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THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 230

June 30 -

July 27, 2017

**'Real' trains now running from
SWANAGE TO WAREHAM**

**LOTTERY GIVES
£954,000
TO RESTORE J21**



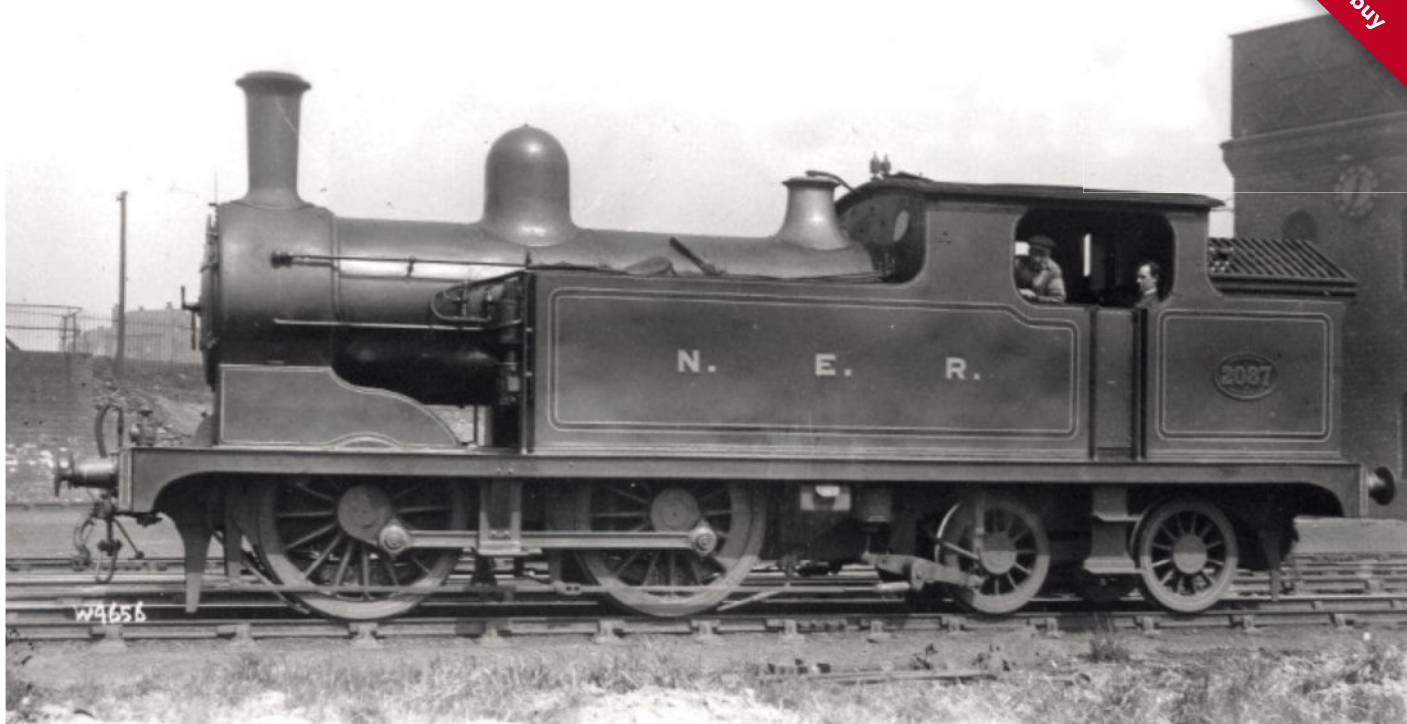
**NENE VALLEY RAILWAY
40TH ANNIVERSARY**

UNION OF SOUTH AFRICA IS BACK

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- British Empire Medal for SRPS volunteer of over 40 years

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Swanage Railway-based BR Standard 4MT 2-6-4T No. 80104 is spending 2017 renumbered as No. 80146, which, on June 18, 1967, headed the final steam-hauled passenger train on the branch. Marking 50 years since the end of Southern Region steam, it is seen on Sunday, June 18, at Corfe Castle alongside West Coast Railways' Class 37 No. 37518, which has been topping and tailing the Purbeck line's ground-breaking public services to Wareham, which began on June 13. ANDREW PM WRIGHT

Turning the clock back to the future

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It is certainly ironic that in the same year that we are holding many excellent events to mark the 50th anniversary of the end of steam traction on the Southern Region, one of its most picturesque seaside branches has been reopened throughout for regular passenger traffic, albeit operated in the first instance by diesels.

Full credit must go to two or more generations of Swanage Railway revivalists, who started out by running short industrial diesel-hauled trips over a few hundred yards of relaid track, and now have every inch of the 10-mile LSWR branch in their hands.

The services are being run on behalf of the Purbeck line by 'Jacobite' operator West Coast Railways, which successfully launched the North Norfolk Railway's main line diners to Cromer last summer.

The 'normal' scheduled services now running between Swanage and Wareham are, in the first instance, part of a two-year grant-funded trial. However, there will be many watching to see how it all pans out. Will more local people use the train to travel, and link in with main line connections at Wareham? Will the services bring in more tourists? How much will it benefit the local economy? Will it ease traffic congestion on local roads?

Regarding the last aspect, the Swanage Railway is a past master, for the opening of its Norden park-and-ride station back in the Nineties performed a mini transport revolution on the Isle of Purbeck, which has the disadvantage of being crossed by only one main road, the A351.

Visitors to both the beach at Swanage and Corfe Castle found that it was far easier to park up and take a steam train than drive round and round at peak periods looking for somewhere to park. Beeching saw that mass car ownership would render many branch lines

unprofitable, but he never foresaw the day when the same branch lines could work wonders to alleviate a worsening situation. If the numbers from the Swanage-Wareham stack up, that would do much to pave the way for similar rail reopenings.

To my mind, relinking the South Devon Railway at Buckfastleigh to the Dartmoor stannary town of Ashburton would be an excellent place to start. There are already plans afoot to link Tenterden and the Kent & East Sussex Railway to the main line at Robertsbridge, and I believe that a short westwards extension of the North Norfolk Railway from its Holt terminus at Kelling Heath into the vibrant town of Holt itself would also bring multiple benefits all round. A regular main line service running on to the West Somerset Railway, even if it meant changing trains at Bishops Lydeard, could be a phenomenal boost to the local economy, especially at a time when foreign holidays are costing more and we don't know what Brexit holds in store for us. And just look at what the Bluebell Railway's northern extension has done for East Grinstead.

Anyone who has visited Hunstanton on even a dull summer day will be aware of the notorious tailbacks of several slow-moving miles along the A149 to King's Lynn, so the new group campaigning for the rebuilding of the railway between both towns is guaranteed of my full support, and no doubt that of many other visitors to this part of Norfolk.

Such ventures should not be required to pay their way down to the last penny, but should be considered by the powers that be in the context of the far wider picture.

Swanage and its enlightened financial backers are now blazing a trail for others to follow. Here is a big chance for revived railways to show just what they can offer.

Robin Jones Editor

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Fifty years after the end of Southern steam, passenger services are running again over the entire length of one of the fabled seaside branch lines that served the south coast, writes Robin Jones.

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The North Bay Miniature Railway is gaining a reputation for new-build locomotive construction. Mark Smithers summarises progress on the latest projects.

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The last weeks of Southern steam

No other main line in Britain went from steam to modern traction overnight. Don Benn recounts the incredible locomotive performances recorded on the Waterloo – Bournemouth line in the days leading up to the sudden end of Southern steam.

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'Real' services return to LSWR Swanage branch after 45 years

By Robin Jones

FOR the first time since their withdrawal on January 1, 1972, 'ordinary' public services – as opposed to heritage, tourist or special charter trains – are now running over the entire length of the LSWR Swanage branch.

Operated by West Coast Railways and, for this season, topped and tailed by diesels, the trains are part of a grant-funded two-year trial, and are running over paths between Swanage Railway heritage services.

The initial take-up of seats on the trains in the first week has been encouraging, according to Swanage Railway director Mark Wooley.

The 10.23am from Swanage on

Tuesday, June 13, was the historic first train to Wareham.

History repeated itself as Purbeck Community Rail Partnership chairman Coun Bill Trite again sounded the brass horn, which was first used in May 1885 to send off the first train from Swanage.

Travelling on the first passenger service train over the 10-mile branch were Swanage Railway pioneers, volunteers and staff, who worked across two generations to rebuild the branch, which escaped the Beeching Axe that fell on so many other Southern lines to nearby south coast resorts, only to be closed for reasons that still remain largely obscure and debatable.

Mark said: "We have been delighted with the publicity generated by the

relaunch of the a timetabled Swanage – Wareham service and the passenger numbers and fares taken in the first week of operation are encouraging.

As good as full

"We are, of course, closely monitoring the take up and are carrying out customer surveys as a part of our marketing strategy.

"For example, on Thursday, June 15, the first train was as good as full with up to 50 passengers waiting for tickets by 10.30am.

"On the last train of the day a gentleman got off the previous South West Trains main line service down train, and purchased a ticket to Harman's Cross having flown in from Hamburg!

"Trains over the last weekend were similarly busy. Our trailer ticket office at Wareham station is also attracting a lot of interest, with many people taking timetables away. So far so good!

"We are very happy with West Coast and our operating staff are working well with them.

"The Swanage Railway Company is providing a conductor driver and conductor guard on all trains, which is enabling valuable on-the-job training to take place. This will stand us in very good stead as we look towards next year's services, which will be directly operated by us."

➔ **News Focus Special feature:**
The Sunny South smiles again – see pages 50-53.

Rushden goods shed saved

RUSHDEN Historical Transport Society has successfully completed its long-running talks to buy Rushden goods shed from Northamptonshire County Council.

The shed played a vital role in the socio-economic development of Rushden at the end of the 19th century, allowing the town to expand through the boot and shoe industry and the building is seen as one of the largest and finest in the area and a key part of the heritage.

The society intends to develop the site and building as a heritage community hub for local people.

Through trains to Mountsorrel

THE Great Central Railway will be running its first through trains to the Mountsorrel branch on July 22-23.

The weekend will see the GCR offer a choice of destinations for travellers for the very first time.

Trains have run on the branch before, from the new heritage centre, but they have always stopped short of connection to the main line at Swithland.

The 'through trains' will mean passengers can join at Quorn or Rothley stations and go direct to Mountsorrel.

Lottery gives £954K to restore J21

By Robin Jones

THE Locomotive Conservation and Learning Trust, which seeks to restore 1889-built NER J21 0-6-0 No. 65033 to steam over the line it used to work, has been awarded £954,900 by the Heritage Lottery Fund, it was announced on June 19.

The award will also be used to develop a heritage and interpretation centre within a currently derelict 1902-built 50ft stores van and on the enclosed platform area at the Stainmore Railway's Kirkby Stephen East station.

Trust chairman Toby Watkins said: "This is fantastic news for the Trust, our partners the Stainmore Railway Company and for the town of Kirkby Stephen. This superb investment by the HLF will transform the centre within an Edwardian railway stores van and on the enclosed platform area at the Stainmore Railway's Kirkby Stephen East station into a leading Cumbrian tourist

attraction and it will be a tremendous boost for the town".

The award marks the culmination of a two-year development phase the HLF granted £38,500 towards in order to properly assess the cost of restoring the locomotive and the interpretation vehicle, professionally design a range of exhibits that will appeal to a wide spectrum of the public and to identify the associated needs of the public, local schools and bodies. The grant will also fund two part-time jobs.

Flagship locomotive

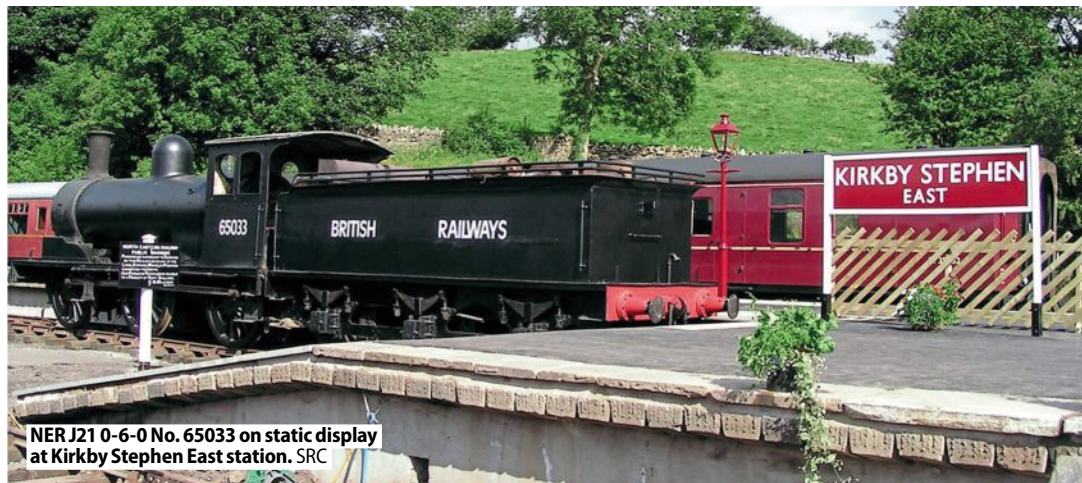
When restored, No. 65033, the last survivor of a 201-strong class once commonplace in the North East, and used to run over the trans-Pennine Stainmore route, will become the heritage venue's flagship locomotive.

Stainmore chairman Dr Mike Thompson said: "This award represents a huge vote of confidence by the HLF in the team of volunteers at KSE who have

made tremendous progress since taking over the abandoned railway 20 years ago. It enables us to now accelerate our plans to develop our project as a centre of NER excellence"

No. 65033 was twice withdrawn from service, in 1939 and 1962, and was eventually saved in June 1968, four days before it was due to be removed for scrap. It hauled King George VI to Kirkby Stephen and, on December 1942, took Winston Churchill on his visit to the Battle School at Barnard Castle. It last steamed at Beamish Museum in 1983.

Nathan Lee, Head of HLF North West said: "This is excellent news for this volunteer-run organisation, who together provide one of the most popular tourist attractions in Cumbria. Bringing this fascinating little engine back into use will offer new exhibits that will explore 200 years of rail in the region and an action-packed programme of events will be on offer for families, schools, Scout groups and volunteers."



NER J21 0-6-0 No. 65033 on static display at Kirkby Stephen East station. SRC



Visiting Hawthorn Leslie 0-6-0ST *Linda* from the Ribble Steam Railway and RSH 0-6-0ST No. 62 from the Spa Valley Railway at Terrace Junction with a coal train during the Tanfield Railway Legends of Industry gala on June 16. KARL HEATH

Repton set to boost NYMR fleet by peak season

THE NORTH Yorkshire Moors Railway has been managing to maintain most of its steam services since the start of the season using just four home-based engines – ‘Black Five’ No. 44806, BR Standard MT4s Nos. 76079 and 80136 and B1 No. 61264 – because the service normally requires three locomotives, allowing the fourth to be stopped for its 28-day washout and exams.

The peak season is getting closer, with four steam locomotives needed daily, so it was with considerable relief that the overhauled boiler’s official hydraulic test was passed at the first attempt on Friday, June 16.

Installation of the grate and other fittings was carried out rapidly and by the end of the next day the boiler had a fire in it and had reached boiling point. The safety valves were fitted on the morning of June 19 and by the end of the day the pressure

had been raised to 50psi, with the intention of gradually increasing it over the following days, after which the fire would be dropped and the boiler washed out in readiness for lifting into the awaiting frames.

Refitting of the boiler to the frames and final reassembly is expected to be relatively quick because most of the associated fittings are mounted on the frames rather than the boiler itself and so have already been fitted.

Fifth engine

Repton should be ready to join the fleet in time for the peak season, giving the NYMR a fifth engine, allowing the status quo of a single engine under examination/repair at any one time. If NELPG’s Q6 No. 63395 can be reassembled and tested in time after the return of its retired driving wheels, it will provide further relief.

The NYMR is set to become a more varied railway in livery terms over the coming months.

Repton is having its BR green exchanged for mid-1930s SR Maunsell olive green, while the under-overhaul ‘Black Five’ No. 5428 *Eric Treacy* is in the process of receiving the fully lined-out late 1930s LMS livery it received when it was shopped by builders Armstrong Whitworth & Co. at Newcastle. It will not, however, be receiving the polished wheel tyres it was built with, as a concession to practicality.

Under-overhaul Maunsell S15 4-6-0 No. 825 will be the next engine to re-enter traffic in pre-BR livery, also in olive green.

However, J27 No. 65894 and West Country No. 34101 *Hartland* will be in BR black and green respectively.

→ *Repton* set for Severn Valley appearance: see page 21.

New Great Glen railway ‘to be built in two weeks’

A 74-mile railway is being laid through Scotland’s Great Glen in a bid to smash a world record.

However, the railway is OO gauge and comprises recyclable plastic track.

Producer Love Productions, the same company that made the Great British Bake Off, has appealed to local people to help build the line, which will feature in a new show called *The Biggest Little Railway in the World*.

Volunteers will be divided into five groups and live in campsites as they assemble the track. Filming began on June 20 and the railway from Fort William is scheduled to be built in two weeks, reaching Inverness Castle on June 1.

Producer Charlotte Armstrong said: “Each group will be laying sections of the track and they will live in campsites along the route – very much like the workers did when the Victorian railways were being built.

“It’s massively ambitious. We want to bring together Britain’s model railway enthusiasts and all the different skills they have, but also local volunteers, engineers and people with experience in construction.”

The current world record of a model railway, nearly eight miles, was set in Hamburg six years ago.



The plaque in memory of LNER Chief Mechanical Engineer Sir Nigel Gresley. GRESLEY SOCIETY

Plaque honours Gresley’s birthplace

JUNE 19 saw a plaque dedicated to the memory of *Flying Scotsman* and *Mallard* designer Sir Herbert Nigel Gresley unveiled on the house where he was born, 32 Dublin Street in Edinburgh.

The bronze plaque, produced by Historic Scotland in conjunction with the Gresley Society, was unveiled on his 141st birthday by Bill Reeve FIMechE, director of rail at Transport Scotland.

Society president John Cameron said: “It is a reminder of the close connection Sir Nigel had with Scotland throughout his working life. I hope the plaque will act as a memorial to his achievements and the quality of British engineering for many years to come.”

Gresley was born in 1876 in the Scottish capital only because his mother had gone there to see a gynaecologist. The family home was at Netherseal in Derbyshire, where he grew up.

GCR bridge needs extra £100K for water problem

THE Great Central Railway has launched an appeal to raise another £100,000 to fund its bridge over the Midland Main Line at Loughborough after the discovery of unexpected problems below ground.

Contractors have begun work to drive concrete piles that will support the abutments into the ground.

However, the piling machine has encountered water, which was not revealed in test drillings that took ground samples around the site of

the northern and southern bridge abutments in January 2014.

The piling machine currently on site needs to be switched for a much larger one that can tackle the water. Larger piles will also be needed.

The GCR has appealed to its supporters and to the general public for donations towards this unforeseen extra cost.

Donations may be made online at www.gcrailway.co.uk/unify

The bridge will link the GCR to its



The work in progress to install piles for the new bridge at Loughborough, as seen on June 17. ROBIN JONES

northern counterpart, the Great Central Railway (Nottingham), creating a unique 18-mile heritage trunk route.

Vale of Rheidol tanks turn back the clock

THE Vale of Rheidol Railway's 2-6-2Ts are undergoing cosmetic changes to restore them to their original GWR appearance.

The air pumps used for braking will be moved to a concealed position within a modified side tank. When the line was sold by BR to the Brecon Mountain Railway in 1989, it was decided to convert the trio, all built with vacuum brakes, to air braking as a cost-saving exercise.

The bufferbeam infills have been replaced, the chimney caps returned to their correct proportions and the cab handrails moved to their original position within the cab doorway.

The modifications have all been designed in-house by the 2ft-gauge line's engineering team. The project began as part of No. 7 *Owain Glyndwr's* restoration, and the opportunity was taken to apply the modifications to No. 8 *Llywelyn* when it underwent its 10-yearly overhaul. No. 1213 *Prince of Wales* will be similarly treated when it is overhauled.

Bideford returns to Eastleigh

BULLEID West Country light Pacific No. 34019 *Bideford* will be making a comeback to Eastleigh on July 15-16 to mark the 50th anniversary of the end of Southern Region steam.

However, it will not be arriving by rail, or visiting the famous railway workshops around which the town grew, but on a low loader minus its tender, and will be displayed in the main shopping precinct at the north end of the town centre.

Bideford will be the identity assumed by sister No. 34007 *Wadebridge* from the Mid Hants Railway for the town's weekend-long Celebration of Steam event.

The locomotive will be the centre of a host of family events, including a themed market.



Royal train: Princess Anne prepares for her Mail Rail journey 70ft beneath the streets of London on June 13, accompanied by the Postal Museum and Mail Rail's head of collections Chris Taft. POSTAL MUSEUM AND MAIL RAIL

Royal approval for major London rail revival project

By Geoff Courtney

THE UK's newest, and one of its most innovative ever, railway restoration projects received royal approval on June 13 when Princess Anne unexpectedly rode its tracks, to the delight of everyone connected with the £26-million scheme.

The princess was at the Royal Mail's Mount Pleasant centre in Clerkenwell, near King's Cross station, to open a new postal museum and launch Mail Rail, which from July 28 will provide visitors with the unique experience of travelling 70ft beneath the streets of the capital on a railway that operated for 76 years but was virtually unknown to members of the public.

As the date of her visit approached it was thought that safety concerns would prevent the princess either riding on the unfinished railway or even viewing it. However, those fears were dispelled shortly before June 13, with a Mail Rail spokeswoman explaining that 'procedures were put in place to enable it to happen.'

Thus, after formally unveiling a

plaque at the museum recording its opening by the Queen's daughter, she walked across the road to Mail Rail and descended to a former maintenance and repair depot that is in the final stage of being transformed into an exhibition and hospitality centre as well as the embarkation point for the public rides.

There she viewed the various displays, including one featuring the travelling post office, afterwards she embarked on the Mail Rail ride in one of the battery-powered trains that have been specifically designed and built for the project.

Ambitious project

This royal train journey was the culmination of an ambitious four-year project that has at times been challenging. Turning the world's first driverless electric railway built purely for commercial, non-passenger use into a public attraction has tested a number of designers and engineers. It may not have been Crossrail, but neither has it been a simple case of re-laying track on an old trackbed in the open air.

Mail Rail had as its origins the 2ft-gauge Post Office Underground Railway, which 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. Its existence was virtually unknown to residents and visitors, leading it to being dubbed 'London's secret railway'.

It ran for 6½ miles, stopping en route at eight stations that were served by central London sorting offices. Its end came in 2003, beaten by the unstoppable march of road transport, but instead of being sealed up, the network of tunnels, infrastructure and rolling stock was mothballed and a small maintenance team retained.

In 2013 the £26-million project to reopen part of the line for public rides, and the construction of a major postal museum was announced, with an expected opening date of the railway in 2019, but such was the pace of fund-raising and general enthusiasm for the scheme, this was brought forward to this year.

The ride starts and finishes in the rebuilt maintenance and repair depot beneath the Mount Pleasant site, runs for nearly a mile, and includes a stop at Mount Pleasant station for passengers to view an audio visual display that gives an insight into how the railway kept the post moving for 22 hours a day.

Adrian Steel, director of the Postal Museum and Mail Rail, said that both Mail Rail and the museum would open to the public on July 28. 'The immersive ride through Mail Rail's original tunnels and the museum offer something for everyone, and we want our visitors to discover our stories through interactive digital and physical displays.'

He said that on its opening in 1927, the Post Office Underground Railway was an 'unprecedented engineering marvel' and was a testament to the innovation and dedication of Royal Mail.



Travel this way: The travelling post office display in the refurbished former Post Office Underground Railway maintenance and repair depot is explained to Princess Anne by Postal Museum and Mail Rail director Adrian Steel during her visit on June 13. It is in the depot that the public will access trains for a ride through the Mail Rail tunnels from July 28. POSTAL MUSEUM AND MAIL RAIL

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Hero steam driver's George Cross may topple world railwayana record

EXCLUSIVE

By Geoff Courtney

THE world record realisation for a railwayana auction may be under threat on September 2 when a George Cross awarded in 1965 to the driver of a Britannia Pacific for heroism is to go under the hammer.

Interest in the medal is bound to be high, among not only those railwayana collectors whose pockets are deep enough to seriously consider a bid, but also within the heritage movement as a whole, which always takes interest in an item of such significance, and also medal collectors.

Currently the record for a George Cross – the second highest award in the honours system, behind the Victoria Cross – is an astonishing £260,000 achieved in July 2015, although this did also include four other medals, documents and photographs.

The record hammer price for a GC on its own is £120,000, and while Great Central Railwayana, which will be selling the medal, is not anticipating such a realisation, there is a quiet belief among experts that the railwayana record of £60,000, for nameplate *Golden Fleece* from A4 No. 60030 achieved at Sheffield in 2004, may be eclipsed.

The medal was awarded posthumously to Wallace 'Wally' Oakes after an incident on the footplate of Britannia No. 70051 *Firth of Forth* on the West Coast Main Line at Winsford, seven miles north of Crewe, on June 5, 1965.

Wally, who was 33 and had joined the LMS in 1947 as a cleaner, was driving

the Standard Pacific on the 10.42am Euston-Carlisle express, which he and his fireman Gwilym Roberts had taken over at Crewe, when the fire blew back from the smokebox as it entered Winsford station at about 55mph, filling the cab with smoke and flames.

Roberts managed to climb out of the cab, but Wally remained on the footplate to close the regulator, open the blower valve and apply the brakes, bringing the train to a halt and so averting the possibility of a major accident.

Only then did he fall off the footplate, and Roberts, who had clung on to the loco when he realised Oakes had applied to brakes, found him on the embankment with his clothes burnt off and suffering 80% burns but still alive. Although badly burned himself, the fireman telephoned a signalman to raise the alarm and the southbound 'Royal Scot' was stopped to pick up the two stricken men. Sadly, Wally died a week later.

Devotion to duty

The heroic driver was posthumously awarded the George Cross in October 1965, and the Carnegie Hero Trust bronze medal the following year, and was again honoured in February 1981 when Class 86 electric locomotive No. 86260 (formerly E3144) was named *Driver Wallace Oakes G.C.*

In addition, a memorial plaque in offices above platform 12 at Crewe station, paid for by colleagues at Crewe shed, records the incident and praises his "devotion to duty."

In the citation announcing the

awarding of the George Cross, the Central Chancery of the Orders of Knighthood said: "Mr Oakes must have been aware that to remain at the controls of the locomotive was a grave risk to his own life. Nevertheless, he applied the brakes fully and took all the measures he could to reduce the effects of the blow-back.

"Mr Oakes' gallant action showed that his first thought was the safety of his passengers, and he thereby sacrificed his life, for he died a week later. He set an outstanding example of devotion to duty and of public service."

The George Cross, with the Carnegie medal and a BR presentation certificate, will be auctioned as a single lot at Stoneleigh Park, Warwickshire, on September 2. The auctioneer, Mike Soden, a director of Great Central Railwayana, said: "I genuinely feel it will be an honour, not only because it is such a prestigious medal, but because of the actions of Wally Oakes on the footplate of that Britannia.

"Hero is a loosely used word these days, but that is undoubtedly what Oakes was. As the citation says, he sacrificed his life for his passengers." Wally, who left a widow Dorothy, to whom he was married for nearly nine years, is buried, poignantly in an unmarked grave, in St Matthew's Churchyard, Haslington, Cheshire, close to where he lived in Wheelock Heath.

The George Cross was instituted by King George VI in September 1940, replacing the Empire Gallantry Medal. There have been approximately 410 awards, of which seven were to railwaymen.

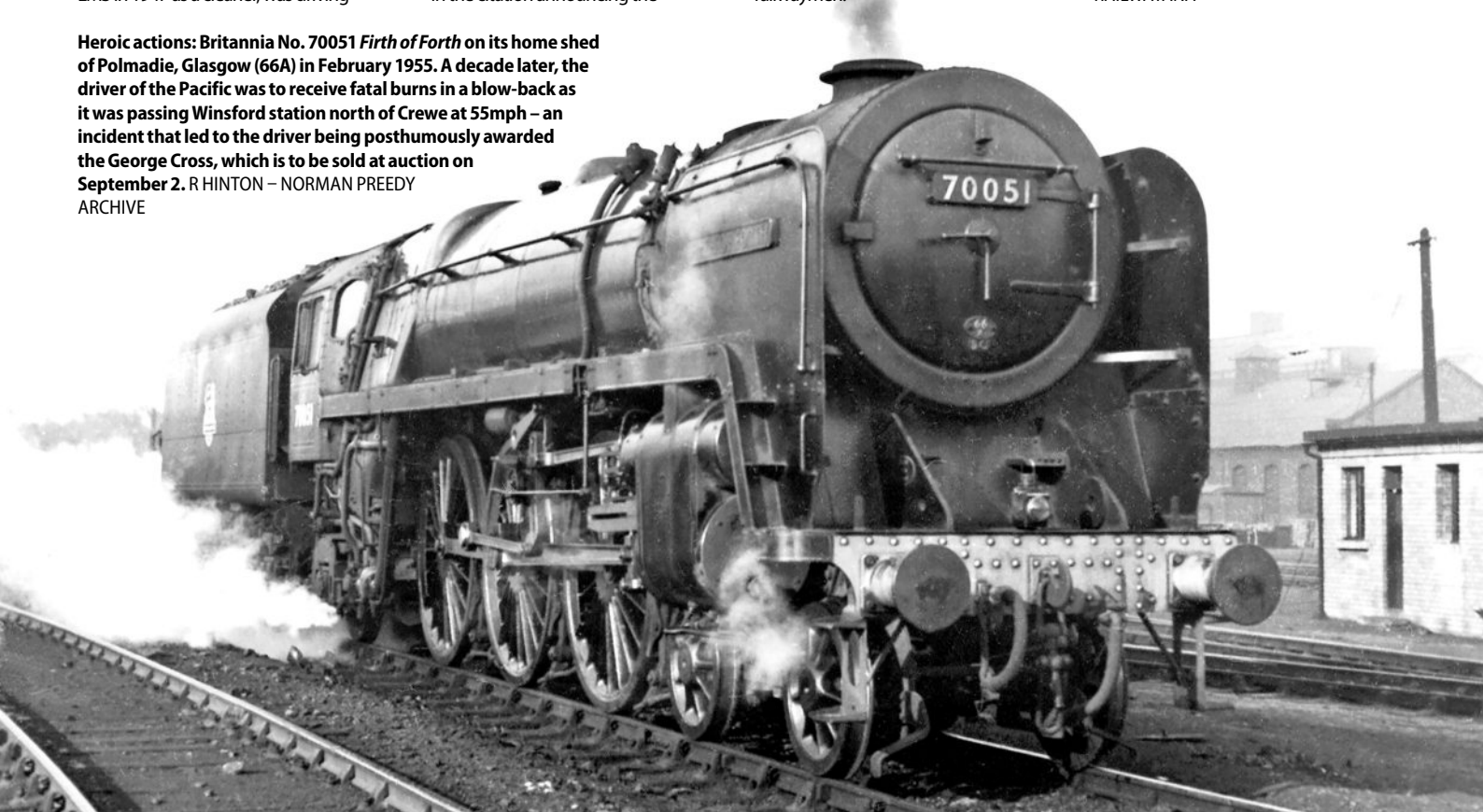


Railway hero: Wally Oakes, who was posthumously awarded the George Cross after bringing Britannia No. 70051 *Firth of Forth* to a standstill despite being enveloped in smoke and flames after a blow-back on the WCML in June 1965. Wally died from burns a week later, and the medal he was awarded is being auctioned on September 2 by Great Central Railwayana. WWW.VICTORIACROSSONLINE.CO.UK



Award for gallantry: The George Cross medal that was awarded posthumously to Wally Oakes after the former LMS railwayman had prevented a potentially catastrophic accident by bringing the Britannia Pacific he was driving to a halt despite being engulfed in smoke and flames, incurring injuries from which he died a week later. Inset: the reverse of the medal, which is going under the hammer at a railwayana auction on September 2. GREAT CENTRAL RAILWAYANA

Heroic actions: Britannia No. 70051 *Firth of Forth* on its home shed of Polmadie, Glasgow (66A) in February 1955. A decade later, the driver of the Pacific was to receive fatal burns in a blow-back as it was passing Winsford station north of Crewe at 55mph – an incident that led to the driver being posthumously awarded the George Cross, which is to be sold at auction on September 2. R HINTON – NORMAN PREEDY ARCHIVE





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Tornado sparkles in Cornish debut

By Cedric Johns and Robin Jones

AFTER eight years working trains to most parts of the country, 101mph A1 4-6-2 No. 60163 *Tornado* finally notched up a 'first' on May 29 when the 4-6-2 crossed the Royal Albert Bridge and entered Cornwall.

Heading UK Railtours 'Cornishman', the A1 had departed Paddington with 420 tons on, travelling via Reading, the Berks & Hants line and Taunton and put up an excellent performance first arriving at Reading a minute early in just under even time. Sustained running in the mid-70s and topping Whiteball at 47mph saw the train pass Cowley Bridge Junction 10 minutes to the good.

A slow run through Exeter to the water stop resulted in time being lost and *Tornado* was held for an HST to overtake at Newton Abbot. After passing Aller Junction from a standing start at 44mph, the train entered Dainton tunnel at 20mph and the A1 continued to flatten the banks through Devon and Cornwall with one more coach than would normally be permitted for a single-header.

Having crossed the Tamar, *Tornado* arrived at the terminus at Penzance 38 minutes late to a hero's welcome.

Hugely successful

The 'Cornishman's' return was diesel-hauled - it was hoped to have D1015 *Western Champion* - but as is well known the Western is currently stopped awaiting a new second Maybach engine.

In the event, the A1 ran light to Bodmin Parkway and was the centrepiece of a hugely-successful five day visit to the Bodmin & Wenford Railway.

Because of massive public demand for seats, the heritage line added an extra day, Wednesday, May 31, to the planned June 1-4 programme, which gave *Tornado* work while it would otherwise have stood idle in the Duchy for about 10 days.

The BWR ran six return six-coach trips per day from Parkway to Bodmin General behind

Tornado. Because of a tight curve on the loop at Parkway, the A1 did not run round its train, and services were instead run in top-and-tail mode with GWR 0-6-0PT No. 4612 at the Parkway end, and *Tornado* on the front facing Bodmin.

Tornado did not make any trips on the line from Bodmin General to Boscarne because of a bridge weight restriction. The General to Parkway route was checked beforehand for clearances because of concern that the tight curves might not accommodate *Tornado*, but clearances were found to be acceptable both by the heritage line's officials and those of locomotive owner The A1 Steam Locomotive Trust.

No problems

Over the five days, which covered part of the Whitsun half-term week, around 4300 journeys were made on the line - compared to 640 over the same period in 2016.

BWR spokesman Jimmy James said that *Tornado's* visit was the line's most successful event ever, and all trains ran without any problems. "It was an extraordinary success," he said.

Following its five-star triumph at Bodmin, *Tornado* returned to London light engine, working a Railway Children 'British Pullman' over the Surrey Hills route on June 13, and a second trip on June 16, before heading to Bristol to head a 'Torbay Express' from Temple Meads to Kingswear.

In July the 4-6-2 returns for two more 'Express' duties departing Bristol on the 2nd and 23rd of the month.

On Saturday, August 5, *Tornado* is booked to head Pathfinder's Eastleigh-Carmarthen trip with the 4-6-2 probably joining the train at Temple Meads.

After that the engine departs Liverpool Street to join in the Walton-on-the-Naze 150th railway celebrations. From Walton, the 4-6-2 is scheduled to make five trips to Colchester and back.

On August Bank Holiday the 28th, *Tornado* takes the A1 Locomotive Trust's 'Easterling' from King's Cross to Great Yarmouth.



Left: No. 60163 *Tornado* takes its first trip up the branch from Bodmin Parkway after arrival from Penzance, in the company of Bagnall 0-4-0ST *Judy* which had assisted in shunting the A1's support coach, on May 29.

BARRY BATEMAN

Far left: *Tornado* passes Scorrier with UK Railtours' 'Cornishman' from Paddington to Penzance on May 29.

BEN COLLIER

Below: No. 60163 heads a Bodmin & Wenford Railway train near Colesloggett.

BARRY BATEMAN



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IN BRIEF

→ **THE Gloucestershire Warwickshire Steam Railway's** shop has added to its range of OO gauge private owner wagons with two exclusive, limited edition vehicles in the distinctive livery of the local Donnington Brewery. They comprise a tank wagon and box van. The vehicles were launched during a visit to the railway by John Arkell, a member of the Arkell family, which has run the brewery since 1865.

→ AT the end of May, the North Yorkshire Moors Railway's takings were continuing to look good, being £24,000 up on budget, and more than £90,000 up on the corresponding period in 2016, with costs well under control – and this despite the railway running a reduced timetable compared to previous years, which has saved the use of one steam locomotive and all the consequent costs.

→ **THE North Yorkshire Moors Railway** has been named as a finalist in the Visit York Tourism Awards, having been nominated in the Best Large Tourist Attraction category – this coming after sharing the top award in the Welcome to Yorkshire awards last year with the National Railway Museum for the visit of *Flying Scotsman*.

→ FORMER drivers, firemen and other Guildford shed staff have been invited back to commemorate the 50th anniversary of its closure on Sunday, July 9. A car park now stands on the site of the semi roundhouse, but a plaque is to be unveiled on the pedestrian entrance next to the Farnham Road bridge.

→ **A COMMEMORATIVE stamp** souvenir is to be produced to mark the 125th anniversary of the Bridgnorth Cliff Railway this summer. The covers, produced by Buckingham Covers with the help of owners Eileen Tipping and Malvern Tipping, will be available at £10.95.

→ THE Midland Railway Trust has appointed a new full-time locomotive engineer in seasoned preservationist Gareth Winter, 49, from Nottingham. His immediate task is to oversee the return to steam of LMS 'Jinty' 0-6-0T No. 47357.



West Country 4-6-2 No. 34027 *Taw Valley* heads over Victoria Bridge with the floods 10th anniversary special on June 19. KEN FELSTEAD/SVR

Severn Valley remembers freak floods 10 years on

By Robin Jones

A SPECIAL train ran over the Severn Valley Railway to mark 10 years to the day since double freak floods decimated the northern part of the line.

The special train on Monday, June 19, used carriages from one of the UK's most luxurious trains, the 'Belmond Northern Belle', which is stabled overnight on the heritage line in-between trips, hauled by a Class 57 diesel on the outward journey from Kidderminster to Bridgnorth and by home-based Bulleid West Country light Pacific No. 34027 *Taw Valley*.

Month's rainfall

The freak thunderstorm swept along the Severn Valley at around 8pm on Tuesday, June 19, 2007, producing a whole month's rainfall in just 30 minutes and caused washouts in several places, leaving only the section between Bewdley and Kidderminster operational. As recovery efforts began, the railway was hit yet again by another torrential thunderstorm on July 20, which caused further damage.

To mark the anniversary, a new exhibition, 2007 Storm Damage – Ten Years On was launched at The Engine House Visitor Centre at Highley, featuring

a range of striking photographs of the extensive damage caused to the 16-mile line – as reported in *Heritage Railway* issue 100 – as well as the story of the storms and memories from some of those who witnessed the damage or joined the massive clean-up operation that followed.

SVR members, supporters and volunteers gathered to share memories and retell stories of the cataclysmic flooding that cause such devastating damage that the line could have been closed altogether.

Locomotive crew member Andy Sweet recalled: "During the middle of my annual SVR firing week, we arrived to the news that following the storm the previous night, local residents had reported that some trees were down across the

track and that there was possibly some damage to the track.

"Two of us were dropped off to walk the line northwards to investigate one reported problem, and we were met with such a sight, as the massive extent of the problems elsewhere along the line unfolded.

"To the local community, businesses, other railways and everybody who helped in any way with the recovery of the railway during the following nine months, I am truly grateful."

Prince Charles and Camilla

The final repair bill was £3.8 million, and the repair work was extensive, with external contractors brought in to repair the worst affected areas and volunteer and paid staff and railway supporters rallying round to help.

One year later, large crowds gathered to watch Prince Charles and Camilla mark the official reopening of the railway following the repairs.

The line's current contract for the stabling of the 'Northern Belle' coaching stock now sees the locomotives also remain on site between outings.

Normally a pair of Class 57/3s, this arrangement could also see Class 68s appear there too.



One of the worst washouts was at Borle. SVR

Whitby's Bog Hall Junction sidings to be reconnected

THE sidings at Bog Hall in Whitby, which were disconnected but left in situ when the North Yorkshire Moors Railway's new platform 2 was constructed, are now being reconnected by Network Rail staff.

The NYMR has long been pressing to get these sidings back into use.

However, the sidings are laid in bullhead rail and need fitting with derailleurs for safety. The big stumbling block has been that Network Rail did not approve of bullhead rail derailleurs.

Now a compromise solution has been reached, with a short length of

track at the entrance to the sidings converted to flat-bottom rail to accommodate new sidings.

It is believed that the work is being carried out to accommodate excursion trains to Whitby during layovers without blocking the platforms or the run-round loop.

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GWR steam railmotor visit halted by gauging problems

By Robin Jones

THE ground-breaking visit of GWR steam railmotor No. 93 to the Chinnor & Princes Risborough Railway has been postponed due to gauging issues on the main line.

The Great Western Society's Didcot-based No. 93 and its trailer, No. 92, were scheduled to visit between June 29 and July 16, with the first of the dates commemorating the 60th anniversary of the line, the former Watlington branch, losing its regular passenger services.

The unique Steam Multiple Unit set was intended to reach the CPRR via haulage over the main line. The hire and main line transit contracts had been signed between the two organisations and Train Operating Company West Coast Railways and held a training day at Didcot for the senior members of the CPRR train crews. Furthermore, track had also been laid specially for the visit in the new CPRR Railway Education Centre by volunteers, diverting them away from similar activities at Princes Risborough.

However, Network Rail identified a gauging issue with the Down platform at Culham. Despite apparently favourable comparative gauging profiles when compared to a modern day Great Western Railway Class 166 DMU, a 'prohibit' restriction was subsequently issued by Network Rail.

The alternative route to Princes Risborough is via Reading and Ruislip,



South Devon Railway-based GWR 0-6-0PT No. 6412 on a mixed train at Chinnor. PHIL MARSH

but Network Rail has also ruled that all platforms at Tilehurst are now out of gauge for the railmotor.

Only three years ago, the railmotor went via the national network from Didcot to operate shuttles on the freight-only Southall to Brentford branch.

Refunding tickets

The postponement left the CPRR with the task of refunding hundreds of tickets purchased by passengers eager to ride a railmotor of the type that, 110 years ago, operated between Princes Risborough, Chinnor and Watlington. Tickets had been sold to enthusiasts from as far away as Japan and a photo charter was also instantly sold out.

A GWS spokesman said: "It is with great regret that this decision has been made and it is one of the challenges of running heritage rolling stock on the current railway network. We hope that ultimately we will be able to fulfil our commitment to the CPRR and see our steam railmotor operate on this former GWR branch line."

Subject to further talks with Network Rail, the railmotor may appear on the CPRR after appearing at the Old Oak

Common open day on September 2, or in 2018.

As a replacement event, the CPRR is to recreate the final days of the branch 60 years after it lost its passenger services.

On Sundays July 2, 9 and 16, a country branch line service will operate using on-loan GWR 0-6-0PT No. 6412, Class 121 'bubblecar' No. 55023 and Class 08 D3018 offering a variety of passenger trains plus a pick-up rural steam-hauled goods train running non-stop through Chinnor station.

On Saturdays July 1, 8 and 15, July the 'bubblecar' and a mixed diesel-hauled freight and passenger train will operate and visits to Chinnor signalbox and yard will be on offer.

The carriage stock comprises BR Mk.1s, which date from 1957 and the goods wagons are all of 1950s vintage. A special display at Chinnor station will illustrate what the line was like back in 1957.

The railway will be running services to the backdrop of Fifties music and serving food from the period as well as its normal menu. Passengers who travel in any 1950s-style attire can take advantage of a two-for-one ticket offer.

Help Ffestiniog trace its Great War heroes

THE Ffestiniog Railway has appealed for help in completing its First World War service records.

Many of its employees volunteered to join up but could not be released by the railway, as they were essential to enable it to run its service.

However, 19 men are known to have joined the Army during 1914-18. They were: Charles Geoffrey Anderson (clerk, Boston Lodge); David Richard Davies (platelayer, Bottom Gang); Robert Edwards (shunter, Duffws); David Evans (gatekeeper, Penrhyn); Richard Evans (stoker, Boston Lodge); Ivor Wyn Hughes (fitter, Boston Lodge); Robert Owen Hughes (clerk, Duffws); Charles Christmas James (porter, Porthmadog); Ellis Jones (brakesman, Porthmadog); Jonah Jones (platelayer, Top Gang); John Ivor Jones, (fuel supplier, Boston Lodge); Owen Jones (platelayer, Top Gang); William Lloyd (signalman, Glanypwll); William Parkins (stationmaster, Minffordd); WF Roberts (signalman, Duffws); Samuel Williams (fuel supplier, Boston Lodge); David Sylvanus Williams (stationmaster Minffordd); John Wilson (striker, Boston Lodge) and William Roderick Williams (junior smith, Boston Lodge).

Charles James and David Davies are known to have been killed in action in France but all of the others are believed to have survived the war.

Relations of many of the men are probably still living in the area. The railway is seeking information about them and the time they worked on the railway with a view to paying tribute to their contribution to the war during 2018, the centenary year of its end.

Anyone with information or photographs is invited to contact John Alexander 01245 222920, or email him at johnalexander@btopenworld.com



Bath Green Park station, one of the star attractions at the Great Central Railway's fourth annual Model Event over the weekend of June 16. The superbly-detailed OO gauge layout was displayed by the Taunton Model Railway Group, which is based on platform 1 at Bishops Lydeard station on the West Somerset Railway. The event, sponsored by Heritage Railway publisher Mortons, attracted around 9000 visitors, 74 layouts and 56 traders to its three sites, Loughborough, Quorn & Woodhouse and Rothley stations, and turnover was said to be 7% up on last year. ROBIN JONES

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

Bleath Gill mogul for Shildon

LOUGHBOROUGH-BASED BR Standard 2MT 2-6-0 No. 78018 is to visit the Locomotion museum at Shildon for its September 16/17 autumn steam gala.

Former Barry wreck No. 78018, which famously featured in the British Transport Film of 1955 *Snowdrift* at Bleath Gill will be in light steam in the museum yard, and visitors will be able to see inside the cab.

It will be No. 78018's first visit since its return to steam on the Great Central Railway last year. Owned by the Darlington Railway Preservation Society, much of its early restoration was completed in the Durham town before the Loughborough Standard Locomotive Group signed an agreement to finish the job. Furness Railway 0-4-0 No. 20 will be heading passenger trains on the demonstration line.

Money pours in for Corwen share issue but more still needed

By Robin Jones

THE Llangollen Railway has been boosted by £59,000 of subscriptions to its share offer The Big Push, which aims to finance the completion of a terminus station at Corwen.

As highlighted in HR 228, the share issue, launched in early April, is attempting to raise £370,000 in £1 shares.

During June, the volunteer workforce at Corwen has been concentrating on laying the track for the Up side loop. After the widened embankment was finally levelled, compacted and satisfactorily load tested, the track gang laid ballast and assembled panels now that a final delivery of rail has been received. The Up side loop now has nine panels in place.

However, before the track work is completed, there remains further civil engineering work to do. Firstly, the embankment side location for the signalbox has to be dug out to establish the foundations and a base installed with retaining walls. This work began in mid-June and, when complete, will allow the surrounding embankment to be consolidated.

After that, work can begin on excavating the footings for platform 1, followed by concreting and a further exercise installing Easi-blocs to provide the platform base. In the meantime, the workforce has yet to complete the laying



The track gang working on the Up side loop at Corwen. GEORGE JONES

of the oversail blocks on platform 2.

The railway's commercial manager Liz McGuinness said: "I am pleased with the significant initial progress to reach our shares target for Corwen station to be completed. We are grateful for all the share purchases and donations so far, but we still have a long way to go and continued support is imperative to enable us to complete this project in time for the 2018 season."

Speaking at the railway's annual general meeting to shareholders and members of the Llangollen Railway Trust on June 9, Corwen project leader Richard Dixon-Gough said that while the £128,000 grant aid from the Welsh

Government announced in issue 229 was a welcome contribution, it was not the end of funding needs.

Drawdown facility

The grant is not in the form of a big cheque for the railway to disperse, but came in the form of a drawdown facility which had to be administered by monthly claims of itemised expenditure, submitted to the Welsh Rural Unit which will reimburse 80% of the costs. As such, acquisition of the grant funds would be spread over the period relative to the completion of the platform, which means that the railway has to pay for the work up front.

Illustrating at the work to be done at Corwen station, Richard said that £500,000 was needed to see a fully funded project to completion.

Of the remaining major items, £161,000 was needed for the platform, to be set against 80% grant aid.

Then there is £81,000 for the signalbox, £22,000 for a water tower plus £7,000 for a borehole to supply it, £50,000 for signalling equipment, £27,000 for earthworks and £25,000 for services.

The figure presents is a big challenge for a relatively small membership and shareholdings in the area of south Denbighshire which is sparsely populated and not particularly well off. However it is a major project involving all aspects of railway engineering and outside help will be essential in meeting the financial needs.

→ **Donations with Gift Aid can be given to the Llangollen Railway Trust, shares purchased in Llangollen Railway plc through the Big Push promotional brochure available on 01978 860979, www.llangollen-railway.co.uk or email info@llangollenrailway.co.uk and, in smaller amounts, to the fundraising pots of Tenner for a Tonne (for platform infill) or the Water Tower Appeal c/o Paul Bailey, Dolwen, Bryn Eglwys, Corwen LL21 9LY.**

Sad passing of Britain's famous station cat

By Robin Jones

TRIBUTES from across the globe have been paid to Alfie, the famous ginger Rushden station cat, who has died after contracting a virus.

Alfie passed away on Sunday, June 11, after failing to recover from a virus for which he was treated by vets for several days beforehand.

A prominent character at the Rushden Historical Transport Museum since he turned up as a stray in late 2008, he had a worldwide following through his own Facebook page, which was often shared with our own page at www.heritagerrailway.co.uk.

More than 700 people from around the world posted condolences on his page after news of his demise was announced.

The Rushden Historical Transport Society had launched a JustGiving appeal for £600 to cover Alfie's vet's bills, and it raised the target within two hours. People continued to donate after it

was announced that Alfie had died.

American visitor Renee Vasos wrote: "One of my favourite memories of our trip to England last year was meeting Alfie. My husband and I were retracing some of my father's journey as a US airman to the UK during the Second World War and with a friend's guidance stopped to peek in the fence at Rushden station. The station was closed that day but some of the wonderful volunteers invited us in."

Bob Pickering from Florida wrote: "So very sad. He touched lives far away."

Simon Bishop, one of Alfie's carers at the station, said that it had a long tradition of ginger cats, although there were no plans at the moment to replace Alfie, who will be buried alongside the platform. "We have a photograph from the 1950s with station staff holding a ginger cat," he said. "The station cat we had before Alfie was also ginger, but he never had an official name. He is buried by the platform."

"We reckon Alfie was about two to three years old when he turned up and

made the station his home.

"He had three spells at the vets and at one stage appeared to have recovered."

A fundraising event for Alfie's vet's bills went ahead at the station on July 17, but the extra money raised will be used to pay for a memorial for him."

Meanwhile, a children's book telling the tale of a little ginger cat and his friends has become a hit with North Norfolk Railway volunteers, many of who recognised cartoon-like versions of themselves in its pages.

Written by Poppy Line education department volunteer Christine Parmenter, Morgan the Railway Cat was published after two of the line's supporters offered to loan the £2000 needed to cover the cost of producing 1500 copies.

Illustrated by Essex-based Colin Wyatt, who has produced covers and posters for Disney annuals, characters include Mr Hugh the signalman – based on NNR managing director Hugh Harkett; Cherry



Bakewell – based on cafe staff member Vinny Blake; station guard – volunteer Roger Taylor and the stationmaster, based on Mrs Parmenter's husband and fellow volunteer David.

The book is to be officially launched at a free family fun event at Sheringham station on August 19/20. Morgan the Railway Cat, priced £2.99, is available from the line's gift shop.

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Great Central O4 Down Under cosmetically restored

ONE of the three Great Central Robinson 8K (LNER O4) 2-8-0s surviving in Australia has been cosmetically restored to its First World War condition.

A sister to No. 63601 which returned to steam on the Great Central Railway in 2000, Railway Operating Division No. 2004 in February 1919 became the 350th ROD locomotive to go to France.

The conflict over, it was one of 13 purchased between 1923-27 by J&A Brown which owned the Richmond Vale Railway in Newcastle, New South Wales.

No. 2004, which was built by the

GCR, became J & A Brown No. 23. In July 1967 the Richmond Main Colliery closed and No. 23 hauled one of the last loaded coal trains to Hexham.

On February 15, 1973, it became the last ROD locomotive to work a main line train anywhere in the world.

By then run down, it worked the Hexham yards until June 8, when its fire was dropped for the last time.

In 1986 it was acquired as a static exhibit at the Richmond Vale Railway and Museum in northern New South Wales.

Museum volunteers had long

hoped to cosmetically restore it, and a breakthrough came when the giant Newcastle Port Coal Loader consented to fund half the cost of a cosmetic restoration and soon afterwards, the Australian philanthropist Dick Smith chipped in with the rest.

Serious work started in July 2014, when a very sad-looking locomotive frame and tender were hauled from its long-term storage site by a diesel shunter.

On Saturday, June 10, a cold and wet day, like many others on the Western Front where the 8Ks had served, a

small unveiling ceremony was held with many surviving railwaymen from the Richmond Vale Railway, local dignitaries, Coal & Allied, which had donated the locomotive, and Port Waratah Coal Service representatives attending. The Australian Armed Forces Re-enactment Heritage Unit and the 12th Light Horse Brigade Re-enactment Group acted as a guard of honour.

No. 23 has been cosmetically restored as a tribute to the men from all the railways of Australia who volunteered to serve in the ROD in the First World War.

Second look at branch 57 years on

A NEW group aims to reopen a mothballed branch that was the target of the first rail revivalists in South Devon 57 years ago.

The Newton Abbot to Heathfield Railway Revival Group wants to see the surviving stub of the Moretonhampstead branch used not only for public transport but also for tourist purposes.

Launching a campaign for the reintroduction of trains to Moretonhampstead, the South Devon Railway Society was formed by the Rector of Teigngrace Canon O M Jones and Torquay enthusiast E G Parrott, and on June 6, 1960, a Paignton-Moretonhampstead special, 'The Heart of Devon Rambler' was run.

The society leased Teigngrace Halt as its headquarters, but it was not allowed to acquire the line, as part

of its was still needed for freight traffic.

The society looked elsewhere, firstly to the Kingsbridge branch, but contractors started dismantling it within minutes of local council support for a revival having been won, and then in September 1962, it was reported that private plans were afoot to reopen the Totnes-Ashburton branch, which had just closed to freight after passenger services ended on November 1, 1958.

Revival group chairman Michael Cooke, who is pressing for a feasibility study, said: "It could be not only used to serve workers in Heathfield and Newton Abbot, but would be ideal for the tourist industry, as with Dartmoor nearby, as well as the campsite at Stover, it would be perfect to take tourists."



Historic vehicles dating back to the First World War which are seldom seen out on the rails, will be the stars of the Lincolnshire Coast Light Railway gala on Saturday, July 15, in the Skegness Water Leisure Park in Walls Lane, Ingoldmells. Motor Rail Simplex No. 4 Wilton is seen taking passengers to South Loop in WDLR carriage No. 2572. Visitors travelling on the trains to South Loop will be able to see the 200-yard extension now being constructed. D ENEFER/LCLR

Long-serving SVR volunteers receive royal accolade

By Robin Jones

TWENTY-ONE of the Severn Valley Railway's most dedicated volunteers have been presented with special awards by the line's patron the Duke of Gloucester, to mark 50 years of service.

Having collectively clocked up more than 1000 years of service on the SVR, the group of loyal volunteers, ranging from drivers and station staff to carriage maintenance and restoration workers, met the duke – himself a steam enthusiast – at a special ceremony on Wednesday, June 14.

The duke arrived at Kidderminster Town where he was welcomed by SVR (Holdings) chairman Nick Paul and SVR company chairman David Williams, who helped found the heritage line in 1965.

He then boarded GWR 4-6-0 No. 7802 *Bradley Manor* for the journey to Highley and the Engine House Visitor Centre, which he officially opened on its completion in 2009.

There, he joined the group of invited volunteers for lunch in the venue's Alveley Room, with panoramic views of the Severn Valley, before the event culminated with the presentation of awards.

One of the volunteers, Roger Hobson, who attended the first meeting of the group that founded the SVR, became a guard, senior guards inspector and



The Duke of Gloucester is pictured with volunteer liaison officer Barry Moreton (left) and SVR company chairman David Williams (right). SVR

a member of Bewdley station staff for many years – where he still works on a Sunday.

Roger said: "I'm very proud to have been involved with the SVR for over 50 years. As my son and three other members of my family volunteer on the line, for me the SVR really is a family affair!"

His son Paul has been involved with the SVR from the tender age of 10, working up to become a fireman and driver on the line.

Fellow volunteer Columb Howell said: "What an absolutely super day. I've been

involved for nearly 52 years now and I can't believe how far the SVR has come in that time.

"It's a great achievement for all the volunteers that have helped over the years. It's also fabulous to see that we have new volunteers joining us all the time and we're retaining volunteers to take the railway forwards too."

Another volunteer, David Flavell, said: "Volunteering on the SVR is the greatest leveller. We all come from different backgrounds but when we arrive here we're all equal and here for a common cause.

"In the early days I was involved in loco restoration, being one of the first to lift a spanner to No. 813. These days I'm involved in coach restoration at Hampton Loade and I help with the roasted chestnuts at Christmas."

Jack and Denise Bond met when they started volunteering for the railway and have now been married for 46 years.

He said: "I turned up on opening day in 1966 and my wife came the day our first locomotive arrived."

"Already we knew each other by sight but things took off from there."

Jack, 76, still volunteers at the railway two days a week, leading the maintenance team at Arley.

Nick Paul said: "As we are predominantly a volunteer-run organisation, our volunteers are our lifeblood – without their hard work and dedication, our railway simply could not function – therefore it is essential that we recognise and say thank you for this fantastic commitment that so many people at the heart of our railway have shown to us, and for which we are extremely grateful."

Prince Richard, the youngest grandchild of King George V and Queen Mary, and 24th in line to the throne, inherited the title Duke of Gloucester on the death of his elder brother in 1974. He last visited the SVR in September 2015 as part of its 50th anniversary celebrations.

Freightliner brings back its last Class 47

FREIGHTLINER is preparing to return its last remaining Class 47, No. 47830 *Beeching's Legacy* to service for route learning duty in the Bolton area.

The locomotive was introduced to BR service as D1645 in December 1964 and was placed in store by Freightliner on January 24, 2008.

It was restored to working order and moved to the National Railway Museum at York where it was named on November 12, 2015 and subsequently returned to service 120 days later for route learning and shunting duties.



A Beattie well tank back in Manchester for the first time since it was outshopped from Beyer Peacock in 1874. LSWR 2-4-0WT No. 30587 at MOSI at Liverpool Road on June 11. BRIAN DOBBS

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Lancashire & Yorkshire Railway first-class six-wheeler No. 279 at Oxenhope.
JOHN WOOD

Restored L&Y coach makes debut

A LANCASHIRE & Yorkshire Railway wooden-bodied carriage is back in traffic following a £45,000 restoration project on the Keighley & Worth Valley Railway, which lasted a decade.

Volunteers and several specialist companies in the locality were involved in the overhaul of first-class six-wheeler No. 279, which dates from around 1880 when it was built at Newton Heath works.

It was joined on Wednesday, June 21, by three already-restored carriages for a special train making three round trips on the line. Invited as guest of honour was Marjorie Moran, who was born in the carriage after it was grounded near Burnley in 1910 and used as accommodation for mine workers and their families as new shafts were sunk at Hapton Valley Colliery near Burnley.

A spokesman for owner the Lancashire and Yorkshire Railway Trust said: "Miners from other parts of the

country moved to Hapton to obtain work and they required places to live.

"The frame and its adaption to accept the coach body cost more than £10,000 and a similar amount was needed for the bodywork timber. Outside specialists carried out some of the work.

Local upholsterer Margo Avrill-Lee of Oakworth completed the seat coverings and Metcalfe Castings of Keighley made several items including door locks and grab handles.

Most of the funding for the initiative was provided by members, but a £1200 grant was received from the Preservation of Industrial and Scientific Materials Fund and a similar amount was raised through hiring out the pre-restored carriage for use in the BBCTV series South Riding.

The carriage and its other restored counterparts are also scheduled to be in service on the KWVR on July 2 and 23, August 6 and 20 and September 3.

Double your money funding boost for Project 62 USA tanks

PROJECT 62 has launched a new fundraising initiative for the restoration of its two Yugoslavian-built 'pirate' copies of USATC O-6-OT 'dock tanks' Nos. 30075 and 30076, both now based at the North Dorset Railway Trust site at Shillingstone station.

The '62 Appeal' will give recognition for donations from as little as £6.20 up to £6200, with funds raised firstly being used to return No. 30075 to operation condition. Work is currently well underway dismantling this locomotive so the boiler can be removed and sent away for a full overhaul and attention to its firebox.

For donating £6.20, the donor's name will be placed on a roll of honour that is being set up on Project 62's website. This sum would go towards a replacement firebox stay or just a tin of paint towards the restoration work.

A footplate ride will be on offer for a donation of £62 while the opportunity to take control of the

regulator and drive No. 30075 under supervision will be available for anyone donating £620. A donation of this amount would be used towards the specialist welding required for the firebox.

Finally, for a donation of £6200, the donor would receive 50 shares in Project 62, plus they would have a full day's driver experience on the footplate of No. 30075. This would include preparation of the locomotive and then driving & firing and disposal at the end of the day.

Project 62 has been able to negotiate a match-funding deal with a sponsor, who wishes to remain anonymous, who is prepared to match pound for pound every donation made to the group, up to a total of £30,000.

It is hoped that 30075 will return to running condition by early 2019 and then work will commence on No. 30076.

Full details for making donations are available at www.project62.co.uk or by emailing project62@supanet.com

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Standard owner cabs his restored loco at gala

By Geoff Courtney

THE owner of an ex-Swanage Railway Standard 2-6-4T enjoyed being in the spotlight with his locomotive when it wowed visitors to Mangapps Railway Museum in Essex on June 11, after seven years of inactivity.

Stewart Robinson, a former BR trainee civil engineer who founded a rail infrastructure company 20 years ago, bought the out-of-ticket 4MT, No. 80078, in 2012, vowing to return it to steam as soon as possible.

And that he has done, following the completion of a major restoration at his Sonic Rail Services premises in Burnham-on-Crouch, just a few miles from Mangapps. It first reappeared at the late May Bank Holiday, but June 11 was its big day as the centre of attention of what museum owner, John Jolly, billed as a London Tilbury & Southend Railway steam day.

Many years on the LTS

This was in recognition of the locomotive's many years on the LTS line during its 11-year service with BR – a link that meant the tank was returning to its former Essex stomping ground.

No. 80078 ran frequent passenger services and three demonstration freight trains during the day on the museum's ¾-mile line, offering a stark contrast to another engine working nearby, No. 8 *Fambridge*. This 0-4-0ST, built by Andrew Barclay in 1943 for the Royal Ordnance Factory and named after the location of John's old family home, spent the day providing an incongruous sight in tandem with a Canadian Pacific Railway caboose that has been a Mangapps resident since 2011.



Standard freight: Restored Standard Class 4MT No. 80078 works a demonstration freight train during the London Tilbury & Southend Railway steam day at Mangapps Museum in Essex on June 11. DAVE BRENNAND

No. 80078 was the largest steam loco to ever run at Mangapps, provoking John to enthuse: "It was a bit of a dream – who'd have thought we'd ever get a Standard Class 4 on our line? It looked magnificent and was greatly admired by visitors. I thoroughly enjoyed it, and Stewart had wonderful fun on the footplate.

"Having been brought up near Southend, I became very familiar with these engines on the LTSR, and they are one of my favourite classes, with the GER J67/69 and J15s."

After its Mangapps' sojourn the 2-6-4T left for the Mid Hants Railway, where it will be appearing on the weekends of July 1/2 and 8/9 at the 50th anniversary galas marking the end of southern steam. SR steam also appearing at the galas include Merchant Navy No. 35006 *Peninsular* &

Oriental SN Co, and WC/BB Pacifics No. 34046 *Braunton* running as No. 34052 *Lord Dowding* (July 1/2 only), No. 34053 *Sir Keith Park*, and No. 34081 *92 Squadron*.

Withdrawn from Croes Newydd

No. 80078 was built at Brighton in February 1954 and withdrawn from Croes Newydd, Wrexham (6C) in July 1965. It was rescued for preservation by the Southern Steam Trust from Woodhams in Barry in 1976, and after overhaul worked on the Swanage Railway from 1999-2010, being sold to Stewart two years later.

No. 80078 is to visit the Spa Valley Railway for its August 26-28 20th Birthday Bash.

General manager, Jonnie Wesson, said: "We are overjoyed to be seeing the return to our line of a 2-6-4 4MT tank, once an

everyday sight between Tunbridge Wells West and Eridge. The recently restored Mk.1 BCK in BR(S) colours will look fantastic behind No. 80078 and our three other green Mk.1s"

Steam engineering assistant, Matt Dives, said: "Seeing No. 80078 back at 75F, a former LBSCR engine shed will be a fantastic sight to see. The locomotive previously visited the Spa Valley in 2004: however, in 2017 we'll be able to return a 4MT to Eridge for the first time since the late 1960s when steam on the Southern came to an end."

Also operating alongside No. 80078 will be home-based RSH 0-6-0ST *Ugby* and Vulcan Austerity 0-6-0ST No. 72, resident Class 33s Nos. 33063 and 33201, visiting Class 55 No. 55019 *Royal Highland Fusilier* and finally 3CIG EMU No. 1497 *Freshwater*.

Replica railmotor moves to Tenterden

A REPLICA Ford railmotor, typical of those employed by Col Holman F Stephens on several of his light railways, has been moved from Yorkshire to Tenterden Town station on the Kent & East Sussex Railway.

The replica was built in Yorkshire, using some original Ford components, by the late Colin Shutt, a member of the Colonel Stephens Society.

He gifted it to the society just before he died, so that ownership could be transferred to the Colonel Stephens Railway Museum at Tenterden in Kent.

Thanks to the efforts of another society member, Kerry Baylis, it arrived on June 5. It is now on display in its specially made shelter outside the

museum, opposite the station.

HF Stephens introduced petrol-engined railmotors on several of his railways in the 1920s. They ran back-to-back to avoid problems reversing.

They were economical to run, but they were noisy, uncomfortable, unpopular with travellers, but enabled passenger services to continue.

They ran on the Selsey Tramway, the Kent & East Sussex Railway and the Shropshire & Montgomeryshire Railway.

The replica Ford railmotor in its shed at Tenterden. ROSS SHIMMON



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One-time firm favourite *Sian* back at Fairbourne after more than three decades. FRPS

Sian's triumphant return to Fairbourne

OVER the May Bank Holiday weekend, the annual Fairbourne Railway steam gala featured the long awaited return of 15in gauge 2-4-2 *Sian*.

Built for the line in 1963 by Trevor Guest, *Sian* had been away for more than 30 years. Partnered by *Mountaineer*, *Sian* pulled two ex-Fairbourne glass screen-ended coaches on the extended 15in gauge track, which now reaches Tremorfa Close with a run of a quarter of a mile.

An 0-4-0T with a tender, *Mountaineer* is now resident at the Windmill Farm

Railway but was built by van der Heiden, running in Holland and Tasmania, before coming to Lancashire via the Cleethorpes Coast Light Railway.

There was also live steam on the 5in and 7 1/4in gauge lines.

On the 12 1/4in 'main line', steam locomotives *Sherpa*, *Yeo* and *Russell* pulled nine-coach service trains in an intensive 30-minute service, ably assisted by diesel *Tony*, while the original 15in gauge Lister *Gwrl* was posed for photographs.



WD Austerity 2-10-0 No. 90775 near Sheringham on a test run on June 14. HAYDEN SHEPPARD

'First' Austerity pair for Poppy Line gala

WD Austerity 2-8-0 No. 90733 is a confirmed guest for the North Norfolk Railway's September 1-3 autumn steam gala.

The Keighley & Worth Valley Railway locomotive will be meeting newly overhauled Sheringham-based WD No. 90775, which has just returned

to steam after overhaul.

It will be the first time in preservation that a 2-10-0 and a 2-8-0 have run together and will also be the first time two BR black WD locomotives have been seen together.

A further guest locomotive now confirmed will be S&D 7F 2-8-0 No. 53809.

Boy cycles into moving miniature train

INVESTIGATIONS were underway at the Lakeshore Railroad in South Shields, after a 12-year-old schoolboy on a bicycle ran into the side of a moving locomotive at a crossing.

Around 15 passengers were on the train when the collision happened at around 4.50pm on Tuesday, May 30.

The 12-year-old was left with scrapes and bruises after landing on the other side of the crossing, while the driver was left badly shaken. It was said that he was one of three boys cycling towards the crossing, the other two having stopped after hearing the

engine's whistle being sounded.

The operators reported the incident to the Health & Safety Executive and have held discussions with park owner South Tyneside Council.

A safety review was being carried out to ascertain whether improvements to the crossing, such as the installation of barriers, need to be made.

The railway in South Marine Park opened in 1972 and is the only public steam-worked 9 1/2in gauge line in the UK. The operator said that there had been no previous similar incidents at the crossing.

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Jurassic in park! Peckett steams again after 31 years

By Robin Jones

ONCE the Lincolnshire Coast Light Railway's flagship locomotive, Peckett 0-6-0ST No. 1008 of 1903 *Jurassic* has returned to steam after 31 years.

Jurassic was delivered new to the quarries and cement works of Kaye and Company in Southam in Warwickshire, together with similar locomotives named after prehistoric geological periods.

It was bought by the LCLR in 1961 and delivered from Southam along with a Ruston & Hornsby diesel (subsequently scrapped) to Humberston. It entered passenger service on the 2ft gauge LCLR immediately, because the line's only other locomotive, a 1926-built Simplex, had broken down. Tucked away behind the coal bunker in the cab was a copy of a 1956 edition of the *Daily Sketch*, which may have been bought by the crew on its final day of operation at Southam.

The LCLR, which provided 'real' public transport from the Humberston bus terminus to the local beach and holiday camp, closed in 1985, and was relocated to its current home, the Skegness Water Leisure Park at Ingoldmells, where it reopened in 2009.

Jurassic's last run was in 1986 when it visited the Leighton Buzzard Railway's annual gala. After that, it was stored at the now-closed Lincolnshire Railway Museum at Burgh-le-Marsh before moving to the leisure park, where the

owners erected a shed for the LCLR's rolling stock.

In 2016, the Heritage Lottery Fund awarded *Jurassic*'s owner, the Lincolnshire Coast Light Railway Historic Vehicles Trust, £43,000 for its restoration and for interpretation of its significance to Britain's economic and transport history. The first task was to dismantle *Jurassic*, with the boiler and firebox being sent to the North Norfolk Railway for repair and rebuilding at its workshops in Weybourne, near Sheringham.

Large cab

These items have now been reunited with *Jurassic*'s frames at Skegness, together with the smokebox. The long elegant chimney has been reinstalled; the injectors have been repaired and refitted, as has the connecting pipework for steam and water. The gauge glasses, the regulator, the reversing lever and associated fittings have all been refitted and, after repair, tested.

The large cab – which can accommodate four adults, including the driver and fireman – has been sand-blasted to remove 114 years of accumulated soot, grease and grime; the hand and air brakes have now to be refitted.

The saddle tank has been repaired and must be placed on the boiler, together with insulation, boiler cladding, the whistle and new components, including



***Jurassic* on steam test on the LCLR's tracks in the Skegness Water Leisure Park on May 31. DAVE ENEFER/LCLR**

The pressure gauge, safety valves and chimney top tell the story: *Jurassic* is back in steam again on the Lincolnshire Coast Light Railway, after 31 years. DAVE ENEFER/LCLR



a brass dome cover and other fittings to replace those stolen several years ago.

Jurassic will then be repainted – red for the buffer beams, and middle Brunswick green for the cab exterior, saddle tank and cladding, and black for the chimney, smokebox and running boards.

It is hoped that *Jurassic* will re-enter passenger traffic on the line this summer. The running season has been extended to include Wednesdays in August (in addition to Saturdays July 15 to August 26, and Sundays August 27 and September 17, and *Jurassic* may run on some of these dates.

Railway spokesman John Chappell said:

"*Jurassic*'s successful steam testing is a momentous achievement for the railway and its dedicated volunteers – some of whom travel to Skegness from as far as Lancashire, from north of the Humber Bridge and from neighbouring counties. "A huge cheer went up when the first clouds of steam and smoke erupted from *Jurassic*'s chimney and it moved effortlessly from the workshops to the Walls Lane station to begin its first trial run to the terminus at South Loop.

"It was a moment of pure joy for everyone and we're now looking forward to her running regularly – so yes, we can really say, *Jurassic* is steaming in the park!"

Could trains return to Hunstanton to beat notorious road traffic queues?

A REVIVALIST group has been formed to campaign for the restoration of the King's Lynn to Hunstanton branch.

However, the King's Lynn to Hunstanton Railway Steering Group wants to see it rebuilt as a fully fledged part of the national network, not a heritage line.

Campaigners point to the infamous traffic queues on the A149 between the two towns, which are particularly bad on summer weekends, as a primary reason for rebuilding the line.

The branch was closed in 1969. Much of the trackbed remains intact, although buildings have encroached on the formation in several places.

More than 1300 people have signed a petition to reopen the line.

A statement from the group said:

"The trackbed once again has protected status and the steering group has started looking at various alternative routes that avoid sections where

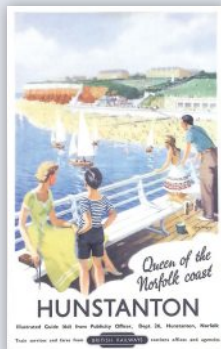
construction blocks the original line.

"The steering group has identified a start and end point plus various route options. A railway line between King's Lynn and Hunstanton is definitely possible."

Network Rail said that it would require "a sound business case" if rebuilding the branch was to be considered.

One of the intermediate stations, Wolferton, was famous as the nearest to the royal estate at Sandringham, and was regular used by members of the Royal Family until 1966.

Shortly after the line's closure, Wolferton was sold by British Rail to railwayman Eric Walker, who reopened the royal waiting room in 1970 as a museum to display his 6000-item collection of royal and historical memorabilia. The museum was later closed because it could not meet its running costs, but the station's signalbox is now Grade II listed.



This short piece of track marks the site of Hunstanton station, which was demolished following closure in 1969. ROBIN JONES

The station was bought by Richard Brown in 2001 and the signalbox and its apparatus were restored, with help from the North Norfolk Railway's signal engineering department.

A very short section of track remains in place to mark the site of Hunstanton station, together with an information board. The site of the station is now a large car and coach park, with the former coal shed as the only surviving railway building there. It is now an art gallery.



Schools class 4-4-0 No. 30926 *Repton* heads through Northdale on the North Yorkshire Moors Railway on May 20, 2010. PHILIP BENHAM

End of southern steam... in the Midlands!

By Paul Appleton

AMID a plethora of End of Southern Steam 50th anniversary events marking the end of an era on BR's Southern Region in 1967, the Severn Valley Railway's September 21-24 autumn steam gala will have an appropriate Sunny South flavour.

SR Schools class 4-4-0 No. 926 *Repton* will be making its first appearance on the line in full Southern Railway olive green livery, having appeared at the railway's 2004 autumn steam gala in lined BR green livery as No. 30926. It is also the first Maunsell V class to appear on the line since No. 925 *Cheltenham* was part of the roster for the autumn 2013 event.

Repton is currently approaching the final stages of its full 10-year overhaul at Grosmont on the North Yorkshire Moors Railway and should undergo running-in on the railway in July prior to re-entering service. The overhaul is to main line standards so it can work on the NYMR's extended services to Whitby and between Grosmont and Battersby on the Esk Valley line.

The locomotive has an unusual history following its withdrawal from Basingstoke in December 1962, after almost 29 years' front line service. Having found its way to Barry scrapyard, it was subsequently purchased privately and restored at Eastleigh by 1966, before being exported to Steamtown in Vermont, USA. From here the locomotive was loaned to the Cape Breton Steam Railway in Canada where it was given certain modifications to meet exacting

North American running conditions, including a cow catcher and higher sides to its tender. In 1989, it was sold again and repatriated to the UK, where it was returned to steam, and a more familiar British outline, on the NYMR.

The second Southern visitor is a first for the SVR, in the shape of diminutive former SECR P class 0-6-0T No. 323 *Bluebell*. The blue-liveried engine was one of eight built in 1909-10 at Ashford by Harry Wainwright, inspired by the earlier and more successful LBSCR A1 0-6-0T 'Terriers', which were made in far greater numbers. Intended for light passenger work, especially to replace the underpowered steam railmotors, they themselves were found to lack power, having only 73% of the 'Terrier's' tractive effort, and were subsequently used instead on station pilot and shunting duties, hence no further examples were built.

Welcome return

At the SVR, No. 323 – making a rare foray away from its Bluebell Railway home – will be used on 'local' passenger services between intermediate stations and on demonstration goods trains. Completing the Southern flavour of the event will be resident Bulleid Pacifics, West Country No. 34027 *Taw Valley*, and Battle of Britain No. 34053 *Sir Keith Park*, which, in a nod to the end of main line steam on the Southern, will be the two locomotives employed on overnight trains on the Friday and Saturday nights, also marking the welcome return of this popular feature which is unique to the SVR.

But that doesn't mean the last of the guests for the SVR's flagship gala event – making its big return after being suspended in 2016 in favour of the highly successful Pacific Power featuring *Tornado* and *Flying Scotsman* – with the North Norfolk Railway's Great Eastern Railway Y14 0-6-0 No. 564 lined up for a starring role at the head of the SVR's superb Gresley teak set of coaches. The 105-year-old veteran was returned to steam in 2015 carrying its early Worsdell Y14 guise, matching as closely as possible the engine's original condition as built in 1912, rather than its more commonly seen LNER/BR J15 condition as No. 7564/65462. It is the locomotive's first visit to the SVR.

A fourth visitor is also booked, but will not be heading trains between Bridgnorth and Kidderminster, because it is none other than Britain's oldest working narrow gauge steam locomotive, 2ft gauge No. 2 *Prince* from the Ffestiniog Railway. As with Talylyn Railway No. 4 *Edward Thomas* at the 2016 spring gala, *Prince* will operate over a short demonstration track at Highley's Engine House visitor centre, paired with a replica Victorian carriage in which passengers will be able to take short rides behind the 154-year-old locomotive.

On the first day of the gala, Thursday, September 21, there will also be an opportunity to travel in one of the brakevans in the goods train and also take part in taster footplate experience sessions. Both require pre-booking and will not be available on the other three

days of the gala. The autumn steam gala will mark the last gala appearance for GWR No. 7812 *Erlestoke Manor*, whose boiler ticket expires at the end of 2017. As well as full line services, there will be an imaginative mix of local stopping trains between the SVR's intermediate stations, which as well as featuring visiting and resident tank locomotives on short formations, will also see GWR 1400 0-4-2T No. 1450 on auto-trains.

Several roads closed

Passengers attending the event on Sunday, September 24, are advised that, due to the Velo Birmingham charity bike race, several roads in the area will be closed, restricting road access to Kidderminster station. Intending passengers should consider parking at Stourbridge Junction and use the main line service to get to Kidderminster where they can join SVR trains.

Visitors can also inspect Eardington station, which will be open during the gala weekend, although trains will not stop at the former request halt. Work is currently under way to restore the full length of the original platform, with a sizeable quantity of reclaimed bricks on site, which volunteers are cleaning ready for reuse there.

It is hoped that once the work is completed, trains will be able to once more use the station during special events, although it is unlikely that the single platform station will feature again in the regular working timetable.

➔ For more details about the gala and to pre-book tickets, visit www.svr.co.uk

Six receive the Queen's Award

By Robin Jones

FIVE heritage railways and a unique museum have been awarded the coveted Queen's Award for Voluntary Service.

The awards, which recognise excellence in voluntary activities by community groups – and are considered their equivalent of an MBE, the Queen's Award for Export Achievement or the Queen's Award for Technology – were announced by Buckingham Palace on June 2, the anniversary of her accession to the throne. The award was founded in 2002 in celebration of the Queen's Golden Jubilee.

The Swanage, Leighton Buzzard, South Tynedale and Hampton & Kempton Waterworks railways and Didcot Railway Centre, along with the Headhunters Railway Museum in Enniskillen have each won the ultimate accolade.

The award for the Purbeck line came less than a fortnight before it began running its ground-breaking 'real' community services from Swanage to Wareham on June 13 – marking a seminal moment in the 45-year campaign to reopen the entire LSWR branch, as reported in our special feature on pages 50-53.

The citation for the Queen's Award praises the Swanage Railway Trust for "developing the Heritage Railway to reinstate services between Swanage and Wareham for the benefit of the community."

Two generations of Swanage Railway volunteers have worked tirelessly to rebuild the branch line from Swanage to Corfe Castle and onwards to near Furzebrook after it was controversially closed by British Rail in January 1972. That summer, seven miles of track was torn up in just seven short weeks with two generations of determined Swanage Railway volunteers taking 25 long years to relay it.

Public recognition

Trust chairman Gavin Johns said: "This is a tremendous public recognition for the huge amount of work put in by so many volunteers over the last 45 years to bring about this milestone in community rail services.

"To have all the hard work that has been required over the past 45 years to create the Swanage Railway marked in this way by HM the Queen is very special indeed and something that we will treasure."

The award announcement from the palace said: "The work your group does for the community was very much admired by the independent Assessment Committee chaired by Sir Martyn Lewis CBE. The award of the Queen's Award for Voluntary Service 2017 represents a tremendous achievement for your organisation."

On June 1, trust trustee and secretary Mark Woolley, a volunteer on the line since a teenager in the mid-1980s and



Swanage Railway volunteers with their Queen's Award for Voluntary Service badges. ANDREW PM WRIGHT

a long-time director of the Swanage Railway Company, attended a garden party given by the Queen at Buckingham Palace.

The trust will receive a certificate signed by Her Majesty the Queen and a domed glass crystal due to be presented to representatives of the registered charity by the Lord Lieutenant of Dorset at a later date. Around 500 official Queen's Award for Voluntary Service lapel badges will be presented to Swanage Railway volunteers over the coming days and weeks.

After having just celebrated 50 years since its move into the former steam shed at Didcot, the Great Western Society was told that it had won the award.

The wide-ranging skills of the volunteers, past and present, have helped the centre develop from a railway depot into a globally recognised centre of excellence in railway preservation. Its activities include the restoration and new-build of steam locomotives, historic carriages and wagons, and the saving of buildings sourced from many GWR outposts. Centre manager Roger Orchard said: "We feel hugely honoured to have been given this award, especially in our 50th anniversary year. We hope this award will stimulate more volunteers to come to the centre and see the many different volunteering roles we are able to offer people of all ages and abilities."

Volunteers at the Leighton Buzzard Railway have also been celebrating getting the award in their own 50th anniversary year, after being nominated by past mayor of Leighton Buzzard Coun Amanda Dodwell. The accolade followed the Heritage Railway Association's Peter Manisty Award for Excellence in February, for the building of their new terminus at Page's Park.

The award citation was made for "50 years of conserving England's industrial railway heritage, in Bedfordshire".

Chairman Terry Bendall said: "We are

thrilled, honoured but above all humbled to have received this award.

"Our team today still includes a number of members who helped to get us off the ground back in 1967, truly they have given a lifetime of commitment. And we are proud to have an active number of junior volunteers eager to learn from them, thereby ensuring the survival of the traditional skills and trades upon which our future as a heritage railway depends."

Committee of deputies

The award was notified to the railway following a visit there by a committee of deputies to the Lord Lieutenant of Bedfordshire, Helen Nellis, late last year. The Lord Lieutenant will formally present the award to the railway on Friday, July 28.

The railway is an accredited museum with a history linked with the sand quarrying industry around the town. In addition to equipment from that era, the railway has built up a significant collection of First World War vintage narrow gauge equipment, including the Greensand Railway Museum

Trust's Baldwin WD 4-6-0T No. 778.

The South Tynedale Railway Preservation Society's award came as it was marking its 40th anniversary since it was founded to reconnect the often-isolated communities which were until 1976 served by the Haltwhistle to Alston branch.

The newly refurbished Slaggyford station, line extension and extensive works at Alston are the next achievements being delivered at a private invitation-only event on July 24, after which the extension will be open to the general public. General manager Heather Palmer said: "Much has changed since those early days and these days, as well as rescuing and managing heritage assets, we employ staff, champion educational and environmental initiatives and contribute widely to our local economy.

"However, our most cherished assets are our volunteers. Some of them hark back to those early times and it is fascinating to hear the stories about what went before. We are rightly proud of our volunteering roots and all of our volunteers both new and old, and the award is an exciting accolade for the present-day society which only exists because of those first volunteers and all others who have and do come since."

Chairman Richard Graham added: "It recognises not only the work of today's volunteers, but the dedication and determination of the founding volunteers of the mid-1970s, many of whom are no longer with us and cannot share in this accolade, but without whose vision and hard work would not have made the society the major player that it is in the local community and economy."

Headhunters Railway Museum is unique in that its premises are shared with a barber's shop.

Set up in 2002 by former railway employees and enthusiasts, it includes booking and station managers' offices, uniforms, railwayana, signalling equipment and photographs.

The museum was nominated for the award by Lord Faulkner of Worcester, president of the Heritage Railway Association. In his nomination letter, Lord Faulkner said that Headhunters is "a remarkable and unique establishment which offers a high quality barber's shop service in a heritage railway museum environment."

"The collection of artefacts assembled there is without doubt the best in the county, and possibly in the whole of Northern Ireland."

The award citation read "Preserving Fermanagh's railway heritage for the community through museum interpretation, education, research and events."

Curator Selwyn Johnston said their museum volunteers were "absolutely delighted to be awarded this prestigious honour." He added: "It is a tremendous honour for the museum to be awarded this accolade and an immense encouragement to all our volunteers in recognising the work that they do in keeping this important part of our local heritage alive."

"This year is an extremely special year for all the railway museum volunteers, starting off in January with the 75th anniversary of the closure of the Clogher Valley Railway and culminating in September with a series of commemorative events, exhibitions and illustrated talks to mark the 60th anniversary of the closure of the Great Northern Railway and Sligo, Leitrim & Northern Counties Railway in Fermanagh and the border counties."

They were also invited to send representatives to Buckingham Palace for the garden party. Selwyn, his brother Nigel and Alan Devers represented the museum.



The Queen's Award for Voluntary Service



Richard Trevithick's first steam railway locomotive running at Blist's Hill Victorian Museum in Ironbridge Gorge, Shropshire. The original locomotive was constructed at the nearby Coalbrookdale Ironworks in 1802-3 and predated Stephenson's *Rocket* by 26 years. The replica was built at GKN Sankey of nearby Telford in 1989-90. The mine shaft in the background is an original industrial feature of the site, as is the short stretch of the Shropshire canal. The pit-head winding gear has recently been returned to service – it is steam powered as part of a drive to regain the museum's reputation as a working industrial museum. JAMES HAMILTON

Award and major grant for West London steam railway revivalists

By Geoff Courtney

A NASCENT steam railway restoration project in West London that opened only three years ago and currently has just 300 yards of operational track has received a major volunteers' award and a significant grant that will enable the purchase of enough track to reach the halfway point in its ambitious plan to reopen 1½ miles of a former waterworks line.

The Metropolitan Water Board Railway Society was founded in 2003 with the long-term aim of restoring a stretch of a 3½-mile 2ft gauge line that ran from 1916 until 1946 from a wharf on the Thames at Hampton to Kempton Park, transporting coal to power pumping engines at two large waterworks at either end of the line.

It was worked throughout its 30-year existence by three identical 0-4-2Ts built by Kerr Stuart at a total cost of £2187 and named *Hampton*, *Kempton* and *Sunbury*. The pumping engines had a voracious appetite, requiring nearly 150 tons of coal a day which, prior to the opening of the railway, was delivered by horse and cart.

The two waterworks are still in use today, albeit not in the original buildings, while the railway trackbed

is protected in the local development plan and is now owned by Thames Water, with whom the society is in negotiations for a lease covering part of the old route at the Kempton end.

It was there that in 2013 the railway opened a 300-yard loop, named Hanworth Loop, on which it runs public steam trains under the banner of Hampton & Kempton Waterworks Railway. It is not on the original trackbed, but with its platform and popularity among locals and visitors, it is, to the volunteers who built it, a tangible sign that the project is moving forwards.

Surprised and excited

That progress has now been reinforced by the award of a 2017 Queen's Award for Voluntary Service, an accolade which society spokesman Jim Hewett said had "surprised and excited members."

Jim, who has been a volunteer since the very first days of the railway in 2003, has also announced that a grant of £43,000 has been made to the society by the Kempton Great Engines Trust, which runs the Kempton Steam Museum that overlooks Hanworth Loop. This, he said, had enabled the railway to buy a significant amount of 2ft gauge track from the MoD depot



Steam near the Thames: Hampton & Kempton Waterworks Railway resident 0-4-0ST *Darent*, built by Andrew Barclay in 1903, heads a train on the line on April 23. The railway is currently in negotiations with Thames Water for a lease on part of the former 2ft gauge line that delivered coal from a wharf on the Thames to two waterworks. JIM HEWETT

at Eastriggs, near Gretna Green. He said the track, comprising three lorry loads, was expected to be delivered shortly, adding: "It is fantastic, as it will be enough to take us up to Bunny Lane near Kempton Nature Reserve, where we propose to build a halt about halfway along our proposed route."

The track from the mothballed depot is understood to be in excellent

condition, having been little used since it was laid down only about 20 years ago.

While negotiations continue with Thames Water over the trackbed lease, a limited amount of clearance work is being carried out close to Hanworth Loop and a point inserted that would allow an extension on to the original trackbed to break out of the loop.

Brunel and Gooch descendants join Queen for 175 anniversary

By Robin Jones

DESCENDANTS of GWR engineer Isambard Kingdom Brunel and his locomotive genius Daniel Gooch joined the Queen on a special trip to mark the 175th anniversary of the first Royal Train.

The event on Tuesday, June 13, saw the monarch and the Duke of Edinburgh travel in new Hitachi-built Intercity Express Train No. 800003, which she named *Queen Elizabeth II* at Paddington station.

The couple were joined on board by Isambard Thomas and Gillian White, the direct descendants of Brunel and Gooch respectively.

On June 13, 1842, Queen Victoria made the journey from Slough to Paddington and became the first British monarch to travel by train. That day, Daniel Gooch drove the train locomotive, broad gauge Fire Fly class *Phlegethon*, assisted by Brunel.

The train in 1842 took 25 minutes for the 18-mile journey. Never having travelled faster than a horse could gallop, the 43mph average speed of the train would have been exhilarating for Queen Victoria – possibly too much so, because the GWR subsequently fitted a signal to the roof of the royal saloon so the Queen's entourage could instruct the train's driver to slow down.

In a diary entry on the day of her trip, Victoria wrote: "It took us exactly 30 minutes going to Paddington, and the motion was very slight, and much easier than the carriage, also no dust or great heat – in fact, it was delightful and so quick."

The next day, *The Times* newspaper reported: "Yesterday Her Majesty the Queen, for the first time, returned from her sojourn at Windsor Castle, accompanied by her illustrious consort, Prince Albert, Count Mensdorf, &c. by

way of the Great Western Railway. The intention of Her Majesty to return to town by railroad was first intimated to the authorities at Paddington on Saturday afternoon, and in consequence preparations on an extensive scale were ordered to be made for the transit of the royal pair from Slough to the Paddington terminus, which were carried into effect with the greatest secrecy."

Elegant and magnificent

The train included a luxurious royal saloon, built by the GWR in anticipation of a royal command. It was described by *The Times*: "The fittings are upon a most elegant and magnificent scale, tastefully improved by bouquets of rare flowers arranged within the carriage."

This time round, Queen Elizabeth was greeted at Slough station by more than 100 children, aged between five and 11, from Slough's St Mary's Primary, Iqra Slough Islamic Primary School, James Elliman Academy and Marish Primary School, who had produced their own drawings to mark the occasion.

Mr Thomas, 53, a typographic designer from Greenwich and Brunel's great-great-great-grandson, who sat next to the Queen, said: "It was fascinating how much interest she has in trains and in train journeys. The Queen was interested in the technology and the electrification and the effects of diesel. It's remarkable that she and the Duke of Edinburgh agreed to do this."

Gillian White, 87, the great-great-granddaughter of Daniel Gooch, who travelled from Devon for the occasion and who sat opposite the Queen on the special anniversary trip, said: "I'm very proud of my great-great-grandfather and what he did."

"It's an honour to be here to meet the Queen and for Brunel and Daniel Gooch to be remembered by her."



About to board the Hitachi IET prototype set and recreate the journey made by the first Royal Train in 1842 are, left to right, Isambard Thomas, the great-great-great-grandson of Isambard Kingdom Brunel; Gillian White, the great-great-granddaughter of Sir Daniel Gooch; Tim O'Toole, First Group CEO; HM the Queen; Mark Hopwood, GWR managing director and Mark Langman, the Network Rail route managing director. GWR

Following the naming ceremony, Tim O'Toole, chief executive of GWR owner First Group, presented the Queen with a pair of specially designed coins designed by railway designer Paul Gentleman. The coins will become a feature of GWR's new IETs, the first major intercity fleet to be introduced on the UK rail network for two decades and which is set to be introduced on the GWR this autumn.

The trains are being built by the 900-strong workforce at Hitachi's North East factory in Newton Aycliffe, as part of the Government's £5.7 billion Intercity Express Programme.

Secretary of State for Transport Chris Grayling said: "This is a truly inspirational event and a fitting tribute to the proud heritage of Brunel's railway. This route remains one of the foundations of

our rail network and as a nation we should be proud of our railways, which continue to be the bedrock of our public transport system."

Mark Langman, managing director of Network Rail, Western Route, said: "It is an honour to have welcomed the Queen and the Duke of Edinburgh to Paddington station 175 years after the first royal arrival into the iconic London station by train."

Historic anniversary

Mark Hopwood, managing director of GWR, said: "We are delighted that the Queen and the Duke of Edinburgh were able to join us to mark this historic anniversary. We at GWR are extremely proud of our heritage and this occasion marks a very special moment in the history of the Great Western Railway."

Each IET set will feature two dedications – one for each leading power car. Each dedication will be accompanied by a commemorative coin on the leading car of each train. The coin's front face is specifically designed to reflect the name it represents, while the reverse will carry a standard steam era design. The inspiration behind the coins comes from GWR flagship 4-6-0 No. 6000 *King George V* which still proudly carries two gold coins presented by the Baltimore & Ohio Railroad Company at its 1927 centenary celebrations.

Left: Five years ago, to mark the 170th anniversary of the first Royal Train, Didcot Railway Centre recreated the event, with replica *Fire Fly* standing in for *Phlegethon* and volunteer Beth Gillham taking the role of Queen Victoria. FRANK DUMBLETON



The Queen named the IET set *Queen Elizabeth II* at Paddington. GWR

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Slovenia, Italy and the Dolomites Steam Express

Friday 22nd September to Monday 2nd October 2017

A magical adventure awaits on this special tour of Slovenia and North-eastern Italy. Traverse the Julian Alps on the Transalpina Railway before experiencing vintage steam in the timeless city of Bled, and marvel at the locomotives in the Slovenian Railway Museum in Ljubljana. Further travel across Slovenia takes you by steam charter to Trebnje via 'Presidential' Sevnica. Then, in magical Trieste, you get to visit the local railway museum and sightsee, before riding Europe's most interesting funicular tramway. The 'Land of Contrasts' then awaits as you spend a few days on a special steam charter in North-eastern Italy, through a richly contrasting region replete with mountains, vineyards, surging rivers and emerald-green lakes. Your final destination is Venice, and a free day to discover its rich historical, musical and cultural heritage, rounding off your awesome tour in real style!



Austrian Steam Safari

Tuesday 17th October to Sunday 29th October 2017

Discover the natural beauty, rich cultural heritage and spectacular railways of Austria on this glorious summer holiday, packed with superb Alpine scenery and unique steam highlights. Based in the stylish cities of Vienna, Klagenfurt, Salzburg and Gmünd, you'll experience many of Austria's top attractions as you travel on picturesque steam main lines, remote branch lines and steeply graded mountain railways. A scenic sidestep into beautiful South Bohemia on a main line charter train to the famed historic city of Cesky Krumlov and the Sumava mountains also features. Highlights include exclusive steam charters at the Schneeberg and Schafberg rack railway, main line steam and narrow gauge steam in the Waldviertel. Relaxing cruises on pristine Alpine lakes aboard genuine vintage steamboats round out this tour, which emphasizes first class comfort and the utmost convenience.



South American Adventure

Sunday 5th November to Saturday 25th November 2017

This extraordinary tour visits Argentina and Chile, two contrasting countries. Highlights include travelling through the wilderness to Esquel, deep in Patagonia, on the "Old Patagonian Express"; and the famous 'Lake Crossing' through the Andes from Argentina into Chile. We travel on specially chartered trains, mostly hauled by steam locomotives, and see for ourselves the challenges faced by those who built the railway lines. A variety of track gauges are used and we travel on broad, standard, metre, and narrow gauge routes. We view an interesting variety of steam locomotives at a number of railway museums. We experience amazing vistas as we travel through the Andes Mountains and cruise the Patagonian lakes. There will be many filming and photographic opportunities – landscape, transport, life style, flora and fauna. This tour offers a truly spectacular adventure – an experience not to be missed.



Steam in Wolsztyn and Western Poland

Friday 17th November to Friday 24th November 2017

Discover the very best of Polish steam, including the famed Plandampf at Wolsztyn and private main line steam charters on the most scenic railway routes in the snow-capped Giant Mountains. You'll stay in the elegant cities of Poznan and Wroclaw and receive complimentary rover tickets to explore. A trip from Poznan to Wolsztyn hauled by a Pt47 tender locomotive is an early highlight, followed by an impressive Ol49 2-6-2 tender locomotive long run from Zbaszyn to Leszno. You'll also experience the very best of Lower Silesia, hauled by the mighty 1951 2-8-2 tank engine Tkt48-18 on two days. You will travel over the impressively engineered Wałbrzych to Kłodzko line, with its towering viaducts, followed by a trip to the historic town of Jelenia Gora and ski resort of Szklarska Poreba. Two private narrow gauge steam charters with run-pasts round out this fantastic holiday.

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Neeson appeals for help to save film icon station

ACTOR Liam Neeson has joined the campaign to save iconic Irish station Ballyglunin, which famously featured in the 1952 film *The Quiet Man* starring John Wayne and Maureen O'Hara.

The station, which became 'Castletown' in the film, has been unoccupied for the past decade and the roof has fallen into disrepair.

The Ballyglunin Community Development Charity, which lease the station on County Galway from Iarnród Éireann, launched a crowdfunding campaign to raise €30,000 for a new roof, and after only a few days, raised more than €6,000.

Antrim-born Neeson, 65, who has featured in more than 70 films and rose to prominence after taking the title role in Steven Spielberg's 1993 Oscar winner *Schindler's List*, got in touch as soon as he heard about the fundraising campaign.

He said: "The movie has become part of Irish folklore and is justifiably and rightly called a classic film. Please help save this important part of our film heritage by donating what you can to Fundit.ie or www.ballyglunin.com."

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SEE P30 FOR DETAILS



LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* leaves Tyseley for Solihull with empty stock for Vintage Trains' 'Whistling Ghost V' to Minehead, diverted via Oxford on June 17. ANDREW BELL

British Empire Medal for SRPS steam stalwart

By Hugh Dougherty

ANN Stewart, a long-term stalwart of the Scottish Railway Preservation Society has been awarded the British Empire Medal in the 2017 Queen's Birthday Honours List.

Ann, a former railway control room staff member with British Rail, has been a member of the society for over 40 years.

She worked for BR for 27 years, starting in London, and finished her career at Edinburgh Waverley in the control room.

She edited the society's membership magazine *Blastpipe* for a short period recently, and, although primarily committed to steam preservation, put her sewing skills to good use by making the replacement curtains for the SRPS DMU Group's Swindon Class 126 coaches, a not inconsiderable task.

Formerly a resident of London, Derby and Edinburgh, Ann was active in railway preservation at each location and, retired, she now lives in Kirkcaldy in Fife.

Her BEM was awarded for her service to the Arts Healthcare charity and for steam railway preservation in London, Derby and Edinburgh.

At Derby she was involved in the charity Famous Trains where she helped found the Famous Trains model railway at Markeaton Park to educate people about trains.

At the SRPS she started clearing tables in the buffet car and became involved in building the signalbox at Bo'ness and qualified as a signaller.

She also worked as a guard and reorganised the guard's department by setting up a recruitment and training programme.

Throughout her railway career and her steam railway volunteering, Ann has had to overcome illness occasioned by a rare genetic disorder and has been noted for her persistence and care for others.

SRPS spokesman Fred Landery said: "Ann has been a member for longer than I can remember, and I joined in 1975.

"She has made a superb contribution to steam railway preservation over many years both at Bo'ness and elsewhere and she is also known for her extensive charity work. We are very proud of Ann and congratulate her on her richly-deserved award."

Fife Council Provost, Jim Leishman, said: "We are very proud of what Ann has achieved in both her fields and I have written to her to congratulate her for bringing this honour to Fife."

South Devon engineman notches up 63 years' steam service

WHEN born and bred Devonian Dave Knowling celebrated his 78th birthday on Monday, May 22, he went to work as usual from his home near Holne on Dartmoor to drive a steam train on the South Devon Railway.

However, he had also entered his 63rd consecutive year of working on steam railway locomotives.

After passing the medicals in Newton Abbot and Swindon, Dave first started working for the Western Region at Plymouth's Laira depot in June 1954, and his length of continuous service working on steam locos is now believed to be a record for an individual railway engineman in Britain, if not the world!

Dave worked at a number of engine sheds around the old Great Western and Southern Railway systems, including

Slough, Old Oak Common (twice) and Plymouth Friary (twice).

With steam power almost at an end by the mid-1960s, he was finally made redundant for the last time from BR in 1967, and so he went to work for china clay firm ECLP near Plymouth where he assisted with stationary boilers.

He joined the embryonic Dart Valley Railway Association in 1967 as a volunteer when it was hoping to help a group of businessmen reopen the Ashburton branch between Totnes and Buckfastleigh.

He joined the Dart Valley Railway Company full-time as a fireman in June 1968 as their first employee. Dave was involved in crewing the Dart Valley Railway's reopening trains at Easter 1969, after a ceremony was carried out by Sir

Richard Beeching in May whose axe had by then fallen on many West Country branch lines. In a twist of irony, Dave shook hands with Dr Beeching – the man who had made him redundant!

After notching up 50 years' service, he now serves as a driver every Monday in the season after retiring from full time duties.

Dave recalled: "Some of the highlights and memorable moments on the railway and of steam are over the whole period of my footplate career. Joining the railway as a cleaner was a good start in 1954, and being passed as a driver to BR main line standard in 1970 by Inspector Bill Andrews was another great day. Working a test train over the newly acquired Torbay line with six coaches in 1972 with locomotive No. 4555 was a great feeling,



Engineman Dave Knowling may have set a world record for steam service. SDR

and people still talk about our 1970 wedding train too!

"But no two days are the same on a steam engine, and the weather doesn't matter if you stick to the job."

Patriot team in talks with new boiler suppliers

By Robin Jones

THE builders of new LMS Patriot No. 5551 *The Unknown Warrior* have moved swiftly to boost their project management team following a decision by LNWR Heritage at Crewe to cease all contract work and concentrate on its own fleet.

The decision means that all further work on building the Patriot's boiler has now ceased.

The decision, notified to LMS-Patriot Project chairman, David Bradshaw, on May 9, was believed to have been made because of a shortage of boiler-smiths.

In a statement, the project, which still aims to have the locomotive running by the centenary of the Armistice in November 2018, said: "The board of the LMS-Patriot Project is naturally very disappointed with this decision by LNWR Heritage, the impact of which is still not clear, though it is highly likely that there will be some delays in getting the boiler completed.

"On May 10, our engineering team visited Crewe to undertake a full

engineering assessment of all the boiler components. At the meeting LNWR Heritage agreed to complete work on the boiler that has already been started, by the end of June.

"This covers the completion of the riveting of the copper inner firebox and the welding of the outer throatplate to finish this.

"Since being informed of the decision, the project's engineering team have been working hard to identify an alternative builder for our boiler.

Expression of interest

"Within a week, all possible suppliers had been sent a comprehensive document providing details of the project and the current state of the boiler build, including drawings, photographs and technical details. We asked each supplier to reply with just an expression of interest as a first stage before entering into more detailed discussions.

"It is expected to be a while before a final announcement can be made on the way forward. All approval paperwork

for the work so far undertaken will be provided."

The project has already received several expressions of interest and one initial quote. "It will take several months to get to the point where we can issue a contract," said a spokesman.

The project has appointed Llangollen Railway chief engineer, Dave Owen as resident engineer to provide support.

Dave will be on hand to work with Llangollen's engineering manager, Graham Elwood, to ensure that any Patriot engineering or assembly issues are resolved without delay.

Also, Mike Pierce, owner of Llangollen's Thomas the Tank Engine, aka Hunslet 0-6-0ST No. 1873 of 1937 *Jessie*, has come on board to work exclusively on the Patriot until the chassis is completed, for which October has been set as the target date.

Mike, who has been working for the Barry Railway Engineering Company on the restoration of Hugh Shipton's GWR 2-6-2T No. 5539 (see page 36), will be employed directly by the LMS-Patriot Project.

IN BRIEF

→ **SALTASH** Town Council has bought the dilapidated former waiting room at the town's station from owner local businessman, Darren Bennetts, and aims to refurbish it as a community building, with the potential for office space above. Thousands of local residents signed a petition calling for action to be taken to repair the building, next to Brunel's Royal Albert Bridge.

→ **PONTYPOOL** & Blaenavon Railway-based RSH Austerly 0-6-0ST No. 71515 *Mech Navvies* has been booked to appear in the Keighley Worth Valley Railway's July 7-9 Little Engines weekend. The Indian-red liveried locomotive was once based on the nearby Embsay & Bolton Abbey Steam Railway.

→ **A TEAM** of local volunteers has opened a museum in a redundant waiting room on the Yarmouth/Lowestoft bound platform at Reedham station to tell the story of the first railway in Norfolk, the Norwich to Yarmouth line. Memorabilia and artefacts, including a bier used to carry coffins, are now on permanent display in the museum.

Traction regains a presence at Radstock

THE North Somerset Railway CIC has moved its 0-4-0 diesel to Radstock for restoration.

Originally starting out its life as a Sentinel chain-driven steam locomotive, it was converted to diesel by Thomas Hill (Rotherham) Ltd, which replaced the boiler with a six-cylinder/179hp diesel engine and installed hydraulic transmission.

The locomotive once worked at Whatley

Quarry and previously had an ARC livery.

This project is being undertaken by the NSR in anticipation of it being given permission to start clearance work on part of the mothballed GWR Radstock to Frome line, now owned by cyclepath organisation Railway Paths Ltd.

The revivalists aim to apply for a Transport & Works Act Order to run between Radstock and Great Elm near Frome.



The North Somerset Railway's first motive power now at Radstock. SHAUN ROBINS



GWR Castle 4-6-0 No. 5080 *Defiant* is seen shortly after returning from several years on display in the Buckinghamshire Railway Centre's Rewley Road station to its home at Tyseley Locomotive Works, in time for the 'Three Castles' open weekend held on June 24/25, when *Defiant* was reunited after 15 years with Tyseley Castles No. 7029 *Clun Castle* and No. 5043 *Earl of Mount Edgcumbe*. The overhaul of *Defiant* is expected to start once £100,000 has been raised, the first work to be undertaken being the construction of a new Collett-design 4000-gallon tender body. BEN MASON

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

Severn Valley station for sale at £950K

THE former station at Coalport on the original Severn Valley Railway line is being offered for sale for £950,000 along with two BR Mk.1 carriages.

The 1863-built Station House is now a five-bedroom house complete with the two coaches that have been converted into 4+ star holiday accommodation and stand on a short length of track.

Estate agent Nick Tart said: "This is an

ideal opportunity to retain the current usage of Station House as a main family home with a unique profitable business. There could also be further potential to convert the main house for additional guest accommodation and develop the site further as full planning permission has been granted to increase the house to include three further bedrooms all with en-suite bathrooms."

SVR gains another Class 09

THE Severn Valley Railway has taken delivery of Class 09 09107 from the Kingsbury Yard of EMR where it had been stored since withdrawal from service at Doncaster in September 2011.

The locomotive was introduced

to service with BR at Newton Abbot as Class 08 D4013 in May 1961, but was modified to the higher Class 09 specification in 1993 when it became a member of Class 09/1 (locomotives with 110v electrical systems).

Trains call again at Hayles Abbey after 57 years

By Robin Jones

AS the roof was being installed on the main building at the Gloucestershire Warwickshire Railway's new Broadway terminus, the heritage line was busy opening another 'new' station.

Monday, June 5, saw Hayles Abbey Halt officially reopened by railway patron Lord Wemyss, the Earl of Wemyss and March from nearby Stanway House. This is the family that once owned the Wemyss Private Railway in Fife – an extensive network of lines serving the coalfield and docks with a fleet of steam locomotives.

The halt – spelled Hayles by the GWR – opened in September 1928 to coincide

with the opening of a museum at the nearby Cistercian Hailes Abbey but was closed by British Railways in 1960, when local passenger services on the Stratford-upon-Avon to Cheltenham line were withdrawn.

New museum

The reopening of the halt coincided with the opening of a new museum at the abbey which today is run by English Heritage and owned by the National Trust and is just five minutes' walk away. Hailes Fruit Farm, which once despatched its produce from the halt, can also be accessed.

The halt rebuilding project was carried out thanks to a £12,000 grant from the

charitable Gloucestershire Warwickshire Railway Trust, as well as a grant of £2,500 from the Cotswold Conservation Board. It was completed entirely by volunteers in less than a year.

Trust chairman Glyn Cornish said: "The new halt is a wonderful example of what can be achieved by volunteers."

"It looks as if it has always been there because it closely follows the appearance of the original. It is complete with a corrugated iron waiting shelter which was recovered from Usk in Wales, identical to that which once stood on the site. It has a gravelled platform surface and even has oil lamp standards!"

The platform is a little longer than the original and, from June 6, some of the

railway's services began stopping at the halt by request.

Richard Rhodes of English Heritage and manager of the abbey said: "Back in the 1920s the halt was built thanks to close co-operation between the then owners of the abbey and the GWR, which was always keen to promote train travel to places of interest on its network."

"It's a wonderful opportunity for visitors to enjoy all that the railway has to offer as well as a pleasant walk to visit this important historic site."

The 'Coffee Pot'

Those witnessing the event included Sir Martin Harris CBE, a patron of the railway; Colonel Mike Bennett, Deputy Lord Lieutenant of Gloucestershire; the mayor of Cheltenham, Coun Klara Sudbury, along with representatives from English Heritage, Cotswold Conservation Board, Winchcombe Parish Council, English Heritage, Hailes Fruit Farm, suppliers of services and materials to build the halt as well as the volunteers who built it.

The train used for the official opening event was identical to the kind of service that served this and other stations between Cheltenham St James and Honeybourne. Known to local people as the 'Coffee Pot', it comprised Mike Little's GWR Collett auto tank No. 1450 and matching trailer No. W238W *Chaffinch* from the Severn Valley Railway. The auto-coach in which guests travelled was one that used to operate over the line in the 1950s. Other 1400s which ran regularly on the route included No. 1401 which appeared in the Ealing comedy *The Titfield Thunderbolt*, No. 1402 and No. 1427, none of which have been preserved.

Over the weekend of June 10-11, the auto-train operated passenger services between Winchcombe via Hayles Abbey Halt and Toddington, to the railway's current northern limit at Little Buckland, alongside the main services between Toddington and Cheltenham.



On the evening of June 3, 30742 Charters held a photographic charter using Collett 14XX No. 1450 and auto-coach No. W238W *Chaffinch*, with its first port of call Hayles Abbey. MARTIN CREESE



A 1400 class locomotive coming to a sudden halt (judging by the water surging out of the water tank filler) at Hayles Abbey, just before it closed in 1960. The coach was the same one that visited for the reopening. DH BALLANTYNE



Lord Wemyss opens the halt watched by Coun Klara Sudbury, mayor of Cheltenham. IAN CROWDER



Possibly the first member of the class to work on the route, BR Standard 4MT 2-6-0 No. 76017 accelerates away from Cheltenham Racecourse on May 27. SIMON WEBB

Festival stunning success despite no-shows

NEARLY 3000 visitors attended the Gloucestershire Warwickshire Railway's spring bank holiday Cotswold Festival of Steam.

The highlight of the event was the double-heading of two former Salisbury shedmates, home-based Bulleid Merchant Navy Pacific No. 35006 *Peninsular & Oriental S. N. Co* and visiting BR Standard 4MT 2-6-0 No. 76017.

The double-headed combination of residents WR 4-6-0 No. 7903 *Foremarke Hall* and No. 7820 *Dinmore Manor* attracted much attention.

However, an apparent national shortage of steam locomotives meant that booked visitor after visitor came to nothing. An early booking was LMS 'Black Five' 4-6-0 No. 45305 but boiler work on the locomotive at the Great Central Railway was not finished in time.

Somerset & Dorset 7F 2-8-0 No. 53808 was also booked but, because of the failure of another locomotive on its home West Somerset Railway, it could not be spared.

The Churnet Valley Railway's USATC S160 No. 6046 – which was a much anticipated star of the show, and representative of a type which worked over the line in the Second World War, was extinguished only days before the event because of a failed big-end bearing but the Mid Hants Railway came to the rescue with No. 76017. Maybe the appearance of this

locomotive, believed to be the first appearance of a Standard 4 2-6-0 to the line, ever (as the WR did not have any allocations of the class) may inspire a start to be made on No. 76077 which is awaiting restoration at Toddington.

The event was boosted by the fact that a few days before, part of the extension in towards Broadway was approved for passenger use, giving the line a length of 13½ miles.

Services on the new extension were provided by No. 1450 and its auto-trailer, as far as Little Buckland, within sight of Broadway. The auto-train service over this length was popular with long queues to join the service.

Flying Scotsman

Another popular visitor with a 10¼in gauge, Gresley A3 No. 4472 *Flying Scotsman*, displayed on a freshly restored GWR drop-side steel permanent way wagon in the Toddington car park unloading road.

Overall, passenger numbers were down on the previous year's record event, partly because of the 'no-shows' and partly because of indifferent weather. Only the Sunday was fine throughout the day and the Monday was very wet.

At Cheltenham Racecourse, platform 2 was used for the first time. The addition of this facility has increased flexibility on the railway and it was used



GWR 0-4-2T No. 1450 near Toddington with the auto-train on May 27. JOHN LEWIS

to the full, with trains crossing at the station.

At Gotherington, the private owners of the station house and former yard threw their doors open for visitors to discover a range of railway relics and the award-winning 'Gotherington West' timber platform and pagoda shelter. On the siding there was the extremely rare opportunity to try your hand on an 0-4-0 people-powered pump trolley!

A GWR spokesman said: "The event was a triumph in terms of its organisation and smooth running.

Trains ran to time and there was plenty of variety for visitors to enjoy – ranging from the smallest: in the shape of No. 1450 and its auto-coach to the largest, No. 35006.

"Overall it was a huge success and a significant financial contributor to the railway. Maybe the locomotive count was down on what was expected and planned for but there were nevertheless seven locomotives in steam. The drop in passenger numbers was countered by the fact that additional steaming and transport costs were saved."

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The asparagus line!



Above: The Kent & East Sussex Railway ran hop-pickers' specials in the steam era. **Now** the Cedarbarn miniature railway offers crop pickers' specials. **CEDARBARN Inset:** One of the main crops carried by the railway on sale in the farm shop. **ROBIN JONES**

By Robin Jones

HAMPSHIRE has its Watercress Line. The GWR's Cheddar Valley branch was the Strawberry Line. Now North Yorkshire has an Asparagus Line!

If a WR Class 42 Warship was booked to haul real freight near Pickering, thoughts might immediately turn to a hired-in locomotive running a photographic charter on the North Yorkshire Moors Railway. However, nothing could be further from the truth.

For the Cedarbarn Farm Shop & Café's 7¼in gauge miniature railway not only carries visitors over its 650-yard line – but also transports the harvested crops!

At present, the sole motive power is a Phoenix Locos battery-electric Warship which is recharged inside the line's Redgate Tunnel. The immaculately-presented Warship normally hauls a rake of sit-on coaches – the 'Flying

Yorkshireman' train – from a replica Victorian station next to the venue's entrance on the A170 Thornton Road just east of Pickering.

However, the line, which was four years at the planning stage, also has a freight wagon on which crops grown in the fields through which it runs are brought to the shop.

The main crop taken by rail from the fields to the counter is asparagus. The line, which is built to a dumb-bell design with loops at either end and a passing loop, has also carried consignments of strawberries and pumpkins.

The railway was designed to take visitors to the farm's pick your own fields, where they can hop off and pick strawberries, gooseberries, raspberries and blackcurrants.

Owner and farmer Karl Avison said: "We've been growing asparagus for 15 years and we're proud of our



Railway owner Karl Avison with the line's Warship diesel and resident traction engine in the background. CEDARBARN

Yorkshire crop. Every morning we head out to harvest the Cedarbarn asparagus, which is one of the sweetest varieties you can taste.

"We harvest very early every morning and the fresh stems are in our farm shop and kitchen first thing. You don't get fresher than that.

"The site has a steam history, because



The asparagus crop carried from the fields to the shop. CEDARBARN

many years ago it was the home of the Pickering Traction Engine Rally.

"At the moment the railway is diesel-only, but we are gearing it up for steam. We intend to invite owners to bring their steam locomotives to run on the line."

Alongside the station is the 'Flying Yorkshireman Dining Cart' which serves refreshments including gourmet burgers which have been hand-made in the Cedarbarn butchery.

→ While the farm shop and cafe is open seven days a week, the miniature railway operates from Thursdays to Sundays, 11am-3pm, weather permitting. Further details are on www.cedarbarnfarmshop.co.uk



Left: The 'Flying Yorkshireman' waits at the line's replica Victorian station next to the farm shop and cafe off the A170 east of Pickering, better known in railway circles for the full-size North Yorkshire Moors Railway. **ROBIN JONES**

Adams' descendant unveils T3 at Swanage

FOLLOWING the controversial gift of LSWR T3 4-4-0 No. 563 by the National Railway Museum to the Swanage Railway, the locomotive was unveiled at Corfe Castle station by a descendant of one of the locomotive's designers.

Designed in 1890 by William Adams for smooth running at up to 80mph, and built at Nine Elms in London, the 81-tonne No. 563 was not scrapped after withdrawal in 1945.

Instead, it was selected for restoration and display at the Waterloo station centenary celebrations during 1948, in a move that guaranteed its preservation.

Now the volunteers of the Purbeck line, who have just celebrated reintroducing public services between Swanage and Wareham, are to display it to the public – an ultimate goal is to return the T3 to steam.

Attending the welcoming ceremony for No. 563 on Saturday, May 27, were Dr Robert Adams, whose great-great grandparents were the parents of William Adams, as well as Alex Campbell, the great-great grandson of William Adams' brother John.

Robert, who lives in Sidmouth, said:

"It was truly fabulous and extremely enjoyable – an occasion that my wife Margaret and I will never forget. The importance rightly placed on William Adams as one of the greatest locomotive designers of the 19th century was well illustrated.

Beautiful in appearance

"It was a real thrill to see No. 563 unveiled at Corfe Castle station. Like all of William Adams' designs, the locomotive is beautiful in appearance as well as efficiency. It has been described by locomotive experts as one of William Adams' great masterpieces.

"Hopefully, No. 563 will eventually be returned to steam and become one of the Swanage Railway's main attractions, resulting in an increased public interest in William Adams as a person."

Alex said: "The unveiling and welcoming ceremony for the T3 made me wonder what William Adams would have made of the day and how perhaps his heart would have warmed to see the pleasure that his locomotive still gives to others some 120 years later – and hopefully to many more



The NRM's Andrew McLean (far right) on board T3 No. 563 with descendants of its designer William Adams and his family. ANDREW PM WRIGHT

in the years to come.

"The Swanage Railway is the rightful resting place for No. 563 and Corfe Castle's restored Victorian station made a lovely backdrop to the locomotive.

"Looking at the locomotive, it's amazing how something so functional can also be so beautiful. The T3 represents a bygone era of technical excellence that combined strength, durability and aesthetic beauty that augmented functionality with grandeur that typified Victorian technology."

The transfer of ownership of the T3 raised questions as to why a National Collection locomotive should be given away. However, one clause in the deal is that if the railway decides it no longer

wants it, it must be offered back to the York museum rather than being sold.

At the welcoming ceremony, No. 563 was unveiled by head curator Andrew McLean.

Victorian lines

Swanage Railway Trust chairman Gavin Johns said: "It was an exciting moment when Andrew McLean pulled the cover sheet off the locomotive to reveal its glorious Victorian lines, with gasps of admiration and appreciation from our guests, staff and members.

"Seeing the expressions of delight on the faces of William Adams' descendants was wonderful – a special and moving moment. It was a very memorable day."

Deltic Royal Scots Grey in trouble

MARTIN Walker, owner of Deltic Class 55 D9000 /55022 *Royal Scots Grey*, said that the locomotive has fallen victim to the dreaded diesel bug algae following increased contamination of the fuel filters in recent service.

It had been noted that the filters were becoming contaminated more quickly than expected for the level of activity undertaken and this was confirmed when examination of the inner filter media revealed a black gel solution instead of the expected grainy particles. This problem can be cured by regular removal and cleansing of the filter but

the increased frequency is becoming troublesome.

The support group is now looking at various solutions to the problem and is trialling an Australian product that claims to be the leading solution for treating fuel contamination; costing £300 it is hoped that the solution proves its worth.

More modern design

Allied to the fuel treatment Martin is looking to replace the current strainer units with a more modern design that allows both easier monitoring and replacement when necessary and is

appealing for anyone with experience in this area of work to contact him at royalscotsgrey.com.

Attention has also turned to the carbon brushes of the locomotive's No. 2 main generator, which are approaching minimum size, hence becoming due for replacement. A new set of brushes will cost £3,000 but, when compared to the cost of a main generator flashover that could arise with worn brushes, the cost is not so expensive. Fortunately the locomotive's other three main generators have fairly new brushes, thus should provide many hours of reliable service.

NYMR Behind the Scenes event a success

THE North Yorkshire Moors Railway's management team has hailed the May 20/21 Behind the Scenes trial event as a success, with the event likely to be repeated in future years, and possibly combined with the annual volunteer recruitment day.

Virtually all areas of the NYMR were opened up to visitors and demonstrations included the Grosmont steam breakdown crane being used to lift and position various items.

First track laid at Southwold

THE first 3ft gauge track has been laid at Southwold since the Suffolk resort's legendary railway closed in 1929.

Volunteers have laid the track at the new visitors' centre being built at a former steam works site in Blyth Road as part of a long-term project to reinstate the railway, which once ran eight miles eastwards to Halesworth.

The project will see just over a quarter-of-a-mile of track laid at the site which is adjacent to the original 1879 trackbed, now a popular footpath and cycleway to the River Blyth bridge.

IN BRIEF

→ **THE Harry Needle Railway Company has bought a further pair of locomotives, Class 37/6 37607/612, from Direct Rail Services and transferred them to Barrow Hill for attention. It has been rumoured that they will be hired to Colas Railfreight as replacement for that company's Class 37s Nos. 37146/188 following the cessation of work to restore the latter pair to main line service but no official comment has yet been made.**

→ **CLASS 73/2 No. 73201 Broadlands, the Royal Train locomotive following its use on the honeymoon train after the wedding of Prince Charles and Princess Diana in July 1981, has been returned to service following attention at St Leonards depot. The locomotive now carries blue livery with GB Railfreight embellishments and, following release in mid-May, is based at Tonbridge for GBRF duties.**

→ **WORK progresses on the overhaul and repair of Class 31/4 No. 31459 at the Wensleydale Railway where the locomotive was able to take power at the end of May. Efforts continue to restore the locomotive to full working order.**

→ **PETE Briddon's Class 14 No. 14901 and Andrew Barclay 0-4-0ST No. 1931 of 1927 from Rocks By Rail have arrived at the Colne Valley Railway and will be running for the rest of the season.**

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London Transport maroon-liveried Class 20s Nos. 20142 and 20227 arrive in platform 2 at Holt.

North Norfolk three Peaks

By Brian Sharpe

THE North Norfolk Railway staged its annual diesel gala on June 9-11, starring three Peaks representing Classes 44, 45 and 46. Class 44 was represented by newly-repainted green-liveried D8 *Penyghent* visiting from Peak Rail; Class 45 by blue No. 45133 and Class 46 by D182 in rail blue but with small yellow warning panels and red bufferbeam as only carried by a very select few members of the class.

The Peaks operated in a variety of top-and-tail and doubleheaded combinations, supported by two visiting Class 37s from the Direct Rail Services fleet and London Transport maroon-liveried Class 20s Nos. 20142 and 20227.

Although the home fleet main line diesels were not involved, the Class 101 Metropolitan-Cammell DMU set was in operation and 0-6-0 diesel shunter No. 12138 made a passenger trip from Sheringham to Weybourne and back each day before retiring for overhaul.



Class 45 No. 45133 and Class 46 D182 arrive at Weybourne on June 10, where D8 was attached to the rear of the train.



Class 44 D8 *Penyghent* heads away from Sheringham with an evening train to Holt.

Class 44 D8 *Penyghent* departs from Holt with the four-coach suburban set, passing resident Class 25 No. 25057.



Class 46 D182 arrives at Weybourne passing No. 45133 with a train for Sheringham.

Third Wight Ivatt returned to steam

By Robin Jones

THE East Somerset Railway further boosted its locomotive restoration credentials with the first steaming of Ivatt 2MT 2-6-2T No. 41313 after 52 years.

The Cranmore workshops have carried out the £145,000 restoration of the former Barry scrapyard locomotive as a contract job on behalf of the Isle of Wight Steam Railway.

Last steamed in Hampshire in November 1965, the 1952-built former Lymington branch locomotive moved under its own power for the first time in preservation on June 3.

The ESR arranged an extended timetable for its official launch day on June 24, with the locomotive running alongside and double heading with Ivatt 2MT 2-6-0 No. 46447.

No. 41313 is expected to run on the ESR for several months before returning across the Solent to the IoWSR.

Both it and 1950-built No. 46447 were saved by the Ivatt Locomotive Trust, which was based at the Buckinghamshire Railway Centre. The group also bought 1951-built sister 2-6-2T No. 41298 direct from BR service.



Newly restored Ivatt 2-6-2T No. 41313 hauls a loaded test train at Cranmore on June 17. CHRIS HOPKINS

The trust decided to donate all three to the IoWSR as it no longer had the resources to complete their restorations, but all three are now steaming again.

They were delivered in 2009. No. 41298 has already been returned to steam on

the IoWSR, while No. 46447 is on loan to the ESR. A special event featuring both 2-6-2Ts in steam together is planned for Havenstreet in 2018.

Built at Crewe, No. 41313 was initially allocated to Brighton shed, but after

just two months was transferred to Exmouth Junction. In February 1955 it was switched to Three Bridges, and later to Ashford, Barnstaple Junction, Brighton and Eastleigh, from where it was withdrawn.



The Barry Railway Engineering company has passed a milestone with the wheeling of its first restoration project, GWR 2-6-2T No. 5539, on behalf of owner Hugh Shipton. The firm's founding managing director John Buxton said: "We now have a rolling chassis on our first commercial steam locomotive restoration. We intend to expand our business and undertake further railway vehicle refurbishments at Barry. We can undertake work on diesel locomotives and rolling stock too." The firm is based on the site of the former Barry Railway's works, hence its name Barry New Works.

IN BRIEF

→ WINDS on June 1 delayed the lowering into place by crane of Brighton's Volk's Electric Railway's new Aquarium station, part of a £1.65 million restoration of Britain's first electric line. The Heritage Lottery Fund-backed restoration includes a purpose-built and contemporary-looking visitor centre inside the station to tell the story of inventor Magnus Volk.

→ CLASS 37 No. 37670, an early bearer

of the revised DB Schenker red livery with grey stripe, has been noted in the Leicester Depot of UK Rail Leasings where reports suggest it is destined for "final component recovery".

→ HUNSLET Austerity 0-6-0ST No. 3839 of 1956 *Wimblebury* and RSH 0-4-0ST No. 7063 of 1942 *Eustace Forth* will return to service following overhaul at Foxfield Railway's July 14-16 50th anniversary gala, at which the Knotty Heritage Train will run.

Virgin volunteers boost Middleton Railway as drivers and navvies

VIRGIN Trains staff have taken time off from preparing the East Coast Main Line for one of Britain's newest trains to help out on one of Britain's oldest railways.

As Virgin prepares to introduce its Azuma set from next year, 29 volunteers from the company have helped to drive steam trains and worked as navvies at the Middleton Railway in Leeds. The Middleton Railway was the first to be authorised by an Act of Parliament and had the first commercially successful steam locomotive in 1812.

The heritage line's vice-president Ian Smith, a volunteer there for 45 years, said: "Virgin Trains staff have assisted us by cleaning and, under supervision, driving the railway's steam locomotive *Matthew Murray*.

"They've also spent time working as railway navvies and, under the direction of our chief engineer, helped to level the floor of our

running shed, replace wooden timbers on the track and lay a new foot crossing, which saved us a few months' worth of work in just one day. Many of them are office-based so it was great to see them getting their hands dirty by shovelling coal on board and grafting in the rail shed or on the track!"

Virgin Trains' major projects director Tim Hedley-Jones said: "While we're planning to launch the next exciting chapter of rail travel with our brand new Azuma trains from next year, our 'steam team' took time out from the day job to get back to basics with this fantastic and historically very significant railway.

"It's important to Virgin Trains that we promote and protect the history and heritage of our east coast route – and the experience of acting as railway navvies and even driving a steam locomotive has been inspiring for our people."

Telford hits damage repair target

THE Telford Steam Railway's fundraising campaign to repair damage in a vandal attack has passed its £5000 target.

Around 50 people offered donations after 18 carriage windows and those in two locomotives were smashed in the April 12 attack which impacted on the

line's Easter operations. Engine oil stored on board a diesel was also poured over the steps and fire extinguishers were set off.

An online fundraising page was set up, while the Heritage Lottery Fund donated half of the money.



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Wendy to mark new Hayling Island depot

THE 2ft gauge Hayling Railway will open its new permanent Eastoke Corner depot on Sunday, August 6.

The line's volunteers will be joining forces with the Hayling's BEST community group's Playing on the Plaza team to organise a very special 'housewarming party' on the seafront, to celebrate the transfer of the operating depot.

There will be a display of agricultural and other vintage machinery, models and equipment on and around the newly rebuilt Eastoke Corner station.

Local musicians and entertainers will provide a full programme of free live entertainment. Over the weekend, there will be regular passenger trains along the mile-long railway to Beachlands via Mengham Road Halt, hauled by the Hampshire Narrow Gauge Railway Society's 1919-built Bagnall 0-4-0ST *Wendy*, which will be visiting from its home at the Bursledon Brickworks Museum.

More steam for Spa Valley

THE Spa Valley Railway's July 1-2 summer steam festival will feature a special guest from up north.

Hunslet 0-6-0ST No. 2705 of 1945 *Beatrice* will be making its first-ever journey to the south of England from its Embsay & Bolton Abbey Steam Railway home.

Owned by John Beasley, *Beatrice* will work alongside visiting Hunslet 0-6-0ST No. 1982 of 1945 *Ring Haw* from the North Norfolk Railway and residents RSH No. 62 *Ugley* and Vulcan Austerity No. 72 bringing the total line-up of steam locomotives to four.

It will be the largest number of steam locomotives operated on the line at any one time since opening to Eridge in 2011. There will also be 13 road engines, more than 30 vintage vehicles and a range of model railways.

Steam worksplates boost for *Prince of Wales* project

By Geoff Courtney

NEW-BUILD Gresley P2 No. 2007 *Prince of Wales* is to receive a boost from an anonymous railwayana enthusiast who is selling his collection at auction on July 15 in aid of the £5 million project.

A quartet of pre-Big Four worksplates will be among the lots going under the hammer, as well as numberplates and a shedplate. The auction house which will be handling the sale has agreed to waive its vendor's commission, meaning the total hammer price will go to the project.

The worksplates date from 1905 to 1921, the oldest being a Great Northern Railway Doncaster example (works No. 1067) from 4-4-2 No. 2821, a member of the popular C1 'large boiler' Atlantics designed by Great Northern Railway chief mechanical engineer Henry Ivatt.

This class reigned supreme on the East Coast Main Line for several years, sometimes hauling trains of more than 500 tons, and even in their dotage were sometimes called upon to replace failed Pacifics on the route. No. 2821 – it was allocated the No. 62821 by BR but this was never carried – was withdrawn from King's Cross (34A) in July 1948, sadly meeting an ignominious end as a stationary boiler at Doncaster carriage works.

Another worksplate going under the hammer is also a GNR Doncaster example, from O3 class 2-8-0 No. 63479, built to a Nigel Gresley design in 1914 (works No. 1418) and withdrawn from Retford (36E) in May 1951.

Thirdly there is a Great Central Railway Gorton 1915 plate from 2-6-4T No. 69056, a member of the L3 class that was designed by CME John Robinson for East Midlands' coal traffic but soon allocated to other duties because of

braking deficiencies. No. 69056 was withdrawn from Neasden (34E) in February 1951 and never carried its BR number, ending its days as LNER No. 9056. Finally comes an 'LMS Rebuilt 1921 Derby' worksplate from an unidentified locomotive, but believed to be from a 2P 4-4-0.

From No. 69056 there is also an LNER numberplate – sometimes called running numberplates, works numberplates or even, erroneously according to some experts, worksplates – that bears its pre-BR No. 9056, and another from Henry Ivatt-designed GNR J5 class 0-6-0 No. 65481, built at Doncaster in 1910 and withdrawn from Colwick (38A) in October 1953. This plate carries the loco's LNER No. 3022.

Kind donation

Mark Allatt, director of the P2 project, said: "We are most grateful that one of our valued supporters has donated his collection of railwayana. It is a kind donation that will help us to maintain the progress necessary to complete the new locomotive by 2021."

The collection, which also includes a 10B shedcode plate – the code for Preston from 1950 to 1958 and Blackpool Central 1963 to 1964 – is being sold by GW Railwayana, whose director and auctioneer, Simon Turner, said: "I am delighted to be offered the opportunity to sell the collection in aid of the project to build the P2, surely one of the most magnificent steam locomotives to have been operated by the LNER."

"It is a generous gesture by the vendor, who wishes to remain anonymous, and I was pleased to make our own contribution by waiving the vendor's commission we would normally charge. I hope collectors dig deep into their pockets when bidding,

as they are being sold not only for a worthwhile cause, but also because they are a fine collection in their own right." The auction is being held at Pershore High School, and starts at 10am.

The P2 Steam Locomotive Co, which is building *Prince of Wales* at Darlington works, is a subsidiary of the A1 Steam Locomotive Trust, the builder and operator of Peppercorn A1 Pacific No. 60163 *Tornado* which was completed in 2008. Mark said that the P2 project had already received pledges of more than 45% of the £5 million cost, and that he was confident the rolling chassis would be completed this year.

As part of the fundraising, a series of four roadshows is being held in the North. The first was in Newcastle on June 17, with the remainder at Jury's Inn, Edinburgh (July 1), Dundee Heritage Trust Discovery Point (October 14), and Jury's Inn, Aberdeen, on November 25.

Coincidentally, another nine works- and number-plates are also being sold at the auction to raise funds within the heritage railways movement. They are from a single collection owned by a late collector that was donated by his widow to the North Yorkshire Moors Railway, and include the LNER numberplate from D49 4-4-0 No. 62709 *Berwickshire*.

There are further LNER numberplates from B16 No. 61456, J71 No. 68254, J73 No. 68361, J72 No. 68705, N5 No. 69317, and A8 No. 69878, a GNR worksplate from J6 No. 64203, and a Beyer Peacock worksplate from N5 No. 69354. Most of the locos operated in the North-East, and all were withdrawn between February 1956 and June 1961.

→ See Geoff Courtney's railwayana column on pages 68-70 for full details of the auction, which is being held at Pershore High School.



End of the road: Ivatt Atlantic No. 62822 after arriving at Doncaster on November 26, 1950, at the head of a special from King's Cross marking the end of the class in service. A worksplate from the numerically previous member of the class, No. 2821 – it never received its BR No. 62821 – is being sold at auction on July 15 in aid of the P2 class 2-8-2 project. Both locos were built at Doncaster in May 1905, with No 2821 carrying the works number 1067 and No. 62822 No. 1070.

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Assembly of P2 crank axle is completed

THE world's fastest-growing standard gauge new-build project – that of P2 2-8-2 No. 2007 *Prince of Wales* – has passed significant milestones both in construction and fundraising.

The crank axle has been assembled at South Devon Railway Engineering Ltd in Buckfastleigh, while The Mikado Club fundraising initiative to pay for the wheeling of the engine has reached its initial target of £200,000 pledged almost three months earlier than anticipated. Indeed, in a record month in May, the Gresley P2 project received almost £90,000 in donations and new pledges.

The assembly of the crank axle is a critical milestone for the project. It is the culmination of a long and expensive process including Finite Element Analysis carried out by railway engineering consultants Mott MacDonald at Derby to eliminate a weakness in the original design that resulted in fracturing of the crank axle. The assembly of the axle will be followed by final machining before fitting of wheels and tyres, which will complete the wheelset. It is hoped to have the engine wheeled before the

end of 2017.

The crank axle was being finished machined by Unilathe of Stoke-on-Trent as we closed for press, while the Cartazzi axle, its wheels and tyres are at Buckfastleigh for assembly.

On the smokebox: the smoke lifting screen beading is now fully fitted.

The original P2s were fitted with gravity sanders for the leading coupled wheels and steam-operated forward sanders for the driving coupled wheels. No backward sanders were fitted.

Backward sandboxes

However, No. 2007 is likely to do significant work in reverse, mostly on heritage railways, but from time to time hauling substantial loads over significant gradients on the main line running tender first. Accordingly, the leading and forward driving sanders have been altered for air operation (as with A1 No. 60163 *Tornado*) and new backward sandboxes and fillers have been designed. All six sandboxes and fillers have been assembled and fitted to the frames.

The superheater header has arrived

at Darlington Locomotive Works, while orders have been placed with D Howitt Ltd at Crofton for brake hangers and spring gear details

The boiler cladding has been modified from the original design to reflect minor changes in the specification of No. 2007, including reducing the overall height of the locomotive by 1in to comply with the "go anywhere" national network loading gauge.

A skeleton frame is being manufactured to enable the cladding to be made before delivery of the boiler. This enables the project to defer ordering the boiler by six months and still maintain the anticipated completion date.

The A1 Steam Locomotive Trust's P2 project director Mark Allatt said: "The completion of the crank axle for No. 2007 *Prince of Wales* and our record-breaking £90,000 donated and pledged in a single month mark two significant milestones in the project to build our new Gresley class P2 Mikado.

"Thanks to our supporters' continued generosity, well over £1 million has been spent on construction, over £1.4 million



Project engineer, Rob le Chevalier, with the assembled crank axle on June 7, 2017.

donated and over £2.4 million pledged.

"We are confident that we will have completed the rolling chassis for No. 2007 *Prince of Wales* in 2017 and remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to raise more than £700,000 per year."

➔ For details of how to help the P2 project, visit www.a1steam.com

'Biggest ever' Kerr Stuart gala

A MAJOR new diesel gala is to be held at the Apedale Valley Light Railway this year.

The Diesel Delights weekend of October 7-8 will see many of operator the Moseley Railway Trust's collection of internal combustion locomotives in action.

Several will haul passenger trains – in some cases, these will be the first-ever passenger workings for locomotives more than 50 years old!

Looking further ahead, in 2018 the trust will hold the third of the award-winning Tracks to the Trenches events, themed around the First World War.

The trust wants to hear from potential exhibitors of WW1-appropriate items, particularly road vehicles.

The trust held this year's annual gala on May 13-14, on the theme of the centenary of the Kerr Stuart 0-4-2ST No. 2395 of 1917 *Stanhope*, which was built a few miles from Apedale.

Three visiting engines attended, two built by Kerr Stuart, and the third built to one of the company's designs. They were Sirdar 0-4-0T No. 1158 of 1917 *Diana* from the Bala Lake Railway, Wren 0-4-0STs No. 3128 of 1918 from the Statfold Barn Railway and new-build No. 3905 of 2008 *Jennie* from the Amerton Railway.

With the home-based fleet of



The locomotives that took part in the Kerr Stuart gala. MRT

Stanhope and 1916-built Kerr Stuart Joffre 0-6-0T No. 3014 of 1916, it is believed that this was the largest gathering of Stoke-built locomotives in preservation.

The gala attracted more than 1000 visitors.

The centenary of *Stanhope* was marked with various cakes, while its owner, Dr John Rowlands, made a speech describing the story of how the locomotive survived into preservation. *Stanhope's* story has now been told a new book by Phil Robinson and published by the trust.

Right: Centenarian and Moseley Railway Trust flagship *Stanhope* in action at the Apedale Valley Light Railway during the Kerr Stuart gala. MRT



Gwili names days for southern extension opening

THE official opening ceremony for the Gwili Railway's long-awaited southern extension to Abergwili Junction will take place on July 1.

The event will be a private ceremony for members and VIPs, with a public opening event held the next day. The new line is 1¾ miles long and will see the line expand to a total length of four miles, the extension adding to the present mile run from Bronwydd Arms to Danycoed.

It will give the railway a prime site and visible presence alongside the A40 trunk road, a key tourist route to west Wales.

In action on the opening days will be both RSH WD Austerity 0-6-0ST No. 7170 1944 *Welsh Guardsman* and RSH 0-6-0ST No. 7849 of 1955 No. 47 *Moorbarrow*.

The project has taken 17 years to complete and has cost around £500,000. Much of the track work came from the defunct Swansea Vale Railway, one of the few heritage railways to close.

A further southern extension is unlikely because of the missing major bridge over the River Towy, which took the GWR cross-country route from Aberystwyth into Carmarthen. There are calls to reinstate the route, and because of the huge cost that would be involved, only then would the bridge be built.

In the meantime, the Gwili Railway is looking at a four-mile northern push to Llanpumpsaunt.

Extension director Matt Bowen said: "The opening of the extension sees route mileage grow by 70% of the existing length. We are proud of all of the hard work by our volunteers, staff, members and shareholders in making the project happen.

We are also grateful to the assistance and support of both local businesses and those in the railway industry that have contributed. We look forward to a new chapter in the history of the railway.



It has taken owner Stephen Middleton 22 years, but *Illingworth/Mitchell*, the sole surviving locomotive from the Nidd Valley Light Railway, is now back in action. STEPHEN MIDDLETON

Nidd Valley Railway reborn as *Illingworth* steams again

By Robin Jones

ACCLAIMED vintage coach restorer Stephen Middleton has now added his own locomotive to his fleet, after a restoration that cost him £200,000 and 22 years' work.

The May bank holiday weekend saw former Nidd Valley Light Railway Hudswell Clarke 0-6-0ST No. 1208 of 1916 *Illingworth/Mitchell* run in passenger traffic for the first time in the heritage era, and hauling its first trains in 60 years. It hauled the Embsey & Bolton Abbey Railway's rake of six three-wheeled coaches prior to it being returned to the workshops to be painted green.

The Nidd Valley Light Railway was owned by Bradford Corporation Waterworks Department. It was built to 3ft gauge in 1903 for the building of Angram Reservoir, but was converted to standard gauge four years later when it opened as a public passenger-carrying line. It ran from Nidd Junction, on the Harrogate to Ripon line, to Pateley Bridge and had five intermediate stations: Ripley Valley, Hampsthwaite, Birstwith, Darley and Dacre.

The corporation used second-hand locomotives and carriages from the Metropolitan Railway, and in 1920 decided to build a second reservoir at Scar House. The railway was upgraded, with more locomotives bought including a railmotor for the public services.

At one time, the corporation were running 14 locomotives, three steam navvies and 19 or 20 steam cranes. The second reservoir was opened in 1936, after which the railway was lifted.

Walschaerts valve gear

No. 1208, a 15in-cylindered engine with Walschaerts valve gear, was supplied new to the Ministry of Munitions at Gretna Green, and in 1922 it was bought by Bradford Corporation to work passenger and goods trains over the Nidd Valley line.

There, it was initially named *Mitchell* after the waterworks engineer who was overseeing the reservoir project but was renamed *Illingworth* in 1930 after William Illingworth, who opened the reservoir in 1936 as part of the Nidd Valley Water Supply Scheme, which is still Bradford's water source.

After the line closed, it was sold to Sir Robert McAlpine Ltd, renamed *Harold*, and worked on the building of the huge Ebbw Vale steelworks. It was sold to contractor Mowlems in 1940, and once again carried out war duties, this time at Swynnerton and Ruddington, now the headquarters of the Great Central Railway (Nottingham), taking the name *Swynnerton*.

In 1946 it worked on the Workington breakwater project and then Mowlem's Braehed power station before being condemned in 1957.

However, it survived as a rusting hulk, and ended up in the ownership of Bob Jenkins at Great Fransham station near Swaffham in Norfolk. While there it came to the attention of Stephen, who bought it in 1995 for £10,000, took it to Yorkshire and began the long road of restoration.

Stephen, the driving force behind the rebuild of 1903-built NER petrol-electric railcar No. 3170, the body of which he bought from a farm near Pickering, will now use the locomotive to haul his Stately Trains vintage services.

It will carry the name *Illingworth* on one side and *Mitchell* on the other.

Marooned Class 37 funds appeal

The Class 37 Locomotive Group's plans to move its D6703/37003, from Dereham on the Mid-Norfolk Railway to the Leicester base of UK Rail Leasings, have been causing following problems found when the Fitness to Run exam took place.

The FTR discovered an historic fault with wheelset No. 3 that could have resulted in damage to the axle/bearings had the locomotive been run at high speed for a sustained period of time, a situation unlikely to occur when

running at 25mph on heritage lines.

The discovery has prompted revised transport arrangements involving a road transfer from Dereham to a road-connected location near to UKRL's Leicester base, from where a slow speed move to the site has been authorised.

This change of plan has added additional cost, both to pay for the road move and to lift No. 37003 to inspect the faulty wheelset and rectify as necessary; these costs will need to come from the

funds allocated to the locomotive's overhaul, hence the announcement of an appeal to make good the shortfall.

Support funding can be donated in one of three ways: become a member of the C37LG (details at www.c37lg.co.uk/join_form.aspx), buy items from the group's online shop (www.c37lg.co.uk/shop.aspx) or ebay shop (www.ebay.co.uk/sch/c37lg/m.html) or simply send a donation to the c37lg at www.c37lg.co.uk

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£25 steam loco celebrates 50 years in preservation

By Geoff Courtney

A VETERAN steam locomotive bought for £25 after its withdrawal in the 1960s, that has become a favourite with visitors to a West Sussex railway, is celebrating 50 years in preservation. It is *Polar Bear*, a 2-4-0T built by W G Bagnall and now a star attraction on Amberley Museum's 2ft gauge line.

The diminutive locomotive emerged from Bagnall's Stafford works in 1905 (works No. 1781) and was shipped across the Irish Sea to the Isle of Man, where it joined another Bagnall 2-4-0T, 1896-built *Sea Lion*, on the Groudle Glen Railway near Douglas.

So named because the line ran along the glen to a seaside terminus that overlooked a zoo, the pair was replaced by battery locomotives in the early-1920s, but this was unsuccessful and the two steam locos returned in 1927, each with new boilers. Business was brisk before the war, but declined in the 1950s and the railway closed in 1962, by which time *Polar Bear* was the only operational engine.

Astonishingly low price

The entire operation – the two locomotives, coaches and line – were offered for sale for what today may seem to be an astonishingly low price of £50, but with no takers *Polar Bear* was sold in June 1967 to Brockham Museum Association in Surrey for £25. The association's collection was moved to Amberley in 1982, and a year later the 2-4-0T returned to traffic after completion of a restoration that had been started at Brockham.

Its 1920s boiler was replaced in 1987, and twice in the following decade it was a guest at the reopened Groudle Glen Railway, where it renewed its



Bargain loco: Bagnall 2-4-0T *Polar Bear* that was bought for £25 after its withdrawal in the 1960s, is seen in action on its home line at Amberley Museum in West Sussex. Built in 1905, the loco is currently celebrating 50 years in preservation with a series of public appearances. AMBERLEY MUSEUM

friendship with *Sea Lion*, which had remained on the island.

This friendship deepened with further visits by *Polar Bear* to Groudle Glen in 2005 and 2016, and the compliment was returned when *Sea Lion* joined its former stablemate's 100th birthday party at Amberley in 2005.

Such is the popularity of *Polar Bear* that Prince Michael of Kent and broadcaster and railway enthusiast Nicholas Owen, both supporters of Amberley, sent messages of congratulations to mark its 110th birthday in 2015.

Ruth Tyrrell, Amberley Museum's communications manager, said:

"*Polar Bear* has been a regular on our passenger railway and is very popular with visitors, especially the younger ones." She said the engine was a guest at the Ffestiniog Railway in April this year, the only time it had operated on any line other than Groudle Glen and Amberley in its 112-year history.

Gala weekend

The 2-4-0T made regular appearances throughout June, and is scheduled to also appear at the museum's gala weekend on July 8/9.

Amberley Museum is based in former chalk pits in the South Downs, near another popular tourist attraction, Arundel. Within its 36-acre site are

more than 40 exhibition buildings that focus on transport and industrial history, while visitors are also able to take rides on the 2ft gauge railway which includes three stations, or be transported by an historic bus.

It is also home to traditional craftspeople such as wood-turners and blacksmiths, and for railway enthusiasts there is, in addition to *Polar Bear*, a collection of more than 30 steam, diesel, electric and petrol locomotives that is the most comprehensive of its type in the UK.

These represent 13 gauges, of which two, 2ft and 3ft 2¼in, have running lines, and there is also a standard gauge demonstration line.



The westernmost extremity of the Southern Railway is undergoing a major structural refurbishment. Padstow station, which last saw trains in January 1967, and which was often visited by the three surviving Beattie well tanks, was since converted into offices for the town council. Several years ago, there were fears that it was contaminated by naturally-occurring radon gas and its future was in question, but contractors have been at work ensuring its future. ROBIN JONES

Yorkshire Moors goes CNC

FACED with continuing delays over the delivery of boiler stays needed to complete SR Schools 4-4-0 No. 926 *Repton's* boiler overhaul, the North Yorkshire Moors Railway has taken the step of purchasing a brand new Colchester CNC (computer numerical control) lathe, so future production can be undertaken in-house.

CNC is the automation of machine tools by means of computers executing pre-programmed sequences of machine control commands.

The machine has been delivered to the NYMR's new off site workshop,

where the railway's newly overhauled wheel lathe (primarily intended for turning carriage wheels), will be installed.

It will be kept busy in the coming months producing stays for LMS 'Black Five' No. 45428 *Eric Treacy* and Bulleid West Country light Pacific No. 34101 *Hartland*, with both of the boilers expected to be finished ready for the 2018 season; that of BR Standard 2-6-4T No. 80135 expected to follow shortly after.

Repton's boiler stays have now arrived and are being installed with the locomotive expected to return to service at the end of June.

S&D joint line veteran coach back on track

A COACH which ran over the Somerset & Dorset Joint Railway main line in its last week in service has returned.

The Somerset & Dorset Railway Heritage Trust, which has restored Midsomer Norton station, have taken delivery of BR Mk.1 BSO brake No. E9267.

The coach arrived in Somerset on Monday, May 8, having made the journey from the North Yorkshire Moors Railway on an initial three-year loan.

No. E9267 is the sole remaining coach from the Stephenson Locomotive Society Special which traversed the line on the last weekend of operation in March 1966.

It was built in 1956 in Doncaster and entered preservation at the NYMR in 1973. Used by the NYMR on its services to Whitby until recently, a loan was organised by the trust's chief mechanical engineer Barrie Papworth and Eddie Knorr, head of traction and rolling stock at the NYMR.

While the coach certainly breaks new ground as being the first blue and grey-liveried Mk.1 coach to be seen at Midsomer Norton, it will be painted in BR maroon in due course to match the other Mk.1s at the venue. It was in service soon after arrival, providing bar space for the first real ale train to run at Midsomer Norton.

The trust will welcome anyone who can produce a ticket from the last weekend of service on the S&D to Midsomer Norton on any of their operating days, and offer them a free ride over the rebuilt section of the line in No. E9267.

The trust additionally welcomed its own BSK, M34527 from Cranmore Traincare & Maintenance Services on the East Somerset Railway where it had undergone reconstruction work to its end gangways. The trust can now boast a three-coach service train, which was typical of the local services which graced the S&D.



Back on the Somerset & Dorset main line after 51 years – Mk.1 coach No. E9267. PHIL JONES



The longest vehicle in the museum's collection, a 1927 coach, being prepared for display. RER

Antiques expert opens new Ravenglass museum

BBC'S Antiques Roadshow expert Paul Atterbury was scheduled to open the new Ravenglass Railway Museum on Saturday, June 24.

The museum will open to the public from 3pm, after Paul, the author of numerous railway history books, has performed the official opening.

A nine-month redevelopment of the project gained £488,700 of Heritage Lottery Funding in September 2015, along with matched funding from the Copeland Community Fund, the Fisheries Local Action Group, the Ravenglass & Eskdale Railway Preservation Society and the Ravenglass & Eskdale Railway itself.

The museum was opened in 1978 in one of the Furness Railway platform buildings and housed a collection of artefacts which had been accumulated around the centenary of the RER.

The collection consists of more than 6000 items, ranging from the 15in gauge Bassett-Lowke locomotive *Synolda* through to models, tools and remnants of one of the original 3ft gauge line's coaches, plus an extensive archive of around 5000 photographs, tickets, timetables and other ephemera.

The new development sees these artefacts come to life with interactive

exhibitions allowing visitors to not only see the heritage locomotives, but to learn how they work too – literally climbing into the driving seat.

A star attraction is 0-4-0T *Katie* which ran at Ravenglass in 1916 and has just been rebuilt and restored to working condition for the first time since the 1920s.

Museum trustees chairman Peter Hensman said: "Over the last two years we have worked hard with professionals, volunteers and supporters to extend the museum, restore our heritage stock and create the dynamic museum we are now delighted to reveal."

The museum's project and activities manager David Rounce said: "A range of curriculum-linked resources for schools is also being developed to educate local children about the technology and history of the railway and of other local industry and the way of life in the valley."

There will also be a private archive on the upper level of the new building allowing researchers, academics and enthusiasts to book in advance to see more of the intricate artefacts and memorabilia from the railway's history.

The museum will be open whenever the railway is running, which is every day in the summer season.

Restoration award for Wemyss Bay station walkway

By Hugh Dougherty

THE Royal Chartered Institute of Surveyors has presented Caledonian Maritime Assets Limited with its Scotland Infrastructure award for its sensitive £1 million restoration of the timber walkway connecting Wemyss Bay ferry terminal with Wemyss Bay station.

The grade A listed walkway, completed in 1903, along with the ornate Caledonian Railway station, both designed by Scottish railway architect James Miller, once channelled thousands of passengers from the boat trains from Glasgow Central on to the CR steamers for Rothesay.

Today, it still serves the same function, train to ship passenger transfers, with the station being served by regular,

electric trains to and from Glasgow.

CMAL has repaired the glass roof, fitted replica lights, restored the woodwork and painted the structure in its original CR station building colours to match the railway station.

Wemyss Bay station was itself refurbished as a heritage station in 1994, when Sir Bob Reid, chairman of the British Railways Board, unveiled a commemorative panel to mark the event.

The showpiece building is now looked after by the Friends of Wemyss Bay Station which runs a bookshop and a gallery displaying the history of the station and pier. Historic posters, covering both steamer and railway history, as well as a board from the roof of CR carriage, add to the heritage atmosphere.



The walkway leads up to the heritage station's circular booking office and platforms. HUGH DOUGHERTY

In steam days, the station was famous for its express, boat trains, hauled by Pickersgill 4-6-2Ts, specially designed for the line, which connected with fast railway steamers for Rothesay. The ramped floor of the wide walkway helped passengers reach the ships quickly after they left the trains,

just as it does today.

CMAL received the award at a ceremony in Edinburgh's Sheraton Grand Hotel in May. Karen Jamieson, CMAL's buildings and property manager, said: "The refurbishment of this historic structure benefits train and ferry users and the local community."

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

Heritage railway.co.uk 43

40 years of the Ne

This year sees a number of significant anniversaries being celebrated. **Brian Sharpe** recounts the story of one of Britain's heritage lines which has now been running trains for 40 years.

The Nene Valley Railway has its origins in the boom in new preserved steam railway schemes in the 1960s but in this case the line was not in itself a prime candidate for reopening, and it came about through a variety of unique circumstances and developed in a very different way to its contemporaries.

The London & Birmingham Railway built what was to become the southern end of the West Coast Main Line out of Euston. As part of the LBR's expansion, a branch was opened by the company from Blisworth on the WCML to Peterborough in 1845, under the name of the Northampton & Peterborough Railway. This line briefly formed Peterborough's first rail link with the capital, taking the long way round to Euston via Northampton until superseded by the GNR line from King's Cross which opened in 1850.

The LBR made an end-on connection with the Eastern Counties Railway from East Anglia and used the ECR's Peterborough station in exchange for the ECR having running powers from there to Blisworth, giving it access to the north of England – an even longer way round! In 1846 though, the LBR merged with the Grand Junction Railway and the Manchester & Birmingham Railway to form the London & North Western Railway. In 1852, the GNR completed its direct route



LMS 4-6-0 No. 46100 *Royal Scot* accelerates away from Orton Mere past Longueville Junction on June 4. The line in the foreground is the Fletton branch leading to the ECML at Fletton Junction. This short section of line from this point to Orton Mere has been relaid twice by NVR volunteers in the last 45 years. **BRIAN SHARPE**



While a debate was taking place as to whether the proposed new National Railway Museum should be in London or York, an alternative compromise was proposed which clearly had considerable support in the railway preservation business.

nene Valley Railway



north of Peterborough to Doncaster forming the company's section of the East Coast Main Line to Edinburgh, and the LNWR line along the valley of the River Nene declined in importance. The GNR crossed over the LNWR at right angles and no direct connection was ever built between the two. The Eastern Counties Railway became part of the Great Eastern Railway in 1862.

The Midland Railway however, ended up with a line from Leicester to Peterborough by quite a circuitous route through Melton Mowbray, Oakham and Stamford. It ran alongside the GNR for several miles but rather than using the GNR station or even building one alongside it, it joined the LNWR route and its trains used Peterborough East.

The LNWR expanded steadily and on November 1, 1879, built a line from Rugby through Market Harborough which joined the Northampton to Peterborough line at Yarwell Junction, west of Wansford, giving routes from Peterborough to both Northampton and to Rugby, the latter now becoming the more important route as it formed the main rail link from Birmingham to East Anglia.

Loop line from Fletton

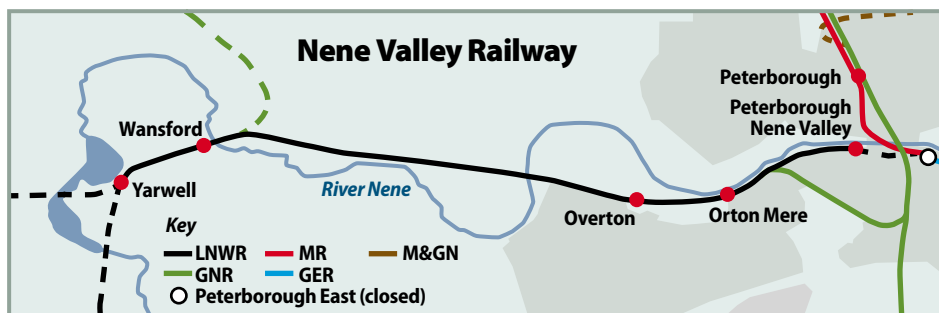
There was initially no direct connection between the LBR and GNR but a 1¼ mile loop line from Fletton on the GNR to Longueville Junction on the LNWR was built later by the GNR which has seen more closures and reopenings than most. The GNR also had a branch from Stamford to Wansford and using GNR/LNWR joint line routes could run trains from Peterborough to Leicester via Wansford. A major sugar beet processing plant was opened alongside the Fletton branch which kept the branch open into the 1970s.

The LNWR became part of the London Midland & Scottish Railway and eventually part of the London Midland Region of British Railways. At the Grouping in 1923, the original ECR station became Peterborough East while the GNR's station became Peterborough North. Regional boundary changes after Nationalisation in 1948 saw LNWR and MR routes east of Seaton and Manton junctions become part of the Eastern Region. The Beeching report recommended closure of the Peterborough to Northampton line and passenger services ceased on July 13, 1964, several intermediate stations having closed much earlier.

The Rugby line closed to passengers on June 6, 1966 with through services diverged to run via Leicester which was somewhat longer but served more centres of population. It was certainly not the end of either of the LNWR



The first NVR train, in 1973 was Hunslet 0-6-0ST *Jacks Green* hauling the line's solitary Mk.1 coach and two vintage six-wheelers from the BSC factory at Woodston for an open day at Wansford. In the background, work is progressing on the new Nene Park and beyond that the BSC factory chimney is visible. BRIAN SHARPE



routes out of Peterborough though.

A Peterborough clergyman and steam enthusiast, the Rev Richard Paten purchased a BR Standard 5MT 4-6-0 No. 73050 from BR at the end of BR steam in 1968. His intention was that it would be a static exhibit as a tribute to Peterborough's great railway heritage but it led to the Peterborough Railway Society being formed to look after it. The engine had three different homes in the city during a long, slow period of restoration but it quickly became clear that the members of the PRS wanted to return it to steam, not just give it a coat of paint.

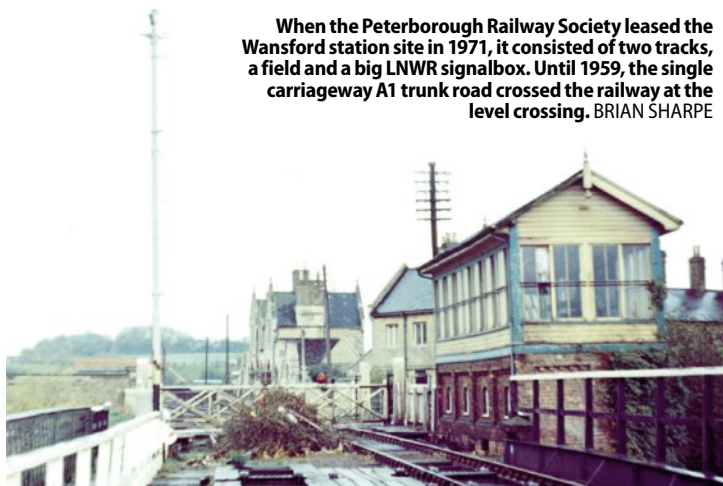
With a number of preserved steam railways now being opened around the country, the society members felt that one of the closed lines in the Peterborough area might make a good heritage line except that the obvious one, the LNWR, had not quite closed...

The Northampton line was still used by a coal train delivering coal to Oundle three days a week while the Rugby line saw a daily train from the ironstone quarries at Nassington. By 1969 though, both of these traffic flows were expected to be short-lived. Meanwhile Peterborough had been designated as a 'New Town' where a doubling of the population was planned as part of a plan to ease overcrowding in the London area. The scheme for the city's expansion was in the hands of the newly-formed Peterborough Development Corporation.

Country park

The corporation's plans included a large country park west of the city through which passed the River Nene and the railway. Houses could not be built anywhere near the river so not only was

When the Peterborough Railway Society leased the Wansford station site in 1971, it consisted of two tracks, a field and a big LNWR signalbox. Until 1959, the single carriageway A1 trunk road crossed the railway at the level crossing. BRIAN SHARPE



Wansford station building has finally been acquired by the railway but its restoration will be an expensive job. ROBIN JONES



On the reopening weekend in June 1977, Swedish 2-6-4T No. 1928 arrives at Wansford hauling a train of mainly Southern EMU stock. A new station and locomotive yard had been built over the previous five years. BRIAN SHARPE

the rail route safe but if it became a preserved steam railway passing through the country park, it could complement the park itself, carry people out from the city and give the Rev Paten's 5MT somewhere to stretch its legs...

To cut a long story short, the ironstone trains from Nassington ceased on January 1, 1970, and the Oundle coal trains in 1972, after which BR had no use for the line. The PDC acquired the line as far as the river bridge at Wansford and leased the trackbed to the PRS. The society had steamed No. 73050 in 1971 by which time it was based at the British Sugar Corporation factory at Woodston, adjacent to the Nene Valley line, although by then not connected to it.

There were a number of problems to overcome before the Nene Valley Railway could be opened as a preserved steam railway and its volunteer members would have to adapt to the idea of building and operating a railway, not just restoring one steam engine.

The obvious operating base had to be Wansford where the station had closed in 1957 but the substantial building still stood, along with the LNWR signalbox. A separate arrangement had to be made to lease the station site (but not the station building which was in private hands) as it was outside the PDC's jurisdiction.

There were just two tracks and no platforms, so a station, sidings and locomotive shed would have to be built. Although some stock was being assembled at Woodston, a length of track on the one-time Fletton branch had to be reinstated to give this stock access to the line it was going to work on.

In 1973-76, occasional open days were held at Wansford with passengers being given short rides to the west, through the tunnel to the site of Yarwell Junction. BR left the two parallel single lines as far as this but removed a viaduct on the Nassington line and two river bridges on

THOMAS

Is *Flying Scotsman* still the most famous steam locomotive in the world? Or is it a little blue tank engine? When the Peterborough Railway Society moved the Standard 5MT No. 73050 to the British Sugar Corporation factory at Woodston, the extensive sidings still saw considerable rail traffic during the sugar beet season.

Wagons arriving from BR over the Fletton branch were shunted by a Ruston diesel with Hudswell Clarke 0-6-0T No. 1800 of 1947 as standby engine. In practice at this time, the diesel seemed to be a permanent failure and the green-liveried tank engine did most of the shunting.

The PRS held an open day at the factory in July 1971

when No. 73050 appeared in steam for the first time and as an additional attraction, it was agreed that the factory's tank engine could be painted in bright blue livery, with red lining and carry a face on its smokebox. It was even possible to arrange for the Rev Awdry who had written the *Thomas the Tank Engine* books to unveil the name *Thomas* on the side tank.

The engine continued to shunt the factory sidings during the following sugar beet season, still in blue livery but without his face. When he finally retired, the BSC presented him to the PRS and he has been a major attraction on the Nene Valley Railway for much of the time since.



Hudswell Clarke 0-6-0T No. 1 Thomas stands at Yarwell station on June 3. Although train services had been running to the most westerly point on the line since the 1980s, the platform was not built here until 2005, with the building following a few years later. There was never a station here previously but there was a signalbox at the point where the Northampton and Rugby lines diverged. BRIAN SHARPE

the Oundle line, making any future westward extension from Yarwell unlikely. A major issue was that the PDC considered that the land close to the city centre was valuable for industrial purposes so the society could not have that section. The track was lifted and the eastern terminus of the line was established at a new site, called Orton Mere where there had not previously been a station.

Transported by road

An intermediate station was built at the site of the LNWR's Overton Waterville, but called Ferry Meadows, giving access to the new Nene Park and its facilities. As the society could not use the original Wansford station building, a wooden station building was obtained from Barnwell, a station further down the line beyond Oundle, which was transported by road in one piece and installed on the reinstated second platform at Wansford.

The Nene Valley Railway opened for business over the five miles from Wansford to Orton Mere on June 1, 1977. Sadly, No. 73050's boiler certificate had expired and it played no part in the first few years' services. The PRS had acquired a very basic railway with virtually no lineside structures and rather than go down the route of buying worn-out BR coaches and derelict engines from Barry which would take years to restore, it went down a very different route. Its services were initially operated using predominantly Continental locomotives and stock.

Serviceable steam engines could be purchased from continental Europe as could good-quality air-braked high-capacity coaching stock. The NVR was unique among the UK heritage lines being opened at the time in that it was easily adapted to accommodate such engines and stock. New platforms had to be built so they were simply built to sufficient clearance, while there were only five bridges on the line of which four were high enough and the other one was demolished. A surprising number and variety of Continental steam engines were bought by various individuals and groups, many of which made the NVR their home, although none remain serviceable at the present time.

In 1976, an exception was made in that a locomotive had arrived from Barry scrapyard. The Battle of Britain Locomotive Society brought its SR Battle of Britain Pacific No. 34081 92 *Squadron* to the line and a small team set about the long, laborious task of restoring it; a project which was to take 22 years. With the line having been a main line with a high axle-loading and now able to

OCTOPUSSY

THE Nene Valley Railway has been a popular choice for a wide variety of filming assignments over the years; its Continental locomotives and stock giving it a unique selling point in this respect.

Undoubtedly one of the biggest filming jobs ever

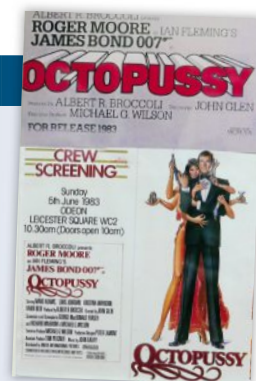


Alison Worth (left) and Carole Ashby from the 1982 film *Octopussy* pose with NVR volunteer, Chris Goodwin who worked with the Bond girls on the film. ROBIN JONES

carried out on the railway was for the James Bond film *Octopussy*, starring Roger Moore and filmed over an eight-week period in 1982. Scenes included a sword fight on top of a moving train, a Mercedes saloon on rails crashing head-on into a moving train, and another Mercedes being catapulted into the air and landing in the river.

It also involved the railway's volunteers in a unique civil engineering exercise – laying a set of points in a tunnel, not normal railway operating practice, and the points were quickly removed after the filming.

For the 40th anniversary on June 1, Roger Moore was invited to return to the railway to join in the celebrations but sadly he died a few days before the event. Two of the Bond girls from 1982 were able to attend though.



Swedish B class 4-6-0 No. 1697 has just emerged from Wansford tunnel and meets a Mercedes saloon on rails! The crash happened at the precise point in front of the camera and this was arranged by a system of cables and pulleys so that the train was actually pulling the car towards it. BRIAN SHARPE

accommodate 'Berne-gauge' locomotives and stock, the light Pacific was not to be the largest engine ever to run on the line and over the years it has played host firstly to BR Standard Pacific No. 70000 *Britannia* but even bigger visitors including *Flying Scotsman*, three A4 Pacifics, *Duchess of Hamilton*, *Blue Peter* and in recent years, *Tornado*.

Once Peterborough's expansion project was complete and the city's population had doubled, the PDC was wound up as it had no

further function. It had never sold any of the trackbed east of Orton Mere for industrial use, and fortunately not for housing either. The NVR finally acquired the trackbed and set about extending its line into the city, a distance of 1½ miles. Laying the track was relatively easy and a station was built alongside the site of what was once the LNWR's locomotive shed.

It would undoubtedly have been preferable to have gone under the GN main line to the site of Peterborough East station which would



For the railway's opening in 1977 a new station was built on the site of the LNWR Overton Waterville station, but named Ferry Meadows. In recognition of its history, the station has been renamed Overton for Ferry Meadows by Penelope Walkinshaw, deputy lieutenant of Cambridgeshire. ROBIN JONES



Right: BBC TV Look East presenter Lara Rostron with *Royal Scot* at Peterborough Nene Valley station on June 1. ROBIN JONES



Above: The engine which started it all. BR Standard 5MT 4-6-0 No. 73050 *City of Peterborough* stands at Peterborough Nene Valley station on completion of its overhaul in 2005. Its latest overhaul has now commenced. In the background is the East Coast Main Line. BRIAN SHARPE

have given the railway an obvious city centre presence but this was not practicable as BR had slewed the track of the former MR line and there was insufficient space left. Neither could a connection with the main line be reinstated because of the superelevation of the main line track.

Opened by Prince Edward

The line was extended east from Orton Mere into Peterborough and this section was opened in 1986 by HRH Prince Edward. The line still ran west from Wansford to Yarwell although this section was rarely used but train services were extended to here to give a total running line of 7½ miles.

The Fletton branch from Longueville Junction was eventually secured by the railway and this continues to form the line's connection with Network Rail, being used for stock movements and occasional railtours. The branch has seen Deltic diesels, the Venice Simplon Orient-Express Pullman, LNER Pacifics such as No. 60163 *Tornado* and most recently, LMS 4-6-0 No. 46100 *Royal Scot*.

To celebrate the 40th anniversary of the railway's opening, a gala weekend was held on June 3/4, with *Royal Scot* the star visiting engine along with Deltic diesel No. 55022 *Royal Scots Grey* running as No. 55018 *Ballymoss*. The home fleet was represented by recently-restored SR Battle of Britain Pacific No. 34081 *92 Squadron* and of course *Thomas*. 



SR Bulleid Battle of Britain Pacific No. 34081 92 Squadron arrives at Orton Mere from Wansford on June 4. The original restoration of this engine at Wansford took 22 years but it has recently emerged from a second overhaul and is in regular NVR service. BRIAN SHARPE

NEWS FOCUS SPECIAL

THE SUNNY SOUTH SMILES AGAIN!



One of the finest settings on any part of the Southern Railway system; the medieval ruins of Corfe Castle overlook the new passenger service as it weaves its way between Swanage and Wareham on June 14. ANDREW PM WRIGHT

Fifty years after the end of Southern steam, passenger services are running again over the entire length of one of the fabled seaside branch lines that served the south coast. While the Swanage Railway has long been hailed as a perfect microcosm of the Southern Railway/Region as it was in the days of steam, it was diesels that hauled the ground-breaking debut 'real' services between the Purbeck resort and Wareham on Tuesday, June 13, writes **Robin Jones**.

WEST Coast Railways revolutionised the West Highland tourist economy with the development of its summer walk-on 'Jacobite' steam services. Last year, the Carnforth operator ran the North Norfolk Railway's trial dining trains to Cromer. And this year, the firm has now headed to the south coast, to take charge of the Swanage Railway's grant aid-funded 'real' passenger trains over the entire length of the LSWR branch.

While steam over the line from Swanage to Wareham in future years is not only an aim but a distinct possibility, the new regular services – the first over the branch in 45 years – are set to be handled by a pair of heritage DMUs currently being refurbished at Eastleigh but meanwhile are waiting for new wheelsets to arrive.

However, in the meantime, diesel locomotives will top and tail these services, operated by West Coast, which has been brought in because they will run over the national network between Wareham and Worgret Junction.

Going back to the Sixties and Seventies, many rail revival groups were founded with the aim of restoring regular services to branch lines axed in the Beeching era.

However, only a few select BR lines were either saved or later restored in their entirety – the Keighley & Worth Valley, the Dartmouth Steam Railway and more recently the Ecclesbourne Valley come immediately to mind. While the West Somerset Railway did run carmine-and-cream-liveried DMUs for a number of years in a bid to provide 'real' as opposed to enthusiast services, most revivalist groups never succeeded in reaching that goal, and settled for a very different animal indeed – the heritage line.

The Swanage branch closed – nobody appears to know exactly why – on January 1, 1972. Around 500 passengers made the last return trip on a six-coach train, comprising two 1957-built Hampshire DEMUs.

A special ticket had been printed by British Rail, costing 50p for adults and 25p for children. The driver was 'Johnny' Walker, from BR's Bournemouth depot. He had also driven the last timetabled steam train out of Swanage in September 1966.

Afterwards the section as far as Furzebrook sidings was retained for clay traffic, while the rest of the track, the 6½ miles to Swanage, was ripped up.

To cut a very long story short, it has taken the volunteers who relaid the missing track to the point where their railway could accept incoming charters and stock movements until now to see the full fruits of their labours.

The first train

Heritage-era history was made on June 13, when the first through train departed from Swanage at 10.23am. Home-based Class 33 D6515 was on the Wareham end of the four-coach train while West Coast's Class 37 No. 37518 was on the Swanage end. The rake



The digital destination board at Wareham said it all!
ANDREW PM WRIGHT



Former Swanage Railway chairman, Bill Trite, who saved the heritage line from bankruptcy in the early Nineties, launches the first public train from Swanage to Wareham on June 13.

ANDREW PM WRIGHT



Ex-BR signalmen Bob Richards and Fred Worth at Swanage on June 13.

ANDREW PM WRIGHT



Tickets that span 45 years: Malcolm Munro with one from 1972 and the other from 2017.

ANDREW PM WRIGHT

of coaches comprised three Mk.1 Trailer Second Opens and a Mk.2 Brake Second Open.

Sending off the first train, Purbeck Community Rail Partnership chairman, Coun Bill Trite, himself a pivotal figure in the rebuilding of the branch, blew a brass horn first used in May, 1885, to dispatch the first train from Swanage – 132 years before – after the 10-mile Victorian branch was opened.

Other Swanage Railway pioneers, volunteers and staff who worked across two generations to rebuild and reconnect the heritage line had the honour of travelling on the first passenger service train.

Early Swanage Railway volunteer, Julian Hathaway, flew in from his home in Scotland to ride on the first train. In 1979, he helped to drive the first passenger train at Swanage, an industrial diesel shunter and a carriage, over a few hundred yards of hand-laid track.

Julian said: "It was a day of high emotion and great excitement. It was truly memorable and surreal being in a whirlwind of emotion and a sea of smiling faces – and to think back to the first day of the Swanage Railway's rebuilding in 1976 and say: 'I was there'.

"I had a small part in helping to start the ball moving. It's the later past and present people – who pushed the ball faster and kept on pushing it – who are the true heroes and heroines. I take my hat off to them."

A volunteer signalman for 25 years, Malcolm Munro travelled on the last BR train from Swanage to Wareham as a 16-year-old.

Describing the relaunch of through public services, Malcolm said: "It was a wonderful day I will never forget and one I had waited so long to be a part of. There was a great feeling of belonging to something really special.

"It was like a great family celebration but I was mindful of those people who played a part in reaching this moment who are sadly no longer with us to take part.

"It was so good to see so many old faces, and the younger ones too, enjoying their part in what has been created from so much toil and devotion over the years."

Another passenger on that first train was

Bob Richards, who was the British Rail signalman at Corfe Castle who signalled the last train between Swanage and Wareham.

He said: "I had a great day meeting many people who have worked so hard to make it possible. I thought back to the many happy days of working on the Swanage branch and the staff who were all such great characters."

Growing up in Corfe Castle, Peter Frost knew the branch line well as a child and rode on the last train in 1972. Four years later, as a 17-year-old, he was one of the first group of Swanage Railway volunteers that begun restoration work at Swanage.

He said: "It was a fantastic occasion – realising the aspirations of the Swanage Railway's pioneer members to reinstate a regular amenity train service to Wareham and reconnect Swanage to the national railway network. I felt immensely proud of what the Swanage Railway has achieved."

Neil Tatchell, a teenager when he started as a Swanage Railway volunteer in 1976, said: "Riding on the first train to Wareham in 45 years is one of the happiest days of my life. We all looked very much older but we were all very proud of our collective success. Meeting old friends was fantastic and the years just melted away." Jeremy Weller, a volunteer since 1976, said: "It was a great day. I felt overwhelmed and had a few quiet moments to take it all in. The goal has been achieved – wow what a journey."

A dedicated volunteer since a teenager in the 1980s and now the director of the Swanage Railway's Project Wareham, Mark Woolley, said: "Returning trains to Wareham shows that great things can be achieved through community action, dedication, hard work, teamwork and partnership.

"It was wonderful to meet so many founding and early Swanage Railway volunteers – some I had not seen for 30 years – a lot of whom were understandably emotional. The realisation of a 45-year dream is something to be celebrated."

Barry Thirlwall, who also travelled on the last British Rail trains between Swanage and Wareham, said: "It was a wonderful experience and almost surreal. I took my 1972 ticket with me which is now paired with my Swanage Railway Wareham souvenir ticket.

"In 1972, I got off the train at Swanage and went to a meeting in the Railway Hotel where preservationists were desperately trying to whip up support. I was sympathetic but I thought they had no chance – I am so glad to have been proved wrong," he added.

The long way back

The achievement of returning trains from Swanage to Wareham has been the result of the heritage line working in partnership with the Coastal Communities Fund, Purbeck district and Dorset county councils, BP, Perenco, Network Rail and South West Trains.

It had been 38 years since the first heritage trails ran at Swanage. Diesel-hauled trains started running over a few hundred yards of track at Swanage in August, 1979, with steam trains following at Easter, 1980.

Passenger trains were extended past the one-mile point at Herston Halt in 1984 and then to the 1½-mile point at New Barn in 1987. In 1989, the line stretched three miles to Harman's Cross, and in 1995 it reached the five-mile point to Corfe Castle and half a mile on to Norden.

The heritage line met the national railway system at Motala – then the end of the freight



The Swanage Railway-based Class 33 D6515 at Wareham on June 13. The south could not have been sunnier on that day!

ANDREW PM WRIGHT

line from Worgret Junction – in January 2002.

A signalled junction with the national railway network at Motala was installed in 2006. The first diesel train from London to Swanage since 1972 ran in April 2009 – and the first steam train since 1967 came in from the main line the following month.

A new signalling system between Swanage Railway and Network Rail was commissioned in June 2014. That year, the Swanage Railway leased the three-mile line from Motala to near Worgret Junction from Dorset County Council and work started on upgrading the line.

Half a line of continuously welded track was laid, a quarter-mile embankment was upgraded, other embankments and drains were cleared and lineside fencing renewed.

A main line standard level crossing was built at Norden Gates, west of Norden station, in August 2015, to protect the Wytch Farm oilfield access road.

The three-mile extension upgrade was completed in April last year, with train speeds raised to 25mph.

Last June, the £500,000 Norden Gates welcomed its first passenger train, a 12-carriage excursion from the Midlands.

The restoration of passenger services involved a £1.8million grant from the Government's Coastal Communities Fund and an investment of £3.2m by Purbeck and Dorset councils, which came from money collected from housing developers.

When you can travel

The first train marked the start of a two-year trial service using diesel trains with four trains a day in each direction each Tuesday, Wednesday, Thursday, Saturday and Sunday until September 3.

The trial service will run on a total of 60 selected days this year and 90 selected days during the summer of 2018 with West Coast contracted to operate the service during the first year.

Wareham service tickets can be purchased from the Swanage Railway's website, from a booking office outside Wareham station – when trains are running – from Swanage Railway booking offices at Swanage, Corfe Castle and Norden or by calling the Swanage Railway's reservations office on 01929 425800.



Above: The through train from Swanage to Wareham approaches the main line at Furzebrook on June 14.

JAMIE SQUIBBES



Left: Swanage Railway volunteers display a giant souvenir first-day ticket at Swanage on June 13.

ANDREW PM WRIGHT

Tickets are £15 for adult or senior citizen day returns between Swanage and Wareham and £9 for adult or senior citizen singles. Children, aged 5 to 15, are £10 for a return and £6 for a single. Swanage Railway Purbeck residents' discount card-holders receive a 33 per cent discount. National

Railcards are not accepted.

Limited parking at Wareham station – especially on weekdays – means passengers are advised to travel to Wareham by public transport for the train service to Corfe Castle and Swanage on Saturdays, Sundays, Tuesdays, Wednesdays and Thursdays. **HR**



Accepting the token for the Swanage branch train on June 13. ANDREW PM WRIGHT



Wareham at last! West Coast Railways' Class 37 No. 37518 after arriving from Swanage on June 13. ANDREW PM WRIGHT





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

Back on the main line at last. LNER A4 Pacific No. 60009 *Union of South Africa* stands at Victoria station after arrival with an evening Belmond Pullman Surrey Hills circular private charter on June 20. SEKINE EIKI

'Number nine' returns to the main line

By Cedric Johns

AFTER an 18-month wait for A4 followers and owner John Cameron to see and hear 4-6-2 No. 60009 *Union of South Africa* back on the main line, further valve repairs were carried out and 'number nine' was given a test run from York to Scarborough on June 16.

The next day, the engine departed from York light engine to Stewarts Lane in the hands of DB Cargo.

The A4 was heading for London as it was required to head a private charter round the Surrey Hills circle for Stagecoach on Tuesday, June 20, but the engine stopped at Newark where lubrication problems were discovered. It continued its journey as far as Conington loop where its progress was halted again because of lineside fires south of Newark, which had resulted in delays and cancellations of ECML expresses.

A DBC diesel was summoned to haul the A4 onwards to Stewarts Lane. After the June 20 trip, the 4-6-2 was due to move to the Mid-Norfolk Railway for its steam gala on June 24/25.

Network Rail's Western Region immediately imposed a steam ban resulting in A1 Pacific No. 60163 *Tornado* having a diesel pilot on the first 'Torbay Express' of the season next day, although the diesel was at least coupled inside *Tornado* for the return.

The 'Torbay Express' was the only trip



LNER A4 Pacific No. 60009 *Union of South Africa* makes an unscheduled stop at Newark Northgate en route from York to Stewarts Lane on June 17. JOHN STORER

to be affected although the LNE Region was monitoring the situation closely with regard to *Flying Scotsman*'s run from Scarborough to King's Cross on June 24 as we closed for press.

Ironically on June 17, No. 46233 *Duchess of Sutherland* was powering a Vintage Trains excursion over Great Western metals to the West Somerset Railway, causing no problems but being heavily delayed by an HST power car catching fire in Swindon station.

Dogged by hot box problems after visits to Crewe, No. 60009 had returned to Thornton Junction after taking part in the Royal opening of the Borders Railway in 2015 with its owner admitting to having his fingers crossed that his engine was up to such a high profile task.

Eventually 'number nine' was moved to Riley Engineering in September last year for bottom end work which overran until this Easter.

At this juncture the pressure was really on as the A4 was booked to relieve *Flying*

Scotsman at York and take RTC's 'Great Britain X' on to Edinburgh on April 29.

After travelling light to Carnforth, the 4-6-2 moved to York on Friday, April 28, only to be declared a failure which required more work to be done before the 4-6-2 was capable of main line running.

Because of the delay in effecting repairs, RTC's trip to Weymouth on June 8 was cancelled and the 'Cotswold Venturer' planned to run on June 17 was postponed until August 26.

However 'number nine' is currently scheduled to be back in main line action on July 18, working Steam Dreams' Paddington 'White Horses' luncheon trip and later that evening visiting Windsor.

The A4 is also down for Steam Dreams' Paddington to Weymouth excursion on July 23.

So here we are with the A4 having made its much-anticipated return to the main line. We can only wish 'number nine' le bon voyage...



Scotsman's autumn 'Cathedrals' programme

By Brian Sharpe

LNER A3 Pacific No. 60103 *Flying Scotsman* has just completed a repeat of last year's programme of dining trains in the South and West for Steam Dreams before moving north for its summer trips over the Settle & Carlisle line for the Railway Touring Company.

As revealed in issue 228, the engine is to undertake another series of dining trains for Steam Dreams in the autumn, this time including new routes in East Anglia, an area *Scotsman* was not permitted to visit in 2016 because of fears about lineside trespass.

The programme for these trains has now been announced by Steam Dreams, starting with a Peterborough to York trip on Wednesday October 18. The A3 will haul the train southbound only via Lincoln but then continue to Ely for an evening train from Ely to Norwich,

steam hauled outward only. From Norwich, No. 60103 will work a morning train to Ipswich and back on Saturday 21st, turning on the new triangle at Westerfield, before heading the outward leg of an evening trip from Norwich to Victoria via Cambridge.

In the Midlands

Another pair of trains on Tuesday, 24th sees *Scotsman* in the Midlands, firstly on the return leg from Willesden to Banbury, followed by the outward leg of an evening train from Leamington Spa to the unusual destination of Butterley.

On Friday October 27, *Flying Scotsman* will cover the Derby-Sheffield circle past Barrow Hill, once a popular route for testing main line steam engines after overhaul but rarely used by railtours these days. The evening train will return the engine from Derby to its home base at York.

'Jacobite' in the money big time!

WEST Coast Railways' 'Jacobite' summer steam service is featured on the new Bank of Scotland £10 note.

The new polymer note, designed by banknote manufacturer De La Rue, which will enter circulation in the autumn, will keep the portrait of Sir Walter Scott on the front alongside the image of The Mound, the bank's historic head office.

Glenfinnan Viaduct will remain on the reverse, but a revised version now features a 'Black Five' hauling a Mallaig-Fort William 'Jacobite' service.

The image reflects how the 'Jacobite' has become an essential plank of the West Highland tourist economy, and the viaduct's place in the Harry Potter movies.

Bank of Scotland director, Mike Moran, said: "The new note retains our much-loved design of Sir Walter Scott with the famous Glenfinnan viaduct

pictured on the back and we've evolved the design by introducing the popular heritage tourist train crossing the bridge."

Scott played a major role in the 1826 campaign for Scottish banks to keep the right to print their own banknotes.

Existing paper £10 notes will be gradually withdrawn following the issue of the upgraded note, which will incorporate the enhanced security features introduced on the polymer £5.

The new Bank of Scotland £10 note featuring a 'Black Five' hauling West Coast Railway's 'Jacobite'.





LMS Princess Coronation Pacific No. 46233 Duchess of Sutherland passes Salt Lake cottages on the approach to Ribbleshead with the Railway Touring Company's 'Hadrian' on May 27. MATT EVANS

Destination: a Wiltshire battlefield!

By Cedric Johns

NOT for the first time UK Railtours has come up with an imaginative tour destination and its trip to a Wiltshire battlefield on August 26 should prove to be no exception for those interested in military history.

Starting from Peterborough, calling at Huntingdon, Stevenage, Welwyn Garden City, Potters Bar and Finsbury Park, the trip, operated by GBRf, takes the North London Line and Clapham then runs via Staines, Woking and Basingstoke through Salisbury to Warminster.

Warminster? With few exceptions it is just a passing station between Salisbury and Westbury on what originally was Brunel's branch to the cathedral city.

Not on this occasion. The former Wiltshire market town located in the foothills of Salisbury Plain has been home to countless Army regiments for generations, and herein lays a clue to the passengers' destination, Imber.

One of many ancient villages spread along the Wylde Valley under the shadow of the Salisbury Plain, Imber was commandeered by Churchill's wartime government for military use during the build up to D-Day.

Imber's population was ordered to leave with many being resettled in nearby Warminster. Houses, shops, school, church were emptied to provide troops with training in house-to-house and street-to-street warfare.

Selected targets

As a result all buildings with the exception of the church became damaged or even partially demolished as ground troops backed by armoured vehicles attacked selected targets. They still do!

When the Second World War ended former residents lobbied to be allowed to visit the village and especially the church and its graveyard and after some lengthy political deliberation, one day was set aside each year for such a visit.

This year UK Railtours passengers are

included in those visiting the village. What is more they will be conveyed from the station to Imber and surrounding area by a fleet of vintage and new London Routemaster buses.

Limited in numbers, the Imber section of the train was sold out a month ago but seats were available on the train that continues to Bath and Bristol.

Before that, *Clan Line* features heavily in the tour promoter's line-up of excursions, the first being the 'Bournemouth Belle' which recaptures one of the Southern's crack all-Pullman trains running between Waterloo and Bournemouth West. Dated for Wednesday, July 5, the train was virtually sold out as we closed for press.

On Sunday, July 9 the Merchant Navy is booked to head the 'Waterloo Sunset' which, marking the 50th anniversary of the end of steam in the south, departs Waterloo for Sherborne or alternatively, Yeovil Junction.

Taking the usual route to Salisbury, the 4-6-2 will be turned and serviced

in the Yeovil Railway Centre's yard before returning via Salisbury, Romsey, Eastleigh, Fareham and Havant taking the Portsmouth Direct Line to Guildford and Woking.

In September an all-Pullman 'Golden Arrow' heads out of Victoria for Canterbury with No. 35028 leading the way for a trip around Kent on Wednesday 13.

Still available

Following a break in the historic city the 'Arrow' continues its journey via Minster, Sandwich, Deal, Martin Mill bank and Dover onwards to London. Seats were still available on this famous 'boat train' at the time of writing.

Ten days later, on Saturday September 23, *Clan Line* is back in action heading the 'Atlantic Coast Express' following its traditional route to Salisbury (water stop break) thence via Yeovil Junction, Axminster, Honiton bank to Exeter.

By way of a change the 'ACE' returns via Taunton, Westbury, Newbury and Reading.

Clan Line turning green again!

By Cedric Johns

HAVING completed its initial running-in trip to Chester and return to Crewe on the evening of May 18, Merchant Navy 4-6-2 No. 35028 *Clan Line* went inside for repainting following its heavy overhaul.

Allowing three weeks for the job the engine was still being given the green treatment on June 12.

Newly appointed spokesman, Paul Blowfield, reported that it was hoped to finish the paint job by 'mid-month' and that DB Cargo would come up with a date for the 4-6-2's all-important

proving run a week or so later.

This will be probably an evening run going around the houses via Sheffield.

He said with time passing it would be a close-run thing to complete the proving run and move the engine back to its Stewarts Lane base in time for its first booked trip, UK Railtours 'Bournemouth Belle' trip, on Wednesday, July 5.

"We would have liked to get more mileage on the clock beforehand but there it is".

The 4-6-2 is dated for 'British Pullman' duties on Saturday, July 1 but it seems that 4-6-0 No. 46100 *Royal*

Scot is standing in for the Merchant on this occasion.

Clan Line is also booked to work UK Railtours trip to Sherborne and Yeovil Junction on July 9 and in September, the 'Golden Arrow' Victoria to Canterbury on the 13 and the 'Atlantic Coast Express' Waterloo to Exeter on September 23 (see separate story).

This date coincides with a 'British Pullman' duty but we hear that the 4-6-2 will work the 'ACE' with another - yet to be announced - engine allocated to the Pullman train.

In addition to these trips No. 35028's busy return includes 'Torbay

Express' bookings on August 20 and September 3.

September 6 will see a Belmond Pullman from Victoria to Bristol headed by *Tornado* outward and *Clan Line* on the return in order to swap engines between duties on the 'Torbay Express'.

To complete a busy period *Clan Line* has been booked to work three private charter trains organised by Belmond.

The trains run on July 7/10/11 routed from Victoria-Guildford-Redhill-Victoria.

No further details are available say Belmond because of 'client confidentiality'.

Engines tested as a pair!

By Cedric Johns

IT is common practice that locomotives under test on the main line are usually accompanied by a diesel but two engines run as a pair is an unusual and rare occurrence to say the least.

In the event, the unusual happened on May 24 when Merchant Navy 4-6-2 No. 35018 *British India Line* and Jubilee 4-6-0 No. 45690 *Leander* plus two support coaches departed from Camforth for the short run to Hellifield.

The pairing was arranged to enable work on both engines to be checked out. Of the two, the Merchant Navy was making only its second appearance on the main line since its initial test run on May 18.

As it was the pair ran together to Hellifield via Settle Junction then returned to Camforth, mission accomplished.

Of course, the main interest lay in the wellbeing of *British India Line*, an engine that was withdrawn by British Railways in 1964 and sold to the late Dai Woodham and subsequently only returned to steam last year.

Many enthusiasts have commented about the fact that the engine is carrying nameplates from West Country 4-6-2 *Bodmin*, the reason why, it is understood, is down to a Smithsonian sense of humour.

Or perhaps, is it a hint that No. 34016, a former heritage main line engine of 'Green Train' fame is considered to be fit for more work on the network given a heavy overhaul?

Rumour has it that *British India Line* will be Camforth based and remain in the North East for an initial period and given turns say on West Coast's 'Scarborough Express' or similar to put mileage on the clock before it is allowed to operate out of stations like Victoria or Waterloo.

Talking of Bulleid 4-6-2s there appears to be no sign of Southall-based No. 34067 *Tangmere*, which was moved to Camforth for repairs to its firebox and crown stays last year.

The engine, the mainstay of many charter trains working out of London to destinations in the South and West including 'British Pullman' duties, has been notable for its absence from the main line.

Borders trains gather steam

FURTHER to last month's report that the Scottish Railway Preservation Society intends to promote steam-hauled trains from Linlithgow to Tweedbank more details have emerged to complete the picture.

Starting on Sunday, August 6 the trains will run every Sunday though the month, ending Sunday 27.

Motive power has been given as a 'Black Five' and although not yet identified will most probably be one of Ian Riley's 4-6-0s namely No. 44871, No. 45407 or No. 45212.

All trains - operated by West Coast Railways - begin trips from Linlithgow picking up at Dunfermline, Kirkcaldy, Dalgety Bay and Edinburgh Waverley before joining the Borders line at Newcraighall for the 31-mile trip to Tweedbank stopping at Galashiels en route.

Hop-on, hop-off sightseeing Scottish Borders open top buses will be operating tours for train passengers.

As was practised when the line was officially opened by HM Queen in September 2015, trains will be diesel-

hauled back to Newcraighall where the trains will be turned on the Niddrie triangle allowing the train engine to be facing smokebox first for the remainder of the journey back to Linlithgow via Waverley and other pick-up stations.

Commenting, the society's commercial director said: "These railtours are organised and staffed by unpaid volunteers, the proceeds from the operation will be used to restore rolling stock and locomotives of historical value." He continued by saying that he hoped the public would travel in numbers to enjoy the spectacular scenery in the Lothians, Fife, the crossing of the Forth Bridge and along the Borders Railway.

VisitScotland chief executive, Malcolm Roughead, added: "We are absolutely delighted that steam railway experiences are returning to the Scottish Borders, Lothian and Fife once again this summer."

"As well as providing another unique opportunity to showcase the recently opened Borders Railway it presents tourists with easy access to the trains at the heart of Edinburgh city centre."

High summer steam railtours with the Railway Touring Company

By Cedric Johns

THE Railway Touring Company marks the end of steam on the Southern with 4-6-2 *Braunton* heading a train from Waterloo to Weymouth on July 8.

Stopping at Woking and Basingstoke, the train turns right at Worting Junction for Salisbury and Yeovil Junction.

At Yeovil the 4-6-2 goes inside Yeovil Railway Centre's yard for servicing, the train continuing diesel-hauled to the Dorset coast.

Rejoining its train at Weymouth, *Braunton* works back via Bournemouth and Southampton.

On July 1, 'The Yorkshireman' departs from King's Cross behind *Flying Scotsman* for York, routed

via Peterborough, Stamford, Loughborough, Chesterfield and Doncaster. The train returns diesel-hauled, with the A3 being based in York for the summer programme of 'Waverley' trips over the Settle & Carlisle line, the first being on Sunday July 9.

'The Waverley' series continues on Sundays July 16/23, August 13/20 and September 3.

There will be a variation on Saturday July 29 when 'The Hadrian' runs from Derby to Carlisle with *Flying Scotsman* heading the train on a circular route from York via Settle, Carlisle and Durham.

A 'Cumbrian Mountain Express' is scheduled for Saturday July 22, this one starting from Crewe with steam taking

over at Liverpool Lime Street.

The following day, Sunday July 23 sees the first of this summer's 'Royal Duchy' trips depart from Bristol Temple Meads for Plymouth and Par. Engineering work at Bristol means that these trains will be steam-hauled from Taunton, motive power looks likely to be *Royal Scot*.

Further dates for the 'Duchy' are Sundays August 13/27 and September 10.

Also on July 23, the 'North Wales Coast Express' sets off from Liverpool Lime Street and Chester for Llandudno, Bangor and Holyhead.

Motive power is expected to be provided by one of the Camforth Jubilee 4-6-0s No. 45690 *Leander* or No. 45699 *Galatea*.

North Wales is again the destination for the 'Welsh Mountaineer', which runs from Preston to Blaenau Ffestiniog on Tuesday, July 25.

At Llandudno Junction the engine runs round before setting off through the Conwy Valley for the climb to the two mile long Blaenau Ffestiniog tunnel before reaching the former slate-mining town. Likely motive power will be LMS 8F 2-8-0 No. 48151.

The sunny south coast beckons on Wednesday July 26 when the first of this summer's 'Dorset Coast Express' starts out of Victoria for Weymouth, running via Staines, Woking and Basingstoke. The 'Dorset Coast Express' also runs on Wednesdays August 2/16/23 and September 6.



BR Standard 4MT 2-6-0 No. 76084 at Cromer during one of the early-June training days. ANDREW MUNDEN

'NYMR' diners to Cromer a sell-out success

By Robin Jones

A HERITAGE-era first has seen staff from the North Yorkshire Moors Railway oversee the training of North Norfolk Railway drivers to operate on the main line.

The Office of Rail & Road has authorised an addendum to the NYMR's Safety Case for operating on the Esk Valley Line, so it can run dining trains on the Poppy Line between Holt, Sheringham, and over the Bittern Line to Cromer.

The first NNR diner under the NYMR Safety Case will run on July 5, and all six booked so far have been sold out. NNR officials are looking into the possibility of obtaining at least two extra paths so that more can be run because of public demand.

On June 6-7, 22 empty coaching stock trips were made between Holt and Cromer under the auspices of the NYMR, so that seven NNR drivers – several of whom are already qualified main line drivers – could be inspected for competence over the Bittern Line, in accordance with the Safety Case rules.

The NYMR provided Steve Whitter as the inspector, Steve Conway as the driving operations manager and Ken Jackson as the guards inspector. The lead person from the Poppy Line was Mike Watkins.

As there is no run-round loop at Cromer, the trips are run in top-and-tail mode by main line certified BR Standard 4MT 2-6-0 No. 76084, with London Transport-liveried Class 20 No. 20227 on the back. At a later date it is hoped to introduce Gresley N2 0-6-2T No. 1744 once it has been fitted with the necessary equipment and gone through the approval process to allow registration for operation over Network Rail.

Hugely successful

The Cromer services were trialled last year on just four days, with West Coast Railways as operator. Those trials were also hugely successful, and proved that there was a market.

With a view to establishing services to Cromer as a regular feature, and to ensure their ongoing viability, NNR sought advice and help from NYMR which has more than 10 years' experience operating trains over Network Rail's Esk Valley line.

The partnership with the NYMR is seen as a first step

in the NNR obtaining its own Safety Case to run to Cromer.

NNR managing director, Hugh Harkett, said: "Development of services to Cromer has been a long-held ambition for the NNR, so we are most grateful to our friends at the North Yorkshire Moors Railway, not only for their willingness to share their experience, but also their readiness to help us to get started by taking on the role of train operator. We believe that collaboration of this nature between two heritage railways is unprecedented, and it is our hope that both railways will benefit from working so closely together."

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

Helping with project management has been NYMR's former managing director, Philip Benham, who said: "The widespread co-operation from rail industry parties, so vital to success of the project, has been most encouraging. The Network Rail teams, in both the Anglia and LNE & EM routes, have been particularly supportive. Similarly ORR has been extremely helpful, especially the Inspectorate, which gave swift but thorough consideration to our safety certificate application."

Maybe Norwich

Hugh said that the dining trains might be extended to North Walsham next year and maybe Norwich in the future, but as the NYMR's addendum covers only Sheringham to Cromer, a main line Train Operating Company such as West Coast would need to be brought in to oversee them.

Hugh added: "Under the inspection of NYMR we now have a number of fully trained footplate staff and guards for our Cromer diners later in the summer."

"We need to walk before we can run. I do not think that charging into main line operations is a smart thing for anyone to do. There is a lot of work involved."

Christmas comes earlier...

By Cedric Johns

WITH at least half the country enjoying blue skies and long hours of sunshine at the time of writing, two tour promoters have published details of their Christmas programmes to catch the eye of festive shoppers...

The Railway Touring Company's programme features two locomotives, A4 *Union of South Africa* and *Duchess of Sutherland* working the outward and return legs respectively on ECML trains.

RTC starts with an old favourite, the 'Christmas White Rose' from King's Cross to York on Thursday, November 23.

Two days later, on Saturday, November 25 the 'Christmas Cheshireman' departs Bristol Temple Meads for Chester.

On Tuesday, November 28 the 'Bath Christmas Market' starts from Three Bridges bound for Bath and Bristol.

Another favourite

A train bearing the same headboard departs Poole – probably diesel hauled as far as Salisbury or Westbury – heading for Bath and Bristol on Thursday November 30.

Thursday, December 7 sees the 'York Yuletide Express' departing Norwich for York and on December 9 – a Saturday – another old favourite, the 'Lindum Christmas Fayre' heads for Lincoln from King's Cross.

The 'Christmas Sussex Belle', a circular tour departs Victoria for Eastbourne on Tuesday, December 12.

On Thursday, December 14, the 'Sherborne Christmas Carol' gets away from Victoria for Salisbury and Sherborne and two days later, the 'York Yuletide Express' departs King's Cross for York.

Finally, on Wednesday, December 20 the 'Christmas White Rose' rides again but this time from Cambridge to York.

Discover the magic

Turning to Steam Dreams, which invites the public to 'discover the magic of a Christmas train journey', the programme begins with a choice of a train from Euston visiting Chester or Llandudno Christmas markets on Saturday, November 18.

On Thursday, November 23 the destination is Salisbury Christmas market, the train starting from Brompton and Clapham.

Saturday, December 2, a 'Cathedrals Express' offers the choice of visiting Winchester or the Mid Hants Railway, from Southend and Upminster.

December 5 sees an 'Express' unusually departing the Mid Hants' Alresford station for Bath Christmas market.

On Thursday, December 14 Salisbury is the destination this time the train departing Ashford International.

Sunday, December 17 sees another trip to Bath, this train departing Paddington or Reading.

Finally, the annual 'White Cliffs Christmas Special' departs Victoria on December 22 for a spin around Kent with lunch.

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Jubilee *Leander's* return less than straightforward

By Brian Sharpe

LMS Jubilee No. 45690 *Leander* returned to main line service in June with a couple of trips over the Hope Valley route for the Railway Touring Company but things did not go according to plan.

The engine had made a main line test run from Carnforth to Hellfield and back on May 24 with a couple of coaches

topping-and-tailing with Merchant Navy Pacific No. 35018 *British India Line*.

Firstly the engine was rostered for the 'Coast to Coast Express' on June 10, from Liverpool to Scarborough and return, *Leander* giving way to diesel traction at Milford loop on the return.

The originally advertised route over CLC metals via Glazebrook was deemed unavailable and the train was routed

over the Liverpool & Manchester line via Rainhill but with a 5.36am departure from Lime Street an hour earlier than scheduled. Difficulty accessing the loop at South Milford led to delays of over an hour on the return with *Leander* eventually heading light engine to Carnforth 53 minutes late.

The following Saturday, June 17, the Jubilee was expected to head the 'East

Yorkshireman' from Manchester Victoria via the Hope Valley but then on to Scarborough via Goole and Beverley. Although Network Rail would permit a Jubilee to run via Beverley on a one-off basis this had been declined in 2016 and this also proved to be the case this year and the train was diverted to run direct from Sheffield to Scarborough via York.



LMS Jubilee 4-6-0 No. 45690 *Leander* passes Brightside, Sheffield with the Railway Touring Company's 'East Yorkshireman' from Manchester to Scarborough on June 17. ALAN WEAVER

Hastings Diesels' 'Cleethorpes Clipper' railtour

By Cedric Johns

HASTINGS Diesels are using a six-car set for its 'Cleethorpes Clipper' outing on Saturday, July 1, which will run on the East Coast Main Line for part of its journey to the east coast.

Operated by GBRf, the train departs from Hastings and picks up at Battle, Etchingham, Tunbridge Wells, Tonbridge, Bromley South and

Kensington Olympia then via the Hertford Loop to Stevenage.

From there the DEMU heads along the main line to Peterborough for Spalding and Sleaford to Lincoln and a five-hour passenger break.

Alternatively, for those travelling on, the 'Clipper' the train then heads for Cleethorpes – a three-hour break – via Market Rasen.

The DEMU returns via Lincoln,

Newark and the East Coast Main Line.

Profits for charity

On Saturday, July 29, the unit running as the 'Strike Back Express' heads for Bath calling at the stations listed above.

Profits from this trip are destined for a blood cancer charity.

The DEMU's formation will include Nos. 60118 *Tunbridge Wells* (motor

coach), 60501 Club class trailer, 69337, Standard class BIG buffet car, 70262 Standard class CEP coach, 60529 Standard class trailer and 60116 *Mountfield*, Standard class motor coach. The last-named vehicle was sold out as we closed for press.

As noted previously, provisional plans are in hand for a visit to the Mid Hants Railway on Saturday, September 30.



LMS Jubilee 4-6-0 No. 45699 *Galatea* awaits departure from York with the first West Coast Railways' 'Scarborough Spa Express' of the season on June 1. TOM NOBLE

SEE CLASSIC TRACTION ON THE NATIONAL NETWORK

By Fred Kerr

THIS month's interest lies with the start of the summer timetable on May 21 with the inclusion of seasonal operations of the repeat charters operated by West Coast Railways and advertised on its website. The 2017 season sees these trains in two stages with the steam stage starting at either Hellifield (for services from York and Chester to Carlisle) or York (for the service to Scarborough). For the diesel legs, West Coast has a fleet of heritage Class 33/37/47s and the operators have used the internet to discuss potential allocations of locomotives to these services. Trains have seen a pair of popular Class 37s on the first stage while there has also been the return to service of Class 47s Nos. 47237 and 47580 after heavy maintenance and No. 47772 (introduced to service as D1657 in February 1965) is close to seeing action after a lengthy overhaul.

Stock moves

Heritage traction continues to be provided to service the needs of niche markets, and the freight market is seeing Class 37 traction for an increasing number of stock moves by such companies as Rail Operations Group Services. This company has long-term contracts for the movement of trainsets between Ramsgate and Bombardier's Derby site but also retains resources for spot-hire and short term contracts.

Another major operator of heritage traction is Colas Railfreight which uses Classes 37, 47, 56 and 60 on its services; including supporting the Class 70 locomotives that are dedicated mainly to Network Rail infrastructure services. This sees class 37s working NR inspection trains

around the network. Class 56s based at Washwood Heath work the Boston steel traffic and the Class 60 fleet works the heavier cement services from Oxwellmains, oil services from Lindsey and the timber service from Carlisle to Chirk. Its three Class 47s are still in use with Nos. 47739/749 currently available for spot-hire and No. 47727 undergoing major overhaul at Washwood Heath.

Long-term hire

GB Railfreight is yet another operator that continues to operate heritage traction. Its current long-term hire of eight Class 20s, engaged in the transfer of London Underground units between Derby and West Ruislip, is expected to continue until 2018. The company also owns 21 Class 73 electro-diesels. GBRf also hires three locomotives from the AC Locomotive Group for sleeper empty stock workings although in an emergency they can operate the trunk haul to / from London; recent news indicates that this contract has been extended hence the greater opportunity of seeing the AC trio at work.

The final regular operator of heritage traction is Direct Rail Services (DRS) whose fleet of Class 20 and Class 37 traction is now under review following the recent purchases of new Class 68 and 88s. Some Class 37/6s have already been sold to other operators but the company retains 10 Class 37/4 examples that will be retained to service the Cumbrian Coast and East Anglian passenger services although there is doubt as to which other Class 37 locomotives will be disposed of. The company has already begun to withdraw its Class 20 fleet, retaining a few for seasonal Rail Head Treatment Trains.

Trouble-free 'Cathedrals'

By Cedric Johns

FOLLOWING lineside chaos caused by trespassers wanting to get close to *Flying Scotsman* on its Newport-Gloucester-Bristol trip on May 19, it was a relieved Marcus Robertson who reported that subsequent trains have been trouble-free.

When the A3 visited Salisbury on May 31, from London, and an afternoon circular cream tea tour he was interviewed on BBC Radio Solent expressing his opinion that the public were thoughtless to risk being fined £1000 and given a criminal record. Another LNER 4-6-2 is expected in the area on July 18 for a lunchtime 'Cathedrals Express' White Horses tour from Paddington.

That evening, an 'Express' departs Victoria for Windsor, a trip that now includes a late add-on option of passengers joining a tour of the castle.

Fingers are crossed that both of these trips will worked by A4 No. 60009 *Union of South Africa*.

The A4 is also booked for a trip to Weymouth on Sunday, July 23, the 'Express' departing Paddington calling at Slough and Reading then travelling via the Berks & Hants line to Castle Cary, Yeovil Pen Mill and Dorchester West.

On the return journey the train is routed

via Dorchester South, Bournemouth and Southampton.

Canterbury is the destination on Thursday, July 27. Latest information suggests that motive power will be BR Standard Britannia 4-6-2 No. 70013 *Oliver Cromwell*, an engine, which at the time of writing, was due a test run following protracted repairs.

Calling at Bromley South the train is actually scheduled to carry on to Whitstable, thence to Faversham.

On Sunday, August 13, *Duchess of Sutherland* makes its appearance heading a train from Paddington via Princes Risborough and Shrewsbury.

Pick-up stations for this trip are Gerrards Cross, Princess Risborough and Banbury.

The Duchess is the booked engine for a trip to Cheltenham and Worcester on Thursday, August 17, the train departing Victoria calling at Egham, Ascot and Reading. There might be a problem at Cheltenham where the Duchess was declared out of gauge at the Spa station for the June 17 excursion run by Vintage Trains, which was diverted to run from Solihull to the West Somerset Railway via Oxford and Swindon.

The month ends with an 'Express' leaving King's Cross for York on 27th with steam onwards to Scarborough.

Whitehead Museum open

By Cedric Johns

WITH its season now well under way the Railway Preservation Society of Ireland is staging a Whitehead Festival on Saturday, August 5 when the public will be able to visit the society's locomotive workshops and sample train rides in the yard.

In addition the recently opened Whitehead museum and tea rooms are open to the public on Thursdays-Saturdays between 10am and 4pm. Guided tours lasting an hour take place at 11am, 1pm and 2.30pm.

As to trains, 'The Boyne' visits Drogheda

via Dundalk and the Skerries from Dublin on Sunday, July 23. Two trains are scheduled to operate on the day with motive power probably provided by Connolly-based Northern Counties 2-6-4T No. 4.

Before that the ever-popular 'Steam & Jazz' mystery tours depart Belfast on July 7 and again on August 25 with possibly 4-4-0 No 85 *Merlin* rocking and rolling at the sharp end.

Between June 14 and June 22 the Society played host to Steam Dreams' 'Emerald Isle Explorer' combined with the 'Emerald Manx Explorer'.



WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW

Merchant Navy No. 35020 *Bibby Line* near Pirbright with the Down 'Atlantic Coast Express' on June 3, 1963. DON BENN

By Don Benn

IN this 50th anniversary year of the end of steam on the Southern, much is being written about the last year, 1967 and specifically about the last few weeks, so this time, although I am writing about Southern steam, I am covering some performances from earlier years, prior to the final run down.

One of the best known steam-hauled trains in the 1960s was the 'Atlantic Coast Express' (the 'ACE') which ran nonstop from Waterloo to Salisbury and, after changing crews, nonstop to Sidmouth Junction and

Exeter Central before the train was split into portions, each taken forward by fresh engines.

After the train had been speeded up in the 1950s and 60s it became the fastest steam-hauled train in the UK, timed over the 83.7 miles to Salisbury in 83min, then 80 and 75, and later at 73min for the 75.9 miles to Sidmouth Junction, from 1962 reaching Exeter Central in two minutes under three hours for the 171.7 miles.

Under three hours

Similar times applied in the Up direction where the overall time was just one minute under three hours.

I made a total of 20 trips on the Down train, the first being on July 16, 1962 and, of these, 12 were in the final year of operation, 1964. Nine Elms always turned out a Merchant Navy Pacific for the Down train, the 11am from Waterloo. Salisbury provided the engine crew that worked the 'ACE' as far as Salisbury and they worked up on the 7.49am semi-fast train from Salisbury, which arrived at Waterloo at 9.42am.

Exmouth Junction men took over at Salisbury, sometimes being faced with time recovery on the very demanding booking to Sidmouth Junction. Exmouth Junction quite often turned out a light Pacific for the Up train, as it gave preference to the semi-fast trains when allocating the Merchant Navy Pacifics. This was one of the reasons why timekeeping on the Up service wasn't as good as on the Down.

Even so, one of my fastest times on the Up train was with a light Pacific, No. 34058 *Sir Frederick Pile*, which in July 1962 ran Up in 77½ minutes, albeit with just 10 coaches, rather than the normal 11, which would be at around the 400-ton load limit.

Exmouth Junction men worked the train to Salisbury where men from that shed took the train to Waterloo, where it was due to arrive at 3.29pm. The Salisbury crews took the same engine back on the 7pm fast to Salisbury, booked in 85min, though this had an Andover stop added in the summer of 1964, booked in 68½min for the 66.35 miles, but often done inside even time.

I had far fewer runs on the Up train, as it always seemed that the glamour accompanied the Down train. While this snapshot of the 'ACE' deals in more detail with 1964, it must be mentioned that my fastest actual time in either direction, of 76min 4sec was on July 23, 1962 when driver Bowden had No. 35014 *Nederland Line* on the Down train, loaded to 11 for 400 tons. I can still see that big clock on the wall at Salisbury showing just past 12.15pm as we ran in to stop after an effortless run down with an engine in perfect nick on a beautiful summer's day.

The maximum speed had only been 82mph and the excellent time had been made by a very fast start to pass Woking in under 25min. (Full details of the

TABLE ONE: THE ATLANTIC COAST EXPRESS WATERLOO TO SALISBURY

JANUARY TO APRIL 1964

DATE	25.01.1964		29.01.1964		29.02.1964		18.04.1964		21.04.1964		22.04.1964		23.04.1964	
ENGINE	35030		35020		35020		35016		35028		35016		35024	
LOAD (TONS)	385		395		400		435		400		395		400	
DRIVER	Cox		Burton		Young		Cox		Knight		Knight		Knight	
	miles	sched	mins	secs	mins	secs	mins	secs	mins	secs	mins	secs	mins	secs
Waterloo	0.00	0.00	00	00	00	00	00	00	00	00	00	00	00	00
Clapham Jct	3.93	7.00	07	37	08	47	07	22	06	53	07	24	06	59
Hampton Ct Jct	13.34	17.30	17	29	19	26	26	11	16	26	17	42	17	32
Woking	24.29	27.00	27	07	28	58	35	20	25	30	28	06	27	55
Basingstoke	47.75		47	37	49	47	54	47	44	57	48	39	48	44
Worting Jct	50.30	50.00	50	03	52	14	57	08	47	06	51	07	51	02
Andover	66.35		63	18	65	22	73	30	62	27	67	25	64	02
Grateley	72.70		68	40	71	44	78	49	67	53	72	45	69	20
Salisbury	83.66	80.00	79	42	81	25	89	07	81	02	83	39	79	36
net time			79¾ mins		80 mins		75½ mins		76 mins		80 mins		79½ mins	
departure			right time		right time		right time		right time		right time		one min late	
checks			none		sig's/WL start		severe checks		tsr Hurstbourne		tsr Hurstbourne		none	
							Wimbledon		tsr Tunnel Jct					
							tsr Hurstbourne							
speeds:														
before Woking			73		74		79		77½		67		68	
MP 31			61½		58		63		62½		60		60½	
maximum after			76		74		81		81		78		75	
Basingstoke			63½*		68		64*		66*		64*		69	
Battledown			60		62		63		65½		60		64	
Andover			82		83		76½		76½		80		85	
Grateley			61½		62		63		60		62		65	
Porton			80		83		86		84		83		86½	

TABLE TWO: THE ATLANTIC COAST EXPRESS WATERLOO TO SALISBURY

MAY TO JULY 1964

DATE	30.05.1964		06.06.1964		20.07.1964		21.07.1964		22.07.1964	
ENGINE	35012		35026		35019		35025		35009	
LOAD (TONS)	445		445		440		405		405	
DRIVER	Bowles		Hopgood		Hoare		Hoare		Hoare	
	miles	sched	mins	secs	mins	secs	mins	secs	mins	secs
Waterloo	0.00	0.00	00	00	00	00	00	00	00	00
Clapham Jct	3.93	7.00	06	43	07	01	07	38	07	29
Hampton Ct Jct	13.34	17.30	21	29	16	48	17	34	17	33
Woking	24.29	27.00	31	24	25	55	26	34	30	38
Basingstoke	47.75		51	36	45	55	45	40	52	24
Worting Jct	50.30	50.00	53	50	48	08	49	02	54	34
Andover	66.35		66	58	60	43	61	09	66	49
Grateley	72.70		72	18	65	51	67	44	71	43
Salisbury	83.66	80.00	84	58	76	58	81	18	84	24
net time			77½ mins		76 mins		74½ mins		73½ mins	
departure checks			1½ mins late		right time		right time		one min late	
			sigs stop		slight sigs		sigs Worting		slow line Esher	
			New Malden		Woking		tsr Allington		to Woking	
			sigs Tunnel Jct		sigs Tunnel Jct				tsr Allington	
speeds:			73		77		78		69	
before Woking			64		66½		67		63½	
MP 31			77		78		82		83½	
maximum after			70½		71		68		69*	
Basingstoke			66		65		47*		67	
Battledown			83		85		88		91	
Andover			64½		66		68½		70	
Grateley			82½		86½		82		83½	
Porton										



BR Standard 5MT 4-6-0 No. 73155 west of Woking with a Down 'Ocean Liner Express' on July 11, 1963. DON BENN

run are in HR 197). *Nederland Line* was fresh from a general overhaul a few weeks before. That run is what convinces me that *Clan Line* could easily keep an 80min booking within the 75mph limit, though whether this will ever happen is very doubtful.

Time recovery

So on to 1964 and Tables One and Two set out summaries of all 12 of my 1964 runs as far as Salisbury. Those in January showed exactly what was required to keep the 80min schedule with the normal load of 11 coaches and the February run was delayed enough to give the Exmouth Junction crew an incentive for time recovery as discussed later.

Then came a very good effort with driver Cox on 12 coaches for 435 tons on April 18. No. 35016 *Elders Fyffes* was clearly in good form and produced a net time of

76min. The three runs with driver Knight at the end of April were all during the course of a Southern Railover and again they demonstrated just what was needed to keep time.

Moving to the period from May to July, Table Two shows five exceptionally good runs, all of 77½min net time or less, two with 445 ton 12 coach loads. Table Three has the detail of the run with driver Hopgood, one of my favourite drivers, who took No. 35026 *Lampart & Holt Line* along in his usual fine style to record an actual time of under 77min, or 76 min net.

Best of all though were the series of runs with Fed Hoare in July, culminating in the 73½min net time run of the 22nd with No. 35009 *Shaw Savill*. The 70mph over both Battledown and Grateley were noteworthy, as was the 90mph through Andover. Anything above the 85mph limit east of Salisbury was quite unusual,

TABLE THREE: WATERLOO-SALISBURY

Date	June 6, 1964				
Train	11am Waterloo-Salisbury				
Loco	Rebuilt Merchant Navy class 4-6-2				
	No. 35026 <i>Lampart & Holt Line</i>				
Load	12 cars 409½ tons tare, 445 tons gross				
Driver	C Hopgood, Salisbury				
Fireman	unknown				
Recorder	Don Benn				
Weather	fine and warm				
	miles	sched	mins	secs	speed
Waterloo	0.00	0.00	00	00	
Vauxhall	1.29		03	23	36
Queens Road	2.81		05	19	47½
Clapham Junction	3.93	7.00	07	01	41*
Earlsfield	5.58		09	22	48
Wimbledon	7.24		11	17	57
Raynes Park	8.64		12	40	61
New Malden	9.78		13	45	64½
Berrylands	10.98		14	47	68
Surbiton	12.04		15	44	70½
Hampton Court Jct	13.34	17.30	16	48	75
Esher	14.39		17	40	77
Hersham	15.91		18	54	76
Walton	17.08		19	48	75
Oatlands Box	18.10		20	39	72
Weybridge	19.15		21	30	74
Byfleet & New Haw	20.40		22	33	77
West Byfleet	21.68		23	36	73
			sigs		64*
Woking	24.29		25	55	67
Woking Jct	24.75	27.00	26	18	68
Brookwood	27.99		29	14	68½
Pirbright Jct	29.65		30	43	66
MP 31	31.00		32	00	64½
Sturt Lane Jct	32.20		33	07	68
Farnborough	33.20		34	00	71
Fleet	36.48		36	43	75/78
Winchfield	39.83		39	21	76/73
Hook	42.16		41	18	74/72
Newnham Siding	43.70		42	33	76
Basingstoke	47.75		45	55	71
Worting Jct	50.30	50.00	48	08	65½
MP 51	51.00		48	51	65
Oakley	52.38		50	04	70
Overton	55.55		52	44	77
Whitchurch	59.10		55	26	82
Hurstbourne	61.14		56	51	84
MP 62½	62.50		57	58	79
Andover	66.35		60	43	85
Red Post Jct	67.65		61	47	78½
MP 68¾	68.75		62	40	80
Grateley	72.70		65	51	66
Allington Box	75.60		68	21	75
Porton	78.29		70	21	82/86½
			sigs		25*
Tunnel Junction	82.56		74	24	34/48
Salisbury	83.66	80.00	76	58	
net time 76 mins					
*brakes or speed restriction					

and the wonderful exhilarating dash down from the mini summit after Hurstbourne was always one of the highlights of the Down run, as with whistle blasting we would storm through the platform at Andover scattering dust and any loose objects around us with steam on again ready for the climb to Grateley.

Lovely bloke

Fred Hoare was one of the best-known and liked Salisbury men, a lovely bloke who always had time to talk to us youngsters. On the morning of the run on July 22 my brother and I had gone down to Basingstoke in order to return with him driving the 7.49am from Salisbury. The train was there when we arrived off the 7.20am from Waterloo and Fred, plus his regular mate, Pete Allen, were sitting on the wall of the Up slow platform in the sun waiting for the 7.07am from

TABLE FOUR: WATERLOO TO EXETER

Date	Saturday, February 29, 1964				
Train	11am Waterloo to Exeter				
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35020 <i>Bibby Line</i>				
Load	11 coaches, 377 tons tare, 400 tons gross 9 coaches approx 330 tons gross from Sidmouth Junction				
Driver	Bezley, Exmouth Junction				
Fireman	unknown				
Recorder	DB				
Weather	fine and dry, calm				
	miles	sched	mins	secs	speed
Salisbury	0.00	0.00	00	00	
MP 85¼	1.70		04	31	30
Wilton South	2.50		05	51	47
Dinton	8.30		11	41	68/64
Tisbury	12.60		15	32	70
Semley	17.60		20	04	62
Gillingham	21.70		23	14	91
MP 107½	23.95		24	54	70
MP 109½	25.95		26	30	83
Templecombe	28.50		28	32	72
MP 113¼	29.70		29	48	54
Milbourne Port	30.90		31	02	64
Sherborne	34.55		33	56	96
Yeovil Junction	39.15	40.00	37	05	80
Sutton Bingham	41.40		38	57	73
MP 126¼	42.70		40	04	68
MP 130	46.45		43	03	80
Crewkerne	47.95		44	12	72
MP 133¼	49.70		46	02	55
Chard Junction	56.00		50	58	87/84
Axminster	61.10	61.00	54	30	90
MP 146¼	62.70		55	33	91
Seaton Junction	64.25		56	48	70
MP 149½	65.95		58	26	61
MP 150½	66.95		59	33	50
MP 151½	67.95		60	51	46
MP 152½	68.95		62	14	43
MP153½	69.95		63	40	41
Honiton	71.15		65	05	66
MP 158	74.45		67	39	84
Sidmouth Junction	75.90	75.00	69	38	
	0.00	0.00	00	00	
MP 161¼	2.00		03	49	45½
Whimble	3.75		05	35	69
Broad Clyst	7.45		08	22	88
Pinhoe	9.30		09	44	73
Exmouth Junction	11.10		11	22	58
Exeter Central	12.15	14.00	13	32	

Salisbury to Sidmouth Jct
start to stop average=65.4 mph

Bournemouth West to pass so we could get the road up the fast line. We sat with them for a while chatting about steam before joining the train for a typical well-judged fast run to Waterloo behind No 34036 *Westward Ho!*

For the second part of this article I have picked out four pre-1967 90mph runs, in order to demonstrate that high speed on the Southern wasn't just happening in the last few months of steam. Table Four shows the continuation of the run of February 29, 1964, summarised as far as Salisbury in Table One. With the usual 11 coaches for 400 tons, Exmouth Junction driver Bezley had a 12min late start from Salisbury to recover and he almost achieved this by some very fast running, turning in an unusual sub-70min time for the 75.9 miles to Sidmouth Junction.

Apart from the very high downhill speeds, the 41mph minimum at the top of the 1-in-80 of Honiton

TABLE FIVE: BOURNEMOUTH WEST TO WATERLOO

Date	Wednesday, July 3, 1963				
Train	7.28pm Bournemouth West to Waterloo				
Loco	BR Standard class 5 4-6-0 No. 73155				
Load	7 coaches 236 tons tare 255 tons gross				
Crew	Nine Elms				
Timed by	DB				
	miles	sched	mins	secs	speed
Southampton	0.00	0.00	00	00	
Northam Jct	1.05	3.30	03	31	15*
St Denys	2.11		05	56	41
Swaythling	3.45		07	44	50
Eastleigh	5.80	10.00	10	32	12* sigs
Shawford	9.61		16	50	50
Winchester City	12.70		20	27	53
Micheldever	21.20		29	45	57 min
Wootton Box	26.75		35	10	65
Worting Jct	28.98	37.00	37	40	28* sigs
Basingstoke	31.50		40	34	70
					sigs 54*
Hook	37.08		45	27	74
Winchfield	39.41		47	20	76/83
Fleet	42.76		49	49	82
Farnborough	46.05		52	19	78
MP 31	48.25		54	05	76
Brookwood	51.25		56	20	84
Woking Jct	54.50	58.00	58	50	75*
Woking	54.95		59	10	82
West Byfleet	57.56		60	59	88
Byfleet & New Haw	58.84		61	51	90
Weybridge	60.09		62	47	82
Walton	62.16		64	20	76
Hersham	63.33		65	14	80
Esher	64.85		66	23	83
Hampton Court Jct.	65.90	67.30	67	09	80
Surbiton	67.20		68	12	76
New Malden	69.46		70	05	75
Raynes Park	70.60		71	03	77
Wimbledon	72.05		72	16	73
Earlsfield	73.66		73	43	67
Clapham Junction	75.31	77.00	75	24	40*/59
Vauxhall	77.93		78	46	42*
Waterloo	79.24	84.00	81	29	

net time 76 minutes
* brakes or speed restriction

“I have picked out four pre-1967 90mph runs, in order to demonstrate that high speed on the Southern wasn't just happening in the last few months of steam”

bank was very good work indeed, with speed only falling by 5mph over the final two miles. I calculate that *Bibby Line* was producing about 2200 equivalent drawbar horsepower, or around 2500 indicated horsepower on the final two miles of Honiton bank, about the same as *Tornado* on the climb from Par on the Penzance train of May 29, 2017.

Shouting out speeds

I have to confess though that the 96mph through Sherborne, though supported by the average speeds, was taken partly from rail joints as the mileposts were very difficult to spot on this stretch and the uncertainty was heightened by there being some 45ft lengths near to the bottom of the dip. Others in my compartment were shouting out speeds to assist.

Moving on, the second 90mph run I have chosen from my records shown in Table Five is the only one

TABLE SIX: WEYMOUTH TO WATERLOO

Date	December 5, 1964				
Train	5.30pm Weymouth to Waterloo				
Loco	Rebuilt West Country class 4-6-2 No. 34018 <i>Axminster</i>				
Load	12 coaches, 405½ tons tare 435 tons gross				
Crew	Redmund and Mantle, Eastleigh MPD				
Weather	NW wind, cold and damp				
Timed by	DB				
	miles	sched	mins	secs	speed
Southampton	0.00	0.00	00	00	
Northam Jct	1.05	3.30	04	45	8* tsr
St Denys	2.11		06	46	41
Swaythling	3.45		08	53	45
Eastleigh	5.80	10.00	11	42	51
Allbrook Box	6.66		12	47	51½
Shawford	9.61		16	16	51
Winchester City	12.70		19	57	50
Winchester Jct	14.80		21	30	51
Waller Ash Box	17.55		25	46	50
Micheldever	21.20		30	02	51
Roindwood Box	23.05		32	13	51
Wootton Box	26.75		35	59	64/69
Worting Jct	28.98	37.00	38	07	62*
Basingstoke	31.50		40	15	76/85
Newnham Siding	35.55		43	22	82/80
Hook	37.08		44	20	83
Winchfield	39.41		46	13	87/90
Fleet	42.76		48	35	84
Farnborough	46.05		51	01	78
Sturt Lane Jct	47.05		51	50	79
MP 31	48.25		52	47	77
Pirbright Jct	49.60		53	50	81
Brookwood	51.25		55	08	75
Woking Jct	54.50	58.00	57	50	72*
Woking	54.95		58	10	77
West Byfleet	57.56		60	14	81
Byfleet & New Haw	58.84		61	11	82
Weybridge	60.09		62	11	76
Oatlands Box	61.15		63	01	74
Walton	62.16		63	49	77½
Hersham	63.33		64	41	76
Esher	64.85		65	59	75
Hampton Court Jct.	65.90	67.30	66	53	72
Surbiton	67.20		68	00	72/70
New Malden	69.46		69	55	72
Raynes Park	70.60		71	00	64
Wimbledon	72.05		72	22	60
Earlsfield	73.66		74	03	62½
Clapham Junction	75.31	77.00	76	05	43*
Queens Road	76.43		77	37	56
Vauxhall	77.93		79	18	27* sigs
Waterloo	79.24	84.00	83	50	

single line working Southampton to Northam Jct
net time 80 minutes
* brakes or speed restriction

I recorded with a BR Standard 5MT 4-6-0, on this occasion No. 73155. I was on a Southern Railover and ended my day a couple of times on the summer only 7.40pm Bournemouth to Waterloo two-hour train. This was an out and back working for a Nine Elms engine and crew, going down on the 2.30pm from Waterloo.

With only seven coaches for 255 tons, the 4-6-0 produced a net time of 76min for the 79.24 miles and showed some exuberance by running up to 90mph after Woking despite being early.

Later that week the same crew had No. 35012 *United States Line* and turned in an actual time of 77min 30sec, which barely caused the big Pacific to break breath with 255 tons.

I have chosen this selection of 90mph runs to include one with each of the main classes of engine so the next one on December 5, 1964 features a Bulleid rebuilt light Pacific, No. 34018 *Axminster* and is a tribute to



Battle of Britain No. 34057 *Biggin Hill* leaves Bournemouth West with the 6.35pm to Brighton on July 27, 1962.
DON BENN



Charlie Hopgood takes the 11am from Waterloo out of Salisbury with No. 35028 *Clan Line* on May 19, 1964.
DON BENN

the Eastleigh men who worked the Southampton to Waterloo leg of the 5.30pm from Weymouth 'Club train' for so many years.

There were some very good drivers at Eastleigh including the late Roy Sloper, who gave me my first footplate rides on the main line, but on this particular run the driver was Redmund with steam provided by fireman Mantle.

Dark and wet

Shown in Table Six, the light Pacific had 12 on for 435 tons and it was a cold and damp night. Up Roundwood bank speed was held at around 50mph, not bad with this load but then, as the driver told me afterwards, they decided to try and make up time.

In the dark and wet night the 90mph below Winchfield was quite unexpected and thrilling and although no time was made up due to checks, the

net time of 80min with this load and a light Pacific was creditable.

Finally, we complete the set with a 90mph run with an unrebuilt Pacific, No. 34057 *Biggin Hill*; this with that well known and (in) famous Nine Elms team of Gordon Porter and Tommy Mould. With the usual 11 for 410 tons, Gordon wound the engine up to 80mph at Esher prior to the long and severe relaying check at Walton.

Away from this I captured one of my best-ever tape recordings as *Biggin Hill* recovered from 13mph to 66½ at Byfleet Junction and then accelerated up the 1-in-326 past Woking to reach 72½ mph at Brookwood on the 1-in-314 before steam pressure falling to 160lbs reduced speed to a minimum of 68½ at the Milepost 31 summit.

The noise from No. 34057 passing Woking at full regulator and 35% cut off with whistle blasting is spine tingling!

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

TABLE SEVEN: WATERLOO TO BOURNEMOUTH

Date	Tuesday, March 8, 1966
Train	5.30pm Waterloo to Bournemouth
Loco	Battle of Britain class 4-6-2 No. 34057 <i>Biggin Hill</i>
Load	11 coaches 374 tons tare, 410 tons gross
Crew	Gordon Porter and Tom Mould, Nine Elms MPD
Weather	Dry
Recorder	DB

	miles	sched	mins	secs	speed
Waterloo	0.00	0.00	00	00	WL
Vauxhall	1.29		04	08	36
Queens Road	2.81		05	54	49½/51
Clapham Junction	3.93	7.00	07	26	46*
Earlsfield	5.58		09	32	53
Wimbledon	7.24		11	22	56½
Raynes Park	8.64		12	45	63
New Malden	9.78		13	49	66
Berrylands	10.98		14	53	70
Surbiton	12.04		15	48	73
Hampton Court Jct	13.34	18.00	16	52	76
Esher	14.39		17	41	80
Hersham	15.91		18	53	74*
Walton	17.08		20	03	13* tsr
Oatlands Box	18.12		24	04	31½
Weybridge	19.15		25	30	50
Byfleet	20.40		26	53	66½
West Byfleet	21.68		28	02	67½
Woking	24.29		30	22	70
Woking Jct	24.75	28.00	30	44	70½
Brookwood	27.99		33	30	72½
Pirbright Jct	29.49		34	52	70
MP 31	31.00		36	08	68½
Sturt Lane Jct	32.15		37	06	70
Farnborough	33.20		38	02	71½
Fleet	36.48		40	44	74
Winchfield	39.83		44	09	43* tsr
sigs stop					
MP 41	41.00		46	44	0*
			54	12	
Hook	42.16		57	52	43*
Newnham Siding	43.70		60	15	49/58
Basingstoke	47.75	63.00	65	26	
	0.00	0.00	00	00	
Worting Jct	2.51	5.30	05	25	44½/53
Wootton Box	4.75		08	12	46* tsr
Steventon Box	6.20		11	46	11* tsr
Waltham Box	7.35		13	49	45½
Roundwood Box	8.45		15	17	58½
Micheldever	10.30		17	04	71
Weston Box	12.45		18	46	80
Waller Ash Box	13.95		19	50	83
MP 63	15.35		20	48	87
Winchester Junction	16.70	21.30	21	43	90
Winchester City	18.80	25.00	23	57	

*brakes or speed restriction

WL: Windsor line start

SVO: safety valves open

net times Waterloo to Basingstoke 45 minutes

Basingstoke to Winchester 20 minutes

The calculated EDBH at Brookwood was 1620 (IHP 2200). Gordon Porter told me after the run that the engine was very rough and the valves way out. We were delayed to Basingstoke and then we had to contend with another long and severe temporary speed restriction past Steventon, after which Gordon Porter managed to take No. 34057 down the 1-in-249 to Winchester Junction at 90mph to conclude yet another superb effort with Southern steam. Table Severn shows the details.

Next time I will be reporting on the 50th anniversary specials to mark the end of Southern steam. **HR**

MAIN LINE ITINERARY



LNER A1 Pacific No. 60163 *Tornado* passes Cogload Junction with UK Railtours' 'Cornishman' from Paddington to Penzance on May 29. STEPHEN GINN

July

SAT 1: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.
Steam hauled throughout.

Loco: No. 46100 *Royal Scot*. BEL

SAT 1: 'Yorkshireman'

King's Cross, Stamford, Rotherham, York and return.

Steam hauled: King's Cross, York.

Loco: No. 60103 *Flying Scotsman*. RTC

SAT 1: 'Scarborough Flyer'

Tyseley, York, Scarborough and return.
Steam hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. VT

WED 5: 'Bournemouth Belle'

Waterloo, Poole and return.
Steam hauled: Waterloo, Poole and Southampton, Andover, Waterloo.

Loco: No. 35028 *Clan Line*. UKRT

SAT 8: 'End of Southern Steam'

Waterloo, Yeovil Jct, Weymouth and return.
Steam hauled: Waterloo, Yeovil Jct and Weymouth, Waterloo.

Loco: No. 34052 *Lord Dowding*. RTC

SUN 9: 'Waterloo Sunset'

Waterloo, Yeovil Junction and return via Eastleigh and Petersfield.
Steam hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

THUR 13: 'Cathedrals Express'

Victoria, Andover and return via Eastleigh.
Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. SD

SAT 15: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.
Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

TUES 18: 'Cathedrals Express'

Paddington, Westbury, Salisbury, Paddington and Victoria, Windsor & Eton and return.

Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. SD

SUN 23: 'Cathedrals Express'

Victoria, Weymouth and return.

Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. SD

SUN 23: 'North Wales Coast Express'

Liverpool, Llandudno, Holyhead and return.
Steam hauled throughout.

Loco: No. 45690 *Leander* or 45699 *Galatea*.

RTC

TUES 25: 'Welsh Mountaineer'

Preston, Blaenau Ffestiniog and return.
Steam hauled throughout.

Loco: No. 48151. RTC

WED 26: 'Dorset Coast Express'

Victoria, Weymouth and return.
Steam hauled: Victoria, Weymouth and Southampton, Andover, Victoria.

Loco: No. 60009 *Union of South Africa*. RTC

THUR 27: 'Cathedrals Express'

Victoria, Canterbury, Whitstable and return.
Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. SD

Regular Steam

SUNS Jul 9, 16, 23: 'Waverley'

York, Settle, Carlisle and return.
Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. RTC

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 Jul 3, Aug 7, TUES Jul 4, 18, Aug 8,

15: 'Dalesman'

Chester or York, Carlisle and return.

Steam hauled: Hellifield, Carlisle and return.

Loco: No. 45690 *Leander*, 45699 *Galatea*,

48151 or 46115 *Scots Guardsman*. WCR

WEDS Jul 11, 25, Aug 1, 22, 29:

'Fellsman'

Lancaster, Preston, Settle, Carlisle and return.

Steam hauled throughout.

Loco: No. 45690 *Leander*, 45699 *Galatea*,

48151 or 46115 *Scots Guardsman*. SMR

SATS Jul 15, 22: 'Cumbrian Mountain

Express'

Euston, Shap, Carlisle and return via Settle.
Steam hauled: Carnforth, Carlisle, Farington Junction.

Loco: No. 45690 *Leander*, 45699 *Galatea*,

46233 *Duchess of Sutherland* or 46115

Scots Guardsman. RTC

SUNS Jul 16-Sep 3: 'Shakespeare

Express'

Birmingham Snow Hill, Stratford-upon-Avon and return (x2).

Steam hauled throughout.

Loco: No. 4965 *Road Ashton Hall*. VT

DAILY: 'The Jacobite'

Fort William, Mallaig and return.
Steam hauled throughout.

Loco: No. 44871, 45212, 45407 or 62005. WCR

SUNS Jul 2, 23: 'Torbay Express'

Bristol, Kingswear and return.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. TEL

SUNS Jul 23, 30, Aug 6: 'Royal Duchy'

Bristol, Par and return.

Steam hauled: Taunton, Par and return.

Loco: No. 46100 *Royal Scot*. RTC

Tour Promoters

BEL	Belmond Pullman 0845 077 2222
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SD	Steam Dreams 01483 209888
SMR	Statesman Rail 0345 310 2458
TEL	Torbay Express Ltd 01453 834477
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 01524 737751

The information in this list was correct at the time of going to press. We strongly advise that you confirm details of a particular trip with the promoter concerned.



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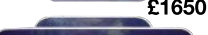


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No surprise as BB nameplate is the star at Stoneleigh

A NAMEPLATE from Bulleid Pacific No. 34072 257 *Squadron* reinforced the status of the class as firmly in the elite category by selling for £33,500 at Great Central's auction at Stoneleigh on June 3.

To some these SR Battle of Britain class plates are not the most aesthetic, but when, as in this case, they are accompanied by the squadron badge, they are almost unbeatable.

On another day GWR broad gauge nameplate *Timour* may have been the star lot, but this 168-year-old survivor had to content itself with the runner-up spot, albeit at the respectable price of £19,000. The plate was originally carried by an Iron Duke class 4-2-2 built in August 1849 and withdrawn in 1871, before being reused on another 4-2-2 built in July 1873, a member of the Rover class that was withdrawn in 1892.

It had been in the same family for 125 years, and was the

first broad gauge plate to be sold by Great Central.

A final five-figure nameplate realisation was £10,400 for *Osprey* from LNER A1 Pacific No. 60131, and behind came a closely-knit group headed by *Welsh Guardsman* from LMS Royal Scot No. 46117 (£9500). This was followed by *Bengal* (LMS Jubilee No. 45577) at £9200, GWR pair *Hinton Manor* (No. 7819) and *Cefntilla Court* (Saint class No. 2936), each at £8000, and *Defiance* from another Jubilee, No. 45728 (£7500).

Bringing up the rear came *Lord Rodney* (SR Lord Nelson No. 30863) and another GWR duo, *Marble Hall* (No. 5907) and *Evenley Hall* (No. 4923), which sold for £6100, £5600 and £4000 respectively.

Non-sellers were *Wardour Castle* (GWR No. 5066) and *Sir Valence* (SR King Arthur No. 30767), but the former had gone to a new home before the day was out for £7250. Right there in the nameplate mix came the top cabside numberplate,



from GWR No. 6019 *King Henry V*, which went under Mike Soden's hammer for £11,000, way ahead of the next highest realisations in the category, £3000 for 7028 from *Cadbury Castle* and £2700 for A890 from Southern Railway K1 class 2-6-4T *River Frome* that was rebuilt in 1928 as an unnamed U1 class 2-6-0.

The leading totem station sign, from Goudhurst on the Paddock Wood-Hawkhurst branch, sold for £9200, and smokebox numberplates were headed by 46257 from LMS Princess Coronation *City of Salford* (£6100), a smidgen ahead of the top worksplate, from LNER A3 Pacific No. 60094 *Colorado* (£6000), and a Lynton & Barnstaple Railway Blackmore-Wooda Bay single line tablet, which went for £5800 after a drawn-out

battle between two telephone bidders. Also worthy of a mention are the chime whistle from LNER A4 No. 60014 *Silver Link* (£5000), a Barry Freeman painting of LMS Jubilee No. 45608 *Gibraltar* piloting another member of the class on 'The Waverley' at Ais Gill summit (£3900), a 'Heart of Midlothian' headboard (£3200), SR station target signs Torrington (£3100) and Kew Gardens (£3000), and shedplate 64G (Hawick), which made £1600. Prices exclude buyer's premium of 15% (+ VAT).

"A brilliant day," was Mike Soden's post-auction comment.

"Prices were generally high, and some extremely so, such as totems, which are having a renaissance, and some of the worksplates and shedplates."



Upper crust have upper hand at Vectis model train sale

A PRINCESS and a duchess lorded it over others at a Vectis model train sale at Thornaby on May 19, thanks to two O-gauge models of popular LMS locomotives.

At their head was a Hornby No. 6201 *Princess Elizabeth* in three-rail electric (£2000), while in its wake came Bassett-Lowke No. 46232 *Duchess of Montrose* – a popular choice for mainstream model companies over the years – also in three-rail electric (£1300).

Bassett-Lowke O-gauge also featured in the remaining four-figure realisations, thanks to No. 46100 *Royal Scot* (£1200) and *Duchess of*

Montrose once again, in LMS livery as No. 6232, which went under the hammer for £1000.

A gauge one (1½in) water tower ensured steam traction didn't have it all its own way, however. This was a pre-First World War model by Carrette that carried a number of miniature advertising signs on its base, including Bassett-Lowke and model railway and engineering magazines, and sold for £1200.

In the same category came a Marklin gauge one-girder bridge with twin towers, which gave the model a maximum height of 1ft 4½in (£700). Prices exclude buyer's premium of 20% (+ VAT).

→ Model trains that have featured in a series of books on British toy trains will be going under the hammer at a Vectis model train auction at Thornaby on July 21. They are from the collection of Michael Foster, the author of *British Toy Trains*, which has become an essential reference guide for collectors far and wide.

Many of the actual trains featured and illustrated in the first two volumes of the four-volume series will be in the sale, including Hornby, Bassett-Lowke, Trix and Triang, as well as such lower profile names

as Whitanco, Burnett, Chad Valley, Palitoy, Astra, Betal and Marx.

Joanne McDonald, of Vectis, said of the lesser-known makes: "Their products are important elements of the history of the British toy train industry, but lack of research meant there was little information available to collectors, and some of these makers were regrettably neglected. After many years of research, Michael Foster has addressed these shortcomings in his books."

The auction starts at 10am.



Spanish Armada commander wins Templecombe battle

NAVAL commander Sir Martin Frobisher, who was knighted for his role in repelling the Spanish Armada in 1588, won another battle on May 13 at landlocked Templecombe when a plate bearing his name sold for £9000 at a Talisman Railwayana auction.

It was carried by SR Lord Nelson No. 30864, built at Eastleigh in 1929 and withdrawn in 1962, the year in which the final 11 of the 16-strong class were taken out of service. Another Lord Nelson 4-6-0, No. 30859 *Lord Hood*, also made headlines in the sale when its smokebox numberplate went for £3100.

Another 4-6-0, albeit of GWR origin, was a category winner, when the cabside numberplate from No. 1021 *County of*

Montgomery went under the hammer for £4200, while the top totem station signs were Ilfracombe (£3200) and Yeovil Town (£2700), both Southern Region examples.

SR target station signs also featured strongly, led by Poole at £2400 and Wrafton, from the Barnstaple-Ilfracombe line and making its auction debut, at £2100. Handlamps made their mark too, topped by a Barry Dock & Railway Co lamp at £2700 and another from the Alexandra & Newport Docks Railway (£1920).

An LBSCR ex-Mitcham Junction North signalbox mahogany-cased clock, pictured right, dating from 1868, went for £1850 and an SDJR Evercreech Jn South signalbox nameboard, below, fetched £1500, this having been owned by the vendor since it

was removed from the signalbox in 1966.

Other realisations included £1550 for a Southern Region 'London Bath & Bournemouth trains over the bridge' enamel sign from Templecombe station, £1200 for a 1965 English Electric worksplate carried by Class 73 electro-diesel E6025/73119, and £960 for shedplate category winner 71J (Highbridge). Prices exclude buyer's premium of 10%.

Talisman's Roger Phipps was a happy man at the end of the auction. "We had a wonderful day and a superb turnout. Templecombe has its own unique atmosphere that generates many bidders who would not normally attend other sales. We enjoy staging it and look forward to it as an annual event."



EVERCREECH JN SOUTH

Totems are poles apart from the best of the rest

TOTEM station signs, many from a single collection, dominated the 225-lot Railwayana.net telephone and internet auction in mid-May, achieving the six highest prices under Chris France's online hammer.

Pride of place went to Ross-on-Wye, being sold at auction for the first time, which realised £8600. Second was another Western Region representative, Aberdovey (£3400), while joint third at £3000 each was achieved by Kingsbridge – yet another WR offering – and Southern Region Okehampton. Two more WR signs followed, Newquay (£2400) and Instow (£2300).

The Instow example was unusual in that it was a WR totem from a station on the Southern Region Barnstaple-Torrington line in north Devon. Further

totem prices included £1750 for West Hartlepool and £1500 for Weymouth.

Locomotive items did get a bit of a look-in, headed by a whistle from an unidentified Britannia Pacific that sold for £1850 and a cabside numberplate from GWR 2-8-0T No. 4264, built in 1919 and withdrawn in 1963 (£1200).

A further four-figure realisation was £1500 for a lamp and its post from Cliffe, a station on the Hundred of Hoo line in north Kent opened by the South Eastern Railway in 1882 and closed to passengers in 1961. Prices exclude buyer's premium of 15% (+ VAT). Chris France said that overall there were good results, adding "we are looking forward to our next auction," doubtless a response to the rumour in some railwayana circles that this was to be the last Railwayana.net sale.

£1700 model sheds light on idiosyncratic tramway

THE idiosyncratic Wisbech & Upwell standard gauge tramway with its 'shed-like' locomotives has held a fascination among railway enthusiasts for generations, and that interest extends to the model fraternity, as illustrated by the £1700 realised at auction by a 5in gauge model of an 0-4-0T built by the Great Eastern Railway in 1883 for use on the line.

The model was of G15 No. 132, built at Stratford to the design of TW Worsdell, reclassified and renumbered by the LNER as Y6 No. 7132, and withdrawn from King's Lynn shed in 1931, although two members of the class survived into the BR era as Nos. 68082/83. The line, deep in the heart of the East Anglian farming community, closed to passengers in 1927

but remained open for freight until 1966.

Powered by a 12-volt battery, the model of No. 132 was sold at a Lacy Scott & Knight railwayana and model trains auction at Bury St Edmunds on May 20 and came with a matching coach.

A clutch of closely-priced models was next up, comprising an O-gauge Midland Railway Class 115 'Spinner' 4-2-2 built by Bing of Germany for the London department store Gamages (£720), and a trio by Wrenn in OO-gauge of SR West Country 21C101 *Exeter* (£700), LMS Princess Coronation No. 46221 *Queen Elizabeth* (£680), and SR Battle of Britain No. 34057 *Biggin Hill* (£650). Prices exclude buyer's premium of 17½% (+ VAT).

Italian artistry for the LMS

TWO posters painted for the LMS by the Italian artist Fortunino Matania (1881-1963) will feature in Onslows' biannual online vintage poster auction on July 7.

Promoting Southport and Blackpool, they were issued circa 1930 and 1938 respectively, with the former being estimated at up to £9000 and the latter as much as £5000.

The other Big Four companies also have an input, including the LNER with a Vienna via Harwich example by Frank Newbould (1887-1951) from circa 1925, and Captain Cook at Whitby by Doris Zinkeisen (1891-1991), issued a decade later.

From the GWR there is a 1935 issue Royal Windsor by American-born Edward McKnight Kauffer (1899-1954), and a 1929 SR contender, by an unknown artist, advertising the 'Golden Arrow' 6½-hour service to Paris.

A topical entry in the sale was issued by the GPO in 1937 featuring the Post Office Underground Railway. By Lil Rethi (1894-1971), it comes under the online hammer just three weeks before the railway, which ran from west to east London and closed in 2003, is partially reopened as an innovative visitor and tourist attraction. The auction starts at 2pm.

Rhymney Railway handlamp success

A RHYMNEY Railway handlamp defied the odds – and, by a massive margin, its presale estimate – by selling for £6300 in a transport sale at East Bristol Auctions on May 19.

Plated Rhymney Railway Co with the name of the manufacturer, Messenger & Sons of Birmingham, it had been found by a railwayman in a tunnel near Bristol and had hung in his shed for many years.

The lamp, which was being sold by his widow and family, was fought over in the sale by a collector in the room and an online bidder, with the latter eventually being successful. In

a reference to its estimate of £50-£80, East Bristol Auctions' Andrew Stowe said after the hammer went down: "This was an £80 lamp with a £6220 plaque." The price excludes buyer's premium of 18% (+ VAT).

The Rhymney Railway was incorporated in 1854, opened in stages from 1858 to 1895, and absorbed into the GWR in January 1922. More than 50 of its locomotives, comprising 0-6-2 and 0-6-0 tanks, survived into BR ownership, the last, R1 class Nos. 36 and 38, being withdrawn from Cardiff East Dock (88B) in October 1957.

Saints alive – LMS takes on the GWR at Pershore

MEMORIES of the Victorian railway era, through the days of the Big Four to BR and its dieselisation, will permeate GW Railwayana's July 15 sale, featuring right at the top a tussle between the GWR and LMS.

The former is represented by nameplate *Nunhold Grange* from No. 6842, one of 40 in the class built at Swindon in 1937 and named after a Victorian property in Hatton, Warwickshire. It was withdrawn from Birmingham's Tyseley shed (2A) in November 1964.

This will be up against *St. Vincent* from Jubilee No. 45686, built at Crewe in February 1936 and withdrawn from Carnforth (24L) in November 1962. The plate is making its auction debut, having been bought direct from BR by the vendor for £25 after the 4-6-0 was taken out of service.



A second GWR offering is the smokebox numberplate from preserved No. 7027 *Thornbury Castle*, which was built by BR at Swindon in August 1949 and is currently being restored at works in Weston-super-Mare. The auction will also include a worksplate believed to be from another Swindon product, Class 52 diesel-hydraulic D1028 *Western Hussar*.

In the same category, from a collection in Canada, come two LNER Doncaster examples, from A3 Pacifics No. 60051 *Blink Bonny* (built in 1924, works number 1606) and No. 60040 *Cameronian* (1934, w/n 1795).

From a single collection comes an array of pocket watches dating from the 1840s onwards, including one inscribed on the back 'York Newcastle & Berwick York & North Midland & Leeds Northern Railways', and a selection of clocks that include original-

dial examples from Cleator & Workington, LSWR and LNWR.

Another early-Victorian survivor is a leaflet rack from the Chester & Holyhead Railway that opened from Chester to Bangor in 1848 and to Holyhead in 1850, and was incorporated into the LNWR in 1859. Construction of the 85-mile line took five years and involved 5000 men, aided by 500 horses. Appropriately, the sale's totem selection includes Abergele & Pensarn, Colwyn Bay, Conway, Llandudno, Llandudno Junction, and Deganwy.

The much-loved Somerset & Dorset Joint Railway features with a fingerboard from Bournemouth West indicating stations from Poole to Derby, and there is a seatback from Bude, opened in 1898 as the terminus of the LSWR line from Okehampton.

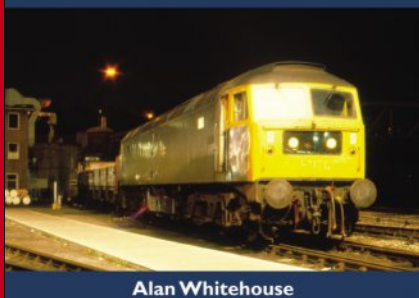
Across to the capital, London Transport targets include King's Cross St Pancras and a SR Elephant & Castle



target sign, while a large selection of handlamps, many from a single collection, include both pre-Grouping and overseas lamps. The auction, at Pershore High School, starts at 10am.

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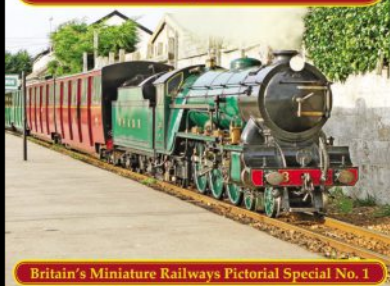
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REAL STEAM DAYS

The last weeks of Southern steam

50
YEARS AGO

No other main line in Britain went from steam to modern traction overnight. **Don Benn** recounts the incredible locomotive performances recorded on the Waterloo – Bournemouth line in the days leading up to the sudden end of Southern steam.



Merchant Navy No. 35023 *Holland-Afrika*
Line at Weymouth with the 8.30am from
Worlesham July 8, 1967. JOHN TILEY

BRITISH RAIL
SOUTHERN REGION

ENGINE WORKINGS
(STEAM)

MONDAYS TO FRIDAY'S
12TH JUNE UNTIL 7TH JULY, 1967

EXPLANATORY NOTES

AR	Assisting required	F/O	Pull Out
ANR	Assisting not required	PV	Passenger and Van Train
C	Coaching	Q	Conditional
E	Empty Train	SRE	Shunt and Release Engine
F	Freight Train	V	Vans
M	Milk Train	ll	Light Engine
Q/R	On Hear	**	Time Uncertain
P	Passenger Train		

SUMMARY OF DEPOTS AND ENGINE UTILITIES (COMMENCING NUMBERS).

Nine Elms	...	...	101	Bournemouth	...	...	300
Guildford	...	...	161	Weymouth	...	...	430
Bastleigh	...	...	231	Salisbury	...	...	461

South Western Division
WIMBORNE.

The 90mph-plus runs were now coming thick and fast. Although I haven't been able to obtain full details of all of them, there were no less than 100 occasions when 90mph or more was recorded in that last year of steam! Of course, the engines, though run down, were all still relatively new.

The week beginning June 26 was the penultimate week of steam and it saw some quite remarkable performances, not for hauling power but for sheer speed. These exploits have been discounted in some quarters, even by a few of the more respected observers, as being exaggerated or timed from misplaced mileposts, but all I can say is that I can fully vouch for those that I timed, all having detailed support of pass to pass averages and most of which were timed by a number of other experienced enthusiasts. In most cases the maximum speeds were agreed on exactly.

Three of the best runs were on the last Weymouth, all with light loads and two of them produced speeds in excess of 100mph. On Monday, June 26 I went down with a REP and TC electric combination on the 5.30pm to return as far as Woking behind Battle of Britain No. 34060 25 *Squadron* on the up Channel Islands express. With 12 for 425 tons the Eastleigh crew did no more than keep time to Woking, where I transferred to the down side to pick up the 6.54pm down, which had No. 35013 *Blue Funnel* on 345 tons and ran well enough to keep time to Basingstoke.

Here I caught Hampshire unit No. 1104 to Winchester in order to join the last Weymouth. This had a light load of only three coaches and two vans for 180 tons and was headed by that wheezing, clanking run-down Merchant Navy No. 35003 *Royal Mail*. In charge were Fred Burridge and Robert Symon. With such a light load we weren't all that surprised at

Not content with that I returned to Basingstoke to pick up the last Weymouth behind No. 35023 *Holland-Afrika Line*, which again ran well with Nine Elms man Peter Gyles at the regulator, but without being exceptional, giving another early arrival in Waterloo.

The next day, June 15, a BR Standard 5MT worked the 6.38pm from Salisbury again and although Gaffney realised he wouldn't get the 4-6-0 up to 100mph, he produced one of the best runs with one of these good all round engines. (See *HR* No. 226). Even with two checks the actual start to stop average from Basingstoke to Woking was over 65mph and the net time was 20 minutes. On the 16th the same engine produced 83½mph down the bank from Grateley on the same train, with Porter of Basingstoke driving.

Class	Numbers	Total
Merchant Navy 4-6-2	35003/7/8/23/28/30	8
Rebuilt Light Pacifics	34001/4/13/18/21/24/25/36/37/52/60/87/89/90/93/95	16
Unconverted Light Pacifics	34023/102	2
BR Standard 5MT4-6-0	73020/29/37/43/65/80/92/93/118/155	10
BR Standard 4MT 4-6-0	75074/75/76/77	4
BR Standard 4MT 2-6-0	76005/6/7/9/11/26/31/64/66/67	10
BR Standard 4MT 2-6-4T	80011/15/16/133/134/139/140/143/146/152	9
BR Standard 3MT 2-6-2T	82019/29	2
BR Standard 3MT 2-6-0	77014	1
LM 2MT 2-6-2T	41224/41298/41312/19/20	5
USA class 0-6-0T	30064/67/69/71/72	5
TOTALS		72

Heritagetrailway.co.uk 73

the 76mph at Roundwood summit. It was from Basingstoke that the fireworks were experienced. Nobody had expected what followed, as Burrige was known to be a 'limit' man and so the debate as to who should have the footplate ride was easily resolved and it was given to my younger brother, Bryan, one of the juniors of our group, to the regret of others with the benefit of hindsight. For that evening we were to record the highest known speed with Southern steam, 106mph, just after the foot of Winchfield bank, and an average 102.28mph over the five miles between mileposts 39 and 35.

Never before achieved

Proceedings were then interrupted by the long-standing temporary speed restriction after Sturt Lane, but 95mph after Pirbright ensured an actual start to stop average of just under 75mph from Basingstoke to Woking. I have calculated that the net time would have been 17min 24sec or 80.9mph, which had never before been achieved on the Southern and is not often done with trains today. Full details are shown in the train running log (right).

On the Wednesday evening the running was similar with a maximum speed of 105mph and exactly the same average speed between mileposts 39 and 35 and another 80mph net average start to stop speed. On Tuesday, June 27th Burrige had No. 35028 *Clan Line* with a slightly heavier load of 220 tons and on a wet evening 'only' managing 95mph before Fleet, though the engine was slipping at high speed and there was some concern amongst the group of people who were leading the bid to take the engine into preservation that 'their'

engine shouldn't be damaged. The time from Basingstoke to Woking was, however, only 19 min 24sec, or about 18min net. Burrige had a rest day on the 29th and driver Walker and fireman Pack had No. 34001 *Exeter* that evening, putting up a good show, with 245 tons and a seven-minute early arrival at Waterloo.

On Friday, June 30, Burrige had No. 34021 *Dartmoor* and achieved no less than 80mph at Roundwood with 205 tons and the 98mph after Winchfield. This was, in fact, one of the best Basingstoke to Woking sprints and possibly the fastest actual and net time by a light Pacific. What a week! There were two end of steam specials on Sunday, July 2, one with No. 35028 and the second with Nos. 35007 *Aberdeen Commonwealth* and 35008 *Orient Line*.

And so to the last week of steam. After two years of ever frantic efforts by the fraternity to capture the performances of their beloved engines it had come down to this, with very few steam-hauled trains left and just 72 locomotives still on the books. I was content to be on some of the trains with known 'thrash' men and to say farewell to my favourite drivers rather than to rush about trying to maximise my steam haulage as others did and I also called it a day on the last Saturday, even though this meant I would miss the last steam-hauled train into Waterloo on the Sunday.

On Monday, July 3 a number of group members were on the 'Club Train', the 7.15pm Southampton to Waterloo, which had No. 35007 on 370 tons with Bennett and Deadman in charge. They produced a net time of 72min for the 79.24 miles with nothing special up the bank but 95mph after Fleet. Arrival at Waterloo was no less than 16min early.

On the night of July 3/4, after arriving at Waterloo on the last Weymouth with No. 73020, I visited Nine Elms shed between 11.30pm and 1.20am to get some tape recordings of the engine movements and to record details of the locomotives present as shown here (Table 1).

Get a few records

I walked back to Waterloo and joined the 2.45am down that had No. 34001 *Exeter* on three coaches and five vans from Waterloo, a total of 215 tons. I had chosen this train as Gordon Porter was in charge and aided by fireman Randall it was worth losing a night's sleep for. Gordon told me that he had been allocated No. 73020 but he had swapped this for No. 34001, which was known to be in good condition and had given me a good run the previous evening. He also said that he was out "to get a few records Don", which he did.

We were over nine minutes late away and then started with a signal check across to the down slow line and so took over four minutes to pass Vauxhall. It wasn't until Hampton Court Junction that we crossed to the fast line but then we flew along, reaching 88mph in the Byfleet dip before getting checked to cross to the slow line again outside Woking, reached on time in a record net time of 23min from Waterloo. Away again seven minutes late and with the load reduced to 180 tons, we crossed to the fast line and, with full regulator and 40% cut off, proceeded to reach 83mph at milepost 31, a record for steam and we were inside even time by Farnborough.

After 90mph at Sturt Lane and an easing to 85mph for the curve at Farnborough, we then



A motley crew pose with Merchant Navy Pacific No. 35007 *Aberdeen Commonwealth* at Nine Elms on July 8, 1967. JOHN TILEY



Driver Gordon Porter, of Basingstoke, at Southampton. LES KENT COLLECTION

TABLE 1: NINE ELMS – 3/4 JULY 1967

34047, 41284, 34002, 34019, 34023, 34102 (for 2.30am down), 34024, 35007 (for exams) 35028 (for the 8.35am down), 34100, 34089, 35008, 73065, 34001 (for 2.45am down)

averaged exactly 90mph from mileposts 35 to 43, a record for steam and after getting a signal check to the slow line, we ran into Basingstoke in 20min 43sec from Woking, 23.46 miles, another record for steam. The net time was under 20min.

With the load further reduced to 170 tons we had high hopes of another record time to Winchester aided by a 'ton' down the bank but the Basingstoke signalman had other ideas as a freight train had been let out in front of us, which we caught soon after leaving and again all the way from Waltham to before Weston. We passed it in the Wallers Ash loop as we accelerated rapidly from 62 at Weston to 80mph past Wallers Ash box, to 90mph just after the tunnel and no less than 98mph past Winchester Junction.

Some recorders claimed 100mph at this point and I wouldn't discount this, although I didn't get anything less than 9.2sec for the best quarter-mile. Oh for the benefits of modern GPS, which would have settled the matter for certain.

During that week there were many visits by the fraternity to Nine Elms shed and many photographs taken of some of the engines on shed. Of course, there was no such thing as health and safety in those days – we just took care of ourselves without the nanny state!

At that time failures of Brush Type 4 diesels were still common and No. 34025 *Whimple* covered all or part of one diagram for a while, being seen on the 9.24am Bournemouth to Waterloo on Saturday, July 1, the 9.33am Waterloo to Bournemouth and 7.59pm return on Sunday, July 2, the 2.15am Waterloo to Bournemouth, 6.22am Bournemouth to Waterloo, 12.30pm Down and 4.33pm Up

WEYMOUTH TO WATERLOO

Date	Monday, June 26, 1967
Train	6.15pm Weymouth to Waterloo
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35003 <i>Royal Mail</i>
Load	3 coaches and 2 vans, 164 tons tare 180 tons gross
Crew	Fred Burridge and R Symon, Nine Elms MPD
Also on Footplate	Bryan Benn
Weather	Damp
Recorders	DB from train and Bryan Benn from footplate

	miles	sched	mins	secs	speed	regulator	cut off %	boiler lbs
Basingstoke	0.00	0.00	00	00		2/3	50	240
MP 47	0.75		01	44	42½	2/3	30	240
MP 46	1.75		02	45	68	2/3	25	240
MP 45	2.75		03	34	79½	2/3	20	240
MP 44	3.75		04	19	82	2/3	20	240
Newnham Siding	4.05		04	33	84	2/3	20	220
MP 43	4.75		05	03	86	2/3	20	220
Hook	5.59		05	35	90	2/3	20	210
MP 41	6.75		06	23	94	2/3	20	210
Winchfield	7.92		07	07	98	2/3	20	240
MP 39	8.75		07	36	100	3/4	20	240
MP 38	9.75		08	11	103/106	3/4	20	240
MP 37	10.75		08	45	105	3/4-1/4	20	240
Fleet	11.27		09	02	100	3/4	20	240
MP 35	12.75		09	56	100	3/4	20	240
MP 34	13.75		10	32	97	3/4-shut	20	240
Farnborough	14.55		11	02	71½*	shut	20	240
Sturt Lane Jct	15.60		12	00	68* tsr	shut	20	240
MP 31	16.75		13	01	74½	3/4	20	240
Pirbright Jct	18.26		14	01	90/95	3/4	20	230
Brookwood	19.76		15	04	91	shut	20	240
Woking Jct	23.00		17	50	51* sigs	shut	20	220
Woking	23.46	26.00	18	48				

start to stop average: 74.87 mph
average speed MP 39 to MP 34: 102.28 mph
net time 17 minutes 24 seconds: 80.9 mph

'Bournemouth Belles' and 10.35pm Down mails on Monday, July 3. Who needed the Type 4s anyway?

On Tuesday, July 4 I knew that No. 34024 *Tamar Valley* was also standing in for a Brush and was on the 11.07am from Bournemouth to Waterloo, which I caught from Southampton. We had seven and a van for 285 tons and Billy Hughes and Alan Newman made mincemeat of the schedule with no exceptional running apart from at the end. After passing Clapham Junction seven minutes early, there was an almighty roar from up front as Billy Hughes put *Tamar Valley* into 50% cut-off and, with full regulator, stormed past Loco Junction and Nine Elms shed at 67½mph, his final tribute to steam on an Up train, though he had another turn to work Down on the last Saturday.

Enjoying the swansong

We were eight minutes early at Waterloo and the 11.25am from Weymouth behind No. 34021 with Ted Dente at the regulator followed us in at 2.40pm, 12min early. The Nine Elms men were now clearly enjoying the swansong of steam.

Copious notes now filled my notebook covering the next and therefore the final few days of steam and in truth I was a bystander for most of it until the last Saturday morning. Many group members visited Nine Elms shed and could be seen on the footplates of steam locomotives, though I didn't join them.

The next day, Wednesday, July 5, I went down on the 6.54pm behind No. 34013 *Okehampton*, but only as far as Woking, where I caught the 6.38pm Salisbury back to Waterloo behind No. 35008 with Ainsley and Phil Bassett in charge.

Unfortunately, I had missed one of the 100mph runs as De'Ath, of Basingstoke, had coaxed *Orient Line* up to 102mph down Grateley bank before the Andover stop. Not only that, but Ainsley had got close to another ton with 98mph at Fleet!

On that day No. 34024 worked the 'Bournemouth Belle' in both directions, standing in for a Brush Type 4. Standard 4MT 2-6-0 No. 76011 worked the 4.51pm Basingstoke to Salisbury and reached 82mph before the Andover stop but, unfortunately, I haven't been able to unearth the full details of this run. The best I could do the next day was the 6.54pm Down right through to Basingstoke, which had No. 34087 *145 Squadron*. My notes tell me that there were many hundreds of enthusiasts on the train and at the lineside and that "an old boy of about 90 years of age was helped onto the train at Waterloo for his last steam run". At Fleet we were passed by No. 35007 travelling at 98mph on the Up 'Club' Train and, fortunately, a number of the group were on it.

This run marked the end for No. 35007 after a sparkling last few weeks, the reason being that *Aberdeen Commonwealth* had blown a cylinder gland while travelling at 98mph just as it passed us on the 6.54pm Down. Only a steam locomotive could have continued almost as normal after such an event, but it did and it arrived safely at Waterloo after a stop at Brookwood to examine the engine.

On the same evening my notebook tells me that Standard 5MT No. 73043 achieved 90mph before Andover on the 4.51pm Basingstoke to Salisbury. No. 34021 worked an 8.20am boat train to Southampton Docks and No. 73092 worked one at 8.54am. No. 34024 was



covering for a Type 4 again. Would it really all be gone the next week? Somehow it didn't seem possible, but it was. I didn't go out on Friday, July 7 but at 2pm the SR general manager, David McKenna decreed that the last 'Bournemouth Belle' must not be steam-hauled. Such was the paranoid feeling at management level about getting rid of the old order.

And so to the last weekend. The known actual last workings for steam on Saturday, July 8 are shown in Table 2.

A fine engine

I started the day by being at Waterloo in time to see the last Weymouth arrive behind No. 34095 *Brentor*, which was to be our engine for the 2.45am Down. The last 'Club Train' had been No. 34013, a fine engine, one of the 100mph light Pacifics and still going strong and the last 6.38pm from Salisbury was No. 73029. Ivatt 2MT 2-6-2T No. 41319 and Standard 3MT 2-6-2T No. 82019 were

on empty stock and the three coaches and six vans for our train were in the platform soon after midnight.

By the time we left I counted 129 passengers, mostly enthusiasts, all hoping for a good run, as Gordon Porter was driving. It was raining and we weren't banked out of Waterloo so the start was very slow and nothing special was noted to Woking, except for a lively 75mph after Raynes Park. From Woking though, still in the rain, we ran very well to Basingstoke, reaching 75mph at milepost 31 and 90mph after Fleet, where steam pressure was down to 130lbs. Even so, we ran from Woking inside even time and then came my fastest actual time from Basingstoke to Winchester of 18min 13sec for the 18.80 miles, with a nice spell in the 90s down the bank.

We were eight minutes early at Winchester and during that time word came back that Porter had requested my presence up front and so, for the last time on that damp and misty morning, I rode on the footplate of

Above: Bulleid West Country Pacific No. 34095 *Brentor* at Waterloo with the last 10.56pm steam arrival from Weymouth on July 7, 1967. DON BENN

Right: Merchant Navy No. 35023 *Holland-Afrika* Line arrives at Southampton with the 'Channel Islands Boat Train' on July 8, 1967. DON BENN



WATERLOO TO BOURNEMOUTH

Date	Saturday, July 8, 1967
Train	2.45am Waterloo to Bournemouth
Loco	Rebuilt West Country class 4-6-2 No. 34095 <i>Brentor</i>
Load	3 coaches and 4 vans, 178 tons tare 190 tons gross
Crew	Driver Gordon Porter and fireman Randall, Nine Elms MPD
Weather	Damp and misty
Recorder	DB from footplate

	miles	sched	mins	secs	speed	regulator	cut off %	boiler lbs	steam chest
Winchester	0.00	0.00	00	00		¼	50	230	50
St Cross Box	1.23		02	14	59/60	full	40	200	190
			tsr		46*	shut	22	210	0
Shawford Jct	2.47		03	30	44*	½	25	200	160
Shawford	3.12		04	21	60½	¾	25	200	180
MP 70	3.55		04	42	68	¾	25	205	190
MP 71	4.55		05	32	78	full	25	210	200
			sigs		35*	shut	25	230	0
Allbrook Box	6.06		07	26	40	½	25	215	140
Eastleigh	6.96	11.00	09	08					

net time 8 minutes

an engine on the main line, and with my favourite driver as well. It could hardly have been any better. Details are shown in the log.

Disaster

Quite a few of us got off at Southampton in order to return to Waterloo for No. 35023 on the 8.30am Down, which was booked fast to Winchester and on which I had arranged to meet my wife-to-be. But then came disaster, as the Hampshire unit taking us to Basingstoke expired at Winchester and we had to wait there for the next train, which we knew wouldn't get us back to Waterloo in time to catch the 8.30.

Panic set in but we went to see the station supervisor and, after explaining the problem, he promised to speak to train control to see if the 8.30 Down could be stopped at Woking to collect us. I also asked him if an announcement could be made at Waterloo telling my fiancée what was happening so she should board the 8.30 and be at the front of the train. All this, of course, was in the days before mobile phones or the internet.

At Woking we went to the station office and, much to our relief, we were assured that everything had been arranged. Imagine trying to get something like that done today



on our fragmented and inflexible railway!

On what was now a fine hot summer's day, *Holland-Afrika Line* rolled in on 11 coaches, very full for 405 tons and I duly found my girlfriend standing in the corridor of the front coach, not much amused by the situation! The engine was filthy and had the words 'The End' and 'The Last One' chalked on the smokebox, but it was obviously still in good nick. What a fine run down to Bournemouth that was though, fitting for the occasion. Billy Hughes and Alan Newman took No. 35023 along in fine style, whistling at the many linesiders and storming along after an initial signal stop before Woking Junction.

Speed was kept in the 80s along the racing stretch and reached 95mph down the bank, enough to produce a final even time run. The start to stop average from the signal stop was 65.48mph and we had averaged 76.48mph over the 31.09 miles from Farnborough to Winchester Junction, including slowing for the Basingstoke restriction. The running on to Southampton and Bournemouth was equally good and in fact the time of one second under 30min to Bournemouth was one of the fastest recorded and my best. It was good enough to get us in over seven minutes early. What a splendid final Down run to end with.

Many of the group carried on to Weymouth behind *Holland-Afrika Line* but we spent the day on the beach before returning to the station to board a local train to Southampton in order to catch the Up 'Channel Islands Express' on which No. 35023 was returning to London.

Noted on shed at Bournemouth at 3pm were Nos. 73020, 73018, 80134, 76026, 34093 and 34095. As we waited on the Up platform at Southampton there was time to reflect on the many other occasions that we had waited there to board an Up train and to time yet another superlative performance with steam.

Last run with steam

On time No. 35023 rolled in with 12 for 425 tons to give us our last run with steam. The Eastleigh driver, Pearce, gave a good steady display of Pacific power without any fireworks but just solid timekeeping to get us back to Waterloo over three minutes early.

Thus ended the story that had started for me seven summers before on a semi-fast train from Waterloo, as I didn't go out the next and final day when No. 35030 *Elder Dempster Line* worked the 2.07pm Weymouth to Waterloo, the last steam arrival at the terminus.

The 30 months since the start of 1965 had

TABLE 2: LAST STEAM WORKINGS – JULY 8, 1967

2.30am Waterloo to Portsmouth. 34037
 2.45am Waterloo to Bournemouth. 34095
 4.40am Waterloo to Woking. 76066
 6.30am Woking to Salisbury. 76066
 7.18am Waterloo to Salisbury. 82029
 8.30am Waterloo to Weymouth. 35023
 10.43am Southampton to Bournemouth. 77014
 6.20pm Waterloo to Southampton Docks. 34037
 9pm Bournemouth to Weymouth. 34095
 11.26am Portsmouth to Willesden. 34037
 10.13am Weymouth to Bournemouth. 34095
 Southampton Central to Eastern Docks. 80152
 12.12pm Weymouth to Bournemouth. 73092
 4pm Weymouth Quay to Waterloo. 35023
 9.20pm Bournemouth to Eastleigh. 73092
 Waterloo empty stock workings:
 41298, 41319, 80015, 82019

been a fantastic journey for myself and all those who timed the most incredible set of performances ever to have been achieved anywhere on the British rail system.

A full account of those last 30 months is contained in my book entitled *Twilight of Southern Steam – The Untold Story*, which will be published by Pen & Sword on June 30 this year. 

UK METRO & LIGHT RAIL SYSTEMS INCLUDING LONDON UNDERGROUND

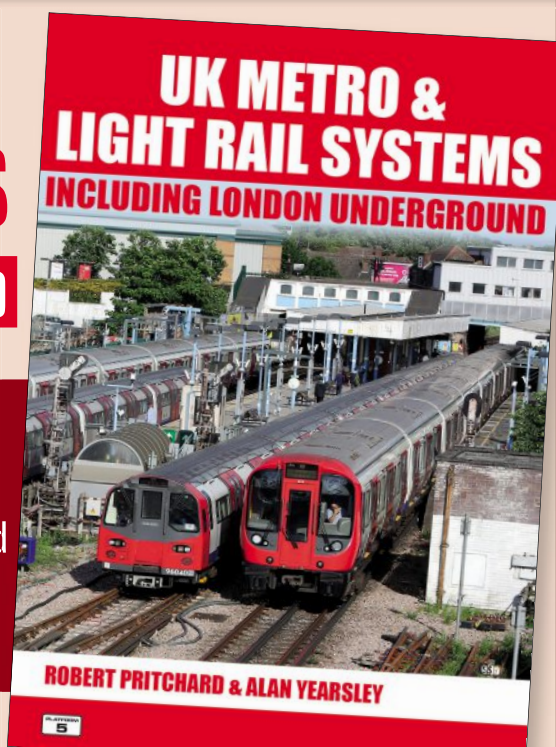
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Three papers by the great Argentinian steam engineer, Livio Dante Porta. The first is *Fundamentals of the Porta Compound System for Steam Locomotives*, which is the core of the book. To give an introduction to much of Porta's work and his overall philosophy, we have also included his paper to the Manchester Centre of the ILE in March 1969 entitled *Steam Locomotive Development in Argentina - its contribution to the future of railway technology in the under-developed countries*. The third paper deals with the subject of steam leakage, and is terrifying in its economic implications. There are so many, usually remarkably simple (or obvious), but mind blowing concepts here that this book will challenge all your ideas! 104 pages. 20 B & W photos. 53 drawings, graphs & tables. Paperback.

'Hunslet' Austerity Locomotives Spare Parts List c. 1946 • £6.90

The Hunslet Austerity 0-6-0 tank locomotives were produced in large numbers and, as a result, Hunslet produced this catalogue. 60 years on it will be of interest to anyone working on one of the many preserved examples. There are 9 separate sub-assemblies, listing each part required in each assembly, complete with Part Number and quantity needed, with each shown on a clear diagram or drawing - there being 11 of these, plus a photograph and a 'Diagram' drawing. Only the 'Diagram' drawing is dimensioned. To this is added a chapter by Andrew Neale giving the types history and where it was used. 32 landscape format pages. Softcover.

La Locomotive a Vapeur • Chapelon • £29.95

Written by André Chapelon, the man responsible for the world's most efficient and, by weight, most powerful steam locomotives ever built. First published in 1952, Chapelon reviews in detail the design and construction of all the steam locomotive's major parts, and compares the merits of simple and compound expansion. He then looks at major standard gauge locomotive designs worldwide of the 20th Century. Translated by George Carpenter, this edition updates Chapelon's work to the end of commercial steam, looks at his unbuilt designs, and reviews the work of those who have continued to develop steam locomotive. A huge amount of technical information. 659 A4 format pages, over 450 B & W photos, drawings, diagrams & charts, plus 41 colour illustrations. **ONLY available as a digital download on our website.**

Driving Steam Locomotives - an Introduction Holland & Ryder • £7.35

Based on the notes prepared for participants on a 'driving experience course'. If you have ever looked at a steam locomotive and wondered "what does that do?", or "why is the driver doing this now?", then this is the book for you; it may not give you the knowledge to jump onto the footplate of *Flying Scotsman* and drive her non-stop from London to Edinburgh, but it will give you a very good, solid introduction to how a steam locomotive works, how it is driven, and the duties of the driver and fireman. 48 A4 format pages. 17 drawings and diagrams, 40 B & W photos. Softcover.

Ministry of Supply 2-10-0 Austerity Engine & Tender 1945 • £7.80

92 page "Brief description with hints on maintenance and repair" on the Austerity 2-10-0s, issued to help RE/ROD operating personnel look after them in far flung corners of Europe. A wealth of detailed information on the subject, all of it of interest. 35 full page drawings of various parts of the locomotive, fittings on it and tools for repairs. We have left the original layout, and added 4 extra pages of more general Ministry of Supply/RE drawings of various items of locomotive equipment - including the hand-brake. **ONLY available as a digital download on our website.**

BOOKS OF LOCOMOTIVES DRAWINGS:

The Darjeeling Garratt and the engine it tried to replace • Manning • £23.50

Peter Manning provides detail dimensioned drawings plus 3D CAD ones, of the second Garratt locomotive built - the 'D' class for the Darjeeling Himalayan Railway, plus drawings for the 'B' class 0-4-0 tanks it was intended to replace. Whilst a significant development in the evolution of Garratts, the 'D' class locomotive wasn't repeated on the DHR, and the 0-4-0 tanks continue to the present. Great book for engineers in all gauges & scales. 72 landscape format and ringbound pages.

The Anatomy of a Garratt • Manning • £23.15

New edition of Peter Manning's "detailed look at the design and construction of K1, the original Garratt locomotive, built for the Tasmanian Government Railways - a century ago", now running on the Welsh Highland Railway. The drawings here are of such quality that we are sure you could build a model of K1, in any gauge, from them, but they will also be of interest to owners of the 16mm NG scale model available. 29 pages of colour views of the engineering anatomy, 24 pages of parts drawings with imperial dimensions, a colour painting, a map and a history of K1's life so far. 66 landscape A4 format pages, spiral-bound, with an acetate cover. Great information.

Anatomy of a Narrow Gauge Baldwin • Manning • £25.60

In the 92 landscape A4 pages of this book are 150 CAD drawings, largely to 1:24 scale, for a 60 cm gauge 2-4-0 tender locomotive built by Baldwin Loco Works for Brazil in 1911. Modified at various times during its life, and paired with different tenders, this engine is a great project for modellers. Plus there is an excellent history of the locomotive with 20 photographs, both B&W and colour. Spiral bound with an acetate cover.

OTHER ITEMS FROM OUR RANGE:

The Snailbeach District Railways • Cuckson • £35.95

The first full history of this little known 2'6" gauge line, located 12 miles south-west of Shrewsbury. Opened in 1877, largely to carry ore, and never passenger carrying, the last section didn't close until 1959, so it was long lived. Steam locomotives came from Barclays, Bagnall, Kerr Stuart and Baldwin, in the form of re-gauged ex WD 4-6-0s. An exemplary history, not just of the line and its equipment, but of the mines and quarry it served, and the people who created, managed and worked it. 223 pages. Large number of B&W photos, drawings, and a map. Hardbound.

The Castle and the Bear • Mullan • £11.95

'A brief history of the North British Railway', this is just that, giving a precis of the complex history of the second longest Scottish railway company, from its beginnings up to the Grouping of 1923, covering both its growth, motive power and rolling stock. Illustrated with a good number of contemporary B&W illustrations, and with a number of very clear maps. 80 pages. Paperback.

Mallets, Meyers and other Marvels - East German Narrow Gauge 1967-1970

App 55 mins • B&W and colour • Stereo Sound • DVD • £20.59

Ton Pruissen looks at three little known East German systems, all closed during the communist era. It covers, firstly, the 750 mm Prignitz system in NE Germany, a part of which survives as the "Pollo" preserved line. It also covers the metre gauge Spreewaldbahn in eastern Germany, and the metre gauge *Franzburger Kreisbahnen* on the Baltic coast. Locomotive types seen include a 750 mm gauge Saxon type 0-4+4-0 Maltz compound, an 0-4-4-0 metre gauge Mallet and a 750 mm Wismar railcar. Most of the other motive power seen is 0-6-0 tank locomotives, largely elderly and of varied shapes and sizes, some rebuilt in the 1960s. A lovely film. (See the trailer on our website!)

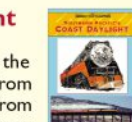
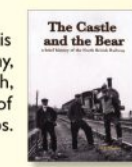
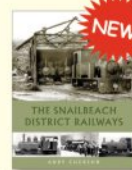
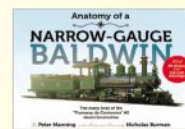
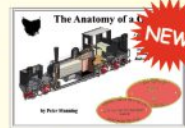
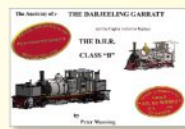
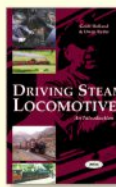
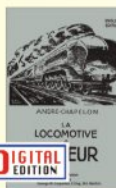
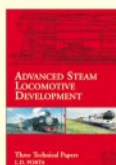
Garratts in Zimbabwe 1987 and 1991

60 mins • Colour • Stereo Sound • DVD • £20.59

See Garratts of Classes 14, 15, 16, 20 and 20A on both freight and passenger workings. There were nearly 90 of these locomotives in service, all built by Beyer Peacock. The routes from Plumtree, on the Botswana border, to Bulawayo, and to Dete are covered and there is linesiding around Hwange (Wankie). Dramatic and well shot footage from lineside, on shed and in, and on, the cab, of these giants of steam working hard during the last decades of the twentieth century. (See the trailer on our website!)

Southern Pacific's Coast Daylight 54 mins • colour • DVD • £20.59

Superb film on 'The Most Beautiful Train in the World' on its journey up the West Coast from Los Angeles to San Francisco. Featuring film from 1937 to the mid 1950s, this is all steam, and shows a number of SP's steam loco classes, but obviously the GS4 'Daylight' 4-8-4s predominate, at the head of trains of 16 to 20 coaches. Really good stuff. (We distribute nearly eighty high quality international steam DVDs - have a look on our website!)

Buy online at: www.camdenmin.co.uk or phone 01373 830151 to order

STAR LETTER

Ecuador: our last great railway adventure!

I READ with interest the article Steam Miracle Ecuador by Maurice Burns in issue 225.

My wife and I travelled over the Guayaquil to Quito railway between August 20-28, 2005 and what an incredible journey it was.

We had three engines in steam: 2-6-0 No. 11 from Duran to Yaguachi and return, 2-8-0 No. 17 Aluasi back down the Devil's Nose to Simbamba then up again through Alausi to Riobamba and 2-8-0 No. 53 Riobamba to Urbina at 3643 metres and return.

At Duran, 2-8-0 No. 18, now overhauled with a new boiler, and 2-6-0

No. 7 were stripped of many parts to keep others in service. Bucay had 2-8-0 No. 58 in working order but nowhere to run as the track was not in a good enough condition to carry its 13-ton axle load. Also at Bucay was 2-8-0 No. 44 partway through an overhaul which was stopped many years ago, and the remains of 2-8-0 No. 46, frames boiler and cylinders, while 2-6-0 No. 14 was in a park at Riobamba.

The track had to be seen to be believed. An average 40ft length of track may have two to four good sleepers, but the rest would be a branch cut out of a local tree or concrete blocks or just plain dirt under it.

No. 11 was run from Duran to Yaguachi and back and managed to pull down at least three sets of overhead wiring, with the whistle the highest part on it, as no trains had run through Yaguachi for several years. This section is all flat running.

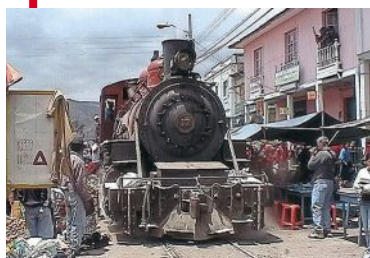
We had to take a bus to Bucay where an Auto Ferra, we called them Auto Terror, especially when riding on the roof racks, took us to Huigra. In this section, the track crew had to replace many timbers on a bridge due to a recent bush fire. There is nothing like good track work – and on the G&Q there was nothing like good track work!

This is the start of the climb to Palmira, a climb of 2942 metres in just over 50 miles. Part of this is through the Can Can Valley where for 10 to 12 miles there is no road access at all and then up the Devil's Nose.

Bus again from Huigra to Alausi, due to a landslide, where No. 17 backed



Guayaquil & Quito Railway No. 17 at Alausi. GRAHAM BLACK



Street running during market day at Guamote. GRAHAM BLACK



The average track on the Guayaquil to Quito line. GRAHAM BLACK

down the Devil's Nose with an Auto Ferra running ahead of it. Coming back up from Simbamba our Auto Ferra, leading No. 17, was confronted by the diesel-hauled Mixo coming down the 1-in-18 grade towards us. As the Mixo was on time, the first time in over five years, our two trains had to back down to a crossing loop to let the Mixo pass. There is nothing like good safe working and on the G&Q there is nothing like any safe working. In fact this tour was rated as a safety record as the train did not derail once.

The railway runs through the centre of the large market town of Guamote. Trains, if they run, run on Wednesdays – if they run at all – and market day is on the last Thursday of each month. By now the train was a day late and it had to pass through the wall-to-wall markets on Thursday 25th. It only took 40 minutes to travel about 400 yards

through the town. What a thrill.

At Riobamba, 2-8-0 No. 53 took the train up to Urbina, the highest point on the railway at 3643 metres. From here to Tambillo, the end of the line, several Auto Ferras had to be used as the track was unserviceable in two sections.

When we finished the tour we wondered if steam would ever work on the line again. So, it is great news that the Ecuador Government is committed to restoring the railway and its rolling stock to such a high standard. It is a shame that many other countries, the UK and especially Australia, do not take notice and act accordingly.

The only downside is that the railway we travelled on, rated as the last great railway adventure, is gone, but at least instead of ripping everything up, it is still there for all to enjoy.

Graham Black, West Wallsend, New South Wales, Australia

More malachite green Bulleids please

IT has been truly splendid to see a malachite green light Pacific in operation recently, at Swanage.

The No. 34081 people are to be congratulated on turning out 92 *Squadron* in original colours, and they are to be congratulated especially because, as everyone knows, this scheme was borne after nationalisation only for as long as it took BR to sort out its own colours. And No. 34081 was indeed turned out after nationalisation.

But malachite green was the livery used by Oliver Bulleid when these engines were first built. Therefore to finish one or more in that livery nowadays enables every engine to stand as a tribute to the designer and the Southern Railway, the railway for which the class was designed.

However, it is a great pity that we see no sign of any other light Pacifics

appearing in Southern Railway livery, whether built before or after nationalisation, (with the sole exception of *Blackmoor Vale* of the Bluebell Railway, which – sadly – has been out of action since about 2008). This is a tragedy and, frankly inexplicable.

I call upon the owning societies to rectify this. There are 10 original Bulleid light Pacifics. All of these could appear in malachite green, either with Southern Railway or British Railways on the tender according to when they were completed.

So please let us have more of these engines, (preferably all ten,) in the bright Bulleid livery and lettering, and fewer in the, arguably, dull BR standard livery – which obviously has to be carried by the rebuilt engines. Let us praise Oliver Bulleid!

John Gilbert, Cradley, Herefordshire.

The real brains behind the 'Bloomers'

Good news about the forthcoming completion of the replica LNWR Southern Division 'Bloomer' 2-2-2. Even better news is that Edward Bury is given credit for the basis of the design via his 'low dome' 2-2-2s of 1848 with the successful V-shaped valve chest later used by F W Webb in his famous Jumbo 2-4-0s.

Two small points: first, regarding the design of the 'Bloomer', McConnell's input was minimal. His experimental 2-2-2 of 1848 had large outside cylinders which fouled the platforms at several stations and earned it the nickname 'Mac's Mangle'.

When the LNWR urgently required new express engines in 1851 to deal with increased business there was no question of more 'Mangles' so the directors authorised Sharp Brothers to build 10 engines based on the best engines then in service – the Bury 'low domes'.

The great German engineer Charles Beyer was in charge of production

at Sharps and it was he who did the design work on the new simple, straightforward engines. Nevertheless, McConnell, in his characteristic way, had to make his mark on the design by insisting, after building had started, that a transverse midfeather be included in the firebox. This is the 'experimental' feature mentioned in your piece. It merely added to the cost as well as delaying the delivery of the new engines.

Secondly, the explanation often given for the nickname – that the new engine "unashamedly showed all its wheels" makes no sense as many of the Bury engines on the Southern Division, with bar frames and no running plates or splashers, had since 1837 showed much more 'naked' wheel than the 'Bloomer'. You had already given the only rational reason for the nickname, that in the autumn of 1851 "anything novel and striking was likely to be labelled Bloomer".

Peter Davis, Fishponds, Bristol

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The carriage being taken up from Sheffield Park to Horsted Keynes behind H class No. 263 for filming there. DAVID JONES

How the LNWR coach ended up at an Indian restaurant

I WAS interested in the letter and photo of the carriage in the car park from Roger Davenport (Platform issue 228), as at one time I owned this vehicle.

Firstly, it is not a Pullman Car but the sole remaining Semi-Royal saloon from the LNWR Royal Train of 1903, of which the main carriages of King Edward VII and Queen Alexandra are in the National Railway Museum.

I purchased it from the Birmingham Railway Museum in 2000 to help out the Bluebell Railway which had just lost the use of privately-owned Pullman Car *Bertha*, and with its valuable seating capacity in the 'Golden Arrow' dining train.

The 20-seat LNWR vehicle was used for about seven years in this role until newly overhauled Pullman *Christine* entered traffic, giving a welcome 42

seats, after which the semi-royal became redundant except for static roles such as retirement parties and the like. As mentioned at the end of the letter, the Bluebell declined to purchase it so I put it up for sale.

In due course the Lavender Line showed an interest in the vehicle but the question of movement costs prevented a transfer. This was solved in 2014 when it was requested for the film Victor Frankenstein to be shot at Longcross Studios, so upon its return to Sussex it was diverted to Isfield rather than back to Sheffield Park, the cost being borne by the film company.

During this time I was still endeavouring to sell it but although there was a lot of interest nothing came of the enquiries. The LNWR Society made an approach and even had a

thorough inspection carried out by experts, but their subsequent derisory offer didn't even warrant a reply!

Eventually, a jazz event organiser purchased the vehicle while it was still at the Lavender Line and looked for somewhere to run it regularly as it only ran once a month at Isfield when the steam engine was in use. He was approached for hiring it to Leavesden Studios for the film *The Current War*, which, interestingly, also included a short trip back to the Bluebell for running scenes to be made. Once shooting had finished he needed to move it away from Leavesden, so that is how it has turned up in the car park of the Calcutta Club near Halstead, Sevenoaks. I have no idea of future plans for this saloon.

David Jones, email

Proposed Manchester steam line could be a success

I WAS surprised and quite excited with the Headline News article Manchester Ship Canal steam line scheme in issue 227, as I have a personal attachment to this line.

Between the wars my grandfather was stationmaster at Partington and hence my father and uncle grew up living on the station.

There were memories such as playing football in the subway between the platforms and taking the train over to Cadishead to get the accumulators recharged for the radio.

With family remaining in the area, I travelled from Liverpool Central to Partington regularly until the early 1960s when passenger services ended, and subsequently by car, still taking an interest in the main line, gasworks and ship canal coaling basin lines.

In the late evenings, the sight of a steam locomotive pulling a heavy goods train up the embankment to the viaduct against a backdrop of the glow and smoke of Irlam steelworks was unforgettable.

Following complete closure, my father, brother and I visited the abandoned Partington station which had been left unsecured but was still in a 'time warp' condition with documents and ledgers left just as they had been when the staff closed the doors. Looking back, perhaps we should have 'rescued' some of this for posterity, but such actions were unthinkable in those days.

However, when we walked around the goods yard we were surprised to see on the weighbridge 'hut' – a wooden sign with wooden letters proclaiming 'Ernest Evans Licensed

Weighbridge Operator'. It must have been there for well over 30 years. A subsequent dialogue with British Railways allowed us to remove the said notice and we still have it in the family today.

The last time I visited and explored the area, maybe 15 years ago, the track from Timperley into the Shell site at Carrington was still in place although out of use, and within the past five years there has been talk of establishing a freight interchange at Carrington which I assume would have used this track.

With the opportunity to link a heritage operation with the cruise traffic on the ship canal, I could imagine that with the appropriate imagination and vision, this could be a viable proposition.

Howard Evans, email

TRACK TALK

Stardom for LNWR semi-royal saloon

I WAS interested to read Roger Davenport's letter in issue 228 about the appearance of a sumptuous one-time family railway saloon at an Indian restaurant near Sevenoaks.

This grand vehicle, formerly on the Bluebell Railway, was built in 1903 by the LNWR as a family/semi-royal saloon. In this form it had run as part of the LMS Royal Train for the use of royal staff, family or guests. Restored privately at Tyseley in 1989, it then moved to the Bluebell.

Prior to its recent sale, the saloon had a starring role in the major BBC2 serial *Dancing on the Edge* about the experiences of a black jazz band in London in the 1930s. This was written and directed by Stephen Poliakoff and was transmitted early in 2013.

The LNWR carriage was used for the story scenes of a train excursion and picnic to which the band had been invited. That train was hauled by the Bluebell's U class No. 1638. The drama was noteworthy for another railway element as later scenes were filmed on the Severn Valley Railway using the SVR's Gresley teak carriages. Filming was done at Bewdley and Kidderminster, with the former location becoming 'South Bromley' and the latter 'Folkestone'. The SVR Charitable Trust's G W Hawksworth sleeping car No. 9084 was used for some interior shots set in a sleeper berth.

Richard Hill, Bewdley, Worcestershire

Happy steam days in Solihull

THANK you for your editorial in issue 224. For my first 24 years I lived in Stratford Road in Shirley, Solihull between School Road and Tanworth Lane. I also have fond memories of train spotting on the GWR, although my younger brother and I preferred the level crossing near Dorridge.

It is still there, but without the fascinating metal locks that used to rise from the road surface to hold the gates in place. The signalbox has gone too. We treasured our Ian Allan spotters books which were also enjoyed by many of our friends at Tudor Grange grammar school.

You have brought back many happy recollections of life at that time. Thank you.

Robert Duffill, email

→ My brother and I also went spotting at the level crossing at Bentley Heath – editor.

Get in touch

editor@heritagerailway.co.uk.



Starting them young

IS this a good sign for the future readership and heritage railways?

Kit, my grandson, is 17 months old and when my subscription copy of issue 228 arrived he was soon happily looking through it and pointing to the photos and saying 'choo choo'.

At the moment he isn't bothered with the difference between *Tornado*, *Flying Scotsman*, *Dolgoch* or a Class 800 but he makes a point of dragging us towards the model of *Mallard* and asking for it from the shelf.

We have promised a trip to the National Railway Museum to take a photo of him with the real thing.

His granny was formerly Miss M Allard so we do have a history of doing this over the last 44 years!

Mike Brown, Glossop

Tornado now among the legends

CONGRATULATIONS to *Tornado* and the team for breaking into the 100 club. No. 60163 now deservedly joins the ranks of locomotives which, some officially and many unofficially and unrecorded, have achieved that magical figure.

Of course we all knew *Tornado* could do it. The original Peppercorn A1 has been subtly improved by Dave Elliott and his men into a remarkable futuristic engine.

Perhaps we should also extend those congratulations to Network Rail, for without its permission it could never have been achieved.

Mark Allatt has always thought that *Tornado* could break *Mallard's* record and perhaps it could. Whether or not Network Rail would agree to it remains another matter.

The dynamics of the engine, and with modern day track improvements, means there is a strong possibility it could be done and imagine the fillip it would give to British engineering skills in a world where our prestige seems to be so much in decline.

John F-Ramsden,
A1 Trust covenant, email

Who remembers this end of Southern steam run?

I WAS fascinated to read the commentary by Don Benn in issue 228 with logs of 100mph running in the last days of SR steam. I was fortunate to experience some of these myself, including the epic run of No. 35003 on June 28, 1967.

However, for sheer sustained power one journey is forever impressed on my memory, but alas I have mislaid my log and wondered if Don or any of your readers were on the train in question. I believe it was in the afternoon of the last Friday (July 7, 1967) of Southern main line steam.

This is what I remember: a rebuilt West

Country (No. 34013 *Okehampton* sticks in the mind but was that still running?) took the train up from Southampton to Waterloo in 75 minutes (72 net) with a load of 12 plus parcels van, with a full passenger complement.

We took off in style reaching mid-60s by Southampton Airport; 15mph pws just north of Eastleigh, then accelerated rapidly to sustain speeds in the mid-70s all the way to Roundwood summit. In the third carriage the sound of the exhaust was volcanic and large cinders rained down onto the coach windows. I believe an inspector was on board and must have rolled up his sleeves to

help fire this magnificent ascent.

A breather for crew and engine past Worting Junction and we were off again cruising at 80-85 all the way to Surbiton, the on board inspector keeping us within the maximum speed limit – otherwise who knows what time we could have made. Signals as we approached the inner suburbs but still 25 minutes early into Waterloo, where excited enthusiasts congratulated the crew, whilst somewhat bewildered passengers checked their watches.

I'd love to hear if an accurate record of this run is available to see.

Tony Williams, email

Will the Great Central really be inter-city?

IT is great news that work has commenced on the Great Central railways link, but it is a little misleading to say that it will create an "inter-city" heritage line.

While Leicester North is on the edge of that city, Ruddington is some five or six miles from Nottingham.

Its station can hardly be described as in the village either, making any onward journey by public transport difficult.

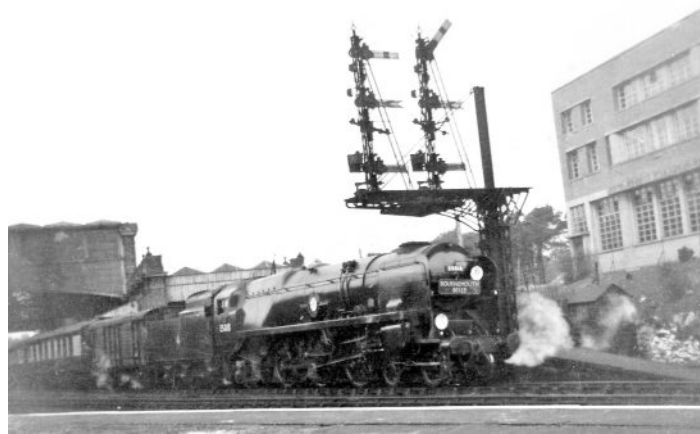
Plenty of time yet of course, but maybe some thought will be given to a connecting service from Ruddington station to

Nottingham city centre, when the time comes?

Naturally that would be by bus – unless the city council can be persuaded to build their next tram line in that direction!

Phillip Crossland, Nafferton, Driffield,
East Yorkshire

British India Line on the 'Bournemouth Belle'



Reader Mike Foote sent us these pictures of recently-restored Bulleid Merchant Navy Pacific No. 35018 *British India Line*, taken in early March 1956 under the platform 1 gantry at Bournemouth Central, heading the "Bournemouth Belle" Pullman. It was the first time that it pulled the train after returning to Nine Elms following its rebuild. The pictures were scanned from very small (80x55mm) 620 film size prints.

Could the Dean Forest Railway save the day?

I NOTE with considerable misgivings the problem of which we dare not speak: coal production. It appears that while supplies are faltering, prices will rise.

This comes at a time of celebration in the preservation movement as the popularity and availability of steam locomotives is booming – which I certainly applaud. However, this latter state of affairs does not sit easily with the former (re coal). What can be done?

The only accessible measures would seem to be in the Forest of Dean – unless anyone from the mining fraternity knows of a pit somewhere, closed in obscene haste by Thatcher and her lackeys, that might conceivably be reopened.

I did consider a report from 2014 that revealed the presence of 23 trillion tons of coal under the North Sea starting at Tynemouth. Regrettably, it seems that the only viable method of recovery

of these reserves is by the dangerous, dirty and divisive "underground coal gasification" method – renamed 'Deep Gas Winning' by the spin doctors (best forget that one then).

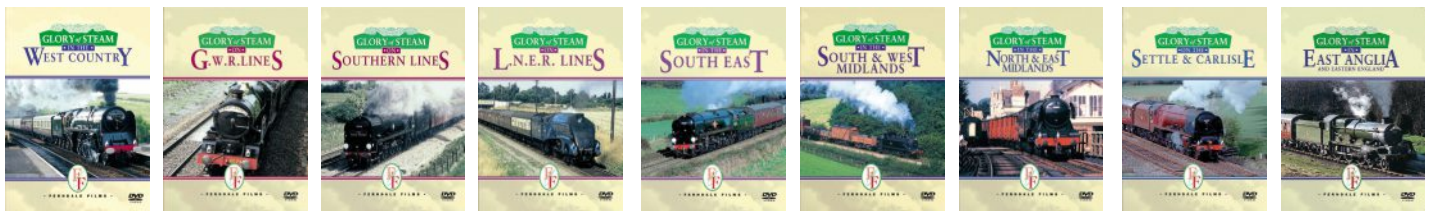
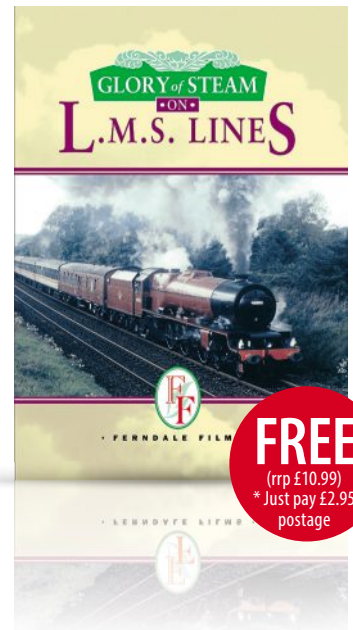
So, what of The Forest of Dean then? Could there be a workable relationship between the preservation societies and the Free Miners? There is already a rail link with extensive potential...

Martyn McGinty,
Frome, Somerset

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Narrow gauge NEW-BUILD at Scarborough

The North Bay Railway saw a new steam engine unveiled in 2016 and more are to follow. **Mark Smithers** reviews the progress on its latest new-build projects.

New Bagnall-pattern Sipat class 0-4-0ST *Georgina* made its public debut on the 20in-gauge North Bay Railway on March 23, 2016. At the time, more locomotive projects were in the pipeline for the builders of *Georgina*, North Bay Railway Engineering Services Ltd. These projects are now making good progress towards completion.

The decision to set up the company, a subsidiary of Scarborough's North Bay Railway, was taken in the spring of 2014 in connection with the Heritage Skills Initiative, then running in the North-East and Yorkshire. Two apprentices were initially trained and then taken on by the company during 2014-15, while engineer Mark Ashton joined in October 2014.

The company's workshop facilities are divided between two buildings, the smaller of which serves as a machine shop and the larger as an erecting shop. The machine shop is located close to the North Bay Railway's Peasholm Park terminus and the facilities available allow the turning of items up to 25in in diameter 'in-house', while larger items can be sub-contracted.

It is therefore possible for construction and

restoration projects ranging from standard model engineering work to conventional narrow gauge locomotive and marine and traction engine work to be undertaken.

This latter variety of work provides an important source of 'bread-and-butter' income as a back-up to the more specialised railway-related material.

The larger of the two workshop buildings, the erecting shop, is situated a short distance out of town in an adjacent village.

One of the company's early projects was a

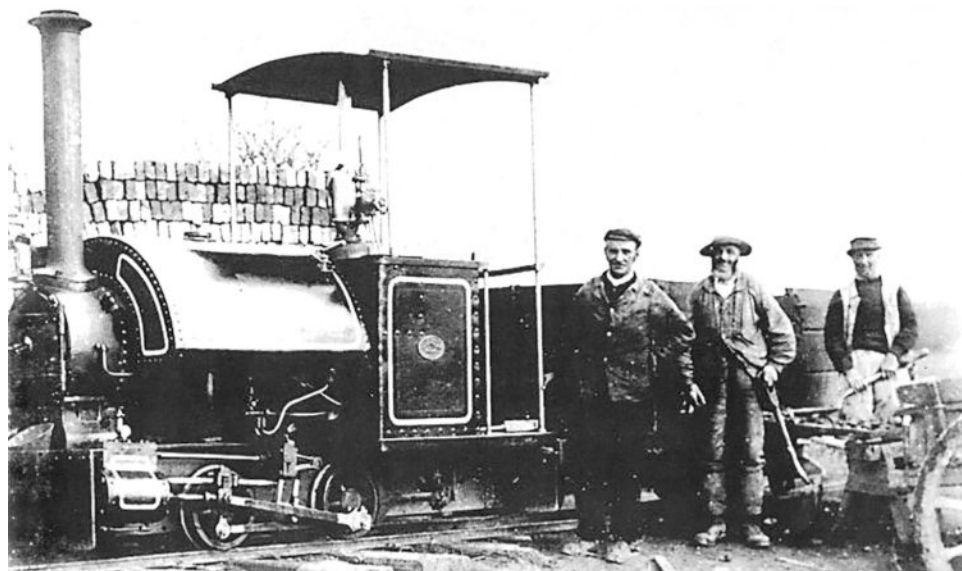
half-scale model of Sir Arthur Heywood's first 15in gauge locomotive, *Effie* running on 7¼in gauge track. At the time of my most recent visit, an extensive overhaul of 1947 vintage Bagnall 0-4-0 'steam-outline' diesel *Parracombe* from the Groudle Glen Railway, was in progress. This locomotive is well-known among narrow gauge enthusiasts, having once featured in the closing sequences of BBC comedy *Hi-de-Hi!*

In addition to this, other railway-related work has taken place on components for USATC S160 2-8-0 No. 3353; SR S15 4-6-0 No. 825 and the new-build L&B 2-4-2T *Lyn*, currently being assembled at Alan Keef Ltd's workshops in Herefordshire.

From the point of view of full-size new-build locomotives, the field of replicas and reconstructions of Sir Arthur Heywood's locomotives appears to have been well catered for elsewhere and so attention naturally turned to the 'next stage upwards' in terms of functional narrow gauge steam locomotive sophistication, namely the smaller end of the 'Bullhead Bagnall' dynasty.

This generic type of locomotive was labelled the Sipat class by Bagnall after No. 1868 of

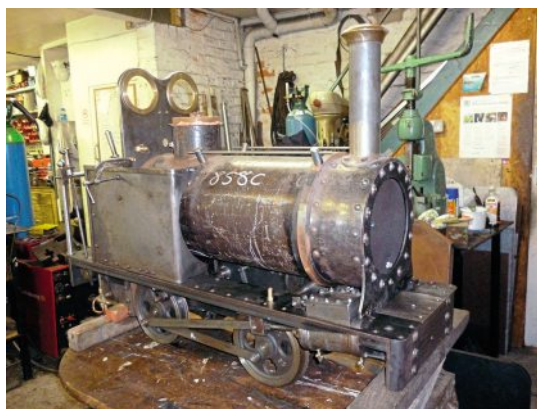




The 1899-built forerunner of the Bagnall Sipat class 0-4-0ST built to 18in gauge for the Brede waterworks tramway in Sussex. Unlike the Sipat class proper, this locomotive was fitted with modified Baguley valve gear, as used by *Sea Lion* on the Groudle Glen Railway. The engine was scrapped in 1935 and was latterly fitted with a rather ugly replacement saddle tank.

Left: BBC Look North's Harry Gration and other journalists and onlookers, are seen with *Georgina* at the 20in gauge North Bay Railway's Peasholm Park terminus at Scarborough on March 23, 2016.

Right: The company has two workshops: one located within Scarborough and the second, the larger of the two, in the nearby village of Burniston.



One of the earliest projects undertaken by the company was the construction of this 7 1/4in replica of Sir Arthur Heywood's 15in gauge 0-4-0WT *Effie* of 1875. It is seen nearing completion in the Scarborough workshops on March 16, 2015.



1908, although the ancestral form of the specification can be seen in certain 1890s products including No. 1560 of 1899 of 18in gauge for Brede Waterworks in Sussex.

Although commenced by the NBR itself prior to the formation of NBRESL, by March 2015, construction work on a 20in gauge version of Sipat class *Georgina* was well underway and the locomotive made its public debut on the North Bay Railway on March 23, 2016. Since that date, *Georgina* has given good service in Scarborough, its only major drawback being its 35-gallon water tank, which requires frequent replenishing.

Greater potential

In 2016, following completion of *Georgina*, work commenced on a 2ft gauge version of the basic Sipat type, which would give a greater potential for visits to other narrow gauge lines, and possibly have a greater customer appeal.

Much of the impetus for the construction of locomotives of the Sipat type came from the existence of *Annie* on the Groudle Glen Railway, and in the case of the new locomotive, which is to be named *Wendy*, the link is stronger than in the case with *Georgina* in two important respects. The first of these is that unlike *Georgina*, which utilises a second-hand pair of cylinders of Australian origin, *Wendy*

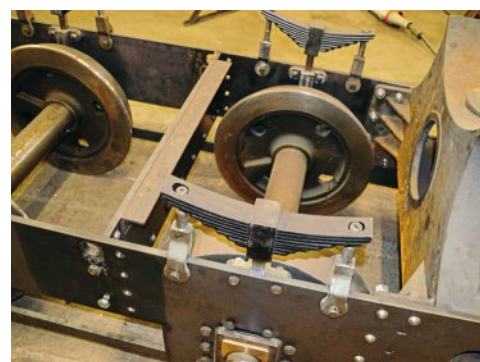
will have cylinders of the same authentic Bagnall pattern as currently fitted to *Annie*. Casting work on these items was in progress at the time of my visit to the NBRESL workshops.

The second important point to note is that as with *Annie*, *Wendy* will have two water tanks flanking the boiler, rather than *Georgina*'s saddle tank. In order for this to be facilitated, copies of the original Bagnall drawings for *Annie*'s tanks have been obtained.

In general characteristics, *Wendy* will be very similar to Leighton Buzzard's *Rishra*, but one important difference will flow from the fact that when Baguley's company manufactured locomotives based on the 'Baby Bagnall' specification, it predictably reverted to the use of his 'modified' valve gear, as found on *Sea Lion* rather than pay royalties to Bagnall for use of the Bagnall-Price valve gear.

Since *Wendy*, as with *Annie*, incorporates Bagnall-Price valve gear (in line with the Bagnall policy for small locomotives of this type between 1903 and 1917), it will not have the same valve gear as *Rishra*.

The general design of both *Georgina* and *Wendy* closely follows the general arrangement drawing shown in the accompanying illustration (next page) in that the mainframe length is 8ft 6in overall (2ft 6in + 2ft 6in + 3ft 6in), namely the dimension that corresponds to



Unlike *Wendy*, the Decauville is an outside framed machine. The leading wheelset area with hornblocks of a more conventional pattern, with an uppermost horizontal portion, and with fully outside Walschaerts valve gear being adopted, the area between the frames has a very spartan appearance. One design feature of note is that there are no separate exhaust pipes within the smokebox saddle, steam being discharged directly from the cylinder passages into the hollow part of the saddle.



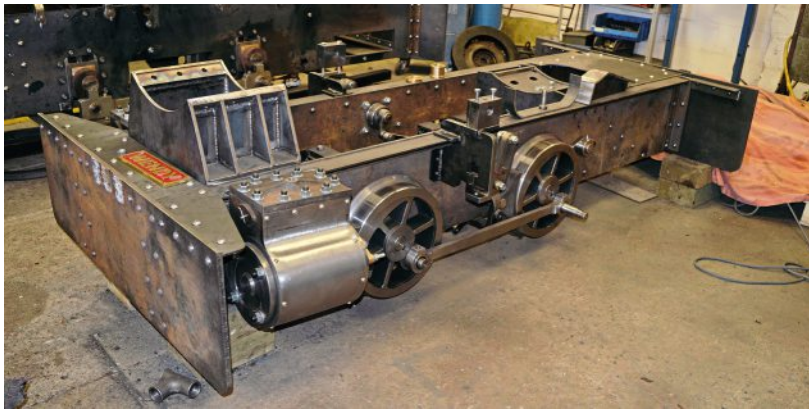
Wendy has Bagnall-Price valve gear, for which the primary motion is taken from eccentrics mounted between the frames, while the fixed 'lap-lead' component is taken from the crosshead (mounted, of course, outside the frames). The arrangement of *Wendy*'s valve gear is therefore part inside and part outside. This is the rear axle area with both eccentrics visible. Both hornblock/axlebox assemblies are also in view with a brake hanger temporarily 'perched' on top of the right-hand assembly. The 'split' hornblock construction was often employed by Bagnall for its small narrow-gauge products.



Wendy's rear left-hand coupled wheel, together with its adjacent brake hanger. Close examination of the wheel reveals the axle keyway in radial alignment with the crankpin. The correct alignment of the crankpins is checked with the jig, shown mounted on the crankpin.



This 'blank' is the embryonic right-hand coupling rod for *Wendy*.



Above: Wendy's chassis on May 26. The cylinder castings have now been fitted, as have the coupling rods, linkages for the primary valve motion, expansion links, brake blocks and footplating between mainframes. The boiler work had not started.



Right: The Decauville locomotive taken on May 26. The firebox wrapper/boiler barrel has now been fitted, along with the inner firebox and front tubeplate. At this stage the cylinders and steam chests were still to be attached, although work on these items was well advanced.

the smallest variety of the Sipat specification.

The standard cylinder for both locomotives, however, is 5in by 7½in, which corresponds to the largest variety of the class (which had an overall frame length of 9ft 6in). The new-build locomotives therefore have an element of 'pick-and-mix' about their component characteristics within the design specification, but there is nothing abnormal in this fact, as such practices did happen with private locomotive builders during the pre-preservation era.

This general arrangement drawing was made for an 18in gauge locomotive, but it should be noted that there was enough slack between the extreme width-wise limits of the cylinders and the overall footplate limits when using this gauge to allow the gauge to be widened (by means of altered stretcher and smokebox saddle dimensions) to a nominal 2ft without increasing the overall width of the locomotive, even with a 5in, as opposed to 4in cylinder diameter. At the time of my visit, the chassis

components for Wendy were largely complete.

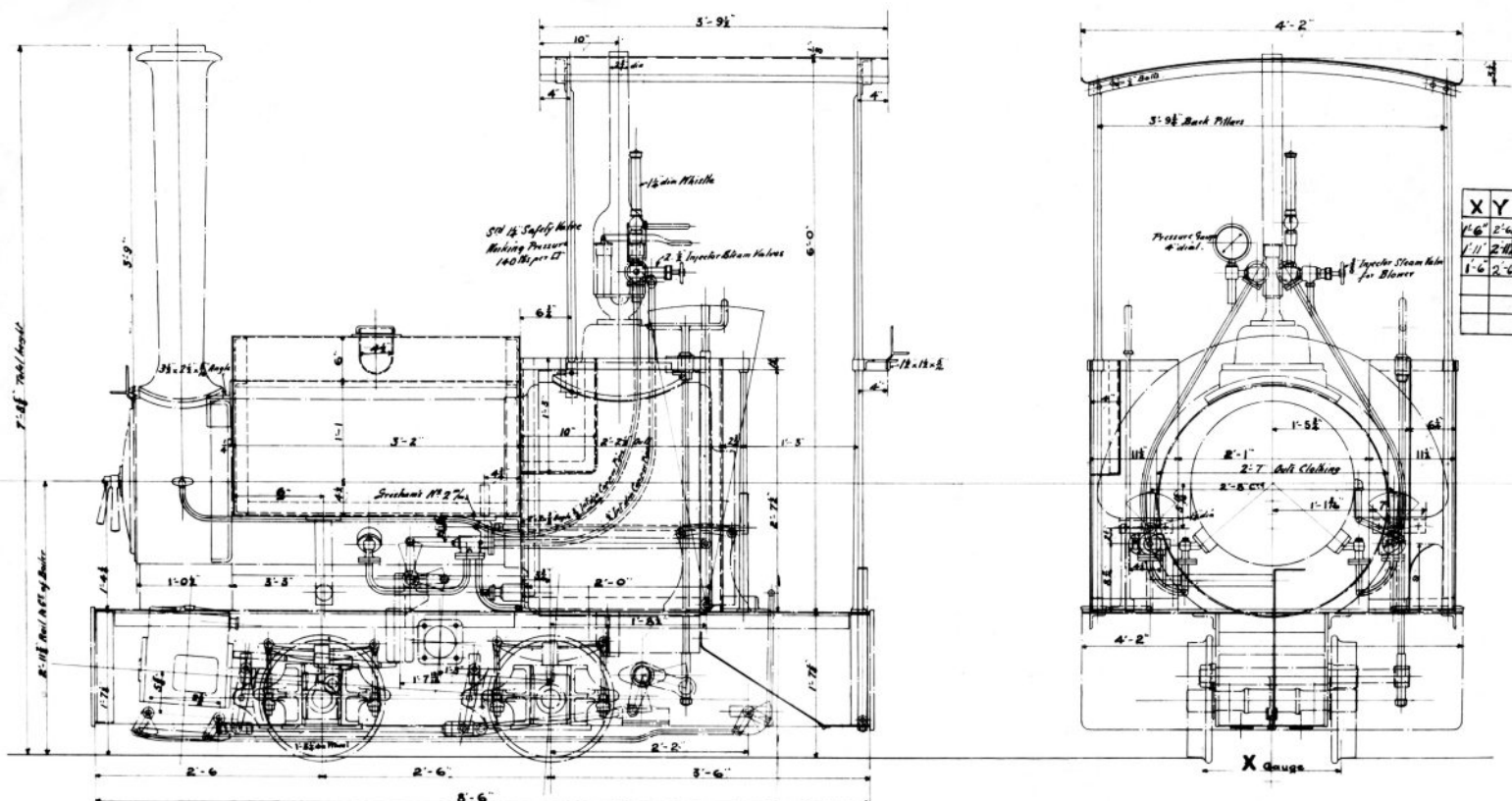
Generally, the design of components is very faithful to the Bagnall original, although certain items, such as the smokebox saddle and firebox stretcher, which would have been castings on Bagnall-built locomotives, are welded sheet-steel fabrications on the new-build locomotive. While at the time of writing, no specific customer has been found for Wendy, the locomotive has a wide field of potential venues for possible visits, including Beamish Museum, the Amerton Railway, the Groudle Glen Railway and Amberley Museum, the last three all having a strong Baguley/Bagnall element in their locomotive practice.

New-build Decauville

One project being undertaken for a private customer in the South of England, and which was not envisaged at the time of Georgina's debut, is a new-build replica of the Type One 3-Tonne Decauville 0-4-0T.

Although a very small number of Decauville locomotives did work in England during the pre-preservation era, and others have since been imported for preservation purposes (including an 1885-vintage locomotive of similar general design to the Type One now on the Richmond Light Railway in Kent), this class was not generally indigenous to English locomotive practice.

One example of the Type One; No. 288 of 1898, built for use in New Caledonia, is now preserved on the 500mm gauge CFT Du Tarn system in France, but the inspiration behind the new-build locomotive is slightly younger, namely the 600mm gauge No. 302 of 1899, which was built for the Dombes Grande sugar estates in Angola, as one of a large number of narrow gauge steam locomotives exported to the sugar estates of that country that thrived prior to the devastating civil war that ensued following its independence from Portugal in 1975.



A general arrangement drawing for a Sipat class locomotive, as built for 18in gauge. The close spacing of the frames on a locomotive of this gauge ensured that even when the gauge and frame spacing were widened to nominal 2ft, there was no increase in overall width, merely a loss of 'slack' between widths over cylinders and bufferbeam. This drawing shows the classic saddle tank, found on Georgina, but will not be used on Wendy, which will have pannier tanks.



The 51-tube arrangement of the inner firebox of the Decauville locomotive, also showing the welded joints for the firebox crown and the inner wrapper/tubeplate connection.



One of the current projects being undertaken by NBE is the supply of components for the new-build Bagnall 2-4-0T *Brown Bear* for the Groulle Glen Railway on the Isle of Man. Components for this locomotive have been supplied by more than one contractor, but work on motion and brake components has been undertaken by NBE. *Brown Bear* is now well on its way to completion and it is hoped that the locomotive will make its operational debut in 2018. *Polar Bear*, at Amberley on July 9, 2016, shows how *Brown Bear* will appear.

Bathala, as No. 302 was named, was in ordinary service until replaced by more modern motive power around 1930, after which it was plinthed at the estate's museum. Although slightly damaged during the conflict and stripped of name and maker's plates, *Bathala* was still in reasonable condition when visited by representatives from South Africa's Sandstone Heritage Trust in 2003 and the locomotive was duly transported by road via Namibia, arriving in Johannesburg in 2004.

Returned to steam

Following initial restoration in Pretoria and completion of the work at the Sandstone Trust's Bloemfontein site, *Bathala* was returned to steam by the early part of 2005 and visited the Beaulieu Motor Museum in Hampshire, in 2006-7.

A general arrangement drawing of the 600mm gauge Decauville Type One can be found in the accompanying illustrations and

it shows an important design characteristic, namely the fact that even when built to this gauge, the overall width was only 4ft 8in.

This is what made the design eminently suitable for production in sub-2ft gauges by means of altering the back-to-back dimension of the wheels on the axle; the width-wise pitch of the brake hangers, and the design of the ashpan that, for narrower gauges, would have needed to be tapered inwards at the sides to fit between the wheels on the rear axle.

In practice, the narrower gauges in which the Type One was produced were 500mm (predominantly) and 550mm, but 18in gauge (457mm) is theoretically possible for this class. An important historical point to notice in this context is the fact that outside framed 18in gauge locomotives produced by the Leeds firm of John Fowler & Co (with which Decauville had a close association during the late 1870s) generally had a frame spacing of sufficient magnitude to allow for their design

to be used for a nominal 2ft gauge locomotive without altering the stretcher, bufferbeam or smokebox saddle dimensions. This was not true, however, of the seven 18in gauge Fowler 0-4-2Ts built for the Royal Engineers in 1885, which were subject to the customer's restrictive loading gauge limits.

The Decauville Type One cannot, however, be regarded as a continental example of the typical Leeds-pattern (Quarry Hunslet) of mainstream outside-framed narrow gauge 0-4-0 or 0-4-2, given that its firebox sits over the rear coupled axle rather than behind it.

The new-build Decauville is, in all essential respects, a faithful copy of *Bathala*, including the fact that the overall length of the engine has been increased by 6in when compared with No. 288. Two inches of this is at the leading end to provide sufficient clearance between the leading spring hangers and the rear-mounting flanges for the smokebox saddle. The remaining 4in has been added at the trailing end and will provide additional footplate space.

Design differences

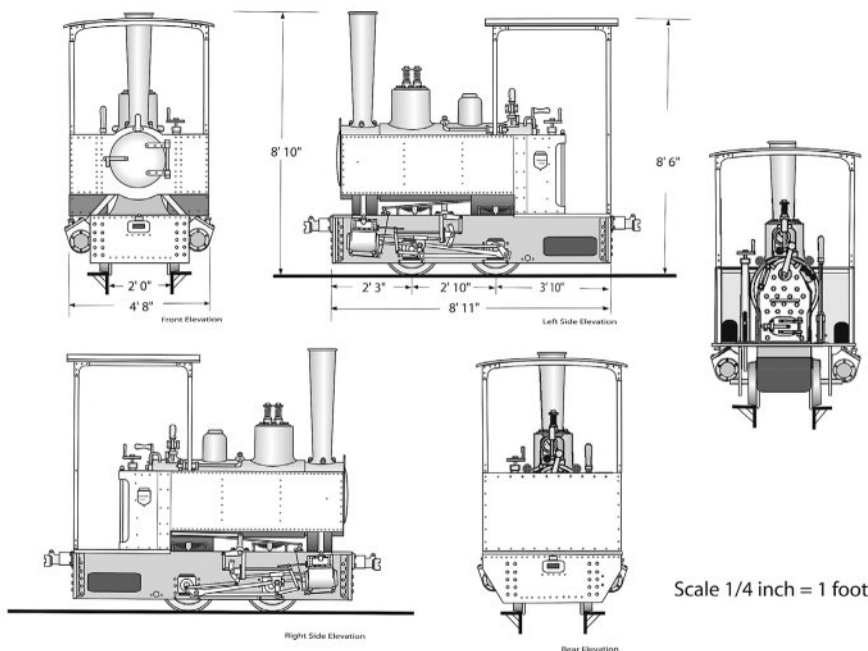
As can be seen from the accompanying illustrations, allowing for the considerable design differences between the two locomotives, the general constructional methods used for the Decauville are similar to those for *Wendy*, but the unusual design of the smokebox saddle (which directly forms the lower internal exhaust cavity without need for additional piping) does not easily lend itself to the fabricated method of construction and therefore this item is a casting.

The boilers for both *Wendy* and the Decauville will be of the all-welded variety and the inner firebox, some outer wrapper components and the smokebox tubeplate for the latter were visible in the erecting shop during my January visit, although the barrel itself was off-site, undergoing successful radiography tests. By May this boiler had been fitted to the chassis.

The locomotive is expected to be completed by the end of autumn 2017, but construction work on *Wendy*'s boiler had not yet started at the time of writing.

In addition to more mundane products, the workshops of North Bay Railway Engineering Services Ltd are certainly making an important contribution to the 'new-build' field of UK-based narrow gauge steam locomotives and long may this continue. 

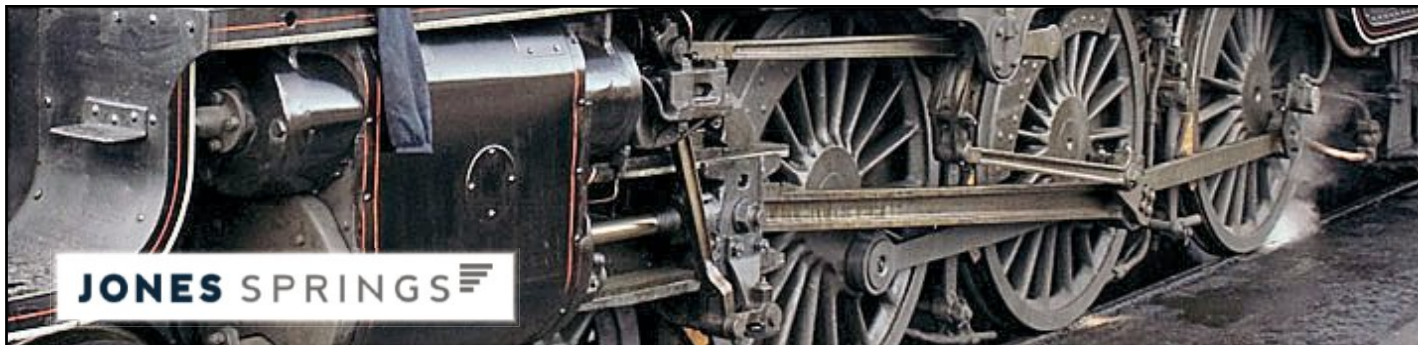
■ In conclusion, I would like to thank Messrs David Humphreys and Mark Ashton for their assistance in the writing of this feature.



3Ton Decauville 0 - 4 - 0 Locomotive

Drawn by Jim Fainges 1997 digitised 2003

This general arrangement drawing, made by the late Jim Fainges in 1997, shows the Decauville Type One locomotive. Its configuration of frames, cylinders and valve gear all outside, together with the diminutive overall dimensions including an overall width of only 4ft 8in, ensures that the basic specification, with only sundry modifications to brake linkage, ashpan and wheel spacing on the axle, can easily be built to any gauge from 18in to 2ft without alteration of the frame stretchers and steam and exhaust arrangements. The replica locomotive will be 6in longer over the frames than shown here, as detailed in the main text.



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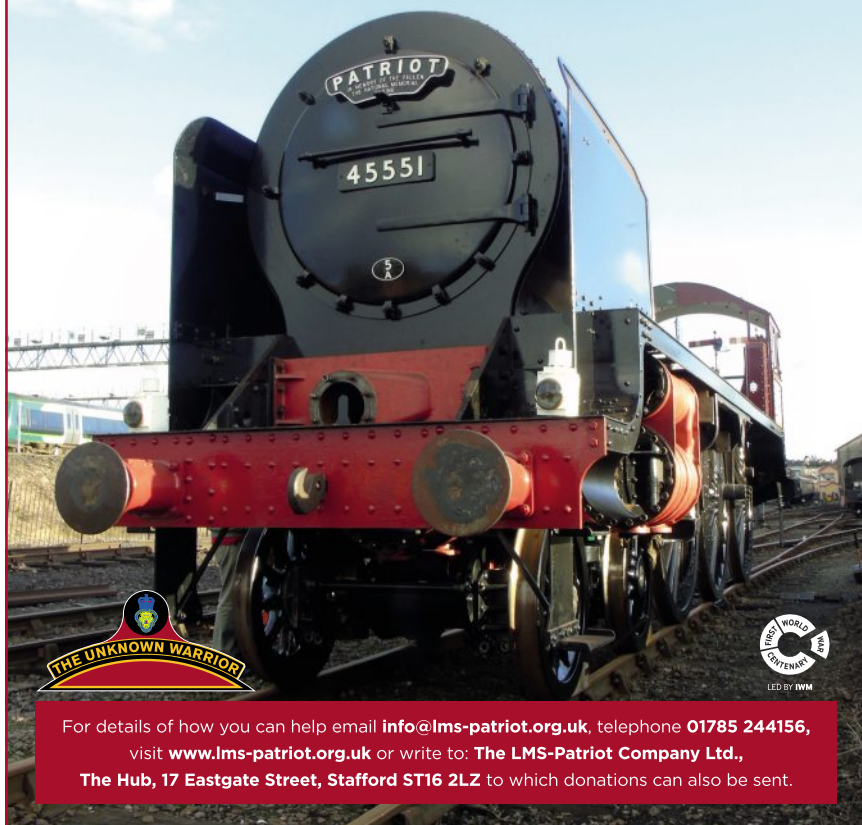
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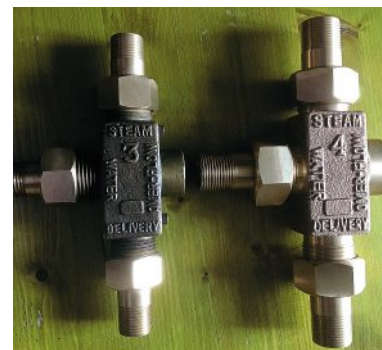
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www.lms-patriot.org.uk/membership
- Making a monthly donation by standing order (suggested minimum £10) or a one off donation
- Purchasing an item from our sales stand or webshop,
www.lms-patriot.org.uk/shop

For details of how you can help email info@lms-patriot.org.uk, telephone 01785 244156, visit www.lms-patriot.org.uk or write to: The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ to which donations can also be sent.



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Steam, Weddings & Whistles

Buckinghamshire Railway Centre – an enchanting vintage setting for your wedding! Set in the heart of beautiful Buckinghamshire countryside, we host civil ceremonies and receptions in our glass-roofed venue, with stunning locomotive *Cornwall* forming an impressive backdrop!

The 25-acre site offers endless photographic opportunities with the pretty Victorian station building and historic footbridge. We can cater for up to 150 guests for a sit-down meal, and we have a large, separate dance floor for the celebrations afterwards! You can even offer your wedding guests a steam train ride!

For a brochure or more information, please contact Emma on 01296 655720 or at: functions@bucksrailcentre.org

Get your marriage off to a moving start at Llangollen! The steam railway is licensed for weddings and civil ceremonies, offering a unique venue for couples who are looking for a small, intimate ceremony. Your ceremony will take place in the Henry Robertson Suite and you'll also have exclusive use of the railway footbridge for the duration of your ceremony until you board your train. Bespoke packages can be arranged subject to availability. Visit www.llangollen-railway.co.uk, email commercial@llangollen-railway.co.uk or call 01978 860979

The Mid-Norfolk Railway will be delighted to host your wedding reception. The station will be closed to the general public for the day and is exclusively yours. For the evening a licensed bar and a barbecue will be provided with seating available in carriages solely for your use. We want your day to be as special as possible and will do everything we can to make it so – all you have to do is ask! 01362 667814 or email marketing@mnr.org.uk www.mnr.org.uk

Fawley Hill is a fabulously unique blank canvas wedding venue in the heart of the English countryside, near Henley-on-Thames.

Once described by Country Life as 'the most bonkers estate in Britain', it is home to a restored Victorian train station, the steepest standard gauge railway track in the world, a railway museum and over 20 animal species. Getting married here is a truly magical experience.

There are no restrictions on suppliers and no corkage charges, allowing you to put your own personal touch to the day. Somersham Station itself is licensed for ceremonies of up to 86 people.

The vintage waiting room is a romantic, unique setting for the ceremony, full of original features such as the ticket booking hatch.



STOP PRESS - Dereham Station is now an approved wedding and civil partnership venue.

The Mid-Norfolk Railway in Dereham

is proud to offer a completely different venue for your Wedding Reception – a fully restored 1950s station complete with the opportunity to take a 22-mile steam - or diesel - hauled train ride through the lovely Norfolk countryside to Wymondham Abbey and back.

Drinks on arrival at the station after the Ceremony, either a High Tea or a Cream Tea during the train journey and in the evening, a licensed bar in our marquee and a Barbecue for you and your guests are all provided.

For more information, please email marketing@mnr.org.uk



Llangollen Railway

Traditional and Bespoke Wedding Packages available



Enjoy your Wedding Reception onboard a beautifully dressed Steam Locomotive at Llangollen Railway situated in the picturesque Dee Valley.

The Henry Robertson Suite, located in our traditional country station, is licensed for weddings and civil ceremonies.

*Call your dedicated wedding coordinator on
01978 860979 or
email - commercial@llangollen-railway.co.uk*

Photographs by Marie Lloyd Photography – www.marielloydphotography.co.uk

The Station, Abbey Road, Llangollen, Denbighshire, LL20 8SN
www.llangollen-railway.co.uk



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Have your wedding inside our stunning glass-roofed venue, alongside beautifully restored steam engines, surrounded by pretty Buckinghamshire countryside.



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ALL ABOARD for a storybook wedding! People say that Fawley Hill is a cross between Narnia and Middle Earth. We know the Railway Children would feel at home here. Civil ceremonies are held in the Waiting Room of the Victorian Station. Sign the register on the oldest "Director's Saloon" still on the rails. Perhaps even be steamed away as you wave from its little balcony? Receptions in the station, the delightful flagstoned "yard" behind the station, or the museum which rivals the National Railway Museum for number and quality of exhibits of all things transport-related: both are unique venues: or put up a tent on the field near Ironhenge and watch the faces of your guests as they wonder what is coming next!

Of course you CAN offer your guests a steam train ride through the park to spot some of the 600 animals who live in this crazy sanctuary: it costs a bit more as steam trains eat coal and need a lot of people to drive, man the signals and points etc., but it is a once-in-a-lifetime experience. Champagne on the train? Or the Victorian Carousel?

If the Station doesn't attract you: "Narnia" will: A whole woodland glade with a huge tipi, shepherd's huts, gypsy caravans... and a tree under which ceremonies can be held. Should we mention the blackbuck, wallabies and deer who will be watching?

Coming soon: ceremonies at Ironhenge or on the balcony of the old carriage. Tell us your dream and we will try to make it reality for YOUR day.

Lady McAlpine is an experienced Wedding Organiser: call her for more information and ideas. 01491 571373



Class 50 No. 50031 Hood crosses Oldbury viaduct during the Severn Valley Railway diesel gala. JAMES HAMILTON

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: Daily except Jul 3, 4, 10, 11.

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, 34092.

Running: Daily.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: W/Es except Jul 1.

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.

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.

Running: W/Es, Tues-Thurs + Jul 24.

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, 925, 34052, 34953, 34081, 35006, 80078.

Running: W/Es, Tues-Thurs + Jul 7.

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, 1¼ miles.
Sittingbourne, Kent.
Tel: 01795 424899.

Running: Suns.

Spa Valley Railway

Standard gauge, five miles, footplate experience. Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: W/Es, Thurs + Jul 21, 25, 26.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine. Bitton, Bristol.
Tel: 0117 932 7296.

Running: W/Es + Weds + Jul 25, 27.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine. Bodmin,
Cornwall. Tel: 01208 73666.
Engines: 4612, 30587, 30120.

Running: Daily.

Dartmoor Railway

Standard gauge, seven miles.
Okehampton, Devon.
Tel: 01837 55164.

Running: TBA.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine. Paignton, Devon.
Tel: 01803 555872.

Engines: 7827, 4277, 75014, L94.

Running: Daily.

Devon Railway Centre

Narrow gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: Daily.

East Somerset Railway

Standard gauge, two miles. Cranmore,
Somerset. Tel: 01749 880417.

Engines: 46447, 5637, 41313.

Running: W/Es + Weds + Jul 25-27.

Gartell Light Railway

Narrow gauge, ½ mile. Common Lane,
Yenston, Templecombe, Somerset
BA8 0NB. Tel: 01963 370752
www.newglr.weebly.com

Running: Jul 30.

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: Jul 8, 9.

South Devon Railway

Standard gauge, seven miles, footplate

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.

The Llangollen Railway Classic Transport Weekend



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Darlington MRC present their 2017 Model Railway Exhibition

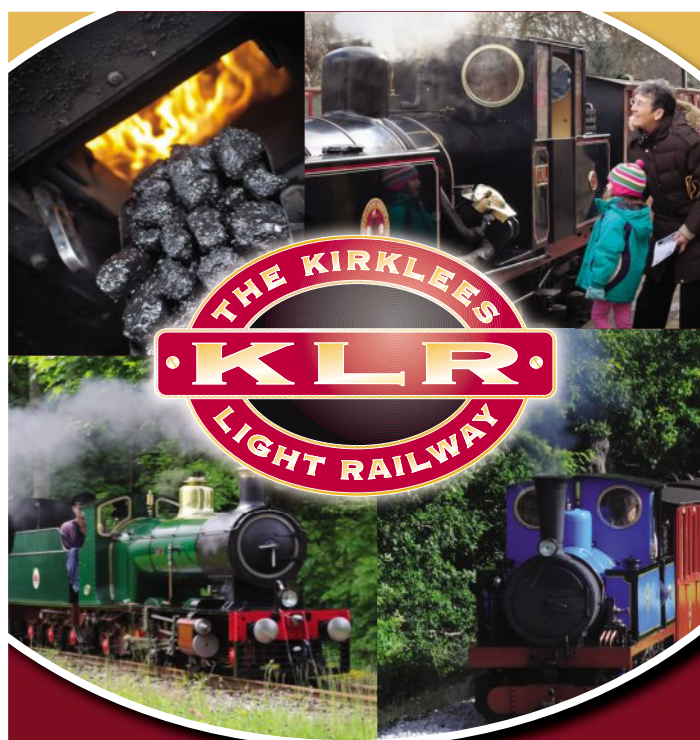
Saturday 2nd & Sunday 3rd September 2017
10am-4.00pm

Head of Steam Museum, North Road Station, Darlington DL3 6ST

Adults £5.50 • Children £2.50 • Family (2+3) £12.50

This also allows entry to the museum

- * At least 12 layouts in gauges Z through to 0
- * Trade & society stands
- * Visits to the A1 Steam Locomotive Trust and
- * Refreshments
- NELPG workshops (subject to confirmation)
- * Free parking



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UP & RUNNING

experience, wine and dine. Buckfastleigh, Devon. Tel: 01364 644370.

Engines: 3205, 5542, 5526.

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: Suns + Jul 15, 26.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Running: Jul 9.

Mangapps Railway

Standard gauge, one mile. near Burnham-on-Crouch, Essex. Tel: 01621 784898. Engine: 80078

Running: W/Es.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk. Tel: 01362 690633. Engine: 9466.

Running: W/Es, Weds, Thurs.

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. Engine: 34081.

Running: W/Es, Weds + Jul 27.

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



Visiting Hunslet 0-6-0ST *Ring Haw* approaches Forge Farm crossing on The Spa Valley Railway on the double track section adjacent to the Network Rail line on May 27. DAVID STAINES

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 except Jul 5.

Running: Suns + Jul 1, 26.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles. Chinnor, Oxon. Tel: 01844 353535. Engine: 6412.

Running: Suns + Jul 1, 8, 15.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067.

Running: Jul 1, 2, 15, 16.

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. Engines: Met 1, 6430.

Running: W/Es + Jul 26, 28.

Leighton Buzzard Railway

Narrow gauge, 2¼ miles. Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Suns, Weds + Jul 25, 27.

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, Tues-Thurs + Jul 21.

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.

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: Tues + Thurs-Suns.

Evesham Vale Railway

Narrow gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es. Daily from Jul 24.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Suns + Jul 14, 15, 26.

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 + Jul 18, 20, 25, 27.

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 + Jul 24-28.

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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26th, 27th & 28th August 2017



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 - Steam trains between Wirksworth and Ravensthorpe
 - Live band at Wirksworth
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 - Items & displays from the period
 - Themed Murder Mystery
- Saturday evening (pre-book only)

Wirksworth Station, Coldwell Street, Wirksworth, DE4 4FB

www.e-v-r.com : 01629 823076



Hudswell Clarke 0-6-0T *Richboro* heads a passenger service at Lionheart on the Aln Valley Railway on May 27. TREVOR GREGG

Running: W/Es, Tues, Weds.

Perrygrove Railway

Narrow gauge. B4228, Coleford, Glos.
Tel: 01594 834991.

Running: W/Es, Tues, Thurs. Daily from Jul 20.

Rocks by Rail

Standard gauge, ¼ mile.
Cottesmore, Rutland.
Open: Tues, Thur, Sun.

Running: Jul 23.

Rudyard Lake Railway

Narrow gauge, 1½ miles.
Leek, Staffs. Tel: 01995 672280.

Running: Fri-Sun. Daily from Jul 26.

Rushden Transport Museum

Standard gauge, ¼ mile.
Open: W/Es. Running: Jul 2, 15, 16.
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: W/Es.

Telford Steam Railway

Standard gauge, one mile, footplate
experience. Telford, Shropshire.
Email: sec@telfordsteamrailway.co.uk
Tel: 01952 503880.

Running: Suns.

Eden Valley Railway

Standard gauge, two miles.
Warcop, off A66, Cumbria CA16 6PR
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: Jul 8, 9.

West Lancashire Light Railway

Narrow gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Suns.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 01652 657053.

Running: Jul 8, 22.

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.

Elsecar Railway

Standard gauge, one mile. Footplate
experience.
Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: Suns.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.
Embsay, North Yorks.
Engine: 5643.

Running: W/Es + Tues + Jul 24-28.

Keighley & Worth Valley Railway

Standard gauge, five miles, footplate
experience, wine and dine.
Keighley, West Yorks BD22 8NJ.
Tel: 01535 645214.
Engines: 43924, 1054, 5820, 75078, 85,
90733.

Running: Daily.

Kirkstall Light Railway

Narrow gauge, four miles. Huddersfield,
West Yorks. Tel: 01484 865727.

Running: Wed-Sun. Daily from Jul 19.

Lincolnshire Coast Light Railway

Narrow gauge, ½ mile.
Water Leisure Park, Walls Lane, Skegness,
Lincolnshire.

Running: Jul 15, 22.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.

Running: Suns.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.

Engine: 1310.

Running: W/Es + Jul 26.

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 Tyneside Railway

Narrow gauge, 3½ miles.
Alston, Cumbria.
Tel: 01434 382828/381696.

Running: W/Es, Tues, Thurs. Jul 22-26.

Tanfield Railway

Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.

Running: Suns + Jul 22, 27.

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.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate
experience. Bury, Lancs.
Tel: 01617 647790.
Engines: 13065, 52322, 34092.
Running: Wed-Sun.

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NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.
Lionheart station, Alnwick,
Northumberland.
Running: Suns.

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Railway Museums

Beamish

County Durham. The Living Museum of the North. Open: Daily.

Col Stephens Railway Museum

Tenterden Station, Kent. Open: W/Es. Tel: 01580 765155.

Conwy Valley Railway Museum

Betws-y-Coed, Conwy. Open: Daily. Tel: 01690 710568.

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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Engine: 69023.

Running: W/Es, Tues, Weds + Jul 14, not 12.

WALES

Bala Lake Railway

Narrow gauge, 4½ miles. Llanuwchllyn, Gwynedd.

Tel: 01678 540666.

Running: Daily.

Barry Tourist Railway

Standard gauge, two miles. Barry Island, Glamorgan. Tel: 01446 748816.

Running: W/Es from Jul 29.

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 (Oswestry not Jul 8).

Corris Railway

Narrow gauge, ¾ mile. Corris, Machynlleth. Tel: 01654 761303.

Running: W/Es.

Fairbourne Railway

Narrow gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: W/Es, Tues-Thurs. Daily from Jul 22.

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: Daily.

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 except Jul 9.

Rhyl Miniature Railway

Narrow gauge. Rhyl, North Wales.

Running: Fri-Suns. Daily from Jul 21.

Snowdon Mountain Railway

Narrow gauge, 4½ miles.

Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily.

Talyllyn Railway

Narrow gauge, 7½ miles, footplate experience. Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Daily.

Vale of Rheidol Railway

Narrow gauge, 11¾ miles.

Aberystwyth, Ceredigion.

Tel: 01970 625819. Engines: 8, 9.

Running: Daily.

Welsh Highland Heritage Railway

Narrow gauge, one mile.

Porthmadog, Gwynedd.

Tel: 01766 513402.

Running: Daily.

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: Daily except Jul 3, 7.

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 + Jul 19, 26, 27.

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.

Strathspey Railway

Standard gauge, 10 miles.

Aviemore, Inverness-shire. Tel: 01479 810725. Engines: 828, 46512.

Running: Daily.

IRELAND

Cavan & Leitrim Railway

Narrow gauge, ½ mile.

Dromod, County Leitrim.

Tel: 00353 71 9638599.

Running: TBA.

Downpatrick & County Down Railway

Standard gauge, four miles.

Downpatrick,

County Down.

Running: W/Es.

Giant's Causeway & Bushmills Railway

Narrow gauge, two miles.

Bushmills, County Antrim.

Tel: 0282 073 2844.

Running: W/Es.

Waterford & Suir Valley Railway

Narrow gauge, two miles.

Kilmeadan, County Waterford.

Running: Daily.

West Clare Railway

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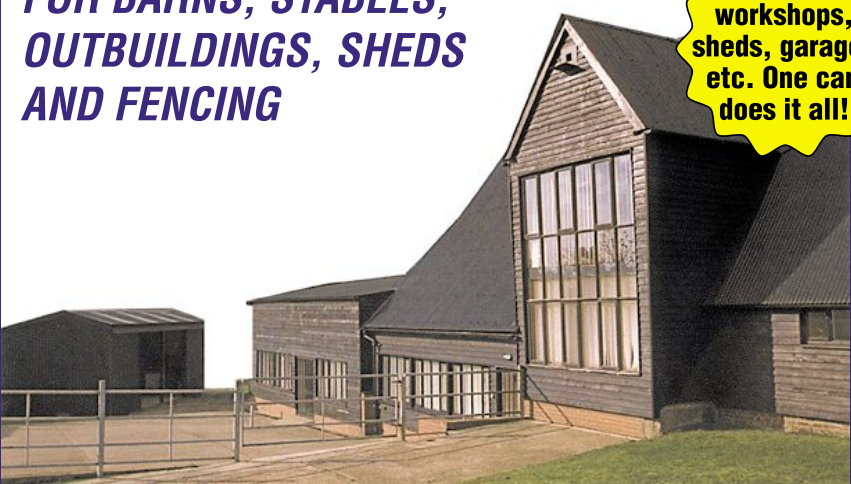


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ON November 3, 2016 the much treasured holiday railway carriages at Dawlish Warren, Devon, were purchased by Paul and Abby Placito and Chris and Mitzi Stapleton. The carriages were not in the best of shape, they needed a lot of time, work and money spent on them, and

the new owners weren't convinced they were the people to undertake such a venture. Then, much to their surprise, public opinion and a little vision changed their minds.

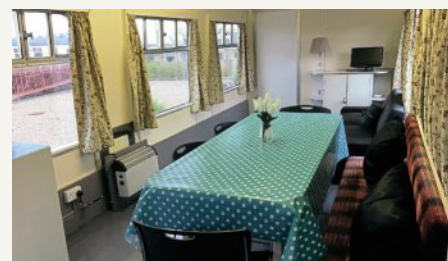
The seven Mk.1 carriages, all with kitchens, bathrooms and beds, had something about them. They

had character and an undeniable quirkiness about them. It would have been a shame to have scrapped them without a fight. So all the Mk.1s, as well as the 1941 inspection carriage, will be reborn.

Currently the carriages have had new roofs, restored chassis and a

thoroughly good clean. Next year they will be completely refurbished.

The site has been saved so that holidaymakers and rail enthusiasts alike can enjoy all that Dawlish Warren has to offer – especially its proximity to the Warren's station and main line!



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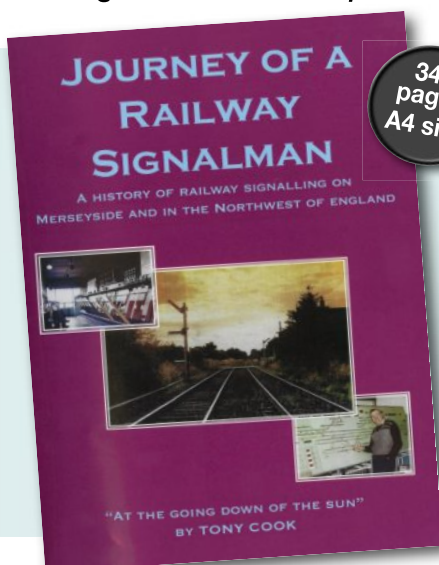
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Vol 208 GREAT WESTER STEAM MISCELLANY No. 3

The third of our 'Miscellany' series to cover Great Western Steam. The film is taken from the Jim Clemens Collection and has mostly never been seen before. Once again the footage has been assembled in the order the film runs off the original cine reels and especially features the lines around Gloucestershire, Herefordshire, Worcestershire and the Cambrian lines in Wales.

We begin with extensive coverage of the Worcester to Bromyard branch followed by scenes at Tyseley shed (1961), Tenbury Wells, the Kidderminster to Buildwas Severn Valley branch with a GWR railcar (1961), Buildwas to Much Wenlock (1961), Kidlington, Wolvercot Junction, Oxford and Radley (1965), Didcot (1963) and Basingstoke (1965).

Next, there is a visit to the Gloucester to Hereford line before covering the Gloucester to Stroud and Chalford push-pull (in some detail), Kemble, Trowbridge and Westbury (1962), Bristol, Swindon Works and the famous Crumlin Viaduct (1963).

Then onwards to Shrewsbury for the Cambrian lines at Welshpool, Montgomery, Newtown, Carno, Talerddig Bank, Machynieth, Aberystwyth, Fairbourne, Barmouth Bridge, Barmouth, Llanbedr & Pensarn, Llandanwg, Harlech, Penrhiw Bridge and Portmadoc. Returning to the Cotswolds area, we visit Wootton Bassett, Stratford-upon-Avon, Long Marston, Honeybourne, Broadway, Laverton, Cheltenham (including the last day of the local service in March 1960), Leominster, Tisbury Junction, Kingston, Presteigne (in 1964 and witness its last ever in-bound freight), Worcester Shed, Worcester, Pershore, Evesham, Littleton & Badsey, Honeybourne, Chipping Campden Bank, Moreton-in-Marsh and finally Ascott-under-Wychwood and Charlbury!

A huge variety of ex-GWR steam locomotives is seen ranging from all types of 4-6-0s (Kings, Castle, Counties, Halls, Granges and Manors), 28xx, 2251, 72xx, 45xx, 41xx, 66xx, 57xx, 94xx, 16xx, 14xx and some GWR railcars. Plus BR Standards, mainly 9Fs, Britannias, Class 4-4-6-0s. There is something for everyone and a Great Western delight for all GW enthusiasts.

The archive film is in both colour and Black and White and was mostly filmed in the 1950s and 1960s. An authentic sound track has been added along with a commentary to complement nostalgic look at the last years of GWR steam.

Running time: 83 minutes.

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50 years since steam ended in the south

JULY 9, 1967, saw the last steam workings on the Waterloo to Bournemouth and Weymouth main line, and virtually the end of British express steam power. Fifty years on, this watershed in the history of British steam will be remembered by a major gala, over two weekends, on the Mid Hants Railway, right in the middle of the area where Southern steam finally came to an end.

The railway will have no less than eight Bulleid Pacifics on its premises over the two weekends, a first in preservation, although not all will be serviceable. Coincidentally, this year also marks 40 years of operation of the railway. Meanwhile the Bluebell Railway will also commemorate the end of Southern steam with a gala weekend featuring another Bulleid Pacific visiting from the north of England.

Some of the earlier standard gauge heritage lines to reopen in the preservation era are now themselves celebrating their 50th anniversaries of reopening. In the Midlands, the Foxfield Railway started running public passenger trains as long ago as 1967 and its popular annual summer gala is extended to a three-day event in recognition of this.

Heritage Railway will be covering all these and other events over the coming month.

Bulleid Merchant Navy Pacific No. 35006 Peninsular & Oriental S N Co accelerates away from Cheltenham Racecourse during the Gloucestershire Warwickshire Railway's Cotswold Festival of Steam on May 27. This engine will steam on Southern metals for the first time in 40 years on the Mid Hants Railway in July. MICK ALDERMAN



SPECIAL EVENTS

July

1: Bodmin & Wenford Railway: T9 Day

1, 2: GCR Nottingham: Summer Diesel Extravaganza ■

1, 2: Isle of Wight Steam Railway: 1940s Experience

1, 2: Mid Hants Railway: 40th Anniversary Steam Gala ■

To commemorate 50 years since the end of Southern steam and celebrate 40 years of operation, the railway's summer gala will run across two weekends in July with an impressive line-up of locomotives with Southern connections running to an intensive timetable.

There will be eight Bulleid Pacifics on the railway at one time, the first time since the end of Southern steam that this has been re-created.

The event will feature re-creations of the Channel Island's tomato special freight trains that ran on the last day of steam in 1967, a permanent way train and a doubleheaded 'Bournemouth Belle' diverted 'over the Alps'.

Five guest engines are confirmed: Merchant Navy No. 35006 *Peninsular and Orient Line*, Battle of Britain Nos. 34052 *Lord Dowding* (July 1, 2 only), 34053 *Sir Keith Park* and 34081 *92 Squadron* plus BR Standard 4MT 2-6-4T No. 80078. Resident engines will be Standard 4MT mogul No. 76017 and Ivatt 2-6-2T No. 41312.

1, 2: Nene Valley Railway: Vintage Weekend

1, 2: Severn Valley Railway: Back to the 1940s Weekend

1, 2: South Devon Railway: South Devon 1940s Festival

1, 2: Spa Valley Railway: Summer Steam Festival

1, 2: 8, 9 and 15, 16: Chinnor & Princes Risborough Railway: 60th Anniversary of Closure

7-9: East Lancashire Railway: Summer Diesel Spectacular ■

7-9: Keighley & Worth Valley Railway: Small Engines Gala ■

New to 2017, the railway's first ever Little Engines Gala will celebrate all things small, recalling the early days of preservation. Home fleet engines in action will be Taff Vale 0-6-2T No. 85, LNWR Coal Tank 0-6-2T No. 1054 and Hudswell Clarke 0-6-0T No. 1704 *Nunlow* plus a visiting engine and diesel shuttles making rare appearances on passenger trains.

KEY ■ Major or featured galas

8, 9: Amberley Museum: Rail Gala Weekend

8, 9: Bluebell Railway: End of Southern Steam ■

Visiting for the weekend will be SR West Country Pacific No. 34092 *City of Wells*, joining home fleet engines of Southern pedigree.

8, 9: Mid Hants Railway: 40th Anniversary Steam Gala ■

8, 9: Midland Railway – Butterley: 1960s Event

8, 9: Nene Valley Railway: Thomas Branch Line Weekend ■

8, 9: Yeovil Railway Centre: End of Southern Steam 50th Anniversary

9: East Anglian Railway Museum: Summer Steam Gala

9: Swanage Railway: SR Steam Anniversary ■

In action on the 50th anniversary of the end of Southern steam will be LSWR M7 No. 30053, Battle of Britain Pacific No. 34070 *Manston* and BR Standard 4MT 2-6-4T No. 80104 running as classmate No. 80146; the last steam locomotive to operate over the line.

14-16: Foxfield Railway: Summer Gala ■

The summer gala will feature the usual demonstration coal trains on the 1-in-19 of Foxfield Bank and passenger services between Blythe Bridge and Dilhorne Park, alternating between the standard service set and the restored 1880s North Staffordshire Railway heritage train.

■ Diesel and/or electric galas

The event is being held over three days in recognition of the line's 50th anniversary of operation.

15: Lincolnshire Coast Light Railway: Gala

15, 16: Cholsey & Wallingford Railway: Diesel Weekend ■

15, 16: Epping Ongar Railway: LT Weekend

15, 16: Kirklees Light Railway: Day Out with Thomas ■

15, 16: Romney Hythe & Dymchurch Railway: 90th Anniversary Party

15, 16: Strathspey Railway: Mixed Traffic Gala

22, 23: Caledonian Railway: Days Out with Thomas ■

22, 23: Crewe Heritage Centre: 30th Anniversary

22, 23: Llangollen Railway: 1960s Weekend

22-24: Kent & East Sussex Railway: Days Out with Thomas ■

22-24: Penrhyn Quarry Railway: Five Years of Operating

26-30: Isle of Man Steam Railway: Isle of Man Transport Festival

RAILWAYANA

July

15: GW Railwayana, Pershore

■ Thomas and family event

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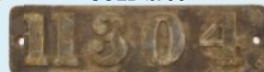
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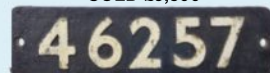


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