated to Ekaterinburg in 2015.

Cockerill appeal: Middleton Railway's Cockerill Type 91 *Lucie* is ready for work in October 1998, following its arrival at Leeds three years earlier. The 0-4-0VBT currently on display awaiting overhaul is similar to a Cockerill Type 1 owned by a Russian museum which is now the subject of an appeal to UK preservationists for help in its restoration.

IAN SMITH

While technical advice may be available, tracing the history of the museum's Cockerill is far more difficult, as explained by Bob Darvill, assistant records officer of the Industrial Railway Society, who was asked to help efforts to identify the Russian Cockerill's works number.

"I have a complete Cockerill works list, and was very surprised to see that dozens and dozens of locos were delivered to Russia at the end of the 19th century – Cockerill must have had very good connections in the country," said Bob.

"However, none of the locos that went to Russia has gauges quoted for them, and the customers are just shown as the various agents that ordered them, with no end users shown. I have had a word with colleagues in both the UK and Europe, but nobody seems to have any additional details."

Ian Smith, vice-president of the Middleton Railway, noted from photographs of the Ekaterinburg Cockerill that it had a short extension



on one end of the body. As result, he said, the body was not typical of Cockerill but was within the standards of the company, and suggested that the extension may have held extra water.

"The bodywork is intriguing and the loco may have been either a special or a rebuild, but it does appear to be smaller than a standard gauge loco, and may have been built to 800mm gauge rather than converted. It is the first narrow-gauge Cockerill I have come across, but the chassis is classic Cockerill, and the outside Walschaerts valve gear is quite clearly visible."

Ian also dispelled the description of Cockerills as well tanks. "They were not, they all carried their tanks within the body as per *Lucie*. The tank was usually at the opposite end to the cylinders, which were under the 'driving' cab. The vertical boiler was always in the centre, making a well tank nigh on impossible, although that doesn't rule out the existing tank being extended down between the frames at one end."

Despite the possibility that his quest

to ascertain the Ekaterinburg Cockerill's works number, and thus its precise build date, may end in failure, Sergei welcomed the interest shown by the Middleton Railway in the restoration project.

"I recently received a telephone call from the museum asking for help to establish contact with a restoration team in the west which had experience in dealing with Cockerill locomotives, so events are developing simultaneously," he told *Heritage Railway*.

He also revealed that those involved with the restoration in Russia were in preliminary discussions with Stephen Wiggs, chairman of the UK-based New Europe Railway Heritage Trust, about visiting Britain as part of their project.

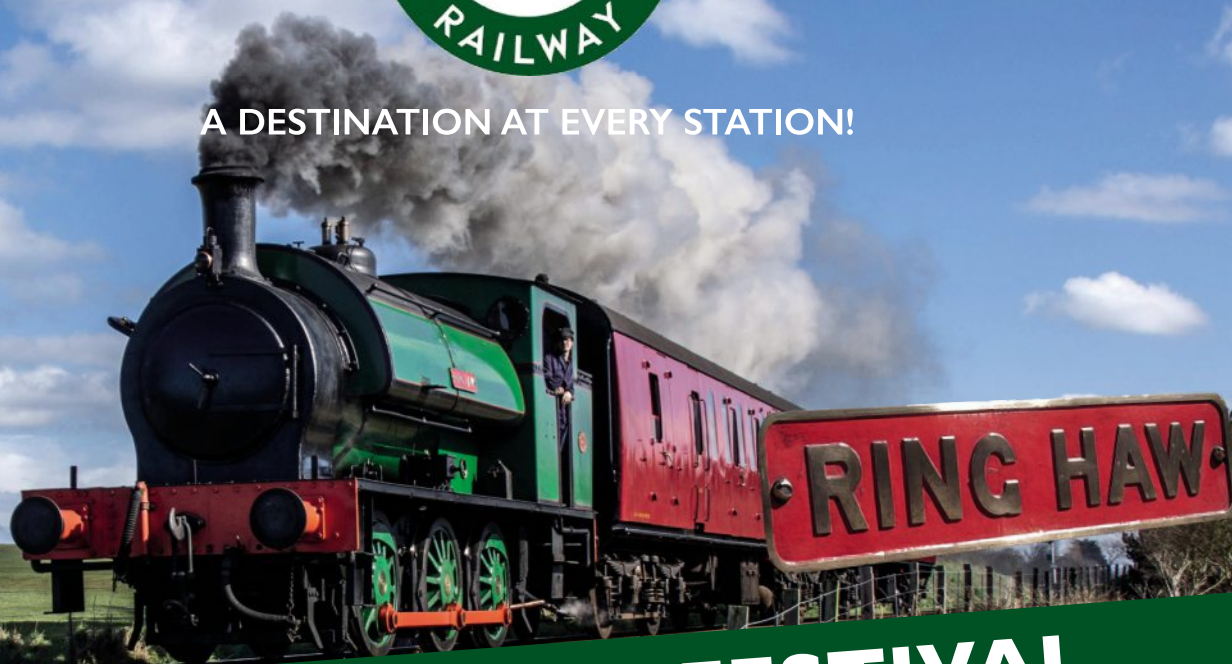
The Middleton Railway's Cockerill *Lucie* was built in 1890 (works No. 1625) at the company's sprawling plant at Seraing, near Liege, which had been founded as a textile machinery factory in 1807 by Lancashire-born William Cockerill. Steam locomotive manufacture had become an important part of the business in the latter part of the 19th century, with more than 1200 being built between 1890 and 1913.

Lucie, a Type 91 which was believed to have been one of 45 locomotives that worked on the Cockerill factory's internal 50-mile standard gauge railway system at Seraing, was purchased privately after its withdrawal and moved to the UK.

It was overhauled by industrial heritage conservation company Dorothea Restorations, formerly of Whaley Bridge, Derbyshire and now based in Bristol, and arrived at the Middleton Railway in 1995, where it worked until being taken out of traffic in 2000 following the expiry of its boiler certificate. It is currently on display at the railway awaiting overhaul.



A DESTINATION AT EVERY STATION!



SUMMER STEAM FESTIVAL 1ST & 2ND JULY 2017 A WEEKEND OF STEAM ON THE ROAD & RAILS!



Locomotives:

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- » RSH No.62 'Ugly'
- » Vulcan Austerity No.72

Plus:

Traction Engines & Steam Rollers:

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- » BBQ at Eridge station.
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- » Vintage vehicle & saw bench display at Eridge.
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- » Miniature steam engines at Eridge.
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- » Visiting locomotive 'Ring Haw'
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Photography Frank Richards & Charlie Ralph



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West Station, Royal Tunbridge Wells, Kent



Just £70,000 more required to steam the new Grange!

By Robin Jones

BASED on current cash-flow projections, including staged payments from monthly covenants and existing pledges, new-build GWR 4-6-0 No. 6880 *Betton Grange* is on course to steam for the first time by the end of next year, provided that a further £70,000 can be found to finish the locomotive.

Publicity director Paul Appleton told *Heritage Railway* that with 52 of the 80 Granges in its Adopt a Grange scheme now spoken for, the boiler fund has passed the £190,000 mark, leaving £35,000 to reach the target of £225,000 and a further estimated £35,000 to complete the bottom half of the locomotive.

He said: "We plan to launch a 'Final Push' appeal at the Tyseley Locomotive Works in June, which we hope will help see us through to the required total, although you never know with these things, there could be one or two nasty surprises around the corner."

No. 6880 *Betton Grange* is scheduled to appear at Tyseley for its Castles Open Weekend of June 24/25 when it will be presented in as complete condition as



possible, with boiler cladding sheets fitted to the boiler borrowed from the group's sister engine, No. 5952 *Cogan Hall*, and the motion all but visually complete.

Organisers hope to pair the Grange with one of the resident GWR tenders and position the loco on one of the

turntable roads alongside fellow Collett-designed Castle and Hall 4-6-0s and 0-6-0PTs from the resident Tyseley fleet.

The 6880 *Betton Grange* Society's sales and promotions stand will also be in close attendance, while members and visitors will be able to inspect progress on the restoration of the Swindon No. 1

No. 6880 *Betton Grange* carrying the boiler of No. 5952 *Cogan Hall* at Llangollen. ROBIN JONES

boiler from Modified Hall No. 7927 *Willington Hall* which is to be used in the construction of No. 6880, and which is at an advanced stage in the main workshop at Tyseley. Work carried out so far includes stripping and cleaning of the boiler, while new tubeplates are being made and the old firebox stays drilled out.

It is planned to have the completed boiler back at the group's home-based workshops at Llangollen next spring, leaving volunteers to complete the remaining work, including piping up and installing the cab fittings.

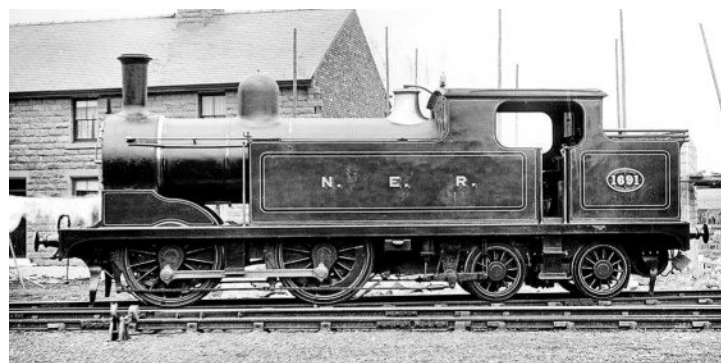
The locomotive's visit to Tyseley will be its last away from Llangollen before it is steamed towards the end of next year. Initially, it is planned to run the locomotive at Llangollen with a borrowed tender, but once the loco itself is completed, work will start on building a new Collett 3500-gallon tender of its own.

➔ **For the latest news on this project and how you can help with 'The Final Push' please visit www.6880.co.uk**

North Eastern G5 now aims for main line running



Left: Taking shape: the new G5 at the builders' depot in Shildon. NORMAN RAINE



Right: NER Class O No.1691 in service. THE ARMSTRONG COLLECTION

BUILDERS of new NER G5 0-4-4T No. 1759 have overcome the final major design obstacle – the crank axle.

The Class G5 Locomotive Company has now placed an order with Lincoln Crankshafts & Machine for what is the last of the locomotive's expensive components.

As crank axles are a safety critical item, this has taken around 12 months for all parties to be happy and clear about how the crank axle is to be produced.

Once it is forged, the project will be around two-thirds complete.

Initially the intention was to run the locomotive engine on heritage lines like the Weardale and Wensleydale railways. However, much progress has been made in recent times to ensure that No. 1759 can run on the main line.

Project design engineer David Elliott said: "The ordering of the crank axle for the new G5 represents a major step forward in the design engineering work required to permit main line running."

"The study work undertaken by Mott MacDonald has demonstrated that the minor improvements made to the design of the original G5 crank axle, and using a modern chrome molybdenum forging steel will produce a crank axle which complies with the modern national railway standards for axle design."

"This says a lot about the quality of the original design which dates from 1896."

"This milestone has been achieved with willing assistance from LC&M at Lincoln who have been contracted to forge and machine the new axle, and our assessment party, Ricardo Rail, who are

monitoring and guiding us through the process of achieving design approval for eventual main line running."

September last year saw Ian Howitt of ID Howitt Ltd manufacture and fit the smokebox onto the frames. Other progress at the company's depot in Shildon includes the assembly of the main frames with all the major castings and the horn guides fully fitted, the boiler completed, the cylinder casting complete and fitted, the bogie completed and fitted, the rear cab, coal bunker and rear water tank completed, the main driving wheels all cast and the leading wheelset fully assembled, both mechanical lubricators completed, the Westinghouse pump complete and fully operational and both injectors and both safety valves

complete and fully operational.

The G5 is structured in a different way to other new build projects, comprising shareholders, "super-friends" and friends. Shareholdings currently stand at £835,000 with 155 Shareholders on board, and there are 52 super-friends pledging anything between £5 and £250 per month.

The Crank Axle Degree Fund has been launched with a target of 360 pledges of £100 to provide funds to purchase the crank axle. To date, the group is more than 75% of the way there.

➔ **To become a graduate of the Crank Axle Degree Fund, purchase shares or become a super-friend, you are invited to email g5locomotive@gmail.com, call 07764 304210 or visit www.g5loco.co.uk for more information.**



Above: The chassis of the tender for the new Patriot inside Llangollen Works. ROBIN JONES



Right: The new Patriot in the yard outside Llangollen Works. ROBIN JONES

Llangollen – the Welsh capital of new build!

By Robin Jones

THE Llangollen Railway may be forging ahead into the centre of Corwen – but its workshops have become a major centre for new-build locomotives for running on the national network.

With four projects “on the go” in the works, it has emerged somewhat as a Welsh rival to The A1 Steam Locomotive Trust’s Darlington Locomotive Works.

The B17 Steam Locomotive Trust’s new 4-6-0 No. 61673 *Spirit of Sandringham* continues to make steady progress at Llangollen works.

The frame stay manufacture is on schedule, said group chairman Brian Hall.

Sponsorship received

A visit to the Sheffield plant of William Cook Cast Products Limited at the beginning of April revealed that all five sets of patterns and moulding boxes had been completed. After casting, the first pair of spring hanger brackets had cooled and were immediately removed from the mould with three remaining pairs to follow. Sponsorship for spring hangers had previously been received from members and supporters.

The full set of steel castings are based upon original LNER drawings. After fettling, stress relieving and testing will be carried out followed by machining and product acceptance. Delivery to Llangollen for fitting into the frames is planned for mid-summer. Also during

April preparation work was continuing at North View Engineering Solutions Limited of Darlington with the first stages of assembly for the fabricated frame stay brake, which is modified for air brakes.) Full welding will follow and this is planned to complete during May. When stress relieving and full inspection checks of the welds have been satisfied, full machining will follow leading to product acceptance and then delivery to Llangollen by the end of June. It is intended that the fabrication of the four sets of buffer beam gussets will also commence at that same site by the end of April.

Meanwhile, rapid progress continues on the build of new Patriot 4-6-0 No. 5551 *The Unknown Warrior* with three different work streams at two locations. Work continues on construction of the boiler at LNWR Heritage in Crewe with assembly of the outer firebox starting. This is the first large brand-new boiler to be built in the UK since 1962 and will be one of the biggest milestones for the project.

The two other workstreams are both at Llangollen, the project’s main base of construction. Both the bottom end of the locomotive and the tender chassis are being worked on.

On the locomotive the main activity has been the trial fitting of the brake gear with the sanding gear to follow. The main driving springs have also been fitted. The last items required for the valve gear have recently been ordered.

Although these are relatively small items compared to the rest of the valve gear the cost in total is considerable. The cylinder cladding sheets are due for delivery.

Work on the tender chassis has recently included the lining up and mounting of the new main frame 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, as backed by *Heritage Railway*.

Final design work

The modifications required to the original tank have been accepted by the Vehicle Acceptance Body and will allow final design work to be undertaken. These changes are to allow an increase in the water capacity, to create an internal tunnel for the fire irons and enclosures for the electronic equipment required for main line running.

The fourth new-build project in Llangollen Works is the Great Western Society’s 4700 class ‘Night Owl’ 2-8-0.

→ Anyone wishing to help by donating to the Tenner for the Tender can do so by calling the project office on 01785 224156 or visiting lms-patriot.org.uk

If you wish to sponsor a different part or donate a larger amount, visit lms-patriot.org.uk/sponsorship

→ If you would like to support the B17 Trust, visit www.b17steamloco.com



The B17’s dragbox undergoing a trial fit to the mainframes at Llangollen during the steam gala in March. B17SLT



The new B17’s spring hanger pattern. B17SLT



The spring hanger brackets for *Spirit of Sandringham*. B17SLT

Vandals cause miniature train to crash with passengers on board

HOOLIGANS who derailed a passenger-carrying train on Southport’s Lakeside Miniature Railway, causing it to crash, were being hunted by police.

Wood and a large rock were thrown on to the 15in gauge track at around 5pm on Saturday, May 13, and the train carrying families came off the track by the Marine Lake.

Local resident Jess Crabtree, who was on board with her three-year-old son Dominic, told the *Southport Visitor*: “Luckily it wasn’t going top speed or we all could

have been injured.

“It sounded like a small explosion and the train stopped.

“When we started walking over the bridge by Funland, we noticed a few boys taking nails and screws out of the bridge and were removing pieces of wood from the bridge itself.

“A man was telling them off and said he was going to call the police. The three boys denied it was them.”

In previous years, staff of the railway had reported incidents whereby teenagers had hurled

bricks, stones and bottles on to passing trains, and had also been placing objects on the track.

The railway reopened earlier this year after a major investment by new owner Norman Wallis, who also owns Southport’s New Pleasureland. He bought it last spring from previous owners Don and Jenny Clark, who ran it for 15 years.

The railway, which was laid along the seaward side of the Marine Lake, ran its first train on May 25, 1911.

Former postman and gramophone dealer Griffith Vaughan Llewelyn

had persuaded four local businessmen to stump up funds for the project and the line, built with materials from Bassett-Lowke, was initially known as Llewellyn’s Miniature Railway. In 1938 the original route was extended round to form an L-shape with the new terminus parallel to the pier.

The line has boasted that it is the longest continually-open 15in gauge line in the world, having operated every year since it opened, including during both world wars.

HS2 will give Birmingham Curzon Street a second life

By Robin Jones

THE London & Birmingham Railway's northern terminus of Curzon Street station is to be given a new lease of life with the arrival of the new High Speed 2 link between the two cities.

The Grade I listed entrance building will become a visitor centre and education hub alongside the projected HS2 station under newly-revealed plans.

Curzon Street station was, like the southern terminus of Euston, designed by Philip Hardwick. Its design mirrored the much-lamented Euston Arch with its distinctive Roman influence, undoubtedly inspired by Hardwick's trip to Italy in 1818–19.

The Grade I listed stone entrance building has arches on either side, and a portico with four massive distinctive Ionic columns in the front, made out of a series of huge blocks of stone.

Monumental architecture

Its three-storey interior housed the booking hall, with a large iron balustraded stone staircase, a refreshment room and offices.

Built in 1838, it is the world's oldest surviving piece of monumental railway architecture.

It was shared with the Grand Junction Railway, which opened in 1837, a year before the London & Birmingham Railway, and originally ran to a temporary terminus at Vauxhall. A viaduct was constructed to allow the Grand Junction to reach Curzon Street.

The station as built had adjacent parallel platforms but despite the sharing arrangement, it did not offer through



Above: The entrance to Curzon Street station as depicted in 1840.

Right: The London & Birmingham Railway's Curzon Street station is the world's oldest surviving piece of monumental railway architecture. ROBIN JONES



services, offering only the ability to passengers to quickly change trains.

Behind it lay a trainshed with a roof described by a contemporary writer as "one of the finest in the world", covering a space of 217ft by 113ft.

Curzon Street station opened on September 17, 1838, and a smaller goods station was located at Lawley Street to the east. It was also used by the Bristol & Gloucester Railway from August 17, 1841.

However, Curzon Street's life as a main passenger terminal was comparatively short, as it was superseded by Birmingham New Street from July 1, 1854. The station continued to be used by some local services to Sutton Coldfield and by excursion trains until 1893.

Freight continued at Curzon Street until 1966, when the platforms and the original trainsheds were demolished.

The magnificent entrance building was left to stand alone, unloved and long unvisited in what was a very much workaday area of inner-city Birmingham. For a time it was used by a University of Birmingham student theatre group, the Three Bugs Fringe Theatre. There was also a scheme for it to become a home for the Royal College of Organists, but that collapsed in 2005 due to a lack of funding.

Disused for years

The iconic structure, owned by the city council, has since stood disused but will now form as a focal point of the redevelopment of the Eastside area.

The new plans, unveiled by HS2, the Government company set up to deliver the high-speed rail line, include a total refurbishment which will create a visitor

centre, meeting rooms, exhibition space and a café on the ground floor.

Upper floors are set to be used by Historic England and workshops for Birmingham City University's STEAMHouse project, which aims to encourage collaboration between the arts, science, technology, engineering and maths (STEAM) sectors and which is set to be launched by the end of 2017.

Waheed Nazir, the city council's corporate director of economy, said: "Sitting in the heart of Birmingham Eastside, which will be home to HS2, this building symbolises an exciting future, as well as celebrating the city's important rail heritage."

Council planners are set to decide on the building's future in July, but no problems in getting consent for the proposals are foreseen.

Lottery £2.9m to restore pumphouse

By Robin Jones

THE Heritage Lottery Fund is poised to give up to £2.9 million in grant aid to restoring one of the pumping stations built for Isambard Kingdom Brunel's atmospheric railway.

The pumphouse next to the main line station in Totnes was never used as such, because the South Devon Railway decided to scrap the atmospheric system before it reached the town.

For long part of the Dairy Crest site, it was threatened with demolition after the dairy there closed 10 years ago with the loss of more than 160 jobs, while work on removing tiles from the roof had begun.

However, a campaign to save the building resulted in English Heritage granting it listed building status.

Under the banner of the Atmos project, Totnes Community Development Society has been awarded

an initial development Heritage Enterprise grant of £199,000 by the Lottery to finish pre-construction work on the eight-acre site including what is now known as the Brunel Building, prior to its conversion to workshop space, offices and a café. The scheme will also see flexibility for the whole building to transform regularly into larger space for sizable events.

The community group said that the proposals approved within the grant application include the development and pilot of a large-scale community labour initiative, where formal and informal training is centrally integrated into the physical development of the Brunel building.

Subject to the approval by the Lottery of this first stage of work, a further grant will be made, bringing the total to £2.9 million.

During the remaining pre-development period for Atmos Totnes,



The Brunel atmospheric railway pumping station at Totnes, next to the main line it never served. ROBIN JONES

the Environment Agency will be using space on the site as a temporary compound for its contractors BAM Nuttall to carry out flood defence works across Totnes.

Society chairman Dave Chapman said that a community-led, site-wide training scheme of this scale within development is unprecedented in the UK and will offer a model to other communities seeking to develop housing, facilities and job

creation across the country.

He said: "Employment opportunities are a fundamental part of the brief for Atmos Totnes given by this community in the initial consultation." The overall scheme for the site includes 62 community affordable homes, a hotel, a school for food entrepreneurs and a brewery, with the majority of the Atmos site being owned by the community of Totnes in perpetuity.



BR Standard 9F 2-10-0 No. 92212 approaches Ropley with the railway's increasingly lengthy goods train on a freight photographic charter on the Mid-Hants Railway on May 6. JEREMY DE SOUZA

Severn Valley's big Open House success

By Paul Appleton

THE Severn Valley Railway's second annual Open House Weekend saw an increase in visitors of 21% over the previous year.

The event, held on April 8/9, replaced the previous members and shareholders weekend event, which was last held in 2015, encouraging members of the public as well as SVR members and shareholders to observe close up, parts of the railway not normally open, and to encourage potential new working members, as well as a way of saying 'thank you' to its many existing supporters and volunteers.

Signalboxes, locomotive sheds and other normally off-limits parts of the railway opened their doors to visitors, while at Highley's Engine House visitor centre and Kidderminster diesel depot there was a combined model railway exhibition showcasing around 30 layouts. Guided tours of Bridgnorth Works and the yard at Bewdley were enjoyed by hundreds of visitors, while the Fifty Fund celebrated 25 years of association with the SVR by offering the chance to drive a Class 50 in Kidderminster yard.

As well as those travelling on shareholders' and working members' passes, 2181 paying visitors took advantage of the opportunity to see

behind the scenes as well as travelling on trains on a special more intensive timetable, featuring both steam and diesel power.

Event co-ordinator Lewis Maddox paid tribute to those who had made the event such a success: "Open House takes a considerable amount of time to set up, and I'd like to thank all the staff involved in the preparation, running and take-down of the event. We were all very pleased to stick our feet up on Sunday evening!"

Welcome bonus

A welcome bonus was £5000 worth of shares for the Bridgnorth station project purchased at Bridgnorth and Kidderminster during the weekend, while SVR Charitable Trust staff were delighted to receive donations that came to more than £6500, including Gift Aid.

Meanwhile, the railway has also announced more detailed attendance figures for its special events in 2016. As part of a wider review, the railway has also upgraded its annual passenger numbers to better reflect the actual number of passengers carried rather than the number of tickets sold, which had previously been announced at 208,479, an increase of 3590 over 2015, the SVR's special 50th anniversary year.

However, the railway has changed the way in which shareholders and others

use their privileged travel allowances on the line. Previously, vouchers had to be redeemed for tickets, and were automatically counted into the total passenger numbers. Regular surveys throughout the 2016 season by a small dedicated team led by Doug Kempton, canvassed passengers to establish the type of ticket they were travelling on and found that 17.3% more passengers were consistently being carried over and above tickets sold on the day of travel at ticket offices along the line.

The railway has not applied the percentage to special occasions such as Santa trains and other pre-booked specials where such extra passengers are not permitted, and has arrived at a revised annual passenger total for 2016 of 252,330, an increase on 2015's 245,800 passengers carried.

The SVR's Santa season alone accounted for 33,364 passengers, 47% of the railway's special event total, while the Pacific Power event, featuring *Flying Scotsman* and *Tornado*, included 14,005 paying passengers among the 30,000 people who visited the railway during the six days. The event replaced the line's annual autumn steam gala, which in 2015 enjoyed ticket sales of 7324, whereas the 'substitute' Season Finale Gala yielded an attendance of just 2900 and is unlikely to be repeated, although the autumn gala is back on the agenda

in its usual September slot in 2017.

Other highlights from the SVR's figures include the 'Step Back to the 1940s' event which was attended by 6479 (down on the total of 7168 in 2015), and the annual diesel gala which brought in a record 4800, compared with 3202 the year before, an increase of 1598, which equates to almost 50% more passengers.

Importance to turnover

In 2016, SVR special events brought in £1.26 million in revenue (£1.03 million in 2015), underlining their importance to the railway's overall turnover.

Visitors will get another opportunity to have a look behind normally closed doors during the Peep Behind the Scenes event to be held on July 15, organised as a fundraising event for the charitable trust. Attractions will include access to Kidderminster carriage works, the diesel depot, yard turntable, carriage shed and signalbox, Bewdley wagon works, paintshop and North signal box, rides in a Wickham trolley at Highley, Bridgnorth locomotive workshops, paint and machine shops, and signal box, and a visiting miniature railway at Bridgnorth presented by Wolverhampton Model Engineers. A separate charge will apply for the behind-the-scenes attractions.

➔ **Highley recommended:**
see pages 48-53

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Robin Jones, Editor

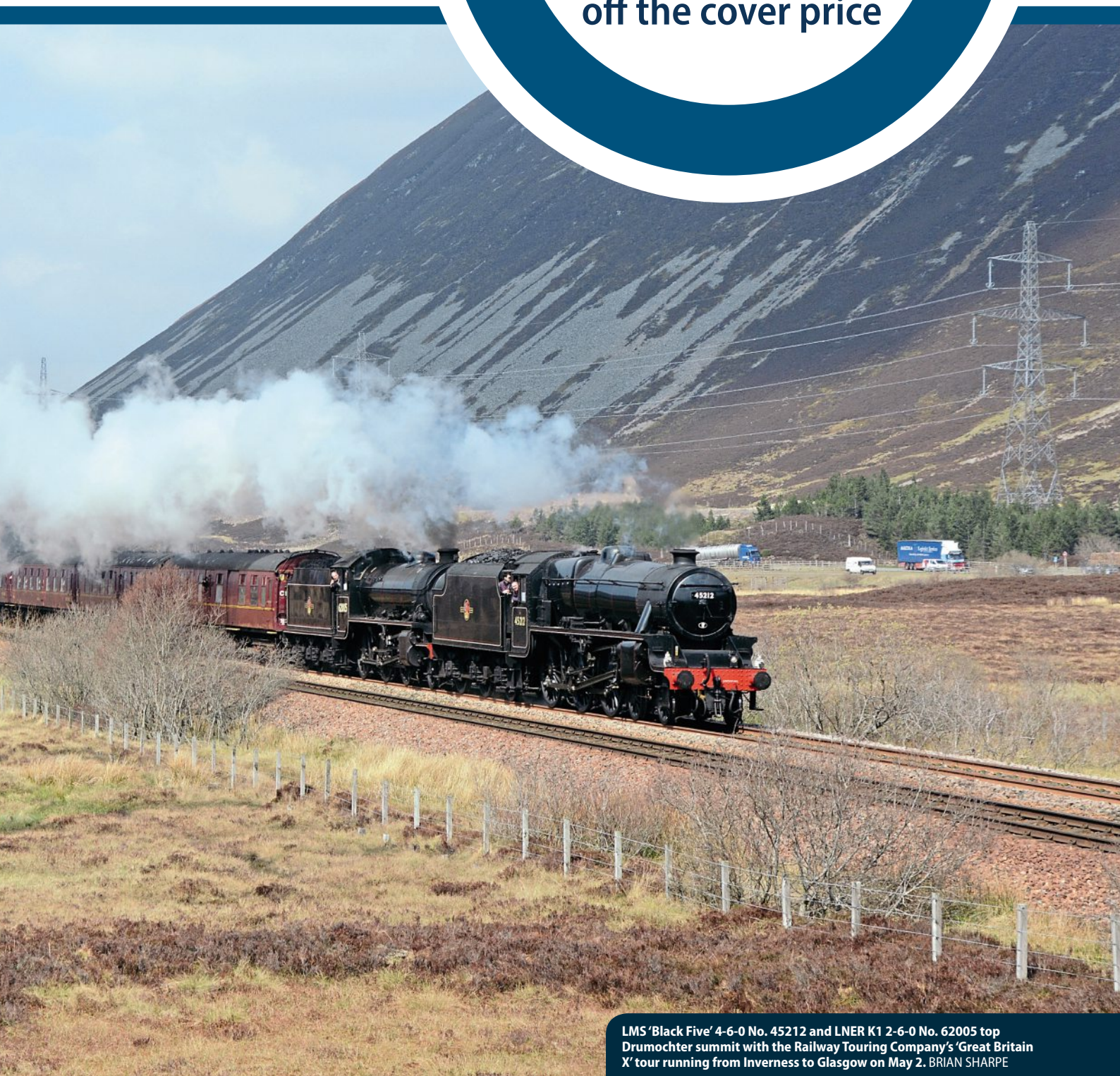


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LMS 'Black Five' 4-6-0 No. 45212 and LNER K1 2-6-0 No. 62005 top Drumochter summit with the Railway Touring Company's 'Great Britain X' tour running from Inverness to Glasgow on May 2. BRIAN SHARPE

Back in time for Bressingham Museum steam gala pair

By Robin Jones

BRESSINGHAM Museum's May bank holiday weekend heritage steam gala saw two Victorian classics return from extensive overhauls in past liveries.

LBSCR A1X 'Terrier' 0-6-0T No. B662 *Martello*, which was built in 1875, appeared in Southern Railway livery for the first time since 1948.

Former Penrhyn slate quarry Hunslet 0-4-0 ST No. 316 of 1883 *Gwynedd* appeared in the quarry company's livery for the first time in the heritage era.

The resident Quarry Hunslets, *Gwynedd* and another former Penrhyn Quarry Hunslet, No. 994 of 1909 *George Sholto* were joined by two visitors from the Bala Lake Railway.

Maid Marian was built for the Dinorwic Quarries where it worked until 1964 before being saved for preservation by the Maid Marian Locomotive Fund which has owned it for 52 years.

Bressingham founder the late Alan Bloom had wanted to buy *Hugh Napier*, but found it had already been given to the National Trust. For many years a static exhibit at the trust's Penrhyn Castle railway museum, it was restored to working order by the Ffestiniog Railway where it is now based.

The quartet hauled double-headed and demonstration freight trains throughout each day of the weekend.

The gala also featured road steam engines both from the Norfolk museum's own collection and several visiting traction engines and steam rollers.



Above: Back in steam after overhaul is LBSCR A1X 'Terrier' 0-6-0T No. B662 *Martello*, in Southern Railway livery for the first time since 1948. JAMES HAMILTON



Right: One of two visiting Quarry Hunslets, Bala Lake Railway-based *Hugh Napier* No. 855 of 1904. JAMES HAMILTON



Visiting Bala Lake Railway-based No. 822 of 1903 *Maid Marian* leads the quartet of Quarry Hunslets. JAMES HAMILTON



Former Penrhyn slate quarry Hunslet 0-4-0 ST No. 316 of 1883 *Gwynedd* appeared in the quarry company's livery for the first time in the heritage era. STUART CHAPMAN

SVR in race to raise £50k by end of June

By Paul Appleton

THE Severn Valley Railway's Endowment Future Fund needs to raise £50,000 by the end of June in order to secure match funding worth a combined £1 million.

Run by the SVR Charitable Trust, formed to protect the future of the railway's infrastructure, locomotives and rolling stock, the Endowment Future Fund has been awarded a Heritage Lottery Fund match funding grant of £500,000, meaning that it will match donations that the railway is able to raise by the time of the deadline.

In early May this stood at £450,000 and members and supporters were being urged to complete the missing

£50,000 so that the full value of the grant can be unlocked.

This appeal is a separate initiative to the widely-publicised £2.5 million share issue to fund the Bridgnorth station development, although the SVR Charitable Trust has so far contributed over £30,000 towards the scheme using funds donated by those who prefer to donate amounts of various sizes rather than buying shares.

£1m target

The trust has already supported many projects along the railway, including the Heritage Skills Training Academy and new diesel maintenance depot at Kidderminster.

Reaching the £1 million target will strengthen the Trust's latest bid for a further £1 million of Lottery funding towards the £1.26 million cost of restoring the SVR's impressive seven-arch Falling Sands viaduct at Kidderminster, by demonstrating that it is serious in what it sets out to do.

Donations that are eligible for Gift Aid allow the Trust to claim a further 25% from the Government, which is allowable towards the match-funding target.

Anyone interested in learning more about the scheme and the trust's wider fund-raising activities is invited to visit svrtrust.org.uk

Fears for future of Northern Ireland Victorian station

CONSERVATIONISTS have hit out at plans by Translink to redevelop Londonderry's derelict Grade II listed Waterside station as a new transport hub.

Into the West, a lobby group which led a campaign to restore the station building, believes that its character will be lost.

Translink's scheme, which has been submitted to Derry and Strabane District Council, involves the replacement of the frontage with a more modern design, instead of restoring the Victorian original.

Into the West spokesman Eamonn McCann said: "Given its uniqueness, given that the Waterside Station is the last terminal train station in Northern Ireland capable of being brought back into use in its original grandeur, full restoration should be the preferred option."

Original use

"The key aim of our campaigning over a number of years in relation to the station is that the building be brought back to its original use as a functioning terminal railway station, not converted into a

spacious waiting room with a built-in ticket office and a large car park alongside.

"The widely admired re-emergence of Moor Street in Birmingham as a working station and one of the jewels of the city provides an apt example for Derry."

However, a Translink spokesman said: "The designs are in keeping with modern design standards. This development is a boost for Derry-Londonderry and the north west region and would see integrated rail, bus and active travel facilities and services."

Welsh Government looks at Llangefni reopening on Amlwch branch

PART of the Amlwch branch, the subject of a long-running restoration campaign, may be revived for public services.

In April, the Welsh Government confirmed that Llangefni is one of 12 towns and cities under consideration for a new railway station.

The town, an intermediate station on the Bangor to Holyhead line from Gaerwen Junction, last saw passenger services in 1964 but freight continued until the early Nineties. Unlike virtually all of the Beeching closures, its tracks were left in place.

For the past two decades, local revivalists have been trying to reopen

part of the 17-mile branch under the banner of Lein Amlwch, also known as Anglesey Central Railway.

Five years ago, Network Rail gave the group a licence to clear undergrowth from the tracks, and around 10 volunteers work on it each week.

Very good shape

Retired schoolmaster Walter Glyn Davies, who campaigned to keep the line open as long ago as 1964, said: "Some sleepers need replacing but the line is in very good shape overall. We're determined to see it reopen."

"Reopening the line would connect

thousands of people to the rail network and would also be a tremendous boost for tourism attractions across the island, the possibilities are endless."

The Welsh Government's study is looking only at the southern section of the line from Llangefni to Gaerwen and whether there is a business case for its reopening.

Lein Amlwch wants to run heritage services on the remaining section of the line.

Anglesey MP Albert Owen said: "This appraisal puts Llangefni on the travel destination map and could boost the whole of central Anglesey"

Housebuilders donation boosts Sharpness revival

A TREASURE chest of GWR items found at a former builders' merchant depot has been donated to the Vale of Berkeley Railway group. Housebuilder Taylor Wimpey came across the artefacts after buying the site containing the former steam shed in Cheltenham, the only one not torn down by the builders' merchant.

Several items dating back to late Victorian times, including 200 yards of cast iron fencing and four original gates with the GWR crest attached to them, three 30ft steel columns, which supported the shed roof, were donated to the Sharpness branch revivalists.

A VoBR spokesman said: "One of the main aims of the project is to recreate everything as it once was, so having these original railway items makes a huge difference to us and will enable us to create accurate replicas of the Victorian line."

"It is much appreciated that Taylor Wimpey have gone to the trouble of getting these artefacts to us."

Appeal for Ruddington carriage shed

THE Great Central Railway (Nottingham) has launched an appeal for £50,000 to help build a new carriage shed at Ruddington.

The four-coach shed is located between the running shed and a renovated storage barn, and will be essential once the line is connected to the Great Central Railway at Loughborough via a new bridge over the Midland Main Line.

The roof beams are now in place and corrugated sheeting installed to the roofline. However, more donations are required to complete the project.

Donations/cheques should be made payable to 'The East Midlands Railway Trust' and sent to The Nottingham Transport Heritage Centre, Mere Way, Ruddington, Nottingham NG11 6JS.

Burglars ransack Welsh Highland Railway office

THOUSANDS of pounds of bank holiday takings were stolen during a burglary at the Ffestiniog & Welsh Highland Railway offices in St Helen's Road in Caernarfon on May 4.

The thieves broke a rear window

to gain access to the office overnight and ransacked the premises.

Strong image

However, general manager Paul Lewin said that there was a strong

CCTV image of an offender.

He said: "We had more money in the office than usual because of the bank holiday but after this we'll not be keeping any cash stored on site overnight now."

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IN BRIEF

→ **PLANS** to build a new circular narrow gauge railway in Pembrokeshire as part of a proposed £2.5 million tourist development at Grade II listed Blackpool Mill in Martletwy are being reconsidered after a critical report was published. Pembrokeshire Coast National Park Authority said that the scheme drawn up by nearby holiday village operator Bluestone was "little more than the creation of a theme park attraction without any real connection to the history of the locality".

→ **GLOUCESTERSHIRE** Warwickshire Railway-based GWR 2-8-0T No. 4270 will be the star guest at the Pontypool & Blaenavon Railway's September 8-10 steam gala. The first 2-8-0T type built in the UK, the class was primarily designed for hauling heavy mineral traffic in South Wales, and as 1919-built No. 4270 was first allocated to Newport Ebbw Junction may well have visited Blaenavon in GWR days.

→ **EUROPHOENIX** has received its fourth Class 37 to gain corporate livery with the return of No. 37611, now also named *Pegasus*, from the Arlington paint facility at Eastleigh Works. It is also the second locomotive bought from DRS after the recent disposal programme, following the receipt of its new Class 68 and 88 locomotives.

→ **THE** Amerton Railway's June 24-25 summer steam gala will feature visitors Peckett *Liassic* and Avonside *Marchlyn* from the Statfold Barn Railway, together with home-based Bagnall *Isabel* and Hunslet *Jennie*. Also available will be shed and works tours, admission to the Waterhouses signalbox for viewing, 16mm live steam, live steam models and visiting road steam.

→ **CLASS 47** No. 47715 completed its hire-in at the Wensleydale Railway on April 15, with a 'Farewell' running day prior to a move to Doncaster where it will be on hire to Wabtec for internal duty. The Class 47 was retained on the WR for its ETH capability hence it will be replaced by ETH-fitted Class 31/4 No. 31459.

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'S&D' feel to Minehead spring gala



BR Standard 4MT 2-6-0 No. 76017 heads a goods train. SIMON WEBB



WR 0-6-0PT No. 1501 passes Watersmeet on April 29. PETER FOSTER

By Robin Jones

DOUBLE-HEADED Midland 4Fs proved to be the star attraction of the West Somerset Railway's spring gala.

In what general manager Paul Conibear believes may have been a heritage era first, home-based No. 44422 was paired with visiting No. 43924 from the Keighley & Worth Valley Railway, which in September 1968 became the first locomotive to be rescued from Dai Woodham's Barry scrapyard.

The April 27-30 gala officially had no central theme, but nonetheless had a decided Somerset & Dorset ambience, courtesy of the visiting locomotive types.

They included the sole surviving original S&D locomotives, Minehead-based 7F 2-8-0s. Nos. 53808 and 53809, recently-restored Ivatt 2MT 2-6-0 No. 78018 from the Great Central Railway, and BR Standard 4MT 2-6-0 No. 76017 from the Mid Hants Railway.

They were joined by WR pannier No. 1501 from the Severn Valley Railway, and which worked local four-coach stopping trains between Bishops Lydeard and Crowcombe Heathfield.

Despite lower temperatures after the warm start to April, the gala attracted around 4500 passengers and met the event's budget target, said Paul.

On May 17, the WSR was visited by the BBC's Antiques Roadshow team, to film two one-hour episodes for transmission in the autumn.



A preservation first as LMS 4F 0-6-0s Nos 43924 and 44422 pass Castle Hill with the 4.45pm Minehead to Bishops Lydeard on April 29. DAVID HUNT



GWR 2-6-2T No. 5199 pilots SDJR 7F 2-8-0 No. 53809 on a goods train past Watersmeet. PETER FOSTER

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

Children's miniature line is opened to the public after 92 years

By Nick Dodson

THE Downs Light Railway – one of Britain's 'secret' miniature lines – has held its first public open days in its 92-year history.

Geoffrey Hoyland, the first headmaster of the Downs Malvern School, a preparatory school in Colwall, started a miniature railway in its grounds in 1925, with the aim of a creating not just "a railway hobby" but an important educational tool for the school's pupils.

Pupils learned about teamwork, carpentry and light engineering while enjoying running and driving the trains. While many pupils went on to a career in engineering, others learned practical skills from their time on the railway that would serve them well for the rest of their lives.

The poet W H Auden, who wrote the famous Night Mail poem, was a teacher at the school. He even composed a poem about the railway and its famous locomotive *Tubby*:

"Pay your tuppence, and take your ride, *Tubby* will shake your insides. The greatest fun, it can't be denied, is engineering".

Completely rebuilt

The railway is now run by an independent body, the Downs Light Railway Trust, which has masterminded the rebuilding of the line with help, both financial and practical, from current and past parents, current and past pupils and generous benefactors. And it has now been completely rebuilt.

The Trust's chairman Tim Pennock, a former pupil who went on to a successful career in engineering, said: "It's been a real labour of love helping restore the



Action from the Downs Light Railway open days. DLR

railway so that future generations at the school can benefit from the experiences I had when I was their age.

"There's no doubt at all in my mind that I wouldn't have been as successful in my career without the wonderful lessons I learned on the railway. It's not a simulation or a mock-up, but the real deal. We have demonstrated that you can get so much more out of children at such a young age with such a level of trust between adults and children. The important thing is they love it as well. When learning is such fun it's so much more successful!

"We've heard so much recently about new apprenticeship schemes and the

advance of STEM, (Science, Technology, Engineering and Maths), it does not get much more idyllic than this. Ensuring the optimum steam pressure, knowing where the gradients vary, levers, pulleys, coal dust and ballasting, all outside a traditional classroom setting and yet fully engaging young learners."

Open days

The railway celebrated its regeneration with open days on April 30 and May 1, when more than 700 people enjoyed displays of vintage miniature locomotives and model railways.

Visitors saw pupils operate the railway and guest locomotives included several

rare and 9½ in gauge locomotives. These included a North British Y10/G class 0-4-0 (built 1947/8), North Eastern R14-4-0 (1920), LNWR Webb compound 4-4-0 *Orion*, North Eastern D18/Q1 4-4-0 (1898), and 0-4-4T *Alice* (1910) with its original driving truck from the 1925 Wembley Exhibition.

Several special guests included *Florian*, E2/2 scale locomotive that had travelled to the show from Switzerland, *Rockclimber*, a four-wheeled hydraulic from the Lakeshore Railway at South Shields and Stanley Battison 4-6-2 No. 2701 from the Midland Railway-Butterley on behalf of the Princess Royal Class Locomotive Trust.

Original DLR rolling stock also returned to the line from a private collection at Berkshire.

Pride of place went to ex-DLR Class D 0-4-2 *Ranmore* which had not been seen in public since 1950. It was the arrival of this locomotive on the DLR in 1936 that led to its regauging from its original 7½in to its current and unusual 9½in gauge.

Regular DLR steamers *James Boyd*, a 2-6-2 built in 1992 by Milner Engineering of Chester, and *George*, an Atlantic (1939), performed with other guest locomotives.

In the nearby school's memorial hall, model layouts included the 1959-built vintage O gauge layout Templeford.

Chris Vine, author of the Peter's Railway books, aided by one of school's pupils ceremonially fitted a golden fishplate to mark the reopening of the railway.

The open days were organised by Nick Dodson, former owner of Statesman Rail Ltd and now vice-chairman of the Downs Light Railway Trust.

Thomas adds autistic engine to his fleet

AN autistic locomotive character is reported to be featured in a forthcoming big-screen Thomas the Tank engine movie.

Thomas & Friends: Journey Beyond Sodor, a CGI-animated film to be released this summer, introduces a new cast of "experimental engines", including one designed to give children with autism a sympathetic character.

The film marks the 72nd anniversary of the release of the first of the Rev Wilbert Awdry's Thomas the Tank Engine books on Friday, May 12, 1945.

The new fleet of locomotives is intended to reflect "modern sensibilities".

Theo, a geared locomotive, is understood to be "very shy, extremely cautious and awkward" with an "unusual

experimental drive system that doesn't always run very smoothly and he makes sudden jolts forward or back when his rods or cogs jam."

Senior producer Ian McCue was quoted as saying: "With the characteristics of *Theo*, there is an intentional nod to autism, albeit a subtle one for our autistic fan base."

A National Autistic Society survey found that children with autism associate far more strongly with Thomas the Tank Engine than with other children's characters, partly because of the engines' easy-to-read expressions.

Downton Abbey star Hugh Bonneville provides the voice of another engine, *Merlin*, who believes he has the power of invisibility.



A GWR Collett auto tank has returned to Bampton on the Exe Valley Line, 54 years after the Exeter to Dulverton line closed to passengers on October 7, 1963. This highly-coloured model of 'Tivvy Bumper' No. 1442 displayed near the village centre was designed by pupils at Bampton Primary School and is one of 21 sculptures of the full-size locomotive which is on static display in Tiverton Museum, which has created All Aboard!, a family sculpture trail throughout the surrounding district. Bampton station opened on August 1, 1884 and as well as being a passing place, dispatched stone from local quarries. It was renamed Bampton (Devon) in June 1911 to avoid confusion with the GWR's Bampton station in Oxfordshire. After the line closed the station was demolished, and the cutting in which it was situated was infilled. ROBIN JONES

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Artist's impression of the proposed refreshment room building

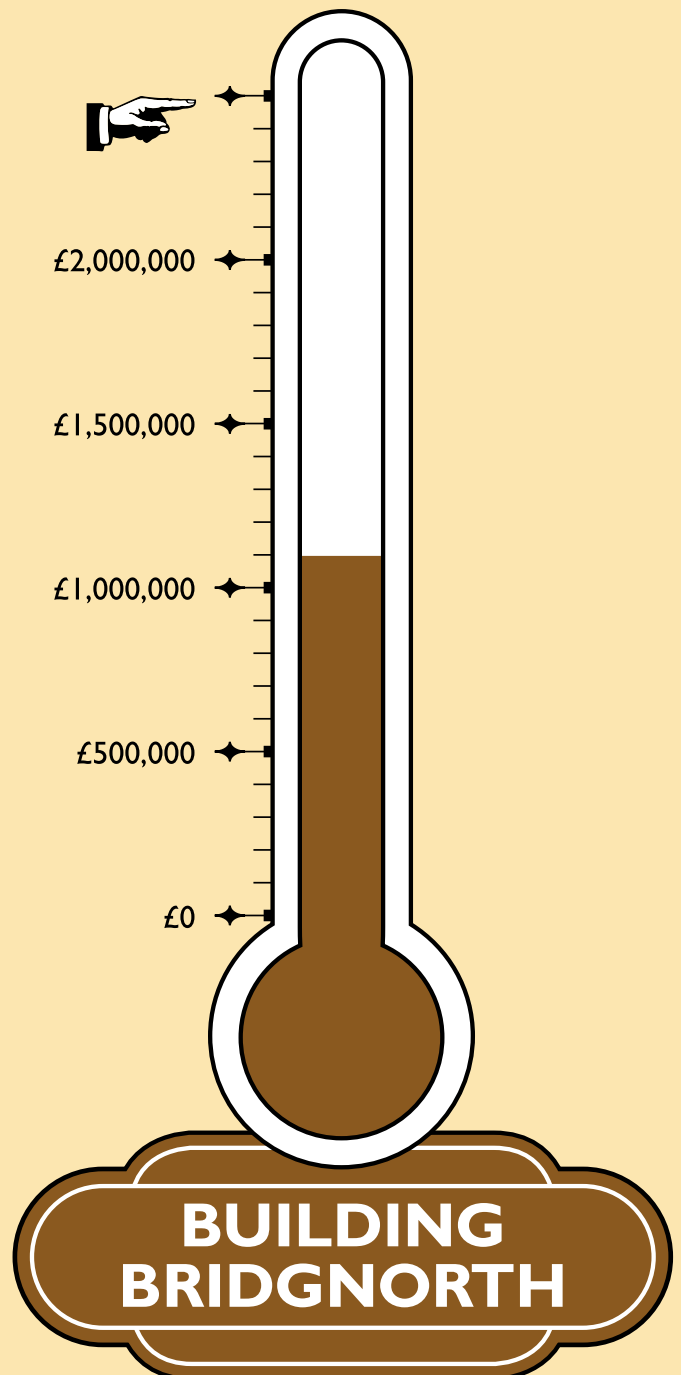


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Steam locos, heritage railways and NRM 'make Britain great'

By Geoff Courtney

TWO iconic British steam locomotives, the world of heritage railways, the narrow gauge lines of Wales, the NRM and Isambard Kingdom Brunel have all been included in the top 250 things and people that make Britain great, after a poll by a leading magazine.

The list was published in the May issue of the nostalgia monthly *Best of British Past and Present*, and was drawn up in conjunction with readers, writers and celebrities.

Number one was volunteers, which the magazine describes as "the lifeblood of our communities", and gives heritage railways as an example, asking: "Where would they be without them (volunteers)?"

At No. 31 was new-build Peppercorn A1 Pacific No. 60163 *Tornado*, which is described as "now part of our rich railway heritage", while railway engineer Brunel – voted second in a 2002 BBC public poll of greatest Britons, beaten by only Sir Winston Churchill – came in just behind *Tornado* at No. 33. In the magazine entry he is portrayed as "a genius whose influence has made a difference in all corners of the globe". The "great little trains of Wales" are at No. 39 – "delightful



narrow gauge transport" says the magazine – No. 60103 *Flying Scotsman* is at 84, heritage railways No. 161, and the National Railway Museum No. 212.

The magazine's editor, Simon Stabler, told *Heritage Railway*: "To celebrate our 250th issue we asked our staff, readers and contributors to suggest 250 things that make Britain great. While there were a few things that I didn't expect, it wasn't too much of a surprise that Britain's

transport and engineering heritage featured so frequently.

"It's quite right that volunteers topped our list. They are the lifeblood of our communities, not only in helping the less fortunate, but making life a little better for all of us. It's thanks to those who maintain classic locomotives and have worked tirelessly to reopen once mothballed branch lines that Britain's railway heritage can be enjoyed for generations to come."

Great Britain: No. 60163 *Tornado* passes Dalwhinnie – which sits at an altitude of 1150ft in the Scottish Highlands and is officially one of the coldest villages in the UK – with Abellio ScotRail's Inverness to Stirling 'Highland Caledonian' on June 22, 2015. The A1 Pacific has recently been named one of the things that makes Britain great in a national magazine survey.

BRIAN SHARPE

NRM director Paul Kirkman said: "We are thrilled to be mentioned in the Best of British list for both the museum and *Flying Scotsman*."

"The NRM is dedicated to preserving the nation's railway history, to ignite curiosity and to inspire future generations. *Flying Scotsman* is arguably the most famous steam locomotive in the world, and we are delighted to have reunited her with the tracks for the public to enjoy."

All the railway entries were ahead in the list of such personalities, authors and attractions as Enid Blyton, the Natural History Museum, Sir Stirling Moss and Ironbridge Gorge. Simon said that compiling the list was enjoyable, but forecast that readers would write in to suggest items not included or challenge some that were.

IN BRIEF

→ **THE North Yorkshire Moors Railway's new shop at Goathland station has been completed, is now open... and is already improving sales there. The old shop – of which the new one is a replica but in a different location – by the station entrance, is now being rebuilt back to its former role as a waiting room, helping to restore the station further back to its NER condition.**

→ **THE Ecclesbourne Valley Railway hosted a rare visitor during its Multiple Memories railcar gala, held over the weekend of May 13-14 when East Midland Trains provided a Class 153 railcar to celebrate the 150 years of train workings to Wirksworth. It was a both the first visit of a serving main line train and a Class 153 to the EVR.**

→ **THE Epping Ongar Railway has confirmed that the visit of Class 20 D8001 has now been extended to 18 months, marking the return of a loco that was based at nearby Devons Road Bow when first released to BR service in July 1957.**

→ **CLASS 33/2 No. 33201, currently based at the Spa Valley Railway, is expected to remain on loan from the Swanage Railway for 'the foreseeable future'.**

No. 131 takes steps towards completion

By Hugh Dougherty

GREAT Northern Railway of Ireland Q 4-4-0 No. 131 is making further strides towards main line operational acceptance by Iarnród Éireann and Northern Ireland Railways, at the Whitehead Railway Museum workshops.

Heritage Railway Engineering Ireland staff and Railway Preservation Society of Ireland volunteers are giving the finishing touches to the locomotive's replica tender, built on a 1948, GNR(I), underframe, acquired by the society for just such use, by finishing bodywork and undercoating before final painting.

On the 1901, North British, Glasgow-built locomotive, work is underway fitting on-train monitoring and signalling equipment before final completion and acceptance trials. The engine, which spent most of its operational life with the GNR(I) on the Irish North Western and 'Derry Road' lines, before withdrawal by Coras Iompair Éireann in 1963, was stored and plinthed at Dundalk from 1970 to 1984 when she was moved to the ill-fated Great Southern Railway preservation centre at Mallow.

The Q was then taken to Iarnród Éireann's Inchicore Works in the late 1990s, coming as a set of wheeled-frames and boiler to Whitehead in 2003. Thanks to

funding from GROW (Generating Rural Opportunities Within South Antrim) sourced in 2014, restoration has since been ongoing. No. 131 ran a trial run, using the tender from the RPSI's GNR(I) S Class, 4-4-0 No. 171 *Slieve Gullion*, and with special permission from Northern Ireland Railways and the safety authorities, from Whitehead to Carrickfergus and back, on February 22, 2015, after the last NIR trains had cleared the line for the night.

Following final work, the 4-4-0, which is capable of handling seven coaches with ease, will take its place on the RPSI's rota. Charles Friel of the RPSI said: "It will be a very useful locomotive when complete. It's a miracle to have taken it so far from what was basically a kit of parts when she came to us after many years of storage."

"No. 131 is our third GNR(I) 4-4-0 and I cannot wait to see her in full cry on the main line."



Work on-going to ready No. 131 for return to the main line. The pipework for signalling and train detection equipment can be seen alongside the rear driving wheels. HUGH DOUGHERTY



Visiting BR Standard 4MT 2-6-4T No. 80136 and 2MT 2-6-0 No. 78018 double-head a lengthy freight train through Quorn and Woodhouse on May 7 during the Goods Galore gala on the Great Central Railway. JACK HAYNES

Further progress on unique Class 89 electric

THE AC locomotive Group has recently updated the progress being made on the restoration of its unique Class 89 locomotive No. 89001, currently being funded by the hire fees from its locomotive hire contract with GB Railfreight as the inspection stage of the restoration project nears its end.

Arrangements are currently in hand to overhaul the bogies of the 1986-built prototype following the recent removal of the primary suspension dampers, the secondary suspension dampers having been removed in 2016 when the locomotive was first lifted.

The rheostatic brake stacks have been removed and subsequent testing has shown them to have failed with the fan motors being damaged causing further damage to resistor elements. A check of the locomotive's service history revealed that it suffered persistent fan motor problems hence the decision was taken to rebuild the brake stacks with motor and fan assemblies similar to those fitted to the ACLG's Class 86 and 87

locomotives. This work will utilise CAD software for the redesign of the brake blocks and a mock-up will be created to check the fit of the rebuilt Stacks within the locomotive.

The inspection process has also identified a number of obsolete components that can be replaced as the ACLG engineering team begins the process of making reliability improvements through the replacement and modernisation of components and sub-systems.

The team has now completed repairs to cab equipment and while most of the equipment is in good condition, outstanding work includes cosmetic work repairing various interior trim panels prior to their reinstatement.

ACLG volunteers have undertaken the cleaning of electrical equipment and ventilation systems, including small amounts of corrosion on the interior of the cab roof framing, under the cab floor and in the brake stack areas which have now been readied for repainting.

Mini steel wheels turn full circle!

THE original owners of a famous model railway shop in Bradford have returned after four decades to save it from closure.

Frizinghall Models & Railways was opened as the Bradford Model Railway Centre by John Ayrey and his father in 1950, before they set up shops in Leeds, Huddersfield and Manchester.

The Bradford shop was sold in the

1970s to the Wilson family, and it was owned by Stephen and Elaine Wilson until they decided to close it when they retired recently.

However, the Ayrey family has bought it back, and relocated the business to Discovery House in Baildon, where it is being operated by their other firm, John Ayrey Die-Casts.

New engine bought for *Western Champion* from German supplier

THE Diesel Traction Group continues to make progress with the purchase of a replacement engine for that of Class 52 D1015 *Western Champion* which developed serious faults during a railtour in December 2016.

A signed contract had been received from the German supplier in April, confirming that a fully refurbished short engine would be delivered to the Severn Valley by June 30, thus allowing work to continue at Kidderminster building it up to a full size engine and fitting it into D1015.

The replacement engine is a 'late series' MD650 model, which is confirmed as having a block

consistent with the MD655 engine as fitted to the Class 52 fleet. The original Class 52 engines, however, were built under licence in the UK by Bristol Siddeley and had a larger engine sump and different engine mounting feet hence the DTG has sent a set of feet and a sump have been sent to Germany where it has been confirmed that the UK items are compatible with the German block.

The DTG made a visit to Germany in mid-April to confirm this and, following delivery of the engine in June, will fit the required parts to complete the build as it seeks to use members' efforts to reduce total costs.

NYMR invests in carriage wheels

FOLLOWING an increasing shortage of Mk.1 coaches as a result of their wheel tyres being damaged by flats or reaching scrapping limits and the line's collection of good spare wheelsets being exhausted, around £80,000 is being spent by the North Yorkshire Moors Railway on refurbishing wheelsets by turning, or in more drastic cases, by retyring.

With a new set of tyres costing around £11,000 per bogie, or

£22,000 per coach, and around 30 or so Mk.1s in regular use, as much life as possible is being wrung from each wheelset. Nowadays, there is widespread use of one-piece wheels which are pressed from the axle and discarded when worn to their limit and some operators of heritage stock are known to be considering switching to these, a development which will undoubtedly be watched closely by other potential users like the NYMR.

Back to the Sixties on Moors line

THE North Yorkshire Moors Railway is appealing to vintage car owners and stallholders to take part in its new and improved 60s Fest event.

The railway is looking for any Sixties car owners, traders and exhibitors to take part at the July 22/23 event which will feature everything from music and fashion to typical trains of the period.

Pickering station will be hosting a pop pirate radio show as well as performances by the Beatles for Sale tribute band and Motown band Shade of the 60s.

Levensham station will be renamed Elvisham and passengers will be able to enjoy an Elvis impersonator performing there.

Both Goathland and Grosmont stations will be decked out in individual Sixties style, with a beer tent and live music from Tex Leon & Friends and Jive Express at Goathland and an "old and new" mini display at Grosmont.

General manager Chris Price said: "Our Sixties fest just gets better every year."

Anyone interested is asked to visit nymr.co.uk/Event/60s-fest

'First lady of steam' takes over at Bury

By Robin Jones

THE East Lancashire Railway has appointed its first lady general manager.

The line has recruited Tallyllyn Railway general manager Tracey Parkinson to fill the post.

Tracey has a long-standing history with railways, which started when she won a footplate experience on the North Yorkshire Moors Railway and following that began volunteering there. Since then she has worked as the marketing officer at the NYMR, train services manager at the National Railway Museum, UK operations manager for the Railway Touring Company, information controller at the National Rail Communications Centre and customer relationship manager at Hull Trains.

ELR chairman Mike Kelly said: "The railway has seen significant growth over the past few years, with record visitor numbers, new events and ambitious developments and expansions, something which we expect to continue going forward; therefore it was essential that we appointed the right person as general manager to lead us during the exciting times that lie ahead."

"Tracey has a deep-rooted relationship



Tracey Parkinson, who will leave the Tallyllyn Railway on July 7, to take over at the East Lancashire Railway. ELR

with railways and is immensely knowledgeable and passionate about the industry. She will bring with her a wealth of experience and some inspiring ideas which will be of great benefit to us at the ELR. We look forward to welcoming her to our team."

Tallyllyn chairman David Ventry said: "We are sad to see Tracey leave after her time with us."

"She has brought a fresh perspective on many aspects of the work here and will leave the Railway in a much improved situation."

"However, more than that Tracey has

won a place in people's hearts and we will miss her as a person, for her warmth and enthusiasm, her willingness to get stuck in to even the most menial chore and her ability to listen and make people feel valued.

"These are qualities I have no doubt will serve her well at the East Lancashire Railway and I am sure she will be a great success there."

Tracey, who succeeds Andy Morris at Bury, said: "I have thoroughly enjoyed my time at the Tallyllyn and we have made positive steps to strengthen the sustainability of the railway, with growth in passenger numbers and revenue. I am confident that the team here will continue in this way and deliver the very best."

"I have fond recollections of times spent on the ELR and I am delighted to be joining the railway. I look forward to the opportunities and challenges that the role will bring."

The Tallyllyn has become something of an "academy" for general managers of major standard gauge heritage lines. Current NYMR general manager Chris Price was recruited from Tywyn.

Tracey is expected to start at the East Lancashire Railway in July.

First brick ceremony at SVR Bridgnorth station

By Paul Appleton

AS the Severn Valley Railway's £2.5m Bridgnorth station development share issue passed the £1.2 million point, a low-key ceremony was held to mark the laying of the first brick in the construction of the new building on Wednesday, May 3.

With completion of the foundations and base for what will be the new catering and toilet block, attention has now turned to the erection of the building above ground.

With the first tranche of 8,000 facing bricks on site, commencement of the next phase of the development saw a number of special guests invited to maintain the great railway tradition of marking such occasions, with site contractors, Iris Construction, preparing the building site for the safe reception of those carrying out the honours.

A small group travelled by train from Kidderminster to take part in the ceremony, with the honour of laying the first brick falling to Barry Cooke, an ex-BR railwayman from Kidderminster.

Other guests included former BR engineer Phil Coutanche who was instrumental in responding to the early preservationists' plea to halt demolition of the station by contractors after an urgent telegram was sent to BR.

40 Heritagetrailway.co.uk



Above: An architect's impression of the finished building in the GWR style, c1900. SVR

Founding members Columb Howell, 74, and Keith Beddoes, 78, current SVR Holdings chairman Nick Paul and the railway's general manager Nick Ralls, and two current teenage apprentices, Will Pedersen and Leo Roberts, each laid a brick, before the party retired to the Railwayman's Arms for refreshments.

Since the ceremony, a retaining wall above the access steps known as the 'Donkey Gallop' has been dressed with bricks laid using a mortar mix of cement, lime and Ty Mawr Blaenavon Light crushed aggregate, which according to infrastructure manager Chris Bond, gives the brickwork an "authentic, period look."

Right: The past and the future of the Severn Valley Railway: Will Pedersen, Keith Beddoes, the man who called the first meeting that led to the Severn Valley line being saved, and Leo Roberts. SVR





Kerr Stuart Sirdar class 0-4-0T *Diana* passes the loco shed at Apedale. MARTIN CREESE

Steam returns to the front line

By Martin Creese

THE centenary of two Kerr Stuart-built engines was marked by the Moseley Railway Trust at the Apedale Valley Light Railway over May 13/14.

Ex-Penrhyn Railway Tattoo 0-4-2T *Stanhope* and former Kerry Tramway, Pen yr Orsedd Quarry and now Bala Lake Railway-based Sirdar class 0-4-0T *Diana*, were joined by fellow Kerr Stuart-built *Joffre* and Wren class *Roger* from the Statfold Barn Railway and *Jennie* from the nearby Amerton Railway.

Diana came to Apedale after its appearance at Beamish's Great North Steam Fair where it hauled log trains using bolster wagons, two of which also made the journey from Beamish to Apedale.

The Kerry Tramway was opened in 1887 and ran from Kerry station to the Brynllwarch estate serving the timber forests on the estate as well

as a slab quarry. Closing in 1895 on the sale of the estate the track was lifted, but demand for timber in the First World War saw the railway relaid in 1917 by the Government's timber supply department with motive power provided by *Diana*. Labour was provided by German prisoners of war under military control. The line closed again in 1922.

Tracks to the trenches

With Apedale hosting the hugely-successful Tracks to the Trenches event as well as being home to several locomotives and items of rolling stock, *Diana's* visit was apt. The lower section of line runs alongside a track with woodland either side and *Diana* steaming along with the bolsters loaded with timbers gave a little nod to the start of its working life 100 years earlier.

Continuing the First World War theme, *Roger* was built for a factory at

Avonmouth which supplied mustard gas for the British forces. In 1959 the loco was acquired for preservation in Canada returning to the UK in 2013 for an overhaul, returning to its owner in Canada. Sadly it did not operate in Canada and returned to the UK again in 2016, having crossed the Atlantic four times. The visit to Apedale was its first trip away from its home at Statfold Barn.

The weekend before the gala saw the three visiting engines in operation for a 30742 Charters photographic event.

The event also saw for the first time a steam engine running along the short line to the small re-created First World War trench system.

Approached with great care and a little hand sanding, *Jennie*, successfully traversed the branch and the trench system adding a new vantage point and also a reminder of the importance of railways in the First World War, in supplying the forces of both sides.



A line-up of steam motive power at Apedale. MIKE HEATH

Snowdon wants your best pictures

THE Snowdon Mountain Railway is holding a photographic contest to showcase the best shots taken on Wales' tallest mountain.

Officials are asking amateur photographers of all ages to submit their images of the railway and the stunning scenery along its route for the chance to

win a VIP trip to the summit, including an overnight stay at the nearby Royal Victoria Hotel in Llanberis.

The best photographs submitted each month will be shown on the railway's website and social media over the summer, while the winning images will be printed and displayed in

Llanberis later in the season.

General manager Alan Kendall said: "The only proviso is that the photographs include one of our trains, either at a station or on the mountain, or show the summit visitor centre within the image."

Entries can be submitted until August 31 through www.snowdonrailway.co.uk

Irish steam and jazz!

THE Railway Preservation Society of Ireland opened the month of June (Sunday 4) with 4-4-0 No. 85 *Merlin* working a 'Steam Enterprise' trip from Belfast to Dublin.

The following Friday, June 9, sees another of the line's popular 'Steam & Jazz' mystery trips taking to the rails. This is repeated on Friday, June 23, but with a different destination...

On Sunday, June 25, an RPSI 'Midsummer Special' departs Belfast for Bangor with the blue 4-4-0 No. 85 at the head of what is a family day trip.

The month closes with another 'Steam & Jazz' evening and another mystery destination on Friday, June 30.

As previously noted, Dublin-based former NCC 2-6-4T No. 4 was sent to Whitehead's workshops to have Irish Rail radio equipment to be fitted.

Following trials the 2-6-4T was returned to its Dublin Connolly shed, the first of the RPSI motive power fleet to be so treated. Plans are in hand to equip 2-6-0 No. 461 (Connolly) and 4-4-0 No. 85 (Whitehead) in similar fashion.

Dame Vera makes progress

AS Dame Vera Lynn celebrated the milestone of her 100th birthday, work on her namesake, WD 2-10-0 No. 3672 is picking up after years of storage on the North Yorkshire Moors Railway.

With around £70,000 already raised, sufficient to pay for the construction of a new tender body, the supporting group are now turning to stripping down the locomotive, the overhaul of which is likely to account for the remaining £680,000 estimated cost of the finished overhaul.

A recent working party has begun to prepare the locomotive for the boiler overhaul, beginning with the removal of the flue tubes – as much work as possible is being done with No. 3672 in one piece to save space in the cramped site.

→ The picture of the Forces Sweetheart in News, issue 228, was wrongly attributed to the Bluebell Railway rather than its preservation society's vice president Roy Watts, who designed and produced a presentation card for her with help from Derek Hayward. We regret the error.

A feast of postwar trainspotting delights in London's East End

By Geoff Courtney

THE East End of London didn't have a lot going for it in the years after the Second World War. It had suffered badly in the conflict as it was a prime target for German bombers, and in one period in 1940 was hit on 57 successive nights. As a result it was badly run down even into the 1950s, and life could be hard, a scenario only partly leavened by the famed Cockney spirit and humour.

For those of us living either in its midst or on the periphery, it was a case of making your own entertainment, and like kids the world over at that time, we became experts at it. The numbers game became important to many, often starting with car numbers, and progressing as teenagers into buses and then trains.

As the early 1950s morphed into mid-decade, and then the end of the

decade, trainspotting became ever more sophisticated for we war babies, thanks substantially to a certain Mr Ian Allan but also due to an ability to create our own world of enjoyment that was devoid of all the crutches and electronic aids without which most of today's youngsters would be bereft.

For us, the East End came into its own on two fronts: its proximity to the capital that was home to various termini populated by pre-Nationalisation express locomotives of all the Big Four, and Stratford shed.

The latter was a magnet, a Mecca, and a home from home rolled into one. Filthy, sprawling, and both dangerous and safe, it was the country's largest steam loco depot in terms of its allocation, with 414 steam engines based there in 1948 and still 186 at the end of 1959 (oh, and 96 diesels by then).

It embraced us local trainspotters in its

smoke-laden grasp, despite an absence of the sort of glamour engines that graced such London sheds as Camden, King's Cross, Nine Elms and Old Oak Common. We cared not, as its variety, laissez-fair Cockney atmosphere, and complete lack of pretentiousness, more than compensated for what London trainspotters from greener pastures regarded as its failings.

Knowledgeable enthusiast

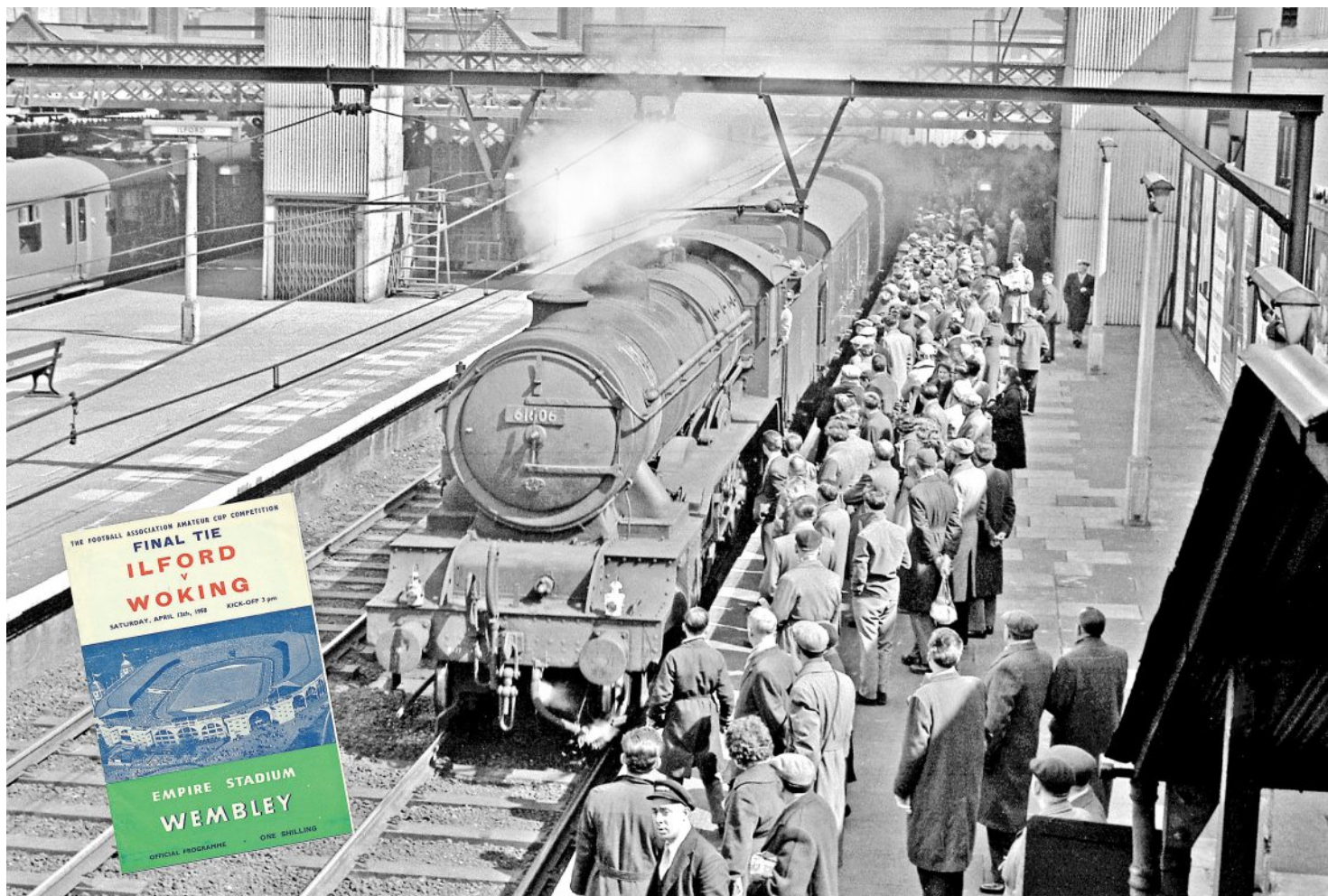
Having been born in 1957, Dave Brennand missed the Stygian gloom of the latter-day steam era Stratford shed in which venerable Great Eastern Railway locomotives fought for space with their LNER-built stablemates and BR Standard interlopers, but that has not prevented him from becoming one of the country's most knowledgeable enthusiasts of East End steam, a passion that has produced three books on the subject and a fourth

that has just been released.

An East Ham Grammar School pupil, Dave's background is steeped in the railways. The former Great Eastern line near Ilford flyover was at one end of his street and the London, Tilbury & Southend Railway near Barking at the other, although the joys of operational 'Footballers' and 'Brits', as well as lesser classes, were to pass him by.

That, however, did not thwart his railway ambition, and in 1973, at the age of 16, he became an engine cleaner at Stratford shed, retiring 40 years later as a driver. Since then he has set his sights on what he describes as "bringing the past back to life", which has manifested itself in three books covering London's East End.

Now there is his fourth, the Liverpool Street suburban lines, which has on its cover a memory-jerking painting by top railway artist Malcolm Root of a view from Liverpool Street's platform 10 of Britannia



Crowd-puller: Class B17 No. 61606 *Audley End* pulls into Ilford station on April 12, 1958, with a football special for Ilford supporters travelling to Wembley for the FA Amateur Cup final. The Gresley-designed 4-6-0 was one of 10 in the class built by North British Loco Co, entering traffic in December 1928 and being withdrawn from Colchester (30E) in September 1958, the year in which 22 of the 73-strong class were taken out of service. Sadly for the crowd about to board the train, the match resulted in a 3-0 defeat to Woking, but Ilford were no strangers to Amateur Cup success, having won it twice, in 1929 and the following year. They also played in the competition's very last final on April 20, 1974, losing 4-1 to Bishop's Stortford. The photograph comes from a new book on East End steam written by former driver Dave Brennand. BRIAN PASK. Inset: The official programme of the match the supporters were on their way to watch.

2.42	IPSWICH	EXPRESS	61629 "Newark Castle"	B17/1	328
2.50	CHARTON-ON-SEA	"	61233	B1	30A
2.53	ILFORD	PARCELS	61606 "Audley End"	B17/6	30A
3.24	PARKESTON RUPI	EXPRESS	61006 "Blackbrack"	B1	30A
3.45	NORFOLK	"	D204	"4"	30A

Got your number: Among the locomotives shown in this log of trains at Ilford on August 19, 1958, is LNER B17 No. 61606 *Audley End*, on a Down parcels working. A photograph of the same loco at the same location just four months before is included in a newly-published book by former driver Dave Brennand in the London East End series. The log, compiled by *Heritage Railway* senior contributing writer Geoff Courtney when a teenage trainspotter living at Ilford, records five other B17s on Down trains over a three-hour period, as well as two named B1s and Britannia No. 70013 *Oliver Cromwell*, which was to enter railway history a decade later by hauling the '15 Guinea Special' on August 11, 1968, marking the end of BR steam. Two diesels are also recorded in the log, including D204, later Class 40 40004, a 1Co-Co1 that is hauling the line's flagship 'Broadman' express shortly after being delivered by English Electric.

No. 70036 *Boadicea* arriving with 'The East Anglian' and No. 70037 *Hereward the Wake* across the tracks ready to depart from platform nine with a Norwich express.

"Whether you were fortunate enough to be there or not, this painting portrays exactly what it must have been like to have nearly 150 tons of hot steaming locomotive and tender pass within inches of you," writes Dave in his book. It was a scene I saw on myriad occasions, Dave, and 'fortunate' hardly describes it.

My logs show that, even as late as July 1960, when the diesels were on the march, I recorded five members of the class lighting up my local station of Ilford in the space of just 17 minutes – Nos. 70040 *Clive of India*, 70039 *Sir Christopher Wren*, and 70002 *Geoffrey Chaucer* on Down expresses, including 'The Norfolkman', and Nos. 70012 *John of Gaunt* and 70008 *Black Prince* on Up workings. That wasn't just fortunate, that was also a privilege.

Debt of gratitude

It is East End trainspotters such as me, as well as enthusiasts from further afield, that owe Dave a debt of gratitude for his transformation from railwayman to author. His latest offering is more than 100 pages of photographs and well-researched captions that do indeed bring the past back to life.

In no particular order, there's a mainly black and white photographic kaleidoscope (is that an oxymoron?) of such classes as B1, Britannia, 'Footballers' – well OK, B17s – N7, J15, J69, L1, B12, V1, Y4, J17, J66, J65, E4, J68, J19, J39, F5, J50, J20 and D16. Stations feature quite prominently too, as well as the occasional ex-LMS locomotive.

Dave's enthusiasm for the subject leaps out of every page, and also for the railwaymen of the era. An extract from his introduction to the book reads: "We should never forget the unsung heroes of the steam age; the drivers and firemen that got out of bed at the most unsociable hours imaginable, to do hard, dirty and often thankless tiring work.

"To many it was just a job, but I often hear tales of how much more enjoyable the job was on steam than it ever was on diesel or electric traction; proven by the enthusiasm that an army of volunteers have for all things steam on the numerous preserved railways."

In the book's foreword, railway photographer and fellow East End

enthusiast Geoff Silcock reveals that, contrary to what was previously believed, N7 0-6-2T No. 69725 was probably the very last steam locomotive to work this stretch of the main line on September 9, 1962, on an Up freight that was replaced by a diesel at Brentwood, although Y4 Departmental 0-4-0T No. 33 (ex-No. 68129), worked until early 1963 clearing up at Stratford, making it the very last steam engine to operate at the shed. I have within my railwayana collection worksplates from both these locomotives, and that's also a privilege.

A good read on the capital's engine sheds

Dave's book on the Liverpool Street suburban lines is published by Book Law Publications, which has also recently released Volume 1 of London's engine sheds in the 1950s and 60s, covering the west and north of the capital.

Depots featured are Willesden (1A), Camden (1B), Cricklewood (14A), Kentish Town (14B), King's Cross (34A), Hornsey (34B), Neasden (34E), Feltham (70B), Old Oak Common (81A), and Southall (81C). That's a selection which were permanent targets for London trainspotters, be they official approved visits or otherwise – more of the latter for most of us, I am sure.

Lots of photos, listings of the locomotives on the various sheds on certain dates, and bucketfuls of facts about the depots and the engines pictured. A seriously good read.

→ **London's Engine Sheds Vol 1 – the west and north.** By Roger Griffiths & John Hooper. (Softback, Book Law Publications, 96pp, £19.99, ISBN 978 1 909625 68 6).



→ **London's East End Steam – the Liverpool Street suburban lines.** By Dave Brennand (softback, Book Law Publications, 102pp, £23.99, ISBN 978 1 909625 66 2).



The tram trailer that was shown mercy by the nuns. Bessbrook & Newry Tramway No. 6 under restoration at Whitehead. The trailer is sitting on a 5ft 3in gauge boiler truck formerly used at the Great Northern Railway of Ireland's Dundalk works. HUGH DOUGHERTY

Tram trailer rescued by nuns to rise again after overhaul at Whitehead

A BESSBROOK & Newry tram trailer which was rescued from scrapping by being bought by local nuns, when the pioneering 3ft gauge electric tramway closed in 1948, is under restoration by Heritage Engineering Ireland (HEI) at the Railway Preservation Society of Ireland's Whitehead carriage workshop.

Trailer No. 6, built by the tramway in 1921, was the preferred carriage for the line's owners, the Richardson family, who had built the three-mile tramway to link their mill at Bessbrook with the town of Newry as transport for mill workers and goods.

The nuns of Bessbrook's Convent of Mercy, bought the trailer body and

maintained it as a summer house which was in use until recently, which is why the vehicle survived so long.

The trailer is now being restored for display near Newry railway station alongside a former Belfast Corporation Tramways single decker tram body, originally thought to be a Bessbrook and Newry tram.

It was discovered, semi-derelict, in the Mountains of Mourne in 2014, and is being restored by local further education college students. Motor car No. 2 from the narrow gauge line is on display at the Ulster Folk & Transport Museum at Cultra and the Bessbrook terminal building also survives.

Churnet Valley appeal to buy Cheddleton station building

THE Churnet Valley Railway has issued an appeal for funds, to take advantage of an opportunity to buy the station building and adjacent platform at Cheddleton that became available during recent negotiations for a new lease.

The site is currently leased from Staffordshire County Council and, during recent negotiations for the renewal of its lease that expired in 2016, the CVR was offered the option of purchasing the freehold of the property for £50,000.

The railway's board has accepted the offer and contracts have been exchanged but the CVR now has three months to raise the purchase price; a recent survey has identified the need for repairs works that will cost £25,000, hence the appeal has now set a target of £75,000.

If the appeal succeeds, Churnet Valley

Railway plc will own everything on the eight-mile length from Leek Brook Junction to Oakmoor Sand Sidings.

Anyone interested in supporting this appeal can either donate through the North Staffordshire Railway Company at www.nsrailway.co.uk where Gift Aid will increase the donation, or by purchasing shares (in £1.00 units with minimum purchase of 100 shares) from the reopened 2011 share issue.

Any new shares purchased in support of the appeal will qualify for the 30% tax relief under HM Revenue & Customs Enterprise Investment Scheme plus a range of benefits according to the amount(s) donated.

Further information on this appeal can be found at www.churnet-valley-railway.co.uk/cheddleton-appeal

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Tender frames ordered for new P2



The similar tender frames for A1 No. 60163 *Tornado* as seen in 2007. NIGEL FACER

By Robin Jones

THE world's fastest-growing new-build standard gauge steam project, new Gresley P2 2-8-2 No. 2007 *Prince of Wales*, has passed another major milestone with the placing of a £142,500 order for the tender frames.

ID Howitt Ltd of Crofton, West Yorkshire, who has been given the job, was a major contractor to The A1 Steam Locomotive Trust during the construction of Peppercorn A1 Pacific No. 60163 *Tornado*.

Working both at Darlington Locomotive Works and in his own workshops, Ian Howitt was responsible for the assembly of the almost identical tender frames for *Tornado* from 2005-7.

The trust has already ordered the remaining steel castings for the new 2-8-2 from principal sponsor the William Cook Group with delivery due in July.

Apart from the three engine crossheads, 58 of the 61 castings on the latest order are for the tender.

Late 2018

Once Ian has made progress with manufacturing the fabricated drag boxes and has machined the castings, the fully machined tender frame plates, currently in store at Darlington Locomotive Works, will be moved to Crofton for assembly. It is expected that the frames will be delivered to Darlington in late 2018.

In parallel with the assembly of the tender frames, the trust has started work

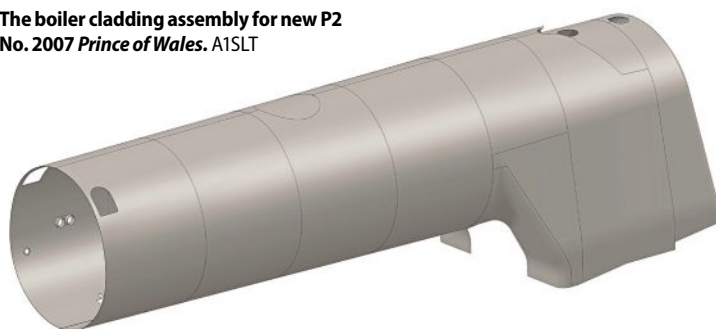
on the distinctive boiler cladding for the P2. In contrast to the method used to assemble *Tornado's* boiler cladding, this will be done by building a 'skeleton' which will enable the manufacture of the entire cladding before the actual boiler is delivered. This approach postpones the need for the boiler to be at Darlington Locomotive Works by at least six months.

Once the boiler cladding is finished and primed, it will be dismantled and stored pending the planned fitting to the boiler in 2020.

Meanwhile, the trust has released a new batch of components for sponsorship in time for Father's Day on Sunday, June 18.

So far, more than 800 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch three years ago. In addition, funds have been raised through the trust's sub groups The Founders Club (over 360 people donated £1,000 each – target 100 people), The Boiler Club (over 115 people have pledged £2,000 each – target of 300 people), The Mikado Club (just launched and over 145 people have pledged £1,000 each – target 160 people) and Dedicated Donations (over £200,000 from existing supporters sponsoring a variety of components). As a result of the mass public support and generosity, the project has already received pledges of over £2.3 million (including Gift Aid) of the £5 million needed.

The boiler cladding assembly for new P2 No. 2007 *Prince of Wales*. A1SLT



Dedicated Donations are normally only available to existing supporters but are being made generally available in the run-up to Father's Day. In addition to being able to sponsor one

of the 18 spokes of the 6ft 2in driving wheels for £600 (or £25 a month for 24 months), other components now available for sponsorship range from a hornblock driven bolt and nut at £25, a pony truck bearer spring at £125, a Cartazzi wheelset, axlebox and bearing assembly at £700 (or £28 per month for 25 months), a driving coupled wheelset roller bearing at £1050 (or £52 per month for 25 months), a Cartazzi axlebox casting at £1300 (or from £50 per month for 26 months), a crank axle crank sweep forging at £3600 (or £100 per month for 36 months), the pony truck axle at £4440 (or £70 per month for 60 months), to a 6ft 2in driving wheel casting and proof machining at £12,000 (or £200 per month for 60 months).

Completion in 2021

Subscribers to the scheme will have their names (or the name of the person the gift is for) inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and a copy of the drawing of the component.

P2 project director Mark Allatt said: "We are confident that we will have the engine on its wheels this autumn and remain on-track for completion in 2021. However, to maintain this progress we

need to raise £700,000 per year. We are therefore taking the opportunity of Father's Day to give the Dedicated Donation scheme a boost.

"This initiative is a unique opportunity for supporters to have their father or grandfather's name associated with a component of No. 2007 and the funds raised will help to ensure that *Prince of Wales* will be completed on schedule. Just as with the similar scheme that helped to fund the construction of now world-famous *Tornado*, supporters who subscribe to the scheme will have the satisfaction of pointing to the part of the locomotive they paid for when No. 2007 enters service."

The six P2 Mikados were the most powerful passenger steam locomotives to operate in the UK, designed to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The new-build project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

→ Anyone who wishes to sponsor a component is invited to contact dedicated.donations@p2steam.com for further information. For details of how to help with the project, visit www.p2steam.com or email enquiries@p2steam.com or telephone 01325 460163.

Prairie tanks make progress at Severn Valley

By Paul Appleton

TWO very different projects that will see the debuts of two prairie locomotives on Severn Valley Railway metals in the not too distant future have reached significant stages in their development.

The SVR's forgotten GWR large prairie – the final ex-Barry locomotive on the railway to be restored – No. 4150, has been released from its cocoon tent, hidden away at the back of Bewdley yard, its long-term home while slow, but steady, progress has been made over the last ten years.

On March 28, a major shunt took

place that released the 2-6-2T into open space so that its boiler could be lifted and lowered onto a well wagon. Then the bunker and its new side tanks were fitted to the frames so that volunteers can continue with the restoration of the locomotive's bottom end back in the cocoon tent, while the boiler awaits transportation to Bridgnorth once its place in the boiler shop becomes available. This is said to be when the boiler overhaul on Stanier mogul No. 42968 has been completed, hopefully in the fourth quarter of 2017.

Meanwhile new-build BR Riddles Standard 3MT No. 82045 continues to

make great strides forward on several fronts. The fabrication of its two new side tanks has started, at Dinas Works on the Welsh Highland Railway, rather than Boston Lodge as previously announced, because there is more space at Dinas to carry out the work.

At Bridgnorth, the front ring of the smokebox is now fitted into the wrapper and secured with temporary bolts, pending riveting into place. Handrails have been trial fitted to the sides of the wrapper, and pilot holes have been drilled around the edge of the smokebox saddle ready for drilling through to the wrapper once it is placed onto the saddle.

Work also progresses on welding and machining the manganese plates onto the driving wheel axleboxes. The wheels are on site, painted and ready to fit into the chassis once work on the hornguides and axleboxes has been completed. Work also continues on alignment and final positioning of the two new outside cylinders, with work taking place in the old cattle dock at Bridgnorth station.

Funds are needed to keep momentum on both projects; if you wish to support either, visit www.4150.org.uk and www.82045.org.uk for details of how you can help to complete these highly useful prairies for future service on the SVR.



Tuesday, May 9 was the last day of operation for the South Devon Railway's GWR 0-6-OPT No. 1369 locomotive under its present boiler certificate. For its last day of running the locomotive was painted green with a yellow bufferbeam. COLIN WALLACE



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Easy win for Manchester City at Crewe

MANCHESTER City outscored the opposition with an easy victory at Crewe on April 22 – or to be precise, nameplate *City of Manchester*, from Great Central Railway Class 1 No. 425. This 4-6-0 was built at Gorton in February 1913, renumbered 5425 and reclassified Class B2 by the LNER in 1923, subsequently renumbered and reclassified again by the LNER to No. 1491/Class B19, and withdrawn from Immingham in July 1947.

Its £16,000 realisation at David Lewis's Crewe Heritage Centre auction was way ahead of the £9000 for *Peacock* (GWR Bulldog No. 3450), and *Queensland* from LMS No. 45566, whose price of £8600 ensured the amazing Jubilee class bandwagon of recent years just keeps rolling along.

A Furness Railway handlamp from Dalton Road crossing, on the Coniston branch, was the leading non-nameplate success, selling for £3400. The crossing



was at Torver station, which was opened by the Coniston Railway in 1859 and closed to passengers in 1958 and to freight four years later.

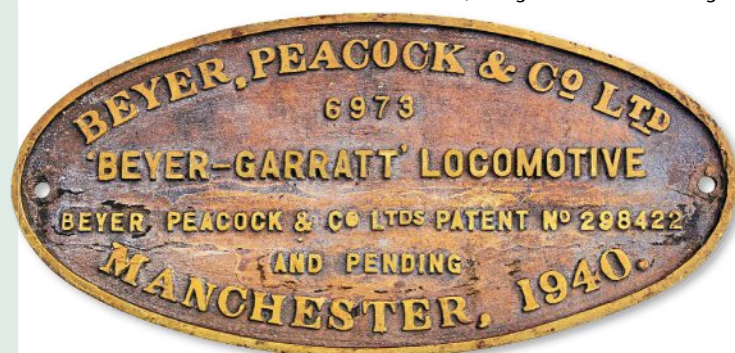
Top cabside numberplate was 5339 from a 1918-built GWR 2-6-0 (£2650), totem station signs were headed by Dundee Tay Bridge (£2050), an LMS hawkeye station sign from Pipe Gate on the Stoke to Market Drayton line made £1100, and in the timepieces category came £1600 for a Liverpool & Manchester Railway pocket watch and £1250 for a North Staffordshire Railway 12in wall clock.

Worksplate successes were spread between steam, diesel and electric, represented respectively by Kenya & Uganda Railways 1940-built Beyer-

Garratt EC3 Class 4-8-4+4-8-4 No. 86 (£1340), English Electric 1960-built D6701/37001 (£1550), and Class EM1 No. 26011/76011 that emerged from Gorton works in 1951 (£1700).

A pair of signalbox nameboards comprising Kingmoor and Lansdown Jc each went for £2000, while a Cheshire Lines Committee ex-Chester Northgate signalbox pulling board dating from 1889 went for the same realisation, as did the copper-capped chimney from GWR Castle class No. 5080 *Defiant*. Prices exclude buyer's premium of 10%.

"We had an excellent day as can be seen by the figures," said David Lewis as bidders, vendors and spectators wended their way home from Crewe Heritage Centre.



Broadly speaking, it's a first for Great Central



A LATE entry into Great Central's June 3 sale at Stoneleigh will be a 'first' for the auction house. It is nameplate *Timour* carried by two broad gauge GWR locomotives, the second of which was withdrawn in the 1892 cull that followed the company's total conversion to standard gauge.

The name, after a 14th century Mongol empire warrior and leader, was first given to an Iron Duke class 4-2-2 built at Swindon in August 1849 that was withdrawn in 1871, and the plate was reused on another 4-2-2 built in July 1873. The name, but not the original plate, was subsequently given to a third locomotive, Achilles class 4-2-2 No. 3056 built in 1895 and withdrawn in 1914.

The 1873-built engine that carried the name was a member of the Rover class – sometimes called 'Iron Duke Renewals' – designed by Joseph Armstrong and featuring 8ft driving wheels, and in its early days was a regular on the London to Bristol route. The first of the class was withdrawn in 1890 and the remaining 21 in 1892.

The nameplate, which will be the first broad gauge plate to be sold by Great Central, has been in the same family for 125 years, having been bought by Mr D Evans for two guineas from the GWR following the withdrawal of the loco in 1892. A full preview of the sale, which starts at 10am, was in this column in last month's issue.

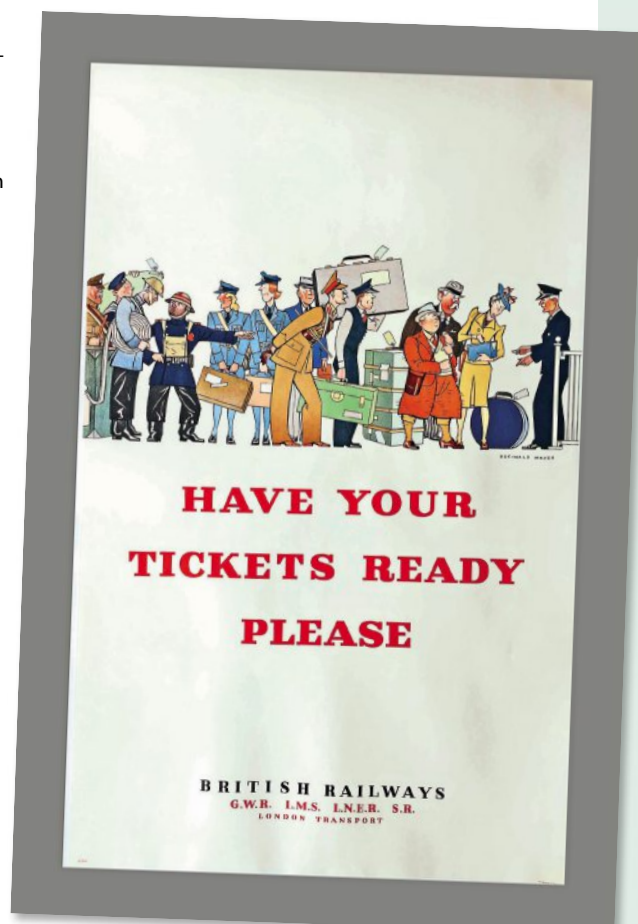
Humour and history in London auction

A WARTIME poster issued jointly by the Big Four and London Transport, and a 107-year-old Metropolitan Railway pocket timetable, are among the 400 lots in a sale being held by Transport Auctions of London in Croydon on June 24.

The poster, which combines humour with a serious message, was issued by the GWR, SR, LMS, LNER and LT during the Second World War, and was by Reginald Mayes (1901-92). It depicts a lady at the head of a queue searching her handbag for her railway ticket, while behind is a queue of service men and women – including a red-faced officer at the rear – an air raid warden, a fireman, a porter laden with luggage, and members of the public. It carries the plea: "Have your tickets ready please."

The Metropolitan Railway timetable dates from November 1910 and cost 1d, while other items include two versions of the iconic first edition Harry Beck Underground diagrammatic maps of 1933, two Beck poster maps of 1946, and a 1965 British Rail poster map of the Greater London network featuring one of the earliest uses of the 'double arrow' logo.

Another poster in the auction was issued by BR in 1951 advertising its five holiday guides covering the whole of the country and illustrates a bathing beauty by the artist Dickens, and there are enamel signs from the London Midland and Scottish regions. The auction, at Croydon Park Hotel, starts at 11am.



Early Hall leads the way at Solent Railwayana sale

A NAMEPLATE from one of the earlier GWR Hall class locomotives will be the lead item in Solent's June 17 auction. It is *Farnborough Hall* from No. 4927, built at Swindon in May 1929, withdrawn from Llanelly (87F) in September 1963, and named after a 17th century Grade I-listed country house near Banbury now owned by the National Trust. Its smokebox numberplate will also be going under the hammer, separately from the plate.

The cabside numberplate category includes Southern Railway B194, from an LBSCR B1 class 0-4-2 named

Bickersteth built at Brighton in June 1888 to the design of William Stroudley and withdrawn in July 1931.

The 36-strong class, used on the heaviest fast London-Brighton trains, was Stroudley's last express passenger design, and all were withdrawn by 1933. The class pioneer, No. 214 *Gladstone*, survives at the NRM, making it the only preserved LBSCR tender locomotive.

From the pre-Grouping era comes a selection of Great Central, Great Northern, Kent & East Sussex, London & South Western and Midland handlamps and an LBSCR signalbox nameboard



from West Croydon South, and for London Transport enthusiasts there is a bronze-framed bullseye station sign from Baker Street.

Diesel worksplates include 1959 BR Crewe from D5054/24054 and 1961

Brush Traction from D5688/31260, while horologists may like the look of an ex-Southampton Central Southern Railway clock and an SECR ship's clock. The auction, at Wickham Centre, starts at 10am.



Saint saves the day for main line steam

ALTHOUGH outsold by an LSWR well tank, GWR No. No. 2928 *Saint Sebastian* saved main line steam's blushes at a Dreweatts' transport model sale at Donnington Priory, Newbury, on April 26.

Made in 1992 to exhibition quality in 5in gauge live steam by the late Fred Cottam of St Albans, it went under the hammer for £14,500, a realisation that was beaten by only one other model, of LSWR Beyer Peacock 0298 class 2-4-0WT No. 257 that failed to sell under the hammer but went to a new home at close of play for £17,000. Also in live steam, this 7½in gauge gold medal-winning model was made by John Dean of Chichester and completed in

2005 after four years' work.

Two other five-figure models, each at £12,000 and both 7½in gauge live steam, were LBSCR G class 2-2-2 No. 334 *Petworth*, which was also built by John Dean, and Manx Northern Railway 0-6-0T No. 15 *Caledonia*, one of a pair built in 1996/97.

Further down the ladder came a fourth 7½in gauge model, of narrow gauge quarry 0-4-0T *Elinor* (£6400), preserved LSWR 0415 class 4-4-2T No. 488 in 5in gauge (£5400), 7½in gauge GWR 0-6-0PT No. 1366 (£5200), and 5in gauge GWR No. 6026 *King John* (£5000), all built in live steam. The King was, like the Class 0298 model, a post-auction sale.

Other realisations included £4500 for LMS Princess Coronation Pacific No. 6226 *Duchess of Norfolk* in Gauge 1 electric, £4200 for 5in gauge live steam SR Merchant Navy No. 35005 *Canadian Pacific*, and £3600 for another 5in gauge live steam, LNER B1 No. 8301 *Springbok*. Prices exclude buyer's premium of 24% (+ VAT).

Michael Matthews, Dreweatts' steam and model engineering consultant, said: "Quality models are still in great demand, as illustrated by the leading prices of £17,000 and £14,500. The sale attracted buyers from throughout the UK, and from the USA and France. Prices are still holding strong."



GWR cabsides to the fore, but SR gets a look-in

GWR cabside numberplates were appropriately the dominant force at Bristol Railwayana's April 23 sale, with the lead taken at £420 by 8759, from an 0-6-0PT built at Swindon in October 1933 and withdrawn from Old Oak Common (81A), where it was shedded throughout its career, in January 1963.

Close behind with a price of

£400 came 7309, from another Swindon product, a 2-6-0 that emerged from the famous works in November 1921 and ended its days at Shrewsbury (89A) in September 1962 after 41 years' service.

Splitting these two cabsides was a Southern Railway target sign from Hampton Court station (£410), a price matched by a GWR brass

signal lever plate from Bedminster signalbox, on the Bristol-Exeter line. The station opened in 1871 and remains in use today, albeit devoid of staff, ticket facilities or car park.

A Southern Region enamel nameboard from Fareham signalbox went for £390 and a GWR Second World War steel helmet marked 'GWR controller' for £350.

→ A GER-style LNER one penny platform ticket for Woodbridge made the joint highest realisation of £220 in a postal auction of railway, bus and tram tickets held by Great Central in early-May. The station was opened in 1859 by the East Suffolk Railway on the Ipswich-Lowestoft line, and is still open today.

This result was matched by an LBSCR third class ticket for a journey from Cliftonville in East Sussex to Lancing. The former was opened in 1865, renamed West Brighton in 1879, Hove & West Brighton in 1894 and finally Hove in 1895, giving it four different names in the first three decades of its existence, doubtless as a result of Brighton and Hove's expansion in the Victorian era. As with Woodbridge, the station is still open.

Another LBSCR ticket, for a journey from Goring to Cliftonville, sold for £190, while a previously unseen example, for carrying a bike from Southwold to Halesworth on the Southwold Railway dating from 1903, went for £180. Prices exclude buyer's premium of 10% (+ VAT).

→ Locomotives from the pre-Nationalisation and BR eras headed a Vectis model train sale at Thornaby on April 28, with the imposing *Deltic* prototype taking the lead, in the form of a Hornby Dublo limited edition that sold for £800. Built by English Electric in 1955, the success of the prototype's trials on both the London Midland and Eastern regions of BR led to an order for 22, which were to become Class 55, for working the ECML.

Next up in the model stakes came a Bassett-Lowke O-gauge of LMS 2-6-4T No. 2531, from a class of 37 designed by William Stanier specifically for the London, Tilbury & Southend line (£600), and another O-gauge, of No. 60103 *Flying Scotsman* built by Sunset Models of California, that went under the hammer for £560. Prices exclude buyer's premium of 20% (+ VAT).



LMS Ivatt 4MT mogul No. 43106 departs from Highley southbound on December 26, 2016.

HIGHLEY RECOMMENDED!

One of the Severn Valley Railway's most interesting and superbly-restored intermediate stations offers a wealth of photographic opportunities. **John Titlow**, who has just moved to the village, extols the delights of this unique location and its trains.





Above: The pithead wheel at the entrance to the Severn Valley Country Park.

Right: Exchanging tokens as Deltic No. 55022 *Royal Scots Grey* drifts into Highley with a footplate experience train from Kidderminster on May 10, passing Class 33 No. 33108.



Highley station in the middle of the Severn Valley Railway might not be the first place that springs to mind when setting out to photograph this well-established heritage line, especially when there is such a wealth of other scenic locations nearby, but looking below the surface there is a lot more to be seen and photographed in this somewhat overlooked area.

Delving a little deeper and working with the various sun angles and seasons it is worth spending time getting to know this beautiful, well-preserved country station.

Highley was recorded in the Domesday Book as Huglei, then belonging to Countess Godiva of Coventry fame – not sure how the

station nameboard would look though. Up the hill from the station is St Mary's Church, built by the Normans and hidden behind it is a beautiful historic timber-framed house.

Farming and quarrying were the main sources of employment in the area for centuries. Coal had also been mined, with larger mines at Stanley and Billingsley opening in the early 19th century but quickly closed. Even after the arrival of the railway in 1862, Highley was still referred to as a quiet rural village. Unlike many other places it was not the railway that changed Highley but deep coal mining, which not only changed the character of the village but its local station. Highley today is one of the largest villages in Shropshire but

is still known as a mining village, many years after closure of the colliery.

The line from Hartlebury to Shrewsbury was built by the original Severn Valley Railway Company between 1858 and 1862, and operated by the West Midland Railway before being absorbed into the GWR in 1863. It was the GWR that built the link between Bewdley and Kidderminster which opened in 1878 so that trains could run into Shropshire from the Black Country.

It was never a great economic success, carrying mostly agricultural produce and coal from collieries at Highley and Alveley across the river. During the Second World War the line was used as a bypass avoiding the West Midlands.

In 1878 a deep mine was sunk by the Highley Mining Company for the high quality coal beneath, with the mine covering many miles underground. This was followed by a second mine at nearby Kinlet, while another company reopened and expanded Billingsley. Highley's population exploded from around 400 to nearly 2000 and many typical miners' back-to-back terraced houses were constructed in the centre of the village.

The coal had to be transported out and Highley became the central hub. During the 1880s the Highley Mining Company's sidings were situated where the new Engine House now stands and the unused white levers in the signalbox are evidence to Highley's industrial heritage.

Up the hill behind the Engine House was a standard gauge incline that led to the colliery where wagons were loaded for transhipment and transportation. This is now a footpath running through a small gorge leading up to the western side of the Severn Valley Country Park. Where the park opens up a pithead wheel and mining wagon stand testimony to the past.

On the opposite side of the river the Severn Valley Country Park continues where Alveley colliery once was. Alveley colliery was opened in the late 1930s and connected under the river to Highley colliery which closed in 1940. However the shaft was kept for ventilation and an escape route. Coal was brought across the Severn on a bridge using a rope tramway but in 1961 the bridge was becoming unsafe and an aerial ropeway was built to replace it. The washeries and exchange sidings were where the Severn Country Halt is now.



0-6-0ST No. 813 takes water at Highley from the ex-Whitchurch LNWR water tank on November 5, 2016.

Visiting LMS 'Crab' 2-6-0 No. 13065 approaches Highley from the south on November 4, 2016.



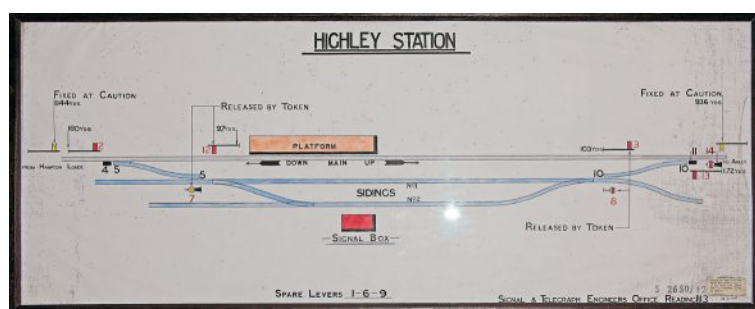
WR 0-6-0PT No. 1501 departs Highley for Kidderminster on May 10.



A narrow gauge coal wagon from the colliery on display in the country park.



An LNER seven-plank ballast wagon in the livery of the Highley Mining Company in the Engine House.



The track diagram inside the signalbox.



Highley station.



Deltic No. 55022 Royal Scots Grey drifts into Highley with a footplate experience train of LNER teak stock from Kidderminster on May 10.



On display in the Engine House are WD 2-10-0 No. 600 Gordon, LMS 'Black Five' 4-6-0 No. 45110, LMS 3F 0-6-0T No. 47383, 2MT mogul No. 46443, Hunslet 0-6-0T The Lady Armaghdale and LMS 8F 2-8-0 No. 48773.



Port Talbot Railway 0-6-0ST GWR No. 813 arrives at journey's end, Highley, on a short working from Bridgnorth on November 6, 2016.

During its heyday, 300,000 tons of coal per annum went through Highley and it must have been an extremely dirty place, a far cry from today.

With the closure of the Severn Valley as a through route in 1963, even before the Beeching axe and the passenger trains gone, this left just the last section between Alveley and Kidderminster open for coal traffic. All mining around Highley ceased in 1969 with the closure of Alveley colliery and with it the coal traffic and the section of line from Highley to Bewdley.

One year later in 1970, preservationists began services on the northern section of the SVR between Bridgnorth and Hampton Loade, eventually reaching Highley and Bewdley in 1974. Once again history repeated itself because the section between Bewdley and Kidderminster was the last to be reopened.

Highley is unusual because it has two stations although one is a halt; Country Park Halt is in the middle of woods near the pedestrian/cycle bridge over the Severn giving easy access to the Alveley side of the river. The main station only has a single platform and passenger trains cannot pass.

On gala weekends the sidings are used for the short stopping train workings between stations. After dropping passengers off at the platform, the train is shunted into the sidings. In addition, brakevan rides take place from the cattle dock making it very busy for the signaller. The water tower came from Whitchurch LNWR station and was installed in 1979/1980 but tends to be used only on galas, while the cattle dock and hand-operated crane all add to the atmosphere. The footbridge built in 2009 is of modern construction to an older design.

Controversial design

Most people stopping off at Highley visit the modern Engine House built to a somewhat controversial architectural design, but sadly tend to venture no further. It opened to the public one year late in 2008 due to the previous year's freak storms that did substantial damage to the line.

It houses the railway's reserve collection and the locomotives presently inside are Nos. 45110, 80079, 48773, 600 Gordon, 46443, 47383 and 0-6-0T The Lady Armaghdale. In addition there are the King George VI royal saloon, a Travelling Post Office and an LNER seven-plank ballast wagon splendidly restored in the 'appropriate' livery of the Highley Mining Company.

The Engine House had two official opening ceremonies, one in 2009 by The Lord Lieutenant of Shropshire and the second by The Duke of Gloucester who could not officiate at the first one due to illness. While there he also opened the station footbridge. There is a viewing platform and cafe but on galas a pop-up bar selling local beers and a barbecue is outside.

For photographers, the viewing balcony, footbridge, walking along the fence by the signalbox, the foot crossing just north and from the crossing gate where the line crosses the road into the Engine House are the easy ones without a lineside pass, even a change of stock and freight wagons left in the sidings can alter the picture and background.

In midwinter, the sun only gets onto the line in a couple of places where the road underbridge is and on the embankment departing south. In springtime, with the sun



WR 0-6-0PT No. 1501 runs through Highley station with a dining train on December 16, 2016.

higher, more locations become available. In autumn the colours through the woods and overlooking the line again from the balcony of the visitor centre are delightful.

There is much more to be worked on but a lineside pass opens up many more possibilities. For north and southbound shots, the variety of trains and locomotives also add to the various photographic opportunities.

After living around London the majority of my life, to think I have all this on my doorstep just over half a mile from home is quite wonderful, and to be sitting writing this listening to the steam trains whistles through the open window, how much better can it get?

I look forward to spending more time around Highley station enjoying the ambience of a local country station working with the seasons and lighting angles trying to improve on the many views that are available.

In winter, to be going down Station Road in the dark looking at the lights of the station, even though there are no trains coming, is a warm and welcoming sight only matched by the friendly station and museum staff. There's also the Ship Inn by the river and river walks to enjoy.

Maybe next time don't just pass through but spend time to enjoy. **HR**



Highley signalbox.

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

A busy scene at Quorn and Woodhouse on May 7, as visiting BR Standard 4MT 2-6-4T No. 80136 departs with the 'Belfast Boat Express' as LMS 3F 0-6-0T No. 47406 and 8F 2-8-0 No. 48624 shunt the yard. ALAN WEAVER





Trespass problem returns to plague *Flying Scotsman* trip

By Robin Jones

STEAM Dreams' May 19 'Cathedrals Express' from Newport to Gloucester and back via Bristol Parkway was marred by trespassing incidents as spectators ventured beyond lineside fences to glimpse *Flying Scotsman*.

In echoes of the trespassing which dogged the A3's official comeback trip from King's Cross to York on February 26 last year, some viewers risked a £1000 fine to get a closer view of the legendary locomotive as it passed through Gloucestershire.

The 'Severn Estuary' diner trip encountered problems as it passed through Gloucestershire.

No. 60103 departed Gloucester late because trespassers had climbed fences further down the line.

As hundreds of spectators waited at Cam & Dursley station, where the car park was packed and cars vied for space

on grass verges, the trip was halted for half an hour at Standish while two police officers walked up the line, calling to the trespassers to move back behind fences. Three people were spotted only a few yards from the track at Cam & Dursley, while around 400 yards up the line, British Transport Police officers spoke to a group of around 50 people.

Public warnings ignored

A large water tanker lorry could not reach the sewage works in Box Road because so many cars were parked in the narrow lane, so the driver joined the spectators.

In another incident, police said that three young girls were seen on an unmanned foot crossing.

After being given the green light to proceed, the trip proceeded slower than planned through Gloucestershire.

The trespass took place despite public warnings beforehand by police.

Last year, Steam Dreams cancelled a planned tour of Norfolk behind *Flying Scotsman* because of fears of trespass.

Following the Gloucestershire trespass incidents, the Guildford-based operator decided to stop publishing timings of *Flying Scotsman*-hailed trains on its website in advance.

A statement said: "In order to avoid overcrowding and incidents of trespass we have been advised not to publish recommended viewing points or the timetable of when the train will be passing through specific locations.

"If you are not travelling, please do not call the booking office for timings as we will not be able to give out any timetable or route details for our *Flying Scotsman* trips."

Elsewhere, British Transport Police have warned tourists not to gamble with their lives in order to take pictures on the West Highland Extension's Glenfinnan viaduct, which features

in the Harry Potter movies, and in the summer months sees regular timetabled steam services in the form of West Coast Railways' 'Jacobite'.

Extremely dangerous

Sgt Kevin Lawrence said: "Tourists from all over the world travel on the 'Jacobite' steam train during the summer months to visit the famous Glenfinnan viaduct.

"Alarming, visitors often get off the train at Glenfinnan and walk back along the line to take photographs.

"This is extremely dangerous. If you trespass on the railway, the consequences could be fatal. Over the years we have worked with Network Rail to improve fencing and signage in the area to encourage tourists to get to safe vantage points for photographs without accessing the lines."

Latest statistics show that there has been a 16% increase in trespassing on Scotland's railways.



LNER A3 Pacific No. 60103 *Flying Scotsman* climbs away from Kinghorn on the northern bank of the Firth of Forth with Steam Dreams' 'Cathedrals Express Forth circle trip on May 14. PETE THORNE

A3 Scottish 'Cathedrals' sold out

By Cedric Johns

FRESH from Steam Dreams' four-day tour in Scotland which took in Edinburgh and two half-day runs around the Forth estuary to Dunfermline and Alloa during May 13-16, chairman Marcus Robertson said that in addition to being sold out the tour went exactly to plan.

This trip heralded the beginning of Steam Dreams' *Flying Scotsman* season which began on May 19 when the A3 worked a luncheon train from Shrewsbury to Cardiff via Hereford, before the trespass-hit round trip from Newport to Gloucester.

Positioning move

Another trip ran from Bristol to Newport and Gloucester on May 23 and in what was a positioning move No. 60103 headed for the West Somerset Railway at Bishops Lydeard that evening.

As *HR* went to press, on Friday, May 26 the 4-6-2 was due to head another local evening main line tour from Bishops Lydeard. However, it was not allowed to run to Minehead because checks on the line had not been fully carried out in time.

Working from London to Salisbury, the A3 was set to work a 'Hampshire Brunch' tour on May 31 via Romsey before

heading the train back to London.

The frequency of these trains continues in June starting with a Surrey Hills mid-morning and evening trips on June 3. Three days later the A3 heads for the Chilterns from London with morning and evening excursions on June 6.

The itinerary is repeated on June 9 with what was to have been the last train in the current series, but the public are being offered the opportunity to join an extra train from London to Chester on June 13. This is the outward journey for those booked to travel to Dublin to join Steam Dreams' second year 'Emerald Isle Explorer' tour of Ireland.

On July 18, Steam Dreams has booked A4 No. 60009 *Union of South Africa* to head a 'White Horses' lunch time tour from Paddington to Reading and onwards though the Berkshire and Wiltshire countryside returning via Salisbury and Basingstoke. That same evening, the A4 heads an 'Windsor Evening Tour' out of Victoria, crossing the Thames to Windsor & Eton – which must be first for an A4 working into the 'Royal' terminus. On arrival passengers can tour the area in a vintage Routemaster London bus.

On July 23, the A4 is booked for a day trip to Weymouth. Travelling via Slough, Reading, the Berks & Hants line and on

though Castle Cary to Yeovil where the A4 comes off for servicing in the railway centre's yard, the train being taken on by diesel haulage.

The return journey is scheduled via Bincombe bank, Dorchester South, Poole, Bournemouth and Southampton. This move will make a refreshing change from trains being towed backwards from Weymouth over the 40-odd miles to Southampton before picking up the Romsey, Salisbury loop, Andover line regaining the former South Western main line at Basingstoke...

'Black Five' haulage

On the morning of July 27 the train departs Victoria for Canterbury and Whitstable or optionally to Faversham, home of the country's oldest brewery. Travelling via Bromley South the train is booked for 'Black Five' haulage with a rare visit of No. 45305 *Alderman A E Draper*. However, it is possible that the 'Black Five' might be replaced, possibly by BR 7P 4-6-2 No. 70013 *Oliver Cromwell*.

Steam Dreams' has announced that bookings are now open for next year's 'Harz Mountain Explorer' visiting Berlin, Dresden, Prague and Cologne and the Harz Mountains, including a 3000ft climb to the summit of the Brocken.

Two Kings make progress... but slowly

THE much-anticipated appearance on the main line of Didcot-based Great Western 4-6-0 No. 6023 *King Edward II* – 'the blue King' – has been further delayed while decisions are taken to enable the engine to perform on the network.

Although virtually complete, a minor gauging issue is keeping the 4-6-0 in waiting for its next and important move.

Having supplied an electronic profile of the King to Network Rail, the removal of 3-4 millimetres of metal from the far edges of the front end running board located above the bufferbeam has to be dealt with.

But as has been pointed out previously, work on the engine is reliant on the availability of volunteers thus it takes time to achieve even the smallest tasks. That said, there are other considerations affecting the 4-6-0's immediate future, probably the most important is to prove that the recently-installed double blastpipe exhaust is up to the job.

Running on Didcot's demonstration track the engine has more bite and has reduced coal consumption, said the Great Western Society's general manager, Roger Orchard.

But this of course proves very little.

The plan – now on hold – was/is to take the King to the West Somerset Railway where the engine will be given progressive load tests building up to

an 11-coach train being worked up Crowcombe bank.

It had been hoped to move No. 6023 before the busy summer season – by early May – but events have stalled that.

As matters stand Mr Orchard optimistically thinks that the move – diesel hauled – to Bishops Lydeard will not now happen until September-October at the earliest and after the engine is due to be displayed at Old Oak Common open day on September 2.

Load tests

When the load tests are finally carried out it is reasonable to suggest that some adjustments may be required before the King is prepared for main line proving runs and ultimately given its certificate.

This will take more time to organise and be carried out.

When asked the question Mr Orchard agreed that with progress to date it will be some time – maybe towards the end of the year – before the 4-6-0 is set free on the network.

Thoughts of running a special inaugural train for Great Western Society members, perhaps from Didcot to Tyseley spring to mind but that is subject to progressing the current wish list.

As matters stand the Railway Touring Company will have to find an alternative engine for its trip to Kingswear on June

24 which has been advertised with the King joining the train at Westbury. Bulleid 4-6-2 No. 34046 *Braunton* is the more likely alternative...

Meanwhile, after more than five years out of traffic, work on GWR 4-6-0 No. 6024 *King Edward I* is progressing slowly but surely at Minehead.

Spokesman David Fuszard – involved with the King since 1990 – said that no target date has been set for the 4-6-0's return to the main line.

Purchased by Jeremy Hosking in the name of the Royal Scot & General Locomotive Trust, an agreement was made that the King's original owners, the 6024 Society, will be responsible for operating and maintaining the engine for a 10 year period when the 4-6-0 is returned to the main line.

Meanwhile, the overhaul, part funded and worked on by volunteers, has called for the involvement of specialists for jobs beyond the capabilities of enthusiastic part timers. The boiler, for example, is in the hands of Bennett Boilers at Highbridge.

Summing the overhaul up, David added: "This is probably the most comprehensive rebuild to be done on any preserved locomotive – apart perhaps from *Flying Scotsman* – so it is only to be expected that the King's absence from the main line is protracted".

RTC steam reviewed

NOW that 'Great Britain X' is just a memory, the Railway Touring Company's summer programme of day trips reaches a climax during the months of July and August.

First up of course is the tour promoter's acknowledgement of the end of Southern steam by running a train from Waterloo to Weymouth via Salisbury and the Yeovil Railway Centre on Saturday, July 8.

On reaching Yeovil Junction the train engine comes off for servicing and turning, passengers travelling onwards with diesel haulage.

When serviced, the engine – probably Bulleid 4-6-2 No. 34046 *Braunton* – follows, passing Maiden Newton and Dorchester South en route to Weymouth to work the train back to London by way of Bournemouth and Southampton.

On Sundays July 16/23, August 6/13/20 and September 3 the 'Waverley' departs York behind *Flying Scotsman* for Carlisle travelling in both directions over the Settle & Carlisle line.

A 'Cumbrian Mountain Express' is scheduled for Saturday, July 22 from Crewe, steam hauled from Liverpool to Carlisle via Settle by Stanier 4-6-2 No. 46233 *Duchess of Sutherland*.

SRPS takes over Borders steam trips

A PROGRAMME of steam trains on the newly reopened Borders Railway between Edinburgh Waverley and Tweedbank has been operated by Abellio Scotrail in 2015 and 2016.

In a variation to the previous format of two return trips, this summer the Scottish Railway Preservation Society will be promoting the tours which will also include a run over the Forth Bridge and round the Fife circle. The trains are scheduled to run on Sundays August 6, 13, 20 and 27.

Trains will start from Linlithgow and after crossing the Forth Bridge will call at Dunfermline Town, Kirkcaldy and Dalgety Bay, before crossing the Forth Bridge again to reach Edinburgh Waverley. From here, the train will take the Borders line to Tweedbank, on the one-time Waverley route.

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Number Nine 'stopped' at York

BOOKED to work the second leg of the Railway Touring Company's 'Great Britain X' nine-day tour on April 29, A4 Pacific No. 60009 *Union of South Africa* was 'stopped' at York hours before it was due to take the tour on to Edinburgh Waverley.

Last-minute efforts to allow A3 No. 60103 *Flying Scotsman* – which worked the train from London to York – to carry on to Edinburgh failed and so the tour headed on over the border with nothing more exciting than a class 47 diesel leading the way.

As reported elsewhere Ian Riley despatched 'Black Five' No. 45212 to cover for No. 60009 once 'GB X' crossed the border, the 4-6-0 stopping overnight

at Bo'ness before joining the empty stock which was diesel towed back to Edinburgh.

As it happened, after some time running in *Union of South Africa* on the East Lancashire Railway during Easter week following protracted – and successful – bottom end repairs which began some six months ago, the A4 was passed fit to meet its 'GB X' commitment.

After running light to Carnforth on April 25, the A4 completed a successful loaded test the following day. On April 28, No. 60009 proceeded to York in readiness to work RTC's tour onwards to Edinburgh the following day.

It was only on reaching York that

examination revealed that a valve problem – blown packing – had developed and could not be fixed in time to take over from *Flying Scotsman*, hence the tour being diesel hauled onwards to Edinburgh.

Talking to the A4's owner, John Cameron, Main Line News gathered that Ian Riley had given assurances that the problem would be rectified in time for the 4-6-2 to move south to head RTC's 'Swanage Belle' from Victoria via the Bournemouth coastal route on June 8, the A4's first ever visit to Swanage.

Following its royal appearance working the reopening train including a Pullman carriage carrying the Queen on

the Borders Railway to Tweedbank two years ago, followed by further runs on the line, the 4-6-2 has remained out of traffic firstly at Thornton until its move to Ian Riley's works last August.

At that time owner John Cameron expressed his concerns about his engine following its visit to Crewe and subsequent hot box problems, the last when the A4 failed at Newton Abbot and he was relieved when its month's duties were successfully completed on the Borders line.

Having been given the treatment by Riley Engineering the return to main line running had shaken the engine down revealing niggling problems.

Gresley Trust marks 50th anniversary

THE Sir Nigel Gresley Locomotive Trust (SNGLT) marked a historic achievement by sounding the A4's chime whistle at 10.50am on April 1 to exactly replicate the moment when, 50 years ago, the 4-6-2 steamed out of platform 3 at Crewe hauling its first railtour in preservation.

As a result, the A4 is one of only a handful of locomotives that worked railtours on British Railways before the October 1967 ban on privately owned steam engines was introduced – and subsequently broken when GWR 4-6-0 No. 6000 *King George V* first ran a main line tour in October 1971.

The whistle-sounding took place in the National Railway Museum's workshops where *Sir Nigel's* chime was mounted on the frame's front bufferbeam during the 4-6-2's ongoing overhaul. At 10.50 the whistle was sounded by company secretary and former support crew member Joan Jackson.

Trust chairman Nigel Wilson said: "As an organisation owned and controlled by our membership SNGLT's achievement is unique; it is a tribute to our visionary founders in 1964 that today, except for normal overhaul cycles, we can look back on 50 years' continuous operation. Huge credit must go to all those who have been involved over the years maintaining and operating the locomotive, fundraising and administration."

No. 60007 was purchased from BR on withdrawal in 1966 following fundraising efforts and overhauled at Crewe.

The first railtour departed Crewe for Carlisle via Shap returning over the Settle & Carlisle line. Remarkably just 20 minutes after leaving Crewe the A4 had worked its 11-coach train up to 90mph! A series of tours followed in 1967 culminating in another run from Crewe on October 28.

The 50th anniversary celebrations came to a climax with a dinner held at the Hunter's Lodge hotel at Crewe commemorating a similar event held by the then directors in 1967. One of the guests in 1967 was BR fireman Neil Cadman who happily was present at the recent event.

He recalled memories of the first trip which included some fast running and also a battle with the stormy weather encountered over the S&C.

Another anniversary guest was Les Jackson who joined Neil and driver Bert Stewart on the footplate of No. 4498 for its last tour before the steam ban was introduced in 1967.

During the evening notable attendees included Elspeth Shirlcliff and Robert Riddick, daughter and son of the late president Julian Riddick, both of whom travelled on the A4's inaugural tour.

They were joined on the trip by Mrs Vi Godfrey, daughter of Sir Nigel Gresley, and the Rev W Awdry.

As for No. 60007, the current overhaul at York – tender, frames and bottom end – continues apace while the boiler overhaul at Llangollen is making good progress.

The trust is committed by its constitution to continuing to operate the locomotive on the main line for as long as is possible and it is expected to be returned to traffic in 2018.

With John Cameron's No. 60009 expected to be permanently withdrawn in June next year and No. 4464 *Bittern's* overhaul yet to be started at Crewe, *Sir Nigel Gresley* looks likely to be the only A4 in steam by the summer of 2018.



Nigel Wilson, chairman of the Sir Nigel Gresley Locomotive Trust at the trust event on April 1, in the National Railway Museum at York.

TREVOR CAMP

8P boiler passes inspection

THE latest report of progress being made on the heavy overhaul of 8P 4-6-2 No. 71000 *Duke of Gloucester* indicates that work on the BR's unique three-cylinder locomotive at Tyseley is on schedule.

Unusually latest news centres on the engine's support coach interior which is being reviewed for a possible redesign with the aim of providing the most suitable – and comfortable – conditions for the benefit of support crews travelling with the 4-6-2 when it is returned to main line duties.

With prepping at least 24 hours in advance, fitness-to-run exams, off-shed timings, outward and homeward journeys and 'on-shed' bedding down, support crew involvement requires many long hours of commitment to ensure that paying passengers enjoy days out with steam while unaware of the manual effort involved to run a rail tour.

It is therefore good to learn that the *Duke's* management has recognised the value of providing the best possible accommodation for those who volunteer to ride behind the tender ready to assist with oiling, coaling, watering and checking an engine's needs at the end of its outward journey.

In terms of the *Duke*, all roller bearings on bogies, drivers, trailing truck and tender have been examined and found to be in good condition. The drilling of holes in the new copper firebox tubeplate has been completed and an order has been placed for boiler tubes and bottle ends.

A VAB inspector has examined and passed off the stripped-down boiler.

Meanwhile the 4-6-2's frames have been cleaned, prepared and painted with two undercoats and two top coats.

At the front end a pattern maker is preparing drawings for the required modified rear cylinder covers to incorporate brackets which will be attached to the two outside slide bars.

Trust chairman Trevor Tuckley said that good progress is being made in preparing a design for the required electrical system and its installation.

This goes hand in hand with plans to install the latest TPWS, V4 and OTMR systems.

While these mechanical activities are taking place the 'office' team has set its sights on attracting new paying members who can play an important role in returning the *Duke* to main line fitness either by 'armchair' subscription or getting hands dirty.

The team is keen to increase numbers to 350 by the end of this year. For further details visit www.theduke.uk.com



LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman* approaches Ais Gill summit with the Railway Touring Company's late-running 'Cumbrian Mountain Express' on April 22. DAVE HUNT

SEE CLASSIC TRACTION ON THE NATIONAL NETWORK

By Fred Kerr

THIS month sees the end of an era with the news that Chiltern Trains withdrew its Class 121 'Bubblecar' railcar sets Nos. 121020/34 (Nos. 55020/34) from service on May 19 and brought to an end the operation of the first-generation DMUs that were introduced during the 1950s. The first two-car Class 114 sets appeared in 1956 followed by nearly 3500 vehicles from a variety of manufacturers that were formed into single-, 2-, 3-, 4- and 6-car formations that operated until replaced by more modern trains from the mid-1980s.

The pair of Class 121 sets was supplied by the Pressed Steel Company in 1960 and had spent most of their lives working branch line services in the Thames Valley (No. 55020) and branch lines in Devon and Cornwall (No. 55034) until bought by Chiltern Trains, initially for departmental service. In recent times they have been dedicated to the peak-hour Aylesbury to Princes Risborough shuttle service but at the end of the winter timetable on May 19 their service ended and, although no public announcement has been made regarding their future, it is expected that both vehicles will enter preservation.

This month has also seen much interest in Colas Rail, mainly due to the delivery of its latest Class 70s, but the company has also been active in its use of heritage traction – especially Classes 47 and 56. The company has had Class 47/7 No. 47739 on hire to GB Railfreight for some time to assist with the operation of the Caledonian Sleeper services north of Edinburgh but during April this was replaced by sister locomotive No. 47749, allowing the former to return to Washwood Heath for an extensive overhaul.

The Colas Class 37 fleet is now settling into the Network Rail test

train/infrastructure monitoring services supported by Class 73s from both the Network Rail and GBRf fleets while the recently purchased pair of Class 67s have now been allocated to the high-speed measurement train that has its own diagram but occasionally deputises for the HST when the latter undergoes maintenance.

Test train duties

Of interest is that Colas has recently hired a pair of Class 37s from Europhoenix (Nos. 37608/11) for Network Rail test train duties; these were bought from Direct Rail services when that company lost the contract for Network Rail services to Colas Rail and consequently sold the Class 37/6s that had serviced it. Now these locomotives have returned to Network Rail service albeit with a different operator.

The company also operates Class 56 traction, which has seen activity on recent traffic gains in addition to regular appearances on the Washwood Heath-Boston Docks

workings. The latest gains include a new Neath Abbey Sidings to Stourton (Leeds) sand movement while No. 56094 was noted on a Drax-Lindsey Oil Refinery working on April 28. Colas has also operated Boden Rail's pair of Class 50s which, although currently being offered for sale, are available for main line work on 'spot hire' terms.

Many recent sightings of heritage traction have been of services being operated at short notice – especially moves of rolling stock such as Devon & Cornwall's Class 56 No. 56303's haulage of a rail grinder from Thoresby to Derby on May 2 for sessions on the wheel lathe.

The movement of stock at short notice has recently provided a niche for Rail Operations Group (ROG), which now operates the regular move of stock including the transfer of EMU stock from Ramsgate to Derby works for overhaul as well as stock transfers to various locations for warm storage. This has been achieved by its fleet of Class 37s (both hired and owned) and recently bought Class 47s, which

have been noted on moves of Class 319 units to Long Marston. The moves of Class 442 units to Ely may soon be reversed as the successful bidder for the South West Trains franchise plans to return them to service on Waterloo-Portsmouth services.

GBRf also continues its hire of locomotives with the continued use of Class 20 locomotives hired from Harry Needle Railway Company although the initial contract to move London Underground stock between Derby works, Old Dalby and West Ruislip has come to an end. There still remains a contract for the movement of stock between West Ruislip and Derby for modifications and upgrades.

50 years old

Among 'heritage' traction still used on the national network are 50-year-old Class 73 electro-diesels operated by GBRf on Network Rail services, 50-year-old Class 86/6 and 30-year-old Class 90 electrics operated by Freightliner and DB Schenker on their intermodal services. DBS also has a pair of Class 90s on hire to Virgin Trains East Coast.

In addition GBRf has hired Class 86 and Class 87 electrics from the AC Locomotive Group to work the empty stock workings of the Caledonian Sleeper services in both Glasgow and London.

The recent media interest in the Crossrail Project has also raised interest in the rolling stock which is being replaced after 40 years' service – the Class 315 units which still operate the Liverpool St-Shenfield services. Welcome news is that West Coast Railways has completed long-term repairs to the popular Class 47/0 No. 47270 and this returned to service on April 22, working a charter in top-and-tail mode with Class 47/4 No. 47580 from Carnforth to North Wales.



'Bubblecar' No. 55034 in the bay platform at Princes Risborough before departing with the 8.29am to Aylesbury on May 10. ALISTAIR GRIEVE

Duchess to head east coast 'Flyer'

FOLLOWING Tyseley's 50th anniversary two-day open weekend on Saturday and Sunday, June 24/25, attention switches to the main line on Saturday, July 1 when guest engine, 4-6-2 No. 46233 *Duchess of Sutherland* is booked to head Vintage Trains' 'Scarborough Flyer' from Warwick Road.

Calling at Coleshill Parkway, Tamworth High Level and Burton-on-Trent, the *Duchess* makes for Derby and York where passengers have the option of a day sightseeing in the city or continuing to Scarborough.

The *Duchess* works the 'Flyer' on the return as far as Derby where the 4-6-2 comes off in favour of diesel haulage – probably by Tyseley's class 47 NO. 47773 *The Queen Mother* back to Tyseley.

Sunday, July 16 sees the return of VT's annual 'Shakespeare Express' operating weekly from Snow Hill, Moor Street, Tyseley and Henley-in-Arden to Stratford-upon-Avon. These trains run every Sunday until September 3 with motive power provided by Tyseley 4-6-0s *Road Ashton Hall* or *Earl of Mount Edgcumbe*. That said, it is possible that *Clun Castle* might join the roster as the weeks pass by.

Saturday, August 12 heralds another VT favourite trip – to Melton Mowbray and its popular street market. In addition to varied attractions in the 'Rural Capital of Food', VT includes 'Harrington Shuttles' as part of the 'Melton Mowbray Rambler's' itinerary.

VT is operating two trains making return journeys over the 130-year-old viaduct to Corby, the first with the 'Rambler's' luncheon train followed by the afternoon tea special.

Booked motive power is *Road Ashton Hall* top-and-tailing with 0-6-0PT No. 9600.

VT's current programme ends on Saturday, September 30 when *Earl of Mount Edgcumbe* is the booked engine to head the 'Shropshire Express' out of Warwick Road for Chester, the train picking up at Walsall and Wolverhampton en route.



WR 0-6-0PTs Nos. 9600 and 9466 approach Bordesley Junction with Vintage Trains 'Pannier Rambler' from Tyseley to Burton-on-Trent on May 13. JOHN TITLOW

Tyseley hosts Network Rail VIPs to discuss charters

By Robin Jones

WOULD-BE train operating company Vintage Trains has hosted a visit by top Network Rail officials to discuss matters of mutual interest in the future of steam trains on the national network.

On Thursday, May 11, Tyseley was visited by Network Rail chairman Peter Hendy, head of charters Rachel Gilliland and freight director Paul McMahon.

Tyseley chairman Michael Whitehouse said: "We discussed Network Rail's interest in charters, their satisfaction with our vision and strategy and particularly the 'Shakespeare Express' which is in the working timetable.

"We also discussed regular timetabling for charters, regulatory compliance for charter rolling stock, progress with our TOC proposals and support for the Shakespeare Express within the Greater Birmingham tourist strategy.

"We hosted the Network Rail team in our Access for All carriage which has been running in our main line train for over 10 years and Sir Peter was able to inspect the components for our first toilet retention tank system."

As reported in issue 223, both Vintage Trains and multi-millionaire Jeremy Hosking's Locomotive Services have applied to become TOCs.

At the same time, in order to keep three GWR Castles available for main line running, Tyseley launched a £1 million appeal for the overhaul of No. 5080 *Defiant*.

Tyseley's application is the first by a charitable trust for a licence to operate passenger charter trains on the national network.

At the time, Michael said: "We are doing this so we can play a significant



Pictured alongside Tyseley's main line registered GWR pannier No. 9600 on May 11 are Network Rail freight director Paul McMahon, head of charters Rachel Gilliland, chairman Peter Hendy and Vintage Trains chairman Michael Whitehouse. VT

role and have an important national voice ensuring the future running of steam locomotives on the national network as the modern railway continues to develop.

"We know that this is a long and complex process and we cannot say when we will be able to start running trains of our own or what the exact arrangements will be but we believe the time is now right to take steps to secure our own long-term legacy and purpose.

"This will provide our charity with ownership of all the elements required; steam locomotives, carriages, a workshop, a depot, a tour promoter and a licence to operate."

Meanwhile, Tyseley's new *Defiant* Club has received pledges of £85,000 to return the Castle to the main line.

Artist Jonathan Clay has produced a portrait of *Defiant* with a limited edition

of 80 signed prints available for £25 each plus £1.50 postage and packing available from the Vintage Trains online shop at www.vintagetrains.co.uk

Defiant, which has been on static display inside Rewley Road station at the Buckinghamshire Railway Centre, was due to return home to Tyseley during May so it could star in a three-Castle line-up alongside sisters No. 5043 *Earl of Mount Edgcumbe* and No. 7029 *Clun Castle*, which is due to return to steam this year.

Defiant Club subscribers will be invited to a private viewing of 5080 in advance of the public appearances. The overhaul of *Defiant* is expected to start once £100,000 has been raised.

It is proposed that the first work to be undertaken will be the construction of a new Collett-design 4000-gallon tender body.

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Deltic No. 55009 Alycidon passes Hessle shortly after running under the Humber Bridge with the Hull to King's Cross leg of Pathfinder Tours' 'Hull & Leeds Executive' on May 6. JAMIE SQUIBBS

100mph Alycidon for south coast evening tour

ON Saturday, May 6, Deltic No. 55009 Alycidon powered Pathfinder Tours' 'Hull & Leeds Executive', which provided the first appearance of a Deltic on a rake of blue/grey Mark 2 air-conditioned stock at King's Cross since 1981, thanks to Riviera Trains which supplied the coaching stock.

In preparation for the tour, No. 55009 ran from York to Burton via Barrow Hill on May 4. The engine put in an excellent performance on both legs of the tour, reaching 100mph on more than one occasion.

Following the tour, No. 55009 moved to Loram at Derby for some work prior to its next railtour, which is 'The Welsh Central Liner' from Burton to the Central

Wales line on Saturday, June 17. First Class and First Class Plus seats are already sold out.

The locomotive's owners are promoting an evening railtour with the Deltic, from the Bluebell Railway to the south coast on Saturday, October 7, while the engine is based on the railway for the Deltic Preservation Society's 40th anniversary celebrations. Bookings are being dealt with by Avocet Travel Management, which sponsored the repaint of No. 55009 last year.

The tour is booked to leave East Grinstead around 5pm, calling at Oxted and East Croydon before going on a circular tour of Hampshire, returning to East Grinstead around 10.30pm.

Scottish government looks at Waverley Route rebuild

A SEVEN-month study into the possibility of extending Borders Railway to Carlisle has been announced by the Scottish government.

The study was announced by Scotland's Transport Minister Humza Yousaf and will investigate the potential for improved access from the Scottish Borders to key markets in Edinburgh, Carlisle and Newcastle.

If given the go-ahead, the extension would recreate the 98-mile Waverley Route from Carlisle to Edinburgh which was controversially closed in 1969.

The 35-mile Borders Railway, which runs over the northern third of the Waverley Route to Tweedbank, was reopened by the Queen in 2015 and now

carries more than 20,000 passengers a week.

It has been estimated that if given the go-ahead, rebuilding the line to Carlisle would take a decade.

Steve Broadbent, director of the Settle-Carlisle Railway Development Company, said: "A through Leeds-Carlisle-Edinburgh train service would be a 'must-do experience' for tourists – 200 miles of breathtaking British scenery.

"This key market for rail travel needs to be properly reflected in Borders Railway reopening evaluations. The Scottish and Westminster governments must work closely together to maximise the potential of a fully reopened Anglo-Scottish route."

Duchess for London-Derby trip

WITH the boiler overhaul of LNER B1 4-6-0 No. 61306 *Mayflower* still in progress, the Railway Touring Company has revised the arrangements for its June 4 'Peak Forester' tour from King's Cross to Rowsley.

The motive power for this train will now be LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* and the tour will start at Ealing Broadway rather

than King's Cross. It will be routed via the North London and East Coast Main line as far as Peterborough where it will take the Midland route to Syston Junction, then the Midland Main Line before terminating at Derby.

It is believed to be the first time an LMS Pacific will have headed a passenger train between Peterborough and Syston Junction.

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LOCOMOTIVE PERFORMANCE THEN AND NOW

By Don Benn

THIS time I am covering the highlights of the Railway Touring Company's 'Great Britain X' tour, plus The A1 Trust's 'Talisman' to Darlington on May 6. These two outings produced no less than five even time runs between them, quite extraordinary for 2017 with trains hampered by the 75mph speed limit.

During the course of my day on 'The Talisman', my colleague Alan Rawlings kept in touch by text and we updated each other on events as the day unfolded. I then decided that I would have to cover both trips in my column and the editor has kindly indulged me with enough space to do so. So, first of all, over to Alan to report on locomotive performances of a very good 'Great Britain' tour.

'The Great Britain' (GB) tours are not just about locomotive performance as these trips offer much more than that in a rather special kind of holiday. But they do at times, produce some interesting and occasionally remarkable runs. 'GBX' was no exception. Table One summarises the locomotives and engine crews used on this trip. What follows are the highlights with detailed information about three runs that were special in different ways.

An iconic station with an iconic locomotive standing at platform 4 was a good way to start a tour like this. I last travelled behind *Flying Scotsman* from the same platform in 1969 so the poignancy of the moment was not lost on me. But there was little time for sentiment as we hurried up the slow line touching 70mph before stopping at Digswell Junction, ten early, awaiting our path. There followed an effortless spell of running at 70+ for 30 miles before the Holme water stop that we reached in just outside even time from Digswell.

TABLE ONE: LOCOMOTIVES AND ENGINE CREWS ON GBX

Locomotive	Load	Route	Driver	Fireman
60103	10/365/390	Kings Cross-York	Ron Smith	Clive Golt
45212	10/365/390	Edinburgh-Dundee	Peter Walker	John Rogers
45212 (DH)		Perth-Inverness-Perth		
62005	7/260/285	Inverness-Kyle of Lochalsh-Inverness		
62005 (DH)	10/365/390	Perth-Inverness-Perth	Bobbie Duncan	Neil Woods
62005	7/260/285	Inverness-Kyle of Lochalsh		
62005	7/260/285	Glasgow Queen Street-Fort William	Peter Walker	John Rogers
46233	10/365/390	Glasgow Central-Carlisle	Steve Chipperfield	Simon Scott
		Carlisle-Oxenholme	Ron Smith	Simon Scott
45699	10/365/390	Grange over Sands-Crewe	Mick Kelly	Martin Soames
		Crewe-Bristol	Ray Poole	Martin Soames
34052 (DH)	11/405/430	Bristol-Plymouth	Alan Hodges	Chris Yates
		Penzance-Bristol	Andy Taylor	Ian Walker
		Bristol-Paddington	Ray Poole	John Shaw
46100 (DH)	11/405/430	Bristol-Plymouth	Andy Taylor	Ian Walker
		Penzance-Bristol	Alan Hodges	Chris Yates
		Bristol-Paddington	Phil Cowley	John Hunt

Next stop was Peterborough before a slow line ascent of Stoke, as seems normal nowadays. Once over Stoke the free running of *Scotsman* became apparent as we covered the 39 miles to Babworth water stop in a little over 37 minutes, including a signal check approaching Grantham. Sadly, the A3 was removed at York despite no alternative steam locomotive being available following the failure of the A4.

Wait for news

So it was diesel to Edinburgh and an apprehensive wait for news of what was going to happen on the next leg. Not for the first time Ian Riley came to the rescue by arranging for No. 45212 to come down from Fort

William to take us out of Edinburgh and pair up with the K1 at Perth for the Highland Main Line section. This was a stroke of genius and arguably a more appropriate arrangement than the original plan. Lack of space means that only the southbound run to Aviemore can be included here but this captures the general manner in which these two locomotives took on the whole of the Highland line.

The 23-mile climb to Slochd at typical gradients of 1-in-60/70 is almost literally straight off the platform end at Inverness. Having tamed Drumochter and Slochd northbound with summit speeds of 41 and 33mph, Peter Walker and Bobbie Duncan took us over Slochd in the opposite, more difficult direction at 29mph and later



Tornado takes the empty stock of 'The Talisman' out of Darlington. RICHARD WARREN

flew over Drumochter at 48. This was in spite of having to stop mid-way because of a late running ScotRail service. Table Two has the details of this section.

A K1 has never been to Kyle, or Inverness for that matter so there was more than a passing interest in how it would do. With everyone crammed into seven vehicles of 285 tons gross and motive power up front that has only 90% of the tractive effort of a K4 there was much to ponder. However, it soon became apparent that any doubts would be unfounded. The K1 proved to be sure footed and competent. The minimum at Ravens Rock was 21mph, 2mph faster than on my previous trip with the K4 and we matched the K4 on the long climb to Luib.

However, the return, tender-first, is the real challenge. From Kyle, the eight miles uphill to Luib are relentless. There was a moment on the steep curves around Glencarron when we dropped to 14mph, but the recovery was confident and we crested the summit at a remarkable 34. My previous run with the K4 had been less successful due to steaming problems when we were down to a single figure speed. We also need to remember that 'Black Fives' have come to grief on this line in the past so it "disnae tak" prisoners" as one might say in Scotland.

Day five to Fort William involved a diesel with the K1 because the 'Jacobite' had set fire to Beasdale bank on the previous day and West Coast was not taking any chances. The other major disappointment was the southbound run from Glasgow with the *Duchess* over Beattock and Shap to Oxenholme when a diesel also remained attached throughout. This would not normally have been a problem but with Steve Chipperfield taking it easy using a short cut off there were times when the diesel inevitably did more than carry its own weight. But everything changed in England.

Deafening roar

Despite having a diesel with the train until Crewe, Mick Kelly set off from Grange-over-Sands with *Galatea* and his 500+ ton load as though it was half that weight. On instruction, the diesel was just used to help get the train rolling and then everything was left to *Galatea*. Table Three covers the run from Carnforth until a signal stop at Winwick Junction. The unusual pass of Preston gave Mick a chance to wind things up to Leyland. The diesel behaved as requested although I believe that a burst of help was given around Euxton Junction after the signal check. On the three-mile climb to Coppull speed only dropped by 3mph where Mick made No. 45699 sing as only Jubilees can with a deafening roar audible from halfway back in the train.

There was the customary dash through Wigan although the heavy load took its toll a bit on the rise to Golborne. We were held back to time at Crewe where there was what I will politely call a 'robust discussion' after which the diesel was eventually removed. We continued on our own to Shrewsbury in much the same style as before – 32 miles to Crewe Bank signals in 36½ minutes, including a temporary speed restriction.

Ray Poole then took us on to Bristol in fine style. A trespass incident resulted in the train being held at Pontrilas but from the restart we went over Llanvihangel at 35 with the hills echoing to the Jubilee as it was extended up the 1-in-100. All credit to those responsible for keeping *Galatea* on the boil throughout and especially Martin Soames shown in the picture with Ray Poole at Bristol. It is clear that *Galatea* is now a very fit locomotive after its initial teething troubles.

Days eight and nine gave us two locomotives, three even time runs plus some skilful driving in Cornwall and over the Devon Banks. The fact that only one of these runs will be mentioned in detail should not detract from what Andy Taylor and Alan (Spike) Hodges achieved overall with Nos. 34046/52 and 46100. We went to Devon via Westbury and the first even time run was between the water stops at Frome and Tiverton in an overall time of under 55 minutes for the 57.7 miles. Whiteball was topped at 59. Dainton and Rattery were each despatched in a similar manner.

On the return there was a point when I began to

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



TABLE TWO: INVERNESS TO AVIEMORE

Date	Wednesday, May 2, 2017				
Train	The Great Britain X				
Pilot Engine	LM Class 5 4-6-0 No 45212				
Train Engine	K1 Class 2-6-0 No 62005				
Load	10 coaches, 365 tons tare 390 tons gross				
Crew-Pilot Engine	Peter Walker and John Rogers				
Crew-Train Engine	Bobbie Duncan and Neil Woods				
Recorder	Alan Rawlings				
	miles	sched	mins	secs	speed
Inverness No. 2	0.00	0.00	00	00	
Welsh's Bridge Jct	0.33	2.00	01	24	27
Milburn Jct	0.51	5.00	01	52	26/36
Gradelhall Crossovers	1.44	9.00	03	27	32/29
MP 115	3.00		06	42	30
MP 114	4.00		08	35	34
MP 113	5.00		10	16	36
MP 112	6.00		11	58	37
Culloden	6.58	19.00	12	49	48
Nairn Viaduct	7.28		13	20	54
MP 109	9.00		16	01	38
MP 108	10.00		17	38	34/33
Daviot	10.85		19	11	36
MP 106	12.00		21	05	33
MP 105	13.00		22	59	30
MP 104	14.47		26	06	8* sigs
Moy Loop	14.95	31.00	30	14	sigs stop
			33	30	
MP 102	16.00		36	12	42
Dalmagarry	17.00		37	31	50
Tomatin	19.00	36.00	40	16	42
Findhorn Viaduct	19.80		41	18	41
MP 97	21.00		43	18	34
MP 96	22.00		45	08	32
Slochd	23.50	43.00	46	10	29
MP 92	26.00		52	18	40
Carrbridge	27.96	50.00	54	33	47/52
MP 88¾	29.75		57	04	30 eased
A95 Bridge	31.35		59	25	51
Dalfaber	33.70		63	11	15* sigs
MP 84	34.00		65	11	6* sigs
Aviemore	34.64	59.00	68	45	

* brakes or speed restriction

Above: Bobbie Duncan and Neil Woods pose with K1 2-6-0 No. 62005 on 'GBX' at Perth. ALAN RAWLINGS

TABLE THREE: CARNFORTH TO WINWICK JUNCTION

Date	Friday, May 5, 2017				
Train	The Great Britain X				
Engine	LM 5XP Class 4-6-0 No 45699 <i>Galatea</i>				
Load	10 coaches + Class 47, 488 tons tare				
	513 tons gross				
Crew	Mick Kelly and Martin Soames				
Recorder	Alan Rawlings				
	miles	sched	mins	secs	speed
Carnforth	0.00	0.00	00	00	
Bolton-le-Sands	1.84		04	54	48
Hest Bank	3.11	8.00	06	23	53
Morecambe S Jct	4.35	9.00	07	46	55
Lancaster	6.26	12.00	09	46	62
MP 19½	7.73		11	18	57
Oubeck	9.44	16.00	12	45	66
Galgate	10.56		13	55	69
Bay Horse	11.99		15	08	71
Scorton	14.51		17	19	69
Garstang	17.80	25.00	20	13	67
Brock	19.79		22	04	62
Barton	22.49		24	58	53/54
Oxheys	25.91	37.00	28	51	28/25*
Preston North Jct	26.99		30	51	29*
Preston	27.24	39.00	31	46	34*
Farington Curve Jct	28.83	42.00	34	01	49
Leyland	31.22		36	49	29* sigs
Euxton Jct	32.74	48.00	39	59	40
Balshaw Lane	34.00	52.00	41	34	54/55
MP 13	35.95		43	42	52
MP 12	36.95		44	52	53
MP 11½	37.45		45	25	53
Standish	39.12		47	02	64
Wigan North Western	42.37	61.00	49	55	71
Springs Branch Jct	43.64	63.00	51	01	74
Bamfurlong Jct	44.65		51	57	72
Golborne Jct	48.25	68.00	55	09	61
Winwick Jct**	50.39	72.00	58	21	

** Signal WN155

* brakes or speed restriction

wonder if speed was ever going to fall off as we were still powering uphill at 53mph one mile from Dainton summit. The final speed was 36.5mph. Our second even time run was after Ray Poole and Phil Cowley took over at Bristol when we sped from Swindon to the water stop at Milton Junction. Shrivenham was taken at full tilt – 75mph. But the best is last.

West Coast decided to move the homeward water

stop from Taunton to Bristol so that there was more leeway on the next leg to Milton. As a consequence we were retimed nonstop from Exeter to Bristol. It is usually the case that an unchecked run depends on Worle Junction where in our case the 4.25pm from Bristol to Weston was due to cross five minutes ahead of us. If we were 10 minutes early then maybe the path may not have been set and we would be allowed through.



Above: Driver Steve Hanczar at York after the very fast run from Darlington on *Tornado* on May 6.
DON BENN

Right: LNER A1 Pacific No. 60163 *Tornado* pulls into York with 'The Talisman' on May 6. DAVE RODGERS



TABLE FOUR: EXETER TO BRISTOL

Date	Sunday, May 5, 2017				
Train	The Great Britain X				
Pilot Engine	Rebuilt West Country Class 4-6-2 No. 34046 <i>Braunton</i> running as No. 34052 <i>Lord Dowding</i>				
Train Engine	LMS Class 7 4-6-0 No. 46100 <i>Royal Scot</i>				
Load	11 coaches, 405 tons tare 430 tons gross				
Crew Pilot Engine	Andy Taylor and Ian Walker				
Crew Train Engine	Alan Hodges and Chris Yates				
Recorder	Alan Rawlings				
	miles	sched	mins	secs	speed
Exeter St Davids	0.00	0.00	00	00	
Cowley Bridge Junction	1.24	3.00	03	29	42
Stoke Canon	3.70	6.00	06	10	64
Silverton	7.13	09	07	74	
Hele	8.39	11.00	10	05	76
Cullompton	12.56		13	31	74
Tiverton Loop	14.74	18.00	15	20	72
Tiverton Parkway	16.58	20.00	16	46	75
MP 176	17.90		17	50	73
MP 175	18.90		18	40	69
Whiteball Summit	19.90	24.00	19	34	66½
Tunnel In	20.11		19	45	69
Beam Bridge	21.88		21	10	78
Wellington	23.70	27.00	22	40	71
Poole Siding	24.90		23	39	70
Victory Crossing	27.84		26	05	73
Norton Fitzwarren	28.89	33.00	27	00	53*/34* sigs
Taunton	30.74	35.00	29	50	42* loop
Taunton East Jct	31.43	36.00	30	41	56
Crech St Michael	33.65		32	39	73
Cogload Junction	35.50	40.00	33	59	74
Durston	36.44		34	51	75/76
Fordgate	39.44		37	20	74
Bridgwater	42.32	48.00	39	36	75
Dunball	44.87		41	46	74
Highbridge	48.63	55.00	44	41	75
Brent Knoll	51.40	58.00	46	58	74
Brean Road	53.20		48	25	74
Uphill Junction	55.84	62.00	50	34	71
Worle Junction	58.78	65.00	52	56	75
Worle	59.37		53	25	75
Huish Crossing	61.75		55	20	74
Yatton	63.59	70.00	56	50	75
Nailsea	67.45	75.00	60	00	71
Flax Bourton	69.63		61	50	70
MP 123	70.90		62	58	66/67
Parson Street	73.73	81.00	65	42	39*
Bedminster	74.58	83.00	66	54	43
Bristol West Junction	75.15	84.00	67	56	27*
Bristol Temple Meads	75.48	85.00	69	31	

* brakes or speed restriction
start to stop average speed: 65.15 mph

So armed with that thought we set off. I will let the detail of Table Four tell the story of what happened. To my knowledge, over the past 100 years, no steam train has been recorded as running start to stop between Exeter and Bristol in under 70 minutes, but this one did. It was largely made possible by the pace at which we tackled the climb to Whiteball. On a progressively rising grade we were inside even time after 18 miles and we swept over Whiteball at 66½mph. It was then just a matter of running at permitted speed to Bristol in the hope of gaining enough time by Worle Junction to miss the Weston stopper.

Despite deletion of the water stop at Taunton, we were still slowed and diverted via platform 2 costing us about two minutes. Nevertheless, speed was soon back up in the mid-70s and there it remained as we passed the stopper before it reached Worle, brushed aside the bump at Flax Bourton and ran straight into Temple Meads in a record 69 minutes 31 seconds. Unexpected and remarkable.

Fastest known time

Alan is, I think, correct to say that the run from Exeter to Bristol was the fastest known time with steam for a start to stop run since 1904, beating the 70 minutes 22 seconds of No. 5029 on May 9, 2014, previously reported in these pages.

'The Talisman' had none of the fireworks of 'GBX' but it was yet another very competent performance by No. 60163 *Tornado* and was made very enticing by some fast scheduled times agreed by Network Rail, notably 41 minutes northbound from York to Darlington and 40 minutes south, for the 44.15 miles.

From King's Cross we had 10 coaches for 359 tons tare, 385 tons gross behind Class 90 electric No. 90037 which ran competently at around the 100mph mark wherever possible though still suffered slow line running to Stoke to fit in with the 125mph service trains. We stopped at signal D249 south of Doncaster four minutes early but there was no sign of *Tornado* waiting to take over. This was worrying as our train was pathed tightly from York and we really needed to be there or thereabouts or we would lose our fast line 41 minute booking to Darlington.

In fact careful study of the Special Traffic Notice (STN) later revealed that all was not what it seemed, but more of that later. No. 60163 duly appeared and adding the

support coach brought the load up to around 425 tons gross. We got going just under five minutes late but the slow start through the platform at Doncaster gave our driver Steve Hanczar little chance of recovering any time on the fast 35 minute booking for the 33.73 miles to York. Our actual time was 34 minutes 23 seconds, just missing out on even time despite averaging 75.8mph between mileposts 162 and 182, maximum 77½ a couple of times. We had run from passing Doncaster at low speed in 29 minutes 32 seconds for the 32.5 miles.

At York the Liverpool to Glasgow service was leaving as we arrived at 12.08pm and so we followed this after departing at 12.12, just over six minutes late. We then ran slow line from Skelton Junction and stayed there as booked until crossing over to the fast at Tollerton. This was actually as required by the STN but how the train planners ever expected *Tornado* to run to Darlington in 41 minutes for the 44.15 miles with that hindrance is beyond me.

To make matters worse, the signallers didn't override the computer to put us fast line from Skelton Junction to follow 1E69 which would then have prevented us delaying the following Liverpool to Middlesbrough train, due away from York at 12.15. So we trundled down the slow and crossed to the fast line at Tollerton from where we had just under 28 minutes left to cover the 34.62 miles to Darlington and keep the 41 minute schedule, which as speed was down to 31 at the crossover proved to be impossible.

The overall time from York was a creditable 44 minutes 45 seconds for the 44.17 (GPS) miles, once again just outside even time, having averaged 75.5mph over the 21 miles from mileposts 20 to 41, and the maximum again being 77½mph. Our crew of Steve Hanczar, fireman Matt Hunt, trainee Andy Denton and Tl Jim Smith had done all they could within the legal limit.

For the return run we had the same crew, except for Andy Denton and set out from Darlington five minutes late on the 40 minute booking to York. Once again we were squeezed in between fast service trains and this time to our benefit we stuck to the STN fast line path. The actual time unchecked was 41 minutes 50 seconds for the 41.29 (GPS) miles, stopping right up at the London end of the platform, an average of 63.52mph. We had averaged just under 75mph for 32 miles. Table Five shows the details and I wonder whether the strong



Ray Poole and Martin Soames on No. 45699 Galatea on arrival at Bristol with 'GBX' on May 5. ALAN RAWLINGS



Above: The record-breaking crew of No. 34052 Lord Dowding and No. 46100 Royal Scot on 'GBX' on May 7: Drivers Andy Taylor and Alan Hodges and firemen Ian Walker and Chris Yates. ALAN RAWLINGS

Left: Traction Inspector Jim Smith on Tornado at Darlington on May 6. DON BENN

cross wind hampered us at times. At York I thanked Steve Hanczar, who with his fireman, Matt Hunt was absolutely filthy due no doubt to the swirling dark smoke to be seen from the train.

From York our crew was Paul Major and Graham Ward, with TI Geoff Ewans and conductor Andy Wordsworth as far as Peterborough. To the Newark stop there was little to report though I thought that the stretch from the Retford pathing stop to Newark was very good. *Tornado* lifted its 425 ton train up the 1-in-178/200 to Askham tunnel at 50mph and then dashed down to Crow Park at a maximum of 77.4mph. We arrived at Newark a couple of minutes late and then came drama as once again the water tanker failed to arrive; the first having been caught in a road closure and a second one blowing two tyres. The problem was made worse by the hydrant near the locomotive being faulty.

Graham Bunker saw me on the platform and asked which one of us was jinxed! So the decision was made to press on to Peterborough and meet a road tanker there. We left almost exactly an hour late and ran steadily to Peterborough, topping Stoke at just under 60mph and then put slow line instead of staying on the fast as booked.

Clear run

After a short wait at Peterborough the Fire Service arrived to provide water during which time arrangements were made to follow the 7.05pm Leeds to King's Cross but to precede the 8.46pm stopping service. I could hear clear instructions being given to allow us a clear run on the fast line to Digswell and so it proved.

Bearing in mind the need to conserve water the running shown in Table Six was a model of perfect enginemanship and was good enough to give us an even time run to the Potters Bar stop, 63.58 miles in 63 minutes 17 seconds. In the circumstances the minimum of 61.6 mph at Stevenage Old Station was truly excellent after the 27.27 mainly uphill miles from Offord. It was a beautifully judged run as we were tucked away on the slow line well clear of the following 7.40pm Leeds to King's Cross which passed us near Hatfield. From 77 late off Peterborough we were away from Potters Bar just 54 minutes late and 46 late into 'The Cross'. Paul Major told me that on arrival that *Tornado* had only used 2,000 gallons of water from

TABLE FIVE: DARLINGTON TO YORK

Date	Saturday, May 6, 2017
Train	The Talisman 1547 Darlington to King's Cross
Engine	A1 Class 4-6-2 No. 60163 <i>Tornado</i>
Load	11 coaches, 396 tons tare 425 tons gross
Crew	Steve Hanczar and Matt Hunt with TI Jim Smith
Recorder	DB in 2nd coach
Weather	Cold and cloudy with fresh east wind

	miles	sched	mins	secs	speed
Darlington	0.00	0.00	00	00	
Croft Spa	2.66		05	18	50½
Eryholme Jct	5.20		08	07	57½
Cowton	7.00		09	49	67½
MP 36	8.15		10	50	71
MP 35	9.15		11	40	73½
Danby Wiske	10.39		12	40	72½
MP 32	12.15		14	07	72
Northallerton	14.17	14.00	15	45	73½
MP 28	16.15		17	23	75
Otterington	17.60		18	32	76/75
MP 24	20.15		20	32	77
Thirsk	21.96	21.00	21	59	75½
MP 20	24.15		23	43	73/72
Sessay	26.17		25	27	73½
Pilmoor	28.15		26	57	75½
Raskelf	30.77		29	05	75½
Alne	32.92		30	46	75
Tollerton Jct	34.55	30.30	32	07	75
MP 8	36.15		33	21	76½/74
Beningbrough	38.65		34	21	76½
MP 4	40.15		35	33	75
Skelton Bridge Jct	41.02		37	15	74
MP 2	42.15		38	11	70½
Skelton Jct	42.50	37.00	38	38	65*
York	44.29	40.00	41	50	

* brakes or speed restriction start to stop average: 63.52 mph

TABLE SIX: PETERBOROUGH TO POTTERS BAR

Date	Saturday, May 6, 2017
Train	The Talisman 1547 Darlington to King's Cross
Engine	A1 Class 4-6-2 No. 60163 <i>Tornado</i>
Load	11 coaches, 396 tons tare 425 tons gross
Crew	Paul Major and Graham Ward with TI Geoff Ewans
Recorder	DB in 2nd coach
Weather	Cold and damp with fresh east wind

	miles	sched	mins	secs	speed
Peterborough	0.00	0.00	00	00	
Fletton Jct	1.32		03	06	44½
Yaxley	3.53		05	43	58
Holme LC	6.99		08	53	67
Connington N LC	7.97		09	45	68
Connington S Jct	9.07	10.00	10	43	69½
Woodwalton	10.32		11	53	64½
Abbots Ripton	13.12		14	30	62
Leys	14.32		15	40	61½
Huntingdon	17.48	21.00	18	19	74/72
Offord LC	20.42		20	44	73½
St Neots	24.62		24	17	65½
Tempsford LC	28.84		27	54	74½
Everton LC	29.94		28	50	72
Sandy	32.20	37.00	30	45	68
Biggleswade	35.13		33	16	72
East Road LC	36.89		34	47	67½
Arlesey	39.32		36	49	72/73
Three Counties	40.77		38	07	70
Cadwell	43.02		40	06	65
Hitchin	44.37	51.00	41	23	64
Stevenage Old Stn	47.69		44	34	61½
Stevenage	48.72	58.00	45	30	66/68½
Knebworth	51.28		47	47	64
Woolmer Green	52.50	64.00	49	02	65½/68
Welwyn North	54.25		50	39	45* sigs
Digswell Jct	55.19	66.00	52	02	32* to SL
Welwyn GC	55.99	71.00	53	17	49½/65½
Hatfield	58.62		54	56	62
Welham Green	60.74		58	05	56½/58½
Brookmans Park	61.83		59	19	40* sigs
Potters Bar	63.58	85.00	63	17	

* brakes or speed restriction start to stop average: 60.28 mph

Peterborough, a rate of just 26.3 gallons per mile, a very low figure indeed.

It had been an excellent day for steam on both sides of the country with four even time runs and many miles of running with speed in the 70s. Indeed a day for the train timer to savour. **HR**



WR 0-6-0PT No. 9600 passes Earlwood on the North Warwickshire line with a test train consisting of a GUV van and two BSKs on May 4. MARTIN CREESE

June

SAT 3: 'Cathedrals Express'

Victoria, Shalford and return, Victoria, Southampton and return.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

SUN 4: 'Peak Forester'

Ealing Broadway, Stamford, Derby and return.

Steam hauled throughout.

Loco: No. 46229 *Duchess of Sutherland*. RTC

TUES 6: 'Cathedrals Express'

Paddington, Bicester, Oxford, Paddington and Victoria, Shalford and return.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

THUR 8: 'Swanage Belle'

Victoria, Swanage and return via Andover.

Steam hauled: Victoria, Swanage and

Southampton, Victoria.

Loco: No. 60009 *Union of South Africa*. RTC

FRI 9: 'Cathedrals Express'

Paddington, Bicester, Oxford, Paddington (x2).

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 10: 'Coast to Coast Express'

Liverpool, Sheffield, Scarborough and return.

Steam hauled throughout.

Loco: No. 45690 *Leander*. RTC

SAT 10: 'East Lancs Enterprise'

Bury, Huddersfield, Manchester, Blaenau Ffestiniog and return.

Loco: No. 40145. CFPS

TUES 13: 'Cathedrals Express'

Paddington, Oxford, Chester.

Steam hauled: Paddington, Chester.

Loco: No. 60103 *Flying Scotsman*. SD

FRI 16: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 17: 'East Yorkshireman'

Manchester, Sheffield, Beverley,

Scarborough and return via York.

Steam hauled: Manchester, Scarborough,

Milford.

Loco: No. 45690 *Leander*. RTC

SAT 17: 'Cotswold Venturer'

Paddington, Evesham, Worcester and

return via Swindon.

Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. RTC

SAT 17: 'Welsh Central Liner'

Burton-on-Trent, Gloucester, Swansea and

return via Shrewsbury.

Loco: No. 55009 *Alycidon*. PATH

SAT 17: 'Whistling Ghost V'

Tyseley, Worcester, Bishops Lydeard and

return.

Steam hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. VT

SAT 24: 'Scarborough Flyer'

Scarborough, Lincoln, King's Cross and return.

Steam hauled: Scarborough, King's Cross.

Loco: No. 60103 *Flying Scotsman*. RTC

SAT 24: 'Dartmouth Express'

Woking, Bristol, Kingswear and return.

Steam hauled: Bristol, Kingswear and

return.

Loco: TBA. RTC

THUR 29: 'Cathedrals Express'

Victoria, Shalford and return, Victoria,

Dover and return.

Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. SD

Regular Steam

THURS to Aug 31: '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

MON 5, 19, TUES 6, 13 20, 27:

'Dalesman'

Chester or York, Carlisle and return.

Steam hauled: Hellfield, Carlisle and

return.

Loco: No. 45690 *Leander*, 45699 *Galatea*,

48151 or 46115 *Scots Guardsman*. WCR

DAILY except 3, 4, 10, 11: 'The Jacobite'

Fort William, Mallaig and return.

Steam hauled throughout.

Loco: No. 44871, 45212, 45407 or 62005. WCR

SUNS Jun 18, Jul 2, 23: 'Torbay Express'

Bristol, Kingswear and return.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. TBEL

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RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
UKRT	UK Railtours 01438 715050.
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Triumphant



LMS 'Black Five' 4-6-0 No. 45212 crosses the Forth Bridge on the Edinburgh-Dundee leg of 'Great Britain X' on April 30. BRIAN SHARPE

'Great Britain X'

The annual round trip with steam from London to the Scottish Highlands and Penzance has had its ups and downs in recent years, but this year's tour will go down in history as one of the very best of them all. **Brian Sharpe** reports on a classic trip with some commendable locomotive performances.





LNER A3 Pacific No. 60103 *Flying Scotsman* awaits departure from King's Cross on April 29. JOHN TITLOW

The Railway Touring Company's tenth 'Great Britain' tour set off from King's Cross in style at 7.38am on Saturday, April 29, behind LNER A3 Pacific No. 60103 *Flying Scotsman*. This was the A3's first departure from the London terminus since its inaugural run after completion of its overhaul, on February 25, 2016 and fortunately the scenes of mass trespass by the public were not repeated on this occasion. A competent and fortunately uneventful run saw an arrival at York three minutes early for a planned engine change.

The rostered locomotive for the next leg to Edinburgh was LNER A4 Pacific No. 60009 *Union of South Africa*. This engine had been running on the East Lancashire Railway the previous weekend, after completion of long-running repairs at Riley's works, and had completed a successful main line test run on the Carnforth-Hellifield-Blackburn circuit on Wednesday, April 26, but further work was carried out and the A4 left Carnforth for York on the Friday. However the engine suffered

from valve problems en route and it was clear that the A4 was not able to take up its 'GBX' duties as planned.

In any case the engine was rostered for the Edinburgh-Inverness and Inverness-Glasgow legs but had fallen foul of gauging problems north of Perth. It had already been decided that a 'Black Five' from Riley's stable would have to stand in and No. 45212 had set off from Fort William where it was based for 'Jacobite' duties, along with No. 45407. Despite hopes that *Scotsman* could continue from York to Edinburgh, this was not possible and 'GBX' set off from York diesel-hauled.

Tackling the climbs

Sunday, however, saw plan B come into force with No. 45212 steaming out of Edinburgh through Princes Street Gardens and over the Forth and Tay bridges. A diesel was again in charge from Dundee to Perth before NELPG's LNER K1 2-6-0 No. 62005 was coupled inside the 5MT ready to tackle the climbs to Drumochter and Slochd on the Highland



LNER K1 2-6-0 No. 62005 crosses the Caledonian Canal swing bridge at Clachnaharry on May 1. BRIAN SHARPE



No. 62005 runs alongside Loch Carron towards Kyle of Lochalsh at Fernaig on May 1. BEN COLLIER



LMS 'Black Five' 4-6-0 No. 45212 and LNER K1 2-6-0 No. 62005 cross Culloden viaduct on May 2 on the Inverness-Perth leg of 'GBX'. BRIAN SHARPE



LMS 'Black Five' 4-6-0 No. 45212 and LNER K1 2-6-0 No. 62005 round the curve south of Dalwhinnie on the climb to Drumochter on May 2. KARL HEATH

main line, which with two engines working well were topped at 41mph and 33mph respectively.

This year the shortened train made an out and back run from Inverness to Kyle of Lochalsh on the Monday with the K1 in sole charge of seven coaches. Unlike previous years when departure has been at around 6am, the train set off at a very civilised 11.10am and with none of the apparently inevitable adhesion problems en route, No. 62005 turned in one of the best steam performances on the line in recent years in both directions.

The duo of Nos. 45212 and 62005 then took the train south over the Highland main line on Tuesday, May 2. After an unscheduled stop at Moy, the pair topped Slochd summit at 29mph and crested Drumochter at 48mph. The 'Black Five' had been deemed out of gauge for Glasgow Central and so the K1 duly steamed out of Perth with 11 coaches in tow, but inevitably with a Class 47 diesel on the rear to provide assistance, particularly on the climb to Gleneagles. It would also be required to haul the stock out of the terminus on arrival.

One lineside fire

So far the weather had been dry, windy and increasingly sunny, but this was starting to become a problem. Only one lineside fire had been started so far, and that was while the K1 was coasting through Attadale on the Kyle line, but having seen no significant rainfall for several weeks, the authorities were increasingly concerned about the West Highland main line. The train had been diverted at the last minute, to run single-headed to Fort William and this would have been beyond the capabilities of No. 62005. The diesel was added to the rear of the train again but the instructions were that it must take the lion's share of the work to lessen the risk of the steam engine starting any fires. The Class 47 returned the train to Glasgow while the K1 remained at Fort William to take up its 'Jacobite' duties on the Mallaig line. ➡

Right: LNER K1 2-6-0 No. 62005 climbs away from Bridge of Orchy past Achallader on the Glasgow-Fort William leg on May 3. PETE THORNE





LNER K1 2-6-0 No. 62005 heads 'GBX' through Gleneagles en route to Glasgow. KARL HEATH





Left: LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* tops the southbound climb to Shap summit on May 4. NEVILLE WELLINGS

Diesel assistance was the order of the day again on Thursday, May 4. LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* had arrived from Crewe and appropriately headed the train over Beattock and Shap to Oxenholme for the next overnight stop, but in dry, sunny and windy conditions, the crew had to hold the *Duchess* back a bit and let the diesel do much of the work.

West Coast's maroon LMS Jubilee 4-6-0 No. 45699 *Galatea* took charge from Grange-over-Sands to Bristol on May 5, running via Crewe, Shrewsbury and Hereford, and with no diesel assistance south of Crewe, turned in an excellent performance.

Another LMS 4-6-0, this time No. 46100 *Royal Scot*, and SR Bulleid West Country



Right: SR Bulleid Pacific No. 34046 *Braunton* running as No. 34052 *Lord Dowding*, and LMS 4-6-0 No. 46100 *Royal Scot* storm along the sea wall past Dawlish on the last day of the tour, running from Penzance to Paddington. MARK WILKINS

Pacific No. 34046 *Braunton*, still running as No. 34052 *Lord Dowding*, were rostered motive power on the Saturday for the Bristol to Truro leg of the tour. After turning on the turntable at St Blazey, the pair worked throughout from Penzance to Paddington on the final day of the tour, running via Bristol because of current gauging restrictions on the Berks & Hants line in the Up direction.

Highlights of the doubleheaded run were maintaining the HST schedule between Newton Abbott and Exeter and beating *City of Truro*'s time for the Exeter to Bristol section. 'GBX' had been a great success and showed that such a tour can still be done. RTC, West Coast Railways, Network Rail and all the locomotive owners and support crews deserve congratulations on a job well done. **HR**



LMS Jubilee 4-6-0 No. 45699 *Galatea* passes Bradley, north of Wigan on the West Coast Main Line on the Grange-over-Sands to Bristol leg on May 5. MICK LANGTON



SECR P class 0-6-0T No. 323 *Bluebell* pilots H class 0-4-4T No. 263 at Waterworks with three Maunsell coaches and two suburban coaches. DAVE BOWLES



On one of its last duties before withdrawal for overhaul, Fletcher Jennings 0-4-0T *Captain Baxter* heads south through West Hoathly with four-wheeled stock. JAMES KINDRED

SECR P class 0-6-0Ts Nos. 323 *Bluebell* and 178 and H class 0-4-4T No. 263 join forces on the last train of the weekend, approaching Horsted Keynes. JAMES KINDRED

LNWR pairing shines in SUNNY SOUTH

Small engines took centre stage at the Bluebell Railway branch line gala. Robin Jones reports on a successful event.

THE Bluebell Railway's May 13/14 branch line weekend saw SECR Wainwright C 0-6-0 No. 592 not only bow out of service prior to overhaul, but fail on the first day with a blown dome joint.

The 1902-built locomotive which arrived at the Bluebell in 1970 and was last restored in 2007, was stopped in traffic at Sheffield Park and is now withdrawn for

its 10-year overhaul.

In recent years, No. 592 has had somewhat of a chequered career, having been withdrawn in September 2012 due to a lack of power, resulting in the fitting of a new cylinder liner.

It returned to traffic in August the following year, but was withdrawn in late 2014 for boiler repairs.

No. 592 re-entered traffic in





April 2015, but saw restricted usage following the discovery of worn flanges. Failure apart, its boiler ticket also expired in May. Its overhaul will include new tyres, a new cylinder block and a new copper firebox.

However, the star of the show was LNWR Webb Coal Tank 0-6-2T No. 1054 visiting from the Keighley & Worth Valley Railway. Passengers and spectators alike were delighted to see it coupled, appropriately, to the line's LNWR Observation Car.

A total of seven locomotives were in steam, including BR Standard 5MT 4-6-0 No. 73082

Camelot, brought in to replace Maunsell Q 0-6-0 No. 30541 (which blew a superheater element on the Saturday and was taken out of service), SECR P 0-6-0Ts Nos. 178 and 323 *Bluebell*, SECR H 0-4-4T No. 263 and 1877-built Fletcher-Jennings 0-4-0T *Captain Baxter*.

In branch line fashion, visitors had to 'split' their journeys at Horsted Keynes, a distinctive feature of the event.

Weekend numbers showed visitors at around 1150 with 28% starting at East Grinstead, 26% at Horsted Keynes and the remaining 46% at Sheffield Park, with Saturday the busiest day. [HR](#)



On its last weekend's service before retiring for overhaul, SECR C class 0-6-0 No. 592 takes its last train of three suburban coaches through Horsted House Bridge. DAVE BOWLES



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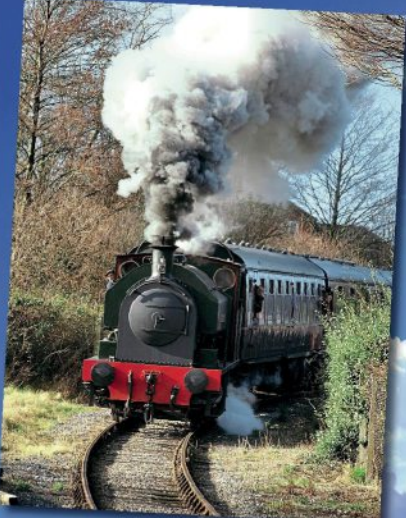
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The Foxfield at FIFTY

One of the heritage lines celebrating a significant anniversary this year is the Foxfield Railway.

Mark Smithers reviews half a century of progress on this unique line in Staffordshire.

Of the clutch of preserved railways celebrating their 50th anniversaries during the current year, one of the most distinctive venues is surely Staffordshire's Foxfield Railway, with its authentic colliery setting and collections of locomotives and rolling stock containing items of unique importance.

Over the last half century this line has certainly achieved a creditable level of progress from humble beginnings, but before detailed consideration of these achievements can be undertaken, it would be helpful to give a brief historical outline of the entity that

preceded the current preserved system.

Foxfield Colliery was situated in the villages of Godley Brook and Dilhorne, some 2½ miles in a north-easterly direction from Blythe Bridge station on the Uttoxeter-Stoke stretch of the North Staffordshire Railway. During the 1880s, coal mining on a major commercial scale had commenced under the auspices of the owners, Messrs John and Enoch Mann.

Initially, transport of coal from the colliery was accomplished by means of a narrow gauge tramway and road cartage in the direction of Cheadle, not then on the main line network. This state of affairs proved to



The ex-Shelton Iron & Steel Works Dubs 0-4-0 crane-tank (No. 4101 of 1901) in the shed at Caverswall Road undergoing attention to its right-hand crosshead and slide bar. The engine, which spent its revenue-earning career in Stoke-on-Trent, was expected to be back in service in readiness for the Foxfield Railway's 50th anniversary celebrations.

be unsatisfactory and in 1892 a new standard gauge line was approved by the NSR to link a junction, some ½ mile distant from Blythe Bridge on the Stoke side of its metals, with the colliery.

This was completed during the year, a special 'First Sod' certificate presented to Enoch Mann by his workers currently surviving in the Museum at Caverswall Road. The junction with the Stoke-Utttoxeter line consisted of a trailing connection with the Up line, later augmented by a crossover and traffic over the Foxfield branch commenced in January 1893.

Upward gradients

The main section of the colliery branch was approximately 3.41 miles in length when measured from the junction near Blythe Bridge. From here, the line progressed in a north-easterly direction, soon encountering an upward gradient (peaking at 1-in-37) until Cash Heath Junction was reached. Here, a short siding served a roadside wharf, which is believed to have lasted until the 1930s.

After a more gently-graded stretch of line through Moor Green, Cresswellford level crossing was traversed on a 1-in-33 upward gradient and then Stansmore curves were reached, with further prevailing upward gradients until the summit of the line was reached at Red Lane, 2.53 miles from the junction near Blythe Bridge.

Shortly before this point was reached, a

Hunslet Austerity 0-6-0ST No. 3694 of 1950 *Whiston* sets off up the gradient from Foxfield Colliery. Also visible are Dubs 0-4-0CT No. 4101 and Manning Wardle 0-6-0ST *The Welshman*. The colliery headstocks have been restored with the assistance of a Heritage Lottery Fund grant. BRIAN SHARPE



siding, built on the course of another early narrow gauge tramway, served Bank Top (where coal was transhipped into road vehicles for external distribution to customers in the Leek area) until shortly after the First World War, and at this point the main part of the colliery branch the line began its descent of over ¾ mile, swinging round ultimately to adopt a southerly path in the vicinity of the colliery. This section was heavily graded against loaded trains, with some sections on Foxfield bank being 1-in-27 and 1-in-19.

During the colliery's working life, eight standard gauge locomotives formed the operational fleet, although, as was often the case with industrial users, not all were present at the same time. The first unit to arrive, on October 16, 1893, was Hudswell Clarke No. 415 of 1893 *Foxfield*, an early example of the maker's 'Countess of Warwick' class inside cylinder 0-6-0ST which was scrapped in 1934.

The next arrival was *Burnley*, an 1888-vintage 0-6-0T used by the contractor TA Walker during the construction of the Manchester Ship Canal. This locomotive was constructed by Walker Bros of Wigan, but its domeless boiler barrel and double-boss wheel centres clearly betray Manning Wardle design influences: barely a surprise given that the latter concern also supplied locomotives to TA Walker including Nos. 1005-6 of 1887 which were variants of the Manning Wardle 'M' class with side tanks but retaining the domeless boiler barrel.



One of the more historically important items in the Foxfield collection is this six-wheel diesel locomotive completed by Kerr Stuart in 1929 (No. 4421). This 90hp locomotive was originally supplied to the Ravenglass & Eskdale Railway where it handled stone traffic over the mixed standard/15in gauge section of line between Ravenglass and Murthwaite Quarry. Sold in 1953 via a dealer to the NCB, it later worked at Wingate Grange Colliery, County Durham, being rebuilt by Bagnall in 1959/60 before passing to Rom River Reinforcement Ltd, Lichfield and into preservation. As this view, taken in the museum, shows, the leading spectacle plate has been restored to its original configuration as larger leading spectacles had latterly been employed on this locomotive when it was in ordinary service. Immediately behind the Kerr Stuart diesel is Peckett 0-4-0ST *Henry Cort* (No. 933 of 1903), the first steam locomotive to see service on the newly-preserved line back in 1967, while bringing up the rear is NSR 'New L' class 0-6-2T No. 2, built at Stoke in 1923, which was transferred from the National Railway Museum's collection in 2016.

The scrapping date of *Burnley* goes unrecorded, but appears to have been at the same time as the closure of the Bank Top branch, where it appears to have earned its keep at Foxfield. A sister engine, *Bradford*, saw service for about six months during the late 1890s as *Clevedon* on the Weston, Clevedon & Portishead Railway.

The next locomotive to appear in the Foxfield fleet was a sturdy but rather ungainly outside-cylinder 15 inch 0-6-0ST with a relatively high-pitched boiler and short wheelbase. This specimen, which bore the name *Excelsior* and was the maker's No. 730 of 1900, survived until shortly after the end of the Second World War.

Via dealers

The next two acquisitions were two examples of Manning Wardle's de facto 'T' class 16in by 22in 0-6-0ST (Nos. 1929-30) originally completed in July 1917 for the Inland Waterways & Docks at Sandwich, Kent as Nos. 20-1, later being transferred to the Air Ministry at Cranwell, Lincolnshire. These locomotives both came to Foxfield via dealers: No. 1930, which became the second *Foxfield* arrived on the line in June 1932 and put in some two decades of service before being scrapped in 1952.

Its sister arrived in October 1935 and remained at Foxfield for a month shy of three decades, prior to transfer to Parkhouse colliery, Newcastle-under-Lyme, following the cessation of mining at Foxfield. Regrettably, this engine, which had rejoiced in the identity of *Blyth* (later *Blythe* No. 1) while at Foxfield, did not make it into preservation, being scrapped in January 1969 as the last surviving de facto 'T' with what

may be termed the Manning Wardle 'First World War Austerity' cab, i.e. devoid of radius corners to its cut-outs.

The years immediately following the Second World War saw three more standard gauge steam locomotives in use on the Foxfield system. Two of these were of the Hunslet Austerity design purchased second-hand from the War Department, namely Hudswell Clarke No. 1754 of 1943 *Arthur Leighton* and Bagnall No. 2787 of 1945 *Dilthorne* No. 3. Both of these locomotives lasted until the cessation of mining at Foxfield and passed to other collieries (Betteshanger, Kent and Holditch, Newcastle-under-Lyme respectively) although neither survive today, both perishing in 1972.

A 15 inch Andrew Barclay outside cylinder 0-4-0ST *Vedette* was the remaining locomotive, but this was only on loan for a short time during 1948 from Strafford colliery near Stoke-on-Trent.

Foxfield Colliery, as was to be expected, came into the ownership of the National Coal Board (West Midlands Area No. 1 [North Staffordshire] Division) in 1947 and coal production carried on until its cessation in August 1965.

Following closure, the colliery site and railway were purchased by Tean Minerals Ltd for the processing and distribution of minerals as the collection of redundant buildings was ideal in the pursuit of this enterprise. One of this company's directors, Ted Trubshaw, proposed that given that the railway possessed a distinct rural location and challenging gradients, it could be used by a railway preservation body at weekends and bank holidays when not required for normal business activities.

An initial meeting was held at Foxfield on October 30, 1966, attended by 63 people, to hear the proposal by Tean Minerals Ltd to offer use of the line, along with storage and working facilities, to a properly-constituted society using its own or other privately-owned locomotives and rolling stock. In consequence, the Foxfield Light Railway Society was formed with Wilfred Oakes as its first chairman.

First locomotive

Registration with the Charity Commission soon followed, as did acquisition of the first locomotive. Richard Thomas & Baldwin Ltd had surplus to requirements a 1903 vintage Peckett 'W4' class 0-4-0ST *Henry Cort* at its Irthlingborough site, which would be available free of charge to a suitable organisation. This offer was accepted and despite the £85 transport costs and the use of a substitute contractor, *Henry Cort* arrived on site on Sunday, February 5, 1967, an acquisition facilitated by the late Rev Teddy Boston.

The point of unloading was below the level of the locomotive shed in the colliery yard and the engine had to be steamed in order to take up its place in the shed by means of a 1-in-11 gradient.

The inaugural general meeting was held on February 12, 1967, and by the middle of the succeeding week the membership had swelled to 55. The first members' day was held on May 14, 1967. By this stage a second locomotive, 1924-built Hawthorn Leslie 0-4-0ST *Marston Thompson & Evershed* No. 3 had arrived, along with an LMS Gangway Vestibule Third carriage (No. 27249) bought for £260 with loans from members and with *Henry Cort*



Kerr Stuart 0-4-0ST *Moss Bay* sits in the Museum at Caverswall Road. Although built in 1920 (No. 4167), this locomotive was built to a design then two decades old and it spent its pre-preservation operational career at Whaddon Marsh gasworks, Croydon. This design also found favour with the Ministry of Munitions during the First World War.

hauling and No. 3 banking the carriage, the first train operated by the society made the three mile journey from the colliery to the exchange sidings at Blythe Bridge, which were still in situ at this time.

During the following year, Boots of Nottingham donated four items of goods rolling stock in the form of LMS theatrical scenery vans: three (Nos. 37508, 37518 and 37519) being conversions from MR carriages, the first once having been a Pullman car and the last-mentioned starting life as seven-compartment Third No. 4714. The remaining vehicle, No. 38268 was originally a bogie parcels van.

No. 37519 was converted to become the *Bass Belle* observation car and having performed useful service during the early days of the society, it currently awaits a return to working order. The years following the reinstatement of operations saw the arrival on site of several more locomotives and the society enjoyed full use of the line into the 1970s when the connection with the Stoke-Derby main line was severed, the cost to the society of its retention, well into the thousands of pounds, being unsustainable, seemingly for all time.

Despite this loss, by the middle of the decade, there was an overwhelming desire on the part of the society membership to own the Foxfield line outright and, with a great deal of dedication on the part of the members, the necessary funds were raised by 1978 to enable purchase of the formation from the colliery boundary to the Blythe Bridge junction site, together with a rental agreement for access to part of the colliery site.

The drawback with the new arrangement, however, was that access to the original HQ and road interface at Dilhorne (the site of Bank Top Junction) had been lost in the mid-1970s and there was now no road access to the railway for passengers. In order to get round this problem, thoughts turned to the construction of a new facility on the former wharf site at Caverswall Road.

The site at this stage was in a desolate state of affairs with no mains electricity or water supply and was clearly going to require a considerable amount of expenditure in order to turn it into the railway's main passenger terminus. One of the society's members, Allan Green, had undertaken National Service in the Royal Army Catering Corps and had experience of making breakfast for 500 soldiers at 6am and producing buffets for the Royal Family on visits to Aden and Hong Kong. He believed that his experience could be put to good use in the preparation of meals on the Foxfield Railway's 'Wine and Dine' trains which are believed to have been a first in the railway preservation movement.

The proceeds of this enterprise paid for an industrial building which formed the initial running shed and museum. Work then commenced on the construction of a main platform, loop and two roads into the museum. This was assisted by a job creation scheme where the society provided the materials and the Government provided the labour. Some society members who owned locomotives also paid for extra length to the building in order to house these engines. This work took place in 1980.

Approximately five years later, it came to the society's notice that buildings that had once formed a Mr Kipling lorry washing plant had become surplus to requirements. These were moved on-site and re-erected to become the preserved line's first workshop. At a later



Above: The Bristol manufacturer Peckett produced some very workmanlike inside cylinder saddle tank locomotives, mostly six-coupled but there was also a small number of the four-coupled variety. The only known surviving inside cylinder Peckett locomotive is six-coupled 'X2' class Ackton Hall No. 3 (No. 1567 of 1920). The engine has been dismantled for restoration to working order.



Right: Bagnall 0-4-OST Hawarden (No. 2623 of 1940) is currently undergoing overhaul and its boiler is away at L&NWR, Crewe, for attention. Further work has also been undertaken recently at Caverswall Road, including the return of the remetalled axleboxes to the frames and the rewheeling of the chassis. The connecting and coupling rods had yet to be refitted.

stage, after the acquisition of more land, another industrial building was erected on the former car park site (with the aid of another Government job creation scheme) and given a suitable period brick cladding to resemble a typical branch line locoshed.

New building

This last measure had exposed the rather utilitarian appearance of the terminus 'quadrangle' and in 1996 a new building, designed by Ron Whalley and styled to resemble a branch line terminus, was completed. This sits in front of the original two-road shed to create an appearance that is easier on the eye than was the previous state of affairs and once again was largely self-funded, without incurring long term liabilities, an ethos which has endured throughout the society's period of operation of the line.

The canopy at the front of the 1996 building is supported on NSR cast iron columns obtained from the demolition contractor when the old Blythe Bridge station building was demolished, while the sliding hatch in the booking office was salvaged from Gnoshall on the NSR Stoke-Market Drayton line.

Currently, the main operational passenger rolling stock fleet consists of three BR Mk.1s: Corridor Second M25607; Brake Corridor Second No. 34672, and Tourist Second Open W4762. In addition to these there are other vehicles in store including LMS No. 27249. In 2008, however, a group was formed (registered

as a charity during the following year) with the intention of restoring two surviving NSR four-wheel third class coach bodies as working vehicles.

The work of this organisation has been well documented, but suffice to say, with the provision of suitably modified donor underframes, NSR Nos. 61 and 127 have re-entered service and currently form the 'Knotty Heritage Train'. The Knotty Trust has since widened its horizons and currently a NSR four-wheel First, No. 228, loaned for 99 years in 2014 by the Churnet Valley Railway is being evaluated for restoration to accompany Nos. 61 and 127.

In addition to two MR bodies, the remains of an NSR brakevan and three more NSR carriage bodies have recently been retrieved from alongside Rudyard Lake: two Firsts, which have been put into storage and a Brake Third, which has been sent to Stanegate Restorations in Northumbria (the main off-site contractor used by the Knotty Trust for its carriage restoration work) to be restored as an accessible brake coach for two wheelchairs with the aid of an LMS brakevan chassis. This is scheduled to enter service during the 2018 season.

The Victorian four-wheel carriages are intended to operate in conjunction with the locomotives of similar vintage at Foxfield (normally Haydock Foundry 0-6-0WT *Bellerophon*), although sadly there are no surviving authentic NSR steam locomotives of suitable age to accompany them, nor are there

Another locomotive expected to take part in the 50th anniversary celebrations is Beyer Peacock No. 1827 of 1879, seen here outside the shed at Caverswall Road. One of the gems of the Foxfield collection, this locomotive spent much of its revenue-earning career as an 0-4-2 crane-saddle tank at the maker's works before being returned to the simple 0-4-0ST configuration.



any close relatives. This would not be an easy problem to solve in practice, not least from the point of view of the cost of building a suitable replica.

At the time of preparing this feature, the two steam locomotives to have seen the most recent activity were Hunslet Austerity 0-6-0ST No. 3694 of 1950, *Whiston*, a most appropriate design given the post-Second World War history of the colliery line, and Bagnall 0-4-0ST No. 2842 of 1946 *Kent Electric Power Co No. 2* providing working representation for the local locomotive building industry.

Three other locomotives, Dubs 0-4-0CT No. 4101 of 1901; Beyer Peacock 0-4-0ST No. 1827 of 1879 and 1874-built *Bellerophon*, are expected to be back in service in time for the summer gala in July following relatively minor repairs. Other locomotives are waiting in the wings undergoing more extensive

repair work, such as Bagnall 0-4-0ST No. 2623 of 1940 *Hawarden*, whose boiler is currently undergoing repair work at Crewe.

Double celebrity

An important recent arrival from the National Coal Mining Museum, in July 2015, is Peckett 'X2' class 0-6-0ST No. 1567 of 1920 *Ackton Hall No. 3*. This locomotive, the sole survivor of 52 class members, is in many respects a double celebrity, being not only the last known surviving inside cylinder Peckett, but also a classmate of Nos. 1282 of 1912, 1302 of 1913 and 1397 of 1915, which, as Swansea Harbour Trust Nos. 15-17 became GWR Nos. 1085-6 and 937 at the Grouping. The earlier pair of these locomotives even survived into BR ownership, latterly as 1146-7, finally for both to be withdrawn from service in 1951. *Ackton Hall No. 3* has been

dismantled prior to assessment for overhaul and returning to working order.

The museum contains an interesting selection of locomotives, the largest of which arrived from the National Railway Museum on April 21, 2016. This is the sole surviving NSR steam locomotive, 'New L' class 0-6-2T No. 2, built at Stoke in 1923. Other specimens on display include Henry Cort and Kerr Stuart six-wheel diesel No. 4421, sadly without its original McLaren engine as this was replaced by a 90hp Dorman engine during a Bagnall rebuild.

Among the items currently to be found in the yard at Caverswall Road is another unique survivor, Kerr Stuart 'Witch' class 0-4-0ST No. 4388 of 1926.

As with many other preserved railways, the Foxfield Railway is open to the prospect of future visits of locomotives from other lines for special events and given the locomotives employed during the colliery's independent existence, obvious candidates would include three of the Leeds-built industrial locomotives currently undergoing restoration at the GCR (N) at Ruddington, namely Manning Wardle de facto 'T' class 0-6-0STs *Dolobran* and *Rhyl* (Nos. 1762 of 1910 and 2009 of 1921), and Hudswell Clarke 0-6-0ST No. 1682 of 1937 *Julia*, a later version of the original Foxfield and a sister to *Wissington* (No. 1700 of 1938) currently based on the North Norfolk Railway.

The current limit of passenger operation from Caverswall Road is Dilhorne Park, with demonstration coal trains operating on Foxfield bank to the colliery during special events. For over a decade thoughts have turned, however, towards the prospect of returning passenger trains to the colliery. Much work has recently been undertaken in this direction to make this project a reality, including the procurement of suitable signalling equipment.

When completed, this project will give passengers the experience of the challenging gradients on the Foxfield bank section, together with the chance to view the surviving colliery infrastructure close up. The Foxfield Railway Society has therefore achieved much to be proud of during its first half-century of operation and can certainly face the future with confidence.

In conclusion, I would like to thank Alan C Baker, Ron Whalley and other Foxfield Railway Society members for their help during the preparation of this feature. **HR**



One of the items currently stored in the yard adjacent at Caverswall Road is sole surviving Kerr Stuart 'Witch' class 0-4-0ST No. 4388 of 1926. The simplicity of the design is apparent, with its plain semi-circular tank profile; lack of running plates ahead of the cab/coal bunker area; single slide bars and circular section coupling and connecting rods. The lack of a leading portion to the running plate in this design requires the mounting of the leading sandboxes directly on the mainframes.

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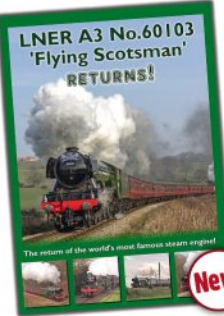
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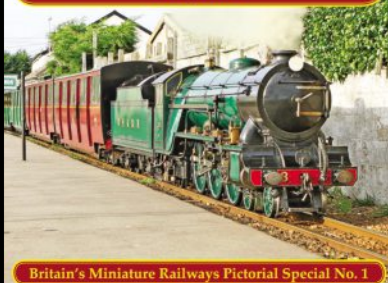
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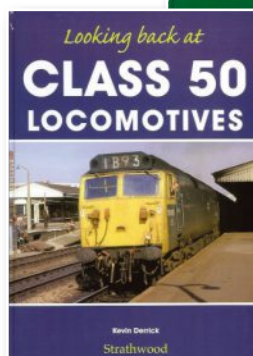
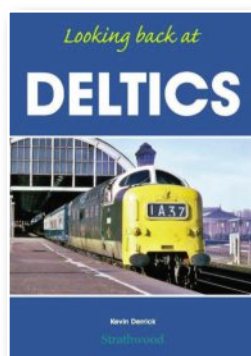
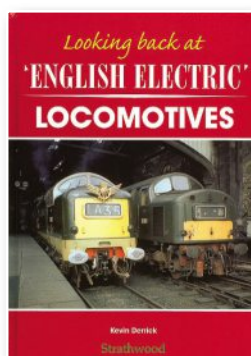
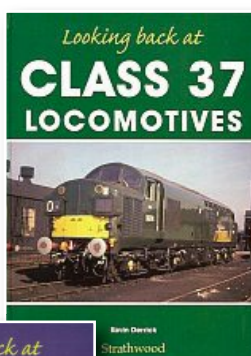
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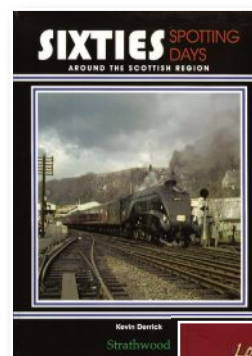
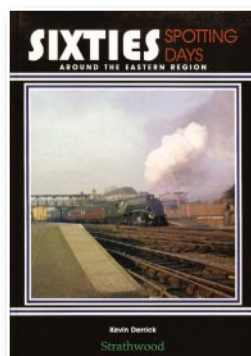
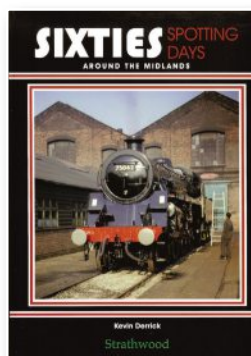
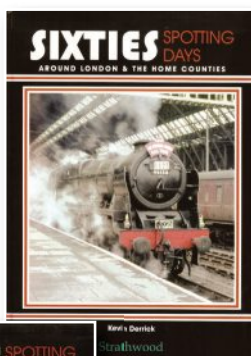
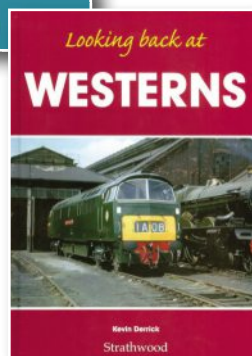
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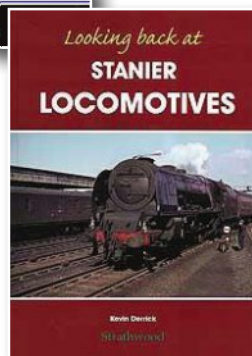
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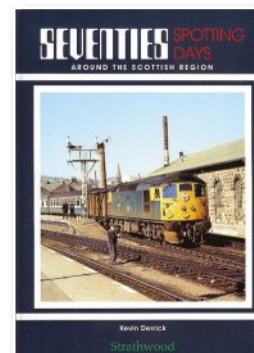
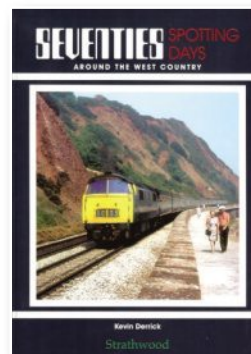
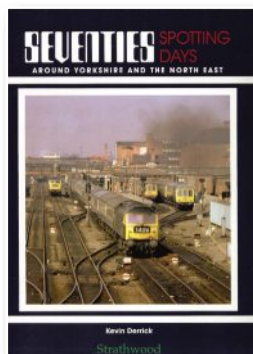


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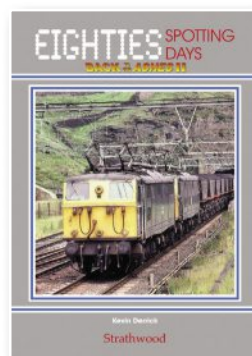
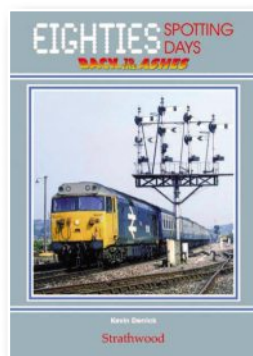
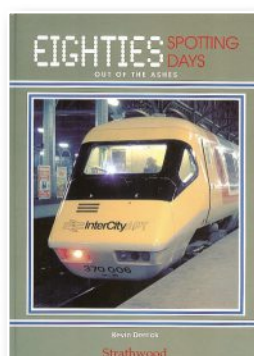
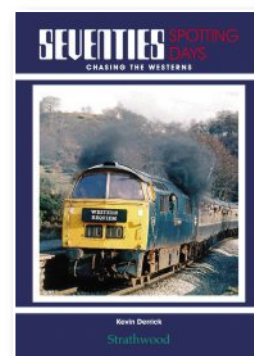
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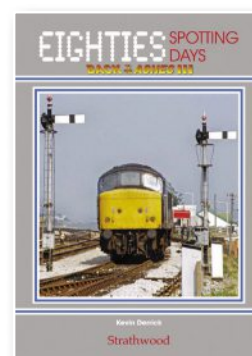
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A Lancashire Triangle

Reviewed

By Dennis Sweeney (192pp, Triangle Publishing, £26.95, ISBN 978-09550030-73)

ALMOST two decades on from the publication of A Lancashire Triangle Part 1, Dennis Sweeney returns to the London & North Western Railway's Wigan-Tyldesley-Eccles line in a new and expanded update of the original book.

Set in the heart of Lancashire's coal industry, it is a route which has been little covered in any depth, apart from Dennis' previous volume. Consequently this new book does include some of the images used in the first book, but incorporates many new and previous unpublished shots of this key coal route, together with a largely updated text.

The book traces the routes radiating from Wigan and looks at each key destination in detail, making good use of descriptive introductions and high-quality mapping. Locations featured include Tyldesley, Worsley, Patricroft and Leigh, with extra coverage of the various siding facilities (Ramsden's & Green's Sidings, Tyldesley & Jackson's Sidings).

Additionally, the numerous industrial systems are covered, with some super photography illustrating how the collieries really were the lifeblood of the line; a rare shot of Austerity 0-6-0ST Humphrey on the main line at Howe Bridge being a case in point.

Where the book really scores for this reviewer is in the lavish use and quality of the photographs, both colour and monochrome, that take the story from the glory days of Webb 0-6-0s through to 9Fs and 'Black Fives', BR blue diesels and up to the modern era, on the lines that remain open today, and also those that have long gone.

The book is a must-have for any enthusiast with connections or leanings to the North West, but also those with an interest in the coal industry and



T E Williams

The Lost Colour Collection – Volume 1

Introduction and notes by John Jennings (hardback, Irwell Press, 124pp, £24.95 ISBN 978 1 911262 04 6)

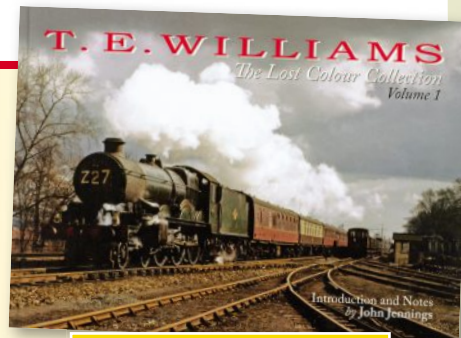
THE late Tom Williams is best known for his extensive black-and-white photographic work which was donated to the National Railway Museum by his family after his untimely death at the age of 49 in 1980. This collection comprising almost 12,000 medium format and 35mm negatives has seen publication in countless books and magazines across the world over the intervening decades.

However this did not include the 35mm colour transparencies which

remained in the ownership of the family but are finally being cleaned up with a view to being published and this is the first volume to result from much hard work.

The result is a unique glimpse of steam operations in colour in the 1950s and early 1960s mainly in the Midlands but venturing further afield, to South Devon and the East Coast and West Coast main lines.

Yes, GWR motive power inevitably predominates but fans of the other Big Four companies will not be



EDITOR'S CHOICE

disappointed with such delights as immaculate A4 Pacifics and LMS Beyer Garratts adding to the variety.

The quality is excellent and it has certainly been worth all the hard work in restoring the slides to produce such a fascinating record of the heyday of BR steam power. Even early preservation gets a look-in with views of Tyseley shed in 1966 as the first moves were being made to establish the steam centre which we know today.

REAL STEAM IN COLOUR

industrial railways. (GBH)

LOCAL HISTORY WITH ATTITUDE

Journey of a Railway Signaller

By Tony Cook (Hardback, 340pp, Cook Publishing, £25, ISBN 978152620147 8)

THIS large illustrated volume is a vivid and personal account of one man's progression to becoming a top class signaller, and who worked in 80 different signalboxes on Merseyside and on the West Coast Main Line before retirement in the 1990s, by which time the wholesale replacement of the old manual signalling was in full swing.

It is an indispensable historical record of the long-gone 'boxes and of the lines themselves. The stories will be of

interest not only to other signallers and railwaymen but to all enthusiasts with a fascination for the finer points of railway operating.

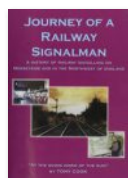
Few people can possibly have had such a varied and interesting career and also sufficient recollection of 50 years of working life to be able to produce such a thorough volume of this size.

A BUSINESS WITH PLEASURE

Echoes Of The 'Met' Line

By Clive Foxell (Softback, 104pp, Published by the author, £9, ISBN 978-0-9564178-3-1)

A MOST interesting collection of photographs (mostly on the two-to-a-page format) depicting various Metropolitan Line scenes from the 1860s to the present day. From a variety of sources, they depict scenes



and events from the Met's colourful history. This is not just an 'Underground' book either, for apart from the fact that the Met remained beyond the clutches of the LT until 1933, there are several photos of BR steam locomotives, including some on the Metropolitan & Great Central Joint section.

MET CENTRAL FIRST TIME ROUND

Fairlie Locomotives of North Wales

By David Payling & F&WHR (hardback, Ffestiniog & Welsh Highland Railways, Harbour station, Porthmadog, 318pp, £39.95 plus £4.95, ISBN 978 0 901848 14 7).

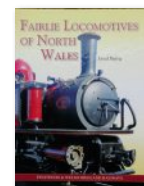
NEVER mind the Quirks & Curiosities gala – the Ffestiniog Railway ran a locomotive type the design of which raised eyebrows 150 years ago.

The design was not as absurd as it might seem at first glance. Having a locomotive which can run both ways without reversing eliminates the need for run-round loops – a clear advantage that modern diesel locomotives have over steam.

While other countries around the world, including Mexico and New Zealand, ran Fairlie patent double-ended locomotives, the F&WHR is the only place where you can still see them in action.

This may seem an expensive book, but it is a definitive volume, describing in detail all of the eight Fairlies built in Victorian and Edwardian times for the FR and the three – two doubles and one single – constructed at Boston Lodge Works in the heritage era.

Exhaustive isn't the word. The volume also includes details of the new Fairlie



James Green – fine art limited edition prints

A CHOICE of nine limited edition high-quality fine art prints that would grace any wall are being offered by artist James Green.

Each print is numbered and hand-signed by the artist, and presented with double mounts and hard backing as standard, just ready to frame. Print sizes are 20in x 16in mounted and cost £45 with free postage, or 27in x 21in mounted, costing £75 post free.

The prints can be bought ready-framed in a choice of eight frames, starting at £65 for the smaller print and £115 for the larger print plus postage.

More at: www.jamesgreenart.co.uk





Enamel badges

RAILWAY enthusiasts have always hankered after enamel badges – badges of their favourite steam, diesel and electric locomotives. Today, they are still collectable and in demand.

Personalised Tags sell a wide range of tags and enamel badges, their range covering railways, football teams, traction engines, VW camper vans and even job badges, such as driver, librarian, prefect and ticket inspector.

They also produce dog or cat tags and fuel can tags, as well as medical alert tags.

Badges cost from £2.70 upwards, and all are available through the Personalised Tags website: www.personalisedtags.co.uk
Email: gregtag28@gmail.com



James Spooner to be built over the next four years, maintaining the works' great locomotive tradition.

Detailed 7mm scale drawings of each locomotive are included specially for modellers, and the volume is lavishly illustrated throughout with rare archive photographs.

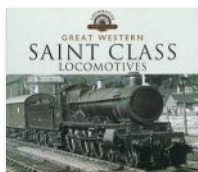
FANTASTIC REFERENCE WORK

Great Western Saint Class Locomotives

By Laurence Waters (hardback, Pen & Sword, 144pp, £25, ISBN 1473850347)

A TIMELY appearance in view of the impending completion of the Great Western Society's new Saint, No. 2999 *Lady of Legend*, here is a superb one-stop introduction to Churchward's legendary class.

Written by the society's Laurence Waters and drawing on its extensive photographic archive this refreshing new class biography begins with a



concise but detailed history of the class.

Much of it is taken up with quality black-and-white pictures of Saints in action at locations all over the GWR system, and it concludes with a full listing of all class members, with build and withdrawal dates, first and last allocations and final mileage.

Read it and prepare for the second coming!

FACTS AT YOUR FINGERTIPS

Looking back at Class 31 Locomotives

By Kevin Derrick (hardback, 96pp, £19.95, ISBN 978 190 52767 14)

ONE of several recent additions to this publisher's popular series follows its familiar format to examine these often overlooked Brush Type 2 diesels through their main line careers from 1957 to the millennium using good quality colour archive material.

We see all 20 'Toffee Apples', the various type 2s in passenger service with a variety of stock, doubleheaders



DVD REVIEW: Branch Lines of Devon – Volume 1

Written by Colin Maggs MBE;
Narrated by Dave Rogers (1st Take,
DVD PAL; widescreen 16:9 format;
running time 100 minutes)

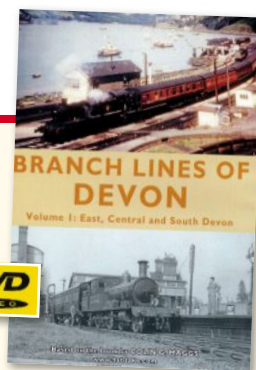
THIS substantial DVD from 1st Take forms the first part of a detailed look at the Southern and Great Western Railway branch lines in the Exeter area and the central, eastern and southern parts of Devon.

Modern film, superb archive photographs – some of steam-era footage – together with detailed maps and commentary, written by Colin Maggs MBE, tell the story of railways

that once were part of the lifeblood of their rural communities.

The programme covers a large number of locations, including Axminster, Sidmouth, Exmouth, Tiverton, Newton Abbott, Torquay, Paignton, Brixham and Dartmouth, not to mention the numerous minor stations and unstaffed halts along the various branch lines.

Preserved branches also feature and the material for the South Devon Railway, Dartmouth Steam Railway, Devon Railway Centre, Seaton Tramway and Exeter & Teign Valley Railway (E & TVR) are of special interest. A particularly interesting interview with



Colin Burges of the E & TVR is included: if only the Teign Valley route had been available during the recent Dawlish blockade!

A worthwhile addition to 1st Take's growing transport DVD catalogue. **RSS TREASURED ROUTES REBORN ON FILM**

DVD REVIEW: Swiss Explorer

Swiss Explorer (DVD), Telerail,
Royal Scot Suite, Carnforth Station
Heritage Centre, Warton Road,
Carnforth, Lancashire LA5 9TR,
01524 735774 90 mins, colour, £30,
(blue ray £32).

THIS DVD from Telerail is its sixth in the 'explorer' series, others having included Austria, Germany and New Zealand.

The DVD aims to give the viewer a snapshot into some of the railways in a particular country.

With more railway companies in Switzerland than you can shake a stick at, this DVD concentrates on lines in the south of the country, specifically the Rhaetian Bahn, Furka-Oberalp Railway, Bernese Oberland Railway, Montreux Oberland, and the fascinating range of railways around

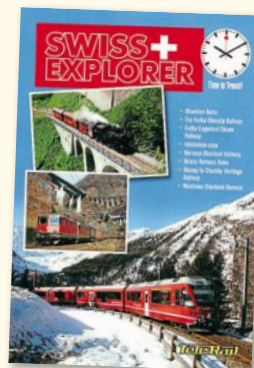
Interlaken, both standard and metre gauge.

Many of the railways use loco-hauled trains, and the programme will guide you in that respect.

The busy and popular Gotthard route, with its procession of freight workings, features strongly as the line twists and turns towards the nine-mile long tunnel, although a new base tunnel opens later this year.

Also included are three heritage operations: Furka Cogwheel Steam Railway, Brienz-Rothorn Bahn steam line, and Blonay to Chamby Heritage Railway, each one worthy of a visit.

The photography is excellent, using many well-chosen locations familiar to your reviewer, while the narration is informative and explains the all-important facts about the operations, trains and services.



Watching on a 4KTV set made it seem as if you were there.

If you've never been to Switzerland this DVD will certainly whet your appetite, while if like me you know the network well as a past visitor, it acts as a timely reminder to return soon.

ENJOYABLE COMPULSIVE VIEWING

and freight workings in a wide variety of colour schemes.

Freight workings include long-closed branch lines, block workings, engineering trains, Underground stock movements and weedkiller duties.

There is a detailed look at the class variations and liveries, with the modeller in mind. The production run of the Strathwood series is now limited to 1000 copies.

DIESEL NOSTALGIA IN DETAIL



AS we closed for press, the number of followers on our [facebook.com/heritagerrailway](https://www.facebook.com/heritagerrailway) page was approaching the 330,000 mark.

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The designs are based on paintings by James, which can also be bought – see separate entry.

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No. 7802 *Bradley Manor*.

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Saturday 17th June 2017 Viewing 8am – Start 10am

Sale of 500 Lots includes to date: Nameplate Farnborough Hall (4927); **Smokebox Numberplates** 4927 (Farnborough Hall), 5071 (Spitfire), 30785 (Sir Mador de la Porte), 61385, 63967; **Cabsides** SOUTHERN RAILWAY B194, 7827 (Lytham Manor carried in preserved years), 3088 (SAR); **Worksplates** LMS Built Derby, LMS Built Derby 1945, LMS Crewe 1947, Built Derby 1953, BR Crewe 1959 (24054), BRCW DEL 118 1960 (Cab Worksplate 33017), Brush Traction 289 1961 (31260), Brush Sulzer 446 1963 (47097), Brush Sulzer 686 1965 (47810), BREL Doncaster Works 1978 (56045), GM Loco Group 968702 (66121); **Engraved Worksplates** 62010 1948, 61385 1951; **Wooden Headboard** The Granite City; **Totems** BR(S) Brighton, Leigh Halt, Lower Sydenham, Pettswood, West Dulwich, BR(E) Harringay West, Stratford, BR(SC) Bellshill; **SR Targets** New Beckenham, Reedham, West Worthing, Worthing Central; **LT 'Bullseye' Bronze Framed Station Sign** Baker Street; **Enamel Station Name** Southern Railway Portchester; **Clocks** L&NWR 12" 1364, SR 10718 (Southampton Central), SR 8" 10108 (Deptford Wharfe Station), SE&CR 12" 1634 (Electrical Repair Shops, Slade Green), GER 8" 2096 (Whitmoor Goods Office); **Shedplates** 14A, 21D, 50B, 52A, 55H, 70B, 72A, 71B, 81D, 83D, 86F; **Depot Plaque** Toton (small pattern ex 58032); **Signalbox Boards** BR(S) Bramley, LB&SCR West Croydon South; **Signalbox Diagrams** inc BR(S) Sidmouth Junction (1961); **Handlamps** inc GNR, GCR, MR, L&SWR, K&ESR; **Other Items** 'O' Gauge Electric inc GWR 0-4-2T, 2-6-2 Prairie Tank, LMS 0-4-4T, LNER A4 4-6-2 Silver Fox, LNER A3 Flying Scotsman (twin tenders), Rolling Stock; Shipping Items inc HMS Warspite/Fearless Wooden Honours Board Headers, HMS Hood and HMS Rodney Items; HMS Thetis Memorial Ships Bell; SR/BR(S) Merchant Navy Class Naming Brochures; Bus Items; Posters; Carriage Prints; Silverplate; Photos; Negatives; Slides; Advertising Enamels etc.

Please Note: No Buyer's Premium on any single item realising £5000 + or as annotated in the auction catalogue.

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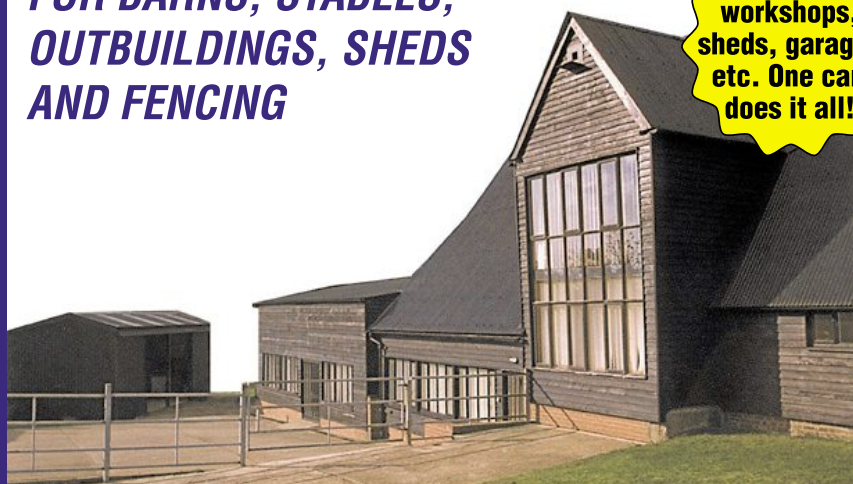
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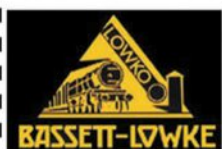
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The Ffestiniog Railway's England 0-4-OSTT Palmerston and two coaches gave free rides along temporary track at the Liverpool Waterfront Festival, alongside steam tugs Daniel Adamson of 1903 and Kerne of 1912; diesel tug Brocklebank of 1964, plus various traction engines and steam lorries. TERRY EYRES

BRIAN SHARPE'S FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre

Narrow gauge, ¼ mile.

Arundel, West Sussex.

Tel: 01798 831370.

Running: Wed-Sun.

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, 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: Daily except Jun 9, 10, 16, 17, 23.

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, 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-Thurs + Jun 23.

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, Weds + Jun 16, 28.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine. Bitton, Bristol.

Tel: 0117 932 7296.

Running: W/Es + Weds except Jun 3.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine. Bodmin, Cornwall. Tel: 01208 736666.

Engines: 60163, 4612, 30587.

Running: Daily.

Dartmoor Railway

Standard gauge, seven miles. Okehampton, Devon.

Tel: 01837 55164.

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.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Engines: 46447, 5637.

Running: W/Es + May 29, 31.

Gartell Light Railway

Narrow gauge, ½ mile. Common Lane, Yenston, Templecombe, Somerset

BA8 0NB. Tel: 01963 370752

www.newglr.weebly.com

Running: June 25.

Helston Railway

Standard gauge. Helston, Cornwall.

Tel: 07875 481380.

Running: Thurs, Suns.

Lynton & Barnstaple Railway

Narrow gauge, one mile. Woody Bay, north Devon. Tel: 01598 763487.

Running: Daily.

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, ½ mile,

Midsomer Norton station, Silver Street

BA3 2EY.

Tel: 01761 411221 (Sun, Mon).

Open Sun, Mon.

Running: Jun 17, 18.

South Devon Railway

Standard gauge, seven miles, footplate experience, wine and dine. Buckfastleigh,

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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UP & RUNNING

Devon. Tel: 01364 644370.

Engines: 3205, 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.

West Somerset Railway

Standard gauge, 20 miles, footplate experience, wine and dine.

Minehead, Somerset TA24 5BG.

Tel: 01643 704996.

Engines: 44422, 53808, 53809, 6960, 7822.

Running: Daily.

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: W/Es.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Running: Jun 18.

Mangapps Railway

Standard gauge, one mile.

near Burnham-on-Crouch, Essex.

Tel: 01621 784898.

Running: W/Es.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.

Tel: 01362 690633. Engines: 9466, 60009.

Running: W/Es except Jun 3, Weds + Jun 23, 29.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.

Brockford, Suffolk.

Running: Suns.

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience. Wansford, Peterborough, Cambs.

Tel: 01780 784444. Engines: 34081, 46100.

Running: W/Es + Weds.

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.

96 Heritagerrailway.co.uk



Peckett 0-4-0ST No. 2111 of 1949 Lytham St Annes returned to service after 19 years at the Midland Railway - Butterley's vintage weekend and is seen leaving Butterley station. ALAN WEAVER

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.

Open: Tues - Thurs.

Running: Suns + Jun 3.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles. Chinnor, Oxon.

Tel: 01844 353535. Engine: 6412.

Running: Suns.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067.

Running: Jun 4, 18.

Didcot Railway Centre

Standard gauge, footplate experience. Didcot, Oxon.

Tel: 01235 817200.

Engines: 93, 6023, 4144.

Open: Daily.

Running: W/Es.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200. Engine: Met 1.

Running: W/Es.

Leighton Buzzard Railway

Narrow gauge, 2¼ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Suns, Weds + Jun 3, 10.

MIDLANDS

Amerton Railway

Narrow gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: W/Es.

Apedale Valley Railway

Narrow gauge, ½ mile. Apedale,

Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: W/Es.

Barrow Hill Roundhouse

Standard gauge, ¼ mile. Chesterfield, Derbyshire. Tel: 01246 472450.

Open: September.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754

Running: W/Es + Weds.

Chasewater Railway

Standard gauge, two miles. Walsall,

West Midlands. Tel: 01543 452623.

Running: W/Es except Jun 17, 18.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine. Cheddleton, Staffs.

Tel: 01538 750755. Engines: 6046, 5197.

Running: W/Es, Weds + Jun 23.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate experience, wine and dine.

Norchard, Lydney, Glos.

Tel: 01594 845840. Engine: 5541.

Running: W/Es + Weds.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076. Engine: 47406.

Running: W/Es, Tues, Thurs + Jun 16.

Evesham Vale Railway

Narrow gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Suns + Jun 10.

Gloucestershire Warwickshire Railway

Standard gauge, 12 miles, footplate experience. Toddington, Glos.

Tel: 01242 621405.

Engines: 2807, 4270, 35006, 7903.

Running: W/Es, 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, Weds + Jun 16.

Great Central Railway Nottingham

Standard gauge, four miles.

Ruddington, Notts.

Tel: 0115 940 570. Engine: 8274

Running: W/Es.

Midland Railway - Butterley

Standard gauge, 3½ miles,

footplate experience, wine and dine.

Ripley, Derbyshire.

Tel: 01773 570140. Engine: 5619.

Running: W/Es.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants. Tel: 01604 820327.

Running: Suns.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire. Tel: 01629 580381.

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Running: W/Es + Weds.

Perrygrove Railway

Narrow gauge, B4228, Coleford, Glos.

Tel: 01594 834991.

Running: W/Es.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Tues, Thur, Sun.

Running: Jun 18.

Rudyard Lake Railway

Narrow gauge, 1½ miles.

Leek, Staffs. Tel: 01995 672280.

Running: Fri-Sun.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es. Running: Jun 16-18.

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.

Telford Steam Railway

Standard gauge, one mile, footplate experience. Telford, Shropshire.

Email: sec@telfordsteamrailway.co.uk

Tel: 01952 503880.

Running: Suns.

01768 342309.

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.

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.

British Steel Steelworks, Scunthorpe.

Tel: 01652 657053.

Running: Jun 3, 10, 24.

Bowes Railway

Standard gauge, one mile.

Springwell, Tyne & Wear.

Tel: 01914 161847.

Open: Jun 30-Jul 2.

Cleethorpes Coast Light Railway

Narrow gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: Daily.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,

Laythorpe, York.

Tel: 01904 489966.

Running: Suns.

Elsacar Railway

Standard gauge, one mile. Footplate

experience.

Elsacar, 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.

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.

Kirklees Light Railway

Narrow gauge, four miles. Huddersfield,

West Yorks. Tel: 01484 865727.

Running: W/Es.

Lincolnshire Coast Light Railway

Narrow gauge, ½ mile.

Water Leisure Park, Walls Lane, Skegness, Lincolnshire.

Running: Jun 10.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: Jun 11, 18, 24, 25.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Engine: 1310.

Running: W/Es.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106

Running: W/Es.

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.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns + Jun 17.

Weardale Railway

Standard gauge, five miles.

Stanhope, Bishop Auckland, Co Durham.

Tel: 01388 526203.

Running: W/Es.

Wensleydale Railway

Standard gauge, 22 miles. Leeming Bar,

North Yorkshire. Tel: 0845 450 5474.

Engine: 69023.

Running: W/Es, Tues, Weds.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate

experience. Bury, Lancs.

Tel: 01617 647790.

Engines: 13065, 52322, 34092.

Running: Wed-Sun.

Eden Valley Railway

Standard gauge, two miles.

Warcop, off A66, Cumbria CA16 6PR

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NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.

Lionheart station, Alnwick,

Northumberland.

Running: Suns.

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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 765155.

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.



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WALES

Bala Lake Railway

Narrow gauge, 4½ miles. Llanuwchllyn, Gwynedd. Tel: 01678 540666.

Running: W/Es + Tues-Thurs.

Barry Tourist Railway

Standard gauge, two miles. Barry Island, Glamorgan. Tel: 01446 748816.

Running: Jun 11.

Brecon Mountain Railway

Narrow gauge, 3½ miles. Merthyr Tydfil, Glamorgan. Tel: 01685 722988.

Running: Daily.

Cambrian Heritage Railways

Standard gauge, ¾ mile. Llyncllys station & Oswestry station (museum open Tues-Sun). Tel: 01691 728131.

Running: W/Es (Llyncllys), Suns + Jun 10 (Oswestry).

Corris Railway

Narrow gauge, ¾ mile. Corris, Machynlleth. Tel: 01654 761303.

Running: Suns.

Fairbourne Railway

Narrow gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: W/Es, Tues-Thurs.

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: W/Es, Tues-Thurs except Jun 17.

Llanberis Lake Railway

Narrow gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Daily.

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.

Rhyl Miniature Railway

Narrow gauge. Rhyl, North Wales.

Running: W/Es.

Snowdon Mountain Railway

Narrow gauge, 4½ miles. Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily.

Talylyn 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 + 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+ Tues-Thurs.

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Running: W/Es+ Tues-Thurs.

SCOTLAND

Almond Valley Railway

Narrow gauge, ¼ mile. Livingston, West Lothian. Tel: 01506 414957.

Running: W/Es + 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: Suns.

Keith & Dufftown Railway

Standard gauge, 11 miles. Dufftown, Banffshire.

Running: W/Es.

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: Suns from Jun 25.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725. Engines: 828, 46512.

Running: Wed-Sun.

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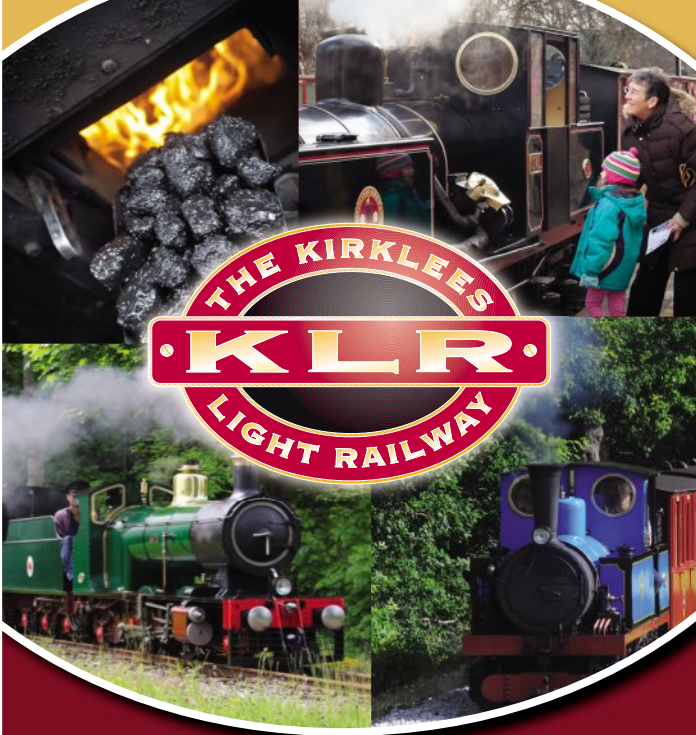
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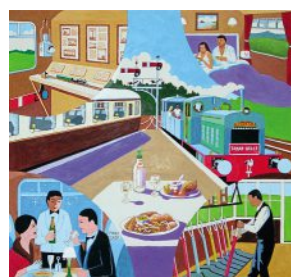
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Next, there is a visit to the Gloucester to Hereford line before covering the Gloucester to Stroud and Chalford push-pull (in some detail), Kemble, Trowbridge and Westbury (1962), Bristol, Swindon Works and the famous Crumlin Viaduct (1963).

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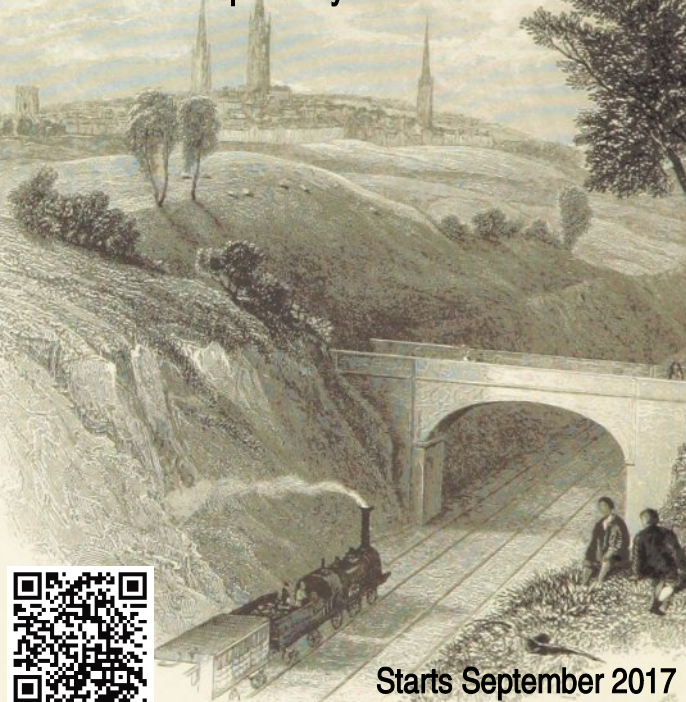
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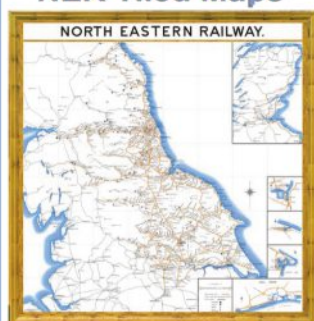
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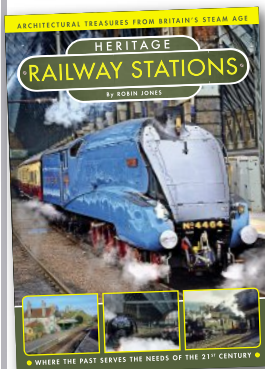
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THE MONTH AHEAD



Visiting for the Nene Valley Railway Small Engines Gala on May 13/14 was LMS 3F 'Jinty' 0-6-0T No. 47406, which was used for a 30742 Charters photo charter goods train on May 12. MARTIN CREESE

The summer season approaches

As the heritage lines get busier with warmer weather and longer days, the number of major enthusiasts' events tends to decrease somewhat, but there are still anniversaries to celebrate.

The Nene Valley Railway celebrates 40 years of operation with a star visitor in the shape of LMS 4-6-0 No. 46100 *Royal Scot* on the first weekend of June. The Mid-Norfolk Railway

traditionally holds its main steam gala in midsummer and this year's event will feature LNER A4 Pacific No. 60009 *Union of South Africa* and the Churnet Valley's USATC S160 2-8-0 No. 6046.

Another traditional midsummer event is the open weekend at Tyseley, which will star not only three Castles reunited for many years, but a substantially-complete GWR Grange 4-6-0, something not seen at Tyseley

since 1965.

Many of the narrow gauge and miniature lines are also holding their gala weekends in June before the school holidays, and there are a variety of modern traction events and wartime weekends to enjoy at various venues.

Heritage Railway will be covering all these and other events over the coming month.

SPECIAL EVENTS

June

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

3 Bodmin & Wenford Railway: Beattie Well Tank Day

3/4: East Lancashire Railway: Small Engines Weekend

3/4: Llangollen Railway: Heritage Railcar Gala ■

3/4: Royal Deeside Railway: Victorian Weekend

9-11: North Norfolk Railway: Diesel Gala ■

9-11: West Somerset Railway: Diesel Gala ■

10: Statfold Barn Railway: Steam Gala

10/11: Amberley Museum: Midsummer Steam

10/11: Kirklees Light Railway: Day Out with Thomas ■

10/11: Mid Hants Railway: War on the Line

10/11: Moors Valley Railway: Grand Steam Gala

10/11: Nene Valley Railway: Thomas Branch Line Weekend ■

10/11: Stapleford Miniature Railway: Operating Weekend

16-18: Great Central Railway: The Model Event 2017

17/18: Bodmin & Wenford Railway: Heritage Transport Festival

17/18: Keith & Dufftown Railway: 1940s Weekend

17/18: Midland Railway – Butterley: Summer Diesel Gala ■

17/18: Tanfield Railway: Legends of Industry

23-25: Mid-Norfolk Railway: Summer Steam Gala ■

An intensive timetable will be operated using a variety of steam locomotives, including our summer season visitors; LNER A4 Pacific No. 60009 *Union of South Africa*, USATC S160 2-8-0 No. 6046 and WVR 0-6-0PT No. 9466.

24/25: Amerton Railway: Gala Weekend

24/25: Caledonian Railway: Days Out with Thomas ■

24/25: Churnet Valley Railway: Anything Goes

24/25: Epping Ongar Railway: Victorian Steam Weekend

24/25: North Norfolk Railway: Tracks & Trenches

24/25: Severn Valley Railway: Back to the 1940s Weekend

24/25: Tyseley Locomotive Works: Castles Open Weekend ■

No. 5080 *Defiant* is due to return home to Tyseley to star in a three-Castle line-up alongside No. 5043 *Earl of Mount Edgumbe* and No. 7029 *Clun Castle*, which is due to return to steam this year.

New-build No. 6880 *Betton Grange* is also scheduled to appear in as complete condition as possible, and line up with other GWR locomotives.

25: Great Central Railway: Quorn Swapmeet

RAILWAYANA

June

3: Great Central Railwayana, Stoneleigh Park

17: Solent Railwayana, Wickham

24: Transport Auctions of London, Croydon

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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, Boscombe Jct-Bodmin, Eggesford-South Molton Road, Mablethorpe-Sutton on Sea, Scotsgap-Rothbury, Wisbech-Emmeth. **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), Hollyrood (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 HR 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-ang Illuminated Advert.

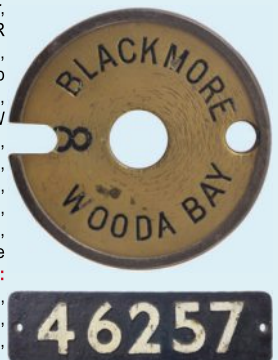


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