

NATIONAL RAILWAY MUSEUM HEADQUITS

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 231

July 28 –
August 24, 2017

SOUTHERN STEAM 50

**EXCLUSIVE
REPORT** The big anniversary week –
how we remembered



**FLYING SCOTSMAN AND TORNADO FOR BIG
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Bulleid Merchant Navy Pacific No. 35028 *Clan Line* arrives at London Waterloo with UK Railtours' 'Waterloo Sunset' tour on July 9 – 50 years to the day since sister engine No. 35030 *Elder Dempster Line* hauled the last BR steam train into the terminus from Weymouth. SEKINE EIKI

A major challenge to the heritage sector

It was always going to be the keynote occasion of the year, but the glorious sunshine in the second week of July made certain of that. The series of main line specials marking the 50th anniversary of the end of Southern Region steam proved to be the outstanding success that the occasion merited, and accordingly the event forms the core theme of this special edition.

Of course, Southern steam did not die in 1967: it was just a case of turning the volume down for two decades or so, as an army of enthusiasts rescued and restored Bulleid Pacifics and others from Barry scrapyard, and tour operators gingerly reclaimed lost territory including electrified routes, to the point where today we have operators like Steam Dreams and the Railway Touring Company running regular charters over the Sunny South behind historically appropriate locomotives. So much has been accomplished in the heritage sector over the last half century, and the anniversary main line runs and gala events have showcased our superb achievements in keeping Southern steam alive.

The romance of steam is guaranteed a perennial public following, but not so much the traction that replaced it on much of the Southern Region.

Electric traction has been, and is likely to always be, a poor third when it comes to preservation, after steam and diesel. There is currently no electrified heritage line, and if historic EMUs are to be run, it must be as locomotive-hauled stock. Apart from that, their only chance of being preserved is as static exhibits, and often as not end up stored as sheeted-over and neglected eyesores, with little or no commercial potential. That gives an instant and automatic disinclination for heritage lines to take such vehicles on board and afford them valuable siding space.

Yet if we are truly serious about railway "preservation" in the strictest sense of the word, we should conserve items from the whole spectrum of traction and rolling stock, not just those which the public of the day finds

"sexy" and have an immediate and obvious second-hand use. A symphony consists of the entire work, not just the popular 'sing-along' bits.

The only venue in the UK devoted to saving electric traction, the award-winning Electric Railway Museum next to Coventry Airport, has been told by the city council that its lease will not be renewed, and accordingly it must close on October 8. What will happen to its unique stock collection afterwards is anyone's guess: sympathetic heritage railways might offer a temporary bolt-hole to one or two vehicles, but if another home is not found, the collection will be dispersed with the future of many of its items in jeopardy.

It is a statement of the obvious that much of today's national network is electrified, yet comparatively little is being done to save examples of classic electric traction for future generations.

Much the same happened in 1892, after the GWR became fully converted to standard gauge, with a mass extinction of broad gauge locomotives. The only surviving Brunel broad gauge locomotive in its original form today is *Tiny*, an 0-4-0VBT in the South Devon Railway's museum at Buckfastleigh: it is as representative of the 7ft 1/4in gauge empire that was, as Del Boy's Reliant Robin is of the entire British motor car industry.

If we really are 'preservationists' as opposed to weekend enthusiasts 'playing with trains', then we must act now to ensure that the Coventry collection is conserved, and a new home is found.

An ideal location for a national electric railway museum might be Brighton, home to the Volk's Electric Railway, the world's oldest electric line still in service. Or perhaps the Science Museum could help, finding space at its Wroughton depot in Wiltshire?

This is a major challenge for the entire heritage sector, if that is what it really is.

Robin Jones Editor

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EDITORIAL

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DISTRIBUTION & PRINTING

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Printing
William Gibbons & Sons,
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SUBSCRIPTION

Full subscription rates (but see page 30 for offer): (12 months 12 issues, inc post and packing) – UK £55.90. Export rates are also available – see page 30 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax. Enquiries: subscriptions@mortons.co.uk

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ISSN No 1466-3560

Published Every four weeks on a Friday.

Advert deadline

August 10, 2017

Next issue on sale

August 25, 2017

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94 of the best

50 years ago there was only one standard gauge preserved railway running timetabled steam services and time was running out to save any more main line steam engines for posterity. Brian Sharpe pays tribute to the steam engines purchased from BR during the 1960s to carry on steaming in the first wave of heritage railways to be opened.

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The recent reopening of an 11-mile former closed railway through Mitchell's Pass in the Western Cape, South Africa has led to new steam excursions by Ceres Rail using two former British-built locomotives. Rodney Towers tells the story.

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All aboard the Jumbo Express

The Whipsnade Zoo railway leads a quiet existence and is rarely reported on. Peter Brown visited the railway in July for an update.

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National Railway Museum head quits

By Robin Jones

PAUL Kirkman has stepped down as director of the National Railway Museum after nearly five years in the job.

During that time he oversaw the Mallard 75 event – one of the most successful in the museum's history – which saw all six surviving A4s reunited to mark the 75th anniversary of No. 4468 setting the world steam railway speed record in 1938.

While the event was planned and orchestrated by his predecessor Steve Davies, it was Paul who oversaw the three Great Gatherings, which included

the temporarily-repatriated *Dominion of Canada* and *Dwight D. Eisenhower*, and which turned in a sizeable profit.

He also oversaw the completion of the return to steam of *Flying Scotsman* in 2016, to a rapturous public reception.

Paul initially replaced Steve, who quit on September 19, 2012, as acting director on a one-year secondment from the Department of Culture, Media and Sport, and in July 2013 was given the job on a permanent basis.

He studied philosophy at Edinburgh University before joining HM Treasury. In between three spells at the Treasury, he was private secretary to the director general of the Confederation of British Industry, studied for an MA in Art History at Goldsmiths College and was head of policy and planning at the Natural History Museum. He joined the DCMS in September 2005 as Head of Museums & Libraries and became Head of Arts and Creative Industries at DCMS.

No reasons for his decision to resign have been given by the museum, and as we closed for press, it remained unclear as to where he was going next.

However, in a statement, Paul said: "I could not be prouder of the National Railway Museum's accomplishments during my tenure as director.

"Working with the Board, curators, and the Science Museum Group, the museum is now poised for a giant leap in its development, a major transformation that will change the city

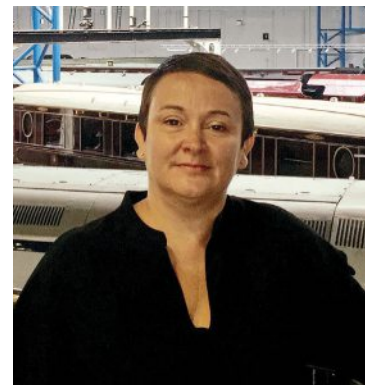
and this wonderful museum."

His statement refers to what is planned to be the biggest physical change in the museum since it was founded in 1975, with a major redevelopment of its main gallery, the Great Hall, which will tell the story of how modern science and engineering have transformed the railways over the last 200 years. The overhaul is expected to be complete by 2025.

The project will coincide with the development of York Central, which, as previously reported, will create a new cultural quarter for the city including the NRM over the next two decades. Museum officials hope that York Central will push up its visitor numbers to more than a million per year over the next decade.

Paul said he was happy to have started the proceedings, and he was confident the museum would thrive under a new director, who could also help the NRM work together with developers of York Central.

Ian Blatchford, director of the Science Museum Group, of which the NRM is part, said: "Paul has accomplished much during his time at the museum and we look forward to building on his achievements in coming years, to reimagine the visitor experience so the museum can demonstrate how modern science and engineering are transforming our railways, and as the York Central development builds momentum."



Judith McNicol, temporarily in charge of the NRM. NRM

New first lady of railway heritage

PARACHUTED in to replace Paul Kirkman has been Judith McNicol, director of people and culture, at the Science Museum.

She will take over the job as interim director on a temporary basis until a permanent successor is found.

Judith said: "For those that don't know me, I've been with the Science Museum Group for 13 years.

"The National Railway Museum is close to my heart; my great great-grandfather was one of the many to die in the building of the Forth railway bridge; from a young age I remember travelling across that bridge in awe of the scale, beauty and the possibilities that it held; and joining the museum to work amongst the great 'firsts' – Stephenson, Brunel, *Mallard*, *Rocket* and of course *Flying Scotsman* – was a childhood dream come true."



Paul Kirkman shows the Prince of Wales around the York museum on July 22, 2013, after the start of the landmark Mallard 75 celebrations. ROBIN JONES

LNER A3 Pacific No. 60103 *Flying Scotsman* climbs towards Ais Gill at Mallerstang with the second of the Railway Touring Company's regular Sunday 'Waverley' tours from York to Carlisle, on July 16. *Flying Scotsman* will feature in the annual steam gala at the Locomotion museum at Shildon on September 16/17 when it will be joined by guest locomotive, Great Central Railway-based BR Standard 2MT 2-6-0 No. 78018. JOHN DUNGATE





Flying Scotsman crosses the River Wharfe at Ulleskelf at sunset on July 9. ALAN WEAVER

Historic Wolverton Works: the end has begun

THE demolition of historic Wolverton Works began in July, signalling the end of 179 years of history.

The works was built in 1838 by the London & Birmingham Railway at the mid point of the 112-mile route between the two cities.

The redevelopment on the disused two acres of land at the east end of Wolverton Works commenced on July 10, and the end result will be a discount supermarket opening in 12 months' time. This is the first phase of the works' demolition which lies 100% within a designated Conservation Area – that was not enough to save the buildings.

Demolition contractors moved on

site to break up the floor and track of the 1860's built carriage, wagon and repairs shops.

In the first few days of breaking up the cement floor, they dragged out rails and other railway items dating back to Victorian times, including a thick metal rope probably used to haul stock in and out of the shops via a capstan. Some of the workforce took pictures of their work saying that it was a historic location, but nonetheless they had a job to do.

A detailed planning application is expected possibly by the end of 2018, which if passed will see the works vanish completely in five years' time.



Site clearance at Wolverton works on July 17 reveals a capstan wire rope. PHIL MARSH

Two Y7s to run together

BOTH surviving NER Y7 0-4-0Ts will be running together at the Mid-Suffolk Light Railway's September 9/10 steam gala.

Middleton Railway-based No. 1310 will be coming to Brockford in time for the

August 27/28 Bank Holiday Bash when it will meet up with sister LNER No. 985. The pair will run with resident Cockerill tram and Bagnall 0-4-0ST No. 2565, at the gala two weeks later.

Ffestiniog an essential link for 'All the Stations' couple

A COUPLE who aim to visit all of Britain's 2563 main line stations in 14 weeks, travelled on the Ffestiniog Railway as part of their journey.

Vicki Pipe and Geoff Marshall rode between Porthmadog and Blaenau Ffestiniog on July 1, using the heritage railway as a link between the Cambrian Coast and Conwy Valley lines as part of their marathon odyssey. Up to that point, they had visited 1604 stations.

The FR upgraded the couple to the first class observation carriage which allows an unobstructed view through huge windows.

The couple are not getting out at every station, but they have to be on a train that stops at the place they want to tick off. They are also using taxis and

lifts from friends to save doubling back on branch lines.

Enjoying a cup of tea at Wrexham General station, after concluding their Welsh leg of the tour, Vicky 34, said: "We have really enjoyed the past week. Everyone has been so welcoming and the scenery has been wonderful."

"The Ffestiniog Railway may be narrow gauge but it is part of the journey allowing us to make the link between Porthmadog and Blaenau Ffestiniog and rejoin the national network."

"We've not just been travelling continually. We're exploring the area as well and the Ffestiniog Railway shows how you can visit places by rail and visit castles and historic places."

IN BRIEF

→ THE newly-formed Carlisle Railway City Group which wants to make the city as well known for its railways as Crewe and Swindon, held its first public meeting at Tullie House on July 8.

Chaired by broadcaster Eric Robson, around 50 people showed up and suggestions include the establishment of a railway museum, research into railway workers and individual streets, to investigate how the railways shaped the city, and the establishment of dedicated walks along old trackbeds.

→ THE Talylyn Railway has appointed volunteer of more than 20 years Chris Smith as its new

engineering manager. Having served an apprenticeship as a mechanical fitter, he has worked on main line diesels and was the lead engineer on the overhaul of over 600 wagons for Freightliner. He has been employed as a contract fitter for the new-build A1 Pacific *Tornado* and helped restore Schools 4-4-0 No. 925 *Cheltenham* on the Mid-Hants Railway.

→ TRAINS to the Seaside is the summer theme at The Midland Railway-Butterley. Services will run every day from July 31 until September 3, taking passengers to a beach complete with sand, pebbles, and a promenade next to the station at Swanwick Junction.

Mother and young son in 'near miss' on South Devon train

By Robin Jones

A MAJOR investigation was launched after a mother saved her young son from falling through the open floor of a toilet compartment on a moving South Devon Railway train.

The service from Totnes Riverside to Buckfastleigh had just passed Staverton on June 22, when the pair opened the door of the lavatory compartment on the fourth carriage. They found that the floor was missing, exposing the wheels below.

The mother managed to catch hold of her son and stop him falling through the hole on to the undercarriage and tracks. He was reported to have suffered minor bruising, while both were in shock. The train was travelling at around 20mph at the time.

The mother reported the incident to the guard of the train, and the lavatory door was secured. The incident was reported to the Rail Accident Investigation Branch three days later.

Floor was removed

The BR Mk.1 Open Second coach had undergone repairs to its brakes and the toilet floor was removed to allow the work to take place. The floor was not replaced afterwards and staff had placed a notice on the toilet and made attempts to secure the door – but they had not worked.

A spokesman for the heritage line said: "The South Devon Railway takes this incident extremely seriously in which safety on a moving train was badly compromised and that could have resulted in serious injury to a female



Above: The view through the toilet floor to the coach underframe and tracks. SDR

Left: The lavatory with the floor removed. SDR

passenger and her young son.

"We regret that this incident took place and wish to apologise to the lady and family involved for the trauma which they suffered. The coach was taken out of service and quarantined pending different investigations by the RAIB, Office of Rail and Road and the heritage line itself.

"On the day in question, something clearly went wrong with our safety control and hazard monitoring systems as evidenced by the incident having taken place – it simply should not have happened.

"As a result, we took steps to check all of our coaches and, subject to RAIB and ORR guidance, plan to implement an enhanced and rigorous inspection and monitoring regime for all passenger vehicles for the future.

"Despite this incident occurring, we are pleased that the SDR will continue to run its steam trains whilst the ORR and

RAIB investigations are pending.

"Whilst we await the findings of the RAIB and ORR investigations, our own internal inquiry will leave no stone unturned either, in order to discover how this incident occurred, how we might learn lessons from it, and how we can act accordingly in making improvements.

Old-style coaches

"As a popular family-based attraction which carries over 100,000 people a year, part of the attraction of the South Devon Railway to visitors is that they can travel in old-style heritage railway coaches pulled by steam locos.

"But many of these passenger vehicles are now over 60 years old, some even older, and so they require considerable maintenance efforts to keep them in good running order.

"On train toilets are problematic for us – and every other heritage railway in

the country – not only because some toilet floors have rusted out over time and so need to be replaced, but also because access to the vital brake pipes are beneath them. This is why the toilet floor had been removed in this coach, for brake pipe repairs to be carried out and the toilet door sealed out of use.

"The care and maintenance of our valuable coaches, for future generations to enjoy, is exactly why the SDR is now building a new £250,000 covered carriage storage shed at Buckfastleigh, in order to better preserve them for the future.

"We are committed to putting safety at the heart of every area of our operations and – whilst this was an isolated incident without any previous precedent – there can be no room for complacency where railway and passenger safety is concerned.

"Having been in the tourism attraction business for nearly 50 years now, the SDR has a good and proven record of safe railway operations, and our visitors can rest assured that their safety is our number one priority."

He said that the railway was unable to make any further comment about details of the incident at this time whilst the twin, but separate investigations by the regulatory bodies, and the SDR's own internal inquiry, are underway and their findings and subsequent reports drawn up. However, in an act of transparency, the railway released pictures of the missing floor.

The story was widely reported not only in the national press after it surfaced in early July, but in newspapers around the world.

DMU first for new Gwili extension

SATURDAY, July 8, was the first time that a DMU operated on a timetabled revenue-earning service over the Gwili Railway's newly-opened extension from Aberystwyth Junction near Carmarthen to Bronwydd Arms.

The only previous known operations of DMUs on the former Carmarthen to Aberystwyth line were in the late 1960s and early 1970s when several railtours operated over the remaining sections of the by-then truncated route.

The Pressed Steel Class 117 three-car set will be operating in the daytime on Saturdays in July and August and in the evening on the Fish and Ale specials.

The three vehicles which make up the set were not originally delivered

in the formation seen today, but were all initially allocated to Southall depot in 1960. Each of them found their own way into preservation.

After being purchased from the Nene Valley Railway, the DMU set arrived at Bronwydd Arms in March 2009 and entered service at the beginning of the season.

The continuing restoration process has seen it returned to lined green with 'speed whiskers' and also the brake/guards area converted with a bar facility rescued from a local hotel.

→ Gwili Railway opens new extension: report and pictures on pages 22 and 23.

The Gwili Railway's Class 117 DMU en route to Aberystwyth Junction on July 8. SCOTT ARTUS





Making a surprise last-minute appearance at the Keighley & Worth Valley Railway's small engines gala weekend, Bodmin-based LSWR Beattie 2-4-0WT No. 30587 pilots LNWR Coal Tank 0-6-2T No. 1054 out of Keighley on July 9, the 50th anniversary of the end of Southern steam. MIKE HEATH

Sudden death of auction house boss shocks railwayana movement

By Geoff Courtney

THE world of railwayana is reeling from the sudden death of auction house principal Nigel Maddock, who died from a heart attack on June 28, only 11 days after his summer auction. He was 59.

Nigel ran Solent Railwayana, which he took over from founder Alan Tonks 14 years ago. He was one of railwayana's genuine nice guys, a person who was universally liked and about whom nobody had a single bad word.

He always seemed calm – laid-back even – was trustworthy, and invariably had time for a chat.

I had been in email contact with him after his June 17 sale, and his wife Mariella told me that Nigel was "not too well at the moment," and that she would send me his thoughts on the auction, which she duly did. Two days later he passed away.

Apart from running Solent Railwayana, Nigel's 'day job' was part-time admin manager at a Renault garage near his Locks Heath home.

Such was his popularity and the

warmth felt towards him that many within the railwayana circle paid tributes to Nigel, and one of those was GW Railwayana's Simon Turner, who said: "He was a gentle man in every respect. He was always humble enough to seek advice, and had a very dry sense of humour. Just a nice person who saw the good in everyone."

Almighty shock

Another auction house principal who admired Nigel is Mike Soden, director and auctioneer of Great Central Railwayana, who had been chatting to him only three days before his death at a swapmeet at Quorn, Leicestershire.

"It is an almighty shock," said Mike. "He was extremely well liked and respected, and I can honestly say that I never heard a bad word about him. He was a really good ambassador for the railwayana movement."

Mike said that Nigel, who met Mariella when they both worked at the Ordnance Survey HQ in Southampton, created a relaxed, friendly environment at his auctions at Wickham, east of

Southampton. These were family affairs involving Mariella, his step-daughter Charlotte, whose husband Lance became a porter at the thrice-yearly auctions, and Mariella's sister Moira.

In addition, even Nigel's four-year-old granddaughter Darcey was involved at his last auction on June 17, when she delighted collectors by holding up some of the smaller items going under the hammer for bidders to see.

Speaking to *Heritage Railway* two days after his passing, Mariella said: "Everyone within railwayana has been so supportive following his death, and I could not have wished for more – the movement really is a family. They all liked Nigel very much, he was straightforward and loved running the auctions."

Mariella was unable to confirm the future of Solent Railwayana, although she said the next scheduled auction, on October 21, would not take place. "Nigel was the knowledgeable one," she said.

Nigel's funeral took place on July 18 at Wessex Vale Crematorium in West End, Southampton.



Sadly missed: Nigel Maddock is typically relaxed and smiling at his Solent Railwayana auction at Wickham on June 17, just 11 days before his untimely death at the age of 59.

PETER CANE

IN BRIEF

→ THE next former Barry scrapyard locomotive to return to running order, BR Standard 5MT 4-6-0 No. 73156, will appear at the Great Central Railway's October 5-8 autumn steam gala.

No. 73156 is a veteran of the 'Master Cutler' workings over Great Central metals from Marylebone to Sheffield and was based at Leicester and Woodford Halse prior to its withdrawal in November 1967.

It will run alongside gala guests Bulleid Pacifics No. 34081 *2nd Squadron* and No. 34053 *Sir Keith Park* in a nod to the 50th anniversary of the end of Southern steam.

→ THE **Darlington Railway Preservation Society's Peckett 0-4-0ST No. 2142 of 1953 Northern Gas Board No. 1**, currently undergoing a 10-year overhaul in its workshop, has been stripped down ready for a boiler lift. The restoration will be done by society members, except for major boiler work, including new stays, replacing rivets around the fire hole door, and welding a new boiler patch, by the Scarborough-based North Bay Railway Engineering Services Ltd. The engine may return to the Chelsey & Wallingford Railway for the 2018 season.

→ CONSERVATION group the Totnes and District Society is pleading with Network Rail to save the town's unique railway station fish-filled pond and garden, which dates from the line's opening by the South Devon Railway 170 years ago. It is set to be obliterated by £4 million plans to build a new station footbridge with a pair of 26ft-high lift towers along with ramp access, and the group wants to see either the footbridge or the pond relocated.

→ **APPRENTICES at the Vale of Rheidol Railway's workshop have made a new set of wheels for Aberystwyth's cliff railway through the training programme and project called Our Past Is Their Future.**

Tornado's 'Christmas Cracker'

THE A1 Steam Locomotive Trust is to run its seasonal special on November 25.

Departing Euston at 8am, the 'Chester Christmas Cracker' headed by A1 No. 60163 *Tornado* will pick up at Watford Junction, Milton Keynes Central and Northampton en route, and will arrive back at 8.45pm.

It will include a break of more than three hours in Chester, which will be reached around lunchtime. More details can be found at www.a1steam.com

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Sudden closure of Welsh narrow gauge railway

By Robin Jones

THE Penrhyn Quarry Railway at Bethesda has closed down at short notice.

The group running the fifth-of-a-mile section of the former Penrhyn Railway is also dispersing its stock from its Felin Fawr base to other narrow gauge lines.

In a statement posted on Facebook, Penrhyn Rail Ltd director Ellis Griffith Morey said: "It is true the Penrhyn team are moving from Felin Fawr. The railway is not being evicted."

"Over the past few weeks it has become clear the railway could not continue at Felin Fawr due to circumstances beyond our control."

"We will be issuing a further statement once all of our supporters have been contacted and informed of what is going on. We are currently following a few leads for the future."

No explanation for the sudden demise of the revival attempt was given, but there was internet speculation that it might have been due to a series of break-ins at Felin Fawr.

Llandegai Tramway

The line opened in 1798 as the Llandegai Tramway and became the Penrhyn Railway in 1801 on a different route. The six-mile railway was built to carry slate from Lord Penrhyn's giant quarries at Bethesda to Port Penrhyn near Bangor.

It closed on July 24, 1962, and when



Back at its former workplace: Quarry Hunslet *George Sholto* at the 2012 opening of the first section of the revived line. PENRHYN QUARRY RAILWAY

it was lifted in 1965, track was sold to the Ffestiniog Railway, which also bought 1893-built Hunslet 0-4-0STs *Linda* and *Blanche* and converted them to 2-4-0STs. Sections of the formation have since been converted into Lon Las Ogwen, a popular cycleway.

In 2012, a section of the railway southwards from Coed y Parc to St Anns was restored by Penrhyn Quarries Ltd with a further mile-long section planned. One of the original line's

locomotives, Quarry Hunslet 0-4-0ST *George Sholto* of 1909 was borrowed from Bressingham Steam Museum for a day to commemorate 50 years since the railway closed.

The Penrhyn Railway Supporters group was formed to back the operating company Penrhyn Rail Ltd.

Open weekends with public running have been held annually from 2013, with steam galas added later. Last year, diesels hauled regular weekend trains.

Royal opening for revamped Alston station

SEVERN Valley Railway patron Prince Richard, the Duke of Gloucester, was scheduled to launch new workshop facilities on the South Tynedale Railway, on the day that its northern extension to Slaggyford was also officially opened.

At an official engagement in the afternoon of July 24, after we closed for press, the duke was to visit Alston station for a private event for the unveiling of the new fully accessible Heritage Engineering Workshop, which has been financed by a £4.2 million Heritage Lottery Fund grant and £300,000 from

the Cumbria Growth Fund. He was also due to present the Queen's Award for Voluntary Service, which was recently bestowed on the 2ft gauge line.

In the morning, a separate private event to officially open Slaggyford station was set to be held, although track work remains to be completed.

Kathryn Tickell, OBE, Deputy Lieutenant of Northumberland, was due to represent the Lord Lieutenant, the Duchess of Northumberland.

South Tynedale Society general manager Heather Palmer said: "This is

an exciting time in our history when we have upgraded and added to our beautiful heritage attraction and finally reached the second of the original five stations on the old branch line.

"We are honoured and delighted to have HRH The Duke of Gloucester with us to open the new Alston station facilities. We are also delighted that Ms Tickell is with us in our new Northumberland terminus and it is fitting that a much-admired Northumbrian will open this beautiful station."



Southern terminus: The beautifully designed Alston trainshed roof. STR



Slaggyford station waiting for trains. STR

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On July 1-2, the Museum of Science & Industry in Manchester organised a railway-themed weekend for the last appearance of Gorton-built LSWR 2-4-0WT No. 30587 at Liverpool Road station. The well tank lined up alongside EM2 electric No. 1505 (E27001) *Ariadne*, making a rare appearance outside the museum, and the replica Liverpool & Manchester Railway 2-2-0 *Planet*. TERRY EYRES

Trains back in Poole Park

THE new operators of Poole Park's miniature railway have taken delivery of their first locomotive, and were aiming to restart services on July 22, the first day of the school summer holidays.

The Hastings Miniature Railway has loaned the new leaseholder the Friends of Poole Park the 2012-built Alan Keef/RVM Engineering steam outline 4wDH *Princess Sweet Pea*.

The Friends group were handed a 30-year lease on the 10¼in gauge line after Poole Borough Council decided not to reissue the lease to former operator Chris Bullen.

The group now hopes to extend the line by 330 yards and build a new visitor centre.

First train passes through Scotland's Great Glen

A MODEL locomotive train has reached Inverness after an historic 72-mile journey through the Great Glen from Fort William.

Model railway enthusiasts and volunteers helped build the track for its journey that started on June 20, for a TV programme made by Love Productions, *The Biggest Little Railway in the World*, due to be screened in October.

About 100 volunteers worked in four separate groups to help lay the track at different stages along the Great Glen Way.

Hoists were used to elevate parts of the track at the steepest sections. As the train

passed, the sections before it were lifted and placed in front of it further on.

Just before 4pm on July 1, the 3mph gas-powered locomotive, heading its train the 'Roundhouse Silver Lady' reached the end of its line at Inverness Castle, where a crowd of more than 150 people applauded.

Inverness and District Model Railway Club displayed a layout depicting the town's station in the 1950s.

The idea of building a railway through the glen was mooted in Victorian times, but the plans came to nothing.

Evergreen line to find new home

A MINIATURE railway has been saved from closure after being inundated with 11th-hour offers of help.

The 5in and 7¼in gauge Evergreen Miniature Railway in Main Road, Stickney, north of Boston, was faced with being left homeless.

The owner of the house where it was founded 15 years ago is having to leave because of illness. The buyer of the property does not want the railway to continue there.

The railway's members had been

prepared to invest in buying the property, but found an agricultural tie to be a stumbling block.

Following a plea for help on social media, the railway has received several offers of a new home.

Railway chairman Martin Manning said that a decision as to its new home will not be rushed. "There are a number of offers, which we will look into and assess to see if they suitable," he said.

The line's final running day on its present site is July 29.

B12 returns to Severn Valley

THE Severn Valley Railway has made the unusually early announcement that LNER-liveried Holden B12 4-6-0 No. 8572 from the North Norfolk Railway, will be visiting for its March 16-18 spring steam gala.

The unique inside cylinder 4-6-0, which is owned by the Midland & Great Northern Joint Railway Society and which is being prepared for limited main line dining train service over the Bittern Line from Sheringham to Cromer, will

be making a return visit, having last appeared at the SVR in September and October 1998.

The railway will take the opportunity to match the 1928-built apple green locomotive with its set of immaculate LNER Gresley teak coaches during the gala weekend, which will also feature at least two other guest locomotives, plus the gala debut of newly restored BR Standard 4MT 4-6-0 No. 75069 (see separate story, page 31).

Open day at Glasgow & South Western Railway archive

THE Glasgow & South Western Railway Association is to hold an open day at its Records Room at Kilmarnock station, from 10am to 3pm on Sunday, August 13.

The room contains drawings, maps, photographs and literature on the G&SWR, with the oldest material dating from 1851 and the rest bringing the story of the old South West and its successors right up to the 1970s.

On show will be the room's unique, 1:20, 1880s-built, model of a Hugh Smellie-designed, "wee bogie", 4-4-0 tender engine, painted, it is believed, in original G&SWR green with actual company locomotive paint, as well as well-archived shelves of historical

materials covering the railway's mainlines and branches.

G&SWRA archivist Stuart Rankin said: "We normally open every Thursday, but we feel that a Sunday open day will help make us more accessible and all are very welcome to browse our priceless archive on Sunday, August 13.

"The Ayrshire Railway Preservation group's industrial railway centre is open at Dunaskin on the same day, so we suggest that a visit to the records room could be combined with a trip to Dunaskin to sample the steam on offer there after reading about the Waterside line in our collection for a true G&SWR heritage railway experience."

Garratt adds to Vale of Rheidol fleet

THE Vale of Rheidol Railway has followed in the footsteps of the Welsh Highland Railway by adding a former South African Railways Beyer Garratt articulated locomotive to its fleet.

After three years of careful negotiations, privately-owned NGG13 No. 60 *Drakensberg* arrived on the line in mid-July following an 800 mile journey from Switzerland.

The move began on July 12 with a police escort for the low loader carrying No. 60 through

the centre of Basel. The lorry went through Germany before arriving at Antwerp.

No. 60 is to be loaned to the VoR for a "prolonged period" and following restoration work, will be available to bolster the operational fleet if needed.

It is most likely No 60 will operate some heavy summer trains and special charter trains.

The first chance to see the locomotive on display will be at the railway's Roaring 1920s and 30s weekend on September 14-15.

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Lottery boost for Bo'ness visitor route project

THE Scottish Railway Preservation Society is on track for a major Heritage Lottery Fund grant for a new visitor access project at Bo'ness.

The Lottery has given the SRPS a first round pass for its Steaming Ahead project, which will see the development of a new visitor route at the headquarters of the Bo'ness & Kinneil Railway.

The route will be based around a new steam engineering facility, with public access and interpretation along the route to a new entrance to the Museum of Scottish Railways.

SRPS chairman Vic Michel said: "This is a fantastic opportunity for the society to improve public access to the museum, while also ensure that we are in a good position to be able to preserve our locomotive collection well into the future."

A first round pass is given when the Lottery has endorsed outline proposals and earmarked funding. The society now has time to further develop the project before submitting a second round application.

The project will create two new jobs in the SRPS during the development phase – a volunteer development officer and an individual to help with further development of the project and with the submission of the second round Lottery application.

Heritage skills

Lucy Casot, head of the Heritage Lottery Fund in Scotland, said: "We know that the heritage skills required to care for Scotland's collection of steam locomotives are at risk of loss and without them, the collection's future is in jeopardy. Thanks to players of the National Lottery, we are delighted to give our initial support to a project where experts can pass their specialist engineering knowledge on to the next generation, providing a much-needed pool of talented people to help the Museum of Scottish Railways flourish."

Construction of the new steam facility is planned for early 2019 and there will be a new staff member with an important role offering training for up to four apprentices at a time. Training will also be available for new and existing volunteers to ensure that the society is able to continue as a largely volunteer-run organisation, supported by key staff positions.

London, Chatham, Dover... and Corwen!

By Robin Jones

THE Llangollen Railway's new Corwen Central terminus will have a 'capital city' feel about it.

The project has obtained 13 cast-iron columns that came from Blackfriars station for use as the basis of the platform canopy. Collected from the Pontypool & Blaenavon Railway, the columns are thought to be of London Chatham & Dover Railway origin.

Another acquisition is a set of fencing panels and handrails formerly installed at Burnham station near Slough for use at the platform subway access.

The building of the 510ft wall for platform 2 was complete as of July 13 with work on the return ends to mark the limit of the platform.

At the western end, the section relative to the first of eight coach positions, has had the back wall completed and infilling has begun.

The progress so far has taken six months of part-time endeavour by a small team of volunteers.

The footings took 13 Readymix loads totalling 78 cubic metres, the base was formed by 261 Easi-blocs totalling 196 tonnes, and the overhang required 541 oversail blocks with some 3000 concrete blocks to build up to the required level and backing. Still to be installed are the edging flags that will follow when the area between both platform walls is filled in – a target for the autumn when platform 1 is finished.

Project manager Richard Dixon-Gough said: "As a new facility the modern form of construction was appropriate within available resources and at considerably less expense and far quicker than a traditional brick-built structure. It may not be very heritage but to have been built in brick would have taken a lot longer and at greater expense."

Grant aid will cover 80% of the estimated £161,000 cost. However, it has been calculated that the value of the volunteer time spent on building the platform so far amounts to £200,000.

The other major item of civil engineering on the site work began with the 'big dig' for the siting of the signalbox on the northern side of the embankment.



Above: The west end of Corwen Central platform 2 as complete with rear wall and space awaiting infill. GEORGE JONES/LR



Left: The base of the new Corwen Central signalbox. GEORGE JONES

After a survey was conducted for the site at the bottom of the embankment, an excavation down to 10ft provided an area of approximately 325 sq ft in which volunteers laid the foundations comprising a porous membrane and geo-plastic grid mat topped up with a layer of crushed stone and a pouring of Readymix.

Special mix

Contractors then installed the rods and bars to provide the reinforced concrete base and, with shuttering installed, the pouring of a special mix of concrete took place on July 8. Now the concrete is set, further work by contractors will provide for the reinforced walls that will make up the signalbox to the level of the embankment. This base will provide for a locker room on which the as-yet-to-be restored signalbox will be sited. However, it will largely disappear from sight as the embankment is consolidated around it in readiness for the eventual positioning of the east end points for the station loop on the adjacent ground.

The final westerly extension of the Corwen project began in July with

preparations for the lengthening of the headshunt, which will be big enough to accommodate a BR Standard 9F 2-10-0, should one ever visit the line. This venture required the dismantling of the original 'statement of intent' stop block and surveying of the ground onto the grassy knoll that forms the remains of the original embankment out onto Green Lane and marks the limit of the 2010 Transport & Works Order.

Supporters continue to respond to the appeal to buy shares in Llangollen Railway and to date £69,000 has been raised, plus donations for the various appeals for specific funds – Tenner for a Tonne (for platform infill) and the Water Tower.

→ Donations with Gift Aid can be given to the Llangollen Railway Trust, shares can be 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 (or the Water Tower Appeal) c/o Paul Bailey, Dolwen, Bryn Eglwys, Corwen, Denbighshire LL21 9LY

The Lincolnshire Wolds Railway has been presented with the Heritage Railway Association's publicity award for 2016. Ian Leigh from the HRA handed over a commemorative plaque at a special presentation held on Sunday, July 16 at Ludborough station, which was attended by Martin Vickers, MP for Cleethorpes, and the mayor of Louth, Coun Mrs Pauline Watson and her consort, Stuart Watson. The judges' comments on the leaflet produced by the line were "Continued high standard. Attractive and informative. Clear layout. Sells itself very well," and "Very good indeed". Pictured from left are – Stuart Watson, Pauline Watson, Martin Vickers, Garth Lewin (Lincolnshire Wolds director), Ian Leigh (HRA), Leyland Penn (LWR society chairman) and Tony Jones (society vice president). PHIL ELDRIDGE





LMS Jubilee 4-6-0 No. 45690 *Leander* seen south of Armathwaite with Statesman Rail's 'Fellsman' on July 11. DAVID PRICE

Five in steam as *Isabel* returns



Isabel's valves lifting at 160psi during the boiler's steam test on July 11. EOR

THE Epping Ongar Railway is set to have at least five locomotives in steam for its September 29-October 1 gala.

The event, which replaces the line's fifth anniversary gala earlier this year, will include guests Ivatt 2MT 2-6-2T No. 41312, BR Standard 4MT 2-6-4T No. 80078 and 'Jinty' 0-6-0T No. 47406.

They will run alongside home-based GWR 0-6-0PT No. 6430 and Hawthorn Leslie 0-6-0ST No. 3437 of 1919, *Isabel*, the line's first steam locomotive, which it acquired from Llyncllys Junction in 2010.

Isabel spent its entire working life at the ICI foodstuffs Blackley (Manchester) dye plant until withdrawal in 1969.

During the General Strike of 1926, while being driven by a team of

enthusiastic amateurs it ran away, demolished the locomotive shed doors and wrote off its sister engine, which was standing in the shed! It is rumoured that this is where *Isabel* gained the flat spot on its wheels, which it still carries. It was first preserved at the former Somerset and Dorset Trust site at Radstock station and then at Washford on the West Somerset Railway, where it shunted the yard.

For the last three years, *Isabel* has been undergoing a major overhaul with the line's paid staff and volunteers. On July 11 the work reached a milestone when a steam test confirmed that the boiler was leak free for a formal boiler inspection on July 24.

Help wanted with Goathland Incline dig

EXCAVATIONS of the 'first' North Yorkshire Moors Railway by a team of archaeologists are now under way – and volunteers are being asked to help.

The North York Moors National Park Authority wants members of the public to join its expert team excavating three trenches at Goathland Incline. The mid-19th century railway station spot was at the heart of the Industrial Revolution and the excavation work will focus on the buildings and structures that played a part in the transportation of ironstone to ironworks across the North East.

Surveys suggest that the remains of the stationmaster's house, buildings associated with the steam engine and a turntable may be uncovered.

Tom Mutton, programme manager for the authority's This Exploited Land of Iron project, said: "The excavation is an exciting prospect where we're hoping to discover some fantastic remains that have been hidden from view for generations."

The excavation began in July and will resume on August 1-5. There will be daily site tours at 11.30am and 1.30pm on August 3-5.

Steam returns to Fleetwood in the form of 1894-built Grant Richie of Kilmarnock 0-4-0ST No.272. On a low loader, it steamed outside the North Euston Hotel on Sunday, July 16 as part of the resort's Tram Sunday exhibits. The loco normally resides at the Ribble Steam Railway at Preston and is the only surviving 0-4-0ST from that manufacturer. BRIAN DOBBS



NRM denies reports of offer for Australian UK-built Garratt

EXCLUSIVE

By Geoff Courtney

THE National Railway Museum has dismissed reports from Australia that it is considering a bid for Beyer-Garratt No. 6029, the world's largest operational locomotive which is currently at the heart of enthusiasts' concerns down under, following the collapse of the society that owns it and the closure of its museum home.

Built by Beyer Peacock in Manchester in 1953 for New South Wales Government Railways, the giant 4-8-4+4-8-4 is owned by the ACT division of the Australian Railway Historical Society (ARHS ACT) that last November was placed in provisional liquidation with liabilities that were believed at the time to be about £300,000. At the same time the locomotive's Canberra Railway Museum home, which was run by the society, was closed with immediate effect and the Canberra Railway Museum Trust placed into receivership.

The suddenness of the liquidation of ARHS ACT and the museum's closure sent shock waves through the Australian railway heritage movement, and

enthusiasts' despair was furthered when No. 6029 and another UK-built museum resident, 4-6-0 No. 3016, were relocated within days from Canberra to Trainworks Railway Museum 150 miles away in Thirlmere, south-west of Sydney.

Like the 254-ton Garratt, No. 3016 was a Beyer Peacock product, having emerged to traffic in 1903 for service with NSW Government Railways.

One of the main reasons for enthusiasts' concerns – and in some cases anger – about this unexpected turn of events is that No. 6029, the pride of the ARHS fleet and one of the flagships of the southern hemisphere preservation movement, returned from a major overhaul only two years ago and had been wowing the public ever since.

Their concern is also that ARHS members feel proprietorial about, and intensely proud of, the mammoth locomotive, and some are uncomfortable that it is now under the wing of a museum run by Transport Heritage NSW, a division of the state government.

Febrile environment

In such a febrile environment rumours are bound to proliferate, with one doing

the rounds in Australia being that the NRM has made an offer for No. 6029, or is planning to do so, with one even mentioning the price – 1½ million, although whether this is UK sterling or Australian dollars is not clear.

Be it sterling or dollars, the NRM is having none of it. PR & communications manager Simon Baylis said: "We've checked with the curatorial team and your source is not correct," a denial reinforced by head of communications and PR Darryl Butcher who said: "There's no truth to these rumours."

Following the provisional liquidation of ARHS ACT in November, global accountancy firm Deloitte was appointed administrators, and in a statement to *Heritage Railway*, the company's communications national manager Simon Rushton supported the NRM's denial that it had made a formal offer for the Beyer-Garratt.

"We are looking to restructure this organisation (ARHS ACT and the museum trust), and 'big ticket' items such as No. 6029 are not for sale," he said. "It is in safe storage and no formal interest in its purchase has been received from the UK." Simon Rushton did reveal, however,

that certain surplus assets, but not main historical items, would be sold, and on July 7 a court hearing was held to consider the sale of such assets. At that hearing a Deloitte's representative said it was the intention to reopen the museum on a sound and viable platform, and that the sale of surplus equipment would go against a debt of \$700,000 (about £425,000).

An auction of some of this equipment is being held on site at the museum on August 2 and will comprise about 100 items, including steam locomotive No. 3102, built as a 4-6-4T by Beyer Peacock in Manchester in 1912 for NSW Government Railways and subsequently converted to a 4-6-0. An 1800hp Co-Co diesel built in 1966 by AE Goodwin of Sydney for NSWGR, which like No. 3102 needs restoration, will also be going under the hammer.

Other highlights include a 1915 Ransomes & Rapier 35-ton steam crane, rolling stock including a variety of carriages, the oldest of which date from 1905, wagons and vans, and Garratt parts.

The Deloitte's administration team is led by Ezio Senatore, who said recently

Steam giant: Beyer-Garratt No. 6029, built in Manchester in 1953 for New South Wales Government Railways, lets off steam at a ceremony in Canberra on February 25, 2015, at which it was named City of Canberra. The 254-ton 4-8-4+4-8-4 was moved from its Canberra Railway Museum home last November after its owner, the ACT division of the Australian Railway Historical Society, collapsed into provisional liquidation with liabilities now said to be about £425,000. HOWARD MOFFAT



that the future of the society and the trust was a decision he would make based on available financial information, adding: "Ultimately, the decision will be mine."

Behind the scenes

After the news of the society's liquidation had sunk in, a number of its members formed the Friends of the Canberra Railway Museum, in a bid to ensure the museum and its assets – including, of course, No. 6029 – were not sold off or dispersed.

A recent Friends' update reported that the group had been actively working behind the scenes in an effort to be prepared for when a new organisation could take on the running of ARHS ACT and the museum, although the statement added that the big unknowns were what form the society would take and the museum's location – unknowns, it said, that made planning virtually impossible.

"What is known is that the provisional liquidator is recommending to the court to formally wind up ARHS ACT and disposal of a number of assets," the update revealed, saying that the documents presented to the court ran to 447 pages.

A source told *Heritage Railway* that there was every intention of getting the museum up and running again on a sound financial and administrative footing, but No. 6029 could be out of service for a few years, dependent on what was resolved with the museum after all debts had been cleared and a new direction formulated.

The NRM's denial of interest in No. 6029 and Simon Rushton's commitment that it would remain in Australia may put a lid on the reports, but doubtless that won't stop some UK enthusiasts

believing such an acquisition would be a massive coup for the York museum. The locomotive is big, awe-inspiring, a credit to British engineering and locomotive manufacture, and a crowd-puller.

Although it is understood to require work on its boiler, it is to all intents operational – and of course, is standard gauge.

However, the argument that it deserves to stay in Australia, where it gave sterling service for nearly two decades, is a strong one, and sources in Australia emphasise every effort will be made to ensure that it does. It is regarded as the country's equivalent to *Flying Scotsman* in terms of prestige and fame, although that accolade could just as equally be applied to streamlined Pacific No. 3801, which sadly has also been embroiled in controversy in recent times down under.

Streamlined Pacific

No. 3801 is a C38 class Pacific built in 1943 by Clyde Engineering of Sydney for NSW Government Railways. It was one of just five in the 30-strong class to be streamlined, and was saved for preservation by the state government in 1962.

In November 2006 it was taken off railtour duty for a £1¼ million restoration that was initially expected to be completed by 2011, but is still unfinished six years later. At the heart of the delay is a new boiler built for the loco by DB Meiningen of Germany at a cost of £600,000. This boiler was delivered to Australia in October 2010 but sent back the following year to DB Meiningen, who manufactured the boiler for A1 Peppercorn Pacific No. 60163 *Tornado*, for rectification after being declared "not fit for purpose."

It returned to Australia in January 2015, still unusable due to a number of defects,



Preserved delight: Streamlined NSW Government Railways' Class C38 No. 3801 heads unstreamlined fellow class member No. 3813 at Tarana, NSW, on August 22, 1970, with the 'Western Endeavour', the first steam train to cross Australia. No. 3801 is currently being restored in Sydney and is expected to return to railtour duty next year fitted with its old boiler rather than a new one built by DB Meiningen at a cost of £600,000. HOWARD MOFFAT

and management of the restoration was transferred to Transport Heritage NSW. In September of that year, THNSW stunned the heritage railway movement by announcing the old boiler removed from the Pacific at the start of the restoration some nine years previously would be overhauled and fitted to the Pacific rather than the new one. At that time, THNSW forecast No. 3801 would return to service by the end of this year.

However, that timescale has now slipped, as explained by Andrew Moritz, chief executive officer for THNSW. "We are still confident of having 3801 back together by the end of this year, and will soon announce a specific date for its return to service for early 2018.

"While this is slightly later than originally envisaged, our staff and volunteers are continuously overcoming the challenges as they arise to ensure 3801 returns in the quickest possible time."

Of the locomotive's old boiler that will be reunited with the Pacific at the Sydney works where the restoration is being carried out, Andrew said: "It is currently with our contractor, and is expected to be returned in the third quarter of this year."

Work on this boiler includes replacement of the entire inner firebox and outer and inner backheads and throatplate, while recent ultrasonic testing has also revealed smokebox tubeplate defects.

The brand-new DB Meiningen boiler, which most Australian railway preservation observers believe will never be used, is currently in the open air on railway land in Newcastle, 100 miles north of Sydney.

"Our focus remains on returning 3801 to service with its original boiler," said Andrew. "Once this enormous task is complete, we will reassess the DB boiler in view of our broader fleet strategy requirements and resourcing."



Resplendent in its new paintwork: Peter the shunter now running again at Bodmin. BWR

Peter back in action after 55 years

Fowler 0-4-0 diesel shunter *Peter*, built in 1940 and purchased by the North Devon Clay Company at Meeth to work the company's extensive network connecting their ball clay trains to the North Devon & Cornwall Junction Light Railway between Halwill Junction and Torrington, has run for the first time since 1962.

At the end of its working life it was acquired by a group of Bodmin & Wenford Railway volunteers with a view to preservation. It languished at the "back of the shed" for several decades until a full restoration programme finally began at Bodmin three years ago. It is not known why its worksplate carries the number 40,000,001!

Railway's newest driver one of youngest in UK

A 21-year-old former Vale of Rheidol Railway engineering apprentice has become the youngest driver on the line.

Jac Smith is also one of the youngest qualified steam drivers in the UK.

He joined the railway as an engineering apprentice after leaving school at 16. After completing his training and apprenticeship, he was employed full time by the railway as a fireman as well as in the line's engineering workshop, working on restoring and maintaining steam locomotives.

He grew up on and around the railway as his father Pete Smith has been a driver on the railway since 1989 and is thought to be one of the most travelled steam engine drivers in the UK. Pete and Jac often work together on the locomotives.

Driver training is carried out 'on the job' by working alongside other qualified drivers and learning the skills required. Jac passed a practical assessment as well as an examination on the railway's rules and regulations.

Railway manager Llŷr ap Iolo said:



Jac Smith (right) with Vale of Rheidol Railway general manager Llŷr ap Iolo. VOR

"We are proud of Jac for becoming the railway's newest driver. The Vale of Rheidol is fortunate to have a large number of young staff members. It ensures the traditional railway skills are passed on to the next generation."

Churnet Valley Leek extension gets £33K boost

A BID to help the Churnet Valley Railway's long-time ambition of extending into Leek has been boosted by a local authority grant of more than £33,000.

The Moorlands Partnership Board, which is run by Staffordshire Moorlands District Council, has approved a grant of £22,000 for relaying of rails from Leekbrook to Leek. The grant will help finance a series of studies including a full tree survey; flood risk, noise and vibrations and a habitat, bat and reptile survey. It will also cover the planning fee.

The surveys will be completed prior to a full planning application for the extension which is set to be lodged in the coming months.

The partnership board also awarded a £7300 grant for the reinstatement of a waiting room at Leekbrook station next to the Grade II listed signalbox.

Another grant of £4000 was approved for repair and refurbishment work at Cheddleton station.

Identified potential

In a report to councillors, the local authority's executive director Dai Lerner said: "The Churnet Valley Masterplan identified the potential for the extension of the canal and railway as an opportunity to address the employment, tourism and leisure needs of the area.

"The masterplan specifically included the reinstatement of the heritage rail link between Leekbrook and Leek (Cornhill) as a key development strategy action.

"While this line will be operated as a heritage line, it has the potential to be adopted and used as a branch line (subject to funding in the future) to establish the rail connection between Leek and Stoke on Trent.

"The Leekbrook to Leek rail line extension is a strategic first step of delivering a corporate objective to reinstate the rail connection to Stoke and main line rail."

Council leader Sybil Ralphs said: "This package includes giving access rights to the CVR over the council-owned trackbed and making a planning application to enable the investment in the line.

Another £25,000 is needed for a station building at Leekbrook.

Darjeeling line brought to a halt by local separatists

By Robin Jones

THE British-built Darjeeling Himalayan Railway found itself at the centre of riots and protests by a local separatist group.

At least three stations on the 2ft gauge line, a UNESCO World Heritage Site, have been targeted by arsonists, and services have been suspended.

The problems date back to 1949, when after India became independent, the All India Gorkha League launched a movement for a separate state in the region.

Major protests erupted during 1986-88 and since then, protests have been flaring up every few years.

The current disturbances started on June 8 when leaders of Gorkha Janamukti Morcha, which wants a separate state to be carved out of West Bengal's northern hills, led a protest demonstration demanding the reversal of a controversial decision to make Bengali a compulsory subject in all schools, including those in the Darjeeling Hills.

The region's Nepali-speaking majority was upset over the decision to "impose"

Bengali on them. Anger quickly spread and after GJM supporters clashed with police in Darjeeling, the Indian government sent in the army.

Darjeeling schools then won an exemption from the language edict, but by then the protests had snowballed into a fully-fledged demand for a separate state, provisionally known as Gorkhaland.

Services suspended

As the situation worsened, train services along the 55-mile route from New Jalpaiguri to Darjeeling were suspended indefinitely on June 12. Railway officials claimed that GJM supporters were stopping stationmasters from doing their jobs.

On June 15, police raided both the GJM office and the home of its leader Bimal Gurung, after the group called for an indefinite strike.

That day, an attempt was made to torch Gayabari station but locals prevented major damage.

Two days later, three protesters were killed, allegedly when police opened fire in Darjeeling. Ghum station saw fighting

between GJM supporters and the Indian security forces. In response, the government blocked internet services in Darjeeling.

On June 29, a Gorkhaland movement coordination committee was formed to head the struggle for a separate state. Three more people were killed in alleged police action on July 8 as protesters vandalised government buildings and targeted Sonada station, vandalising furniture and setting the waiting room on fire. The incidents resulted in the army being sent back only a week after it had left.

On July 13, Gorkhaland activists set fire to the railway's headquarters at Kurseong. The two-storied building which houses the line's headquarters, the UNESCO office and Elisa Palace Museum. A wooden corridor was damaged in the fire which was extinguished by staff and security personnel.

The disturbances have deterred tourists from visiting Darjeeling while schools, offices and businesses have been shut for several weeks. Visitor numbers to the region are said to have fallen by around 20%.



Bagnall 0-6-2T *Superb*, normally resident on the Sittingbourne & Kemsley Light Railway and 1971-built Hudswell Clarke 0-6-0DH *Badger*, owned by the Statfold Barn Railway, will both be running on the Welshpool & Llanfair Light Railway this summer. *Superb*, which was built in 1947, will top the bill at the September 1-3 annual steam gala, when it will be posed with home-based Kerr Stuart 0-6-2T *Joan* of 1927, representative of a class from which its design was derived. *Badger*, built to work at Shotton Steelworks, will be the first visiting locomotive to attend the Llanfair Line's annual diesel day on September 23. WLLR



The replacement DEMU driving trailer under repair in the Hayes Knoll workshops. SCR

SOS to get Swindon DEMU running again

THE Swindon & Cricklade Railway is appealing for extra help in rebuilding a 58-year-old DEMU driving trailer, which replaced another destroyed in an arson attack.

Skilled welders and steel fabricators are required to return the 'Thumper' vehicle to its former glory, and the heritage railway is offering free membership to anyone who can help.

The driving trailer (No. 60901) of the line's 'Thumper' DEMU, No. 1302 a mainstay of services on the heritage line, along with three wagons were destroyed in an arson attack near Hayes Knoll, in May 2016, as reported in issue 216. However, only 15% of the line's £80,000 claim was paid out by insurers.

A 1959-built Class 205 driving trailer, No. 60669, was shortly afterwards donated by a private individual, a member of the Lavender Line, following the blaze. It had been in storage for 10 years at Throckmorton Airfield near Pershore in Worcestershire.

Project volunteer Adrian Thompson said: "We are basically trying to get the railway back to where it was before the arson attack. It could have got people down, but it's given people a spirit and that pride to want to restore it."

"We've got qualified welders and fabricators there at the minute, but because it's such a small team we want some more to help us get the work done."

"At the present rate of progress, it looks like we've got three years' work to get it back into service. We are finding more and more work is necessary to bring it back to working order."

On July 1, vandals struck again at the railway, spraying graffiti in orange paint at the line's southernmost point, Taw Valley Halt. The handle of a piece of equipment was also coated entirely in orange paint.

→ If you can help, please email Adrian at adage-peanuts@hotmail.co.uk or telephone 07402 050559 and leave a message.



Nearly 250 members of the LMS-Patriot Project attended its annual members' day at Llangollen on July 8. Work has been progressing on the bottom end of No. 5551 *The Unknown Warrior* in the engineering works over the last few months, so much so that the motion has been trial fitted and was a real surprise for the attendees. More than £6000 was raised on the day with more being pledged between now and November 2018. Work was still ongoing at LNWR Crewe on the boiler in early July, although the firm is due to pull out of the job during a realignment of its resources, as previously reported. As yet, the replacement contractors for the boiler assembly have yet to be agreed but discussions are continuing with several boilershops. Meanwhile the project is seeking new regular donors or one-off donations: if you can help steam the locomotive by the centenary of the armistice in November 2018, visit www.lms-patriot.org.uk for more information. LMS-PATRIOT PROJECT

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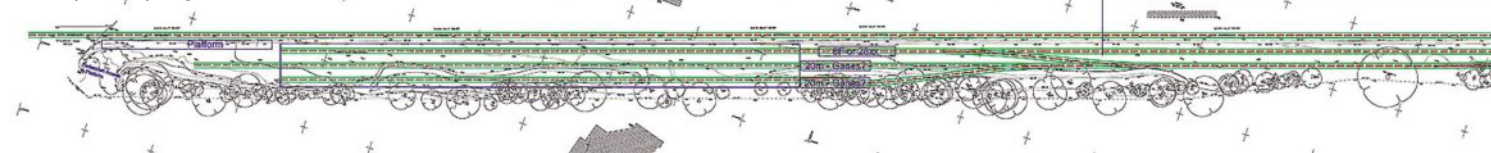
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Wagon shed planned for the

The plan of the proposed new Severn Valley Railway wagon shed. SVR



By Paul Appleton

PLANS have been announced for a new three-road wagon shed to be constructed on the site of the former British Sugar Corporation sidings at Foley Park, between Kidderminster and Bewdley on the Severn Valley Railway.

The proposal has come about following discussions between the SVR's wagon department and other related groups during the summer of 2015, which resulted in the formation of the Wagon Review Group, in order to progress ideas for a wagon shed and associated restoration facilities.

Since then, a plan has emerged that will see a three-road wagon storage shed, capable of housing 60 of the line's wagons, many of which are historically important, along with an external run-

round loop to assist in the formation of demonstration goods trains without having to foul the main line, and an engineer's siding for offloading ballast and rail.

Educational facility

The plan would also free up valuable siding space at Bewdley, allowing the goods shed area to be developed as an educational facility, telling the story of the humble goods wagon and its importance to the railway, and in particular the role of the goods train in the Severn Valley. A new dedicated wagon restoration shed would also be constructed in the yard at Bewdley.

There are currently over 100 goods wagons on the SVR, with around half of these the responsibility of the Wagon Department to restore and maintain,

while the rest are the responsibility of other groups and departments, such as the fleet of ballast wagons used by the permanent way department.

At present, only around 15 wagons and two brake vans are operational from the heritage fleet, these being used during galas and for photographic charters. The SVR famously turned out a full train of restored GWR vehicles for a special train to mark the Paddington empire's 150th anniversary behind Churchward 2-8-0 No. 2857, which travelled over (then) BR metals from the SVR to Newport and back in 1985.

The rapid development in recent years of the former sugar factory site has brought more urgency to the proposals as hundreds of new houses are being built alongside the railway's property. A great deal of background work has

already been carried out, including discussions being held with the developers of the site, while the area has been cleared of scrub and a full survey of the former siding area carried out.

Small platform

Provision in the plans is also being made for a possible small platform at Foley Park. There was a single platform with pagoda-style building at this location, which was moved to the opposite side of the line when the sidings were laid, but has long since been closed and demolished.

Estimates for the cost of the new building and associated works have been put at £200,000. Some track work and the turnout from the main line are already to hand, but more track materials will need to be acquired. It is

Signalbox project moves forward

LAND for the re-erection of Lincolnshire's Deeping St James signalbox has been bought.

The Great Northern Railway signalbox on the Peterborough to Spalding line was taken down brick by brick in 2014, after being declared redundant, and the components were stored pending its re-erection by a local community group as a railway heritage centre.

On May 22, the Support Our Signal Box Group, which has been backed by *Heritage Railway*, held a public meeting at The Goat Inn in nearby Frognall. Among those attending were supporter John Hayes MP and a representative from Stamford College's construction department, which would like to involve as many trades as possible in the rebuilding programme.

It was announced that the transfer of the land to Deeping St James United Charities was in hand. This transfer will enable the group to have sufficient funds to start the building programme.

The group now intends to apply for grant aid to rebuild the signalbox and appoint a project manager.

Irish revivalists mourn joint founder

THE Downpatrick & County Down Railway has been in mourning following the sudden death of its co-founder and president Bill Gillespie.

Bill, who was 85, passed away on June 30, while on holiday in Jersey with his wife Winnie.

He and co-founder Gerry Cochrane first met Eddie McGrady in 1982 to propose a heritage railway scheme in Downpatrick.

The DCDR was established in 1985 with the aim of restoring a portion of the former Belfast and County Down Railway as a working railway museum. The original line was closed in January 1950.

Bill's father was killed in action during the Second World War, and his name is displayed on the BCDR war memorial on display in Belfast Central Station.

A DCDR statement said: "Bill had a very strong personal connection to the original railway line, the Belfast & County Down Railway, as his father drove the BCDR diesel locomotive No. 2 on the Ballynahinch branch, a locomotive he attempted to preserve in the 1970s but which was unfortunately scrapped. What an artefact that would have been.

"Bill carried on that legacy by helping to purchase and transport the two E Class locomotives, E421 and E432, to Downpatrick in the 1980s – E421 was named *WF Gillespie OBE*.

"When E421 was withdrawn from

service it was Bill's wish that it was put on display in the carriage gallery to help tell the story of our early days and allow visitors to climb aboard it.

"After he retired from the board he was made honorary president of the society in 2015, but had continued to be involved as much as he could be. Bill was a gentleman in the truest sense."

Bill was also involved in a wide range of activities beyond the heritage line, most notably the Charles Sheils charity in Killough, which administers one of the oldest social housing schemes in the UK.

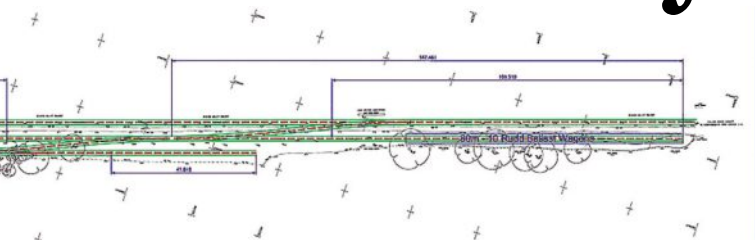


Bill Gillespie. DCDR



Bill Gillespie in his school uniform at Ballynahinch station on April 17, 1948 with BCDR diesel locomotive No. 2 at the platform. His father Joe used to drive No. 2 before the Second World War when he was killed in action. Joe used to give him a footplate ride out to Ballynahinch Junction. HC CASSERLEY/DCDR

Severn Valley



also planned to have an access road from the adjacent development that will service a locomotive and rolling stock loading and unloading point.

The SVR's wagon department has recently turned out GWR Vanfit No. 65620, two GWR open wagons (Nos. 102691 and 13154) and GWR Gunpowder Van No. 58725. It is currently restoring GWR Toad brakevan No. 17410, GWR Conflat No. 39860 and Southern Railway brakevan No. 55577. Future projects include GWR Mink A No. 101961 and a former South Eastern & Chatham Railway open wagon, No. 12522.

At present, the plan is that the southerly road would store historically important, inoperable wagons, many of which have wooden bodies, protecting them from further deterioration from

the elements, while the other two roads will include two ready-formed goods train formations with a brake van at each end, suitable for use as demonstration goods trains.

Raised walkway

It is hoped that the facility will be able to open its doors to the public and plans include a raised walkway to allow limited inspection of vehicles. Outside the shed at the Kidderminster end, an allowance has been made for the stabling of a large freight locomotive, such as No. 2857 or currently unrestored Stanier 8F 2-8-0 No. 48773.

Once plans are at a suitably advanced stage, it is proposed to launch a public appeal, with the possibility of a Heritage Lottery Fund application.



The official handover of *Scaldwell* from Amberley Museum to Southwold Railway Trust officials after it was winched on to a low-loader for its journey to East Anglia. AMBERLEY MUSEUM

Steam returns to Southwold after 88 years

PECKETT 0-6-0ST *Scaldwell* has left its long-time home at Amberley Museum for restoration to running order on the Southwold Railway.

The locomotive, No. 1316 of 1913, was taken by low-loader from the Sussex museum where it had spent the last 35 years. As previously reported, the museum agreed that Southwold was the best place for it.

At Amberley, the narrow gauge running line is 2ft, but *Scaldwell* was built to 3ft gauge, for the Lampport Ironstone Company in Northamptonshire. While 3ft gauge is a rarity on the UK mainland, several industrial and ironstone quarry lines were built to that gauge in that county.

There would never be an incentive for Amberley to overhaul *Scaldwell*.

However, the Southwold Railway was built to 3ft gauge, and the new visitor centre at Southwold will have a running line built to that gauge.

Scaldwell went to Amberley when the Brockham Museum's collection was acquired in the early 1980s.

Southwold Railway Trust chairman James Hewitt said: "We are extremely pleased that Amberley believes we're the right place for *Scaldwell*, and thankful to everyone involved. We will do our very best to get it in steam again as soon as we can."

Amberley's deputy director Rachel Spiller said: "It's fantastic that this loco now has the chance to be restored and used again. "We're pleased it's going to a good home and we look forward to seeing the transformation take place."

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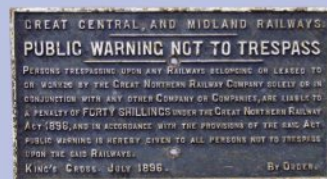


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Flying Scotsman and Tornado to star in big Barrow Hill relaunch

By Robin Jones

TICKETS for the eagerly awaited three-day relaunch of Barrow Hill roundhouse in September following its Heritage Lottery Fund-backed restoration are now on sale – and prior booking is mandatory.

As reported in issue 214, the Lottery gave £1,170,600 to Barrow Hill's Moving Forward project, a transformation of the one-time Staveley Midland shed into a nationally-important museum.

The overall aim of the project is to broaden the roundhouse audience to include families, a range of learners, the local community and corporate use, through essential conservation repairs, a sympathetic extension that will create a new visible and accessible entrance, and upgrading facilities for educational visits and corporate use.

The project will also involve the recruitment of a learning and access officer and development of a new learning programme, improving access to the site and collections, bringing the site to life with new interpretation, appointing a volunteer co-ordinator, providing heritage skills, training and apprenticeships and developing a programme of events and activities.

To cope with demand, the Grand Reopening Gala, which was originally planned to take place over two days, will now start on Friday, September 22, continuing on September 23 and 24.

Starred together

Topping the guest list will be two Pacifics, LNER A3 No. 60103 *Flying Scotsman* and the new-build A1 No. 60163 *Tornado*.

The pair starred together in the Severn Valley Railway's phenomenally successful Pacific Power event it held last autumn.

It will be *Flying Scotsman's* first visit to the roundhouse since a BR open day in 1974.

It will also be the first opportunity for many people to get up close to the locomotives against the unique and authentic backdrop of the roundhouse.

GER J17 0-6-0 No. 8567, GCR O4 2-8-0 No. 63601 and GCR 'Improved Director' 4-4-0 No. 506 *Butler-Henderson* stand on April 2, 2009, beneath the steam hoods around the turntable in the now unique roundhouse, a venue that will be bigger and better than ever before.

ROBIN JONES



Entry to the event will include a train ride behind these locomotives.

It was originally planned to have the National Railway Museum's working replica of Stephenson's *Rocket* in attendance, but this is not now possible and a replacement third guest engine is now being sought.

The roundhouse was built in 1870 for the Midland Railway and houses an operational turntable serving 24 radiating roads or tracks. It was used to repair and maintain engines and rolling stock for the Staveley Iron and Coal Company.

As one of the few roundhouses to survive the transition from steam to diesel, it operated until the rail industry went into decline during the Seventies and Eighties.

In 1991, it was saved from demolition by local campaigners led by rock musician Mervyn Allcock with just 48 hours to spare. Now the sole-surviving rail-connected roundhouse, it has since become an increasingly popular venue, not just for galas and open days, but also for the occasional rock concert, and attracts around 23,000 visitors a year.

New-build A1 Pacific No. 60163 *Tornado*, visited Barrow Hill in April 2009.

ROBIN JONES



However, the main building required urgent attention to make it watertight and save the collections from damage.

The celebration will mark the reopening of the roundhouse after the completion of the £1.2 million project.

Working really hard

Mervyn, now the venue's general manager, said: "The team has been working really hard to make sure everything is ready for September.

The new extension will certainly grab the attention of our visitors as they arrive for the relaunch celebrations, but the roundhouse itself will continue to offer its atmospheric glimpse into the past as we celebrate the history and the future of this historic building."

Doors open at 9am and the event closes at 5pm. Last entry is 3pm.

Ticket prices are: adults – £22; children (16 and under) – £11; family (two adults and two children) – £53.

The tickets for the event are now available from www.seetickets.com. They will not be available to buy on the day.

Tickets are now also on sale for Down the Line, a professionally-produced play commissioned as part of the celebratory

events to mark the reopening of the roundhouse and supported by the Arts Council.

There will be three performances on the evenings of Thursday, September 21, Friday, September 22 and Saturday, September 23.

The show will involve a cast of professional actors and hundreds of local people, including a community choir and also the Ireland Colliery Chesterfield Brass Band.

The audience will be an integral part of the play as they follow the drama in and around the roundhouse building.

The play will include guest appearances by *Flying Scotsman* and *Tornado*.

It tells the story of Barrow Hill from the coming of the railways to the present day and the guide is a fictional site foreman, 'Shunter', whose family have lived in the area for generations.

Doors open at 6.30pm, performances commence at 7pm and finish at 10.30pm.

Ticket prices for the play are: adults – £13.20; children (16 and under) – £6.60 and are now also available from www.seetickets.com

Further details of forthcoming events can be found at www.barrowhill.org

No Swiss visitor for Snowdon this year

PLANS to bring a vintage rack and pinion locomotive from Switzerland to operate on the Snowdon Mountain Railway will not now go ahead this year.

A plan to borrow 1891-built locomotive No. 2 and a carriage from the Brienz Rothorn Bahn near Interlaken to run on Britain's only rack railway had been drawn up, and work has been carried out at

Waterfall station to allow the train to operate from Llanberis.

However, a SMR spokesman said: "This is a really ambitious project, which unfortunately, due to its complexity, will not now be happening this year.

"However, discussions are continuing and we are still hopeful of bringing a vintage steam locomotive from Switzerland to North Wales."



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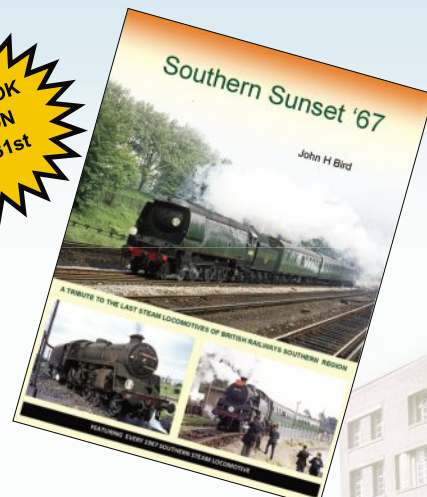
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Applicants should submit a CV together with a letter of application, outlining their suitability for the role, their intended approach to it and their indicative salary expectations not later than 5th August 2017.

Gwili opens its southern extension

By Robin Jones

SATURDAY, July 1 saw the Gwili Railway open its long-awaited southern extension to the outskirts of Carmarthen.

It was 40 years since the last section of the GWR cross-country route between Aberystwyth and Carmarthen – which had been kept open for milk traffic until 1973 – was lifted by BR.

The southern extension to Abergwili Junction station, which stands alongside the A40 trunk road, a major tourist route, is 1¾ miles long and is the culmination of 17 years of graft by volunteers.

The extension required more than 4000 sleepers, and over 300 60ft lengths

of rail, as well as over 4000 tonnes of ballast. Around £350,000 has been spent on the project, including funds from CWM Environmental, Carmarthenshire County Council Rural Development Fund and County Collaboration Fund, together with money raised by supporters.

The extension opened two years later than scheduled.

The opening train was run in top-and-tail mode by two Robert Stephenson & Hawthorns 0-6-OSTs. It set off from the line's Bronwydd Arms headquarters at 11.30am, hauled northwards to Danycoed by Austerity No. 7170 of 1944 WD No. 71516 *Welsh Guardsman*, with



Vintage policemen from the Glamorgan Guard stand either side of the VIP party which comprised Carmarthen mayor Coun Alun Lenny, special guest Sylvia Davies, the chairman of Carmarthenshire County Council Coun Irfon Jones and his wife Jean. SCOTT ARTUS

No. 7849 of 1955 No. 47 *Moorbarrow* on the rear.

It was *Moorbarrow's* turn to haul the 'Carmarthen Express' from Danycoed south to the new terminus, arriving at 12.30pm for the opening speeches.

Sylvia Davies, whose late husband

Geler Davies drove the line's last passenger train in February 1965, officially opened Abergwili Junction at a private VIPs-only ceremony on the Saturday.

She unveiled a plaque and then on the opening train, sat next to former town



Robert Stephenson & Hawthorns 0-6-OST No. 7849 of 1955 No. 47 *Moorbarrow* breaks the banner to open the extension on July 1. SCOTT ARTUS



Sylvia Davies, whose late husband Geler Davies drove the line's last passenger train from Carmarthen to Aberystwyth in February 1965, unveils a plaque to mark the official opening of the new Abergwili Junction station.
SCOTT ARTUS

mayor Wyn Thomas, whose father was also an engine driver on the line.

A second round trip from Bronwydd Arms, this time for volunteers, was run at 2.30pm.

Project spokesman Peter Nicholas said: "I have to keep pinching myself – I can't believe it.

"The track we laid came from the Swansea Vale Railway when they closed down, so it's really nice to put it back into use.

"Over the last few years, visitors have been asking when we're opening, people are very interested, so we hope it will attract lots of people to the railway."

The extension, which was opened to the public the next day, gives the line a total length of 4½ miles long, and passes the Gwili Falls, a local beauty spot.

Gwili marketing manager Scott Artus said: "The project has been 17 years in the making and there have been many ups and downs in that time, but the determination and perseverance of everyone concerned is to be truly admired.

"All of what you see has been done by the railway, with our volunteers, paid staff, shareholders and members all contributing, in addition to both



local businesses and those in the railway industry. There are many stories of generosity from all of those people, whether giving time, money or encouragement, or all of those things, and we cannot thank them enough.

"The extension has brought an established tourist attraction to the town of Carmarthen in a unique way and we hope our passengers will enjoy the fantastic run alongside the river and the extended ride.

"We are now looking forward to the future. We have plans to continue our work at this site, which includes building a car park and also to extend the line further north to Conwil and Llanpumsaint. We have proved that anything is possible."

The Gwili Railway was formed in 1975 and, by 1978, had purchased eight miles of trackbed and was running an initial steam-hauled service on a one-mile section of it northwards from Bronwydd Arms, three miles north of Carmarthen.



Above: Moorbarrow heads the first passenger train into the Gwili Railway's new southern terminus on July 1.
SCOTT ARTUS
Left: The mayor of Carmarthen, Coun Alun Lenny, speaks at the official opening.
SCOTT ARTUS

Since then, the railway was expanded northwards to Danycoed.

However, the line cannot be extended into Carmarthen town centre or link to the main line there, because a major bridge over the River Towy is missing. It would require a scheme of similar proportions and cost to the Great Central

Railway's Bridge The Gap project to replace the structure. However, that is not to say it will never happen: in recent years there have been calls to rebuild the entire Aberystwyth to Carmarthen line as part of the national network, but if that happened, the heritage line would have to be relocated.



Above: Welsh Guardsman's footplate crew on the opening train: Bill Brewer, Christopher James Rees and Gwili treasurer Emlyn Wright.
PHIL ROACH

Right: RSH Austerly 0-6-0ST No. 7170 of 1944 WD No. 71516 Welsh Guardsman is fitted with the headboard to take the first 'Carmarthen Express' departure from Abergwili Junction.
SCOTT ARTUS



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

Heritagetrailway.co.uk **23**

September debut for new L&B *Lyn*

By Robin Jones

THE new £600,000 replica of original Lynton & Barnstaple Railway Baldwin 2-4-2T *Lyn* is to make its eagerly-awaited debut at the line's September 30/October 1 gala, following its first steam testing in July.

As the Sunny South was marking the 50th anniversary of the end of Southern steam, the steaming of the new *Lyn* at Alan Keef's workshops in Ross-on-Wye heralded a new dawn for the Southern Railway.

The first *Lyn* arrived from the Baldwin Company of Philadelphia as a kit of parts for assembly at the L&B's Pilton yard, and first steamed in July 1898. It was nicknamed 'The Yankee'.

Despite initial problems, *Lyn* became a popular and distinctive engine that was also the most powerful on the line, on occasions pulling five-coach trains, one more than normally allowed.

Under Southern ownership, *Lyn* was shipped to Eastleigh in 1928, returning the following year fully refurbished – and in full Southern livery.

The 15,965th Baldwin locomotive built, *Lyn* featured outside bar frames typical of American 2-4-2s of the period, and was the only L&B engine to have a fully enclosed cab. Although the design was unique to this engine, many of the components were standard units from the Baldwin catalogue.



Lyn was the only American-built locomotive purpose-built for a line which in 1923 became part of the Southern Railway, and which later used imported USA class 0-6-0Ts during World War Two. Under the Southern Railway, *Lyn* became No. 762.

The Lynton & Barnstaple Railway ran its last train on September 29, 1935 and *Lyn*, along with Manning Wardle 2-6-2Ts *Yeo*, *Exe* and *Taw*, were scrapped at Pilton yard. Only *Lyn*'s headlamp and a water

gauge protector survived the scrapman.

Keith Vingoe of the Lynton & Barnstaple Railway Trust said: "Although it looks like the locomotive was scrapped in 1935, what's going on underneath is a very different thing altogether."

"Effectively it's the greenest steam locomotive to be built in the UK and it's more than £600,000 investment in North Devon and Exmoor tourism."

"*Lyn* will have a permanent home at the

Lynton and Barnstaple Railway, though it may also visit other railways as there is a great deal of interest in this engine."

The autumn gala may mark a double celebration, as the Exmoor National Park Authority is set to determine the line's application for planning permission to rebuild the section from Killington Lane to Blackmoor Gate and Wistlandpound Reservoir on September 5. The authority's recent Local Plan supports reinstatement of the line.

As yet unpainted, but with its cab fitted, the new *Lyn*'s first public steaming at Alan Keef's locomotive workshops for members and supporters of the 762 Club took place on July 8, coinciding with the 50th anniversary of the end of Southern steam. It will leave the workshops in September and be taken to Woody Bay for its gala debut, which will include running over what was, at around 1000ft, the highest point on the Southern Railway.

TONY NICHOLSON



Having returned to steam in 2016, ex-Granton Gas Works No. 10 Andrew Barclay 0-4-0ST No. 1890 of 1926 *Forth* has now been repainted in 'Wemyss Coal Company' livery. The former Strathspey Railway locomotive was formally rededicated in April and is now in regular service on the Fife Heritage Railway at Kirkland Sidings in Leven. On June 25, the locomotive was in service during the very popular Leven Rally which attracted an estimated 2000 visitors to the railway. STUART CHAPMAN

Welsh Highland after dark specials

THE annual September 15-17 Welsh Highland Railway Super Power weekend will feature an intensive service operating over the three days, with many additional departures over and above the line's standard service trains.

There will be passenger, vintage, freight and mixed trains running throughout the weekend, and consequently many favourites from the

Ffestiniog & Welsh Highland Railways' fleet of locomotives will be in use for people to enjoy.

There will also be several special trains after dark, celebrating the fact that Snowdonia National Park is now an International Dark Sky reserve with protected status for its night skies and only the 10th place in the world to gain this status.

Gala success for Amberley

AMBERLEY Museum's July 8/9 rail gala proved a huge success, with both steam and diesel traction in operation.

Resident steam locomotive Bagnall 2-4-0T *Polar Bear* and Bagnall 0-4-0ST *Peter* hauled passenger trains.

Goods trains ran with a selection of trucks, including the green 'V skips' better known for their role in the 1985 James Bond film *A View to a Kill*, part of which was filmed at Amberley.

Crowds gathered to watch the now traditional cavalcade of engines, with a great commentary by museum volunteers Gerry Cork and Peter Smith.

Motor Rail locomotive No. 9019 of 1951 *Burt* gave demonstration runs along the standard gauge line.

Visitors were able to see the new engine shed constructed by museum volunteer Tony Johnson on this line.



Orinstein & Koppel diesels *Sonia* and *Redland* top and tail a rake of 'V skips' which starred in a James Bond movie. GERRY CORK/AMBERLEY

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SOS for more volunteers at Yorkshire tramway

THE Shipley Glen Tramway may be forced to close on some weekends if new volunteers are not found, officials have warned.

The Yorkshire tramway has been running since May 1895 on a woodland hillside near Baildon, and is the oldest funicular railway in the UK still running apart from cliff lifts. A desperate plea for more helpers has been launched, to prevent the number of its opening days being cut.

The 20in gauge cable-worked line was opened on May 18, 1895 by Sam Wilson, a local publican, showman and entrepreneur, to ease access from Saltaire to several now long-closed attractions at Shipley Glen, including a wooden toboggan ride and a massive fairground.

It was said that Sam used to make his own lemonade and sell it from buckets at the top station. He then used the buckets to transport the takings to the bank. He also kept hens and sold eggs at the tramway.

As built, the line was powered by a gas engine, but since 1920 it has been electrically operated.

In 2002, operation of the line was taken over by a charitable trust under a lease from Bradford City Council. The tramway was closed in 2010, to bring it up to modern safety standards, a project which involved fitting the two tramcars with new chassis, wheels and decks, and improving braking systems on both cars and haulage drum. The line reopened in 2011.

Major repairs were needed to the tramway after its track was wrecked by the 2015 Boxing Day floods.

Trustee Maggie de Vries said: "I honestly think that we could get to the stage where we have to close.

"It's crisis point for us. We need to staff it to a safe level. We are down to about five drivers and people have to be trained up to get a licence to be a driver."

Uncertain future for electric stock as award-winning museum closes

THE Electric Railway Museum – an oasis of preservation for stock that most other heritage venues reject – is set to close after its final open day of the season.

The museum in Rowley Road, Baginton, next-door to Coventry Airport, is being forced to find a new site for its unique collection due to the creation of the Whitley South Technology Campus by developer Rockhill, which will support the growth of Jaguar Land Rover.

Accordingly, landowner Coventry City Council has not renewed the museum's lease. Despite concerted efforts by the trustees and volunteers behind the scenes, an alternative location has not yet been found.

The trustees have said that the closure announcement is "not a done deal", but unless an urgent solution is found over the coming weeks, the museum will open to the public for the final time on Sunday, October 8.

The museum, which in 2011 won the Heritage Railway Association's Annual Award (Small Groups), is also looking for temporary homes for its large collection of stock.

A real blow

Museum chairman Ian Brown said: "The closure of the Electric Railway Museum in its current form is a real blow to the railway preservation movement and, unfortunately, it is unlikely we will be the last heritage centre to have to overcome such challenges in the near future.

"However, this is certainly not the end of the line for the ERM and, even if a physical base has not been secured by October, we will remain as a residual – yet virtual – operation, and will continue to own our core assets.

"ERM remains determined to ensure the continued preservation and display of electric rail vehicles and we look to the wider transport and heritage community at this time to help us chart a way forward to achieve this."

Railway historian and museum trustee Graeme Gleaves said: "Despite increasing visitor numbers, the cost of a wholesale move is way beyond our funding capabilities at this point in time. We have been deeply humbled by the support – both financial and physical – that is already flooding in to help in the relocation of the museum's collection, and we are exploring all possible avenues in order for us to continue with our unique preservation work."

Since the closure announcement, a crowdfunding campaign has been launched by local enthusiast Nick Hair, who is not directly linked to the museum but who has concerns about the cost



LMS Wirral & Mersey (later Class 503) 650v DC third rail inner suburban three-car EMU No. 28690 in LMR maroon livery at the Electric Railway Museum in November 2011. It is one of several historically-priceless items of electric stock for which new homes must now be found. HUGH LLEWELLYN / CREATIVE COMMONS

implication of relocating its stock.

The museum was originally established in 1986 as the Coventry Steam Railway Centre, by a group which aimed to restore Hudswell Clarke 0-6-0T No. 1857. Other items of motive power, rolling stock and infrastructure including the Midland Railway Little Bowden Junction signalbox, were relocated there.

The land was previously part of Coventry's water treatment works and had no railway infrastructure there until the creation of the centre.

In the late Nineties, one of the original founders retired due to ill health and he sold his interest in the site to a consortium of Suburban Electric Railway Association members, and the tank engine was sold to another group. It is now being restored by Ryan Pope of West Somerset Restoration at Williton.

By 2004 the other founders had also called it a day and SERA took over sole running of the site's future, and it opened as the Electric Railway Museum in 2008, under the control of charitable company Electric Railway Museum Limited, which was established in 2008 to create a permanent home for preserving Britain's electric railway heritage.

The track layout comprises two three-road fans of sidings. Those at the end of the site adjacent to the Midlands Air Museum are complete with a headshunt that runs through a 40 metre cutting which was excavated by the members of the original steam centre. The sidings are protected by an inner fence to create a secure compound to deter unwelcome visitors.

The centre won the Heritage Railway

Association's Annual Award (Small Groups) in 2011. The award described the work done by the museum since its opening as 'an outstanding contribution to railway preservation', specifically 'in recognition of its excellence in the preservation of less fashionable stock outside the scope of most heritage railways'.

Technology campus

A Coventry City Council spokesman said: "The ERM has been on its current site at Baginton Airport for over a decade but, as they have known for a number of years, the land will be required to facilitate the creation of the Whitley South Technology Campus.

"We are happy to support the efforts of the museum team and the developer Roxhill in trying to find new homes for the important parts of the collection and we understand that there has already been a meeting between the developer and representatives of the museum."

The dispersal of the collection highlights a major problem in the heritage sector, as there are no electric heritage railways, and therefore EMUs can be used only as locomotive-hauled stock, or placed on static display or in storage. There has been talk in recent years of the Bluebell Railway's Ardingly branch being rebuilt in its latter-day form as a third-rail electric line, but no firm proposals have been drawn up.

The Blaenau Ffestiniog & Trawsfynydd Railway, members of which are clearing the mothballed Trawsfynydd branch, has offered to help with storing stock.

Other open days this year will be held on August 13 and September 9/10.

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With the completion of the overhaul of WD 2-10-0 No. 90775 by NNR Engineering, the Midland & Great Northern Joint Railway Society has all four of its steam locomotives available for traffic for the first time in a number of years. Pictured at the North Norfolk Railway's Weybourne station from left to right, are Hudswell Clarke 0-6-0ST No. 1700 or 1938 *Wissington*, GER Y14 0-6-0 No. 564, LNER B12/3 4-6-0 No. 8572 and No. 90775. STEVE ALLEN/MGNJRS

Steam returns to Kingsbridge Quay

By Robin Jones

STEAM returned to Kingsbridge nearly 53 years after the GWR branch line to the South Hams town closed.

The Kingsbridge branch, axed by Beeching on September 14, 1963, was the subject of attention from early preservationists, who were thwarted by the haste with which the tracks were lifted by BR, the same day that support from Kingsbridge Town Council had been enlisted.

In 1969, a U-shaped 7¼in gauge miniature railway was laid around the quayside at the head of the estuary in the town, with a GWR saddle tank as its motive power.

That line was later acquired by railway author and journalist Geoffrey Kichenside, the owner of the Gorse Blossom Miniature Railway near Newton Abbot, which opened in 1984 but is now closed.

The much-loved half-mile-long Kingsbridge quay line itself closed in 1991.

However, in 2014, Steve Mammatt, a director of local firm ActionWest Business Systems, drew up a plan to revive the line, and received the backing of the town council. It was said that even after an absence of more than two decades, many people still asked after the miniature railway at the town's Tourist Information Centre.

Pledged sponsorship

In 2015, work on laying a new track to 5/7¼in dual gauge began, the cost already having been covered by pledged sponsorship from local businesses. The original route was not chosen because of the state of the pavements, but instead the link runs down Embankment Road, from the quay to opposite the recreation ground.

The 6mph railway has sufficient clearance so that it avoids any conflict with pedestrians and cyclists using the pavement, protected from a cover when not in use.

Since it began running services under the banner of Bringing the "Little Train" back to Kingsbridge, the new Kingsbridge & District Light Railway has relied on internal



Steam back in action on Kingsbridge Quay on July 1. KD/LR



As it was: a GWR 0-4-0 tank engine on the Kingsbridge quay turntable in August 1970. Do any readers know the whereabouts of this locomotive today?

ROBIN JONES

combustion locomotives.

However, over the weekend of July 1/2, steam made its debut in the form of a freelance 0-4-0T brought by its owner while returning from a steam event at Launceston. It hauled service trains between Ria End and Parkside stations.

Railway officials hope to bring more

steam locomotives to the new line in the future.

In the meantime, it is possible to buy £20 shares in the railway, entitling the purchaser to one free ride a year and a certificate. Contact the Kingsbridge Information Centre on 01548 853195 for more details.

Sponsor for new P2 tender

THE tender tank for new-build Gresley P2 2-8-2 No. 2007 *Prince of Wales* will be built "on very beneficial terms" by Cleveland Bridge UK Ltd, the Darlington-based global leader in technology based engineering, construction and steel fabrication services.

The firm has agreed with The A1 Steam Locomotive Trust to fabricate the tender tank, the construction of which is like a lightweight box girder structure, from weathering steel plate as well as shot blasting and primer painting the finished structure.

The construction of the tender will take an estimated two years, with a break part way through for the tank base plate to go to the workshop of I D Howitt in Crofton, West Yorkshire to be trial fitted to the tender frames – the same process used for the tender built for No. 60163 *Tomado*.

The trust has agreed to provide several Cleveland Bridge apprentices with the opportunity to assist in building No. 2007, giving them experience in a different engineering environment. Overall, the sponsorship will bring forward the construction of the tender by at least 12 months.

P2 project director Mark Allatt said: "We are confident we will have completed the rolling chassis for *Prince of Wales* in 2017 having already reached 100% of our initial fundraising target for The Mikado Club and we remain on-track for completion of the new locomotive in 2021."

➔ For details of how to help visit www.p2steam.com, email enquiries@p2steam.com or call 01325 460163.

Get in touch

editor@heritagerailway.co.uk

Tornado: one big final push for funds to buy A1's tender

By Robin Jones

THE A1 Steam Locomotive Trust has launched one final effort to take ownership of No. 60163 *Tornado's* tender.

The trust's 163 Pacifics Club fundraising campaign to purchase the 101mph locomotive's tender has already reached 95% of its 163-member target to raise a total of £200,000. It now has more than 150 members.

By 2014 the trust had repaid all the £1million debt needed to complete *Tornado* in 2008 and funded the conversion of its support coach, BR Mk.1 BCK No. E21249.

However, the tender is currently owned by William Cook Cast Products Ltd, the trust's principal sponsor. The firm's chairman, Sir Andrew Cook CBE, offered to fund the construction of the tender in 2006, allowing the funds being raised to be spent on the engine.

The tender is leased to the trust under a 15-year loan agreement, which will come to an end in 2021.

The tender is a development of those built for the original Peppercorn class A1s – mainly due to the different operating environment on the modern network. Due to the lack of surviving steam infrastructure, water capacity is at a premium and so *Tornado's* tender carries 6200 gallons, as opposed to 5000 gallons, and seven tons of coal, rather than nine tons in the original A1s.

The tender is also the home for many

of *Tornado's* other unique features, including an alternator, Timken cartridge roller bearings (pre-greased, sealed and self-contained units that do not have to be fitted in enclosed axleboxes), Train Protection & Warning System apparatus, National Radio Network radio, Global System for Mobile Communications – Railway (GSM-R) radio, a GPS tracker and a mobile telephone charger.

'Shed allocations'

Membership of The 163 Pacifics Club has grown steadily since its launch in September 2013 and over 150 of the initial 163 LNER express passenger Pacifics have already received new 'shed allocations' in the form of supporter sponsorship. Due to popular demand, an additional 46 Pacifics have now been released from the Raven class A2s, the Thompson classes A2/1s, A2/2s, A2/3s, the Peppercorn class A2s and the Gresley class A4s.

One supporter has chosen to sponsor the 'honorary Pacific', the Gresley 'Hush Hush' W1 4-6-4 No. 10000/60700, which was unnamed, but also had 6ft 8in driving wheels.

Although *Tornado* carries the number 60163 – the next in the Peppercorn class A1 series following No. 60162 *Saint Johnstoun* – its pre-nationalisation LNER number would have been '163'. There were therefore 163 ex-LNER express passenger 'Pacifics' (wheel arrangement 4-6-2) from the Gresley class A3s/A4s,



The tender of A1 Peppercorn Pacific No. 60163 *Tornado* at Darlington Locomotive works in 2015. JOHN WILKINSON/A1SLT

the Thompson class A1/1 and the Peppercorn class A1s.

The club scheme works in the basis that if 163 people made a one-off donation of £960 (or donated £240 per month for four months), with the addition of Gift Aid (£240) this would raise a total of £195,600.

As with the trust's previous schemes, this initiative comes with benefits including a numbered certificate recording the donation and the number/name of the chosen LNER passenger Pacific, the member's name inscribed on the official roll of honour in Darlington Locomotive Works, which will detail the Pacific sponsored and entry into a draw for a main line footplate ride on *Tornado*.

A1 trustee Mark Allatt said: "We are delighted that over 150 people have joined The 163 Pacifics Club so far.

"Keeping *Tornado* on the Network Rail main line is expensive and time consuming and so the Trust is always seeking new supporters and volunteers to come on board.

"Next year will see the 10th anniversary of *Tornado's* completion and we will be seeking to mark this milestone in an appropriate manner."

➔ For more information about how you can join The 163 Pacifics Club or where to travel behind *Tornado*, visit www.a1steam.com or email enquiries@a1steam.com

West Lancashire set to celebrate its half centenary

THE West Lancashire Light Railway is to hold a series of special events to mark its 50th anniversary.

There will be a 'Nearly 50' gala on August 12-13 and a 50th anniversary gala on September 23-24.

The 2ft-gauge line was started by six local schoolboys in September, 1967. They were concerned by the loss of small, narrow gauge industrial railways, so they set out to save what they could in a working museum including steam, diesel, petrol and electric railway equipment from local sites such as coal mines, sand extraction sites for the glass industry, and brickworks, and looking further afield, from slate quarries in North Wales and military use.

Thanks to a family connection, the schoolboys were permitted to lay track on a site alongside a clay pit at Alt's brickworks and near Hesketh Bank station on the standard gauge West Lancashire Railway line between Preston and Southport.

The railway was closed in 1964 and brick-making continued until 1969-70.

28 HeritageRailway.co.uk

The brickworks has now been the heritage line's home for half a century.

The first locomotive, *Clwyd*, was a 1951-built Ruston & Hornsby diesel, obtained in 1968 from the Burscough Brick & Tile Co. A similar locomotive, *Tawd*, which was built in 1943, followed from the same source in 1969.

When Dinorwic Quarry closed down, an auction was held and the group was able to buy sufficient locomotive components for £165 to assemble a Quarry Hunslet, *Irish Mail*, but without a boiler.

A boiler was obtained by purchasing another locomotive, *Alice*, which was stranded high up on the mountainside. It had to be winched down to a point from where it could be fetched by lorry. Some parts of *Alice*, were retained, including the boiler, while the rest of it was sold on to the Bala Lake Railway. The restoration of *Irish Mail* took 10 years.

Early visitors who wanted a ride were carried free of charge "at their own risk". A timetable was issued for the first time in 1971.

The group built a coach on Hudson



Orenstein & Koppel 0-4-0T+WT No. 6641 of 1913 *Montalban* in action on the West Lancashire Light Railway. PHILIP PACEY

axles and Koppel axleboxes. In 1970 Southport Pier declared two of its 'Silver Belle' coaches redundant, and the railway bought both of them. When they ceased to be usable, the frame of one was used to build a second carriage.

Despite lacking security of tenure, the railway, now a charity, has continued

to invest in the site, erect buildings and lay track. The most recent development was been the construction of a turntable outside the engine shed.

For the September gala, the guest locomotives will include Quarry Hunslets *Alice* from Bala Lake and *Stanhope* from the Apedale Valley Light Railway.

Severn Valley steps back to the Forties

By Paul Appleton

MORE than 7000 visitors attended the Severn Valley Railway's flagship 1940s event held over June 24-25 and July 1-2, many dressed in period attire and waving Union flags as they entered into the spirit of the event.

People lined the platforms to catch a glimpse of the much-anticipated battle re-enactment at Highley, soaking up the action as paratroopers dropped behind enemy lines undertook their mission to capture an enemy ammunition train, while at Arley station, crowds of onlookers cheered on a 'happy couple' as they exchanged vows during a 1940s wedding. Arley also hosted a display of classic road vehicles.

A fire-fighting re-enactment and display was staged at Kidderminster, courtesy of the NFA & AFS Vehicles Group.

Vintage market

The Engine House Visitor Centre was home to a vintage market, while a replica air-raid shelter, a bombed-out building, a shop, an ARP post, a hospital train and classic and military vehicle displays were also on offer, along with a range of music and entertainment along the line.

A vintage bus gave visitors rides from the station forecourt at Kidderminster, where there was a further selection of classic and vintage cars.

There were plenty of toes tapping as the platform of Kidderminster station was transformed into a dance hall during the evening big band concerts on June 24 and July 1, featuring the Worcestershire Jazz Orchestra and special guests, the D-Day Darlings – with proceedings rounded-off with a dramatic 'air raid' finale.



Out of ticket GWR Collett 0-6-0PT No. 5764, fitted with GWR-style spark arrestor for display in a mock military setting during the Step Back to the 40s weekend on July 1. Such spark arrestors were fitted to pannier tanks running on the nearby Cleobury Mortimer & Ditton Priors Light Railway, which served a military depot at Ditton Priors. PAUL APPLETON.

Event co-ordinator Lewis Maddox said: "The atmosphere on the railway was fantastic over the four days. The sun shone, and spirits were high as one of our favourite events got into full swing. From Spitfires flying overhead to ferocious fire-fighting, over 7000 visitors donned their finest vintage clothing to step back in time... all with smiles on their faces!

"We've had such a positive response to the event on social media, and everyone's asking what the plans are for next year; all we can say is wait and see – you won't be disappointed! The event will take place on June 23-24 and June 30-July 1, so there's plenty of time to plan your outfit!"

Spark arrestor

Mothballed GWR Collett 0-6-0PT No. 5764 was brought out of storage for display in one of the bays at Kidderminster wearing an incongruous GWR-style spark arrestor of the type used at military sites and other industrial locations where flying sparks could be dangerous. It was posed in front of a mock-up of 'RAF Comberton Hill'.

An intensive timetable was operated



The mock-up provisions store on the station concourse at Kidderminster on July 1. PAUL APPLETON.

on both weekends, although not always using 1940s vehicles: at one point at Kidderminster, 1951-built BR lined black Ivatt 4MT mogul No. 43106 rolled in with a rake of BR Mk.1 coaches,

while a five car, BR-green liveried DMU waited to depart on a shuttle service to Highley. Perfect for a 1960s gala, but none of the visitors seemed to mind, even if they noticed!

Major district council grant for upgrade of Wensleydale station

THE Wensleydale Railway can go full steam ahead with major improvements to Leyburn station after scooping a £72,050 grant from Richmondshire District Council.

The £100,000 project will include the installation of a water tower, a passing loop, a viewing platform and footbridge and a signalbox with period signalling.

Council leader Coun Yvonne Peacock said: "This is a very exciting scheme for the district and one that we are delighted to be able to help make happen.

"It will allow for more frequent

services to be run, including park and ride shuttle trains from Redmire to Leyburn to support local events.

More visitors

"This is exactly the type of scheme we are looking to support through our growth fund – it will bring in more visitors – and therefore more revenue to the district."

Following the withdrawal of passenger services from the trans-Pennine route in 1954 most of Leyburn station's infrastructure including the footbridge, signalboxes and platforms – was

removed. The heritage line installed a single passenger platform when it began to operate passenger trains again in 2003 but it could not afford run-round facilities at that time.

Work on the upgrade has already started and it is due to be completed before the start of next season.

The footbridge has been recovered from Brigg station in Lincolnshire, while a Furness Railway signalbox has been donated. The latter was formerly known as the Vickers Machine Gun Siding Signal Box and it controlled

a siding where Vickers tested its machine guns.

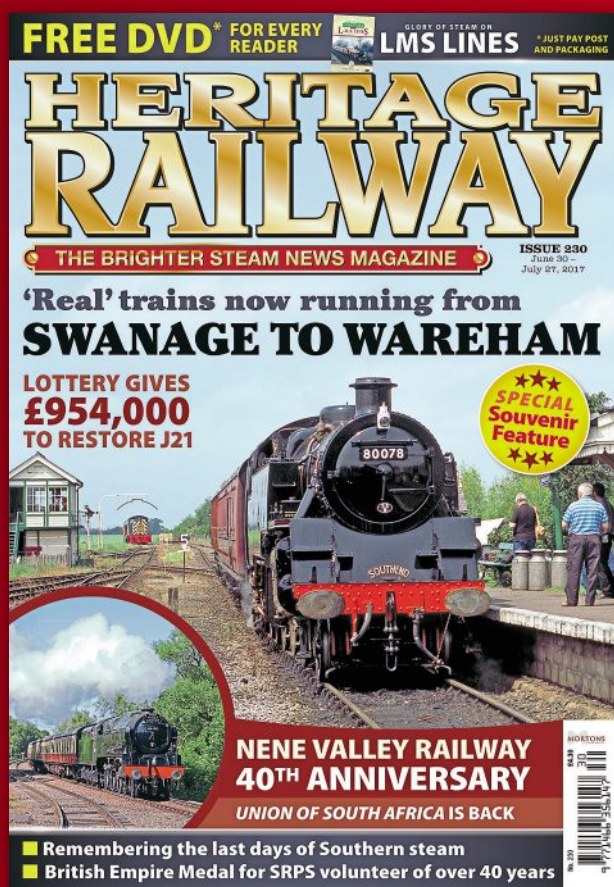
Completed by volunteers

Local contractors will restore and install the bridge, signalbox, water tower and platform while the trackwork and signals will be completed by volunteers.

The railway's project manager David Walker said: "Schemes of this size on the national network can cost many millions. Through the efforts of our volunteers and supporters we are able to deliver the scheme at a fraction of that."

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BR Standard 4MT shaping up at Severn Valley Railway

By Paul Appleton

ENGINEERS at the Severn Valley Railway's Bridgnorth locomotive works continue to take great strides in the overhaul of BR Standard 4MT 4-6-0 No. 75069, with the chassis now rewheeled and much of the bottom end overhaul moving close to completion. The lubrication pipework is also largely complete and looks most impressive.

Meanwhile, inside the boiler shop, a team of three is also flat out trying to complete the boiler with an autumn steaming in mind.

The new boiler sections are riveted, and the outer firebox is complete, with some welding to the copper inner firebox still to be carried out. Drilling of the firebox stay holes is almost complete ready for the stays to be fitted.

Works manager Neil Taylor told *Heritage Railway*: "The overhaul is going very well, perhaps not quite up to where I hoped it would be, but we are doing a thorough job and will not be rushed. I don't want to predict a completion date as you never know what else might crop up, but it would be nice to see the locomotive working before the year is out."

Replacing Erlestoke Manor

No. 75069 will replace GWR 4-6-0 No. 7812 *Erlestoke Manor* in the fleet, its ticket, already having been granted an extension, due to expire at the end of the year. Its owners plan to move the locomotive to Tyseley Locomotive Works early next year, where a two-year overhaul will be carried out.

An appeal, '7812 – The Final Mile' has

been launched to raise the funding shortfall of £35,000 required to complete the overhaul, with a targeted return to service in 2020. Visit www.erlestokemanorfund.co.uk for details.

LMS Stanier mogul No. 2968 has had its new rear dragbox completed and awaits space on the lifting jacks so that its wheelset can be removed, in around two months' time, after Highland Railway-type 0-4-4T *Dunrobin* has had its driving wheels removed so they can be sent away for refurbishment. Restoration of the locomotive's four-wheel pony truck has been completed, and work on the locomotive's chassis and boiler should see it come together early in the New Year, ready for test steaming and running in before it moves to its owner's base at Beamish Museum.

The next boiler to be completed is due to be that belonging to the Keighley & Worth Valley Railway's Ivatt 2MT 2-6-2T No. 41241. This is scheduled for around two-months' time whereupon it will be delivered to Haworth for fitting into the frames ready to steam again for the line's 50th anniversary of reopening celebrations next year.

Another contract job in the boiler shop is that of the Isle of Man Railway's Dübs 0-6-0T *Caledonia*. It is expected that the boiler should be finished by November and returned to the railway's workshops in Douglas ready for reassembly of the locomotive.

Other work currently includes detailed design work on the new cylinder block for GWR 4-6-0 No. 4930 *Hagley Hall*, with a view to commissioning patterns by the end of the year. The SVR has decided to use polystyrene patterns now that the



The rewheeled chassis of BR Standard 4MT 4-6-0 No. 75069 inside Bridgnorth Works in early July. It is hoped to have the locomotive complete this autumn so it can take some part in the SVR's busy pre-Christmas schedule. TONY BENDING

method has proved to be reliable, rather than going to the expense of producing wooden patterns.

95% reliability

Neil also explained that the present locomotive fleet is achieving 95% availability. "That is not just reliability of the locos themselves, but getting the right locos onto the rostered diagrams," he said. The railway currently has 10 locomotives of varying sizes available for traffic, with the smaller engines such as Port Talbot Railway/GWR 0-6-0ST No. 813 and GWR 0-6-0PT No. 7714 used on diners and charter trains, the latter also seeing a great deal of use during midweek running where it has become the highest mileage engine in the fleet.

With sometimes two or three locomotives away supporting other

railway's events, the SVR has sufficient motive power to cover its own needs, but that situation can easily change if there is a spate of failures. "We have been very comfortable so far this year, with all of the engines running well and very few failures," said Neil. "I think there has been only one occasion where a diesel has deputised for a failed steam locomotive."

Once the boilers for Nos. 75069 and 2968 have been completed, work will start on that for *Hagley Hall*, while also due to move inside the boiler shop are those for large prairie No. 4150 and new-build Riddles 3MT 2-6-2T No. 82045. "Work progresses on the boiler for the Standard," Neil said. "We have quite a kit of parts for it, so we will continue to do a bit every so often to keep pace with the build of the engine outside."



Second steam visitor for Spa Valley

Hunslet 0-6-0 ST No. 2705 of 1945 *Beatrice* was the second visiting locomotive at the Spa Valley's July steam gala, courtesy of the Embsay & Bolton Abbey Steam Railway and owner John Beasley. It is believed to be its first ever visit to the South East. During its fleeting two-week visit it ran facing south, the first time a steam locomotive has faced 'downhill' on the railway for many years. It is seen at Eridge on arrival with the 2.10pm from Tunbridge Wells West on July 2. DAVID STAINES

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

Moors carriages on a new crest

THE new carriage and wagon manager at the North Yorkshire Moors Railway, Kieran Murray, is now outshopping maroon-liveried BR Mk.1 carriages with crests.

These have been omitted for decades and their reinstatement has been much applauded.

Furthermore, he has intimated he is going to source genuine BR mouquette such as 'Bournemouth Blue' and 'Trojan' rather than any material which was available.

TSO No. NE 4921 is the latest

Mk.1 to enter service and is certificated for use over the Esk Valley Line to Whitby.

It has not run for over 30 years, having been converted for use in the ill-fated Travelling College project.

It was bought privately from the Bluebell Railway and taken to the Northampton & Lamport Railway at Pitsford. However, continuing vandal damage prompted the owner to bring it to the NYMR in November 2007.



TSO No. NE 4921 running again after three decades. MURRAY BROWN

Tyseley three Castles weekend heralds *Clun* comeback

By Robin Jones

WR 4-6-0 No. 7029 *Clun Castle* will definitely make its main line comeback this year – half a century after it hauled a special train to mark the closure of the route from Paddington to Birkenhead.

The 1950-built icon was one of the star attractions at the Castles open weekend held at the engine's home, Tyseley Locomotive Works, on June 24/25.

Tyseley's overhaul of its flagship locomotive is all but complete, with the fitting of electronic apparatus the main outstanding work to be completed. For the weekend, it lined up alongside sister Castles No. 5080 *Defiant* – which is back at Tyseley for overhaul to main line standard after spending several years on loan to the Buckinghamshire Railway Centre – and No. 5043 *Earl of Mount Edgumbe*.

It is said to be capable of steaming, the boiler having passed all its tests. However, Tyseley officials were reticent to 'start the clock ticking' on its boiler certificate by steaming it at the event.

Clun Castle has many claims to fame, most notably the Ian Allan special it headed on May 9, 1964, marking 60 years since No. 3440 *City of Truro* purportedly hit 100mph on Wellington bank, when, on the Plymouth to Bristol leg, it was timed at 96mph on the descent of the same bank.

It also hauled the last official steam train out of Paddington, to Banbury, on June 11, 1965. Officially withdrawn in December 1965, it was said to be the last operating Castle.

The following year, Tyseley Locomotive Works' founder, the late Patrick Whitehouse, bought it for £2400, its scrap value, and set up a new company, 7029 *Clun Castle* Ltd, to own it. In 1986, it hauled the last train from the original Birmingham Moor Street station.



GWR Castle 4-6-0s Nos. 7029 *Clun Castle*, 5043 *Earl of Mount Edgumbe* and 5080 *Defiant* at Tyseley. PHIL WATERFIELD

As previously reported, Tyseley is now aiming to have two out of its three Castles available at any one time, for use on its Vintage Trains excursions.

Around 2000 visitors attended the open weekend, which also marked Tyseley's half centenary as a preservation venue. Three special guests were LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland*, the 2ft 6in gauge Welshpool & Llanfair Light Railway's Hunslet 2-6-2T No. 14 and new-build 4-6-0 No. 6880 *Betton Grange*, now in an advance stage of completion and temporarily paired with a 28XX tender. Its boiler cladding sheets were recently added.

At the event, 6880 *Betton Grange* Ltd launched The Final Push appeal for £70,000 to complete the locomotive. The tube plates for the boiler at Tyseley have been made and work on the chassis is now focused on cylinders. A separate new tender appeal will follow.



LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland*, GWR Castle 4-6-0 No. 5043 *Earl of Mount Edgumbe* and 0-6-0PT No. 9600 outside the shed at Tyseley. MARTIN CREESE

GWR 4-6-0s Nos. 7029 *Clun Castle*, 5043 *Earl of Mount Edgumbe*, 5080 *Defiant*, 4965 *Rood Ashton Hall* and 6880 *Betton Grange* line up round the turntable. PHIL WATERFIELD



Summer at Blists Hill for Sierra Leone locomotive

WELSHPOOL & Llanfair Light Railway Hunslet 2-6-2T No. 14 is to spend much of the summer on display in the Ironbridge Gorge, following its appearance at the Tyseley Locomotive Works Castles open weekend.

No. 14, which last ran in 2010, was built in 1954 for service in Sierra Leone, where it carried the number 85, and was purchased from a scrap dealer by the WLLR in 1975.

It is currently on a UK tour financed by a £22,800 Heritage Lottery Fund grant. It left Locomotion at Shildon in April after six years on display there, and has since visited the Armley Industrial Museum in Leeds, the city where it was built, Hull (twinning with Sierra Leone capital Freetown) as part of the 2017 City of Culture celebrations and the Museum of Water and Steam at Kew.

It will now be a feature exhibit in the summer-long festival, Fire, Furnace and Steam, at Blists Hill Victorian Town, one of the 10 Ironbridge Gorge museums

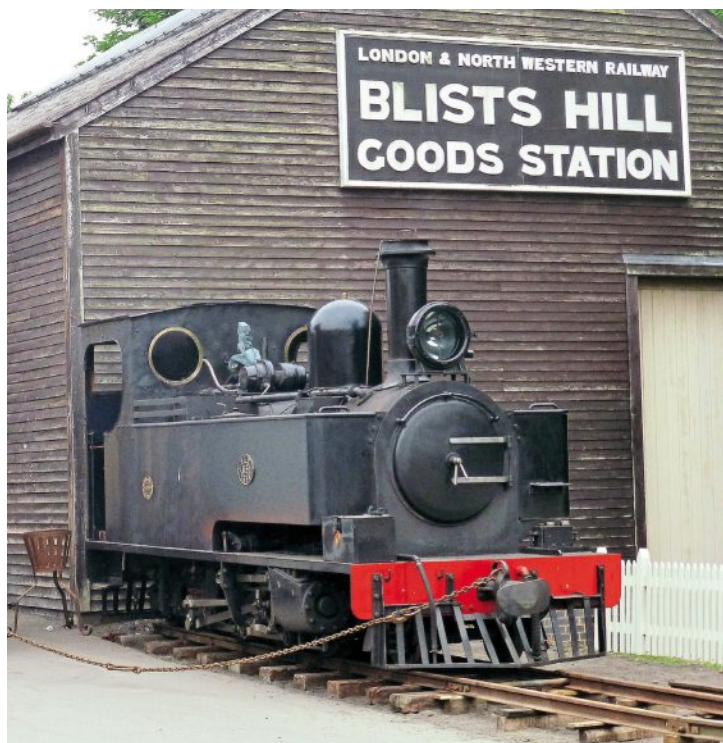
in Shropshire. It will be on display there until Monday, August 25, next to the LNWR good shed at the entrance.

Displays created by the Friends of the Sierra Leone National Railway Museum accompany No. 14, telling the stories of slavery and freedom, colony and independence, and the special story of the Sierra Leone Railway.

The tour has been organised by the WLLR with the Friends and is helping promote the Sierra Leone National Railway Museum and to raise funds for a new workshop at Llanfair Caereinion.

It is intended that No. 85 will be the first locomotive to be restored in the new facility. When restored the loco will be able to form the African Train, running with two Gloucester-built Sierra Leone Railways bogie carriages that the WLLR also purchased in 1975.

No. 14 will attend the Shrewsbury Steam Rally on August 27-28 and will be displayed during the WLLR's annual steam gala on September 1-3.



Hunslet 2-6-2T No. 14 beside the LNWR goods shed at Blists Hill Victorian Town, where visitors will see it as soon as they enter. There will be a Blists Hill in Steam special event on August 19-20. CHARLES SPENCER/WLLR

Model show celebrates 40 years

THE Midlands Model Engineering Exhibition returns to the Warwickshire Exhibition Centre near Leamington Spa on Thursday, October 19 to Sunday, October 22 for its 40th anniversary.

Around 40 clubs will attend and more than 1000 models will be on display from both societies and

individuals, who are being invited to enter them for a prize competition.

The popular 5in gauge outdoor track operated by the Coventry Society of Model Engineers will be in action.

Entry form are available on 01926 614101 or online at www.midlandsmodelengineering.co.uk

Go-ahead given for Curzon Street rebirth

A SCHEME to redevelop Birmingham's redundant Grade II listed Curzon Street station into a hub for High Speed 2 has been given the green light by the city council.

The London & Birmingham Railway's northern terminus, one of the city's finest historic buildings fronted by four massive distinctive Ionic columns, will be turned into a visitor centre and office space for HS2 and other organisations including Historic England and Birmingham City University.

HS2 intends to use the building as the hub for its high-speed line linking London and Birmingham, with conversion work now expected to start in November, with completion in 2018.

Next to it, HS2 will develop a 350 acre site including a new seven-

platform station, shops, offices, a hotel and 2000 homes including student accommodation.

Curzon Street station was, like the London & Birmingham's southern terminus of Euston, designed by Philip Hardwick. Its design mirrored the former Euston Arch with its distinctive Roman influence. Built in 1838, it is the world's oldest surviving piece of monumental railway architecture. It was shared with the Grand Junction Railway linking the city to Manchester and Liverpool.

Councillor Peter Douglas-Osborn said: "It's a gem – a treasure for Birmingham but it's also a national treasure.

"This building has at last come back into use and will be integrated into the HS2 system, and it will be the most beautiful addition to it," he said.

Royal station ticket offices for sale

TICKET offices which were once part of the station that served the Royal Family's Sandringham seat have gone on the market for £1.4 million.

The carrstone offices at Wolferton station on the closed King's Lynn to Hunstanton line were extended and converted into a five-bedroom private home 15 years ago, after it ceased to be a museum.

Ashbee House stands at the end of the platforms at the station, next to the grand waiting rooms. The station was built to serve Sandringham House and opened in 1862.

The following year the future King Edward VII and his bride Princess Alexandra were two of the first royal arrivals, after they caught the train to Sandringham after their wedding. King George VI's coffin

was carried to the station, from where it set off for London, after he died at Sandringham in 1952.

The station closed in 1969, when the Queen agreed to cut costs and use King's Lynn station instead.

The house is a rare example of homes in the village of Wolferton which are privately owned and do not form part of the Sandringham estate.

It is being marketed by estate agent Bedfords.

Also on the market is the former station house at Delabole in Cornwall, opened by the North Cornwall Railway in 1893 and closed along with the line in October 1966.

Converted into a three-bedroom home, the property is on sale through estate agent Cole Rayment & White for £335,000.

Problematic Manx diesel expected to be 'back this year' after repairs

THE Isle of Man Railway's problematic American-built diesel No. 21 is expected to return to service this autumn after not having run for more than two years.

The green-liveried double-ended diesel, nicknamed 'The Cabbage', was bought and shipped from Motive Power & Equipment Solutions Incorporated of Greenville, South Carolina, in 2013 at a cost of nearly £420, as a replacement for diesel No. 17 *Viking*.

No. 21's underframe, body, and engine are new, with the bogies modified from a GE industrial locomotive.

It was intended to recover broken down trains, operate the fire train, assist heavy trains up the bank at Douglas and to haul works and special trains

including commuter services.

The island's transport officials claimed it would pay for itself within 13 years and help make savings of almost £40,000 a year.

However, it has hauled only 34 passenger trains since it was delivered.

Soon after its arrival, it was taken out of service with engine problems. A new engine was fitted under warranty, but problems with the air intake persisted.

It was taken out of service in summer 2015 with a loose tyre, but issues with other components were then discovered.

The island's director of public transport Ian Longworth said that No. 21 should be back in service by late summer or early autumn following remedial work.



The first seven-coach train on the Leighton Buzzard Railway ran on July 2 as part of the line's Paddington Bear day. Double-headed haulage was by the two most powerful locomotives on the line – Baldwin 4-6-0T No. 44656 of 1917 No. 778 and Orenstein & Koppel well tank *Pedemoura*. The view is looking towards the Chiltern Hills, on the rural section alongside Vandyke Road. MERVYN LEAH

Towards Double Arches!

By Robin Jones

THE award-winning Leighton Buzzard Railway is marking its 50th anniversary year with a £150,000 appeal to rebuild more of its 'main line'.

The 2ft gauge line in Bedfordshire was built to serve several sand quarries and to take the extracted material to a transhipment siding of the main line near the town's LNWR station.

There was never a defined point to mark the eastern end of the line – the end of the main running line has always been recognised as being at the point at which it crossed Eastern Way and entered the main quarry itself at a location known locally as Double Arches.

Continuing modern-day sand extraction at the quarries there means that Double Arches is not yet accessible.

However, the opportunity now exists to extend the line beyond Stonehenge by nearly three-quarters of a mile, past Munday's Hill, to within striking distance of that eventual goal.

The heritage line has now launched a £150,000 appeal to cover the estimated costs of this extension and associated works at Stonehenge.

Work is well advanced to secure grant support, but that is likely to require matched funding from the line's own resources.

As well as driving the railway back towards its original 'terminus', this extension in open countryside will offset the effect of the new housing developments that are proposed elsewhere along the line.

The extension will also feature a section with a gradient of 1-in-27, providing new

opportunities to enjoy the sight and sound of locomotives working hard, and also a unique section of British narrow gauge double track.

Track components have been sourced and need to be secured by October at the latest.

A first target of £40,000 by the end of September has been set to enable this and the preparatory works to start.

The project comes hot on the heels of the railway scooping the Heritage Railway Association's top honour, the 2016 Peter Manisty Award for excellence, following the official opening on October 29 last year of its new £386,000 station at Page's Park.

The 'Museum Gateway' station building is designed in the style of the LNWR island platform structure at the town's main line station, and 74% of the cost

was raised from within the modest membership of 419, with £100,000 in grant aid for the 'Community Rooms'. That capped a momentous year for the former sand-carrying line, which last September launched Orenstein & Koppel 0-6-0WT No. 10808 of 1924 *Pedemoura*.

A spokesman said: "The Leighton Buzzard Railway is driving forward into its second half-century with new energy against a background of growing passenger numbers and interest in the line. A return to Double Arches has been long dreamed of by many members and this new project will take the railway most of the way there, ready for the day when that final step will be possible."

Donations to the Double Arches appeal can be made by cheque, payable to the Leighton Buzzard Narrow Gauge Railway, or online at www.buzzrail.co.uk

IN BRIEF

→ **TYWYN's revamped Narrow Gauge Railway Museum at the Tallyllyn Railway's terminus held an inauguration ceremony on June 30. Last year the museum received a £42,700 Heritage Lottery Fund grant, enabling it to place two new locomotive exhibits on the ground floor, and enhance its education programme.**

→ **PLANS to rebuild part of the narrow gauge peat railway through Crowle Moors have been boosted by the granting of planning permission for a locomotive workshop by North Lincolnshire Council.**

THE authority is working with the Isle of Axholme and Hatfield Chase Landscape Partnership to facilitate Crowle Peatland Railway Society's plans to restore two Schoma diesel hydraulics.

Moel Siabod returns to Snowdon climb after 17 years

THE Snowdon Mountain Railway's 1896-built 0-4-2T No. 5 *Moel Siabod* is back in traffic following a £60,000 refit.

The locomotive, built by the Swiss Locomotive & Manufacturing Co of Winterthur and sold to Britain's only rack railway for £1500, had been out of action since 2000.

It has undergone a £60,000 refit and refurbishment of the engine, and following its re-entry into traffic in July, is now considered the line's premier locomotive.

It brings the tally of operational steam locomotives on the line to four, and it will work alongside No. 2 *Enid*, No. 3 *Wyddfa* and No. 6 *Padarn*.

Railway general manager Alan Kendall said: "I'm extremely pleased to have No. 5 back in service and taking passengers up Snowdon once again.

"Our engineers assure me it is the best presented locomotive on our railway and the benchmark for all future locomotive rebuilds."



No. 5 *Moel Siabod* in steam at Llanberis again after 17 years. SMR

Quarter of tickets for Telford Steam Railway's Polar Express sold on day one

MORE than a quarter of the tickets for the 2017 edition of the US-style Christmas experience Polar Express at the Telford Steam Railway sold out on the first day on them going on sale in

July, and demand was so high that the line's website crashed.

The Polar Express will run four times a day from December 1 through to December 23, with each trip lasting

one hour, and several nights are already sold out. The railway has also announced an autism-friendly version on at 4.50pm on December 14.

Elsewhere, police are appealing

for witnesses after vandalism at the Dartmoor Railway's Meldon Quarry site in which thousands of pounds of damage was caused to the line's Polar Express coaches by on July 1.

New Welshpool wagon celebrates family history

THE influence of a local family on the fortunes of the Welshpool & Llanfair Light Railway has been celebrated in the latest open wagon to join the line's heritage fleet.

John Lloyd Peate was a coal merchant based in Llanfair Caereinion, and when the railway opened in 1903 he ordered five private owner coal wagons from RY Pickering & Co Ltd, the supplier of the 2ft 6in gauge railway's rolling stock. Peate's wagons carried coal between Welshpool and his Llanfair facility in the railway's yard.

While used extensively by standard gauge companies, private owner wagons were very rare on the narrow gauge, with only the WLLR and the Southwold Railway known to have employed them.

WLLR members have long wanted to add an example of the Peate wagon to the heritage fleet, which replicates the type of trains that would have run in the

railway's pre-preservation days.

Among those contributing to the project were members of the Peate family, still well known in the district, and Shrewsbury-based coal factor J A Smallshaw, which supplied JL Peate in 1903 – and which still supplies the WLLR today.

A team of volunteers led by John Bancroft built the vehicle over a period of 10 months. The wheelsets were recovered from stock on the line – one is of 1930s GWR origin and the other dates from the railway's construction in 1902. It is believed that it came from the carriages scrapped by the GWR in the 1930s when the passenger service was withdrawn.

The axleboxes are correct original items dating from 1902. They were acquired by the Talylyn Railway after the WLLR closed in 1956, and returned to Llanfair after being found during a clear-out of the TR's workshops.



Members of the Peate family gather in 'their' wagon on July 15. WLLR

The wagon was launched into traffic with a special train on Saturday, July 15, and many members of the Peate family were present to travel on the train and to see their 'family wagon' make its debut.

The wagon is likely to be a popular addition to the line's vintage trains, which now run as mixed rakes recalling what would have been normal practice between 1903 and the end of passenger services in 1931, and helping to fulfil part of the line's mandate as an educational charity.

"John Bancroft and his team should be proud of the splendid reproduction they have created", said WLLR general manager Charles Spencer. "The railway is very grateful for their hard work, and for the generosity of members and others who made this slice of railway and local history possible."

The next vintage train weekends will be on July 29/30 and August 26/27 while the wagon will also be a vital part of the special trains run as part of the September 1-3 steam gala.

Swanage Railway diesel naming marks 33 years of Army help

A GB Railfreight Class 66 diesel has been officially named *Royal Corps of Signals* to mark a 33-year association with the Swanage Railway – during which 5000 soldiers have installed telephone and communications equipment along the Purbeck heritage line.

The naming of No. 66756 was carried out at Swanage station on national Armed Forces Day, Saturday, June 24.

Performing the honours in front of guests, members of the military and the public were Maj Gen John Crackett, of the Royal Corps of Signals – whose headquarters are at Blandford Forum in Dorset – and the managing director of GB Railfreight, John Smith.

Since 1984, a total of 5000 servicemen and women from the Royal Corps of Signals have taken part in 65 exercises on the Swanage Railway as the heritage line has developed, with the troops also helping the wider community in the Swanage area.

Railway volunteer Frank Roberts, a serving member of the Corps for 25 years, said: "It was a great day. The locomotive naming was a very proud moment for everyone in the Royal Corps of Signals, past and present."

The naming ceremony was the first time that present and past members of the Royal Corps of Signals had enjoyed a reunion in Swanage since 2005, when the Corps was given the freedom of the town.



Proud past and present members of the Royal Corps of Signals attended the naming ceremony for Class 66 No. 66756 at Swanage on June 24.

ANDREW P M WRIGHT



The Land Rover that can also run on rails. JULIA SAVILLE

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

Steam on the Road also set to become road on the rails!

THE Severn Valley Railway's August 12/13 Steam on the Road event will feature a Land Rover that can also run on the track.

The 1957 Series 1 88in Land Rover, PSL193, owned by Mark Saville since 2002 and affectionately known as Plimsoll, has a 1997cc four-cylinder petrol engine, a four-speed main gearbox and a two-speed transfer box with selectable four-wheel-drive.

Mark, assistant editor of *Land Rover Owner* magazine, has operated it on the Foxfield, North Yorkshire Moors and Bluebell railways.

The wheels are uniquely custom-made from cast LM25 aluminium/magnesium alloy

and can replace the road tyres in just one hour.

It will be travelling along the line from Bridgnorth to Kidderminster and return during the day, alongside SVR train services.

Mark said: "I've driven Plimsoll over 40,000 miles, whilst driving to Iceland three times, once to the Arctic Circle in Norway, Switzerland (Jura Mountains), central France, Ireland, Denmark, Germany, Netherlands, Belgium, Wales, Scotland and all points between. My ultimate ambition is to drive across the Forth Rail Bridge!"

Also appearing at the event will be steamrollers, traction engines and steam wagons.



The buildings on Gobowen's platform 1 now in the care of a community group. GAIP



The ticket office on platform 2 was part of the sale. GAIP

Historic Gobowen station sale boosts Oswestry revival hopes

By Robin Jones

THE platform buildings at Gobowen station on the Shrewsbury to Chester line, part of the GWR route from Paddington to Birkenhead, have been bought by community organisation the Gobowen Area Improvement Group – and may be used to help start a new shuttle of heritage service to Oswestry.

The buildings on both the Up and Down platforms had been in private ownership for many years and were destined to be sold at auction.

However, Selattyn and Gobowen Parish Council stepped in with a Community Right to Bid application.

Through the Community Right to Bid process, the group had to raise the necessary funding for the purchase and sought assistance from Three Parishes Big

Local, the Big Lottery funded programme led by local residents that is investing in Gobowen, St Martins and Weston Rhyn. Three Parishes Big Local provided a grant and a loan totalling £110,000 as part of the funding required.

Regular service

Now the station can not only be restored to its former glory, but could provide a northern terminus for Cambrian Railways to fulfil its ambition of running a regular service to Oswestry, with intermediate stations at the Orthopaedic Hospital and tourist attractions along the route. The development will also considerably enhance the employment opportunities within the local area, particularly in tourism and engineering within the railway spectrum of the project.

Three Parishes Big Local spokesman Glenn Pennington said: "We were impressed with the innovative opportunities that the station buildings project offers for revitalising the local area."

The Oswestry Station Building Trust Ltd, a registered charity and partner in the Gobowen Area Improvement Group, acted as the facilitator in the purchase. The group, which administers the landmark Cambrian Railways headquarters building at Oswestry station, will be the owner and financial partner in the management of the project.

Working within GAIP, it will now continue to plan the future development of the station buildings, offering security of tenure for the existing tenants which includes Severn Dee Travel, a not-for-

profit rail agency which has run the booking office there for more than 20 years, and a station cafe managed by Derwen College.

Great support

Sheila Dee, community rail officer for the Chester Shrewsbury Rail Partnership, and also a member of the Gobowen Area Improvement Group, said that the group had great support from stakeholders, the rail industry and the community. "The many hours spent working on this bid and compiling our business plan had been very worthwhile and made us far more prepared for challenges that were faced in raising the finances needed. The opportunity these buildings give this area are immense. Restoration of the once beautiful buildings will make the station the gateway to the area once more."

Collett goods stopped with boiler issues

GWR 0-6-0 No. 3205 – the locomotive that launched the Severn Valley Railway's public services in 1970 – has been taken out of traffic at its current home with severe boiler problems that could cost up to £400,000 to rectify.

The locomotive was stopped by the South Devon Railway on April 13, with a recurrence of a boiler barrel problem. The boiler will now need a substantial rebuild.

An older problem is that No. 3205, which was bought straight out of BR service by the late David Rouse, needs a new cylinder block and a new set of cylinders. The tender tank is life expired and in recent times it had run with one borrowed from 2-8-0 No. 3803.

Talks are now underway with owning group the 2251 Fund about an assessment of the likely cost of facilitating a return to traffic as soon as possible. A SDR spokesman said: "No. 3205 is certainly not an impossible task."

Fancott Railway's *Herbie* rides again!

A DIESEL locomotive thought to have been written off in a blaze which destroyed much of Britain's best-known and oldest pub railway, is back in service again.

As previously reported, disaster struck at the 10¼in gauge line Fancott Miniature Railway, around 3.40pm on March 3, 2015.

A fire, believed to have been started by a discarded cigarette end, broke out in the bin compound at the back of the locomotive shed.

The blaze destroyed the locomotive shed and the carriage shed, the building of which had been finished at noon only the same day. Several carriages were lost.

Part of the Grade II listed Fancott pub in the village of the same name near Toddington in Bedfordshire was severely damaged too, but despite the damage to the kitchen and outhouses, the main building, with its low ceilings and wooden beams, escaped.

No one was hurt in the fire. There were



Class 40 lookalike *Herbie* has been restored to running order by RVM Engineering of Hastings, despite fears that it had been damaged beyond repair in the fire. FMR

only two staff members and a handful of customers present at the time.

Well wishers rallied round and with aid of a crowdfunding appeal raised several thousand pounds for the railway to be rebuilt, and a replacement four-road engine shed and a carriage shed were erected, with new track laid to replace the sections damaged in the blaze.

Herbie, a Class 40 diesel lookalike built by miniature locomotive manufacturer Severn Lamb in 1984, was among the locomotives that were badly damaged, and was thought to be a write-off.

The railway, which dated from 1975, reopened on June 30 the same year.

In October 2016, Dan Radcliffe of the Hastings Miniature Railway in Alexandra Park offered to restore *Herbie* and Class 47 No. 47586 *Northamptonshire*. Dan took both locomotives to his RVM Engineering workshop in Hastings and found that *Herbie* was restorable, but the Class 47 was not.

RVM also repaired *Phoenix*, a small tank engine that was recovered from the ashes of the fire.

The firm took it on as a project to see just how much work was involved in rebuilding a fire damaged locomotive. *Phoenix* now runs on the Hastings line.

Herbie returned to Fancott on March 20, 2017, and is back in service.



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Masterplan scrapping boosts Ashburton comeback hopes

By Robin Jones

THE Dartmoor National Park Authority's controversial masterplan for part of Ashburton – which would have scuppered any hopes of a northern extension of the South Devon Railway into the town's Brunellian station – has been ditched.

The plan, which included a 3.5-hectare mixed use redevelopment of the rundown Chuley Road area, which would have included housing, commercial and employment uses, and a car park, was approved by the authority two years ago.

Its implementation, which would have included houses being built on the old formation, would have meant that the section of the former GWR branch through the town to the old station, which has in recent decades been used as a garage and workshop, could never be reinstated.

Stumbling block

The then newly-formed Friends of Ashburton Station objected to the masterplan, which in June last year was placed on hold while the park authority held discussions about the future use of the trackbed, seeking the safeguarding of the railway trackbed through the Chuley Road site.

One big stumbling block faced by the masterplan was the plan to build houses on the trackbed, which lies within the River Ashburn floodplain. Now the masterplan has been ditched – opening the door for the railway to return.

The Friends group has its own proposal that offers a solution to the required redevelopment of the Chuley Road area while also creating a significant visitor attraction.



An artist's impression of a potential tunnel taking the railway beneath the A38 trunk road at Ashburton. FOAS

A Dartmoor National Park spokesman said: "We allocated the land at Chuley Road in our 2013 Local Plan. At that point several of the larger landowners had expressed a wish to relocate, or redevelop their sites. We decided, with Teignbridge District Council and community support, to approach this opportunity by preparing a masterplan for the area.

"We saw this as a way of improving the built environment of this area on the edge of the town centre, and

aiming to co-ordinate how to deal with issues raised by the community around highways, parking and flood events.

"The two residential elements of the masterplan were not financially robust enough to pay for any of the promised 'public realm' works, including flood attenuation, and it was further demonstrated the railway would deliver an effective flood corridor through the entire station site and it would free up the land needed for the dedicated car parking wanted by local people, as nothing other than a comprehensive redevelopment of the site or the railway would tackle the flooding issues."

More positive

A Friends spokesman said: "There is now a more positive and constructive relationship between the Dartmoor National Park Authority and the railway project. Whilst this does not mean the railway should, or will form part of the future development of the Chuley Road site, it does mean that decisions, by the community or the DNPA, may now be based upon a sound understanding of the potential benefits the railway could bring, and its deliverability.

"There is much to be done, not least in terms of overcoming past

preconceptions, building bridges and in establishing a vision that marries local concerns with the railway's potential to leverage in the substantial external funds that the station site needs sooner rather than later.

"With a fair wind, open minds and a clear understanding that Ashburton's priorities for Chuley Road must also be the railway's priorities, there is a way forward."

As previously reported, the Friends suggested a "little trains" approach to Ashburton, reinforcing the heritage of its railway connection, which was lost in 1969 when the A38 trunk road was built. The idea is to run GWR auto trains, typical of those that used the branch in the steam era, to provide a shuttle service between Ashburton and the South Devon Railway terminus at Buckfastleigh, which would be accessed by a new tunnel beneath the A38.

As well as the heritage aspect, the auto-train would provide a park-and-ride service. The SDR's Collett 0-4-2T No. 1420 would be returned to steam to head it.

The cost of rebuilding the missing link between the two towns has been estimated at £20 million, but the scheme has been gathering support both locally and nationwide.



Ashburton's station train shed, which was built to an Isambard Kingdom Brunel design, is in use as a garage. ROBIN JONES

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Newly-restored RSH 0-4-OST No. 7063 of 1942 *Eustace Forth* double-heads a coal train away from the colliery with Bagnall 0-4-OST No. 2842 of 1946, banked by visiting Peckett 0-6-OST *Sir Gomer*. ROBERT FALCONER

Foxfield 50th anniversary gala stunner

By Robin Jones

THE July 14-16 gala held to mark the Foxfield Railway's 50th anniversary proved to be an outstanding success, say the organisers.

More than 1200 people turned up to the gala at what in 1967 set off on the road to become one of the UK's top industrial heritage locations.

Freight to Foxfield Colliery ceased in 1965, but enthusiasts stepped in to save the line.

The guest locomotive for the event which saw seven engines in steam was Peckett 0-6-OST No. 1859 of 1932 *Sir Gomer* from the Battlefield Line, which was making its first appearance on a colliery line since its retirement from the NCB at Mountain Ash in 1978.

Also appearing were Robert Stephenson & Hawthorns 0-4-OST No. 7063 of 1942 *Eustace Forth*, Bagnall 0-4-OST No. 2842 of 1946, Dubs 0-4-0 crane tank No. 4101, 1874-built Haydock foundry 0-6-0WT *Bellerophon*, Hunslet Austerity 0-6-OST No. 3839 of 1956 *Wimblebury* which had just returned to service after a 10-year overhaul, and Hunslet Austerity 0-6-OST No. 3694 of 1950 *Whiston*.

Absolutely delighted

Other locomotives reflecting the heritage line's half centenary were hauled outside on static display. They included Hawthorn Leslie 0-4-OST No. 3581 of 1924 *Marston*, *Thompson & Evershed No. 3*, one of the first two locomotives to arrive at Foxfield in the preservation era, and which is said to have one of the longest nameplates in the heritage sector, and Manning Wardle 0-6-OST No. 3581 of 1924 *The Welshman*, which is also stored at Foxfield awaiting restoration.

Organiser Dave Scragg said: As a 50th anniversary gala we were absolutely delighted by the public response."

The next big event at Foxfield is the September 24/25 autumn gala.



Dubs 0-4-0CT No. 4101 leaves the yard at Foxfield colliery passing RSH 0-4-OST *Eustace Forth* and Manning Wardle 0-6-OST *The Welshman* on July 14. ROBERT FALCONER

The very much under-restoration *Marston*, *Thompson & Evershed No. 3*, a pioneer from the first days of Foxfield preservation.
DAVE SCRAGG



Austerity 0-6-OSTs *Whiston* and *Wimblebury* join forces on Foxfield bank. *Wimblebury* appeared in unlined NCB livery for the first time in many years. ROBERT FALCONER

Appeal boost for new Corris locomotive

A FRESH appeal for funds to build a replica of one of the Corris Railway's original three locomotives has received a major boost.

An individual has offered to contribute £25,000 to the fund to build a new Hughes 0-4-2ST, if three similar donations or net contributions are received. Should these sums be raised – and an anonymous donor has already contributed £3000 – there will be enough money available to take the locomotive very close to completion.

Work on the construction of what will be the line's No. 10 has taken another significant step forward with the casting of the cylinders at Barr & Grosvenor Ltd of Wolverhampton. Once the work is complete they will be moved to Alan Keef Ltd at Ross-on-Wye, where the locomotive is under construction.

Work is progressing towards the completion of a rolling chassis, with the crank pins fitted to the driving wheels and the driving wheels mounted on their axles, and the delivery of the steel tyres from South Africa is awaited. In addition the manufacture of the trailing pony truck continues. The completed boiler and other components already made can be seen at Maespoeth Junction on days when trains are running.

Donations by cheque can be sent to Peter Guest, 38 Underwood Close, Callow Hill, Redditch, Worcs B97 5YS (cheques payable to Corris Railway). Anyone wishing to sponsor a major component is invited to visit www.corris.co.uk

Reason for death of volunteer remains unclear

INVESTIGATORS have been unable to explain why Bluebell Railway volunteer Simon Brown leaned out of a main line carriage window seconds before he struck a signal gantry and died.

Engineering technician Simon, 24, was travelling on a Gatwick Airport to London Victoria train when the accident occurred at a speed of 61mph near Balham, south London, on August 7 last year.

He was pronounced dead at the scene. A report by the Rail Accident Investigation Branch revealed that a post-mortem found no traces of drugs or alcohol, and the evidence suggested that Simon was not taking photographs.

However, investigators did note a yellow sticker on the door warning people not to open the window – located opposite a guard's compartment and not intended to be accessed by passengers – was in a 'cluttered environment' amidst other information signs. The report read: "It is not possible to say whether the lack of conspicuity of the warning notice was a factor in the accident."

Bid to recreate military railway at Scottish naval depot

Words and pictures
by Stuart Chapman

PROGRESS on a bid to restore a closed military line in Scotland is making headway.

The Shed47 group takes its name from the original locomotive shed number at the former Royal Naval Store Depot at Lathalmond north of Dunfermline. The preservation group is on the site of the Scottish Vintage Bus Museum which purchased a large part of the former depot in 1995.

Railways came to the area in 1864 when the West of Fife Mineral Railway opened its line from Whytemyre Junction in Dunfermline to Steelend, with a branch line from Gask Junction at Dunduff to Gask Siding. A narrow gauge line tramway was also constructed from Gask Branch to Lathalmond Quarry.

In 1941, with World War Two in progress, the Royal Navy started construction of the huge Royal Naval Stores Depot at Lathalmond. The depot was to act as a backup supply base to the important Rosyth naval dockyard a few miles to the south, in the event of Rosyth being damaged or put out of operation. The depot included a vast internal rail network connected to the main line via a curved incline.

After 30 years, the depot ceased to use the rail network in 1971. As a result, the entire internal rail network and most of the branch line that served it were closed.

The depot itself lasted another 22 years, finally closing in 1993. While most of the original buildings remained in situ almost all the railway infrastructure was removed, the significant exceptions being an old weigh house and the former locomotive depot, numbered shed 47.

In 1997 a group of railway preservationists discovered the site and are now actively working on re-creating the depot's railway history.

Their current running line extends from the yard outside the locomotive shed to



the depot boundary fence. Work over the winter has seen an additional track laid and ballasted, roughly paralleling the original. A platform is also being constructed and the group will also be constructing a shop and small museum covering the railways of West Fife.

In the near future, the revivalists aim to assemble a typical Royal Navy Armaments Depot demonstration train, which may well include the Mk.14 sea mine currently being cosmetically restored.

Motive power on the standard gauge line is currently in the hands of ex-military diesel engines. MOD Hunslet No. 9045 of 1981, latterly used at the nearby Rosyth dockyard currently wears a non-authentic British Railways livery, while MOD No. 251 worked at Gosport before also moving to Rosyth. While not operational, steam on site is currently represented by Barclay 0-4-0ST No. 2296 of 1950 which became NCB No. 17. Undergoing restoration, it is on long-term loan from the Scottish Railway



Above: Former MOD Hunslet No. 9045 of 1981 in mock BR livery in June.

Left: Scotland's last working mechanical railway weighbridge.

Preservation Society at Bo'ness.

Its claim to fame is that it hauled the last steam-hauled NCB coal train, having spent a life working at Scottish collieries. The revivalists are also hoping for another steam locomotive to join the fleet in the not-too-distance future, so steam-hauled services may not be that far off.

One of the biggest projects the group has is the reconstruction of the West of Fife munitions railway. In 2016 the group were given the opportunity to both purchase some 2ft gauge track and locos and rolling stock from a peat works near Penicuik.

A significant length of narrow gauge track has already been laid and it is hoped to begin operations next year, potentially taking visits from an area opposite the standard gauge line, up to the site of the weighbridge, itself is a real piece of history being Scotland's last working mechanical railway weighbridge.

Everywhere you look on the site, whether it is the large hanger-like buildings that now store buses, to the Nissen huts alongside the road, the site reminds you of its military past and the railway has big plans to help bring this to life.



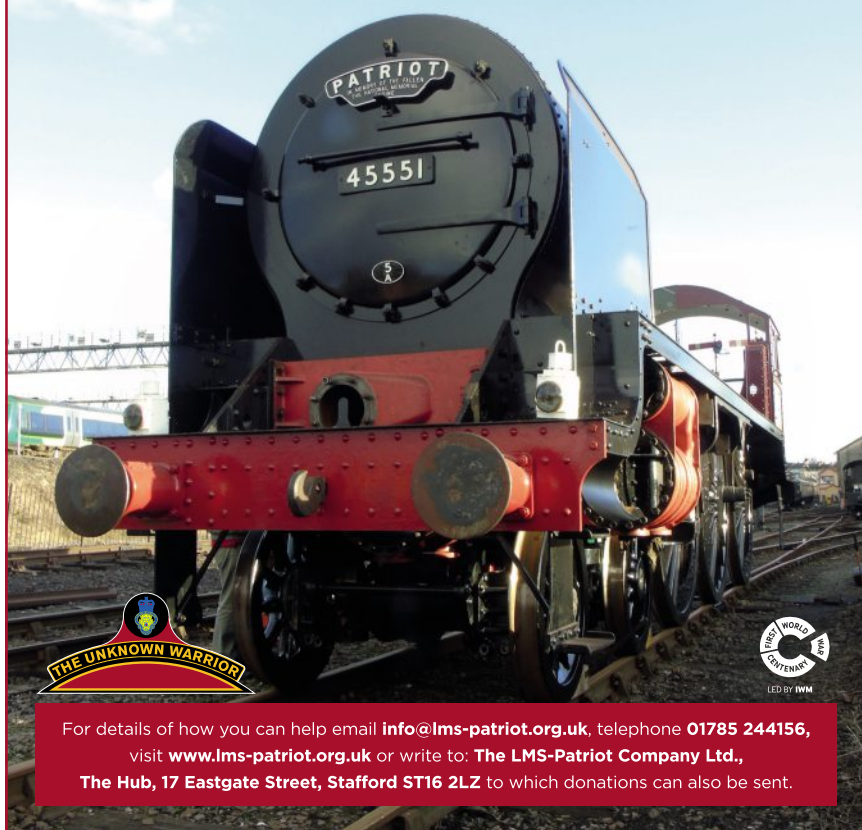
Operational Alan Keef 4wDH No. 47 on the 2ft gauge Munitions Railway with the bus museum in the background and the standard gauge railway on the right.



Ex-MOD Hunslet diesel No. 251 in operation at the Shed 47 site in Lathalmond.

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HELP US FINISH THE BOILER

The building of LMS Patriot 4-6-0 No. 5551 The Unknown Warrior is progressing well, but we need your help to reach our aim of steaming the loco on or before 11th November 2018.

The boiler is the heart of a steam locomotive, it is also the single most expensive component of the engine.

We are building a Fowler parallel boiler which will be of traditional construction with a copper firebox, it will be the first large steam locomotive boiler to be constructed in the UK since 1962. Our boiler loan scheme and donations have enabled us to raise over £300,000 of the estimated £480,000 required, but we still need funds so that we can complete the boiler and build of 5551.

Can you help us raise the funds we require?

There are three ways in which you can contribute:

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Superheater Header Pattern (1 required) - £1,480
Superheater Header Casting (1 required) - £2,220
Dome, pattern casting and machining - £3,565
3. You can lend us the money by using our Boiler Loan Scheme which we will repay with interest. Please contact the office on 01785 244156 for a brochure.

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Navvies from Virgin Trains in hard graft at heritage railway

By Geoff Courtney

BRITAIN'S railway history is spread over many generations, and indeed centuries, and this has been no better illustrated than by a tie-up between the Middleton Railway, the world's oldest working railway, and Virgin Trains, one of the new breed of operators.

The Middleton Railway is based in Hunslet, Leeds – another name which will resonate with enthusiasts both at home and overseas – and can trace its roots back to 1758, when it began transporting coal in horse-drawn wagons running on wooden tracks from Middleton colliery to wharfs on the River Aire.

In 1799 these tracks were replaced with iron-edged rails, and in 1812 it became the first commercial railway to use steam locomotives successfully, following the delivery of *Salamanca*, designed and built by steam locomotive manufacturer Matthew Murray at his factory in Holbeck, Leeds.

Rack and pinion

The design of this 0-4-0 included a large central cog wheel on its left-hand side that engaged with a single rack located outside the track, making it the first rack and pinion locomotive, while another first followed in 1814 when it was featured in a watercolour by local artist George Walker, the first-ever painting of a steam loco.

Salamanca, named after a victorious battle by the Duke of Wellington in the Peninsular War, had made a huge impression during a test run on in 1812, when it hauled 27 loaded coal wagons weighing 94 tons at nearly 4mph, a feat which in an age of horses for propulsion and men for muscle and sweat must have bordered on being unbelievable for those watching.

Today's Middleton Railway is one of the UK's cherished and much-loved heritage lines, and runs for nearly a mile between its base at Moor Road station in Hunslet, south Leeds, and Park Halt. In a nod to the railway's history, the name *Matthew Murray* is now carried by a resident 0-6-0ST built by Manning Wardle at its Hunslet works in 1903 (works No. 1601) for the civil engineering company John Aird & Co.

As a comparative newcomer to the railway scene, having been founded in 1997, Virgin Trains has a short railway history and is firmly entrenched in the future, with an eye on the introduction next year of high-speed Azuma trains on the East Coast Main Line.

That, however, has not stopped the company forging a link with the Middleton Railway which has seen 29 employees volunteering on the heritage line in a variety of roles ranging from replacing wooden sleepers to driving *Matthew Murray*, as reported in *Heritage Railway* issue 230.

Middleton Railway vice-president Ian Smith said the Virgin staff had cleaned and, under supervision, driven *Matthew Murray*, as well as acting as railway 'navvies' helping to level the floor of the running shed, replacing wooden sleepers, and laying a new foot crossing.

"They all got stuck in, and one of their guys who was digging up the crossing soon learned about the realities of track work and said: 'I'll never complain again about over-running engineering works'."

"Our civil engineer was delighted he got a large gang of people helping, achieving in a day what would normally take three times longer. Many of the Virgin people are office-based, so it was great to see them getting their hands dirty by shovelling coal and grafting in the shed or on the track," said Ian, a



Hats off: Virgin Trains' major projects director Tim Hedley-Jones (left) and Jonathan Colley, head of Azuma at Virgin Trains East Coast, experience a rather slower form of railway travel on the footplate of 1903-built Manning Wardle 0-6-0ST *Matthew Murray* at the Middleton Railway as part of a joint scheme that led to some of the operator's employees experiencing life on a heritage line.
VIRGIN TRAINS EAST COAST

volunteer at the railway for 45 years.

History and heritage

Describing the Middleton Railway as a "fantastic and historically very significant railway", Virgin Trains' major projects director Tim Hedley-Jones said: "It is important to us 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."

The electro-diesel Azuma – Japanese for east – is being built by Hitachi in Newton Aycliffe, Co Durham. They will run at 125mph, although Virgin is working with Network Rail in the hope that 140mph running will be possible in the future.

County Donegal Railway tanks set for major move?

By Hugh Dougherty

TWO former County Donegal Railways 2-6-4 tank locomotives, built for the line by Nasmyth Wilson 110 years ago in 1907, could be on the move later this year if funding plans work out.

No. 4 *Meenglas*, currently on outdoor display at Derry/Londonderry's Foyle Valley Railway Museum, may be sent to Heritage Engineering Ireland at the Railway Preservation Society of Ireland's Whitehead museum and workshops, if Destined, the charity currently leasing the museum from Derry City Council, can identify funds.

Destined manager Dermot O'Hara said: "We would like to have *Meenglas*

cosmetically restored as the locomotive has suffered from being outside over the years, despite some repainting on occasion by Derry City Council.

"We are exploring funding options and are keen to see the locomotive presented in a much better condition. We have also opened the museum, using our own, council-trained guides for the summer, and it's vital that this exhibit presents a good first impression to attract visitors to come inside."

Whether or not the locomotive makes the journey to Whitehead may be down to finally determining who owns *Meenglas* which was bought by Dr Ralph Cox of Wildwood, New Jersey, USA, after the County Donegal Railway closed in

1959, but which lay at Strabane Station and was rescued by the North West of Ireland Railway Society, before being returned to Derry with the opening of the museum in 1989.

Jim McBride of the North West of Ireland Railway Society, said: "We were told by the former Derry City Council that they were not sure who actually owned the locomotive and there have been suggestions that it may still belong to the now late Dr Cox. The issue of ownership did come up a few years ago when there were moves to take *Meenglas* to County Donegal Railway Restoration Limited museum at Donegal Town, but that fell through, seemingly over the ownership question, so having

her restored at Whitehead may not be straightforward."

Also possibly in the move is sister engine No. 5 *Drumboe*, which was also rescued from Strabane station at the same time as *Meenglas*, also bought by Dr Cox, and was eventually lent to County Donegal Railways Restoration Limited for display at Donegal Town, by owner the NWIRS. *Drumboe* has undergone extensive renovation by the RPSI and is currently stored there as a kit of parts, as funds to restore it to full, steaming condition have dried up.

Work done has included extensive frame repairs, wheel turning, coupling rods and motion, chimney and blastpipe, all involving reworking or



Homeward bound: With a hop farm in the background, the platform at Junction Road Halt on the Kent & East Sussex Railway is crowded with hop-pickers and their families on October 2, 1954, as the 11.10am Bodiam to London Bridge via Robertsbridge special pulls in to return them home at the end of the season. Heading the train bunker first is A1X 'Terrier' No. 32678, with fellow class member No. 32655 out of sight at the rear providing assistance with the heavy train, as double-heading was not allowed due to bridge weight restrictions. The line had closed to passengers the previous January, but hop-pickers' specials were run until 1958. Inset: Minutes later, No. 32678 pulls the packed train out of Junction Road Halt. This loco survives in preservation and will feature in a hop-pickers' gala on the restored KESR on September 9-10. N W SPINKS

When Londoners hopped on a train for a working holiday

By Geoff Courtney

A FEATURE of postwar life in Kent that brought tens of thousands of Londoners to the county but is now a distant memory is to be recalled by the Kent & East Sussex Railway at a steam gala weekend on September 9-10.

The catalyst for the arrival of the capital's East Enders was the late-summer hop-picking season, which saw some 200,000 mainly women and children cram into special trains from London Bridge to enjoy what was for many their only holiday of the year but in reality was hard graft living in poor temporary accommodation.

The KESR was one of the lines at the heart of this annual exodus from the capital, due to the sheer volume of hops – Kent's most important crop at the time –

being grown along the Rother valley and at the Guinness farms at Bodiam, which had 850 acres under hops.

Mum and the kids, who were often joined by their menfolk at weekends, lived in huts or sheds on the farms, slept on straw-filled mattresses, cooked over fires outside, and washed themselves and their clothing in nearby streams.

Kept afloat by the Cockney spirit and the almost unheard possibility of a £10 weekly wage, the London hop-picking families worked hard, played hard, and every year eagerly anticipated their foray into the Kent countryside.

But it wasn't to last, due to increasing mechanisation on the hop farms in the 1950s and the improvement in living conditions and earnings potential in the East End as London gradually recovered from the debilitating world war.

Many of today's elderly East Enders and Kent residents, however, still recall clearly those weeks of hop-picking, such was its impact on daily life for a few weeks as autumn approached, and the KESR will acknowledge those memories with its two-day hop-picking gala.

The festivities will be centred on the railway's western terminus of Bodiam, a village where the growing of hops, which were prized by the brewing industry, was so important, and where many of London's hop-pickers disembarked after their journey from the East End.

Eight trains will depart from Tenterden bound for Bodiam at 45-minute intervals starting at 10.45am on each of the two days, with the last train returning at 5.03pm, and at Bodiam there will be live music from the Kent-based band The Sideboard Men and, quite naturally, a

beer tent featuring locally-brewed ales.

Other highlights at the station will include hop gardens, hop-picking, a recreated hoppers' hut, displays of hopping equipment and vintage and agricultural vehicles, and for the young, and maybe the not-so-young, Punch & Judy shows, and face-painting.

There will also be a stilt walker, who will recall the 1950s' sight of farm workers using such apparatus to reach the overhead plant wires on the hop farms. All day travel will cost £18 for adults and £12 for children aged 3-15, and family tickets £38.

Engines currently rostered for the weekend are 137-year-old A1X 'Terrier' 0-6-0T No. 32678, GWR 0-6-0PT No. 1638, and 2-6-0 No. 376 *Norwegian*, the railway's only resident tender locomotive.

repairing existing components and casting and machining replacements.

It was rumoured that the locomotive, currently stored as a kit of parts, but with a chassis restored to running condition, was destined for cosmetic reassembly for display on a roundabout outside Letterkenny. However, a spokeswoman for County Donegal Railway Restoration Limited said that a return for display at Donegal Railway Heritage Centre is envisaged.

The spokeswoman said: "We intend to bring the locomotive back here for display and, of course, if further funding can be identified, we would look at restoring her to fully operational condition in due course."

It was originally planned for *Drumboe* to run on a restored section of the former CDR mainline through the Barnesmore

Drumboe after cosmetic restoration on display at Donegal Railway Heritage Centre in 2003. HUGH DOUGHERTY



Gap, but the scheme fell through owing to threats of the building of a Ballybofey bypass road and other land issues.

A second scheme to connect Donegal Railway Heritage Centre to a planned shopping centre along the old CDR trackbed as a park and ride scheme, also hit the buffers thanks to the collapse of Ireland's Celtic Tiger economic boom,

and momentum to restore *Drumboe* to working order tailed off along with possible further funding sources.

The current recovery of the Irish economy and new sources of funding may see either or both of the Donegal restoration schemes revived along with the locomotive's total restoration to steaming condition but, in the



Meenglas outside the Foyle Valley Railway Museum with anti-vandal protection over its cab. HUGH DOUGHERTY

meantime, beyond the planned static display at Donegal Town, exactly where a restored *Drumboe* would run, remains unclear.

A third member of the CDR's Class 5 2-6-4Ts, No. 6 *Columbkille*, another of Dr Cox's purchases, is preserved in good condition within the recently-reopened museum.

East to west in poignant Solent Railwayana auction

IN what tragically proved to be Nigel Maddock's last auction, the geographical spread of Britain's railway system was well illustrated at Solent's June 17 sale at Wickham, with the three top realisations representing the GWR, and the Southern and Eastern regions.

Pride of place went to nameplate *Farnborough Hall* from GWR No. 4927 that went under the hammer for £7400, its smokebox numberplate selling later for £1300. The 4-6-0 was built at Swindon in May in 1929 and withdrawn from Llanelly (87F) in September 1963 after a spell in Bristol and south Wales that ensured it was an elusive target for London trainspotters.



Runner-up in the realisation stakes was a Southern Region totem station sign from Brighton (£6000), followed by another, from the Eastern Region's Stratford station (£3500), the location of the country's largest, in loco

allocation terms, steam depot. The 4927 smokebox was beaten in its category by the £2800 fetched by 5071 from a GWR Castle class 4-6-0 that started life at Newton Abbot in July 1938 as *Clifford Castle* but was renamed *Spitfire* in September 1940 in honour of the Battle of Britain aircraft. Another smokebox realisation was £1030 for 30785 from SR King Arthur *Sir Mador de la Porte*.

Engraved plate

A Southern Railway enamel entrance sign from Portchester, that was opened by the LSWR on the Fareham-Portsmouth line in 1848 and is still open today, went under the hammer for £1200, an SR engineers' department engraved plate from Waterloo station sold for £980, and at £800 came SR cabside numberplate

B194 from 1888-built LBSCR B1 class 0-4-2 *Bickersteth*. This price of £800 was matched by an engraved 1948 numberplate from LNER K1 class 2-6-0 No. 62010 that ended its days at Goole (50D) in October 1965 after a life operating in the north-east.

The prices exclude the buyer's premium of 10%, apart from the Hall nameplate, which carried no premium.

Nigel passed away on June 28, just 11 days after the sale, aged 59, having appeared his usual healthy and happy self.

The day before his untimely passing he had told me that he thought the auction was an "outstanding success".

An obituary with tributes from fellow auction house auctioneers and principals appears in the news pages of this issue.



Beck has it all mapped out as he edges out the signs

LONDON Underground maps and signs dominated the railway memorabilia in a Transport Auctions of London sale in Croydon on June 24, with the former achieving the five leading prices and the latter the following four realisations.

The best seller at £1900 was a 1946 Harry Beck diagrammatic poster map of the Underground system with Beck's name on the River Thames and showing the Central and Northern lines' extensions to Ongar, West Ruislip, Bushey Heath and Alexandra Palace, all of which had been planned before the outbreak of the Second World War. A second similar example went under the hammer for £1400.

Between these two came a full set of the 12 LU card maps issued from 1925 to 1932 (£1600), while another £1400 realisation was a 1933 first edition Beck pocket map.

Second World War reminder

A further Second World War reminder came in the form of a poster map dating from 1944 that is believed to have been produced largely for military personnel travelling during the build-up to the June D-Day landings (£950), and then came four platform signs led by a Baker Street roundel that went for £800.

This quartet was completed by a Tottenham Court Road bullseye sign that went under the hammer for £680, and roundels from Earl's Court and Waterloo that sold for £600 and £550 respectively. Prices exclude buyer's premium of 15%.

"A very busy day that, with a few post-sales offers coming in, may match our record sale in February," said the auction house's Michael Wickham. "The interest in Underground poster maps just seems to get greater and greater."



The Harry Beck diagrammatic map of the Underground system dating from 1946, with Beck's name on the River Thames.



ECML power: Deltic No. 9003 *Meld* heads the 3.05pm Newcastle-King's Cross express at York on March 21, 1972. A worksplate (inset) from the Class 55 will be going under the hammer at a Talisman Railwayana auction at Newark on August 12. NORMAN PREEDY/TALISMAN RAILWAYANA

Deltic memories to rev up Talisman sale

THE mighty throb of the Deltics' 18-cylinder Napier engines that so enthralled East Coast Main Line trainspotters on their debut in the early-1960s will be recalled in the appropriate setting of Newark on August 12.

Those memories, still vivid today due in part to the survival of six members of the 22-strong class, will be evoked at a Talisman Railwayana sale by an English Electric 1960 worksplate from D9003, later No. 55003, named *Meld* after a Lady Zia Wernher-owned filly that won three British classics in 1955.

D9003 – like all members of the class it never carried its originally-planned number in the D1000 series – was withdrawn in December 1980, one of three taken out of service that year, and scrapped at Doncaster three months later.

Another highlight of the auction is a silver rowing challenge cup presented to the Great Northern Railway Athletic Association by Sir Henry Oakley in November 1900. Oakley (1823-1912) joined the GNR as a clerk in 1850, becoming general manager in 1870 and a board member in 1897. He was

also later chairman of the Central London Railway that opened from Shepherd's Bush to Bank in 1900.

Other GNR items include a Stamford-Essendine single line tablet and an 1896 Great Central and Midland Railways GNR-pattern trespass cast-iron sign from Wakefield goods yard.

A single collection of smokebox numberplates, bought from BR by the vendor 55 years ago and comprising Nos. 61472, 63803, 64680, 68910 and 69611, will also be going under the hammer. The auction is at Newark Showground and starts at 10am.



IN MY OPINION

Quiet gentlemen, please, there's an auction in progress

THE nature of railwayana auctions leads to them being social events that provide a chance for collectors to catch up with the gossip and compare notes on a variety of matters. It makes for a generally convivial atmosphere, but sadly that so often spills over to people nattering away while the sale is in progress.

Such nattering can at times be a little intrusive if it takes place on the hall's margins, but it is far worse when it spills over to those seated. It's something that irritates the

auctioneers to varying degrees, and it's also irritating to those of us who actually want to concentrate on proceedings.

Knowledgeable

At one recent auction I was sitting next to a couple of people, both of whom sounded knowledgeable about railwayana and were therefore quite possibly collectors themselves, who talked to each other virtually nonstop. They were spreading the latest rumour, taking the mickey out of the auctioneer, and expressing

disgust at some of the prices, with one of the pair even saying to the other that a collector who had successfully bid for one of the highly-priced lots was "someone who knows the price of everything and the value of nothing."

Quite why they were there I don't know, for neither had any apparent intention of bidding for anything. In my view their commentary was discourteous to the auctioneer and displayed a lack of regard for others sitting nearby, of which regrettably I was one. Please, gentlemen, button it.

Garratt tails 4-8-2 in Vectis model railway sale

A RESTORED Marklin 0 gauge three-rail electric continental outline 4-8-2 outsold all else at a Vectis railwayana and model train sale at Thornaby on June 23, with a realisation of £2000, pursued by South African Railways' NG G13 class 2-6-2+2-6-2 Garratt No. 60 produced by Japan's Aster Hobbies in G-gauge live steam for LGB of Germany (£1500). Next up at £850 was an 0 gauge two-rail electric LNER Class V2 No. 4831 *Durham School* built by DJH Models of Consett, Co Durham, followed by a trio at £750 each which included another DJH LNER 0 gauge model, of A4 Pacific No. 4498 *Sir Nigel Gresley*. The other two in this identically-priced group were both gauge 1 models, Marklin BV1 class 0-6-0 *Tristan* and an Aster American outline Shay loco in live steam. Prices exclude buyer's premium of 20% (+ VAT).

→ GREAT Central will be holding its biannual general railwayana sale at The Warriner School, Bloxham, on August 5, starting at 9.30am. Featuring 1000 lots, it's a rapid-fire, 'no-frills' sale that has really caught the imagination of collectors.

Auctioneer Mike Soden said: "People like it because it's different, and has filled a gap in the market. Unlike the earlier Bloxham sales, when we sought items to sell, we are now getting vendors offering us items specifically for the auction, such as cast-iron signs or handlamps."

50 YEARS AFTER THE END

It is now half a century since Britain's last steam main line went over to electric traction overnight. **Brian Sharpe** gives a summary of how this historically significant anniversary was marked.

When Britain's railways were nationalised in 1948, the decision was made to appoint Robert Riddles as British Railways' chief mechanical engineer and this undoubtedly prolonged the reign of steam on Britain's main lines.

Although Riddles was an advocate of electric traction, he was also a steam enthusiast and with main line diesel traction very much in its infancy in this country and no money available for large-scale electrification, Riddles' view was that BR should continue with steam power until the system could be electrified and that dieselisation as an interim measure was an unnecessary expense.

There was much disagreement in the BR hierarchy though and a Modernisation Plan was published in 1955 clearly indicating that steam was finished but while every other route went over to diesel traction over the next 10-12 years, one major route stuck with steam until electrification was complete, just as Riddles had wanted.

The Southern Railway largely consisted of a dense network of commuter lines south of London and third-rail electrification had started early, being extended to Brighton, Portsmouth and the Kent Coast. It was inevitable that the LSWR main line from Waterloo to Southampton and Bournemouth would be next.

The Southern Region of BR inherited an interesting collection of steam power. With electrification always on the horizon, the fleet of smaller engines was already ageing and the

only modern steam engines were Bulleid's unorthodox but powerful Pacifics. Riddles' various Standard designs, many built on the SR at Eastleigh and Brighton, were allocated in large numbers in the 1950s but the top-link services remained in the hands of the Bulleid Pacifics.

The Pacifics were mostly rebuilt in the 1950s to become much more orthodox steam engines and in this form the larger Merchant Navies in particular, were some of the finest steam engines ever built and after the expense of rebuilding what were relatively new engines, they were more than capable of ten years' service on front line expresses.

Steamless by the mid-1960s

The SR was given a fleet of Type 3 Bo-Bo diesels under the Modernisation Plan, mainly for freight services on the South Eastern and Central sections which were then steamless by the mid-1960s. The LSWR lines had just three Brush Type 4 Co-Cos. With the transfer of SR lines west of Salisbury to the Western Region, SR steam services ran only as far west as Salisbury and Exeter trains had WR diesel-hydraulic haulage through to Waterloo.

Electrification of the Waterloo-Bournemouth line commenced in 1965 and the target date for completion was July 1967. It was on the third-rail system at 750V dc and new electric multiple-unit trains were built, which could be hauled or propelled by diesel. A four coach portion would serve



Above: Consecutively-numbered rebuilt Bulleid Battle of Britain Pacifics Nos. 34053 *Sir Keith Park* and 34052 *Lord Dowding* (No. 34046 *Braunton*) await departure from Ropley on the Mid Hants Railway while No. 34081 *92 Squadron* stands on shed. KIERAN HARDY

Right: SR Merchant Navy Pacific No. 35028 *Clan Line* departs from Waterloo with the 'Bournemouth Belle' on July 5, commemorating 50 years since the last steam-hauled run of the 'Belle'. JAMES HAMILTON

Weymouth from Bournemouth with Class 33 diesel propulsion.

With increasing use of the diesel fleet during the early part of 1967 and the new electric sets coming on stream as the current was switched on, steam was in retreat but still rostered for heavy expresses, particularly boat trains to Southampton and Weymouth and for longer-distance commuter trains, often of only three or four coaches.

Monday, July 10, was chosen as the day that the full electric service would commence and the last steam trains would therefore run on Sunday 9th. It was unpredictable right to the end as to which trains would be steam on the last weekend and in fact there were only a handful of steam workings, plus of course the inevitable railtours. A considerable number of engines nominally remained in stock though and the remaining engines made their way to Salisbury or Weymouth sheds over the weekend for storage. There was no question of any of them being used after July 9.



The 'Bournemouth Belle' rides again

By Cedric Johns and Brian Sharpe

The 'Bournemouth Belle' Pullman was inaugurated by the Southern Railway on July 5, 1931, running direct from Waterloo at 10.30am, to Bournemouth Central. The train returned at 7.18pm. A Southampton stop was later added and it was extended the short distance from Bournemouth Central to Bournemouth West. The journey took a little over two hours.

At first the train only ran on summer Sundays, but it was sufficiently successful that it was extended to run every weekend plus summer weekdays and from 1936 it became a daily working.

Before the war, the train was usually hauled by SR Lord Nelson 4-6-0s but when the train was reinstated in October 1946 after the war, the new Merchant Navy Pacifics were available and one of these became standard motive power. It was a heavy train, consisting of 12 coaches in its last few years and it continued steam-hauled into January 1967, the last steam-hauled Pullman train in Britain, with a patronage of rock stars and aristocrats plus ferry and ocean liner passengers from Southampton as well as well-heeled tourists visiting Bournemouth.

The Pullman cars were built by Metropolitan-Cammell, some in the 1920s and transferred from other SR services. After Nationalisation there was much swapping of Pullman vehicles between the regions but the 1920s-style cars remained in use to the end.

It was decided not to continue the Pullman service after electrification and the last 'Bournemouth Belle' ran on July 9, 1967. Sadly, although Eastleigh's Class 47 diesels were notoriously unreliable around July 1967 and the 'Belle' frequently reverted to steam towards the end, management insisted that a diesel must haul the 'Belle' and its last day of steam haulage was Wednesday, July 5, 46 years to the day since its inauguration.

Many Pullman cars from the 'Bournemouth Belle' were purchased for preservation, along with many from the electric 'Brighton Belle' sets, withdrawn in 1972. Several of these, along with some from other regions were eventually assembled and restored by Sea Containers as the 'Venice Simplon Orient-



SR Merchant Navy Pacific No. 35028 *Clan Line* passes Totton near Southampton with the 'Bournemouth Belle' on July 5. BRIAN SHARPE

Express'; used from the 1980s between Victoria and Folkestone plus on other routes.

The train was air-braked only but in 1996, SR Merchant Navy Pacific No. 35028 *Clan Line* was fitted with air brakes, largely to enable it to haul the VSOE Pullmans. It has done so on a regular basis ever since, but very rarely ventures to Bournemouth with the train.

For the 50th anniversary of its last steam-hauled run though, UK Railtours organised the 'Bournemouth Belle' in conjunction with the Merchant Navy Locomotive Preservation Society. Operated by DB Cargo, the train would run from Waterloo to Bournemouth with what is now the Belmond Pullman train, hauled by *Clan Line*. Planning took 18 months as it was hoped for a fast schedule and a number of minor tweaks had to be made to South West Trains' scheduled services.

Clan Line was sent to Crewe works for overhaul with a target completion date of April 2017, which would leave a comfortable margin before the trip. This target date eventually slipped a little and it was May 18 before an unpainted No. 35028 ventured out of Crewe for a test run to Chester. All went well but with three weeks required for

painting, time was now becoming tight.

The Merchant Navy made its loaded test run on June 28 and set off for Stewarts Lane via Didcot on June 29, arriving next day after an overnight stop at Didcot. Its return to the main line was triumphant with an impeccable performance on the 'Bournemouth Belle' Pullman, commemorating the 50th anniversary of its last steam-hauled journey.

Unfortunately on the early morning of July 5, signal failures at Waterloo caused chaos, with trains being cancelled, retimed or terminated short of the station.

Would the 'Belle' be held back or allowed to run at all? Would steam be given a slot in amongst disrupted heavy third rail commuter traffic when official forecasts predicted the situation would not be 'normalised' until the afternoon?

Happily the answer was 'yes'. Departing six minutes late, an immaculate *Clan Line*, fresh from overhaul gripped its load, heading the Pullmans out though Vauxhall and Clapham to begin its 108-mile dash down the South Western Main Line.

Given a good path once clear of outer suburbia the 4-6-2 produced a fine performance, making its Southampton water stop within minutes of scheduled time.

With ten miles remaining, the 'Belle' – given priority over local traffic – was virtually right time approaching the Dorset border at a 65-70mph...

Having decanted passengers at Bournemouth, the 4-6-2 worked the train as empty stock to Poole where it was stabled pending the return journey.

Lack of turning facilities took some of the shine off the day when the whole train suffered the indignity of being towed by diesel power back as far as Southampton before *Clan Line* was in position to take the 'Belle' to Waterloo via the Laverstock loop and Andover.

Cedric Johns writes:

On a personal note, my first experience of travelling on the 'Belle' came when a group of schoolboys – myself included – decided to ride on the train between Bournemouth Central and Bournemouth West, a journey of about 15 minutes.

We were apprehensive. Would the ticket office sell us (a bunch of short-trousered schoolboys), tickets?



No. 35028 *Clan Line* at Bournemouth Central with the 'Bournemouth Belle' on July 5. BRIAN SHARPE



SR Merchant Navy Pacific No. 35006 *Peninsular & Oriental S N Co* at Ropley on July 2. PETER HOLLANDS

Much to our surprise and excitement the answer was 'yes'. Having paid our money for third class single Edmondson tickets we scrambled aboard and sat down under the watchful eye of the carriage's steward.

The fare? Nine old pence including the Pullman supplement!

On arrival at the West we caught a No. 25 trolleybus back to the Central station to collect our bicycles.

Mid Hants Railway

Back in 1967, just two Bulleid Pacifics were purchased for preservation by societies at the end of Southern steam. Merchant Navy No. 35028 *Clan Line* and West Country No. 34023 *Blackmoor Vale* were both moved to the Longmoor Military Railway where a steam centre and preserved railway were being planned.

There was already one preserved steam line in the South – the Bluebell Railway – but this did not seem the appropriate place for big Pacifics. The plans for Longmoor did not come to fruition and in the absence of any other railway in the area to run them on, *Blackmoor Vale* went to the Bluebell Railway after all, while *Clan Line* was moved to the steam centre at Ashford.

Eventually, other plans for a heritage line in Hampshire did start to make progress but it was ten years after the end of Southern steam before the Mid-Hants Railway first opened for business between Alresford and Ropley.

It expanded rapidly in terms of route mileage and its locomotive fleet and, in July 2017, was able to commemorate the 40th anniversary of its reopening and 50 years since the end of Southern steam with a steam gala over two weekends starring no



Ivatt 2MT 2-6-2T No. 41312 and visiting BR Standard 4MT 2-6-4T No. 80078 depart bunker to bunker from Ropley for Alton. KIERAN HARDY

less than four Bulleid Pacifics in steam.

The line, which often served as a diversionary route for Bournemouth Line expresses, had closed in February 1973. The reopened line from Alresford to eventually connect with BR at Alton, relied on Barry scrapyard as its source of motive power and Bulleid Pacifics had returned to the route in force, but in 2017 none of the fleet were serviceable.

Visiting for the event though were consecutively-numbered rebuilt Bulleid Battle of Britain Pacifics Nos. 34053 *Sir Keith Park* and 34052 *Lord Dowding* (No. 34046 *Braunton*). Also brought in were newly-overhauled Battle of Britain No. 34081 92 *Squadron* from the Nene Valley Railway and Merchant Navy No. 35006 *Peninsular & Oriental S N Co* making its first visit away from its base on the Gloucestershire



Above: Bulleid West Country Pacific No. 34046 *Braunton* running as *Battle of Britain* No. 34052 *Lord Dowding* approaches Medstead with a van train from Alresford on July 1. DON BENN

Left: No. 34081 *92 Squadron* storms towards Bishop's Sutton on July 2. DON BENN

Right: Bulleid *Battle of Britain* Pacific No. 34081 *92 Squadron* waits at Ropley as Merchant Navy Pacific No. 35006 *Peninsular & Oriental S N Co* arrives from Alton on July 2. EDWARD DYER

Below: SR West Country Pacific No. 34007 *Wadebridge* poses as No. 34019 *Bideford* at Ropley on July 2. PETER HOLLANDS



Warwickshire Railway since its return to service in 2016.

From the home fleet came two engines of Southern Region pedigree: BR Standard 4MT 2-6-0 No. 76017 and LMS Ivatt 2MT 2-6-2T No. 41312, while another visitor was newly-overhauled BR Standard 4MT 2-6-4T No. 80078.

Resident Bulleid unrebuilt West Country Pacific No. 34007 *Wadebridge* was presented in as-withdrawn BR condition as No. 34019 *Bideford* complete with chalk writing on the smokebox; "don't let me die!" and "not to be used after 9/7/67".

Caroline Appleton, marketing manager at the Watercress Line, said: "Our summer gala was a special event as people were taken back to yesteryear to commemorate the end of Southern steam 50 years ago.

"Among our visitors were drivers and firemen who were on duty that very weekend, half a century ago."



Guildford shed remembered

FORMER Guildford motive power depot workers returned to their old place of work on Sunday, July 9 – 50 years to the day since the steam shed closed its doors for the last time.

The old shed is now the Farnham Road multi-storey car park and a plaque was unveiled on the pedestrian entrance next to the bridge to mark the anniversary.

Geoff Burch, who used to work at the site and organised the fundraising for the new plaque, said: "It doesn't seem that long ago when Pat Kinsella and I departed from here aboard our respective locomotives BR Standards Nos. 73118 and 73155, to go light engines to Salisbury.

"Let's also not forget the other drivers and firemen that left here that day; the late Dave Elston, Bill Brain, Dave Bunce and Charlie Hampshire who have all transferred to that great engine shed in the sky.

"This occasion was originally an idea of another old steam colleague, Bill Moore who thought it would be a good idea for a few of us to meet up here and then just go for a drink afterwards.

"Instead, Bill, Pat Kinsella and I put our heads together and came up with the idea that has now turned out to be a full-blown plaque unveiling ceremony!

"This of course could not have been achieved without the help of Guildford Borough Councillor, Bob McShee. I must also thank the late Dave Salmon and Richard Greenwood MBE for providing the photographs that are etched on this plaque."

He also thanked everyone who donated.



Geoff Burch, Pat Kinsella, Richard Greenwood MBE and Bill Moore at the plaque unveiling. STEVE PORTER

LSWR M7 0-4-4T No. 30053 arrives at Corfe Castle on the Swanage Railway on July 8. BRIAN SHARPE



Swanage Railway

Plans for a heritage line in Dorset made even slower progress but 20 years after the end of Southern steam, the Swanage Railway was running steam trains over a few hundred yards of track out of Swanage station. This line also steadily expanded, reaching Corfe Castle in

1995. In June 2017, the railway achieved a major milestone in its plans, with the launch of a regular diesel service running over Network Rail into Wareham on the main line to Weymouth.

The anniversary weekend was commemorated in a more low-key fashion with just a one-train

steam service as far as Norden, plus the diesel service to Wareham. Three steam engines were involved: LSWR M7 0-4-4T No. 30053, SR Battle of Britain Pacific No. 34070 *Manston* and BR Standard 4MT 2-6-4T No. 80104 running as No. 80146 working alternately, with the last train on the Sunday evening being treble-headed.

No. 30053, SR Battle of Britain Pacific No. 34070 *Manston* and BR Standard 4MT 2-6-4T No. 80104, depart from Corfe Castle on the Swanage Railway on July 9. JAMIE SQUIBBS





Bulleid West Country Pacific No. 34092 *City of Wells* heads a Bluebell Railway 'Golden Arrow' Pullman at Keyfords Lane on July 8. KARL HEATH

Bluebell Railway

Bulleid West Country Pacific No. 34023 *Blackmoor Vale* had arrived on the Bluebell Railway after the collapse of the Longmoor scheme in 1971, but it was to take another five years to return it to steam; its appearance elevating the railway into the premier league of heritage lines after which

big engines became the norm.

The Bluebell Railway had of course been opened as a heritage line in 1960, but is situated some way east of the LSWR main line which saw the final steam workings on the Southern.

As on the Mid Hants Railway, no resident Bulleid Pacific is serviceable in 2017 but a

visitor was brought in to mark the Southern steam 50th anniversary in the shape of another unrebuilt West Country – No. 34092 *City of Wells* from the East Lancashire Railway.

With BR Standard 5MT 4-6-0 No. 73082 *Camelot* and SR Q 0-6-0 No. 30541 in action, the event was another worthy tribute to the good old days of Southern steam. **Continued on 56** ➔



No. 34092 *City of Wells* emerges from Sharphthorne tunnel and approaches West Hoathly on the Bluebell Railway on July 9. EDWARD DYER





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

SR Merchant Navy Pacific No. 35028 *Clan Line*
passes Vauxhall with the 'Bournemouth Belle'
on July 5. MICK ALDERMAN

Eastleigh's railway history

A new exhibition celebrating Eastleigh's rich railway history and, in particular, the role women played in it, was officially opened by the Mayor of Eastleigh on Saturday, July 8, at Eastleigh Museum.

Commemorating the End of Southern Steam documents the story of *Canadian Pacific*, the Merchant Navy Pacific built during the Second World War at Eastleigh. The workforce was partly made up of women, many of whom relocated to the town from across the UK, to work in Eastleigh Works.

The exhibition forms part of the Watercress Line's Heritage Lottery Fund-supported *Canadian Pacific* project that will see the Mid Hants Railway's flagship steam locomotive return to service. The restoration work is being carried out in Eastleigh Works.

Mayor of Eastleigh, Coun Maureen Sollitt, has a particular interest in the exhibition as her mother, Audrey Light, worked in Eastleigh Works as a young girl, and was part of the female workforce drafted in during the Second World War.

Speaking about the exhibition, the Mayor said: "I am delighted to open this new exhibition.

"Eastleigh has a rich and proud association with the railway industry. For over 100 years

it was the hub of the railway industry in the South of England, the centre of design, construction and upkeep of some of the most famous locomotives of the steam age. As broadcaster John Arlot famously once described it: 'Eastleigh has a heart – a huge fiery, steam-pulsed, hammer-beating heart.'

"I am proud to be part of that history, especially given my own family's connection to the industry and, in particular, to Eastleigh Works and *Canadian Pacific*.

"This new exhibition acts as a reminder of the hugely significant role Eastleigh has played in the railway industry and the lives it has helped to shape."

Dr Becky Peacock, Outreach and Interpretation Officer on the *Canadian Pacific* Project, said:

"We are thrilled to be staging this exhibition in Eastleigh Museum, especially as it highlights the significant role Eastleigh has played in the history of railways.

"This exhibition tells the story of how the railways brought around social change and it is the human stories that bring this to life."

Commemorating the End of Southern Steam is being staged at Eastleigh Museum, High Street, Eastleigh, and runs until September 9. Opening times: Monday to Friday, 10am to 4pm and Saturday, 10am to 2pm. For more details, call 023 8064 3026. **HR**

The final weekend

Naturally, the 50th anniversary of the last weekend of Southern steam was marked by main line railtours. On Saturday, July 8, the Railway Touring Company ran its 'End of Southern Steam' headed by Bulleid West Country Pacific No. 34046 *Braunton* running as *Battle of Britain* No. 34052 *Lord Dowding* from Waterloo to Yeovil Junction. After turning on the turntable and taking the train to Pen Mill station, a Class 33 diesel was in charge to Weymouth with the Bulleid on the rear ready to tackle the climb of Upwey bank en route back to Waterloo.

On Sunday, July 9, Merchant Navy Pacific No. 35028 *Clan Line* headed UK Railtours' 'Waterloo Sunset' also running from Waterloo to Yeovil Junction where the locomotive was turned. In this case though, *Clan Line* returned from Yeovil Junction to Waterloo via Salisbury, Eastleigh, Havant and the Portsmouth direct line through Petersfield.

Both tours saw good patronage and good locomotive performances, any late running being caused by signalling problems and late-running service trains.



Above: Merchant Navy Pacific No. 35028 *Clan Line* passes Pirbright with UK Railtours' 'Waterloo Sunset' from Waterloo to Yeovil Junction on July 9. DAVID STUBBINGS

Right: A Swanage Railway Wareham to Swanage service arrives at Corfe Castle on July 8, behind Class 33 No. 33025. The coaching stock is one of the 4TC units which inaugurated the electric service to Bournemouth from July 10, 1967. BRIAN SHARPE

Left: Bulleid West Country Pacific No. 34046 *Braunton* running as *Battle of Britain* No. 34052 *Lord Dowding* approaches Upwey station with the Railway Touring Company's 'End of Southern Steam' returning from Weymouth to Waterloo on July 8. BRIAN SHARPE



Two Castles to Carlisle?

By Cedric Johns

ALTHOUGH not yet publicly announced as we closed for press, Vintage Trains has provisionally arranged a trip from Tyseley to the Severn Valley Railway's Bridgnorth terminus, worked by two pannier tanks.

The train, the 'Valley Rambler' is due to depart Tyseley on Saturday, November 11, and after a trip to Stratford-on-Avon, reverses to head for Kidderminster then runs down the length of the Severn Valley Railway to Bridgnorth.

The panniers involved are Tyseley's current favourite Great Western pair

of 0-6-0s Nos. 9600 and 9466.

Meanwhile back to the present, the Snow Hill-Moor Street 'Shakespeare Express' programme began on Sunday, July 16, and runs through August every Sunday until the final run on September 3.

On Saturday, August 12, another locomotive pairing takes place when 4-6-0 No. 4965 *Road Ashton Hall* and 0-6-0PT No. 9600 head for Melton Mowbray, the train picking up at Coleshill and Nuneaton en route via Leicester (water stop).

Passengers are offered the alternative of visiting the 'Rural Capital of Food' and all its gastronomically-dedicated

delights or travelling onwards over the Harringworth Viaduct, taking lunch or later, afternoon tea.

The 'Cotswold Express' leaves Tyseley for Oxford on Saturday, September 16, behind 4-6-0 No. 5043 *Earl of Mount Edgcumbe*.

The train travels via Worcester, Cheltenham, the Golden Valley and the challenge of Sapperton.

On reaching Swindon, the 'Express' continues on Brunel's original road as far as Didcot, then turns left for the dreaming spires of Oxford and a three hour break.

Vintage Trains' programme ends with the 'Shropshire Express', again with the

Castle in charge of the proceedings.

Picking up at Walsall and Wolverhampton the trip is routed via Crewe before making for Chester.

That said, another provisional outing has been flagged up by Vintage Trains. Dated for Saturday, October 21, the destination is Carlisle and the S&C. Motive power is expected to be *Earl of Mount Edgcumbe* and another, unspecified engine. Could this be the long-awaited double-headed double-chimneyed Castle debut? No. 7029 *Clun Castle* is now in the final stages of its overhaul at Tyseley and could well be ready for main line action in four months' time.



Bulleid Merchant Navy Pacific No. 35018 *British India Line* made its loaded main line test run on July 6, on the Carnforth-Hellifield-Blackburn circuit. The black Bulleid passes Long Preston. DAVID PRICE

Bulleid Pacifics draw the crowds at Yeovil

By Cedric Johns

THE weekend of July 8/9 proved to be a busy period for the Yeovil Railway Centre volunteers when the appearance of two Bulleid 4-6-2s drew crowds to the former Great Western transfer goods yard running alongside the Southern's Junction station.

The weekend, which coincided with the marking of the 50th anniversary of the end of steam on BR Southern Region, saw No. 34052 *Lord Dowding* arriving with a Weymouth-bound RTC excursion and next day, No. 35028 *Clan Line* heading a UK Railtours 'Waterloo

Sunset' trip to Sherborne and Yeovil.

Both trains were worked to Yeovil from Waterloo via Woking Basingstoke, Salisbury and Templecombe and in both cases the 4-6-2s came off at the Junction for turning and servicing.

On Saturday the Weymouth train was taken forward by diesel which later acted as banker when the train departed for Waterloo running by way of Bournemouth, Southampton and Winchester.

Terminating at Yeovil Junction, Sunday's 'Waterloo Sunset' returned to London via Salisbury, Eastleigh, the Portsmouth Direct Line, Guilford

and Woking.

It was an excellent weekend said the Railway Centre's chairman, Paul Gould: "Just like the old days when main line steam regularly turned up to use our facilities.

"Both trains arrived on time and departed (No. 34052 as light engine) right time, a tribute to the dedication and skilful knowledge of our volunteers who act as a support crew to support crews!

"As usual we laid on side attractions for our visitors lead by shuttles worked along the Wilderness branch by 0-4-0ST *Lord Fisher*, narrow gauge train rides, working model layouts and refreshments served

in the broad gauge transfer shed."

As a bonus, the Yeovil Railway Centre staged another train day on July 23, when A4 No. 60009 *Union of South Africa* visited for servicing after heading a 'Cathedrals Express' from Paddington to Weymouth via Reading, the Berks & Hants Line and Castle Cary.

On arrival at Yeovil Pen Mill the A4 uncoupled and ran to Yeovil Junction, the 'Express' being worked onwards to Weymouth by diesel.

Later that day the train returned to Paddington by way of Dorchester, Poole, Southampton, Basingstoke and Reading West.

'Cathedrals Express' boosts steam trips variety

By Cedric Johns

FOLLOWING an intensive programme of trips with *Flying Scotsman* during May and June – and a busy July – featuring A4 *Union of South Africa* and LMS *Pacific Duchess of Sutherland*, Steam Dreams' late summer and autumn 'Cathedrals Express' schedule includes a further variety of steam.

The A3 has just one job remaining, which is the first leg of Steam Dreams' four day holiday trip to the Dales, departing King's Cross to York on September 15.

The return leg, from Scarborough back to London, is booked for the *Duchess* on September 18.

No. 46233 begins a stint of five trips on August 13, working a Sunday Special from Paddington to Shrewsbury and return via the unusual route – for steam – following the 'old road' from Banbury though the Chilterns, once the stamping ground of the Great Western's two-hour Paddington to Birmingham Snow Hill 'fasts' hauled by Kings.

Tour of countryside

On August 17, the 4-6-2 heads out of Victoria to Worcester travelling by way of Staines, Reading, Oxford and the Cotswold Line.

Passengers have the option of leaving the train at Evesham to enjoy a coach tour of the countryside to Cheltenham.

Returning from Worcester, the evening train stops at Cheltenham to pick up the coach passengers before heading through the

Golden Valley to tackle the demanding twists and curves of Sapperton bank en route to Swindon, Didcot and Reading.

The *Duchess* completes its bookings by joining a 'Cathedrals Express' running from Faversham to Salisbury at Hanwell west of Southall and return.

Excursions to the north featuring steam between York and Scarborough on August 27 and over the Settle & Carlisle on September 9, will run with locomotives drawn from the Carnforth-based fleet on the day with Steam Dreams' chairman, Marcus Robertson, the former owner of a Merchant Navy 4-6-2 (*Canadian Pacific*) no doubt hoping that *British India Line* might turn up for a run over the Settle route and ensuing climb over Shap.

In between, BR 7P 4-6-2 No. 70013 *Oliver Cromwell* will make its debut on September 5, working a 'Cathedrals Express' from Waterloo to Salisbury, Sherborne and Yeovil, recalling early days when Steam Dreams first ran trains down the South Western Main Line.

Cromwell also has an interesting booking running from London via Effingham Junction, Guildford, Havant, Eastleigh and Southampton to Swanage.

Finally, the current roster will be completed with the appearance of Bullied 4-6-2 No. 34052 *Lord Dowding* making two trips to Kingswear.

The first, on September 26, marks a new 'first' for Steam Dreams, with diesel haulage starting

from West Ruislip, calling at the newly reopened Bicester Town thence Oxford Parkway en route to Swindon and Chippenham where at nearby Thingley Junction the 'Express' turns left onto the Melksham branch for Trowbridge, Westbury and Castle Cary.

More variety

The 4-6-2 joins the train at Taunton for the remainder of the trip via Whiteball, Exeter and Newton Abbot and the Torbay line.

The second trip with the 4-6-2, on October 14, is the last of Steam Dreams' main season where the engine will join a Paddington starter – again at Taunton – but in a positioning move will work the return journey back to London before returning to its Southall base, having concluded its sojourn in the West Country.

Commenting, Marcus Robertson said: "I am looking forward to more variety in the motive power line-up. We had a fantastic season with *Flying Scotsman* which performed beautifully, but now it is the turn of other engines to show their paces".

"The *Duchess* is perfect for some of the heavier trains we have planned and will be ideal for challenges like tackling the climb to Greatley on its return from Salisbury and of course the steep, twisting climb on Sapperton when returning from Worcester via Cheltenham.

"It's lovely to see old favourites back on our trains and hopefully a debutant in the shape of *British India Line* – but no promises!"

Open days boost for *Duke of Gloucester*

By Cedric Johns

TYSELEY'S open days staged over the weekend of June 24/25 served as a more than useful promotional platform for the 71000 Trust management team, whose stand drew much interest from the visiting public.

"It was an excellent opportunity to meet enthusiasts and introduce them to our three cylinder 4-6-2 *Duke of Gloucester*, especially those who were not familiar with the engine's history", reported Trust chairman Trevor Tuckley.

"Even more encouraging was the fact that we were able to sign another five new members over the weekend, taking this year's membership target to the halfway mark.

"In addition to that, many interested visitors took membership details away with them, which is a hopeful sign that a percentage will decide to join us in the future. Merchandise sales were quite good too!"

Decisions taken

On the technical side, Mr Tuckley said that several decisions affecting the *Duke's* ongoing overhaul at Tyseley had been taken at a recent management meeting.

Item one confirmed the order for new tubes had been placed and that all bogie and trailing springs were available after being reset.

In this context it was agreed that both the bogie set and trailing truck wheels be fitted into the frames

by the end of July.

When completed, it would allow the *Duke's* drivers to be dropped ready for reprofiling.

It was also agreed that the piston heads would be replaced with cast iron heads and that new matching piston rods would be required.

"We also decided to obtain new outside cylinder covers to accommodate piston securing nuts.

"Finally, a decision was taken that both TPWS and OTM-R systems be replaced to meet the latest network requirements.

"July has been a good month for us working behind the scenes and for the *Duke* whose overhaul continues to progress right on schedule," concluded Mr Tuckley.

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Diesel works 'Torbay Express'

By Cedric Johns

PROBABLY for the first time since its inception (by Past-Time Rail), Riviera Trains' popular Bristol-Kingswear 'Torbay Express' was worked in both directions by diesel power, on Sunday, July 2.

This unusual event came about when rostered engine A1 4-6-2 *Tornado* failed its fitness to run exam, a faulty clack valve feeding the live steam injector being the cause of the problem.

Given the short notice, an attempt was made to secure the services of 4-6-0 *Royal Scot* but by the time the engine was suitably prepped the line from Southall to Bristol had been closed for engineering work.

The train's operating company DB Cargo rescued the situation by making a class 66 diesel available... but it was not that simple. Stabled at nearby Barton Hill depot the exit path for the 66 was blocked by a 'dead' Voyager unit.

By the time the way was cleared some 50 minutes were lost, resulting in a late departure from Temple Meads for the 'Express' which was booked to run via Bath, Trowbridge and Westbury to Taunton then on to Exeter, Newton Abbot and the Torbay line.

Freed of the need of a water stop the diesel's driver did a fine job on the handle, the train arriving in Kingswear at reported right time. Having successfully solved the problem and given passengers an enjoyable day by the River Dart, the promoter was suddenly hit by a fresh source of frustration – signal failure between Exeter and Taunton.

This produced a familiar domino effect, service trains queuing along the route as delays built up. Because of this the 'Torbay Express' was held for around 30 minutes at Kingswear before Network Rail control gave permission for the train to join the national network at Paignton. Given a 'green' to proceed the 'Express'

was allowed to reach Newton Abbot but then brought to a stand for another wait amounting to an estimated 93 minutes, seriously delaying the train and passengers anxious to arrive home at their local stations.

According to reports received several trains operated by Great Western and Cross Country were given priority by control even though the 'Express' was booked ahead time wise.

A complete lack of information didn't help the situation giving rise to Riviera operations manager Charles Paget complaining: "This delay to our private excursion has been a huge disappointment to more than 400 passengers, some whom have travelled a great distance to join our train to enjoy a good day out!"

He also criticised control for the absence of information which resulted in some passengers having to make alternative arrangements to reach home

by bus or taxi after the last service train off Temple Meads departs at 10pm.

Eventually called on, the 'Express' passed Exeter approximately two hours and 20 minutes late with estimated time of arrival at Bristol of 10.50pm.

Passenger Martin Haywood said: "There was total lack of communications with Network Rail to our driver and train staff. Why does Network Rail give priority to the service operators? Shouldn't we all be treated the same?"

Another passenger, Jack Boskett, commented: "Even though there has been a problem with the service the 'Torbay Express' staff have worked tirelessly to ensure that we (passengers) are happy. They are a fantastic team who have been let down by today's railway system."

Note: An automatic discounted refund was paid to the passengers because of the lack of steam on the day for which the A1 Trust apologised.

Forester back on main line

LOCOMOTIVE Services should have a third main line locomotive in traffic to supplement *Royal Scot* and *Braunton* aka *Lord Dowding* by the time this edition of *Heritage Railway* has gone to press.

As anticipated, the engine will be 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester*, originally owned and restored to main line standard by the late Bert Hitchen and added to the Jeremy Hosking fleet after the owner's death.

The 4-6-0 was a reliable workhorse seen regularly on the main line, including one year spent virtually working a whole season of Steam Dreams' Cathedrals Express' excursions.

Basically a 'go anywhere' class five engine, the 4-6-0 will most probably be based at Southall when back in traffic.

Other locomotives currently worked on at Crewe include 4-6-0 No. 5029 *Nunney Castle*, which according to spokesman Peter Greenwood still has outstanding boiler issues and is unlikely to be completed for some time yet.

A2 4-6-2 No 60532 *Blue Peter* and BR

7P 4-6-2 No. 70000 *Britannia* are both on the 'production' line, the A2 being slowly brought back to main line condition while problems with the 'Brit's' axles remain work in progress.

Turning to other important Locomotive Services Ltd's affairs, Mr Greenwood reports the granting of the TOC licence is expected in "the very near future". As previously reported the company's safety case has been accepted by the Office of Road and Rail.

No further hard news regarding proposed railtours is expected until the operating licence is formalised.

Commenting on reports that a number of boilermasters had left LNWR, he said: "It has been difficult to retain staff. This sort of work is very demanding."

This may be one reason contract work on the Patriot's boiler has been discontinued and placed elsewhere aided with financial compensation similar to that provided when the contract to overhaul *Duke of Gloucester* was amicably terminated.

Gresley set to remain in BR blue

By Cedric Johns

DEBATE about the livery of A4 No. 60007 *Sir Nigel Gresley*, when the 4-6-2 returns to main line traffic after its current overhaul has favoured BR blue.

A brief conversation with the A4 Trust's president, Gordon Pope, confirmed that although the A4 was turned out in Garter blue after its initial post BR overhaul at Crewe in 1967, the 4-6-2 has run in BR blue for the past 20 years.

Commenting, marketing director Tod Slaughter has said the A4 will perhaps be represented in its original colours some time in the future, but will reappear in BR blue when the overhaul is successfully completed – hoped to be the middle of next year.

No. 60007, which holds the postwar speed record for steam when its regulator was advisedly closed when topping 112mph on

the East Coast Main Line in 1959, has an interesting history, having worked a Royal train, was one which featured in BR's Marylebone-Stratford-upon-Avon luncheon trains and more recently, the first steam locomotive to run through the repaired storm damaged line at Dawlish.

Although no longer active because of ill health, Gordon Pope told *HR* he remains responsible for overseeing regular cash flow – funds obtained from the A4's large membership and from the public visiting the National Railway Museum, York.

At present the only working A4 is John Cameron's No. 60009 *Union of South Africa* but if the engine is retired to its planned Scottish private museum due to open next June No. 60007 could be the only A4 to steam into the immediate future.

As yet, little or no work has been carried out on the overhaul of sister engine No. 4464 *Bittern* at Crewe.

Mayflower: Owner now aiming for Christmas running

IN THE latest chapter of the long-running story featuring the overhaul of B1 4-6-0 No. 61306 *Mayflower*, latest news – or rather a review of the current situation – indicates that the engine will be available for main line duties by Christmas.

Although the 4-6-0's bottom end has been completed for some time at Carnforth, the delay has centred on the overhaul of the B1's boiler. In conversation with the engine's owner, David Buck, it seems the boiler, passed by inspection when he acquired it, has

revealed a succession of faults or weak spots as work has been progressively carried out at Stockton – originally by Dalglish Engineering and now operating it seems as Northern Steam Engineering.

When it was suggested it might have been quicker and cheaper to have had a new boiler constructed, Mr Buck agreed.

Nevertheless, work has reached its penultimate stages and he anticipates a hydraulic test will be activated in a month. If all goes to plan the boiler will then be steam tested shortly afterwards.

Once the boiler is signed off it will be moved to Carnforth for final assembly, a task that will take about a month before light and loaded test runs for the 'go anywhere' 4-6-0 can be planned.

Mr Buck said one of the few benefits accruing from the length of the overhaul is that his support crew now knows every nut and bolt; helpful when the B1 is back in traffic and requiring normal servicing, running maintenance and, when necessary, fault finding.

He said ownership can be a frustrating

and expensive business. To help compensate, he plans to maximise the engine's use next year and given a renewal of tubes five years down the line, keep the 4-6-0 in main line action for a decade.

The engine will be based at Southall in anticipation of regular work for Steam Dreams and other tour promoters running trains out of the London area.

One train already booked is the much delayed charity train which starting from the capital, is planned to visit ports in East Anglia next April.

Extra Scotsman trips with RTC

ALTHOUGH now in the middle of its busy summer season, the Railway Touring Company has taken an early opportunity to announce two extra excursions with *Flying Scotsman* in late autumn.

The first of these, 'The Cotswold Venturer', departs Paddington on Saturday, October 28 heading for Worcester via the Cotswold Line and Evesham.

The second train, 'The Yorkshireman' starts from Ealing Broadway and makes for York via Kettering, Melton Mowbray and Loughborough.

This is a one way steam trip, the return train being diesel hauled.

LNOR A3 Pacific No. 60103 *Flying Scotsman* stands at King's Cross after arrival with the Railway Touring Company's 'Scarborough Flyer' on June 24. This was the first time the A3 had hauled a train into King's Cross since its return to steam last year.
SEKINE EIKI



Portrush Flyer returns

By Cedric Johns

THE self-proclaimed 'world famous' 'Portrush Flyer' holiday train is back on track this summer holiday to provide family day trips to the County Antrim seaside.

Departing Belfast Central at 11.30am the 'Flyer' arrives at the seaside resort town at 1.35pm, departing for Belfast at 5.20pm with a 7.15pm arrival time.

Commencing on Sunday, July 30 the train is booked to run on August 6, 13, 20 and 27. So popular are these day trips that advance booking is advised.

Compound 4-4-0 No. 85 *Merlin* is set to work these trains.

On Sunday, August 6 'The Slaney' is timed to leave Dublin Connolly at 10.30am heading for County Wexford's Enniscorthy Rockin' Food Festival.

A second train departs Enniscorthy for Wexford and return at 1.30pm.

Recalling the past, the Railway

Preservation of Ireland is reintroducing its iconic 'Radio Train' which offers music and commentaries on the train's progress through the counties of Dublin, Kildare and Kilkenny.

Departing Dublin Central, motive power is likely to be former Northern Counties Committee 2-6-4T No. 4.

A Steam & Jazz special is back on the road on August 25 which, after leaving Belfast, takes its musically minded passengers on its usual mystery tour.

In a change of motive power, the 'East Coaster' which is routed down the whole of the east coast of Ireland is diesel hauled from Whitehead in County Antrim to Rosslare in County Wexford.

The newly opened railway museum at Whitehead is now open to the public and stages a Whitehead Festival on Saturday, August 5.

Visitors will be able to view the railway's workshops and enjoy train rides in the centre's yard. For details visit: www.steamtrainsireland.com

High Speed Train visits Pickering

SATURDAY July 15 was something of a red letter day for the North Yorkshire Moors Railway when an East Midlands HST made a first-ever appearance on the line, arriving via Battersby and Grosmont.

Run in conjunction with the Branch Line Society and the 125 Group, the train, 'The Pickering Paxman' was formed of eight Mk III coaches powered by class 43s fitted with VP185 engines.

Travelling from Derby the 'Paxman'

was routed by way of Sheffield, York and Darlington. Operated as a charity train the 'Paxman' ran in support of the Railway Children, an international charity assisting thousands of children suffering from poverty, abuse, violence or neglect.

On arrival the train was made available to the general public who were able to make a unique High Speed Train journey on the Moors Railway, although not exceeding 25mph.

Demand growing for number nine

By Cedric Johns

WITH all its problems seemingly solved, much to owner John Cameron's delight A4 No. 60009 *Union of South Africa* is in big demand with something like a couple of dozen trips booked for the 4-6-2 between now and the end of the year.

That said, the A4's first revenue-earning trip took place on June 20 when, to the surprise of many linersiders, the engine was moved south not as expected to Southall but to Stewart's Lane.

The move took place so that the A4 was available to work a private Pullman corporate charter – for Brian Souter's Stagecoach – the train following the usual Surrey hills route.

Following that the 4-6-2 visited the Mid-Norfolk Railway as planned and then returned to Southall to work a couple of trains to Salisbury for Steam Dreams.

For the future the engine appears to be solely committed to the Railway Touring Company with day trips from Victoria to Weymouth via the direct route passing Basingstoke, Southampton and Bournemouth on August 2 and 16.

On August 19 No. 60009 is booked to work a 'West Somerset Express' from Paddington to Bishops Lydeard, the train being taken forward to Minehead by West Somerset motive power.

It's Weymouth again on August 23

followed by a trip to Worcester on the 26th.

Later the A4 moves to East Anglia to head a Norwich-Chester excursion on September 9 followed by a visit to the Nene Valley Railway for the period September 15-19.

On the 21st it's back to the Dorset coast with the penultimate trip of the summer's 'Dorset Coast Express' bookings.

Subject to confirmation RTC intend to run its final train on October 2.

After a spell at the East Lancashire Railway gala on October 14-15, the A4 ends the year with RTC's traditional pre-Christmas specials starting with a King's Cross-York 'Christmas White Rose' scheduled for November 11.

On November 30 the A4 is booked to head a Poole-Bath 'shopper' with surprisingly the 4-6-2 working the train throughout; not starting with the usual diesel haulage as far as Salisbury.

A couple of Yuletide Express trips are dated for December 7 and 16 – the first train from Norwich to York, the second from King's Cross-York.

The season closes on December 20 when the *Union* heads a Cambridge 'White Rose' shoppers' trip.

These dates and destinations were provided by John Cameron but as is the norm, operating conditions can quickly change so readers are advised to recheck the details on a monthly basis.

WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW

By Don Benn

THE week to Sunday, July 9, saw three main line special trains commemorating the 50th anniversary of the end of steam worked trains on the Southern, plus a big gala at the Mid Hants Railway over two weekends, which included four working Bulleid Pacifics.

The weather was generally fine and warm throughout and there was some concern that the risk of lineside fires would cause Network Rail to impose a steam ban or at least insist on the addition of a diesel locomotive to the main line trains as a precaution. However, even on a very hot day, No.35028 *Clan Line* ran unassisted on its main line debut on Wednesday, July 5, turning in a superb performance on the 'Bournemouth Belle' special with its big load of 10 Pullmans and three bogie vans, 504 tons tare, around 530 tons full.

The engine crews of Rob Binsted and Dave Proctor had charge of the Down train, the 9.52am from Waterloo to Bournemouth and Wayne Thompson with Paul Major shared the work on the return journey. The Down train was delayed in places by the late running 9.39am from Waterloo to Poole as South West Trains were having yet another bad day, which have been all too common this summer. There were also clearance restrictions to 30mph through Woking and 10mph through Basingstoke.

Some delay was experienced getting away from Waterloo and the train was five minutes

late most of the way to Woking, then recovering well from the speed restriction to reach 59mph at the summit of Milepost 31. The work away from the severe Basingstoke check was even better and 57 at Battledown with this big load was truly excellent.

After some very fast running downhill to Winchester, the 'Bournemouth Belle' caught the aforementioned 9.39 from Waterloo making its Shawford and Eastleigh stops but still managed to keep the overall time loss to the water stop in the Southampton Down goods loop down to just over three minutes. Here the engine was watered having used 3,700 gallons on the run down from Waterloo.

Just five late

Eventual arrival at Bournemouth was just five late, a very good performance. I saw the train crawling past Eastleigh where there was much whistling as *Clan Line* passed its place of birth. Campbell Road Bridge was absolutely packed with people and the big Pacific looked magnificent in the sun on the Pullmans.

On the return journey the highlight was probably the climb of Porton bank which was topped at 42mph, preceding a dash down past Andover at 75mph. Waterloo was reached on time after the usual stop outside. Wayne said that the locomotive ran superbly and that it is a credit to all those who have worked on it during the overhaul. Indeed the whole day was a great example of what can be achieved with good planning and co-operation, which is one of the

messages being put forward by Peter Hendy, chairman of Network Rail.

The second trip was the Railway Touring Company's 'The End of Southern Steam' bash from Waterloo to Yeovil Junction, Weymouth and return via Southampton, with No. 34052 *Lord Dowding*. As this was accompanied for most of the day by a (very clean and appropriate Class 33 diesel) I gave this a miss though there were some worthwhile moments such as the almost unaided climb of Upwey bank on the return journey.

The trip I had chosen was the UK Railtours 'Waterloo Sunset' on Sunday, July 9, which was planned to run from Waterloo to Yeovil Junction via Salisbury, returning via Salisbury, Eastleigh and the Portsmouth Direct line. I had determined many months ago to book a party of us 'Old Timers' from the days of steam on this trip and we eventually reached a total of 24.

UK Railtours could not have been more helpful with my varied requests with this booking and despite its very strict on-train protocol always produce the goods on the day and can be relied on with partners DBC to give everybody a good day out. It has always been my view that the famous song that our train took its name from could not have been a coincidence and there were strains of 'every day I look at the world from my window. But chilly chilly is the evening time. Waterloo sunset's fine...'

On the day it was anything but chilly as we all gathered by Platform 19 at Waterloo within



SR Merchant Navy Pacific No. 35028
Clan Line passes Eastleigh with the
'Bournemouth Belle' on July 5. DON BENN



Fireman Graham Ward stokes the fire at Haslemere, ready for the last leg on July 9. DON BENN

sight of the famous clock in the song, though it was my meeting place with my wife-to-be in 1967, rather than Terry and Julie! In our group there was much handshaking and renewing of acquaintances and an air of eager anticipation as we joined the train. Much relief when we saw the Class 66 which had brought the stock in being uncoupled and I had time to have a quiet word with Wayne Thompson to joke with him that he was at the wrong end of the train!

The load was 11 plus support coach, total 12 for 430 tons tare and as the train was completely full, about 465 tons full. Wayne's fireman to Salisbury was Jim Clarke and the TI was Don Clarke, so together a very good combination. Departure time came and went and we then had an announcement that everything was being delayed due to trespass at Queenstown Road.

Exceptional day

We finally got away 16 minutes late on what was to prove to be a quite exceptional day of locomotive performance and the late start proved to be the catalyst for the best run of the day, and one which we could only have dreamed of beforehand. Out to Wimbledon we were delayed by planned slow line running due to engineering works on the Down fast line and we followed the 10.54am Bournemouth line train instead of preceding it. I was also concerned that the following 11.15am Exeter service would be given priority at some stage but my fears proved to be unfounded as our superb run from Woking to Salisbury kept us well ahead. After regaining the main line at Wimbledon West Junction Wayne soon got *Clan Line* up to speed and despite having to contend with two temporary speed restrictions to 60mph we still managed 76mph in the Byfleet dip.

From Woking we left just over 15 minutes late and with high hopes of a clear run to the Salisbury stop, booked 69 minutes for the 59.4 miles. Up the climb to Milepost 31 the engine was being worked hard enough to get us past the summit at an excellent 62mph. We were up to 74mph by Farnborough where I spotted Paul Cooper trying to replicate his famous shot of No. 35023 passing there on July 8, 1967 while working the last Down steam-hauled express, the 8.30am Waterloo to Weymouth. He has kindly sent me the result and it is included here.

Paul's shot from 1967 is reproduced on page 162 of his latest book *Southern Steam Swansong* published by Crecy Publishing Ltd.

Back to 2017: we then ran on effortlessly with speed in the 70s until interrupted by the severe speed restriction applicable to *Clan Line* at Basingstoke. As far as I am aware no work has taken place here in the last few years and nor



Wayne Thompson on *Clan Line* at the Yeovil Railway Centre on July 9. DON BENN

has the engine changed shape, so the reason for this restriction, which cost us about four minutes, is unclear.

Recovery up the 1-in-249 to Battledown was good with 52½mph at the top. We had just kept the schedule from Woking (which was planned without the restriction) and now ran beautifully over the remaining 33.4 miles to Salisbury. From 77½ over the viaduct at Hurstbourne, Wayne must have taken a bit more steam as we cleared the top of the mini summit to Milepost 62½ at 75mph before the engine was eased in order to keep within the speed limit.

The dash down Enham bank on the 'Atlantic Coast Express' was always one of the highlights of the journey and Wayne told me afterwards that he was tempted to let *Clan Line* run but being the good engineman that he is, he didn't of course. So from 78 at Andover we cleared Red Post Junction at 75mph and then set about the climb to Grateley, topped at an excellent 68mph, very good work indeed with this load. Wayne said that he gradually increased the cut off from 22% to 27% and to 30% at the top of the three miles of 1-in-165, pulling the regulator up to full by the top, so using about 230lbs of steam.

What a superlative performance from an engine fresh from overhaul which has clearly been maintained to the very high standards demanded by the Merchant Navy Locomotive Preservation Society. The first class enginemanship of Wayne and Jim cannot be praised too highly. If we had been allowed to run at line speed down to Andover (85mph) then with less effort from the engine we would have swept over Grateley at 70mph or more. Another example of where a relaxation of the 75mph limit would give a win/win result.

It is worth recording that the coal supplied for this trip was tricky stuff, producing very dirty black smoke and Jim Clarke told me that it required laying into the firebox thinly and well spread to keep a live fire all over to avoid the engine going off the boil. From Grateley summit we ran easily downhill past Porton and Tunnel Junction to a signal stop at Milepost 83 outside Salisbury. We had caught the late running Portsmouth to Cardiff train and once again a service train had caused a steam-hauled train recovering time to be delayed. But on this occasion there was much celebration amongst the timing fraternity, as it was clear that we had run from Woking to the signal stop inside even time – 58.73 miles in 58 minutes 19 seconds at 60.43mph. This was unexpected and made my day.

We got the road after three minutes and stopped in Platform 4 in 65 minutes five seconds, a gain of four minutes on the schedule. Net time was a very good 55 minutes and the

TABLE ONE: 'THE WATERLOO SUNSET' WOKING TO SALISBURY

Date	Sunday, July 9, 2017
Train	1041 Waterloo to Yeovil Junction
Loco	Rebuilt Merchant Navy Class 4-6-2 No. 35028 <i>Clan Line</i>
Load	12 coaches, 430 tons tare 465 tons gross
Engine Crew	Wayne Thompson and Jim Clarke
Inspector	Don Clarke
Recorder	DB from 10th coach
Weather	fine and warm

	miles	sched	mins	secs	speed
Woking	0.00	00.00	00	00	
Woking Jct	0.46	02.00	02	08	27
MP 26½	2.21		04	51	48
Brookwood	3.70		06	34	54½
Pirbright Jct	5.36		08	19	59½
MP 31	6.71		09	39	62
Sturt Lane Jct	7.91		10	44	70½
Farnborough	8.91	12.00	11	36	74
MP 35	10.71		13	00	76½/77½
Fleet	12.19		14	10	76½
MP 38	13.71		15	21	76
Winchfield	15.54		16	47	74/73
MP 41	16.71		17	46	74
Hook	17.87		18	42	75½
MP 43	18.71		19	22	75
Newnham Siding	19.41	19	55		77½/78½
MP 45	20.71		20	56	74
Basingstoke	23.46	25.00	24	46	13* tsr
MP 49	24.72		27	27	39½
Worting Jct	26.01	29.00	29	08	49
MP 51	26.73		30	02	52½
Oakley	28.09		31	21	62½/64½
MP 53½	29.26		32	31	64
Overton	31.26		34	14	74
MP 58	33.76		36	14	77½
Whitchurch	34.81		37	04	76/74
Hurstbourne	36.85		38	37	77½
MP 62½	38.27		39	46	75
MP 64	39.77		40	57	78
Andover	42.06	49.00	42	38	77½
Red Post Jct	43.36		43	43	75
MP 69	44.78		44	52	79
MP 71	46.79		46	28	72½
Grateley	48.41		47	47	69
MP 73¼	49.06		48	22	68
Allington	51.31		50	14	75½
Idmiston	53.31		51	49	77
Porton	54.00		52	17	79
MP 80	55.82		53	44	74*
Tunnel Junction	58.27	66.00	56	04	38*
sigs stop					
MP 83	58.73		58	19	0*
Salisbury	59.40	69.00	65	05	

start to stop average Woking to MP 83: 60.43 mph
net time 55 minutes
Woking depart 15¼ minutes late

running had been up to or better than 'ACE' standard throughout. In fact, one of our group, David Foale, a driver on the Bluebell Railway, has calculated that without the stops and checks we would have kept the old 80 minute non-stop booking of the 'ACE' and that with a 75mph limit. Table One shows the details.

Impossible schedules

From Salisbury, Matt Hunt took over the firing from Jim and we ran well enough on to Yeovil though fighting the always impossible schedules given to westbound steam over this stretch. The work was good without being exceptional and the 57.7mph minimum at Semley was the best work after no more than 66½mph at Tisbury.

For the return run we had the same crew

TABLE TWO: 'THE WATERLOO SUNSET' – SHERBORNE TO SALISBURY

Date	Sunday, July 9, 2017
Train	1740 Yeovil Junction to Waterloo
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35028 <i>Clan Line</i>
Load	12 coaches, 430 tons tare 465 tons gross
Engine Crew	Wayne Thompson and Matt Hunt
Recorder	DB from 4th coach
Weather	fine and dry, calm

	miles	sched	mins	secs	speed
Sherborne	0.00	0.00	00	00	
MP 117½	0.60		02	40	23
MP 116½	1.60		05	03	27½
MP 115½	2.60		07	17	25½
Milbourne Port	3.65		09	09	45½
MP 113½	4.60		10	20	47
Templecombe	6.05	11.00	11	53	68
MP 110½	7.60		13	06	79
MP 107½	10.60		15	40	59/1* sigs
Gillingham	12.85	26.00	21	20	25½
MP 104	14.10		23	36	35
MP 103	15.10		25	11	39½
MP 102	16.10		26	44	38½
Semley	16.95		28	04	38
MP 100	18.10		29	32	53½
MP 98	20.10		31	20	72/75½
Tisbury	21.95	39.00	32	48	72
MP 94	24.10		34	40	70
Dinton	26.25		36	27	74/77
MP 90	28.10		37	56	75
Wilton South	32.05	50.00	41	35	34*/29½
MP 85½	32.85		43	17	31½/38½
Salisbury	34.55	65.00	47	42	

net time 39 minutes

TABLE THREE: WATERLOO SUNSET-HAVANT TO HASLEMERE

Date	Sunday, July 9, 2017
Train	1740 Yeovil Junction to Waterloo
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35028 <i>Clan Line</i>
Load	12 coaches, 430 tons tare 465 tons gross
Engine Crew	Rob Binsted and Graham Ward
Inspector	Tom Rees
Recorder	DB from 4th coach
Weather	fine and dry, calm

	miles	sched	mins	secs	speed
Havant	0.00	0.00	00	00	23
MP 65	1.42		02	56	40/48½
Rowlands Castle	3.17		05	13	47
Idsworth Xing	5.24		07	42	52
MP 60	6.42		09	07	46½
MP 59½	6.92		09	46	43
MP 59	7.42		10	33	38
MP 58½	7.92		11	20	34½
MP 58¼	8.17		11	47	33
Buriton Tunnel	8.57		12	24	42/45
Buriton	9.05		13	19	38* tsr
MP 55½	10.92		14	58	72½
Petersfield	11.56	18.00	15	36	67½
MP 53½	12.92		16	54	73
MP 52½	13.92		17	43	69
Liss	14.96		18	37	69½
MP 50	16.42		20	03	52/46½
MP 48	18.42		22	29	55½
Liphook	19.60		25	15	25* tsr
MP 45½	20.92		26	21	50½
MP 43	23.41		stop		
			28	22	0*
			33	28	
Haslemere	24.44	30.00	39	47	

net time 30 minutes



No. 35028 *Clan Line* passes Farnborough at 74mph with UK Railtours' 'Waterloo Sunset' on July 9.
PAUL COOPER / WRL ARCHIVE

as far as Salisbury and we set off on time to pick up those who had chosen the ambience of Sherborne on a Sunday afternoon as opposed to the different delights at the Yeovil RailwayCentre. I managed to sample both by dint of SWT. I have shown in Table Two the run to Salisbury which turned out to be nonstop (just) in 47 minutes 42 seconds for the 34.55 miles, as opposed to the booked 65 minutes. This was very fortuitous as firstly Wayne managed to keep the train moving approaching Gillingham rather than take the booked pathing stop, as he could see the SWT service arriving into the Down loop and wanted a run at the long 1-in-100 climb to Semley, a killer from the Gillingham start.

This was only possible due to a six-and-a-half minute late start from Sherborne due to the engine stopping on top dead centre and defying all efforts to get it moving again until finally dropping back a few yards solved the problem. We plodded up the 1-in-80 from the restart and then came a wonderful dash down Templecombe bank with the dust flying. From the near stop before Gillingham followed a lovely climb to Semley. Speed was falling only slightly on the 1-in-100 at the top passed at 38mph and I calculate the EDBH to have been about 1,650.

As we were booked to use Platform 4 at Salisbury and not due in until after the Down Exeter had vacated the same platform, I was very pleasantly surprised to find us running in without a check as the Exeter was in Platform 3. What an excellent and intelligent piece of regulating. We arrived nearly 11 minutes early in a net time of 39 minutes, extremely good with this heavy 465 ton train, 13 coaches in old money.

The difficult uphill restarts were one of the reasons why Exmouth Junction shed gave preference to the semi-fast trains when allocating Merchant Navy Pacifics. I calculated the net time by looking back through my old notebooks to find a run behind No. 35006 *Peninsular & Oriental SN Co* on the 4.10 pm Exeter to Waterloo on July 12, 1964. With 12 on for 405 tons we ran from Milepost 107½ to Tisbury in 8 minutes 37 seconds and I have used this as a marker for *Clan Line*. Speeds were

53½ at MP 107½, 75 through Gillingham, a very good 56½ minimum at Semley and 71 at Tisbury.

From Salisbury, our new crew was Rob Binsted and Graham Ward and they carried on the good work of Wayne, Jim and Matt. The Traction Inspector was Tom Rees. The schedule most of the way was fairly easy but this didn't stop Rob from producing a noisy climb to Alderbury and then running up to 73½ at Dean. The usual checks then followed to our stop for water at Hedge End. Away from there slightly late, we were back on time passing Havant ready for the most interesting part of the return journey. This is shown in Table Three.

Real climbing

Clan Line was producing lots of lovely Bulleid noise up the 1-in-147/120 to Rowlands Castle passed at 47mph and then reached 52 on the easier grades to Idsworth where the real climbing begins; the final two miles of sinuous, wooded climbing being at 1-in-80. I sat back enjoying this superb effort as speed fell to 33 minimum at the top before Buriton tunnel. After another temporary speed restriction, we dashed down to Petersfield where I think that a yellow signal was sighted briefly.

Speed then reflected the gradient profile with 73 before Liss and a minimum of 46½ on the 1-in-80 afterwards. Checks including an emergency speed restriction order and a track circuit failure ruined the rest of the run to Haslemere and Woking but it had been a wonderful day and a fitting tribute to the 50th anniversary of the end of Southern steam.

I had a few quiet moments at Haslemere watching Graham Ward firing *Clan Line* and taking in the sights and sounds of this magnificent steam locomotive waiting take its train on to Waterloo. As a result of all the delays (Network Rail regrets) the train was over half-an-hour late at Woking where I had to alight otherwise I would have missed my last train home. Little could I have thought 50 years ago that I would, in 50 years' time be enjoying such a superb day of main line steam performance behind a Merchant Navy Pacific.

HR

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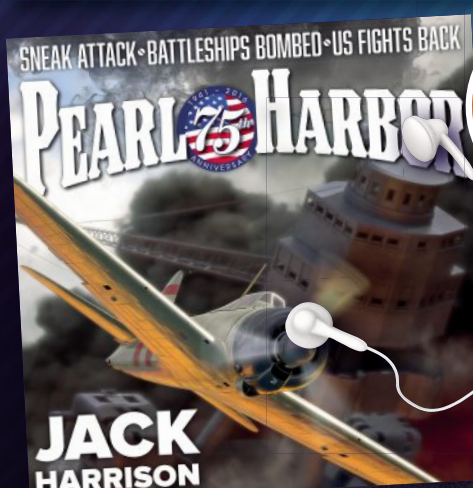
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LNER A3 Pacific No. 60103 *Flying Scotsman* passes Knottingley with the Railway Touring Company's 'Scarborough Flyer' to King's Cross on June 24. ALAN WEAVER

July

SAT 29: 'The Hadrian'

Derby, Settle, Carlisle and return via Durham.

Steam hauled: York, Carlisle, York.

Loco: No. 60103 *Flying Scotsman*. RTC

August

SAT 5: 'Towi Tornado'

Eastleigh, Bristol, Carmarthen and return. Steam hauled: Bristol, Carmarthen and return.

Loco: No. 60163 *Tornado*. PATH

SAT 5: 'Cumbrian Mountain Express'

Crewe, Manchester, Shap, Carlisle and return via Settle.

Steam hauled throughout.

Loco: No. 45690 *Leander*, 45699 *Galatea*, 46233 *Duchess of Sutherland* or 46115 *Scots Guardsman*. RTC

FRI 11: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 12: 'Melton Rambler'

Tyseley, Melton Mowbray, Harringworth and return.

Steam hauled throughout.

Loco: No. 4965 *Road Ashton Hall* and No. 9600. VT

SAT 12: 'Walton Pier Express'

Liverpool Street, Walton-on-the-Naze and return, plus shuttles.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. T150

SUN 13: 'Cathedrals Express'

Paddington, Shrewsbury and return.

Steam hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. SD

THUR 17: 'Cathedrals Express'

Victoria, Worcester and return.

Steam hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. SD

Regular Steam

DAILY: 'The Jacobite'

Fort William, Mallaig and return.

Steam hauled throughout.

Loco: No. 44871, 45212, 45407 or 62005. WCR

SUNS: 'Forth Bridge and Borders'

Linlithgow, Kirkcaldy, Tweedbank and return.

Steam hauled throughout.

Loco: No. 44871. SRPS

SUNS 13, 20, 27: 'Waverley'

York, Settle, Carlisle and return.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. RTC

MON 7, TUES 8, 15: 'Dalesman'

Chester or York, Carlisle and return.

Steam hauled: Hellfield, Carlisle and return.

Loco: No. 45690 *Leander*, 45699 *Galatea*, 48151 or 46115 *Scots Guardsman*. WCR

WEDS 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 12, 19: 'West Somerset Steam Express'

Paddington, Minehead and return.

Steam hauled throughout.

Loco: No. 34046 *Braunton*. RTC

WEDS 2, 16, 23: 'Dorset Coast Express'

Victoria, Weymouth and return.

Steam hauled: Victoria, Weymouth and Southampton, Andover, Victoria.

Loco: No. 60009 *Union of South Africa*. RTC

THURS to Aug 31: 'Scarborough Spa Express'

Carnforth, York, Scarborough and return.

Steam hauled: York, Scarborough and return.

Loco: 45699 *Galatea*.

SUNS to Sep 3: 'Shakespeare Express'

Birmingham Snow Hill, Stratford-upon-Avon and return (x2).

Steam hauled throughout.

Loco: No. 5043 *Earl of Mount Edgcumbe*. VT

SUNS Aug 20, Sep 3, 10: 'Torbay Express'

VT

Bristol, Kingswear and return.

Steam hauled throughout.

Loco: No. 35028 *Clan line*. TEL

SUNS Jul 30, Aug 6: 'Royal Duchy'

Bristol, Par and return.

Steam hauled: Taunton, Par and return.

Loco: No. 46100 *Royal Scot*. RTC

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94 of the BEST

Fifty years ago, there was only one standard gauge preserved railway running timetabled steam services and time was running out to save any more main line steam engines for posterity. **Brian Sharpe** pays tribute to the steam engines purchased from BR during the 1960s to carry on steaming in the first wave of heritage railways to be opened.

LBSCR A1X 'Terrier' 0-6-0T No. 32636 was one of the first locomotives purchased from BR by the Bluebell Railway. It passes under Three Arch Bridge near Horsted Keynes in January 1989.





Three of the Dart Valley Railway's original GWR steam engines purchased in the 1960s can be seen at Buckfastleigh in February 2016: 0-6-0PT No. 6412 and 0-4-2Ts Nos. 1420 and 1450. The line has now become the South Devon Railway.

Many of Britain's premier league steam engines belong to the National Collection and our heritage lines now rely largely on engines obtained from a well known Welsh scrap merchant. But there is an often-overlooked first division of over 100 locomotives that were purchased from British Railways 50 or more years ago and most of these were always intended for ongoing active service. This collection of engines could never have sustained the quantity and variety of heritage lines we now take for granted but

1. GWR HERITAGE LINES NOW REGULARLY RUNNING MAIN LINE STEAM LOCOMOTIVES

South Devon Railway (DVR)	1969
Severn Valley Railway	1970
Didcot Railway Centre	1970
Dean Forest Railway	1971
Dartmouth Steam Railway	1972
East Somerset Railway	1973
West Somerset Railway	1976
Gloucestershire Warwickshire Railway	1984
Llangollen Railway	1987
Chinnor & Princes Risborough Railway	1994
Bodmin & Wenford Railway	1996

2. GWR STEAM LOCOMOTIVES PURCHASED FROM BR FOR ACTIVE PRESERVATION

0-4-2T 1420	Dart Valley
0-4-2T 1450	Dart Valley
0-4-2T 1466	Didcot
0-6-0ST 1363	GWS Bodmin
0-6-0PT 1638	Dart Valley
0-6-0PT 6412	Dart Valley
0-6-0PT 6430	Dart Valley
0-6-0PT 6435	Dart Valley
2-6-2T 4555	Dart Valley
2-6-2T 6106	Didcot
0-6-2T 6697	Didcot
0-6-0 3205	SVR
4-4-0 3217 <i>Earl of Berkeley</i>	Bluebell
4-6-0 7808 <i>Cookham Manor</i>	Didcot
4-6-0 6998 <i>Burton Agnes Hall</i>	Didcot
4-6-0 4079 <i>Pendennis Castle</i>	Southall
4-6-0 7029 <i>Clun Castle</i>	Tyseley

nevertheless they have formed the backbone of steam preservation even after their numbers were swelled dramatically from the 1970s onwards, enabling the preservation movement to expand in the way it did.

There are now 32 standard gauge heritage railways in Britain which regularly operate ex-main line steam locomotives. Fifty years ago, as BR steam traction was in its last 12 months, steam engines were being purchased for preservation mainly with the intention that they would be used on one of the preserved railways, all but one of which were only at the planning stage in 1967. The Bluebell Railway had been operating since 1960 but only the Keighley & Worth Valley and Dart Valley railways were close to reopening.

By the time BR steam ended and the supply of steam engines dried up, 111 main line steam engines had been saved privately, 94 of which appeared to have a prospect of an early return to steam.

There were other engines of course. Apart from those in the National Collection, some privately-owned engines were bought for permanent static display and a handful were even exported overseas. All these however were expected to remain on permanent static display or overseas.

Ninety-four nominally active engines would give the present-day 'main line' heritage railways an average of around three main line steam engines each, of which two would probably be under overhaul at any one time.



Two of the engines purchased from BR by the Great Western Society: 0-6-2T No. 6697 and 4-6-0 No. 7808 *Cookham Manor* on display at the Didcot Railway Centre.

3. SOUTHERN HERITAGE LINES NOW REGULARLY RUNNING MAIN LINE STEAM LOCOMOTIVES

Bluebell Railway	1960
Isle of Wight Steam Railway	1971
Kent & East Sussex Railway	1974
Mid Hants Railway	1977
Swanage Railway	1979

4. SR STEAM LOCOMOTIVES PURCHASED FROM BR FOR ACTIVE PRESERVATION

SECR 0-6-0T 323 <i>Bluebell</i>	Bluebell
SECR 0-6-0T 27	Bluebell
SECR 0-4-4T 263	KESR
SECR 0-6-0 65	Ashford
SECR 0-6-0 592	Ashford
LBSCR 0-6-0T 72 <i>Fenchurch</i>	Bluebell
LBSCR 0-6-0T 55 <i>Stepney</i>	Bluebell
LBSCR 0-6-0T 3 <i>Bodiam</i>	KESR
LBSCR 0-6-0T 10 <i>Sutton</i>	KESR
LBSCR 0-6-0T 46 <i>Newington</i>	Droxford
LBSCR 0-6-2T 473 <i>Birch Grove</i>	Bluebell
LSWR 2-4-0WT 30585	Quainton Road
LSWR 0-4-4T 24 <i>Calbourne</i>	IOV
LSWR 4-4-2T 488	Bluebell
0-6-0T 30064	Droxford
0-6-0T DS237 <i>Maunsell</i>	KESR
0-6-0T DS238 <i>Wainwright</i>	KESR
0-6-0T 30072	KWVR
4-6-2 34023 <i>Blackmoor Vale</i>	Longmoor
4-6-2 35028 <i>Clan Line</i>	Longmoor

Naturally there was a preponderance of small engines, partly as they were much cheaper to buy, partly as heritage lines did not really expect to need big engines. But there were also quite a number of big express engines which would certainly not be expected to be of much use on five-mile branch lines. So the heritage lines we now take for granted would realistically probably only have on average one medium-sized engine each available for use on regular passenger service at any one time.

GWR locomotive preservation in the 1960s was led by the Dart Valley Railway which was closely associated with Tyseley, and the Great Western Society. The two proposed heritage lines making progress were the Dart Valley and the Severn Valley Railway, plus of course Didcot. The SVR did little about obtaining GWR engines in the 1960s although 0-6-0 No. 3205 was transferred from Buckfastleigh.

The DVR company later acquired the Kingswear branch which needed rather bigger engines than the fleet which had been assembled at Buckfastleigh while David Shepherd settled on the East Somerset Railway but GWR engines did not feature in this line's early days. Three more major GWR lines got off the ground in the 1970s; the West Somerset, Gloucestershire Warwickshire and Llangollen railways but these would have been struggling for motive power as the supply of engines from BR had dried up ten years earlier.



GNR 0-6-0ST No. 1247 was purchased by Captain Bill Smith in 1959 but initially saw occasional main line use before visiting a number of heritage lines in a long career in active preservation. It is seen on the Middleton Railway, arguably Britain's first standard gauge preserved steam railway, in 1990. The engine was donated to the National Collection and is now on static display.

5. LMS HERITAGE LINES NOW REGULARLY RUNNING MAIN LINE STEAM LOCOMOTIVES

Keighley & Worth Valley Railway	1968
Lakeside & Haverthwaite Railway	1973
Nene Valley Railway	1977
Strathspey Railway	1978
Battlefield Line Railway	1978
East Lancashire Railway	1987
Midland Railway – Butterley	1987
Embsay & Bolton Abbey Railway	1987
Churnet Valley Railway	1996

The Bluebell Railway had been in operation since 1960 and had a unique fleet of engines, mostly quite small ones. The Isle of Wight Steam Railway and the Kent & East Sussex Railway were not far behind in reopening in the early 1970s and there were also plans for the Meon Valley and Westerham Valley branch lines to be preserved.

There was also a steam centre at Ashford and hopes were being pinned on the development of the Longmoor Military

Railway into a major steam centre and heritage line able to operate big steam engines, but ultimately this was to fail. Ashford also closed and neither the Meon or Westerham schemes got off the ground, leading to some redistribution of Southern engines.

Two more big Southern lines got started in the 1970s by which time, as on the GWR, the supply of suitable motive power was going to be problematical.

6. LMS STEAM LOCOMOTIVES PURCHASED FROM BR FOR ACTIVE PRESERVATION

NLR 0-6-0T 58850	Bluebell
LYR 0-4-0ST 51218	KWVR
LYR 0-6-0 957	KWVR
MR 0-6-0T 41708	KWVR
CR 0-4-4T 419	Falkirk
0-6-0T 47383	SVR
2-6-2T 41241	KWVR
2-6-2T 41298	Longmoor
2-6-4T 42073	Carnforth
2-6-4T 42085	Carnforth
2-6-0 46441	Carnforth
2-6-0 46443	SVR
2-6-0 43106	SVR
4-6-0 44767 <i>George Stephenson</i>	Carnforth
4-6-0 44806	Carnforth
4-6-0 44871	Carnforth
4-6-0 44932	Carnforth
4-6-0 45025	KWVR
4-6-0 45110	Ashford
4-6-0 45212	KWVR
4-6-0 45231	Carnforth
4-6-0 45305	Hull
4-6-0 45407 <i>The Lancashire Fusilier</i>	Carnforth
4-6-0 45428 <i>Eric Treacy</i>	Tyseley
4-6-0 5593 <i>Kolhapur</i>	Tyseley
4-6-0 45596 <i>Bahamas</i>	Dinting
4-6-0 46115 <i>Scots Guardsman</i>	KWVR
4-6-2 6201 <i>Princess Elizabeth</i>	Ashchurch
2-8-0 48773	SVR



SR Merchant Navy Pacific No. 35028 *Clan Line* was purchased from BR at the end of Southern steam in 1967 and having returned to main line service in 1974 has been in continuous main line use between overhauls since, although it has never hauled a heritage line passenger train. The 4-6-2 passes Andover with UK Railtours' 'Waterloo Sunset' on July 9.

7. LNER HERITAGE LINES NOW REGULARLY RUNNING MAIN LINE STEAM LOCOMOTIVES

North Yorkshire Moors Railway	1973
Great Central Railway	1973
North Norfolk Railway	1975
Bo'ness & Kinneil Railway	1987
Mid-Norfolk Railway	1999
Wensleydale Railway	2003
Epping Ongar Railway	2012

8. LNER STEAM LOCOMOTIVES PURCHASED FROM BR FOR ACTIVE PRESERVATION

NER 0-6-0T 69023	KWVR
NER 0-6-0 65894	NYMR
NER 0-8-0 63395	NYMR
GNR 0-6-0ST 1247	Marshmoor
GNR 0-6-2T 1744	KWVR
GER 0-6-2T 69621	Neville Hill
GER 0-6-0 564	NNR
NBR 0-6-0 673 <i>Maude</i>	Falkirk
Met 0-4-4T 1	Quainton Road
4wVBT 54	Middleton
2-6-0 61994 <i>The Great Marquess</i>	Neville Hill
2-6-0 62005	Neville Hill
4-6-0 8572	NNR
4-6-0 61306 <i>Mayflower</i>	Carnforth
4-6-2 60103 <i>Flying Scotsman</i>	Doncaster
4-6-2 60532 <i>Blue Peter</i>	York
4-6-2 60007 <i>Sir Nigel Gresley</i>	Crewe
4-6-2 60009 <i>Union of South Africa</i>	Lochty
4-6-2 60019 <i>Bittern</i>	York

The Keighley & Worth Valley Railway was to be the second standard gauge branch to reopen, in June 1968, and a collection of engines of mostly LMS pedigree had been assembled at Haworth. The situation as regards LMS steam preservation is unique in that the London Midland Region was the last region of BR to see regular steam and right at the end in 1968, no less than 10 LMS 'Black Five' 4-6-0s were purchased, mostly apparently destined for the Lakeside branch. Initially though, engines were concentrated at Carnforth and when the Lakeside scheme failed to materialise as expected, Carnforth continued as a steam centre in its own right and many of the 10 'Black Fives' eventually found themselves in main line as opposed to heritage line use.

It would be ten years before any other significant heritage lines would open on former LMS routes; the biggest scheme being the East Lancashire Railway which was a very late starter in heritage railway terms. Of the others, the Nene Valley opted largely for steam engines from the Continent while what was then the Yorkshire Dales Railway stuck largely with industrial steam power.

In the late 1960s, there were three proposals for heritage lines in LNER territory, two of which were quite ambitious. Neither the North Yorkshire Moors Railway nor the Great Central Railway themselves achieved anything in terms of obtaining LNER engines to operate their services though. Fortunately the North Eastern Locomotive Preservation Group was particularly successful in preserving North Eastern engines and formed a long and mutually beneficial working arrangement with the NYMR. The third proposed line, the North Norfolk Railway had originated as the Midland & Great Northern Joint Railway Society which had secured two suitable engines in the early 1960s.

Private railway preservation in Scotland



It is fortunate that the Maher brothers bought an LMS Fairburn 2-6-4T each for the Lakeside & Haverthwaite Railway, as no one else bought one of these useful engines. No. 42085 emerges from Haverthwaite tunnel.



LMS 'Black Five' 4-6-0 44932 was one of ten class members purchased on withdrawal at the end of BR steam in August 1968 and remained based at Carnforth. Like many of the LMS 4-6-0s, it has changed owners since and has remained active but mostly on the main line, currently being part of West Coast Railways' fleet based at Carnforth.

had secured a number of engines of LMS and LNER origin but it was some time before the Strathspey and Bo'ness branches were selected for reopening and engines migrated to one or other of the schemes. The Mid-Norfolk, Wensleydale and Epping Ongar lines are much more recent projects which have had to hire in main line engines on a one-off basis.

A handful of BR Standard locomotives were purchased privately which would supplement the engines from the 'Big Four' companies.

It is interesting to consider the relatively small number of engines which were purchased privately from BR but only ever intended to be cosmetically restored and put on static display. Eight of these were in the open air at Butlins holiday camps, while others were in small museums or stored for eventual museum display.

Fortunately, all but Tiverton museum's No. 1442 and NBR 0-4-0ST No. 42 now at Bo'ness, have now returned to steam, but 50 years ago the thought of one of the Butlins' engines ever returning to steam, let alone on the main line, was almost unthinkable.

Two engines originally nominated for the National Collection were nevertheless sold by BR some time after 1968. NER J21 0-6-0 No. 65033 was acquired by Beamish museum and BR Standard Pacific No. 70000 *Britannia* was eventually purchased by the East Anglian Locomotive Preservation Society.

9. BR STANDARD STEAM LOCOMOTIVES PURCHASED FROM BR FOR ACTIVE PRESERVATION

4-6-0 73050 <i>City of Peterborough</i>	NVR
4-6-0 75027	Bluebell
4-6-0 75029 <i>The Green Knight</i>	Longmoor
2-6-4T 80002	KWVR
2-10-0 92203 <i>Black Prince</i>	Longmoor
2-10-0 600 <i>Gordon</i>	Longmoor

10. LOCOMOTIVES PURCHASED FROM BR FOR STATIC DISPLAY

Cardiff Railway 0-4-0ST 1338	Bleaden & Uphill
GWR 0-4-2T 1442	Tiverton
LBSCR 0-6-0T 40 <i>Freshwater</i>	Butlins Pwllheli
LBSCR 0-6-0T 62 <i>Martello</i>	Butlins Ayr
LBSCR 0-6-0T 78 <i>Knowle</i>	Butlins Minehead
LSWR 0-4-0T 102 <i>Granville</i>	Butlins Skegness
SR 4-4-0 928 <i>Stowe</i>	Beaulieu
LYR 0-6-0 52322	Adlington
LNWR 0-6-2T 1054	Penrhyn Castle
CR 0-6-0 828	Glasgow
LMS 2-6-0 46464	Dundee
LMS 4-6-0 46100 <i>Royal Scot</i>	Butlins Skegness
LMS 4-6-2 46203 <i>Princess Margaret Rose</i>	Butlins Pwllheli
LMS 4-6-2 46229 <i>Duchess of Hamilton</i>	Butlins Minehead
LMS 4-6-2 46233 <i>Duchess of Sutherland</i>	Butlins Ayr
NBR 0-4-0ST 42	Lytham
LNER 4-4-0 246 <i>Morayshire</i>	Edinburgh

11. NATIONAL COLLECTION STEAM LOCOMOTIVES WHICH HAVE BEEN USED IN REGULAR HERITAGE LINE PASSENGER SERVICE

GWR 4-4-0 3440 *City of Truro*
 LSWR 4-4-0 30120
 SR 0-6-0 C1
 SR 4-4-0 925 *Cheltenham*
 SR 4-6-0 777 *Sir Lamiel*
 SR 4-6-0 850 *Lord Nelson*
 LNWR 0-8-0 49395
 LMS 0-6-0 4027
 LMS 4-6-0 5000
 LMS 4-6-2 46229 *Duchess of Hamilton*
 GNR 4-4-2 990 *Henry Oakley*
 NER 0-8-0 901
 GCR 4-4-0 506 *Butler-Henderson*
 GCR 2-8-0 63601
 LNER 2-6-2 4771 *Green Arrow*
 BR 4-6-2 70013 *Oliver Cromwell*
 BR 2-10-0 92220 *Evening Star*

So that was that. By the end of 1971, 111 engines had been purchased from BR; 94 looked likely to see active service, but BR had no more to sell.

There were other sources of motive power though. Industrial steam lasted a little longer than on BR and industrial locomotives were found to be surprisingly useful on passenger services at 25mph. There were even a few ex-main line locomotives working in industry and of those that survived up to 1968, virtually all were saved, whatever their condition.

A handful of steam locomotives were imported from overseas. These were restricted as to where they could operate because of their size, but included three WD Austerities plus some 'gauge-friendly'



BR Standard 4-6-0 No. 75029 was purchased from BR by David Shepherd and initially based at Longmoor in Hampshire. It moved to the East Somerset Railway but was later sold and is now a member of the NYMR's fleet and certified to work into Whitby over Network Rail tracks.

USATC S160 2-8-0s.

Fortunately, there was a solution to the problem of there simply being insufficient locomotives to operate the sheer number of heritage lines which were now blossoming. In September 1968, a month after the end of BR steam, the Keighley & Worth Valley Railway purchased Midland 4F 0-6-0 No. 43924 from Dai Woodham's scrapyards in Barry, South Wales.

BR had withdrawn so many steam locomotives so quickly that even with the increasing involvement of private scrap merchants it took a while to scrap them all and Dai Woodham eventually bought more than 200 of them and hardly made a start on actually cutting any up. In what now seems a very strange stipulation, private scrap

merchants' contracts with BR prevented them from reselling any of the engines they had bought other than to other scrapyards. This was aimed at preventing scrapyards from selling engines on for preservation at a profit.

So there were still more than 200 engines available and individuals, societies and railways wanted them. It took a bit of negotiation but once there were no further BR engines for sale and Woodhams was virtually the only private scrapyard still in the locomotive business, BR was happy to permit the yard to resell engines.

The KWVR's 4F was not really in much worse condition than if it had been bought straight from BR and it was fairly quickly put back in steam, by which time further engines had been purchased from the yard.



NER P3 0-6-0 No. 2392 climbs past Darnholm on the North Yorkshire Moors Railway. This engine was purchased by the North Eastern Locomotive Preservation Group at the end of steam in the north-east in September 1967 and is currently under overhaul in preparation for another ten years' hard work.

With an almost bottomless pit of suitable motive power to draw from, provided that Dai didn't get round to scrapping his engines, there was now much more hope for far more heritage lines to prosper. It took a very long time though and purchases from the yard 20-30 years later were in deplorable condition and many have taken a quarter of a century to be restored to steam.

Barry was not the only source of motive power as the steam preservation movement expanded. Before long, BR steam locomotives were being repatriated, and some of the engines from museums or on static display were eventually made available, including all the Butlins ones. Even engines from the National Collection were loaned to heritage lines and steam centres, with the possibility of a return to steam. These engines have made a significant contribution to heritage line passenger services now for many years.

There have been others which have been steamed but only for very restricted use, such as GNR Stirling single No. 1 and MR 4-2-2 No. 673. GNR 0-6-0ST No. 1247 and LNER 4-6-2 No. 60103 *Flying Scotsman* which were acquired by the NRM from private owners have continued to see active service.

No less than 63 ex-Barry GWR locomotives have been returned to steam and in addition to this 17 GWR engines were obtained from London Transport or industrial service, many of which have now seen active service.

On the Southern, a couple of SECR P class 0-6-0Ts were purchased from industry. LSWR M7 0-4-4T No. 30053 and SR Schools 4-4-0 No. 30926 *Repton* were repatriated from North America and four National Collection engines of a size suitable for regular passenger service have swelled the number of engines available. Barry scrapyard has so far provided the Q class 0-6-0 No. 30541, 11 assorted 2-6-0 and 4-6-0s, and no less than 19 Bulleid Pacifics, with quite a few more to be steamed in the future.

None of the LMS engines rescued after industrial service has yet made any meaningful contribution to heritage line service but 26 ex-Barry LMS engines have been returned to steam. Three useful National Collection engines have been used in passenger service and the four big Butlins express engines have been steamed, which have at times seen heritage line service.

The LNER total has remained rather static though, with only a couple of NER Y7s 0-4-0Ts obtained from the NCB plus five National Collection engines returned to steam for heritage as opposed to main line service. There was only ever one LNER engine at Barry; B1 4-6-0 No. 61264, but 28 BR Standards from Barry have returned to steam.

With 146 Barry engines now having returned to steam, plus 16 National Collection engines and a couple of dozen from industrial service and other sources, there have been an additional 180 engines on top of the original 94, giving a total of 270; nine for each major heritage line as opposed to the three each that were saved by the end of steam.

Fifty years ago, it was almost inconceivable that a steam engine could be rebuilt by enthusiasts from scrapyard condition but now there are new steam engines being built from scratch to work passenger services on heritage railways. No. 60163 *Tornado* will soon be followed by a GWR Grange, an LMS Patriot and an LBSCR Atlantic.

But without the top 94 having been purchased from BR in the 1960s to continue



The National Collection's LMS 'Black Five' 4-6-0 No. 5000 passes Jubilee 4-6-0 No. 5690 *Leander* at Arley on the Severn Valley Railway. The SVR relied heavily on ex-Barry locomotives such as *Leander* but did have the services of No. 5000 for several years.



BR Standard Pacific No. 70000 *Britannia* was the last standard gauge steam locomotive sold by BR for preservation. It first steamed again in 1978 and after several changes of ownership, still works on the main line and heritage lines. It departs from Harman's Cross on the Swanage Railway in 2015.

to haul passenger trains, all of this might not have happened. It is a tribute to the quality of British engineering that all of the engines purchased from BR for ongoing active service have been steamed at some stage and many have spent a large proportion of the last 50 years in regular service between overhauls, despite many having been of considerable age even by the time of their withdrawal 50 or more years ago.

It is also a tribute to the foresight of the enthusiasts of the time who purchased these locomotives for future generations to enjoy and in many cases have continued to be involved in keeping them running. Only a few of the top 94 have now been out of steam for too many years, with little prospect of an early return to steam. Examples are GWR No. 7808 *Cookham Manor*, MR 0-6-0T No. 41708 and

LMS 2-6-0 No. 46464, but these are very much the exception to the rule.

Meanwhile, the Bluebell Railway has kept its 'Terriers' in steam for much of the last 50 years despite them being 90 years old when purchased; the Dart Valley which became the South Devon Railway, still has GWR 0-4-2T No. 1420 and 0-6-0PT No. 6412 on its active list; the KWVR hopes to steam Ivatt 2MT No. 41241 for the 50th anniversary of its opening and NELPG's two NER goods engines have kept on steaming on the North Yorkshire Moors and elsewhere.

The main line should not be overlooked either, with *Clan Line* returning to service after yet another overhaul, to be followed shortly by *Clun Castle* and *Sir Nigel Gresley*, all purchased around 50 years ago, and of course not forgetting *Flying Scotsman*. 

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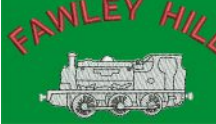
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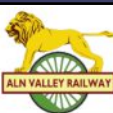
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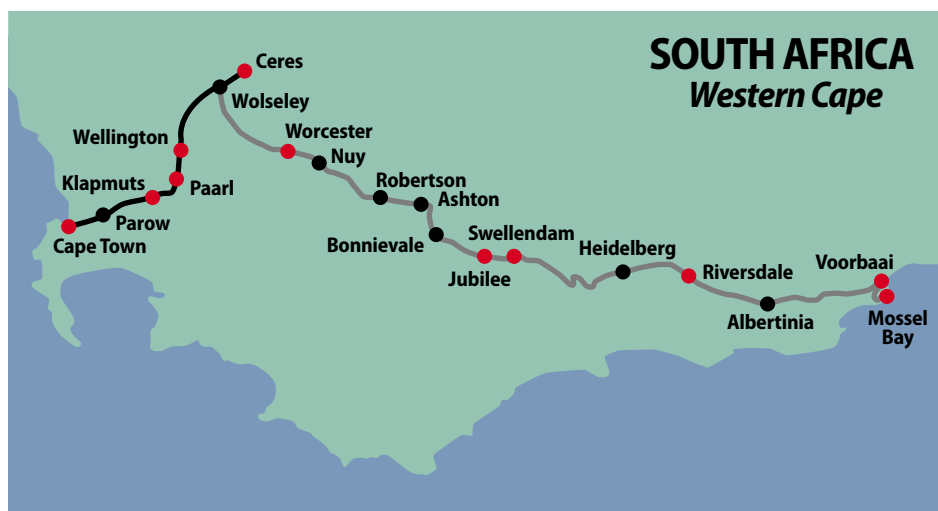




19D 4-8-2s Nos. 3321 *Jessica* and 3322 *Dominique* at Ceres. RODNEY TOWERS

WESTERN CAPE STEAM REVIVAL

The recent reopening of an 11-mile, formerly closed railway through Mitchell's Pass in the Western Cape, South Africa, has resulted in new steam excursions by Ceres Rail using two British-built locomotives. **Rodney Towers** tells the story.



The increasing activities of the Ceres Rail Company are generating excitement amongst steam enthusiasts in the Western Cape, South Africa. Ceres is a small town about 75 miles north-east of Cape Town. Situated at the head of Mitchell's Pass, at an elevation of 1600ft, Ceres is located within a fertile plateau surrounded by high mountains, snow covered in winter. The region is bestowed with a wonderful climate for growing deciduous fruits. On northbound flights from South Africa, watch out for fruit juices in a Ceres carton. Some 20,000 containers a year are coming down Mitchell's Pass with fruit and juices for wider distribution across South Africa and export.

Derick Du Toit and Simon Beckett, the co-owners of Ceres Rail, are passionate about preserving something of South Africa's amazing rail heritage and also believe that some of this container traffic can be won back from road to rail transport. In conjunction with Transnet, South Africa's counterpart to Network Rail, they have renovated and reopened 11 miles of track which connect Ceres with the main line at Wolseley. This branch line was originally opened in 1912.

The challenge is the 600ft ascent up Mitchell's Pass and not surprisingly, there were some considerable costs involved to renovate this section. Much credit is therefore due to both Ceres Rail and Transnet for sharing the vision, the initiative and the business involved in undertaking this work, all



of which led to a successful reopening in 2015.

Ceres Rail has already begun a diesel-hauled container freight service and is presently also operating steam train day excursions from Cape Town to Ceres every alternate Saturday. These steam excursions are certainly 'a day out with a difference' and are proving very popular, increasingly being booked some weeks ahead, a fact which must be gratifying to the operator.

The distance between Cape Town and Ceres by rail is 80 miles and the round trip takes about 11 hours with a two-and-a-half hour break in Ceres for lunch. Ceres Rail Company has taken over the ownership of two former South African Railways 19D 4-8-2s, Nos. 3321 renamed *Jessica* and 3322 renamed *Dominique*, built in 1948 by North British Locomotive Company, Glasgow, and one 19B 4-8-2, No. 1412 renamed *Bailey*, built in 1930 by Berliner Maschinenbau, Germany. The Cape Town-Ceres Saturday excursion trains will normally be hauled by one of these locomotives.

The heritage carriages in traffic are currently quite limited. Ceres Rail has put together a rake consisting of five coaches, two built in the 1970s and the bar coach built in 1958. The original compartments have all been stripped out and the open plan space created has been filled unconventionally with sofas and comfortable armchairs which can be rearranged to suit particular passenger groups. While such a scheme might raise eyebrows with preservation purists, Derick Du Toit explained that "the purpose was primarily for



19D 4-8-2 No. 3321 *Jessica* at Cape Town with a Saturday excursion to Ceres. RODNEY TOWERS

pragmatic business reasons, that of getting the coaches into traffic soonest and revenue earning while offering passengers simple but comfortable daytime seating. Other aspects were of secondary priority at this stage". Half the bar coach is also open plan with the other half being the bar area.

The dining car-cum-coffee shop is an

original dining coach built in the UK in 1926 for the 'Blue Train'. While some renovations have been made, this coach largely retains its original features and is a coach of character. There is one coach in the rake with all compartmental divisions in place and these can be reserved for families or groups travelling together.

Finally an extra coach has just had its renovation completed at Voorbaai, and each train can now take between 80-100 passengers.

Currently, the other steam train operator in the Western Cape is Atlantic Rail, the principal shareholder of which is Ian Pretorius, the doyen of adventurous steam excursions in the Western Cape. Ceres Rail has recently taken a minor shareholding in Atlantic Rail and both companies seek to co-operate for the preservation and operation of heritage steam train activities in the Western Cape. Hopefully the strength of such partnership will result in the further co-operation of both parties with Transnet for the redevelopment of specialised rail services in the region. Ceres Rail will soon be running two entirely new steam trips of between two and three days each.

There have been virtually no opportunities to travel on longer steam train trips in the Western Cape since 2005. However, after a test run in 2016, Ceres Rail felt inspired and ambitious enough to offer a new steam train experience with a four-day, 540 mile round trip from Ceres to Mossel Bay.

On March 9, 2017, the author was a passenger on this new rail venture. After returning to Ceres four days later, I felt deeply impressed and thankful to Ceres Rail for all its logistical planning which helped make the trip such a fascinating, informative and memorable experience for all passengers, whether they were South African or from overseas.

DAY ONE Ceres to Heidelberg

In the cool of early morning sunlight, 88 passengers assembled at Demeter, a platform adjacent to the Ceres Golf Club. A welcoming team of volunteer train staff were there to help with lineside check-in and baggage assistance. The 19D 4-8-2 No. 3321 *Jessica* moved the five-coach train into the platform where, shortly afterwards, the distinctive tone of a South African chime whistle announced departure and the train drew away smoothly from the platform promptly at 8am. The four-day adventure had begun.

Soon after departure, the train passes through a short tunnel and then begins an 11 mile, 600ft descent to Wolseley. The views looking down Mitchell's Pass are immediately dramatic and the downward gradient of the track is felt in the coaches. The single line cuts through rocky outcrops, and the train slowly follows a succession of sharp curves and tight



Above: 1926 'Blue Train' dining car – structurally little changed from when built.



Left: Open plan seating arrangement, unconventional but simple, comfortable and flexible. RODNEY TOWERS

turns, always a distinctive feature of narrow gauge rail construction. Wolseley is reached in 50 minutes, well within the time allowance set for this recently-renovated section of line.

There is a short halt at the triangular junction with the main line before being cleared for a mostly straight and level run of 30 miles to Worcester.

As the train slows in the approach to Worcester, the National Institute for the Deaf can be seen on one side of the line and The National Institute for the Dumb on the other. It was interesting to learn that both these institutions had been established way back in 1881 and to this day, they remain the only ones of their type in South Africa and much of the rest of Africa too. The principal changes in recent years have been to make these institutions accessible to all.

Worcester is reached one hour and 45 mins

after leaving Ceres and the train leaves the main line here to join the Cape Western. From the times of early railway construction in the Cape, Worcester has been an important railway junction. It is from here that the main line, Cape Town to Johannesburg and Pretoria, heads off north to climb through the Hex River valley and reach the higher lands of the Karoo. At this point, Ceres Rail train management arranged for the train to hold in a large freight marshalling yard, and thanks to the brilliant technology of today's mobile communications, two pre-booked British travellers, who had suffered a much-delayed flight out, were able to race up the road from Cape Town airport and get aboard at Worcester.

From Worcester it is still another 211 miles to Mossel Bay. The train now runs eastward through the Breede River Valley for the next 150 miles with the Langeberg mountains forming a 5000-6000ft boundary to the north and the Haweqwa range to the south. Within the valley it is both picturesque and scenically dramatic on both sides of the line. The climate is perfect for all kinds of fruit farming and the train passes pear, peach, plum, and tomatoes in the more westerly areas to persimmon, pomegranates, passion fruit, figs and nectarines further east. There are acres of vineyards everywhere and the valley is home to more than 50 different wineries.

The next town is Robertson, which is passed at 11am. Apart from wines and all types of fruit, Robertson carries an excellent reputation for breeding horses and from the train windows several 'stud farm' residences can be easily spotted. Around halfway between Robertson and Ashton, the train starts the first serious climb of the day as it approaches Mowers. This is actually the highest point on the line (1226 ft) between Worcester and Mossel Bay but there is no sign



19D No. 3321 Jessica east of Bonnievale. WAYNE NAUSCHUTZ



No. 3321 Jessica crosses the Gouritz Bridge eastbound. WAYNE NAUSCHUTZ

or anything else of significance which might make passengers aware of this.

Ashton is reached at 11.25am and even after the earlier halt in Worcester, the train still arrives 25 mins early. Ashton is an important logistical stop on this trip for replenishing both water and oil tanks. Train management had to be very carefully planned as these supplies have to be delivered by road tanker.

There was another logistical activity to complete at Ashton. Lunch was provided each day by a catering firm. At the other end of the platform, the catering team was manhandling, through windows and doors, all lunch materials, crockery and food to serve a two course lunch for 90 passengers and train management personnel. The caterers served lunch in two sittings in the 1926 'Blue Train' dining car, all of which was accomplished with remarkable efficiency.

The next 35-mile easterly section from Ashton to Swellendam sounds of small consequence but this was Garratt country for some 30 years and the reality is a wholly different experience in rail travel. After leaving Ashton, the train is almost immediately confronted by wide sweeping horseshoe bends and frequent sections of 1-in-40 gradients, all of which constitute the 400ft ascent of Bonnievale Bank or 'Tortoise Hill' as it was locally called. When the New Cape Central Railway (NCCR) company was originally surveying the build of the line, the only other option was to follow a major meander of the Breede River but after full technical and cost evaluations, the more economical option was to go for an 'over the summit' solution.

Once over the summit, there follows a long 700ft descent down the easterly side to Bonnievale with more spectacular horseshoe bends, steeply downward gradients and seemingly unending sections of reverse curves. This is a region where Cape gauge

railway engineering specifications were taken to the limit, and through the open windows of the Ceres Rail coaches, it was both easy and spectacular to observe. After Bonnievale, the terrain continues to be similarly exacting with the line following the contours at times. Then the train suddenly descends into a valley, rounds a tight curve and has to rapidly power up the steep gradient on other side.

This is dramatic switchback country where the line has to cross the numerous rivers which drain the ever-dominating Langeberg to the north. All in all, challenging territory across which to have built any railway, not in Swiss mountain terms perhaps, but nevertheless the aggregates of both ascent and descent within such a short direct distance may have few equals, and outside South Africa, these features may not be so well known following the cessation of passenger traffic on this line several decades ago. Not surprisingly, the speed of the train over this section is slow while tackling the severe gradient sections and negotiating so many tight curves. The average speed was probably down to 15-20 miles per hour, and local people came to greet and wave happily to the passing steam train.

Arrival at Swellendam at 3pm was 30 minutes ahead of schedule, with departure at 4pm for the final section of day one, a 45-mile run to Heidelberg. Another steep climb and the switchbacks, gradients and reverse curves continue as the train steams on east passing large dairy herds, great open swathes of wheat and maize, and expansive African vistas on either side. After two hours the train draws slowly into Heidelberg station; the platform is lined with local schoolchildren all waving specially-made flags of welcome to the train. It is 6pm; Jessica has hauled the train 170 miles from Ceres, has arrived on time and the people of Heidelberg have turned out to greet the train and make everyone feel

welcome. This train has no sleeping cars and after a welcome dinner in the town hall, all passengers were accommodated locally in hotels and B&B.

DAY TWO **Heidelberg to Mossel Bay/** **Voorbaai**

It dawned beautifully but with that slight chill of approaching autumn. Passengers were able to observe the engine crew preparing the locomotive and topping up with further supplies of water and oil from the road tanker, before departing Heidelberg at 9.15am.

After an initial climb away from the town, the countryside becomes noticeably drier and less undulating. The train achieves better speed on this section and, after 40 miles, we reach the next halt, Riversdale, at 10.30am. A freight train passes westbound, and logistically this is the place for the catering team to come on board. Riversdale is a market town and sometimes considered to be the most westerly point of the 'garden route'.

The train leaves Riversdale and soon crosses the Goukou River bridge with sharp bends and gradients on both approaches. After two elephants are spotted from the train window, the next section to Albertinia becomes rather less interesting and it proves a good time for the two lunch sittings. The train stops for a short while at Albertinia; the catering team leave and then onwards to the east for the last 40-mile section to Mossel Bay.

When the NCCR was building the line, its one major obstacle was the Gouritz River gorge. Today there are three bridges at the crossing point, the new rail bridge, the new road bridge and the old road bridge, which, when seen together, make quite a spectacle. When the NCCR reached here in 1904, the old road bridge had already been built, and rather amazingly it was able to reach agreement with the Cape Government to adapt the existing



19D 4-8-2s Nos. 3321 *Jessica* and 3322 *Dominique* doublehead westbound near Zandvliet. PETER ROGERS



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structure, and lay a rail track across it, enabling it to rapidly complete the new rail link to Mossel Bay. Of course there was a rental fee to agree and safe loading restrictions to establish but this was done. The new rail bridge was not built until 1931.

The train crosses Gouritz rail bridge shortly after 2pm. Thereafter the line runs along a stretch of high ridge country from where there are good spacious views to the north with the misty Langeberg, still dominant but more distant now. The line passes close to the huge Mossel Bay oil and gas refinery complex situated on high ground and then there comes the first blue glimpse of the Indian Ocean. The gradient changes, the train slows and commences a steep downward descent into Mossel Bay rounding several reverse curves with good views of the sea.

Jessica coasts slowly into the railway siding area of Voorbaai and a final reverse direction movement brings the train into a safe but little-used platform. It is 3.30pm. During the last two days *Jessica* has steamed 270 miles across the bottom of Africa very much in the nostalgic style of days past and passing through some of the most beautiful scenic country you may ever be lucky enough to see.

Voorbaai is about three miles from Mossel Bay itself and has long been one of the principal railway depots in the Western Cape. It is here that 19D 4-8-2 *Jessica* was overhauled and rebuilt 18 months ago and where a similar eight-month rebuild of sister locomotive *Dominique* has just been completed. Before committing to these rebuilds, Ceres Rail took steps to search the area to see if there were any retired railway personnel around with the skills and experience of having worked in the steam era. Happily it was successful in making contact with five such craftsmen who still had the enthusiasm and interest to be persuaded to give generously of their time to the rebuild work. Persons with these engineering skills belong to a diminishing generation everywhere and their contributions continue to be sorely

sought after, much respected and sincerely valued.

DAY THREE **Voorbaai to Heidelberg** **The two sisters meet**

From the seafront hotels around Mossel Bay, one can usually enjoy the glory of a sunrise straight out of the Indian Ocean, and that's how it was March 11.

Passengers breakfasted and were transported back to the depot at Voorbaai. The 19D sister locomotives *Jessica* and *Dominique* were being readied by the engine crews.

A burst water pipe during the night had prevented full water supplies being loaded. It was therefore decided that a Transnet Class 35 diesel would head the two 19Ds and give assistance with the hard climb out of Mossel Bay and continue west as far as Riversdale where a water supply was available. Departure was somewhat delayed until 9.30am but once on the move, and with three locomotives up front, we began to make up time. However the planned photo shoot at the Gouritz bridge had to be abandoned and we pressed on, arriving Albertinia at 11am, only 20 mins behind the schedule. Just a short 15 minute stop here and the train was on the move again reaching Riversdale at 12.20pm. The diesel uncoupled, the tender tanks were topped up with water and from here the two sisters took full charge of the train.

Special guest travellers on board today are Cleopatra Shiceka, general manager, chief executive's office, Transnet Freight Rail, and her husband.

The elephants are spotted again; it is warm and sunny and the doubleheader arrives back in Heidelberg on schedule at 2.30pm. Passengers detrain. Lunch was enjoyed at a local open air restaurant and later in the evening there was entertainment in the town hall. The steam train and entourage were all made very welcome once again in Heidelberg, a most friendly town where people have time

to talk and life is still lived at a more gentle and leisurely pace than in big cities.

DAY FOUR

Swellendam to Ceres **Sisters together**

The train had been hired the previous evening to take a wedding party from Heidelberg to Swellendam, 45 miles further west. It had rained during the night and the morning dawned wet. Passengers were all transferred by bus from overnight accommodation in Heidelberg to Swellendam station. The train was ready for boarding and at 9am, on time, the two 19Ds began their haul westwards to the next stop, Ashton. The rain continued and it felt distinctly cooler as the train re-entered the switchback section and began the first climb of the day. Out of the window photography was difficult. It had to be snappy before the lens became splattered with rain.

The rain then became patchy and eased. By the time the train began the 700ft westerly ascent of Bonnievale Bank at around 10.30am, the rain had stopped but the sky remained overcast. There were many photographers gathered near this high point in the line; much of the surrounding land was blackened by recent fires, but the two 19Ds worked well together to create a powerful, nostalgic and majestic sight as they stormed Bonnievale Bank in great style. Then downhill around those huge horseshoe bends before arriving Ashton at 11.10am.

Onward and westward along the Breede River Valley. The train gathered speed through these flatter lands. Breaks in the cloud appeared as Roberston was passed at 1.30pm and then it soon became sunny South Africa again. At Mowers, about halfway between Robertson and Worcester, the two

19Ds crested the highest point in the line, and while passengers are conscious of the sounds of steam engines working, there is no other reason to be aware that this is the highest point. The train runs on through Nuy protected on both sides by the greenery of extensive vineyards and fruit farms.

There is a short halt at Worcester before being cleared back onto the main line for the 30-mile run to Wolseley. The train has gained time and reaches the Wolseley turn off triangle just after 3pm. The next 11 miles belong to Ceres Rail.

Mitchell's Pass is a long, tough climb. When entering the bottom of the pass and seeing the immense towering wall of mountain ahead, one has to wonder just how there can be any way around such a formidable barrier.

As the single track hugs the mountainside, and the tight curves are progressively rounded, all is suddenly revealed with a dramatic view right to the top of the pass. *Jessica* and *Dominique*, with regulators open, steadily haul their six-coach load up the gradient. Onward and upward. The distinctive South African steam chime reverberates around the steep sides of the valley. The afternoon sun is casting some shadows. It's all there to make a visual spectacular for passengers riding the train.

There is a road crossing, two or three narrow defiles, a short tunnel when all windows are quickly closed, and then the train emerges onto the Ceres plateau in full sunlight. The time is 4.10pm. The two sisters have brought the train home together and completed their two-day, 270-mile journey more than two hours ahead of schedule.

This rail adventure is not about trying to be a 'Blue Train'. It is however, all about utilising preserved heritage steam locomotives and coaches to give adventurous passengers the

unusual opportunity of travelling 540 miles through great vistas of African space along an amazingly-engineered stretch of railway.

This line, built around 110 years ago, has stood the test of time, and surely remains an asset of both strategic and national value. While it is unlikely and nor will it be necessary for the line ever to be a high speed link, the close location of agricultural storage facilities still in use bear testimony to the days when large tonnages were moved by rail in this part of the country. There must be opportunities therefore to win back from the roads some proportion of this 'close to track' agricultural freight. There will of course be costs to modernise and improve the line but with the rising costs of both road congestion and fuel, it would appear sensible to take a positive look at the benefits which could arise from re-engineering this section of rail infrastructure rather than let it slowly deteriorate through dwindling traffic.

While understanding that Transnet has long since abandoned any efforts to run commercial passenger services on this line, and listening to passenger opinions on this trip, there would appear to be an opportunity to also consider running a limited tourist passenger service between Cape Town and Mossel Bay, at least during the summer season. A steam service might prove very popular although there would be several logistical problems to resolve to make this a practical operation.

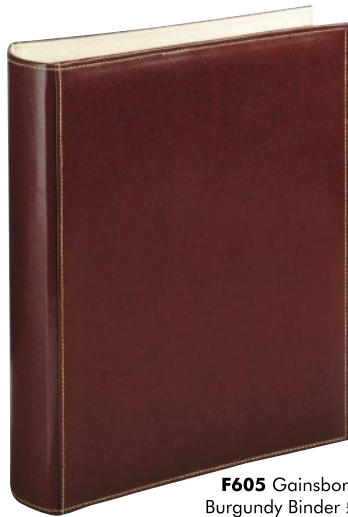
The author believes some positive contribution to these issues can be found by encouraging the formation of commercial partnerships between those with initiative in the private sector and those departments within Transnet who have management intention to achieve better financial returns from their assets in state ownership. **HR**



The sisters doublehead the train up the 600ft ascent of Mitchell's Pass. PETER ROGERS

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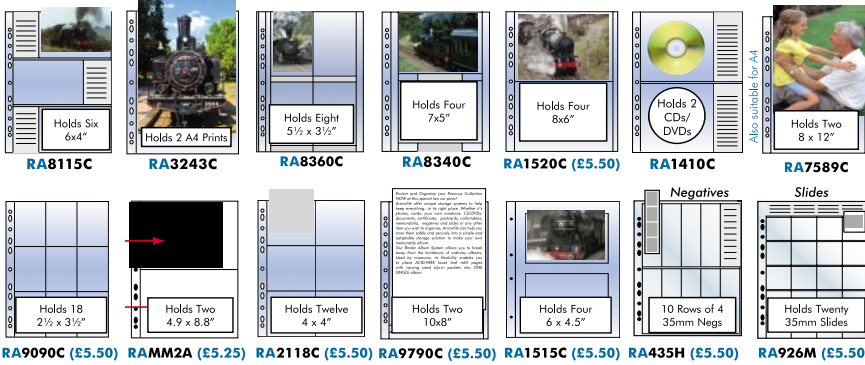


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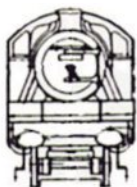
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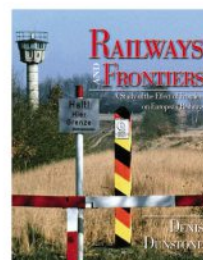
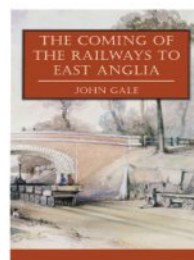
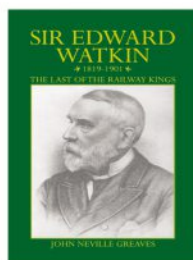
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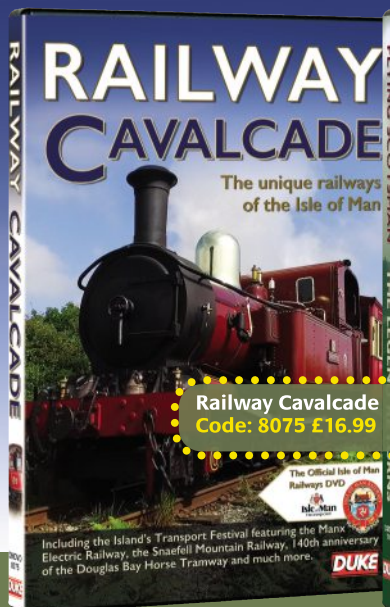
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TRACK TALK

Why no 9Fs on the main line?

A long-running debate concerns BR Standard 9F 2-10-0s and main line running. My personal view has always been that the raised checkrail argument is just a knee-jerk reaction from authority without foundation.

There seems to be a thinly-veiled pattern of finding reasons for prohibiting steam haulage, the latest being the contentious last-minute discoveries of "gauging issues", one of which actually provoked a successful intervention by an infuriated senior Government official – but I don't suppose for one moment that the meddling pedant responsible was brought to book.

From an engineering point of view, an increase in checkrail height will lessen the possibility of derailment – not increase it. The decision was based on an incident involving a Class 40 diesel and was based on overall length – not the existence (or otherwise) of wheel flanges.

If anyone can cite a single incident involving even the partial derailment of a 9F, on properly maintained track, attributable to any of the above factors, I shall be very interested to hear about it.

I'm afraid that the railways seem to have gone the way of many of our other valuable utilities (like the NHS for example) with a severe lack of staff with practical abilities and a top-heavy bureaucracy of jobsworths.

*Martyn McGinty,
Frome, Somerset*

Restore original liveries of locomotives

JOHN Gilbert Cradley writes in issue 230 about the restoration of malachite green for Bulleid's locomotives when restoring them to their original as-built appearance. This, I believe, is what heritage railways should be about, illustrating the history of our railways.

If we scroll back to issue 228, to the excellent article on Robert Riddles, we can see that from 1948 to the end of steam there are so many preserved engines that are from the BR era.

It would therefore seem there's no reason why the heritage movement should steal the identity of those built between 1923 and 1948, all of which belong to the big four and to demonstrate the history of the railways, should carry their own livery.

Going even further back in time, our locomotives would have been adorned with their beautiful Victorian livery and the insignias of the various companies that owned them.

*Derrick Martin,
Hornchurch, Essex*

STAR LETTER

Let's give George Cross driver a proper memorial

I READ with interest the article on page 9 of issue 230, regarding the forthcoming sale of the George Cross awarded posthumously to Wally Oakes, following his heroic actions in bringing his train to a halt after a fire blowback which must have produced truly horrific conditions for both the driver and his fireman.

Although I am an avid reader of the railway press, I had not been previously aware of this incident and I was filled with a mixture of respect for driver Oakes for his heroic devotion to duty and sadness that his bravery cost him his life at the age of just 33 when he could have quite possibly jumped clear and saved himself.

What especially upset me was to read that Mr Oakes is buried in an unmarked grave in St Matthew's Churchyard in Haslington, Cheshire

and to me it seemed terrible that there should be no official acknowledgement of this brave man's final resting place.

The George Cross is the highest award for bravery issued to civilians – very few are awarded and then only for the most courageous, so Wally Oakes is one of a very exclusive band of civilian heroes.

I have no idea if driver Oakes' George Cross is being sold directly by his family or if it has passed into other hands over the years. It would be a touching gesture if the seller donated a small part of the sale proceeds towards a permanent memorial for Wally at his burial place.

In the event of this not happening, could an appeal perhaps be launched amongst readers, to raise some money for this purpose? We are,

after all frequently asked to donate to locomotive or rolling stock restorations or for track extensions, so surely it is not too much to ask people to donate to ensure that a hero is properly remembered.

Of course, any action would require the approval of the church in question and surviving family members, but I would like to think that this could be achieved without too much trouble.

I am sure, that as a steam loco driver in the 1960s, Wally Oakes would have been a member of one of the large rail trade unions i.e. the NUR or ASLEF and perhaps they could be persuaded to contribute to any lasting memorial.

I truly hope that this heroic man's last resting place does not stay unmarked for very much longer.

Ian Critchley, London

The last days of Teesside's St John's branch

AS a follow-up to your article on industrial steam in North East England, issue 226, here are some observations about the St John's branch line.

This short line serviced the quayside at the port of Stockton-on-Tees. When the port closed in 1967 that was also the end of the line for the branch.

Almost to the bitter end this branch was worked by steam with the final engine being locomotive No. 6 which had been built by Robert Stephenson & Hawthorns in 1943.

It was retired in late 1966. The accompanying photograph shows No. 6 trundling along in either 1965 or 1966. But for the motor vehicles in the foreground this picture could have been taken in Victorian times. One of the buildings on the right of the photograph was a banana warehouse.

The second photograph shows a much rarer visitor to the branch, in this case Clayton diesel D8591. Indeed, my cousin, John Hardy, who took these photographs, told me it was the only time he saw a Clayton on the St John's branch.

It is worth pointing out that the Clayton didn't go onto the quayside as she was too heavy.

John, a very serious train "buff" in his time, lives in Whitby and for many years was involved with the North Yorkshire Moors Railway.

Martin Birtle, email

Right: A Clayton Bo-Bo diesel electric, later Class 17, makes a very rare appearance on the St John's branch. The sole survivor of this class, D8568, was withdrawn by BR in 1971 and sold into industrial service. It later entered preservation and is now part of the Chinnor & Princes Risborough Railway fleet.
JOHN HARDY



A scene from one of the last days of the short St John's branch at Stockton-on-Tees, which closed half a century ago. JOHN HARDY



BR Locomotive Green was never Brunswick

NONE of the varieties of Brunswick green was used on BR locomotives.

The Railway Executive published details in 1949 of the new BR standard liveries – Locomotives, Carriages and Wagons – in a supplement to the Railway Pictorial and Locomotive Review, a periodical published alternate months.

In July 1949, the well known model railway supplier A W Hambling & Co was permitted under Railway Executive copyright to publish a reprint of the above supplement for 1/6d.

This document shows the full lining and lettering details for each rail vehicle type together with descriptions of the colours to be used. That for "selected express passenger steam locomotives" reads as follows "Dark Green lined Black and Orange" i.e. the official BR colour description is Dark Green, and no mention of any British Standard specification.

This is the only definitive statement I was able to trace during some 10 years in Eastleigh Locomotive Works between 1953-63.

It should be remembered that at that time, class 7P (= 8P now) steam locomotives were to be painted "Light Blue lined Black and White" and diesel main line locomotives "Black with Aluminium lining and Bogies".

In those days, paints were usually mixed by the individual works paint shop foremen, working from sample panels of each colour, supposedly the approved original, which were circulated as needed. The results for each works therefore depended on the individual perception of shade accuracy by the paint shop foreman at that works.

That varied shades was confirmed to me on finding sample panels from the 1920s for three differing versions of SR



Standard 9F No. 92220 *Evening Star*, pictured at the National Railway Museum in York, was the last steam locomotive built for BR. It was built at Swindon in 1968 – but is its livery Brunswick Green or BR Locomotive Green? ROBIN JONES

Locomotive Olive Green – the Eastleigh version, the Ashford version and that produced by Eastleigh for the North British Locomotive Company which was building Maunsell 'King Arthur' class locomotives. There are other similar panels on display at the National Railway Museum showing that each main line company followed the same procedures.

Paint shop practices did not change until BR introduced a central supplies purchasing system across all regions. BR had then to specify the constituents and quantities required to produce each desired colour for external contractors to work to as a standard. These BR standards were later included in the relevant British Standard specification, BS224, as displayed on the paint can shown

at the NRM for *Flying Scotsman*.

The supplier, T R Williamson of Ripon, confirmed to the *Braunton* restoration team that they still had, and worked to, their copies of the BR specifications as supplied with their first BR orders in the 1950s for 'Dark Green'.

If you were a railway modeller, then Humbrol Brunswick Green was the only readily-available shade of paint that could masquerade as BR Loco Green – and for GWR Loco Green – yet each was clearly different in reality. This is probably where the habit of describing both colours as Brunswick Green stems from, being perpetuated in the main railway and model magazines over the years, often in editorials which should have known better.

Mike Johns,
Taunton, Somerset

TRACK TALK

British steam attracts US tourists

I HAVE been an American subscriber to *Heritage Railway* for many years now, and totally enjoy your remarkable magazine. May I only add that I appreciate receiving the free DVDs that are enclosed from time to time. These have included Mainline to Marylebone, Pacifics in Preservation, Night Mail and the most recent, The Great Britain.

They are a bonus that just makes your magazine that much more of a treasure! My family and I generally visit Britain every other year and always come supplied with Brit Rail Passes to travel to new and favourite spots. Likewise, without exception, more than several preserved railways are always on our itinerary.

Because of our many visits, the news pieces and features you offer are not abstract reporting to us, but venues we have experienced once or hope to do so soon.

Britain has a wonderful sense of historic preservation and doing so with heritage railways is not surprising. In honesty, your preserved trains are one of the main reasons for our frequent visits.

Stanley Kozaczka,
Cazenovia, New York, USA

Closed Canberra museum "underwhelming"

ISSUE 227 mentioned the closure of the Canberra rail museum.

In relatively recent times, I visited this museum and was underwhelmed. The small artefacts section was, indeed, small and not terribly well presented and the rolling stock not particularly attractively displayed either. The coaches on show were obviously in need of some work.

The one terrific thing about the Canberra operation has been their locomotive restoration but, on the day I was there, the key exhibits were out of town. Hence, I could not enthuse about the place and, compared with a lot of the UK's preserved railways I've visited, it would come a long way behind.

Whilst I would never want to put a downer on people's efforts at railway preservation, I wonder if its closure and the transfer of exhibits to Sydney might not be a blessing in disguise.

Mike Wotton, email



Currently the only public steam-working 9½in gauge railway in the UK, the Lakeshore Railroad was opened in 1972 in South Marine Park, South Shields. On June 24/25, it held its 45th anniversary celebrations with guest locomotives in attendance. MIKE SMITH

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Steam locomotives Nos. 3642, 3016, 6029 and 5917 approaching Warabrook station. ANDY STURT

ECML sunrise event wasn't the first quadruple running

I AM an overseas subscriber to *Heritage Railway* and have just received my copy of issue 228.

I was amused to read the claim made in the report of the East Coast sunrise spectacular that this event was 'a unique world-first event'.

I would like to point out that at the annual Maitland Steamfest, which was held in 1916, four steam-hauled special passenger trains ran in parallel over the four-track section of the ARTC Hunter

Valley rail network for a distance of 24kms between Warabrook (on the outskirts of Newcastle, New South Wales) and Maitland.

The staging of this event also required two of the trains to run in the 'wrong' direction – in this case down the Up main and Up coal lines.

This event took place between 10.30am and 11am on the morning of Sunday, April 10. All four trains conveyed fare-paying passengers having been

advertised to the public as being part of the Steamfest package of events.

Parallel running was achieved without incident and with minimal disruption to the traffic flows that normally use this rail corridor, which can amount to over 80 coal trains in each direction, with a half-hourly suburban passenger train service, as well as interstate freight and passenger trains.

There were no other engineering works in force during this period and

the operation of the four-train parallel running (which also involved the trains 'racing' three vintage Tiger Moth aeroplanes) was fitted into that day's train programme by the ARTC planning team working with the heritage train operators, NSW Trainlink and the Maitland Council Steamfest organising committee.

Andy Sturt,
Eleebana,

New South Wales, Australia

Will customers pay the higher price for 90mph steam?

I HAVE been reading all the recent correspondence in *Heritage Railway* on 90mph main line steam operation and while Graham Bunker did mention the subject in passing, only one small letter focussed on what is surely the key issue – where is the customer demand?

The 90mph *Bittern* specials in 2013 were just that, special, so premium fares were charged. Once this operation becomes the norm, the operator is likely to find that customers are unwilling to pay that premium, being left with the higher costs.

As is so often the case, enthusiasts believe the majority want the same things as them, in this case, exciting high speed running. I have an inkling that the majority of steam special customers would have no interest in whether a locomotive hauls a train at 75 or 90mph. From a personal point of view, I already consider main line steam to rarely be good value for money and any further increase in ticket prices will make me less likely to travel.

There has been a creeping rise in fares over the last few years; a round trip from London over Shap and the Settle and

Carlisle has increased by nearly 25% in just five years.

Twenty years ago, one operator was running a regular circular tour from London over the S&C (not with steam) for about £22; allowing for inflation this now equates to just over £50.

Similar (though not identical) tours still operate using the same stock, on a similar route, hauled by similar locomotives and to a similar schedule. However, these tours now typically cost £70-80 and I would like to hear an explanation from tour operators for this 50% real terms increase.

I am not interested in what extra costs they have incurred, but what more am I (the customer) getting for my money, because I'm at a loss to identify it.

Of course, railtours at the moment (steam or not) seem to be rarely cancelled through lack of bookings – very poor practice anyway in my opinion – so maybe there are enough customers willing to pay these prices. However, for now, I'm unlikely to be one of them.

Rob English,
Camberley, Surrey

Trainspotting days around the Pennines

FIRSTLY, may I congratulate you on a first-class magazine. What caught my eye in issue 226 was the tribute to Ian Allan. Yes, I still have my 1962 Combined Volume, all with cabbled and scrappages deleted and all.

My spotting days started in 1958 while at County Boys' School in Penrith. We overlooked the station and goods yard so we copped many a strange loco in our lunch break. If we could afford it we went to Carlisle hoping to cop a 'streak' and we also visited Upperby, Kingmoor and Canal sheds.

Newcastle and 'Darlo' were two excellent stations to see A3s, A4s and all. I went to Hopetown at Darlington to see *Tornado's* frames and driving wheels and having photographed it many times since, recently on the Appleby-Skipton three days on the Settle & Carlisle where I have been a volunteer for the past five years since I retired.

Yes, on leaving school I applied for

employment on BR but my eyesight did not meet up with its requirements so my working life resorted to being an LGV driver, which I did enjoy, travelling around the UK and a small amount on the continent. But my interest has always been with the railways and still is.

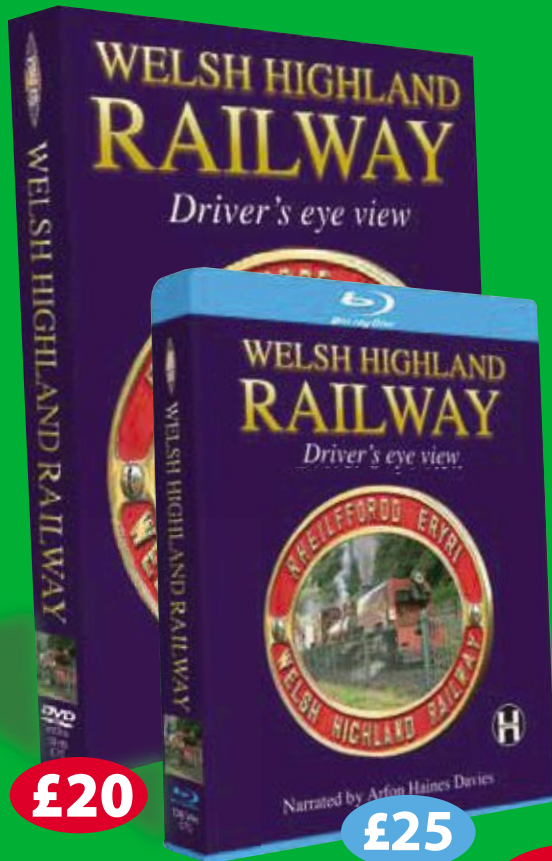
I see the subject of Brunswick green has cropped up again. There are three different shades of this colour and other companies such as Lister-Petter have used this shade on different applications, the latest on *Flying Scotsman* which recently reopened the S&C fully after its 15-month closure at Eden Brows.

As the train took on water at Appleby, I had plenty of time to drool over this beautiful locomotive. It was a joy to see the crowds once more at Appleby, as we incurred a loss of income during the closure. Our steam specials will now take off once more, a beauty and joy forever more.

Marsden N Cross, Penrith, Cumbria

ERRATUM: We have been asked to point out that the photograph by Alan Rawlings of K1 No. 62005 standing at Perth on page 63 in issue 229, showed Paul Hutchinson of NELPG, not Neal Woods on the footplate. Also Barry Thirlwall's picture on page 10 showed the 12.41pm service from Wareham entering the Swanage branch on the last day of operation in 1972, not the last BR train on the branch, which ran in darkness. We regret the errors.

Fabulous STEAM railways on video

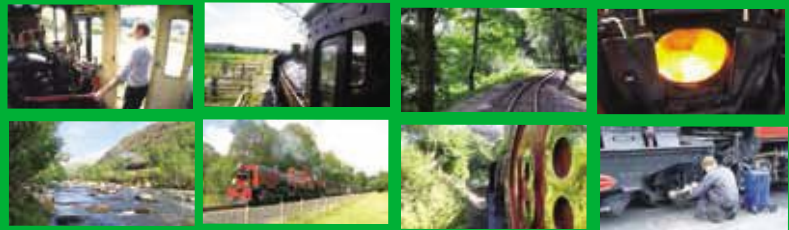


WELSH HIGHLAND RAILWAY



The Welsh Highland narrow gauge steam railway runs from coast to coast through the mountains of the Snowdonia National Park, and what better way of seeing it than from one of the Beyer Garratt steam engines. This is more than just a Driver's eye view. With cameras mounted on the buffer beam and around the cab, we can see the line and the scenery even better than the driver does.

Our ride begins at Caernarfon close to the famous castle, venue of the investiture of Charles the Prince of Wales. We not only see the railway from the locomotive, but also from the stations, the trackside, the carriages and even from the air. The 25 miles of scenic line was only reopened throughout in 2011 and Arfon Haines Davies's narration gives all the fascinating facts and chequered history of the line. This is your chance to see this magnificent route as never before.



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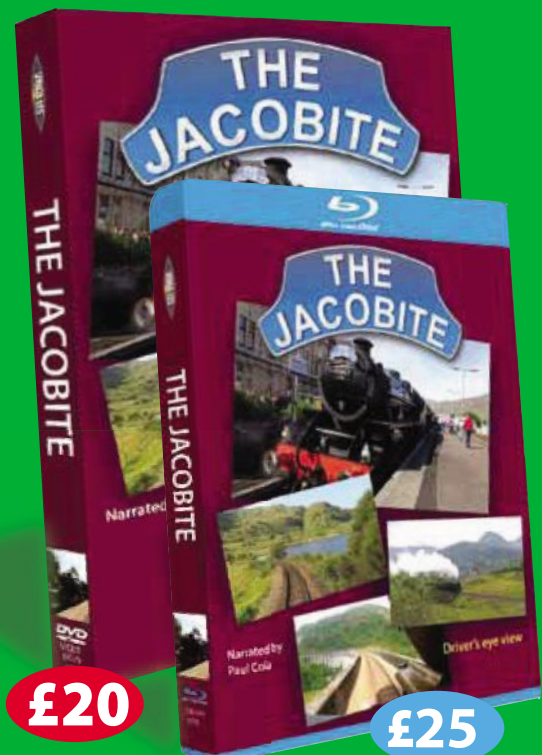
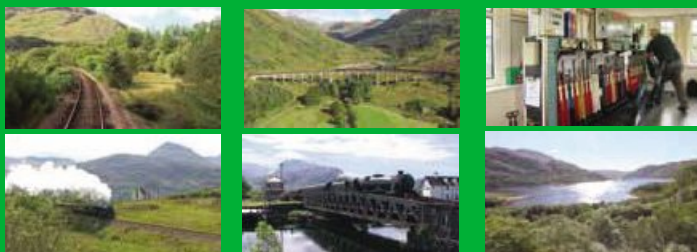


THE JACOBITE

The West Highland Railway (Mallaig extension) is arguably Britain's most scenic and what better way of seeing it than from "The Jacobite" steam train.

Our cameras followed one such service in the mid-summer sunshine on board Black Five No 45407 The Lancashire Fusilier. To see the scenery in all its glory, a helicopter followed our train all the way to Mallaig with a state of the art gyro stabilised camera filming in high definition. Cameras also show, lineside shots footplate shots and the radio signalling centre (RETB) at Banavie.

So sit back and take a front row seat on the magnificent "Road to the Isles".



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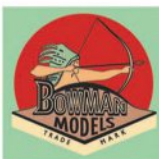
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London's Engine Sheds

Vol 2

By Roger Griffiths & John Hooper
(softback, Book Law Publications,
88pp, £19.99, ISBN 978-1-909625-
69-3)

TRAINSPOTTERS of the 1950s invariably had their favourite sheds, writes Geoff Courtney, be they for geographical reasons, or maybe because one particular depot's stable comprised many of an individual's most-loved locomotives.

Mine was Stratford, but there were others in the capital that I always looked forward to bunking, an ambition not always accomplished.

This latest publication, featuring sheds in the east and south of the city, has been released in tandem with the series' volume one, which covered west and north London and was reviewed in issue 229.

For London trainspotters, it recalls memories of Eastern and Southern Region steam with an LMS element added to the mix.

There's Devons Road Bow (1D), the country's first all-diesel depot, Stratford (30A), the London Tilbury & Southend Railway shed of Plaistow (33A), Nine Elms (70A), Stewart's Lane (73A), Bricklayer's Arms (73B), Hither Green (73C), and finally Norwood Junction (75C).

The authors have embraced each of these eight depots with history, black and white photographs accompanied by full and insightful captions, and fascinating lists of what locomotives were on shed on particular dates, usually on Sundays when the depots were obviously most full.

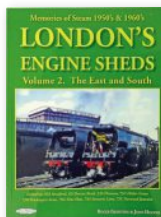
Quite rightly – says this writer with unabashed favouritism – Stratford comes first, and merits 13 pages, with 23 nostalgia-inducing photographs and five of the aforementioned lists.

The first of these, dated April 20, 1952, shows that no fewer than 233 locomotives were on shed, including 40 B67/69 0-6-0Ts, 28 N7 0-6-2Ts, and 15 B2/B17 'Footballers'.

Two foreigners also there on that April Sunday were SR Battle of Britain Pacific Nos. 34057 *Biggin Hill* and 34065 *Hurricane*, on loan to the Eastern Region while axle problems with the then-new Britannias were being sorted out.

A few miles away was Devon's Road Bow, which on January 11, 1953, had 43 locos on shed, of which 27 were LMS 'Jinty' 0-6-0Ts and eight ex-North London Railway 2Fs numbered between 58851 and 58861, representing most of the surviving members of a class introduced in 1879.

The authors start their journey south of the Thames at Hither Green and travel onward to Bricklayer's Arms, which outshines Stratford by being spread over 21 pages with 35 photographs, that of rebuilt No. 34050 *Royal Observer Corps* showing off the Pacific's handsome lines



The Twilight of Southern Steam

The Untold Story 1965-67

By Don Benn (hardback, Pen & Sword, 322pp, £30,
ISBN 1473863066)

RARELY has a railway book made such a timely appearance, and if you enjoyed our special exclusive report in this issue on how the Sunny South marked the end of Southern Region steam half a century ago, you will love this one.

Written by our own With Full Regulator: Locomotive Performance Then and Now correspondent Don Benn, it looks in depth at those final fateful years in which life on the region changed forever.

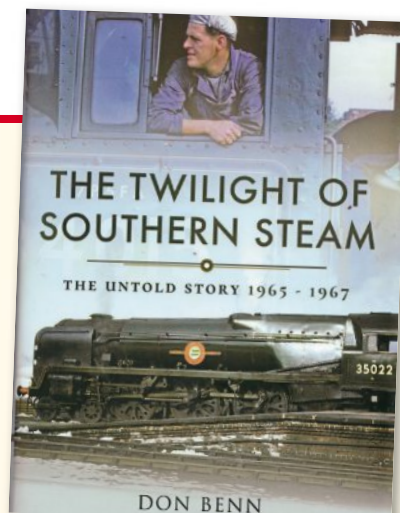
The Southern steam finale is looked at from the perspective of the locomotive crews, with a sizeable contribution from a Nine Elms fireman.

Apart from around 140 wonderful

archive pictures in both colour and black and white, the volume is encyclopaedic in its coverage of the last days. It includes around 80 running logs and detailed accounts of the tasks covered by the locomotives and their footplate crews from the last steam sheds.

There are duty rosters from Nine Elms and, from the other side of the railway fence, observations from enthusiasts eager to record the times for posterity.

Most importantly, it has been written and collated by someone who was there at the time, who from 1961 had shown a keen interest in the last exclusively steam-worked



EDITOR'S CHOICE

main lines from Waterloo to Exeter, Bournemouth and Weymouth.

This is the big strength of this hefty tome: a view of transport history in the making from both inside and outside the railway industry, and in doing so it breaks the mould in so many ways.

As such, it gives an accessible and unique 3D perspective on these changing times which we have so fondly remembered this month.

SUPERB REFRESHING ACCOUNT

to perfection.

Thence it is to Nine Elms, one of whose photographs is of LNER V2 No. 60917 in June 1953, when six of the 2-6-2s were loaned to the Southern Region while problems with the Merchant Navies were being addressed, and finally to Stewart's Lane and Norwood Junction, the last of which closed in January 1964 after fewer than 29 years in operation.

Southern Region scenes dominate the book's front and back covers and title page, which should delight SR enthusiasts, but we spotters from north of the river also have plenty to keep us happy. And, indeed, steam lovers of all persuasions.

SHEDLOADS OF FACTS, PICS AND MEMORIES

Heritage Railway Guide: The North Yorkshire Moors Railway

By Michael A Vanns (hardback,
Pen & Sword, 112pp, £19.99, ISBN
1473892082).

THERE will be many people, and not just railway enthusiasts, who will welcome this highly-readable history of Britain's most popular heritage railway.

The volume makes the most of its A4 portrait format to get the best out of its splendid assortment collection of Victorian sketches, monochromatic views from the steam era and quality colour views of the heritage line we love so much today.

Separate chapters cover the early days

to the line's heyday, decline and closure and, perhaps most importantly, the revival, and return to Whitby.

Highly readable throughout while supplying enough detail to keep the gricer happy, and a definitive volume as far as the general reader is concerned, this one may have appeared in summer, but will no doubt find its way under many a fir tree in late December, and deservedly so. For those who visit this magnificent line and want to know more about its history and heritage, this is the perfect place to start.

ATTRACTIVE ENTICING BIOGRAPHY

Country Railway Routes: Uttoxeter to Macclesfield via Leek

By Vic Mitchell (hardback, Middleton
Press, 96pp, £18.95, ISBN 978 1
910356 05 0).

TO an outsider, one of the most puzzling set of routes in the heritage sector are those concerning the Churnet Valley Railway and the associated Moorland & City Railways.

Centred on Leekbrook Junction, they include the remnant of the line to Uttoxeter, the branch into Leek town centre, the Caldron Lowe line and the route southwards to Stoke-on-Trent.

This latest volume in MP's Ordnance Survey-style coverage of the UK rail network section by section, does much to unravel this conundrum, and using OS large scale plans, a wealth of

archive black-and-white photographs and timetables, gives a stage-by-stage historical account.

Each station, half and industrial siding is covered, including the little-known St Edward's County Mental Hospital Railway, along with the modern-day CVR and Leek & Rudyard Railway.

Anyone who is a supporter of the CVR or a regular visitor will find this book both enlightening and fascinating.

INDISPENSABLE REFERENCE WORK

The Saffron Walden Branch

By Peter Paye (softback, Oakwood
Press, 232pp, £18.95, ISBN 9 780853
612025).

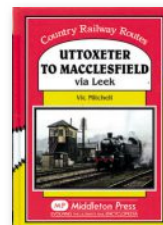
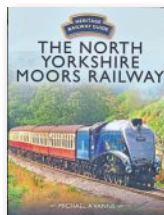
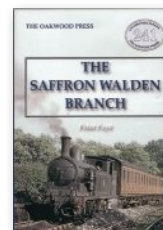
THIS is an enlarged edition of a volume first published in 1980 and which, out of print, has been much sought after.

A victim of the Beeching Axe in 1964, this wonderfully rural 7½-mile Essex branch was a line of two halves – Audley End on the main line from London to Cambridge to Saffron Walden and the meandering and less busy stretch from the town eastwards to Bartlow.

Built at the instigation of local businessmen, the Saffron Walden Railway was soon in the hands of the Receiver, and was saved by the GER. However, hopes that it might have become part of a through route to Suffolk never materialised.

This is a highly-readable history packed with facts, figures and archive pictures.

LOCAL HISTORY AT ITS BEST



ALL ABOARD The Jumbo Express

The Whipsnade Zoo railway leads a quiet existence and is rarely reported on. **Peter Brown** visited the railway for an update.



No. 4 *Superior* takes a deserved rest at the Whipsnade Steam Railway station.

The last time I visited the Whipsnade Steam Railway, I vividly recall seeing a giant Rhodesian steam locomotive and sleeping car in a siding towering above the much smaller-sized trains running past.

Having learnt that these two specimens of rail transportation in Rhodesia moved away in the 1990s, it was undoubtedly time to return to the railway that plays a major role in the running and tourism aspects of the Zoological Society of London's Whipsnade Zoo, which two years ago reached a milestone by welcoming its five millionth passenger.

It was indeed a milestone that has seen a gigantic growth and importance in the 2ft 6in gauge railway, in fact the whole zoo, situated on the beautiful Dunstable Downs in Bedfordshire has been progressing ever since it opened to the public in 1931. Possibilities of having a railway were first mooted in 1968, when letters between the zoo and Pleasureland Ltd, which operated it in the early days, led to a short line which began running return trips to the rhino enclosure two years later.

This marked the expansion and success of the railway which was officially opened, with its just under a two mile loop for a 15 minute journey, in 1973 by Princess Margaret, ↻

Nearing the end of its journey, 1920 Kerr Stuart-built Baretto class 0-6-2T No. 4 *Superior*, approaches the 2ft 6in gauge Whipsnade Steam Railway station on July 6.



The depot of the Whipsnade Steam Railway. The steam engine is No. 2 *Excelsior*, a Kerr Stuart Brazil class 0-4-2ST. The diesel shunter is No. 8 *Victor*.



Countess of Snowdon; the same layout is in use today. The popularity of the line running around the zoo's Asia section soon became evident, when in 1975 a total 94,132 passengers used the service.

Very hot summer

Popularity in passenger numbers became more evident one year later in 1976, when the figure reached 126,039, although records from the zoo show that management put the high numbers down to a very hot summer when the record was broken in August of that year. That record remained in place for eight years until the summer of 2014 when 166,095 passengers were recorded.

Realising that there would hardly be any links between the Whipsnade Steam Railway and the national network, I was somewhat surprised to find two former signalboxes that had been situated on the West Coast Main Line at Leighton Linslade Junction. One is being used as a mess room in the railway's depot, the other an office at the station.

Successful railways like this need special people to run them. So, who takes on a full-time job and what are their credentials? Chief engineer Kevin Edwins was soon giving me the answers when I met him in the depot as he emerged from the engine of a diesel shunter undergoing a major overhaul.

"I started here in 2002," the former sheet metal worker from Leighton Buzzard said. "I came up here with my wife to look around, got chatting to people and got a job. I am trained in mechanical engineering and I love anything to do with engineering.

"The work includes planning the work on engines, diesel and steam, plus carriage maintenance and track maintenance. We have five full-time staff and we are now doing more work in-house, although it does depend on the time."

He then went on to enthuse about the two steam locomotives that belong to the railway and are in current use. Both built by Kerr Stuart and Co Ltd, they are 0-4-2ST *Excelsior* in green livery and a member of the Brazil class

built in 1909. It weighs 14.5 tons and can haul 100 tons.

The other is the red liveried 0-6-2T *Superior* of the Baretto class and is the only one of its design. It weighs 18.5 tons and can pull 120 tons. A third locomotive is *Chevalier* which is on formal loan to the zoo.

Now gone to Shildon

"The diesels are used mostly for shunting. The one called *Hector* is here for a rebuild," Kevin explained before answering my question as to what happened to the Rhodesian steam locomotive and its carriage. "It was a 3ft 6in gauge tender engine. I believe there was a connection with Sir William McAlpine and David Shepherd and have now gone to Shildon. They left here in the mid-90s."

Although ZSL is at the forefront of environmental protection, how does that fit into a working engineering environment? – something I put to Kevin while standing in the middle of the depot area surrounded by steam and diesel locomotives and carriages.



One of the former signalboxes from Leighton Linslade on the West Coast Main Line, now used as a mess room on the Whipsnade Steam Railway.



Now an office at the station, this is one of two former signalboxes originally sited at Leighton Linslade on the West Coast Main Line.





PHOTO CREDIT: WHIPSNADE

“ZSL has ISO 14001 environmental accreditation. We have an oil system on the locomotives, even the steam engines are oil-fired and they know nothing can be done about that. We recycle plastic sleepers. There is no justification in being harmful to suit our operation. We have to be and are very careful,” Kevin declared.

Another important role is that of station master, admirably filled by Ron Goddard, who also became hooked on the railway so much after a visit that although having taken early retirement from the motor industry he began working part-time at Whipsnade and then full-time.

“I left Vauxhall Motors in June 2010 following 36 years, then joined Whipsnade Zoo as a platform assistant on the railway,” he told me. “The following year I took over as platform supervisor, a permanent part-time position and 18 months later I was asked to work full-time as stationmaster.

“I have since written a complete safety management system and ensured we meet all the demands of the Office of Rail Regulation, our governing body for Health & Safety. This has been passed fit for purpose, something that is essential if we are in the premier league for heritage railways with regards to passenger carrying numbers.”

Enjoying the experience

On the day I visited, the passengers included many parties of schoolchildren and Ron was busy checking the trains were running on time within their capacity and that everyone was enjoying the experience. Officially called the Great Whipsnade Railway, it was originally known as the Whipsnade and Umfolozi Railway, just running as a short line near the children’s zoo. These days it’s affectionately known as the Jumbo Express.

All the rolling stock originated from Bowater’s Railway in Sittingbourne, Kent, and today normally travels from the station in an easterly direction under a footbridge,



Brazil class No. 2 *Excelsior*, built in 1908, basking in the sunshine on shed at Whipsnade Steam Railway.

passing the children’s play area and children’s farm. At this point the track crosses the road, controlled by an automated warning system.

Soldiering on, the track begins to curve to the right on a slight descent, passing the emu paddock on the right and the train yard and engine shed on the left. The track then curves more sharply to the right before straightening up and passing the first elephant paddock on the left. The route then crosses a wide footpath used to move the elephants between paddocks. This crossing is equipped with barriers.

With the route continuing roughly straight and level past the elephant and Asian rhino paddocks on the right, it then crosses over a road and enters the area of the zoo known as Passage through Asia. Here, there are no barriers between the train and the animals which consist of Bactrian camels, yak and Pere David Deer.

The track then crosses what is known as the big Ha-ha before turning to the right,

passing through the deer park and the wild Przewalski’s horses on the right. It is here the track slopes downhill before passing through the tunnel.

Africa Paddock

However, emerging from the tunnel into Round Close Paddock, the train passes the Africa paddock on the left, which houses gemsbok, ostrich, zebra, and Lake Daedelus on the right. It is here that the track curves more sharply to the right and climbs uphill back to the manned station level crossing just before reaching the platform.

Just another gem in this highly respected zoo? The answer to that question must be an unchallenged yes. But the pity of it is that railway enthusiasts tend to forget that it’s there. While proving popular with animal-loving visitors, rail buffs tend to ignore the Whipsnade Steam Railway that runs The Jumbo Express – and that’s a great pity.



Visiting GWR 0-4-2-T No. 1450 departs from Peterborough with a 'Rural Rambler' service on the Nene Valley Railway on June 28. HAYDEN SHEPPARD

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.

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.

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: Daily.

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.

Running: Daily.

Romney, Hythe & Dymchurch Railway

Narrow gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353. Running: Daily.
Royal Victoria Railway
Narrow gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es + sch hols.

Sittingbourne & Kemsley Railway

Narrow gauge, 1¾ miles.
Sittingbourne, Kent.
Tel: 01795 424899.

Running: Suns, Weds + Aug 19.

Spa Valley Railway

Standard gauge, five miles, footplate experience. Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: W/Es, Tues-Thurs + Aug 4.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine. Bitton, Bristol.
Tel: 0117 932 7296.

Running: W/Es, Tues-Thurs.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine. Bodmin, Cornwall. Tel: 01208 736666.
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, Thurs.

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: Aug 13.

South Devon Railway

Standard gauge, seven miles, footplate experience, wine and dine. Buckfastleigh,

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

MID-SUFFOLK LIGHT RAILWAY

Suffolk's only standard gauge heritage railway.
Steam Railway Gala 9th & 10th Sept.
Two Y7s together - 4 locos in steam



This year's Middy steam Gala is very special indeed as we will have both surviving Y7s in steam - a great photo opportunity! Together with our Bagnall saddle tank and Cockerill tram, all four locos will be working over the two day event. Further attractions will be two road rollers, a display by Ipswich Model Engineers, a 5" model railway, a showman's engine steam powering our real ale bar and our cafe, shop and Museum will all be open.

A treat for families and steam buffs alike.

Don't miss these August special events:

Hornby Collectors Day 6th August

Bank Holiday Bash - 27th & 28th August

**For full details visit www.msrl.org.uk
or call: 01449 766899**

Brockford Station, Wetheringsett, Suffolk IP14 5PW

Traction Engine and Vintage Vehicle Rally

**23rd & 24th
September 2017**

Come and see:
Traction engines
Fire engines
Vintage vehicles
Classic cars
Motorbikes
Commercial vehicles
Stationary vehicles

Also:
Free steam train rides
Miniature steam train rides
Trade stands
Working demos
Refreshments & bar
Face painting
Free parking

10.30am - 5pm (with late bar)



Buckinghamshire Railway Centre,
Quainton Road Station, Quainton, Nr Aylesbury, HP22 4BY
Tel: 01296 655720 www.bucksrailcentre.org



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FRIDAY 8TH SEPTEMBER - SUNDAY 10TH SEPTEMBER

- Park easily at the **350 space** park and ride just off the A351
- Travel in style in heritage coaches behind our steam locomotives

- Alight at **Harmans Cross** for the **Bournemouth & Poole Preservation Club Transport Rally**
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UP & RUNNING

Devon. Tel: 01364 644370.

Engines: 5542, 5526.

Running: Daily.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.

Swanage, Dorset. Tel: 01929 425800.

Engines: 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, Tues, Weds.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Running: Aug 6, 26-28.

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, Tues-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. Engines: 34081, 1450.

Running: W/Es, Weds, Thurs.

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



The rare sight of two steam engines on the Royal Victoria Railway with No. 4 Isambard Kingdom Brunel and new-build No. 5 Peter the Private both in steam on May 29. DON BENN

Whitwell & Reepham Railway

Standard gauge, ¼ mile.

Reepham, Norfolk. Tel: 01603 871694.

Running: W/Es, steam first Sun.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience. Quainton Road, Bucks.

Tel: 01296 655720.

Engine: 30585.

Open: Tues-Thurs.

Running: Suns + Weds.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles. Chinnor, Oxon.

Tel: 01844 353535. Engine: 6412.

Running: Suns, Weds.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford, Oxon. Tel: 01491 835067.

Running: Aug 26-28.

Didcot Railway Centre

Standard gauge, footplate experience. Didcot, Oxon.

Tel: 01235 817200.

Engines: 93, 6023, 4144.

Open: Daily.

Running: W/Es + Weds.

Epping Ongar Railway

Standard gauge, five miles. Ongar, Essex.

Tel: 01277 365200. Engines: Met 1, 6430.

Running: W/Es + Weds.

Leighton Buzzard Railway

Narrow gauge, 2¼ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Suns, Weds.

MIDLANDS

Amerton Railway

Narrow gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: Daily.

Apedale Valley Railway

Narrow gauge, ½ mile. Apedale,

Newcastle-under-Lyme, Staffs.

Tel: 01827 880754.

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.

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.

Running: W/Es, Tues, Thurs.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755. Engines: 6046, 5197.

Running: Sat-Mon+ Weds.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate experience, wine and dine.

Norchard, Lydney, Glos.

Tel: 01594 845840. Engine: 5541.

Running: Sat-Mon+ 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: Daily.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Suns, Weds + Aug 12.

Gloucestershire Warwickshire Railway

Standard gauge, 12 miles, footplate experience. Toddington, Glos.

Tel: 01242 621405.

Engines: 2807, 4270, 35006, 7903.

Running: Daily except Mons.

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, Tues-Thurs.

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: Daily.

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.

Bala Lake Railway

Steam Gala 25-26-27-28 August



Featuring new loco "George B", with:

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to be confirmed

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Epping Ongar Railway





The first Class 50 to work on the line: No. 50026 *Indomitable* leads Class 31 No. 31289 away from Eridge on the Spa Valley Railway on June 25. DAVID STAINES

Running: W/Es, Tues, Weds.

Perrygrove Railway

Narrow gauge. B4228, Coleford, Glos.

Tel: 01594 834991.

Running: Daily.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Tues, Thur, Sun.

Running: Aug 13.

Rudyard Lake Railway

Narrow gauge, 1½ miles.

Leek, Staffs. Tel: 01995 672280.

Running: Daily.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es. Running: Aug 6.

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: TBA.

West Lancashire Light Railway

Narrow gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Suns + Aug 12.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.

Tel: 01652 657053.

Running: Aug 5, 19.

Bowes Railway

Standard gauge, one mile.

Springwell, Tyne & Wear.

Tel: 01914 161847.

Open: Aug 5, 6.

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: Daily.

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: Daily.

Lincolnshire Coast Light Railway

Narrow gauge, ½ mile.

Water Leisure Park, Walls Lane, Skegness, Lincolnshire.

Running: Aug 2, 5, 9, 12, 16, 19, 23.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: Suns, Weds.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Engine: 1310.

Running: W/Es + Weds.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106

Running: W/Es.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks.

Tel: 01751 472508.

Engines: 45428, 76079, 80136, 44806, 63395, 61264.

Running: Daily.

South Tynedale Railway

Narrow gauge, 3½ miles.

Alston, Cumbria.

Tel: 01434 382828/381696.

Running: Daily.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: W/Es + Thurs.

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.



STEAM GALA 2017 1ST - 3RD SEPTEMBER

Featuring visiting Steam locomotive 'Superb'
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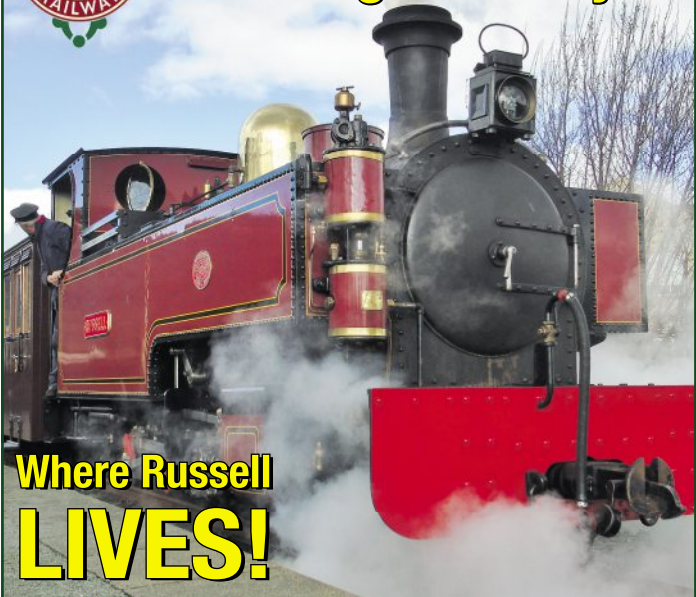


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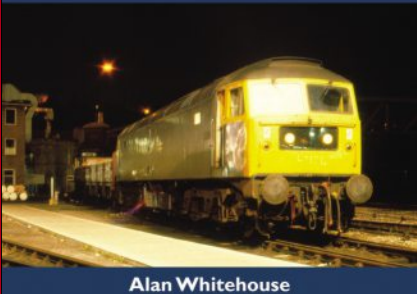
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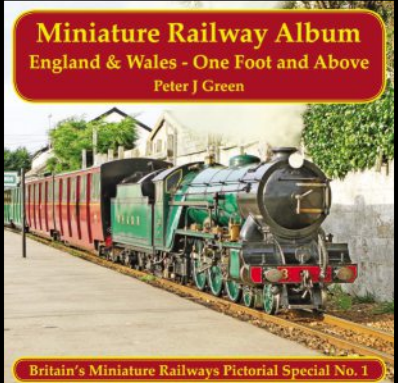
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Railway Museums

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.

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.



Visiting Standard 4MT 2-6-4T No. 80078 awaits departure from North Weald station on the Epping Ongar Railway, as Metropolitan 0-4-4T No. 1 arrives from Ongar. ANDREW SMITH

Engine: 69023.

Running: Daily except Mons.

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.

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.

Corris Railway

Narrow gauge, ¾ mile. Corris, Machynlleth. Tel: 01654 761303.

Running: Sat-Tues.

Fairbourne Railway

Narrow gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: Daily.

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 + Weds.

Rhyl Miniature Railway

Narrow gauge. Rhyl, North Wales.

Running: Daily.

Snowdon Mountain Railway

Narrow gauge, 4½ miles.

Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily.

Talylyn Railway

Narrow gauge, 7½ miles, footplate experience. Tywyn, Gwynedd. Tel: 01654 710472.

Running: Daily.

Vale of Rheidol Railway

Narrow gauge, 11¾ miles.

Aberystwyth, Ceredigion.

Tel: 01970 625819. Engines: 8, 9.

Running: Daily.

Welsh Highland Heritage Railway

Narrow gauge, one mile.

Porthmadog, Gwynedd.

Tel: 01766 513402.

Running: 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.

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: Daily except Jul 28, 31.

Caledonian Railway

Standard gauge, four miles.

Brechin, Angus.

Tel: 01356 622992.

Running: Suns.

Keith & Dufftown Railway

Standard gauge, 11 miles.

Dufftown, Banffshire.

Running: Fri-Sun.

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 + Aug 2, 9.

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

Narrow gauge.

Moyasta Junction, Co Clare.

Open: Daily.

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Take a trip through the history of the station and find out about our restoration work. We aim to give you and your youngsters a true insight into our incredible railway.

Restoration Projects

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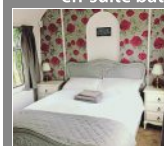
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Maintenance Team Leader [MTL]

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Visit hr@wsrail.net for a candidate package. Completed application forms should be sent to the HR Department at WSR, The Railway Station, Minehead TA24 5BG, under confidential cover, quoting post reference shown above by not later than 11 August. Interviews will be held shortly thereafter.

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In the 1960s, Jim Clemens purchased a significant quantity of original 16mm offcuts and unused film directly from Pat Whitehouse. These were from the BBC "Railway Roundabout" TV programmes. Some of this footage has been used in this volume and includes a journey from Bath Green Park to Evercreech Junction with 7F 2-8-0 53807 plus T9 4-4-0s working on the Withered Arm lines.

Places visited also include Barnstaple Junction to Torrington and Halwill Junction, Bude, Basingstoke (especially in 1962 and 1967), Exeter, Micheldever, Eastleigh, Wilson, Gillingham, Templecombe, Corfe Castle, Worgret Junction, Bullford, Bentley, Wadebridge, Otterham, Yeovil Town, Yeovil Junction, Hampton Court, Weymouth, Weymouth Shed, Upwey & Broadway, Upwey Wishing Well Halt, Dorchester South, Bournemouth, Brockenhurst, the Lymington Branch, Bath Green Park Shed, Devonshire Tunnel, Midsomer Norton, Shepton Mallet, Evercreech Junction, Tavistock North, Okehampton, Seaton Junction and Evershot Bank. Quite a variety!

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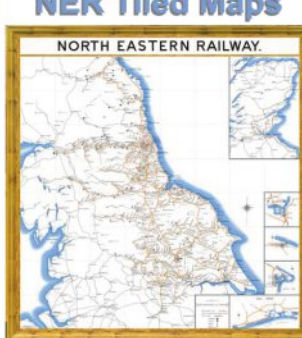
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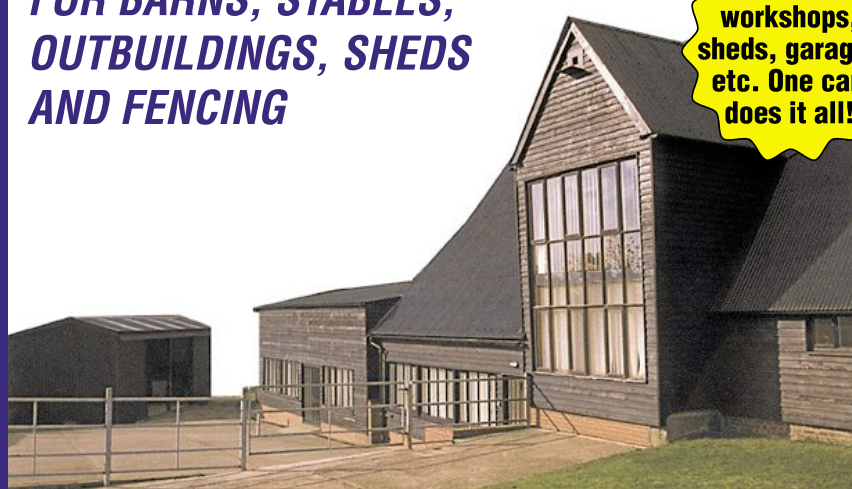
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The high summer season

WITH the schools breaking up for the summer holidays, the heritage lines are entering their busiest season with many running services seven days a week for the duration. Enthusiast events tend to be put on hold for a

few weeks although many still stage family-orientated events in high summer.

In many cases, intensive services are operated during the period with many of the available locomotives

in fairly continuous use so there is plenty of action to enjoy.

Heritage Railway will still be covering the best of the action over the coming month.

SPECIAL EVENTS

July

26-30: Isle of Man Steam Railway: Isle of Man Transport Festival

28-30: Gloucestershire Warwickshire Railway: Heritage Diesel Weekend ■

29/30: Bo'ness & Kinneil Railway: Day Out With Thomas ■

29/30: Leadhills & Wanlockhead: Steam Weekend

29/30: Threlkeld Quarry: Steam Gala

30: Lincolnshire Wolds Railway: Summer Special

August

3-6: Spa Valley Railway: 15th Annual Diesel Gala ■

5/6: East Lancashire Railway: Days Out with Thomas ■

5/6: Mid-Norfolk Railway: Weekend at War

5/6: Tallylyn Railway: Victorian Weekend

5-13: Mid Hants Railway: Days out With Thomas ■

10-13: Llangollen Railway: Days Out

KEY ■ Major or featured galas

with Thomas ■

12/13: Cleethorpes Coast Light Railway: 1940s Weekend

12/13: Crich Tramway Museum: WW2 Home Front

12/13: Ecclesbourne Valley Railway: Diesel Locomotive Weekend ■

12/13: Midland Railway – Butterley: Midland Raillex

12/13: Nene Valley Railway: Thomas Summer Holiday ■

12/13: Swindon & Cricklade Railway: Steam & Vintage Weekend

12/13: West Lancashire Light Railway: Nearly Fifty Weekend

13: Buckinghamshire Railway Centre: Moving the Mail

18-20: Dean Forest Railway: Days Out with Thomas ■

■ Diesel and/or electric galas

18-20: Isle of Man Steam Railway: Island at War

18-20: Kirkstall Light Railway: Day Out with Thomas ■

19/20: Didcot Railway Centre: Rails on the Western Front

19/20: Royal Deeside Railway: Steam & Vintage Rally

20: Amberley Museum: Petrol Locos Day ■

24: Tallylyn Railway: Peter Sam's Party ■

RAILWAYANA

August

5: Great Central Railwayana, Bloxham

12: Talisman Railwayana, Newark Showground

■ Thomas and family event

HERITAGE RAILWAY

Issue 232 is out on August 25, 2017.

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to Driver Wallace Oakes, 1965



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NAMEPLATES: British Honduras, Charles Dickens, County of Cardigan, Downton Hall, Galopin, Galteemore LMS (NCC), Happy Knight, Lydford Castle, Overton Grange, Sir Harry le Fise Lake, Trematon Hall, Mount Kilimanjaro EAR, Glencoe SAR, Restormel CI 47, Wilson Walshe 56 302, Hussar, Pauline. **CABSIDE NUMBERPLATES:** 1141, 1637, 2291, 3626, 3854, 4179, 4923, 4994, 5031, 5206, 5693, 6344, 6658, 6840, 7317, 7423, 7779, 7902, 8483, 90 LMS (NCC), 9455, 9745, GSR 207 Inchicore 1887, SAR 487, 1284, 1942, 2105, 2295, 3513, 3816. **SMOKEBOXES:** 1022, 3604, 3608, 4994, 5353, 9777, 42224, 42566, 42827, 46459, 47658, 60503, 61040, 61072, 63868, 65870, 90522. **WORKSPLATES (STEAM):** Armstrong Whitworth (44559), Avonside, Bagnall, Beyer Peacock (48290), GNR Doncaster (68925), GNR(I) Dundalk 1932, (GNR) Doncaster (64202), Hawthorn Leslie, Hudswell Clarke 602 1901, LMS Horwich 1947 (43000), LNER 1971 Gateshead (J25), 2487 Cowlairs (62487), 4925 Darlington (64925), 61450 1923, 65751 Gateshead, 65822 NB Loco, 9645 Cowlairs (65221), Doncaster 1616 1925 (60061), Manning Wardle 1544 1902, Nasmith Wilson 1437 1924 (LMS NCC), NBL (42605), (48187), (90030), (EAR 1311), (SAR 1245), (SAR 1296), Peckett 499 1891, Saint-Leonard 1879 1916 (Renfe), Sentinel Rail Coach LNER, Vulcan (48033), (61180), Winterthur 731 1892. **WORKSPLATES (DIESEL):** Alco/GEC, BR Darlington (25 233), BREL (56 108), British Thompson Houston 1120 1959, Brush (47 145), English Electric (40 060), (40196), GEC NBL Builders (CI 84), Sentinel Sorafame, Swindon 1964 (D9511). **SIGNAL BOX NAMEBOARDS:** Ashington, Barlow, Boothferry Road, Bromsgrove South, Forsinard, Goole Mineral Jct, Holmes Chapel Frame, Kinloss, Knockando, Marshmoor, Nairn, Wansbeck, Welwyn North, Wilmcote GWR, Wolverton North. **TOTEMS:** Aberystwyth, Amptill, Arundel, Barnard Castle, Barnham, Berwick, Bramber, Bramhall, Burnham (Bucks), Camelton, Canley Halt, Charing Cross, Chester General, Colwall, Deal, Dolgelly, Dudley, Dunstall Park, Earlswood, Eastbourne, Elsenham, Fenny Stratford, Flitwick, Fort William, Great Harwood, Haddiscoe, Hathern, Huddersfield, Innerleithen, Instow, Maghull, Melksham, Menai Bridge, Minehead, Navigation Road, Neilston Low, Newbury, Pluckley, Pontypridd, Portslade & West Hove, Silvertown, Southall, St Anne's Park, Stirling, Stonehaven, Walmer, Waltham Cross, Warrington Central, Wellington, Weymouth, Willesden Junction, Wolverton, Wood Green, Yatton. **TARGETS:** Cilmery Halt, East Grinstead, Halwill, Luffenham, Norbury, Ravensbourne, Richmond, Sidley. **SHEDPLATES:** 1C, 1E, 1F, 2B, 2E, 6D, 6F, 9A, 9B, 18A, 18A, 21D, 31B, 34G, 50A, 52C, 52J, 65B, 70G, 72A, 72E, 73C, 75A, 81D, 84B, 84F, 84J, 84K, 85A, 86G, 87A, 87C, 87K, 88D, 89A, 89C, 89D. **SINGLE LINE TOKENS:** Banavie-Annat, Barnstaple Jc.-Town, Bewdley North-South Back Rd, Borth-Aberystwyth, Colnbrook-West Drayton, Corroir-Tulloch, Crianlarich-Dalmally, Forsinard-Georgemas Jct, Fullerton-Lonqparish,



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