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HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 233
September 22 – October 19, 2017

IT'S IN!

Great Central Loughborough bridge installed

SPECIAL FEATURE

50 YEARS SINCE END OF NORTH EASTERN STEAM

NRM BUYS HERO DRIVER'S GEORGE CROSS FOR £60K

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GWR Modified Hall 4-6-0 No. 6990 *Witherslack Hall* approaches Quorn & Woodhouse station on the Great Central Railway on August 27. PAUL BIGGS

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The Great Central's greatest day?

IT IS always a privilege to witness those legendary pinnacles of preservation. Sadly, I was not present to witness the Ffestiniog Railway working on its Llyn Ystradau deviation, nor the rebuilding of a part-sectioned No. 71000 *Duke of Gloucester* to a condition wherein it ran better than in BR days, nor the opening of the National Railway Museum at York.

However, I was there for the dockside unloading of the two exiled A4 Pacifics at Liverpool for the Mallard 75 celebrations, and the completion, launch and first main line run of new-build A1 Pacific *Tornado*, and was on board for its 101mph run earlier this year.

On September 3, I added another great moment to my list, even though like those other spectators on the Nottingham Road bridge in Loughborough, I shivered throughout on a cold, late-summer evening.

Still, it was worth every moment to see the realisation of a dream which spanned four decades and now spans the Midland Main Line: the installation of the beams of the bridge which will one day link the Great Central Railway to the Great Central Railway (Nottingham).

Not only will the bridge create an 18-mile steam highway from the outskirts of Nottingham to those of Leicester, but will allow main line charters to run to and from Loughborough Central and Leicester North for the first time, and access the major new national standard museum to be built at the latter.

For many years, there has been the incessant "will it ever happen or won't it" debate about the bridge, yet it took less than two hours to lift the beams into place.

Yes, it is only one component of the link project – a huge section of embankment now has to be rebuilt north of Loughborough Central for a start – but it is hugely symbolic and will undoubtedly provide the impetus for the raising and provision of the funds essential to complete the showpiece project, just as a new-build locomotive project boosts its credibility tenfold when the boiler is built.

The completion of the Bridge to the Future project will give an unprecedented boost not only to the GCR and the East Midlands tourist economy, but to the nationwide heritage sector as a whole.

It will demonstrate that 'missions impossible' can be made possible, and will highlight the major benefits offered by heritage railways to local authorities across the country: it will offer practical hope that other obstacles can be overcome given the will, such as the missing A6 bridge, which could take Peak Rail into Bakewell and hopefully beyond.

The installation of the Loughborough bridge may well herald a new golden age in the sector, with other railways now forging ahead to achieve major goals.

Already this year, we have seen timetabled Swanage Railway trains run to Wareham, and next spring we will be able to ride on the Gloucestershire Warwickshire Railway into Broadway.

The Llangollen Railway is making steady progress on its new town centre station in Corwen, and even the much smaller Mid-Suffolk Light Railway is now expanding out of its long-time confines to pastures new.

It is now nearly 20 years since I entered railway journalism to the jibes of those who labelled enthusiasts and volunteers as 'anoraks', yet these people have shown time and time again that a far more accurate description is "achievers", for yet again, despite the years of national austerity, railway preservation has proudly shown itself to be the art of the possible.

Robin Jones Editor

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Old Oak Common: The superb grand finale
A legendary name amongst railway historians and enthusiasts, Old Oak Common shed signed off with its last-ever open day on September 2, when locomotives and traction units past, present and future came together to pay tribute to 111 proud years of history, in a showpiece event organised by the modern-day Great Western Railway, writes Robin Jones.

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THE HERITAGE SECTOR'S BIGGEST OBSTACLE OVERCOME

Great Central's Bridge to the Future 'dream' now a reality

By Robin Jones

SHORTLY before midnight on Saturday, September 2, a crowd of around 60 spectators and onlookers gathered on the slim footpath on the A60 Nottingham Road bridge over the Midland Main Line in Loughborough, in anticipation of a major spectacle.

The passing of *Flying Scotsman*, *Tornado* or *Duchess of Sutherland* below? Maybe a high-profile diesel charter? A surprise return to steam of *Mallard*?

None of these. Tearing up the 'rule book' in terms of what might have been expected, the onlookers had assembled to watch a static and sizeable piece of railway infrastructure being installed.

And what a piece of infrastructure! It was no less than the first major components of the bridge which would remove what has long been regarded as the biggest obstacle in the heritage railway portfolio, and connect the Great Central Railway to its northern counterpart, the Great Central Railway (Nottingham). The net result: the creation of a unique 18-mile inter-city railway, and the GCR's first main line connection, over which incoming charters will be able to run to the planned major new museum at Leicester North.

This hugely symbolic first section of the GCR's Bridging the Gap project cost £2.5 million and has taken several years of planning and fundraising.

As well as donations from GCR and GCR(N) members and supporters, it was funded by a £1m grant from the Leicester and Leicestershire Enterprise Partnership and £250,000 worth of shares bought by Leicestershire County Council.

Contractors MPB Structures Ltd of Corby have been on site since February, constructing the abutments and preparing the site for the single-track bridge installation. The bridge abutments were constructed of pre-cast concrete units, filled with concrete around a steel frame inside to give extra strength.

The abutments had to be at least 15ft away from the nearest Network Rail track – hence the final bridge design of one single span rather than two spans with a central pier as previously planned.

The abutments are close to a river bed, with the ground having layers of mainly gravel and alluvial soil. Despite early ground investigations, including the sinking of bore holes, during the initial piling works it was found that there was a thicker layer of soft ground. Accordingly, a bigger piling machine had to be brought in to sink deeper holes for the abutments, adding extra cost to the project, which was met by both GCR supporters and its David Clarke Railway Trust charity.

West Coast Railways' 'The Scenic Carlisle Express II' railtour from Bedford to Carlisle on September 6 may have been the first train comprising heritage stock, in this case the Carnforth operator's maroon Mk1 rake, to pass beneath the new Great Central bridge. This leg of the charter was hauled by West Coast-liveried Class 57 No. 57315, representative of a class re-engineered from Class 47s at the nearby Brush works in Loughborough. ROBIN JONES

Gap bridged inside two hours

The bridge-installation operation began on August 25, when a 1722-ton crane was brought in from Baldwins. Within six days it had been assembled and was dominating the Loughborough skyline.

After 11pm on Saturday, September 2, the crowd gathered in near-freezing temperatures on the Nottingham Road bridge next to the town's Network Rail station, for their grandstand view of the historic bridge lift.

Possession of the MML was granted by Network Rail as soon as the final train had run past after midnight, with the job having to be completed by 7am the following day when the line reopened to traffic.

There were reports that the lift could start at 12.30am on the Sunday, but word came that the twin 44-ton, 122ft-long bridge sections were delayed in arriving by low loaders from Peterborough manufacturer Moore Steel.

The steelwork for the box girder bridge arrived on site at 1.30am, after the first lorry's orange warning lights could be glimpsed in the distance as it approached the town.

With much careful manoeuvring, the first section was delivered to the GCR(N) side of the construction side, where the crane had been positioned and was ready and waiting.

The first lift began at 2.20am. Using steel ropes, the gargantuan crane lifted the steelwork into the air as its operator moved it into position over the prepared abutment.

Fifteen minutes later, the first section was in position.

At 2.40am, the alignment of the beam was carefully checked by contractors on the ground.

Five minutes later, the first beam was lowered into position, with the abutments taking the strain rather than the crane. On top of the abutments,

The first of the twin beams arrives on site early on September 3. ANDREW MORLEY

The giant crane hoists the first beam into the air. ANDREW MORLEY

The first beam lifted into place on the abutments. ANDREW MORLEY

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BR Standard 5MT 4-6-0 No. 73010 crosses the original Great Central bridge across the Midland Main Line at Loughborough in the summer of 1963. The bridge was dismantled by British Rail in 1980. TG HEPBURN/GCR

pre-cast 40-ton concrete cill units were ready to accept the bridge beams.

At 3.50am, the second beam was lifted and its position also checked by ground staff.

At 4am, the second beam was lowered into place – and the Midland Main Line was bridged again at this point after an absence of 37 years. Steel girders fastened the two beam sections together to keep them aligned.

The dream that stayed after dawn

Sunrise on Sunday, September 3, revealed that a dream spanning four decades was now well on the way to becoming reality.

In the coming weeks, a set of strengthening 20-ton steel deck panels were scheduled to be lowered into place, once further night-time possessions of the MML had been arranged.

When completed, the bridge will weigh 98 tons. The concrete abutments will be finished off with a blue brick fascia to replicate the original GCR bridge brick colours.

However, the completion of the bridge itself is only the start of the project to unite the two heritage lines.

Embankments either side need to be constructed, and a further but much smaller bridge to be lifted in to cross Railway Terrace on the south side.

Rebuilding the short section of embankment between the GCR(N) and the bridge on the north side is the comparatively easy task.

However, replacing the missing section of embankment between Railway Terrace and the bridge over the Grand Union Canal on the approach to Loughborough Central station remains by far the biggest job of all, with complex negotiations with the statutory authorities set to take place before a shovelful of earth can be deposited on the site.

In all, 1640ft of this section of the GCR's London Extension, including the bridges and embankments, will need to be rebuilt.

A far more pressing issue is the need for more money, and again the GCR will turn to its supporters, who will have been buoyed by the appearance of the bridge, which sceptics said for years would never happen.

GCR chief executive officer Richard Patching said: "For over 40 years, our supporters and friends have dreamt of work starting on the reunification of the line.

"We hope to continue raising funds to complete the project and finally join the two railways."

GCR(N) director Phil Stanway said:

East Midlands Trains Class 222 DMU No. 222007 heads south beneath the new green bridge on September 6, after leaving Loughborough station. ROBIN JONES

"What was once deemed nothing more than a dream moves one step closer.

"The bridge installation is testimony to all who have contributed so far."

Rob McIntosh, route director of Network Rail, said: "We are delighted to be supporting GCR with this exciting and ambitious project which will provide a real boost to tourism for the region."

Nick Pulley, chairman of the Leicester and Leicestershire Enterprise Partnership, said: "We are really excited by this unique project which supports the creation of an 18-mile main line railway from Leicester (Leicester North) to Ruddington (Nottingham South).

"The GCR project will open up significant commercial and tourism opportunities to increase visitors by 60,000 per year. In fact, this is the biggest investment in a heritage railway in the UK."

The lifting of the bridge sections into place almost coincided with the 50th anniversary of the final public service train from Nottingham Victoria on September 4, 1967, after which Arkwright Street station was used for another 20 months, while the DMU service to Rugby clung on.

➜ The GCR is inviting further donations to the Bridge to the Future project. Details may be obtained at www.gcrailway.co.uk/unify.

The crane swings the second beam into place. ANDREW MORLEY

The second beam lifted on the abutments. ANDREW MORLEY

The first two beams of the new bridge firmly in place, as seen from the southern side of the Midland Main Line on September 6. ROBIN JONES

Hero steam train driver's £60k medal bought by NRM for public display

By Geoff Courtney

A GEORGE Cross awarded to hero steam express driver Wallace 'Wally' Oakes, who 52 years ago sacrificed his life saving his passengers from a potential catastrophic accident, was bought for £60,000 by the National Railway Museum at an auction in Warwickshire on September 2.

The price equalled the world record railwayana realisation, set in Sheffield in 2004 by nameplate *Golden Fleece* from A4 Pacific No. 60030.

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

Aged just 33 and a railwayman for 18 years, he was driving the Standard Pacific on the 10.42am Euston-Carlisle express, which he and his fireman Gwilym Roberts had taken over at Crewe, when the fire blew back from the smokebox as it passed Winsford station at 55mph.

The cab was quickly engulfed in smoke and flames and Roberts managed to climb out of the cab and cling onto the locomotive, but despite the horrific conditions, Oakes remained at the controls and brought the train to a halt, an act of bravery that prevented the possibility of a major accident.

Once he had stopped the train Oakes fell off the footplate, and Roberts found him on the embankment with his clothes burned off and suffering 80% burns, but still alive. Despite being badly burned himself, the fireman managed to telephone a signalman and the southbound 'Royal Scot' was stopped to pick up the two badly injured men. Sadly, Oakes died a week later.

His heroism was recognised four months later when he was posthumously awarded the George Cross, the second highest award in the honours system behind the Victoria Cross, with the citation saying "Mr Oakes' gallant action showed that his first thought was the safety of his passengers, and he thereby sacrificed his life, for he died a week later. He set an outstanding example of devotion to duty and of public service."

Star item

With a Carnegie Hero Trust medal also posthumously awarded to Oakes, the George Cross was the star item in a Great Central Railwayana sale at Stoneleigh Park, and one of those in the crowded hall to watch auctioneer Mike Soden put it under the hammer was Jean Hoskins, who as his second cousin is the hero driver's closest surviving relative.

Mike started the bidding at £20,000, and with the audience watching in complete silence, it eventually came down to a battle between two bidders, one in the room and another on the telephone.

The former, a representative of the NRM, won the day, and when the hammer went down at £60,000 the collectors in the room broke out into spontaneous applause.

As the hall reflected on the world record-equalling railwayana price achieved by the medal, Jean, who was at the auction with her husband Rob and 18-year-old daughter Gemma – and Monty the dog – said: "We are really pleased. It was our first-ever auction and it was an eye-opener.

"It is fantastic that it has been bought by the NRM, as I really feel that will help keep Wallace's memory alive. We were quite touched and have been blown away by it all."

Andrew McLean, the NRM's assistant director and head curator, told *Heritage Railway*: "Wallace stayed on the footplate of a burning locomotive to bring his passenger train to a stop – an act of outstanding bravery which undoubtedly saved many lives. We plan to put the medal on display to recognise his heroism and to share his story, which deserves to be more widely known by the public.

Railway memories: Current and retired railwaymen were among those who attended the rededication of the Wally Oakes' memorial plaque at Crewe on August 21. From left: Stuart Finch, Glenn Hindson, Alan Tebay (rear), David Harrison (front), George Hill (rear), Maurice Harvey (rear), Paul Fowles (front), and Neil Cadman. PAUL BROOKSBANK

"During the age of steam, working on the railways was a dangerous profession and accidents were unfortunately a common occurrence, so it is fitting that as well as commemorating Wallace's incredible bravery, we recognise and remember all those who were killed or injured working on the railways."

Andrew said the Friends of the National Railway Museum had provided £30,000 towards the purchase of the medal, adding: "I would like to thank them for helping to bring this rare and significant item to the national collection."

Friends chairman Philip Benham said: "The gallantry of Wallace Oakes, at great personal cost, is a courageous example of the dedication so often displayed by railwaymen and women, and it is fitting that his actions were recognised with the George Cross and Carnegie medals.

"The work of the Friends of the National Railway Museum makes acquisitions such as this possible, and I would like to thank all those whose donations and support help keep such important historical items in the UK and on display to the public."

Sad postcript

A sad postscript to Oakes's heroism is that his grave in St Matthew's Churchyard, Haslington, Cheshire, close to where he lived, is unmarked, having no headstone or any reference to how he died, a state of affairs Mike Soden described as "tragic" in his introductory talk before putting the medal under the hammer.

Heritage Railway has launched an appeal to raise funds for a headstone, and part of this appeal involved tracing the closest surviving relative of Oakes, who had no children, for permission to erect a headstone. This led the magazine to 51-year-old Jean, who is enthusiastically supporting the appeal.

Oakes' widow Dorothy emigrated to Australia after his death and died in 1982 at the age of 54, and Jean and her husband Rob, of Rochester, Kent, had tried without success to track down the whereabouts of the medal 18 years ago, although they did establish it was back in the UK in a private collection, having been bought at auction in the mid-1990s.

After Wally's death, colleagues at Crewe shed made a collection for a memorial plaque praising his "devotion to duty," and this was placed in the entrance lobby of the train crews' depot at the station, but subsequently moved to the freight depot.

It was moved again recently to the lounge for London Midland train crews, close to its original location, and on August 21 was rededicated by the Rev Richard Cook, the north-west region railway chaplain, who had a 26-year railway career as a porter, and subsequently a guard, prior to taking on his current role.

In addition to several dozen active and retired train drivers, others who attended the ceremony included Laura Smith, MP for Crewe and Nantwich; Paul Brooksbank, London Midland's lead driver manager; Alan Tebay, Glenn Hindson, and David Harrison.

Alan, Glenn and David are members of Crewe Helping Hand Committee who, with others, renovated the plaque and financed its refurbishment.

Alan is retired head of operations for Freightliner, while Glenn, the committee's secretary, and David are both retired operations and traincrew managers.

➜ **A full report of the auction on September 2 will appear in Geoff Courtney's railwayana column in next month's issue.**

Proud relative: Jean Hoskins with her husband Rob and the George Cross that sold for £60,000 at a Great Central Railwayana auction in Stoneleigh on September 2. The medal was awarded posthumously to Jean's second cousin, steam train driver Wallace Oakes, who died saving his passengers from a potential major accident. GEOFF COURTNEY

The George Cross medal presented to Wally Oakes. NRM

A GWR King back at Paddington! The Great Western Society's blue King No. 6023 *King Edward II* made a brief appearance there on August 31 while being towed by Britannia Pacific No. 70013 *Oliver Cromwell* to the September 2 Old Oak Common farewell open day. No. 6023 is being prepared for main line running, and talks are now underway about it undergoing blastpipe and loading tests on the Severn Valley Railway. A feature on the open day can be found on pages 86-89. FRANK DUMBLETON

The 'Yankee tank' is coming to North Devon

SEPTEMBER 30 will see the £650,000 replica Baldwin 2-4-2T *Lyn* officially launched at the start of Lynton & Barnstaple Railway's two-day autumn gala.

Lyn is a new-build replacement of the original locomotive built in 1898 to operate the railway. It passed a steam test at Alan Keef's Ross-on-Wye works on September 7.

The first *Lyn* was built by Baldwin's of Philadelphia and shipped as a kit of parts to be assembled at the L&B's Pilton Works. Sadly, it was scrapped in 1935 when the railway closed.

Now, after seven years, 7000 drawings and more than 25,000 components, a locomotive that looks very much like the original *Lyn*, but is more powerful and economic to run, has been constructed and will make its formal public launch at Woody Bay. The new *Lyn* has been built by the 762 Club, which takes its name from the locomotive's number during Southern Railway ownership.

The idea of a new *Lyn* was first put forward in 2006, but serious work did not begin until 2011 when an order for the boiler was placed. The construction has been financed through an active membership each buying a share costing £762, or by sponsoring a component.

Many Devon firms have made a huge contribution by making parts free of charge or at very favourable rates.

Around £25,000 is still needed to cover painting, lining, transport and some cosmetic components.

Club membership costs £762 but payments can be phased over 30 months. Visit www.762club.com for further details.

Outshopped in Southern Railway green, the new *Lyn* is pictured at Alan Keef's Ross-on-Wye works on September 7. Four days later, it was taken to Woody Bay ready for its official launch. PETE BEST

Tyseley scheme gets Lottery cash

VINTAGE Trains (VT) has been given a £90,000 vote of confidence by the Heritage Lottery Fund (HLF) for its Tyseley-based Engineering the Future project.

The project focuses on the development of new volunteering opportunities and expanding its fundraising capacity to enable the organisation to achieve a long-term vision of "Express steam trains engineering a future for everyone."

Vintage Trains' future aim is to develop a heritage railway company running express steam trains on the national railway network and to enable everyone to participate, engaging a larger and more diverse audience in every area of activity.

The aim is to develop its Tyseley depot to improve the community, link it by steam train to the city centre via Moor Street station, and provide a programme of displays, activities and training, making it a significant tourist attraction as well as an excellent work place.

VT claim the Lottery grant will enable the creation of a new volunteering and administrative development infrastructure and deliver a greater understanding of audience needs. It will create the foundations on which longer-term objectives will be based - strong governance and succession planning, improved volunteer management, robust audience research, and extensive fundraising development.

The grant will provide two new full-time posts and a whole range of new opportunities to volunteer.

VT chairman Michael Whitehouse said: "We are delighted to have received support from HLF. Thanks to National Lottery players we will be able to create new opportunities for participation at all levels and teach young people new heritage and engineering skills, enabling us to continue to provide express steam trains on the national railway network for many years to come."

Vanessa Harbar, head of HLF West Midlands, said: "Our Resilient Heritage grants help to strengthen organisations and put them, and the heritage they protect, in a better position for the future."

Remembering Nottingham Victoria

A PLAQUE has been unveiled on the side of the former Nottingham Victoria station's clock tower, marking half a century since its closure on September 4, 1967.

The plaque was unveiled to a crowd of people on the exact anniversary by 87-year old Gordon Cripps, who worked at the station when he was 14 years old, delivering mail to the staff.

Following demolition of the Great Central Railway station, only the clock tower was left standing, which was incorporated into the Victoria shopping centre.

Janine Tanner from Nottingham's Railways Remembered gave a speech before the cutting of the ribbon.

Clun Castle: Vintage Trains announces 'icon's' first tours

By Robin Jones

VINTAGE Trains has announced the first main line tours for its iconic flagship – WR 4-6-0 No. 7029 *Clun Castle*.

A high-profile recommissioning ceremony of *Clun Castle* will take place at Tyseley Locomotive Works on Sunday, October 29, and following its seven-year restoration, will undergo further tests before embarking on a series of main line test runs in early 2018.

It is pencilled in for a public Vintage Trains' trip to Chester on March 31, and another to Oxford via Gloucester, Sapperton Bank and Didcot on April 21. These will be the iconic locomotive's first main line tours for 30 years.

On October 29, it will appear in steam on the Tyseley turntable alongside other locomotives, including sister double-chimneyed Castle No. 5043 *Earl of Mount Edgcumbe*.

WR 4-6-0 No. 7029 *Clun Castle* at Bristol Barrow Road on November 27, 1964. KDH ARCHIVE

Vision for the future

The recommissioning ceremony will take place at 11am, and at 2.30pm Vintage Trains' chairman, Michael Whitehouse, will be hosting a Vision for the Future presentation followed by a question and answer session in the London Midland Railway Club Association club next door to the works.

Michael, who is also chairman of 7029 Clun Castle Limited, said: "I am thrilled that *Clun Castle* will be back in steam in October. We know very many people are looking forward to see it hauling our express steam trains, and all of us at Tyseley are absolutely delighted that the locomotive, which founded our charity, will soon be back on the main line where it belongs. We are taking bookings now for its first trains too!

"All of us at Vintage Trains look forward to welcoming everyone to Tyseley Locomotive Works on Sunday, October 29. We will be able to show you two double-chimney Castles in steam together for the first time in many years."

Clun Castle was built at Swindon in 1950 as part of the last batch of Castles ordered by BR. On May 9, 1964, *Clun Castle* broke the record for a steam locomotive over the South Devon banks from Plymouth to Bristol; the record was held for 50 years until beaten by *Earl of Mount Edgcumbe*.

Clun Castle toured throughout England to mark the end of steam, and in 1967 was bought from BR by a group led by Michael's father, and preservation pioneer, the late Patrick Whitehouse for the scrap value of £3600.

Last steam from Paddington

The locomotive was placed in trust and subsequently moved to the former steam depot at Tyseley, which became its home for the next half century. There, it became the foundation of the 7029 Clun Castle Limited charitable trust.

Clun Castle hauled the last steam train from Paddington, the final through train on the GWR route north from Birmingham to Birkenhead, and the last train from Birmingham Moor Street station before its closure. *Clun Castle* was seen throughout England in the 1970s and 80s hauling railtours, and took a leading role in the 1985 GWR 150 celebrations, running daily shuttles between Gloucester and Swindon. It was last seen on the main line in 1988.

The date for the recommissioning was wrongly given as October 28 in our last issue. Tyseley will not be open on that day.

➜ More information about the recommissioning event and tours can be obtained at www.VintageTrains.co.uk or by telephoning 0121 708 4960.

Mayoral visit for new P2 project

NEW Tees Valley mayor, Ben Houchen, has visited Darlington Locomotive Works to see the progress on building work of new Gresley P2 2-8-2 No. 2007 *Prince of Wales*.

During the visit the mayor was given a briefing on The A1 Steam Locomotive Trust's progress and its ambitious plans for expansion.

The mayor heard first-hand the trust's plans for a larger base in Darlington where it would build and maintain its growing fleet of locomotives, including A1 Peppercorn Pacific No. 60163 *Tornado*, and rolling stock.

As previously reported in *Heritage Railway*, the trust also has ambitions to create a state-of-the-art charter train, from a set of locomotive-hauled Mk.3 carriages, which will be extensively refurbished and overhauled for its new role.

Coun Houchen, leader of the Conservative Group on Stockton Council, said: "This is a wonderful project taking place at the home of the modern passenger railway and we should be getting behind it.

"It was exciting to hear the trust is looking to expand into a larger and better facility. It will be a fantastic thing to be able to take this project forward to the next level, even beyond completion of the *Prince of Wales*, which is an achievement in itself."

The trust has more than 2500 supporters who raised the £3 million needed to complete *Tornado* and are now raising £5m to build *Prince of Wales*.

It also has the backing of leading British businesses, including William Cook Cast Products, Cleveland Bridge and Virgin Trains East Coast.

The first Tees Valley mayor, Ben Houchen (left), discusses the progress of building new Gresley P2 No. 2007 *Prince of Wales* with project director Mark Allatt inside Darlington Locomotive Works. A1SLT

P2 project director Mark Allatt said: "One of the remarkable things about this project is the amount of money we're putting back into local industry: around 70% of the £5 million we're spending on *Prince of Wales* is going to be spent with businesses in the local area. We've briefed the mayor on our exciting plans for the future and he is fully supportive of what we are trying to achieve."

The mayoral role is a newly created post, with Mr Houchen chairing the Tees Valley combined authority and working alongside the five Tees Valley councils to improve the economy of the area, bring in new investment and create jobs.

The mayor has responsibility over several areas including transport, homes and communities, culture and tourism, skills and education, business growth as well as investment and devolution.

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Bulleid Battle of Britain Pacific No. 34072 *257 Squadron* at Norden station on the Swanage Railway on August 21 after being delivered from the line's Herston Works following the completion of its overhaul. ANDREW PM WRIGHT

Bulleid Battle of Britain pair join Swanage roster

TWO Bulleid Battle of Britain light Pacifics are set to join the Swanage Railway's operational fleet.

Fifteen years after it last steamed, Battle of Britain No. 34072 *257 Squadron* will be making its comeback imminently.

Following the completion of its overhaul at Herston Works, the locomotive was taken by low loader back to the heritage line's metals at Norden on August 21. Owner Southern Locomotives Ltd was hoping to have No. 34072 steam again for its AGM on September 30. However, SLL's Simon Troy said the boiler inspector has asked for a few adjustments, which could mean *257 Squadron* does not haul public trains until October.

257 Squadron was outshopped from Brighton Works in April 1948, and worked heavy continental expresses from Dover to London. Following electrification, it was reallocated to Exmouth Junction in 1958, and often hauled the Ilfracombe section of the 'Atlantic Coast Express.'

In July 1964, *257 Squadron* was transferred to Eastleigh, its final shed, from where it was withdrawn that October. However, that was not the end of its BR career as it was resteamed again two months later to haul an enthusiasts special from Fareham to Southampton docks. *257 Squadron* reached Dai Woodham's scrapyard at Barry in March 1965, and stayed there until it was bought for preservation in November 1984. It last steamed at Swanage in 2002.

Another SLL ex-Barry locomotive, sister No. 34053 *Sir Keith Park*, will be moved to Swanage in early 2018 after working on the Severn Valley Railway for the first five years of its boiler ticket.

10 to steam as Leighton Buzzard marks heritage-era half century

THE Leighton Buzzard Railway is to hold its 50th anniversary gala over the weekend of September 30 and October 1, with up to 10 locomotives in steam.

The event will celebrate 50 years since the initial formal meeting held in October 1967 that led to the formation of the preservation society.

A special train service will be in operation each day with nine departures from Page's Park to Stonehenge Works.

Visiting locomotives include Patrick Keef's 1924 Bagnall 0-4-0ST *Woto*, Phil Mason's Kerr Stuart 0-4-0T *Diana* built in 1909 and Nick Williams' Andrew Barclay 0-4-0T *Jack* built in 1925. They will run alongside the home fleet of De Winton 0-4-0VBT *Chaloner* built in 1877, Baguley 0-4-0T *Rishra* built in 1921, Orenstein & Koppel 0-4-0 WT *PC Allen* of 1913, O&K 0-6-0WT *Elf* of 1936, O&K 0-6-0WT *Pedemoura* of 1924, Baldwin 4-6-0T WDLR No. 778 of 1917 and Andrew Barclay 0-6-0T *Doll* of 1919.

It is anticipated that the gala will be the last opportunity to see *Elf* in steam before its withdrawal for overhaul.

Also visiting from the Froissy-Dompierre Railway in France will be the replica US Army Great War 'Speeder'. In addition to passenger trains there will be demonstration freight trains. These are likely to include the LBR's log-carrying wagons, First World War rolling stock and a train of LBR sand-carrying skip wagons typical of those that were operated by the 2ft gauge line as built . The sand train will be hauled by two of the railway's original Simplex diesels.

Some freight trains will run the whole length of the line, while others will run on towards Mundays Hill on a part of the line not normally used.

These will be the first scheduled services on this part of the line for more than 40 years. This extension of the railway is currently part of an appeal to replace the track and restore it to passenger train operational standards.

Around 5pm on Saturday, September 30, it is planned to stage a parade of working steam and diesel locomotives at Page's Park station, with a commentary by veteran member Alf Fisher.

Orenstein & Koppel 0-6-0WT *Elf* will be making its last appearance at the Leighton Buzzard Railway 50th anniversary gala before its overhaul. LBR

New trolley trust moves to Chasewater

A GROUP which is dedicated to the preservation of rail trolleys will be based at the Chasewater Railway.

The Rail Trolley Trust was formed as a company almost two years ago to provide a formal structure for the collection of trolleys that had been built up over the previous eight years.

The company has always wanted to have the collection on public display and in use, and has now been publicly launched.

It is seeking volunteers, and will also be looking at fundraising and grants. It plans to register for charitable status within the next year.

The group will build its first base in part of the sidings area of Chasewater Heaths station yard. The initial focus will be on carrying out the necessary groundworks to a 40ft container to be moved on to the site. Once the container is in place, the trust will move vehicles to Chasewater Heaths.

A website has been launched at www.railtrolleytrust.co.uk

Middleton's Cockerill tram sold?

PRIVATELY owned Cockerill 0-4-0VB tram No. 1625, currently based at the Middleton Railway, has reportedly been sold.

It was built in 1890 for use at a steelworks in Seraing, near Liege, in Belgium, and has been on the Middleton Railway since 1995. It was withdrawn from service in 2000.

The identity of the buyer has not yet been revealed, but word on the North Yorkshire Moors Railway suggests it has been bought by a member with a view to using it occasionally as the Pickering station pilot at special events, as well as providing steam heating for winter services, replacing the use of hired-in static steam-generating plants.

With driving wheels just 2ft in diameter it will be limited in scope, but sister locomotives have been shown to possess a good turn of speed, and it is thought brakevan specials to Levisham might be another possible use for it.

Wensleydale station sale plan approved

By Robin Jones

WENSLEYDALE Railway shareholders have backed a controversial plan to sell off its westernmost station in order to clear debts.

At the company's annual general meeting held in Leyburn Methodist church hall on Saturday, September 9, shareholders voted in favour of selling off the currently isolated Aysgarth station, which is yet to be connected to the operational heritage railway.

The revivalists, whose long-term aim is to restore the entire trans-Pennine route to Garsdale, linking the East and West Coast Main Lines again, have always seen Aysgarth as a major medium-term goal, as it served the beauty spot of Aysgarth Falls.

Although it has not yet been connected to the railway's current western terminus of Redmire, track has been laid at Aysgarth, where two industrial diesels and a Mk.1 coach are kept.

Railway heritage site

The railway was approached by a still-unnamed supporter – described only as a "wealthy railway focused individual" – who wants to buy the station for £400,000 (near the valuation figure) and develop it as a railway heritage site, eventually linking it to Redmire.

However, former railway chairman Ruth Annison said she had received more than 100 letters expressing concerns about the sale of the station, and whether it would one day be brought into railway use. She said she still had reservations about the sale.

Before the meeting, a Save Aysgarth Station was displayed, and shareholder Bruce Yarborough called for it not to be sold off to a private individual, accusing the board of a lack of communication with Wensleydale Railway Association members over the issue.

Above: Aysgarth station can now be sold to help the Wensleydale Railway's financial position. ROBIN JONES

Right: Ruston & Hornsby 0-4-0 shunter *Wensley* is one of two industrial diesels currently on lengths of track laid at Aysgarth. ROBIN JONES

He claimed a group of WRA members were aiming to raise sufficient capital to buy the station themselves.

However, railway board director Steve Davies, the former head of the National Railway Museum, told the meeting sale of Aysgarth station would create capital to invest in infrastructure and significantly reduce mortgage and utilities bills.

The railway pays a £195,000 mortgage on Aysgarth station, which if sold, could be invested in the operational railway.

Steve denied the sale would place the railway's long-term aspirations at risk.

"Firstly, it will release capital to invest in steam infrastructure, which is what the public wants, and secondly the new owner is going to lay track," he said.

Currently, the railway's board is looking to improve its finances, by introducing more steam services and extra catering, to make it more appealing to visitors.

Shift of emphasis

A development plan with the aim of assisting the new owner to connect Aysgarth station to the line was outlined. Also, a proposal to make an improved Leyburn station the eastern end of a tourist shuttle to Castle Bolton – which could be served by a new station – and Aysgarth was also outlined.

The emphasis on the Wensleydale revival would shift from a railway running public trains to a heritage line.

It was said the prospective buyer of the station intends to develop it as a "hobby railway" open to the public several days a year.

The Great Marquess leaves the Moors

JOHN Cameron's Gresley K4 2-6-0 No. 61994 *The Great Marquess* was due to be moved from the North Yorkshire Moors Railway's Grosmont shed to New Bridge Yard, Pickering, for loading onto road transport in mid-September.

This movement will be the first stage of its trip into retirement at a new museum in Fife being built by John, where it is planned to have it joined on static display by A4 No. 60009 *Union of South Africa* when that locomotive's main line ticket expires.

No. 61994 has been in store at Grosmont ever since its working life came to an end when its was failed with boiler problems in 2015 while visiting the NYMR.

Latterly, it has been resting on an isolated length of track that had to be slewed and reconnected to allow it to be extracted. Its place will be taken by Class 24 diesel D5061, which is awaiting a major overhaul that is likely to begin when its sister Class 24 D5032 is completed.

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BR Standard 5MT 4-6-0 No. 73156 stands at Loughborough station with a test run on September 8. ANDREW MORLEY

BR Standard to make gala debut as scrapped sister

By Robin Jones

THE latest Barry scrapyard locomotive to be returned to steam will run in the identity of a long-gone sister when making its gala debut

BR Standard 5MT 4-6-0 No. 73156, the rebuild of which has been completed at the Great Central Railway's Loughborough shed, will take the identity of No. 73084 *Tintagel*.

The GCR's October 5-8 autumn steam gala will be themed to mark 50 years since the end of steam on the Southern Region, and will see the gala debut of No. 73156, which has already made light engine test runs.

Its two guests will be Bulleid Battle of Britain light Pacific No. 34081 *92 Squadron* from the Nene Valley Railway and rebuilt sister No. 34053 *Sir Keith Park* from the Severn Valley Railway.

'Standard Arthurs'

No. 73084 was a Nine Elms shed engine, one of 20 class members that worked on the Southern Region. They were given the names of former S15 King Arthur 4-6-0s between May 1959 and May 1961, becoming known as 'Standard Arthurs'.

When No. 73156 was based at Neasden shed it was a veteran of 'Master Cutler' workings over Great Central metals from Marylebone to Sheffield, and was later based at Leicester and Woodford Halse prior to its withdrawal in November 1967. It is therefore historically appropriate for the heritage line.

Bolton Steam Locomotive Company Ltd owns No. 73156 and reached agreement with the Loughborough Standard Locomotives Group Ltd for its restoration at Loughborough in return for a 10-year running agreement on the modern-day GCR.

The gala will see up to nine locomotives in steam, with eight-coach express trains being run.

Other locomotives rostered from the home fleet will be BR Standard 9F 2-10-0 No. 92214, currently named *Leicester City*, WR 4-6-0 No. 6990 *Witherslack Hall*, Stanier 8F 2-8-0 No. 48624, Ivatt 2MT 2-6-0 No. 46521, BR Standard 2MT No. 78018, and Fowler 3F 'Jinty' 0-6-0T No. 47406.

Photographic charter

There will also be a passing goods working, Travelling Post Office trains, and a photographic display of 1960s BR Southern Region steam in the Loughborough Museum room.

No. 73156, which returned to steam in August, has also been booked for a TimeLine Events photographic charter at the GCR on October 10, still masquerading as *Tintagel*.

Scotsman helps North Yorkshire Moors Railway turn loss into £1 million profit

THE North Yorkshire Moors Railway (NYMR) turned a loss of around £168,000 in 2015 into a surplus of more than £950,000 in 2016, on a turnover of around £7.2 million, despite the line facing a difficult start to the operating season, with just two steam lococomotives available and a high level of diesel substitutions.

Much of the improvement was because of a reduction in costs of around £675,000, although income also rose by around £445,000.

The early part of the 2016 season saw the highly successful visit of *Flying Scotsman*, which brought in around £327,000 that was used for debt reduction, a trend that was followed to a lesser extent in 2017 with the visit of No. 46100 *Royal Scot* and will continue in 2018 with a late winter visit of A1 Peppercorn Pacific No. 60163 *Tornado*.

These high-profile locomotive visits services are particularly aimed at tour operators, being run at a time when other attractions are not open.

The proceeds of these services are not booked as regular revenue, but go directly into reducing the railway's debts and have resulted in a reduction of more than £400,000 over the course of the past two such two events.

Purchase of property

Capital expenditure for the year was almost £1.2m and included the purchase of a new property, in the form of the Mulberries restaurant in Bridge Street, at the end of Pickering Station platform. The upper floors of this are now in use as offices, with the catering facilities below opened on special occasions.

Advance tickets for the visit of new-build Peppercorn A1 Pacific No. 60163 *Tornado* to the NYMR are now on sale. The A1 will be working on the line from March 3-March 11. It is hoped that the publicity generated by No. 60163's recent 101mph exploit will make for a successful event despite the fact the engine has previously visited the line.

NYMR general manager Chris Price said: "Over the years we've had many guest locomotives visit us and we expect *Tornado* to be one of the best yet. With its searing speed and fantastic recent history, it's sure to be a head turner!"

Graeme Bunker-James of the A1 Steam Locomotive Trust said: "It has been several years since *Tornado* visited the North Yorkshire Moors and we are very much looking forward to returning the locomotive to this scenic line."

Prince George takes more steps

BUILDERS of the new LNWR George the Fifth 4-4-0 express locomotive No. 2013 *Prince George* have ordered several key components.

The LNWR George the Fifth Steam Locomotive Trust has ordered five tons of high-grade steel to cover the production of coupling and connecting rods and high-stress parts of the motion.

An order has been placed with Somers Forge for the two coupling rods.

Westfield Patterns, of Peterborough, will be making the pattern for the top section of the original LNWR chimney.

East Coast Castings of Wratton, Norfolk, has received an order for the production of the casting for the chimney.

GNR N2 0-6-2T No. 1744 passes GWR 0-6-0PT No. 7714 at Holt.

GNR N2 0-6-2T No. 1744 and LNER B12 4-6-0 No. 8572 climb towards Kelling Heath..

North Norfolk success despite Worth Valley WD obstacle

By Brian Sharpe

INITIAL indications are that the North Norfolk Railway's autumn steam gala was the best supported since the visit of *Tornado* back in 2013.

Marketing manager Trevor Eady said: "Passenger numbers over the weekend of September 1-3 were good and apart from a short delay to services late on Friday the weekend went with almost perfect timing.

"Locomotives featured included visiting S&D 7F 2-8-0 No. 53809, courtesy of its owner John Moorhouse and the West Somerset Railway."

However WD 2-8-0 No. 90733, due to attend from the Keighley & Worth Valley Railway, was unable to appear and the planned black WD doubleheader could not take place.

All the arrangements for the appearance of the locomotive had been made which included the railway's haulage contractor submitting a Movement Order to West Yorkshire Police within the laid-down timescale. Based on the detail contained in the Movement Order, the Police determine whether a police escort is required which it was in this case as the load weighed more than 80 tonnes and was carried on a transporter combination of more than seven axles.

At this point the West Yorkshire Police informed the haulage contractor that due to other commitments including the Leeds Festival over the bank holiday weekend, there were no officers available to provide such an escort until September 12 at the earliest. Both the haulage contractor and railway escalated this within the police organisation but to no avail.

The requirement for a police escort through West Yorkshire is mandatory for loads of this size, whereas elsewhere the haulage contractors are permitted to provide their own escort team.

The railway arranged a replacement visiting locomotive in the shape of GWR 0-6-0PT No. 7714 from the Severn Valley Railway, which was obtained from the National Coal Board's Penallta Colliery in 1973 and after a lengthy restoration, steamed for the first time at the SVR in 1992.

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GWR 0-6-0PT No. 7714 pilots SDJR 7F 2-8-0 No. 53809 towards Weybourne on September 2.

GWR 0-6-0PT No. 7714 heads a short goods train past the golfers just outside Sheringham.

SDJR 7F 2-8-0 No. 53809 and WD 2-10-0 No. 90775 arrive at Weybourne.

‘U-turn’ denial as UK-built Garratt offered for sale

By Geoff Courtney

AUSTRALIAN preservationists and enthusiasts who are reeling from the shock closure of one of the country’s leading railway museums and the controversial auction in August of two of its locomotives, and other rolling stock, have received another major blow with the decision by the museum’s liquidator to sell the museum’s most-prized asset, UK-built Garratt No. 6029.

The decision to sell the restored standard gauge 4-8-4+4-8-4 was made by Eddie Senatore, of global accountancy firm Deloitte. He was appointed liquidator to oversee affairs after the museum’s closure last November and the collapse of the ACT division of the Australian Railway Historical Society, which ran the museum and owned a number of its assets, including No. 6029.

A Deloitte spokesman told *Heritage Railway* in June that No. 6029 was not for sale, but on August 28 the company announced that offers were being invited by way of expressions of interest.

The sale is being handled on behalf of Deloitte by Slattery Auctions of New South Wales, which also held an auction of some of the museum’s assets on August 2 that raised $400,000 (£241,000) which will go towards settling some of the debts of the society and museum that total about $700,000 (£425,000).

Explaining the ‘expressions of interest’ (EOI) sale process, Slattery Auctions’ operations manager Glendon Burton said: “This is similar to a tender process, where interested parties submit offers before the closure date, and these are required to be accompanied by a deposit to ensure they are genuine. The highest offer is then considered by the vendor.

“This EOI is a little different, as the liquidator has requested that, to ensure the loco will be well looked after, each offer be accompanied by a proposal detailing the intended use of the loco, where it will be stored, and how it will be managed. Considering the nature of 6029, the liquidator has considered its handling post-sale to be important.”

Tight timetable

A catalogue of the sale released by Slattery said that offers would have to be received by September 15 and the Garratt removed by September 29, a tight timetable that some within the Australian preservation movement regard as virtually impossible to meet, as the 254-ton locomotive is stored 150 miles from Canberra at Trainworks Railway Museum in Thirlmere, south-west of Sydney.

At the beginning of September, Glendon Burton said no guide price had been quoted for No. 6029, but reports indicated a probable price range of $300,000-$400,000.

Reports emerging from Australia in recent months suggested the National Railway Museum at York was considering making a bid for No. 6029 – at that time the Garratt was not even for sale – but these were dismissed by the museum.

In the light of the loco now being on the market, *Heritage Railway* again approached the NRM, and the response was the same, with PR & communications manager Simon Baylis saying: “Nothing has changed since our original comment – we have no plans to acquire 6029.”

Eddie Senatore of Deloitte denied that the decision to sell No. 6029 represented a U-turn. “There has been no change of heart,” he said. “Steam locomotive 6029 is an important asset.”

A number of conditions were attached to the sale, he said, and through the expressions of interest process he was attempting to determine how best to preserve the locomotive while working towards a restructuring of the society’s affairs.

He declined to say what value he was putting on the Garratt, saying that the market would decide, and claiming there had been “intense interest” in all the society’s assets, including steam locomotives. He also declined to confirm whether there had been contact with the NRM over the locomotive’s sale, citing commercial confidentiality.

Of the museum’s future, he said: “It will reopen should sufficient funds be received from the sale (of assets) and if a restructuring takes place.”

Devastated

Howard Moffat, an Australian railway enthusiast and photographer who has been involved with No. 6029 from the first day of its restoration a decade ago, told *Heritage Railway* he was ‘devastated’ by the news of its impending sale.

“I cannot tell you how disappointed I am – more than seven years of work through hot summers and freezing Canberra winters have come down to this. We achieved what many people thought was impossible, to restore a Garratt to running order. So many told us we were dreaming, but we did it. I never conceived the idea then that within a few years of watching it run again, I would be witnessing this. I am really devastated.”

Of its future, he said he believed there were funds within the Australian preservation movement to keep it in the country, but added: “I fear that a big overseas’ offer might see it go, but hopefully heritage provisions would stop that. The sale has struck a nerve within the Australian railway enthusiast movement, and the battle will be an interesting one.

“As a 15-year-old enthusiast I camped beside the line with a camera and witnessed these magnificent locomotives operating on double-headed coal trains, and I will never forget the spectacle.”

Howard cautioned about the condition imposed by the liquidator that No. 6029, which was named *City of Canberra* after its restoration, be removed from its current location by September 29 in the event of a successful sale. “It cannot be moved any great distance without being in light steam to operate the lubricators, and although I am not sure what is exactly required, the locomotive needs tubeplate and linkage repairs. It will not be moved in a rush.”

Visiting the Kirklees Light Railway for its September 9-10 steam gala was a pair of early Bassett-Lowke Henry Greenly ‘Little Giant’ Atlantics. Caledonian blue-liveried *Prince Edward of Wales* was built in Northampton in 1909 and became the first locomotive at the newly opened Rhyl Miniature Railway. The dark blue *Synolda* was constructed in 1912 for the Sand Hutton Railway near York but normally resides in the Ravenglass & Eskdale Railway museum. DAVE RODGERS

Giant of the track at rest: The massive proportions of No. 6029 are illustrated by this view of the UK-built Garratt at Canberra Railway Museum on February 25, 2015 when, having returned from restoration, it was named *City of Canberra*. The glory and excitement of that day now seem far distant as the 4-8-4+4-8-4 faces an uncertain future following the collapse of its owner, the ACT division of the Australian Railway Historical Society, and the closure of the museum, where it was based. HOWARD MOFFAT

He said the Garratt's true value was as a working engine, and not as one needing repairs. "It would be wrong to depreciate its value on the basis that it needs repairs. Every steam loco does."

Howard also lamented about the future of Canberra Railway Museum. "We have only two locos left, and I fear that our once great little museum, which was built up with many thousands of hours' work over 50 years, is history." Like No. 6029, the two engines to which Howard referred are both Beyer Peacock products, 4-4-0 No. 1210 built in 1878 and No. 3016, a 4-6-0 built in 1903.

Further investment

A source said that a group was hoping to raise $50,000 (£30,000) towards buying the engine and was seeking further investment – one enthusiast approached allegedly replied that "I have already put money into 6029 over the years and got very little return" – while a second group, like the first said to be Canberra-based, was also looking into the possibility of putting in an expression of interest.

Built at the Beyer Peacock works in Manchester in 1953 for New South Wales Government Railways, No. 6029 is one of the world's largest preserved locomotives and at 63,016lb ft tractive effort a member of the most powerful class ever to run in Australia. It was withdrawn in September 1972 after a 620,000-mile career hauling heavy freight trains of mainly coal, and was bought for preservation by the National Museum of Australia.

Taken off railtour duty in 1981 and stored in Canberra Railway Museum's yard, it lay dormant until 2007 when, by then owned by the now collapsed ACT division of the Australian Railway Historical Society, a major seven-year overhaul started.

On its return to steam in 2014, Alan Gardner, who led the overhaul, described the Garratt as "one of England's best exports and one of the best examples of British railway engineering."

During August, two replica running-in boards were placed in position at the former Spetisbury station in Dorset. These timber boards have been funded thanks to a grant from Spetisbury Parish Council, and have been constructed and painted by members of the Spetisbury Station Project. Spetisbury station opened with the Dorset Central Railway on November 1, 1860, later becoming part of the Somerset & Dorset main line. It closed in 1956, 10 years before the end of passenger services, having been an unstaffed halt since 1934. Demolition followed soon afterwards, although both platforms survive intact. SSP

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Six brake failures on mountain trams – Manx government

Left: The 1895 Fell brake on Car No. 2 which brought it to a half after the electric braking system failed on August 4. The picture was taken by a passenger. MERS

Right: Snaefell Mountain Railway Car No. 2 on April 15, 2013. BRIAN MORTIMER/ CREATIVE COMMONS

By Robin Jones

SIX brake failures have occurred on the Snaefell Mountain Railway in the past five years, the Isle of Man government has admitted.

The figures were released following the latest incident, when Car No. 2 suffered a brake failure after it left the Summit terminus, as reported in our last issue.

The Manx Director of Public Transport Ian Longworth said that the tram had sustained a loss of rheostatic braking due to an interruption in the overhead electricity supply which occurred when the bow current collected momentarily lost contact with the overhead wire.

The crew attempted to apply the emergency manual Fell brake but were initially hampered in their attempts by a gap in the Fell rail at a road crossing near Bungalow station. They were eventually able to stop the vehicle after the recommencement of the Fell rail section.

However, passengers claimed that the minister had downplayed the incident, and insisted the tram had been out of control for much longer, before the fell rail stopped at the Bungalow crossing.

Following the incident, the speed limit on the 1-in-12 five-mile line was reduced from 12mph to 8mph.

However, on August 10, the Health & Safety at Work Inspectorate banned trams from operating following reports that trams were not adhering to the new speed limit.

The six incidents were disclosed after a reporter for the island's commercial radio station 3FM submitted a Freedom of Information request, asking how many incidents involving a loss of control or brake failure on any rolling stock on the island's electric railways had occurred.

Totally destroyed

The reply showed that there were three incidents on the Snaefell Mountain Railway in 2013, none in 2014 and 2015, two in 2016 and one this year.

On March 30, 2016, the unoccupied Car No.3 suffered a runaway from the Summit and derailed just north of Bungalow station. Nobody was injured, but the 121-year-old tramcar was totally destroyed in the incident. Thirty passengers were left stranded at Summit station.

On the Manx Electric Railway, there was one incident in 2013 and two in 2014.

In the Seventies, the electro mechanical (rheostatic) braking system was installed on all of the mountain trams after it was bought second-hand from Aachen. This braking system relies upon the generation by the motors of electric current from power delivered from the wheels.

However, for technical reasons this system can fail and so the trams retain the original mechanical 1895 Fell braking system as a back-up.

A spokesman for the Manx Electric Railway Society said: "So far as we are aware the need to employ the 1895 brake has increased in recent years.

"In addition to the two serious incidents in the last 18 months there have been a number of occasions when the Fell brake has had to be employed in an emergency (which would indicate a problem with the electro- mechanical brake rendering it inoperable).

"It was the 1895 Fell brake which saved the lives of those on Car No.2 on Friday, August 4, when, following apparent failure of the electro mechanical Aachen brake, the crew of the tram struggled manfully to apply the Fell brake in circumstances in which witnesses suggest they could easily have been thrown from the platforms by the jolting of the tram thundering down the mountain at speed.

"Before they applied themselves to the Fell brake there would have been a period in which the motorman was trying to get the electro-mechanical brake to work and in itself this will have produced a time penalty in which the car accelerated and the application of the Fell brake became a much more difficult task.

"The MERS congratulates the crew and salutes their heroism. The MERS does not, however, congratulate the Department of Infrastructure for allowing a state of affairs to arise in which one priceless and irreplaceable vintage tram has been utterly destroyed and another very nearly wrecked with all hands in the space of 18 months.

Police investigation

"We believe that there should be nothing inherently wrong with the functionality of the braking systems on these trams.

"Instead of those in charge simply congratulating themselves for a 'near miss', we call for a police investigation of what has happened in the recent incident. Had a loaded 'bus suffered a catastrophic brake failure causing it to hurtle down Minorca Hill there would have been a police investigation.

"Had this tram left the rails and tragedy occurred there would have been a police manslaughter investigation. This tram crossed the mountain road at speed, at right angles to the traffic (we know from survivors accounts there was traffic on the road)."

Community helps out Barry line

VANDALISM at the Barry Tourist Railway's exhibition shed has been repaired, after big-hearted local people offered to help out as part of a community day on Monday, August 28.

The shed, which had been set to open as a museum, was badly vandalised in June this year when intruders caused more than £6000 in damage.

The open day saw 12 people volunteer to help rectify the damage, with many more visitors attending for a barbecue.

Managing director John Buxton said: "An event like this revives your faith in the human race."

Worth Valley's Oxenhope café must remain on rails for now

RISING costs have forced the Keighley & Worth Valley Railway to abandon plans to build a new cafe building at Oxenhope station.

Oxenhope parish councillors said they were disappointed that the scheme would not be going any further.

However, railway chairman Dr Matt Stroh said that the line would continue to explore alternative ways of enhancing its catering facilities. At present, it operates a cafe housed in a buffet carriage at the station.

A £250,000 budget had been set aside for the new café, but latest estimates placed it at £900,000. Matt said: "We would never recover the capital amount required for the development."

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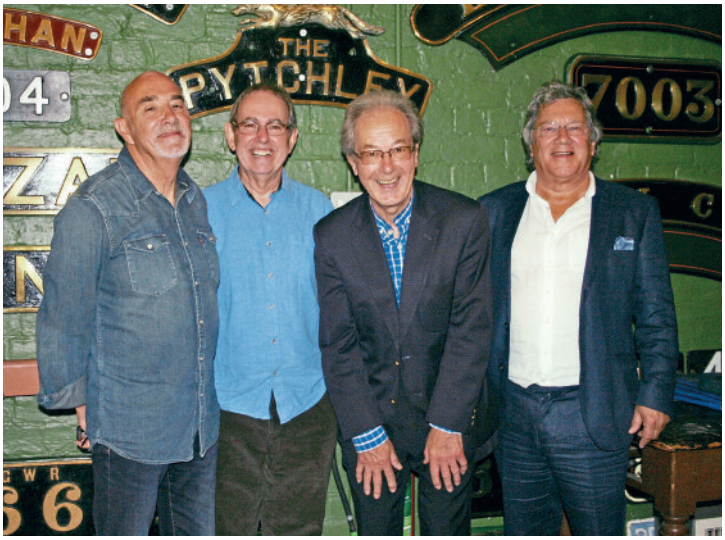

Fellowship: It's smiles all round at the opening of the Guild of Railway Artists' Railart 2017 exhibition at Kidderminster Railway Museum on August 26. From left: Philip Hawkins and Malcolm Root, who are both fellows of the guild, Geoff Courtney, senior contributing writer for *Heritage Railway* who officially opened the exhibition, and John Austin, another guild fellow and also its president. ROB PULHAM

Quickfire start as Railart 2017 opens its doors

By Geoff Courtney

THE country's leading railway artists were celebrating at their annual exhibition at Kidderminster Railway Museum on August 26 when nine paintings sold within hours of its opening.

The exhibition, Railart 2017, put on by the Guild of Railway Artists, featured 61 works by 28 artists – from oil on canvas and watercolour to charcoal on paper, pencil and acrylic – and all but five were available for sale at prices to suit all pockets, from below £100 to £5750.

Although essentially an exhibition to give visitors an insight into the talents of some of the world's top railway artists, the fact that most of the paintings on display may be bought adds a special attraction to the five-week event.

Selling nine of the works within the first two hours was a testimony to the public's affection for railway scenes as depicted by the artists which ranged from the traditional to the idiosyncratic, with much between. All the paintings are titled, and these provide a feel for what is on show.

Thus there is Memories of Lichfield Trent Valley and Arriving at Snow Hill, vying for the visitors' attention with Bird Watcher and Everlasting Love, or *Wild Swan* at Wood Green and Dundee Departure with Skelewheels and Deep Peace.

One of the highlights of the opening ceremony was a presentation by guild president John Austin to Barry Cox, who accepted a certificate of honorary guild membership on behalf of Trevor Savage, until recently editor of *Wheel and Palette*, the guild newsletter, who has had to retire though ill health.

The exhibition, which is being held at the Severn Valley Railway-based museum for the 13th time, runs until October 1, and admission is free. To many of today's railway enthusiasts and preservationists, it is a 'must-see' event.

The guild was founded in 1979 and its membership of both full and part-time artists includes a strong overseas contingent from four continents.

Brush strokes: Part of the Guild of Railway Artists' annual Railart exhibition which opened at Kidderminster Railway Museum on August 26 and runs until October 1. ROB PULHAM

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Philip D. Hawkins FGRA

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During the summer of 1960 an unrebuilt Bulleid 'Battle of Britain' Pacific No.34051 'Winston Churchill' heads a portion of the 'Atlantic Coast Express' (the "ACE") westward at Battledown flyover whilst 'Merchant Navy' Pacific No.35029 'Ellerman Lines' crosses with an up express and a 'King Arthur 4-6-0 No.30777 'Sir Lamiel' on the Bournemouth line is overtaken.

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2018 'Footplate' Calendar

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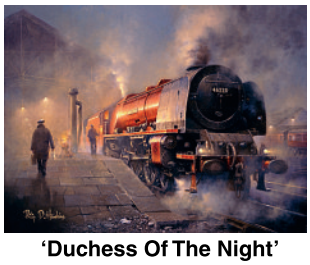

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On a short visit to the Mid-Norfolk Railway, GWR steam railmotor No. 93 stands at Wymondham Abbey on September 9. MATT HULL

Science Museum 'takeover' of Locomotion planned

By Robin Jones

A MAJOR shake-up of the management system at the Locomotion museum in Shildon is set to take place.

A review of management structures and governance processes undertaken at the museum last year recommended a number of potential changes to eradicate "confusion" and "operational difficulties."

The venue, the full title of which is Locomotion: The National Railway Museum at Shildon, attracts around 200,000 visitors a year, is jointly managed by Durham County Council and the Science Museum Group, of which the NRM is part.

On September 13, the county council's cabinet members were scheduled to discuss a series of new management arrangements with the aim of enabling the museum to develop and attract more visitors.

Last December, the SMG's board of trustees and the council's corporate management team agreed in principle that the best way to do this would be to more fully integrate Locomotion into the SMG. Since then, the two bodies have worked closely together to this end.

At present, some of the museum's staff are employed by the council while the rest are employed by the SMG. Under the proposals, the council employees would transfer across to the SMG. If the move is agreed, the council will begin formal consultation with all those affected and the trade unions later this year.

The proposed changes would also see the transfer of all land, buildings and structures to the SMG, which would take over responsibility for the full maintenance of the site. Both organisations would continue to subsidise operational costs. The council would undertake essential safety works to the Grade 1 listed coal drops, which are currently in a state of disrepair, before transferring them to SMG.

It is also planned that a SMG trustee will take on the role of chairman and one of the board's three council representatives becoming vice-chairman.

The council would also enter into a 25-year funding agreement with SMG, which would be reviewed every five years.

Durham's cabinet member for tourism, culture, leisure and rural issues, Coun Ossie Johnson, said: "Not only is Locomotion of national significance as a railway museum, it also plays an important role in the local community, county and region.

As such, it is a key asset within the council's cultural portfolio and we remain committed to its long-term development.

"Locomotion currently attracts around 200,000 visitors each year and over the past 13 years has exceeded all our initial expectations. However, it is now clear that if the museum is to continue to grow and expand its audience, some changes are needed to the way in which it operates.

"The new arrangements we are proposing will enable this to happen while also ensuring that we are able to continue our direct involvement in the strategic management and governance of the museum."

Following an official opening by then Prime Minister and local MP Tony Blair, Locomotion opened to the public in September 2004.

It was developed as a partnership between Sedgefield Borough Council and the Science Museum.

The former Timothy Hackworth Museum was expanded into a larger site that could also house and showcase items from the National Railway Museum's collection.

Historic Glasgow & South Western hotel under threat

By Hugh Dougherty

AYR Station Hotel, built as an integral part of the town's station in 1885 to a French Renaissance design, is under threat of demolition.

The hotel, one of three built and owned by the Glasgow & South Western Railway, and operated after 1923 by the LMS, was an early sell-off by the British Transport Commission in 1951, and has passed through the hands of several owners since then. Currently owned by Malaysian businessman Eng Huat Ung, who bought the structure in 2010 for £750,000, the Category B listed building, which carries the GSWR arms on its stonework, has been unused since then, and has now been placed on the Scottish Buildings at Risk register.

The condition of the historic railway hotel is now so dangerous, that Network Rail has had to take emergency safety action, erecting scaffolding and securing parts of the building to allow trains to operate and passengers and staff to walk safely below the structure, which includes the station entrance, and faces directly two of the station's platforms.

Local people have backed repairing and retaining the structure, with 69% who responded to a recent survey by an Ayrshire newspaper on the building's future, supporting full restoration of the building, which, they say, is a vital part of local railway heritage.

South Ayrshire Council has estimated that £10 million would need to be spent urgently, just to make the building safe, millions more being necessary to then fit it out for other purposes such as town centre offices.

Deputy council leader, Coun Brian McGinley, who is responsible for Ayr town centre regeneration, said: "This is a complex issue. Whatever we do needs to be a partnership arrangement, and must fit in to our plans for town centre redevelopment."

Mike Newall, the council's head of neighbourhood services, said: "The Ayr Station Hotel is privately owned. However, the council is aware of the issues and we are working to keep in touch with the relevant parties involved."

The GSWR operated Ayr Station Hotel as a prestige establishment, offering guests golf, Land of Burns tours and seaside holidays. The hotel played a significant role in the development of Ayr as a holiday resort and was operated by the GSWR's hotels department. It was also responsible for St Enoch Station Hotel in Glasgow and Turnberry Hotel, served by the Maidens & Dunure Light Railway, on the Ayrshire coast. St Enoch Hotel was closed in 1968 and demolished along with St Enoch station, and only Turnberry, now owned by US president Donald Trump, remains as a functioning hotel built by the GSWR.

Network Rail has installed temporary scaffolding to safeguard passengers, staff and trains below Ayr Station Hotel. HUGH DOUGHERTY

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Veteran well tank *Bellerophon* joins SVR gala line-up

By Paul Appleton

FOLLOWING on from the earlier announcement that Holden B12 4-6-0 No. 8572 is to headline the Severn Valley Railway's March 16-18 spring steam gala, the line has taken the unusual step of hiring-in a locomotive with industrial pedigree and one that, by then, will be 144 years old.

Haydock Foundry-built 0-6-0WT *Bellerophon*, which dates from 1874, is to make its SVR gala debut and will become one of the oldest operational locomotives to visit the line.

Owned by the Vintage Carriages Trust at Ingrow on the Keighley & Worth Valley Railway, the locomotive has been based at the Foxfield Railway in recent years.

It was designed by Josiah Evans, the son of Richard Evans, who owned the Haydock Colliery and Engineering businesses in Lancashire. Early locomotives used by the company were bought from outside contractors, but by 1868 the engineering arm of the business was in a position to design and build its own locomotives, and *Bellerophon* is the sole survivor of those it produced in-house.

The locomotive's limited pulling power and water capacity mean it has to be restricted to short passenger turns between intermediate stations, and on demonstration goods trains, but it is bound to prove an interesting and popular addition to the gala line-up, which will include two further visiting locomotives to be announced later.

The event will also see the first gala appearance of newly-overhauled BR Standard 4MT 4-6-0 No. 75069, which will be finished in lined BR black with an early 'cycling lion' emblem on the tender sides.

When it last operated in 1994, it carried BR lined green livery and the later BR logo. The double-chimney engine is also coupled to one of the larger BR1B tenders, a legacy from its days operating on the Southern Region, where a lack of water troughs necessitated a larger capacity of 4250 gallons.

New top man on board at GCR

THE Great Central Railway plc has appointed Michael Gough as a director and interim general manager.

Michael, 59, has a wealth of experience at board level, having been a group commercial and managing director at several engineering-based companies.

He will report to the line's chief executive officer Richard Patching.

A GCR statement said: "With his background, he will be able to take forward a number of major projects at the railway and assist in achieving the commercial excellence that we need to secure a long-term profitable future for the railway."

Scotsman Somerset visit a soaraway success

By Cedric Johns and Robin Jones

FLYING Scotsman's eagerly-anticipated visit to the West Somerset Railway has been described as one of the most successful events in the heritage line's history.

No less than 10,700 tickets were sold for the Bishops Lydeard-Minehead-Bishops Lydeard trains running twice each day from Tuesday through to the following Tuesday, September 5-12, Friday excepted.

The 4-6-2 was even rostered to work 'Fish & Chip Specials'. Booked to head three 'salt and vinegar trains' from Bishops Lydeard to Blue Anchor on the evenings of Friday, Saturday and Sunday, September 8, 9 and 10, *Scotsman's* magnetic appeal resulted in a complete sell-out.

Departing York on Thursday, August 24, *Scotsman* reached Didcot Railway Centre via Southall having travelled along the East Coast Main Line to Camden Central Road Junction, Gospel Oak and Acton Main for Southall. No. 60103 then appeared at the Great Western Society's August Bank Holiday event (see pages 76-77) along with A4 No. 60009 *Union of South Africa*, before setting off for Bishops Lydeard on the Wednesday. Routed via Swindon, Bristol and Taunton, the engine arrived at Bishops Lydeard three minutes early.

No. 60103 seen arriving at Crowcombe Heathfield with an evening dining service on September 9. STEPHEN LEEK

Scotsman arrived on Wednesday, August 30 and, having been declared 'gauged', was given a test run over West Somerset metals to satisfy the civil engineer's loading criteria.

A private firm of security was booked for crowd control at each station.

However, the visit was dogged by wet weather, and in one instance, the A3 was reported as having stalled on Crowcombe bank because of slippery rails. Accordingly, the railway drafted in GWR 4-6-0 No. 6960 *Raveningham Hall* to act as banker.

General manager Paul Conibeare said: "*Flying Scotsman's* visit was one of the most successful events ever held on the line. We have never had passenger figures like this – with more than 10,000 in seven days."

After completing its loan commitments, No. 60103 departed from

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***Flying Scotsman* approaches Blue Anchor on September 12.** DON BISHOP

A3 No. 60103 at Minehead on September 11, with Somerset & Dorset 7F 2-8-0 No. 53808 and GWR 4-6-0 No. 7828 *Odney Manor* in the shed yard. TIM EDMONDS

the WSR, double heading with No. 46100 *Royal Scot* from Bishops Lydeard on September 13.

Two days later, *Flying Scotsman* headed Steam Dreams' 'Moors & Dales Express', which departed London Victoria for York, travelling via the Harringworth Viaduct for a four-day 'holiday' trip during which passengers had the choice of spending three days exploring the Dales or continuing on to the North Yorkshire Moors Railway and three nights in Whitby.

The return journey from Scarborough to King's Cross was booked for haulage by *Duchess of Sutherland*.

After that, No. 60103 travelled to Shildon and became the star attraction at the Locomotion museum's September 16-17 autumn steam gala, with BR Standard 2MT 2-6-0 No. 78018 from the Great Central Railway the other guest, and Furness Railway 0-4-0 No. 20 giving rides.

Attention now switches to East Anglia when, on October 18, the A3 works a 'Cathedrals Express' from York to Peterborough followed by an Ely to Norwich trip in the evening.

On October 21, the A3 works the 'East Anglian Morning Flyer' before running to London from Norwich.

➜ The Severn Valley Railway's GWR 0-6-0PT No. 7714 is a late addition to the West Somerset Railway's October 5-8 autumn steam gala, joining other guests BR Standard 5MT No. 73082 *Camelot*, Bulleid West Country light Pacific No. 34046 *Braunton* (which may appear as No. 34052 *Lord Dowding*) and WR Manor 4-6-0s Nos. 7820 *Dinmore Manor* and 7822 *Foxcote Manor*.

Left: LNER A3 Pacific No. 60103 *Flying Scotsman* passes Kentsford Farm Crossing near Watchet on September 6. LEE ROBBINS

Class 35 Hymek D7017, visiting from the West Somerset Railway, heads past Swithland sidings signalbox during the Great Central Railway's September 9-10 diesel gala. ED JONES

Only 17 GWR Granges to go!

THE 6880 Betton Grange Society's 'Adopt a Grange' fundraising initiative has seen 63 of the 80 Collett 4-6-0s 'adopted' at £1000 a time, leaving just 17 left to adopt.

Once they have been 'claimed', the money raised would see the overhaul of the boiler for No. 6880 completed.

The fund to overhaul the boiler of the 'Barry 10' Hawksworth 'Modified-Hall' No. 7927 *Willington Hall* – which used the same Swindon No. 1 boiler as the Granges – was launched in *Heritage Railway* in spring 2015, with this magazine becoming the first 225 Boiler Club member, a scheme designed to raise £225,000 to pay for the work. Coincidentally, 225lbs is the working pressure of the Granges – a £1000 per lb of boiler pressure!

With work on the boiler not due to start until the halfway point of the funding target was met, the milestone was achieved last November and the boiler immediately moved to Tyseley Locomotive Works for work to get underway.

So far, much progress has been made on the boiler, which is in generally sound condition, having seen little use in BR days, although some wastage in the front section of the boiler barrel does need to be replaced. The firebox backplate has been removed and is in better condition than anticipated and a new backhead plate has already been manufactured, along with a new front tubeplate.

The remaining Granges left to be adopted are:
6804 *Brockington Grange*
6811 *Cranbourne Grange*
6819 *Highnam Grange*
6823 *Oakley Grange*
6824 *Ashley Grange*
6832 *Brockton Grange*
6837 *Forthampton Grange*
6838 *Goodmoor Grange*
6840 *Hazeley Grange*
6842 *Nunhold Grange*
6844 *Penhydd Grange*
6845 *Paviland Grange*
6846 *Ruckley Grange*
6850 *Cleeve Grange*
6852 *Headbourne Grange*
6864 *Dymock Grange*
6865 *Hopton Grange*

Work proceeding on the firebox backhead for No. 6880 at Tyseley on September 8. The old one has been cut away with a new one already formed to replace it. CHRIS MOORE

The target is to complete the boiler restoration by next spring and deliver the completed unit to the locomotive's Llangollen base by April/May, provided the funding shortfall can be raised in that time, otherwise work will stall.

Anyone who wishes to bring the day closer when a GWR Grange will steam again – target date 2018 – by adopting 'Granges' can pay their £1000 in one go, or spread the cost over a period of time. All donors receive a framed picture of their adopted Grange, a special certificate of appreciation, inclusion on the 6880 roll of honour, a mounted Jonathan Clay print of No. 6880 *Betton Grange*, their name included on a plaque fitted to No. 6880, invitation to a special day with 6880 in steam, priority booking opportunities for travel on the locomotive's first main line train, and regular progress reports by email.

Donors are also automatically enrolled as members of the 225 Boiler Club.

➜ If you are interested in joining this scheme, write to appeal co-ordinator Lynn Moore either by post to: 6880 Boiler Appeal, 224 Staining Road, Blackpool, Lancashire FY3 0DL, or by email to lynn.moore52@live.co.uk You can also ring for an application form, Tel: 01253 884218/07593 245103 or visit www.6880.co.uk

NELPG Q6 wheels return to Grosmont

THE driving wheels from Q6 0-8-0 No. 63395 have been returned to Grosmont from the South Devon Railway, where they have been re-tyred, and are being prepared for refitting.

Meanwhile, the locomotive's tube plates have been rethreaded in preparation for the fitting of new superheater flues, which will complete the work needed to extend the locomotive's boiler ticket to 2024.

It is hoped to have No. 63395 back in steam in time to haul the annual North Eastern Locomotive Preservation Group members' special on October 28.

In Scotland, NELPG's K1 2-6-0 No. 62005 has run more than 5000 miles on West Coast Railways' 'Jacobite' services over the West Highland extension from Fort William to Mallaig.

On its return south No. 63395 will require its boiler to be lifted in order to carry out repairs to some firebox stays, and the opportunity may be taken to carry out some other work while the boiler is out of the frames.

NELPG's J72 0-6-0T No. 69023 *Joem* has been booked to pay a short working visit to the Keighley & Worth Valley Railway's high-profile 50th anniversary celebrations, which will run from June 18 to July 2, 2018.

The KWVR is the line where No. 69023 began its life in preservation, having been bought from British Railways by Ronald Ainsworth.

Hopper wagon debuts at North Yorks

THE first of a mixed fleet of five Sealion and Seacow ballast hoppers has now entered service on the North Yorkshire Moors Railway.

Formerly BR's DB982667, it has received extensive attention to its steel bodywork, which featured many doors that were distorted and jammed.

These have all been freed off, removed and repaired before refitting, and the completed wagon painted in engineers' olive livery.

It made its debut on September 7, dropping ballast ready for a tamping operation.

Metropolitan 0-4-4T No. 1, WR 0-6-0PT No. 9466 and Class 20 No. 20142 with the 12.22 Harrow-on-the-Hill to Amersham at Chorleywood on September 9. JAMIE SQUIBBS

Underground summer steam trips sell out

By Robin Jones

THIS year's steam trips on London Underground metals were a total sell out – with a waiting list drawn up to fill seats for 'no shows'.

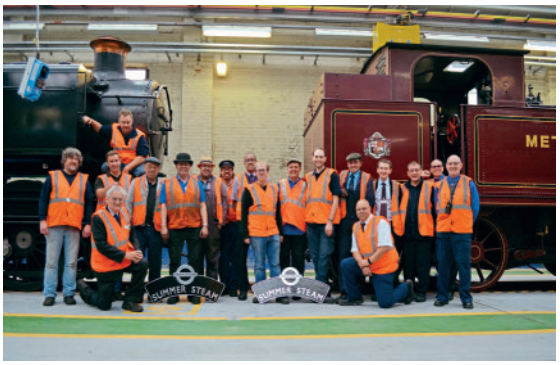
The hugely successful summer steam trips were organised by London Transport Museum and London Underground and saw four trips a day run to Amersham.

The first trip of each day over the weekend of September 9-10 saw a triple-headed service run from Harrow-on-the-Hill to Amersham and back.

Leading were Metropolitan Railway E class 0-4-4T No. 1, backed by Dennis Howell's WR 0-6-0PT No. 9466.

Behind them was London Transport-liveried Class 20 No. 20142, acting as extra power where needed, and more importantly as 'translater' for the air-braked 4TC set of coaches,

Blue-liveried Class 20 No. 20205 was on the back of the train, giving assistance if required. The second and third trips of the day ran from Amersham to Harrow and back.



The London Underground team which made the summer steam trips to Amersham possible are pictured in Ruislip depot. ANDY BARR

The fourth and last trip ran from Amersham, reversed at Harrow without stopping for passengers to alight, and then ran down the branch to Ruislip, rarely used on recent heritage steam trips.

The 4TC set was brought back from the Swanage Railway where it had been on loan for the first series of public services into Wareham, operated by West Coast Railways.

The museum's restored Metropolitan Railway Jubilee coach of 1892 – No. 353 – star of past Steam on the Met events, was not available to add to the set, as it is on loan to the Kent & East Sussex Railway.

It is also restricted to 25mph, whereas the steam trains on the Amersham route have to keep to 45mph to avoid causing delays to Chiltern Railways services.

At Amersham station, there was a pop-up museum shop and tea room – Mrs Jones Tea.

On Sunday, there were free heritage bus trips from Amersham station to Amersham Old Town, where the town's annual heritage day was taking place, with live bands and performances, market stalls, and a children's area and fairground.

The museum's head of heritage operations Andy Barr said: "The event was terrific. Every seat was sold, and we had a waiting list of people wanting to fill up the seats for those who had booked but did not show up on the day."

Next year, it is planned to run public steam trips from Ealing Broadway to High Street Kensington on the District and Circle lines. However, no dates have yet been announced.

Class 20 No. 20205 and 4 TC set at Rickmansworth with the 3.27pm Amersham to Ruislip during London Underground's Steam on the Met event on September 9. JAMIE SQUIBBS

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Darlington looks to railway heritage to boost economy

DARLINGTON'S economy could be boosted by £26 million each year if it makes the most of its landmark railway history, according to a new strategy by the borough council.

The 'Darlington Experience' strategy, aims to make the town more attractive to visitors in the nine years before celebrations to mark the bicentenary of the Stockton & Darlington Railway, the first in the world to use steam traction, in 2025.

Part of the strategy includes the regeneration of the North Road area – home of the Head of Steam museum - as a heritage quarter, with a new visitor experience outlining the story of the world's first steam-hauled passenger railway.

It is also hoped that any celebrations which will attract international visitors will reinforce the bid by the Tees Valley Combined Authority for Capital of Culture status in 2025.

Tees Valley Mayor Ben Houchen said he hoped that full advantage was taken of the area's unique railway heritage.

The borough council, along with Stockton Borough and Durham County councils and the TVCA have submitted a joint application to Historic England for a railway-themed heritage action zone which could unlock funding and grants for regeneration projects along the original Stockton & Darlington trackbed. A bid for Lottery funding may be made.

Also, a Rail Heritage 2025 Steering Group, involving the TVCA, Historic England, Darlington-based *Tornado* builder The A1 Steam Locomotive Trust, Northern Rail, Arriva and the local councils has been established to implement some of the proposed projects.

John Anderson, Darlington Council's assistant director for economic initiatives, said: "The combined authority has recognised that Darlington's railway heritage is one of the few things in the Tees Valley that has global appeal."

A public consultation exercise found that 85% of people believed that railway heritage would draw more visitors, and 75% felt it was not being sufficiently promoted.

Medstead goods store offers insight into rail freight handling

LORD Montagu of Beaulieu was scheduled to carry out the official opening of the Mid Hants Railway's Victorian-era goods store museum at Medstead & Four Marks, following a two-year restoration.

As we closed for press, the official opening was set to take place at 11.30am on Sunday, September 17, during the line's Open weekend event.

The store, which was built around 1880, has been totally renovated after the Mid Hants Railway Preservation Society received grant funding from the Heritage Lottery Fund.

The goods store was originally used as a traders' store for the collection and delivery of goods to and from local traders, Similar buildings at Ropley and Alresford stations that have since been demolished.

It will open with an exhibition called Delivering the Goods and will feature displays describing the role of a station goods clerk in despatching and receiving goods, the role of a goods guard on goods trains and the history of some of the wagons in the society's demonstration goods train.

The society's building department has replaced the floor, refurbished the wooden sleepers that form the walls, lined out the interior and repainted it in Southern Railway colours.

MHR managing director Colin Chambers said: "We're delighted to have refurbished this important part of the railway's heritage, and to be opening up even more history for our younger visitors who won't be aware of the role it played in the past. The exhibition will give passengers a real insight into the uses of goods stores, and as further funds are available to us we will be able to produce even more interactive displays for visitors of all ages."

HERITAGE RAILWAY The Brighter Steam News Magazine
www.heritagerailway.co.uk

An Auction of Railwayana

At Crewe Heritage Centre, Vernon Way, Crewe, Cheshire CW1 2DB

SALE OF 500 LOTS: Items already included: NAMEPLATES: LMS Jubilee Amethyst 45700, EAR Sir Henry Colvile Nameplate & Bunker plate, **INDUSTRIAL NAMEPLATE: DIESEL/ELECTRIC NAMEPLATES:** Poste Haste Ex Class 67 004, Sir William Arrol ex 37 693, Henry Pease ex 20 165, Forthports Tilbury ex 47 258, Kent Youth Music ex 73 136, Henry Johnson ex Class 86 227, Virgin Super Voyager Yuri Gagarin ex 22 1136. **CABSIDES:** (GWR) 9431, Brass Industrial No.21 ex Herbert, SAR 4130. **SMOKEBOXES:** 5248, 40100, 42754, 42920, 43014, 44661, 45079, 45224, 92223. **WORKSPLATES:** LNER 4598-1919, LNER ex 64706, LNER 69782, LNER 2614 – 1939, LNER 1895 ex 67280, LNER 2435-1915, LNER ex 61424, LNER 69851, B/P 6718-1931, B/P 1908 ex GCR 0-8-4T, B/P Bunker Plate 1931, B/P ex 5018-1928, B/P 7191-1946, B/P 1875, B/P 1887 ex CH&DR Tank No.6, B/P ex BR 47997, B/P ex LMS/BR 47994 last of Class in service, B/P 1889 ex GVT Named Dennis, B/P Splasher Worksplate 1931 ex Woodside, SECR Constructed Ashford 1901 ex 31054, Large Andrew Barclay 1081-1909, Andrew Barclay alloy No.442-1959, Neilson Reid 5690 – 1900 ex SE&CR, Armstrong Whitworth No.1188-1935, & No.1436-1937 & 1405-1937 ex 45350, Hunslet Engine Co. No.1456-1924, R&W Hawthorn Leslie No.3281-1917, Vulcan Foundry 5540-1947 ex B1 61182, Vulcan Foundry 6253-1955 ex EAR, Sentinel ex Loco No.10061, C/I LMS Built 1945 Crewe, LMS Built 1946 Horwich, LMS Built 1947 Horwich, LMS Built 1925 Derby. **DIESEL WORKSPLATES:** W G Bagnall 3117-1956, Andrew Barclay ex Class 06, W G Bagnall 3119-1956, Pair of Hunslet plates No.7015-1971, Hunslet Class 05 D2600, NB Diamond 27617 ex D24, Built 1958 Crewe, Planet Loco No. 3996, Engraved 1064 Gorton 1952 as carried by 76 057 Ulysses, brass Equipment plate ex 76 057, brass BREL 9028-1979, BREL 9030-1979, GM Ex 66 053, GM Ex 66 236, BR Doncaster ex 58 005 Ironbridge Power Station, AEI 1960 ex EE 3055, brass Drewy Car Co. No.2690-1960, BR Derby 1960 ex Class 25, BR Crewe Built 1965 ex Class 47, E/E Class 37 ex 37 065, E/E Ex Class 3540/D969-1965 ex 37 280, Clayton ex Class 17. **DEPOT PLAQUES:** Cardiff Canton Goat, Tinsley Rose. **FLAME CUTS:** 37 672, 56 071, 47 543, 08 910. **WHISTLES:** LNER V2 Class, Stanier Hooter, Stanier Upright Hooter, LMS Fowler 4F, Australian Chime. **SHEDPLATES:** 1F, 1G, 5F, 6D, 10D, 12A, 12F, 16D, 23A, 27A, 27D, 29E, 31C, 41B, 55A, 55C, 56D, 62B, 63A, 65A, 73A (alloy), 83E, 85D, 86F, 86G, 88B, 88E, 89A, SC Plate. **LOCO ITEMS:** GWR copper capped Chimney ex 5080, LNER copper Chimney Cowling ex A4 Class 60024 Kingfisher, Lion & Wheel alloy Emblem, Virgin Voyager Nose Cone. **TOTEMS:** BR(M) Tutbury, Birkdale, Hale, Rochdale, Shotton Low Level, Mostyn, Port Sunlight, Flint, Stockport Tiviot Dale, Ashton Charlestown, Stone, Uttoxeter, Kidsgrove Central, BR(Sc) Montrose. **LMS HAWKSEYES:** Holywell Junction, **TARGET SIGN:** (SR) Ravensbourne. **SEAT BACK:** Inverkeithing. **LAMP TABLETS:** Bury Bolton Street, Fitzwilliam. **FINGER BOARDS:** (LNWR) Corwen Train, wooden Destination Board Middlesbrough & Intermediate Stations. **ENAMEL STATION SIGNS:** Midland Railway Fire Buckets, (SR) Ardingly Station, BR(NE) Totem shaped Poster Header, BR(NE) Parcels & Left Luggage Doorplate, BR(M) Station Master, BR(M) Way Out Please Show Tickets, BR(M) Parcels And Left Luggage, BR(M) Passengers Cross The Line By The Bridge, BR(E) Gentlemen (with arrow), BR(S) Ladies Room Other Side, BR(M) No Smoking. **DIRECTION SIGNS:** Trains To Wigan. **RUNNING IN BOARDS:** Llanrwst & Trefriw, (LMS) Ty-Croes, Ashley, Brooklands, Bere Alston. **FRONTAGE BOARDS:** SR Botley Station, BR(M) Ashley Station, Belle Vue Station. **CARRIAGE BOARDS:** Small Leeds/Morecambe, Brighton Belle. **SIGNAL BOX BOARDS:** GWR C/I Roath Signalbox, GWR C/I Oldbury & Langley Green Signalbox, BR(M) enamel Rockcliffe Hall, Nant-Hall, Pentre Sdgs, Bangor No.2, LMS Dent Station, LMS Cresswell, LMS Roade Junction, G/Frame Board Dentiths Sidings. **BLOCK INSTRUMENTS:** SR Sykes Lock & Block, Harpers Patent, Furness Rly plated Barrow Central North No.4 Road, NER Tyers Permissive, GNR Pegger, LNWR plated Brock, NSR Block Instrument, Bell & Backboard, MR Rotory, MR Block Bell, LYR Permissive, L&YR Block Bell, GWR Tapper Block Bell. **SIGNALLING EQUIPMENT:** Collection of GWR Signal Lever Plates, GWR 2 Lever Wicket Frame, LSWR Telephone, CLC Slot Indicator, NSR Signalbox Chair, Borth Signalbox Enamel sign. **SIGNALS: SIGNALBOX DIAGRAMS:** Ford Green, Milton Junction. **GROUND SIGNALS:** CLC, GNR Rotating. **FINIALS:** G&SWR, CLC, NER, L&YR, Caledonian, SE&CR. **LEVER PLATES: SHELF PLATES: KEYTOKENS:** Steel/brass Llanidloes-Moat Lane East, Lando-Lando Ground Frame, Talerddig-Machynlleth, Port Isaac Road-St Kew Highway, Port Isaac Road-Wadebridge. **GROUND FRAME KEYS:** GWR brass Gangers Key Caersws, Bridge G.F. ex Barmouth Bridge. **CLOCKS:** LNER 12" ex York, NSR 12" LNWR 12". **CAST IRON:** (LNWR) Post No Bills, Cambrian Bridge Restriction, CLC Gate Notice, CLC Trespass, GWR Signalbox Door Notice, LNWR Bridge Restriction, LMS LNWR Pattern Beware of Trains (Rare), GWR Explosives sign, FR Beware Of The Trains, GWR Passengers Cross Line, NER Warehouse, Midland & North Eastern Rly Trespass, GW&GC Joint B-O-T, OA&GBRy FH sign, GWR Catch Points. **WOODEN SIGNS: BOUNDARY POSTS:** LNW & FR Joint. **BRIDGEPLATES: PLATFORM LAMPS:** GER Stansted, LNWR Gilwern, GNR Lamp Post top Burgh-Le Marsh, GNR copper Station Entrance Lamp. **HANDLAMPS:** Cambrian Railways Porthmadoc, NBR Howick, GNSR plated Alford Station, LNWR Broad Heath, LNWR Stafford, LNWR Crewe, LNWR Llanwrtyd, NSR, GER Cheshunt No.11, LMS Splitting Lamp Euston. **HEADLAMPS:** BR(W), BR(M), BR(E). **SIGNAL LAMPS:** Burgh-Le-Marsh. **WAGON PLATES:** The Chorley Wagon Co., Harrisson & Cam, Yorkshire Wagon Co. Rose, Large Registration plates: LYR, NBR, Caledonian, also LNW E, GCR & GNR small type Registration plates. **TENDER PLATES:** LMS 3600-1926. **MODELS:** L&YR Live Steam Pug Tank, Hand Built 5" Gauge Wagon Gething & Grice Ltd, 16 Ton Mineral Wagon. **CARRIAGE PRINTS:** Dirleton, Peterborough Cathedral, West Wycombe, Fort Augustus, Rolleston-On-Dove. **POSTERS:** London Midland Electrification. **CHINA:** GCR Nottingham Condiment Dish, NER Pudding Basin, SR Charing Cross Hotel Cup & Saucer, LNWR Chester Stn. Servants Cup, Canadian Pacific China, GWR Hotels Wine Glass Perth Ref Rooms Glass. **SILVER PLATE:** LNWR Presentation Salver, NBR Steampacket Company Coffee Pot, LNER Coronation Hot Water Jug, Large Shaw Saville Line Teapot, Caledonian Rly Cruet Set, SS Sarnia Cigarette Case. **RARE BUTTONS: CASH BAG PLATES:** NER Nidd Bridge. BADGES: NUR Birkenhead Joint. **OTHER ITEMS INCLUDE:** GWR Paddington Enamel Tray, Pair of Caledonian Rly brass Luggage Rack Brackets, Edwardian Station Bottom Warmer ex Wolferton Royal Station, Liverpool Overhead Rly Document Tin, North West Hotel Dublin Vesta Tin, Station Vending Machines inc: Nestles, Black Cat, LMS Cart Horse Bridle, ER V11 C/I Post Box, large collection of Coronation Class Tender Record Cards also other Locomotives, Beyer Peacock Corkscrew, NSR Office Chair, MR Station Masters Bow Chair, MS&LR Dining Chair, GWR Roundel Pattern Bench (restored), GWR 3 legged scroll pattern Bench, Liverpool Overhead Railway Tin Box, brass Poster Board Heading Liverpool Tram Workers GNR small pattern Lamp Post, Early Caledonian Rly Lamp Post with embossed Ladder Bar Bridge Of Allan Station, Vic Welch Watercolour commissioned by Beyer Peacock, Duchess At Shap. **ALSO A 700 Plus Lots Alpha Auction:** This auction runs alongside the main auction on the day and takes place in the North Junction Signal Box and is a Sealed Bids Auction **The Lots Include the following:** Stn & C/I Signs, Lamps & Spares, Block Instruments, Works Plates, Wagon/Shed/Bridge Plates, Gate Notices, Large Selection of Signal Spares, China, Silver plated Items, Badges, Buttons, Carriage Pictures, Posters, Post Cards, Model Railway, selection of Boxed Locomotives, Paperwork etc. **OTHER ATTRACTIONS: SALE STANDS, MORE SPACE NOW AVAILABLE (Early Booking Recommended),** Locomotive in Steam (Subject to availability), Main Line Locomotives on display, The Advanced Passenger Train, Brake Van Rides, All 3 Signal Boxes on site open (including Exeter West). **FREE** Vintage Route-Master Bus Service from Railway Station to Heritage Centre, Refreshments, Sandwiches, Bacon Rolls, Pasties, Home-made Cakes, etc. The Friendliest, Family Run Auction in the North!

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East Lancs announces £600K Rawtenstall redevelopment

Artist impressions of the remodelled Rawtenstall station, for which planning permission has now been applied. ELR

By Robin Jones

THE East Lancashire Railway (ELR) has unveiled its blueprint for the £600,000 redevelopment of its northern terminus of Rawtenstall station.

An application for planning permission for the scheme, which will also provide community facilities, has been submitted to Rossendale Borough Council.

The plans include the erection of an L-shaped canopy spanning the entire length and width of the station buildings, and the construction of a 37-metre fully accessible building, accommodating a cafe, kitchen, activity/community room, tourist information centre, and toilet and baby changing facilities. Under the scheme, being led by Bury-based Equilibrium Architects, there will also be alterations to the station building, including the expansion of Buffer Stops bar and the relocation of the current toilet facilities.

A new station forecourt will be created by remodelling of outside space, including landscaping, and the provision of sheltered cycle stands and picnic areas.

ELR chairman Mike Kelly said: "This is a very exciting time for us here at the ELR with record levels of growth in visitors and hosting a wide range of diverse events.

"Working in partnership with Rossendale Borough Council and Lancashire County Council, the redevelopment of Rawtenstall station is one of our top priorities for the future, which will see a doubling of the number of jobs and thousands of additional visitors using the facilities at the station and hopefully travelling on the railway.

"We have spent the last few months working with the team at Equilibrium Architects to come up with a design that is both in keeping with the station's traditional appearance, yet boasting modern, high-quality facilities.

"The ELR has been at the heart of Rawtenstall for the past 170 years and it is hoped that with the new development we will become an even greater part of the town and a key destination, for not only our passengers, but for our local community, too."

Equilbrium Architects director Richard Shuttleworth said: "We are very pleased and proud to be working with the ELR on such an exciting but locally important project. We have appreciated from the ELR brief the importance of preserving the heritage look and feel of the station.

"With these proposals Rawtenstall will have, for many years to come, a part of its proud railway heritage preserved for future generations to appreciate and enjoy."

If planning permission is successful, further details on the proposed development, including timescales, will be made available and a fundraising campaign will be launched.

Could two Great Western routes reopen to passenger trains?

FEASIBILITY studies for plans to restore passenger services on two GWR routes are set to be carried out.

A study into reopening the GWR Aberystwyth to Carmarthen line railway will begin imminently after the project was awarded £300,000 of Welsh Government money following a successful campaign by Traws Link Cymru.

Engineering consultancy firm Mott Macdonald, which reviewed the potential for reopening the northern section of the Waverley Route as the Borders Railway, has been picked by Transport for Wales to undertake the study.

A scoping study was published in December 2015 and concluded more than 97% of the former trackbed was free of development and there were no major obstacles in reinstating the line, which lost its passenger service more than half a century ago.

Two sections of the route are occupied by heritage lines, the recently extended Gwili Railway and the short section into Aberystwyth station, which since closure has been used by the Vale of Rheidol Railway.

Finally going ahead

Traws Link Cymru chairman Adrian Kendon said: "We are absolutely delighted that the full feasibility study is finally going ahead. You only have to look at the success of the Borders Railway in Scotland to see that reinstated lines breathe new life into areas, bringing investment and tourism, which boosts the local economy."

The cost of reinstating the whole route has been estimated at between £500 million and £750 million.

The equivalent journey takes around 90 minutes by car, but if you wanted to travel by train, via Cardiff and Shrewsbury, it would take six hours.

A feasibility study into whether a plan to reopen the mothballed surviving section of the Teign Valley line between Newton Abbot to Heathfield to passengers will be carried out by Newton Abbot to Heathfield Railway Revival Group.

The line was last used by passengers in 1959 and became the subject of the first railway preservation scheme in South Devon in 1960.

The South Devon Railway Society – formed by the Rector of Teigngrace Canon OM Jones and Torquay enthusiast EG Parrott – launched a campaign for the reintroduction of trains to Moretonhampstead, and on June 6, 1960 the Paignton to Moretonhampstead special 'The Heart of Devon Rambler' was run.

The society leased Teigngrace Halt as its headquarters, but it was not allowed to acquire the line, as part of it was still needed for freight traffic.

In December 2011, the section of the line to Heathfield from Newton Abbot was reopened for timber traffic from Heathfield to Chirk by Colas Rail, and a siding was opened at Teigngrace to allow the timber to be loaded onto wagons.

Considered mothballed

There are still very occasional freight trains, but the line is considered by Network Rail as being mothballed.

Group chairman Michael Cooke said: "We want to save the line, which is still in good condition, and have it reopened and connected from Heathfield to Newton Abbot.

"It could be not only used to serve workers in Heathfield and Newton Abbot, but would be ideal for the tourist industry, as with Dartmoor nearby, as well as the campsite at Stover, it would be perfect to take tourists."

The group hopes to buy or lease the line from Network Rail.

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Wareham project wins civil engineering award

Visiting Bulleid West Country light Pacific No. 34092 *City of Wells* crosses the new Norden level crossing, a key component in the award-winning Project Wareham scheme, on April 1. ANDREW PM WRIGHT

SWANAGE Railway volunteers are celebrating after winning a major civil engineering award for the restoration and upgrade of a three-mile section of railway enabling a trial passenger train service to run from Swanage to Wareham for the first time in 45 years.

The Purbeck line has won the annual Institution of Civil Engineers' South West Engineering Award 2017 in the projects costing less than £1 million category.

The £950,000 work is part of the Swanage Railway's Project Wareham and took place over two years between Norden station and half a mile short of Worgret Junction, on the main London to Weymouth line west of Wareham, from 2014.

The transformation saw three miles of little used former Network Rail line restored to a passenger-carrying standard, overgrown embankments and drains cleared, a quarter-mile long embankment upgraded, while half a mile of new track was also laid.

The project also involved the installation of a state-of-the-art level crossing, aimed at protecting Perenco's Wytch Farm oilfield access road near Norden station, and the creation of a nearby road-rail interchange for locomotives and carriages.

Quarter-mile long embankment

The interchange construction involved the excavation of 2500 cubic metres of earth that was recycled and used to extend a quarter-mile long embankment near Furzebrook. A diesel-hauled, two-year trial train service to Wareham was launched on June 13, operated by West Coast Railways.,

The £950,000 required for the Project Wareham civil engineering work came via a £450,000 grant from the Government's Coastal Communities Fund and a £500,000 'legacy' donation from former Wytch Farm oilfield operator BP.

Purbeck District Council and Dorset County Council jointly agreed to commit £3.2 million for resignalling improvements and other work between Wareham station, Worgret Junction and the heritage line's signalling system at Corfe Castle, the work taking place during 2013 as part of Network Rail's Poole to Wool resignalling scheme.

Swanage Railway Trust chairman Gavin Johns said: "I am delighted by this award and feel very proud of the excellent team effort that has seen our project team, led by Frank Roberts, our civil engineers GB Card & Partners, Swanage Railway departmental staff, consultants and our contractors, Andrews of Wareham and Schweizer of Switzerland, working together so effectively.

"This prestigious award recognises their hard work and dedication – it's a real feather in their caps because the Institution of Civil Engineers Awards is the benchmark for recognising excellence in civil engineering in the United Kingdom," he added.

Largest engineering hurdle

Swanage Railway Company chairman Trevor Parsons said: "The Swanage Railway's largest single engineering hurdle since seven miles of track was demolished by British Rail in 1972 was overcome through the effort of many people – specialising in a wide variety of fields – who volunteered their support."

District and County Cllr Bill Trite, chairman of the Purbeck Community Rail Partnership and chairman of the Swanage Railway Trust from 1991 to 2008, said: "The recent start of the trial passenger service would not have been possible without the volunteers' hard work, commitment and determination, stretching back to 1972. For that, we are all extremely grateful."

Dr Geoffrey Card, managing director of GB Card and Partners – which supervised Project Wareham's civil engineering design and construction work – said: "The ICE award shows that the Swanage Railway can lead by example and demonstrates what can be achieved using largely volunteers to create a significant infrastructure project that has a lasting, positive impact on the community."

Volunteers carrying out the Furzebrook embankment upgrade in 2015. The three-mile extension's restoration and upgrade work between Motala and near Worgret Junction was completed in April 2016, with train speeds raised to 25mph. ANDREW PM WRIGHT

Hayes Knoll mourns Garfield the station cat

THE Swindon & Cricklade Railway is in mourning following the death of Garfield, the Hayes Knoll ginger station cat.

Garfield had been abandoned by his mother soon after birth and was found inside the Hayes Knoll engine shed by a group of volunteers.

Garfield soon grew and more often than not appeared on the platform when a train was due and love all the attention that was given to him by the passengers and staff alike.

However, because he lived in the engine shed it was impossible to get pet insurance as it did not have a postcode.

Garfield was the only member of the railway to be salaried staff and even had his own bank account to cover his food and vets bills. "Being brought up around the trains Garfield knew no fear and would regularly be seen climbing in and out of the trains, inspecting the work that was taking place," said a railway spokesman.

However, more recently, it became apparent that Garfield wasn't feeling well. There was a lump developing on his head and he was taken to the vets for tests.

The Friends of the Swindon & Cricklade Railway Facebook page decided to raise the profile of Garfield in the hope of raising money to try to cover the upcoming vets bills.

It raised more than £1000 in donations towards the bills.

Garfield had numerous visits to the vets hoping to find out what was causing his discomfort, but during the most recent procedure under general anaesthetic Garfield died.

There are plans for Garfield to receive a private cremation through the vets and his ashes will then be scattered along the lineside by one of the railway's steam locomotives after being placed inside the firebox.

The spokesman added: "We are eternally grateful for the generosity of people who donated to our fund in the hope of us finding a cure for Garfield. As members of the railway and having members who raised Garfield from an abandoned kitten we have all been hit hard by his passing.

"Garfield will be greatly missed at the railway by young and old alike".

Earlier this year, Alfie the popular Rushden ginger station cat, who had a global internet following for his Facebook page, died.

Garfield carrying out track inspection at the Swindon & Cricklade Railway. SCR

Volunteers defy weather to build new Corwen station

By Robin Jones

MORE than £300,000 has now been raised for the Llangollen Railway's eagerly awaited extension into Corwen town centre.

Promotion of shares in Llangollen Railway plc to support the Big Push for Corwen has now seen the total allocation pass the £92,000 mark, with new shareholders making applications by the day.

However, there are still £277,000 of shares still available for purchase.

The 80% funding from the Welsh Government Euro grant aid has finally begun to flow when the first claim for £23,000 was settled. This cashflow now allows for the purchase of materials and resources to begin the building of platform 1. A date for the excavation of the footings has yet to be decided and the autumnal weather may be a factor in this.

August was a mostly wet month and impacted adversely with aspects of the Corwen project involving groundwork, slowing progress.

Work resumed on building the retaining wall for the headshunt on the end of the embankment at Green Lane. The wet weather delayed the compacting of the infill and the laying of ballast for the track extension only took place at the end of August with the re-sited stop block placed in situ on September 2.

Laying of sleepers for the headshunt proceeded with the rails to finish off the western end of the track formation. The 60ft panel and a bit from the points for the loop are now connected up to the buffer stop. The first rail vehicle to reach the end of the line was, as always, the Muscleman track alignment machine doing an initial lift to correct the curve.

The new end of the line: Volunteers celebrate the completion of the headshunt at the new Corwen Central station. GEORGE JONES

This work ends the effort at the western end of the site and attention now turns to the eastern end with infill and levelling of the area to form the basis of the point work for the loop and siding.

The anticipated pouring of concrete for the signalbox base was also delayed by the weather but finally happened on August 24. The signalbox base has now had damp proofing applied, but the 'box will not be operational in time for the opening of the station for traffic and, initially, the loop will be operated by ground frames, as was the situation at Carrog when it first opened.

Renovation of the former Weston Rhyn signalbox to be mounted on the base is subject to a lottery grant application.

In the meantime, volunteers have been laying the edging flags on the platform 2 wall using material recovered from various former station sites to add the heritage element to the new-build construction. They were halfway along the 510ft wall as we closed for press.

A contract has been let for the casting of the steps in the subway entrance. Work has started with volunteers taking on the challenge of grading infill to create a slope profile to accommodate the shuttering for the concrete steps, with contractors expected to start work on it in mid-September.

Innovative ideas for the handling of passengers in wheelchairs via the subway are being discussed as an alternative to the original plan for disabled ramp access off the platform end. An emergency exit will still need to be provided as alternative safe to access Green Lane.

Building of the wall for platform 1 will create the island platform area for infilling, which will be a major task, to be followed by flagging of the surface, with provision of pipework for services and drainage.

Railway spokesman George Jones said: "This revision comes at additional cost of course and we are looking to see if any grant aid is available towards providing what is an expensive option. While there appears to be a lot of advice on how to provide what the legislation requires, the question of help to pay for it is not so obvious and the experience of others with similar new build circumstances would be welcome."

A former corrugated lamp hut, recovered from Deeside Halt, is being renovated and modified to serve as the cover for the borehole pumping installation, which will supply water for locomotives.

With the onset of autumn and another winter, there is still much to do before rails can be connected with the rail head at Dwyrain Corwen East, and success in 2018 remains dependent upon resources, financial, material and manpower.

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

Seaton Tramway gets new terminus

WORK on building a new £2 million town centre terminus for the Seaton Tramway began on September 18.

The new station will provide a modern, all-year round facility for visitors, offering a small cafe and gift shop. With a modern, inspiring and engaging experience, visitors will be able to immerse themselves in the fascination surrounding the history and operations of the tramway.

The terminus will replace the Edwardian-style ticket office built in 1996, and will see a new contemporary design focusing on the heritage of the tramway.

While construction takes place, daily tram services will continue to run to timetable, from Riverside Depot.

An alternative shuttle service will be provided between the old Seaton terminus and Riverside Depot between September 18 and October 29 and from late-December to the grand opening of the new station on March 30 next year.

The shuttles also include the Halloween tram events operating on selected days between October 23-31.

For the past 47 years, the tramway has been running from the main car park in Seaton for three miles inland through Colyford to Colyton, much of it along the LSWR Seaton to Seaton Junction branch.

The original LSWR Seaton station was demolished after closure.

The tramway has arranged a series of behind-the-scenes visits at the depot.

An artist's impression of the new Seaton Tramway terminus. SEATON TRAMWAY

For a limited time only, this exclusive tour will provide insights into the daily workings of the depot, a closer look at the plans for the new station, and development of the new Heritage Lottery Fund-backed project, Travels through Heritage and The Axe Valley.

The Polar Express Tram Ride Experience will be returning on selected dates throughout December.

Military honours for North Norfolk WD

HUNDREDS of people turned out to see North Norfolk Railway-based WD Austerity 2-10-0 No. 90775 named *The Royal Norfolk Regiment,* in honour of a local army regiment.

Saturday, September 9, saw onlookers crowd every vantage point at Sheringham station to see the locomotive haul a special train carrying 170 invited guests to Holt, following the naming ceremony.

No. 90775 was named by Brigadier James Woodham, with full military honours available to the Royal Anglians, the successor regiment.

Brigadier Woodham, former commanding officer of the Royal Anglians, grew up in Norfolk and attended Paston School in North Walsham.

Old soldiers from the regiment attended, along with representatives from the Hellenic Railway Association, honouring the service of No. 90775 in Greece during the Second World War and from 1945-84.

The Peterborough-based Band of the Royal Anglian Regiment provided music on the platform.

Above: Sheringham's platforms were packed for the naming of Riddles WD 2-10-0 No. 90775.
LEIGH CALDWELL/NNR

Right: The unveiling of the new nameplate for No. 90775.
LEIGH CALDWELL/NNR

'Strong connection'

Neil Sharpe, chairman of the locomotive's owner the Midland & Great Northern Joint Railway Society, said: "The naming honours generations of local soldiers who served in the regiment over almost 400 years and so cements a uniquely strong local connection between the locomotive, the NNR and our county."

No. 90775 was the third of the first batch of 100 from the North British Locomotive company's Hyde Park Works, Springburn, Glasgow in December 1943.

It has just completed an eight-year overhaul at Weybourne, having been taken out of Poppy Line service in 2009.

Following its repatriation from Greece in 1984, and restoration to working order, initially on the Mid-Hants Railway, it was given one number higher than the last BR engine of the class, and has also carried the name *Sturdee*.

Where the honeypot attracts a moneypot...

By Robin Jones

TRAINS are set to return to the tourist honeypot of Broadway on March 30 next year – after the Gloucestershire Warwickshire Railway's £1.25 million share issue to fund its northern extension went £800,000 over its target.

Broadway now features in the 2018 timetable, which is currently being prepared for publication.

The town's station saw its last passenger trains in April 1960, with the buildings being demolished later.

The tracks of the extension are now close to the town. Stabilisation of the embankment just south of Broadway station has been completed: a technique called 'soil nailing' has been used which will ensure the embankment will remain solid for generations to come.

The track does not yet cross the embankment, but it has reached Childswickham. The permanent way gang has switched its attention to Broadway, and has been concentrating on laying the headshunts and associated pointwork north of the new station to the railway's current boundary.

The pointwork in place for the headshunt north of Broadway station.
G/WR

North of here, the trackbed is owned by cycling charity Sustrans, but discussions are ongoing about the long-term future of the route to the main line at Honeybourne station. Here, the disused trackbed is said to be in a very poor condition.

Also at Broadway, work is being concentrated on the station roof. The steelwork, following the original GWR design, is in place and painted, and the corrugated iron roof (again as the original station building) is being installed. The original station building was handsomely adorned by fine chimneys, and while these are not strictly necessary in the modern, centrally heated world, they have been built – and will be used!

The railway is enjoying another bumper season and passenger numbers are ahead of last year, auguring well for another six-figure record year.

At times, particularly during special events, many of the railway's services are full and allowance has been made for future services to comprise eight Mk.1 carriages – currently the trains are seven coaches long.

The number of passengers using the new halt at Hayles Abbey is much higher than was expected, many people breaking their journey to walk to the nearby Cistercian Abbey.

At Winchcombe, the new visitor centre – constructed to reflect the architecture of the station building which came from Monmouth Troy – is rapidly taking shape.

IN BRIEF

➜ THE Bodmin & Wenford Railway is offering a steam crane and a GW Siphon G van for sale.

The Taylor Hubbard 10-ton six-wheel crane - No. DRT 80169, built in Leicester in 1947, and fully operational – is surplus to requirements, as is Syphon G No. 1498, which is not serviceable. Would-be buyers are invited to email railway chairman Phil Hawke, at phil.hawke@bodminrailway.co.uk

➜ THE Talyllyn Railway has taken delivery of three defibrillators, which will be installed at Wharf, Pendre and Dolgoch stations. The railway has been working in partnership with Achub Calon Y Dyffryn, which aims to increase the number of defibrillators available in the North Wales area, and has been raising money to buy the lifesaving equipment to be installed at various stations along the line.

➜ POLICE are hunting vandals who damaged a bridge at Pudding Norton on the trackbed of the East Dereham to Fakenham line. It was bought by Norfolk charity The Melton Constable Trust two years ago to safeguard the route of a future extension of the Mid-Norfolk Railway. Two safety rails were broken away from their supports and there was also damage to paintwork.

➜ THE world's oldest operational steam locomotive – Kitson Thompson & Hewitson-built 2-2-2T EIR 21 – made a heritage run from Egmore to Kodambakkam stations in Chennai on India's Southern Railway on September 10. Huge crowds watched it haul a single coach on only its sixth run since 2010.

➜ LMS 'Black Five' No. 45212 has returned to the North Yorkshire Moors Railway (NYMR) on a short-term visit expected to last until early October. It is taking the place of No. 5428, which is unlikely to be finished in time for the line's September 29-October 1 autumn steam gala. No. 45212 spent its last 10-year ticket at the NYMR, and has been used this summer working 'Jacobite' services. It is now operated by Ian Riley. Other gala guests include panniers Nos. 1501 and 7714 from the Severn Valley Railway and GWR 2-6-2T No. 5199 from the Llangollen Railway.

➜ THE London Model Engineering Exhibition will take place at Alexandra Palace from January 19-21 and will include 5in-gauge steam rides in the Great Hall. The event will again feature traditional model engineering and traction engines through to more modern gadgets, including trucks, boats, aeroplanes, helicopters and robots. More than 50 clubs and societies will be present.

The Ribble Steam Railway's autumn steam gala saw the return of Hunslet 0-6-0 No. 2890, seen double-heading with Bagnall 0-6-0ST No. 2680 *Courageous* on September 9. No. 2890 was built in 1943 as a War Department Austerity 0-6-0ST and later saw service on the Longmoor Military Railway and the National Coal Board's Maesteg washery. It was bought privately for preservation in 1976 and was later converted to a tender locomotive minus its saddle tanks, for use as No. 10 *Douglas* in Thomas the Tank Engine events. EMMA SEDDON

'Oldest' line holds first open day

By Robin Jones

ONE of Britain's smallest standard gauge heritage lines – which keeps alive the heritage of what is thought to be the world's oldest public railway – has held its first open day.

Despite poor weather, the Llanelli & Mynydd Mawr Railway attracted 250 visitors to the Sunday, September 3 event at the site of the former Cynheidre Colliery near Llanelli.

The event was formally opened by shadow secretary of state for defence and Llaneli MP Nia Griffith, who rode on the first passenger train to traverse the restored railway.

The day featured train rides using the railway's brakevan and Sentinel 0-4-0DH shunter No. 10222 *Peter J Griffiths*. An exhibition was mounted within the site's new heritage centre, with many of the original artefacts from the colliery displayed, describing the history of the route of the railway, which dates back to 1802.

The day also featured static displays of other items of rolling stock that are currently undergoing restoration at the site.

The first section of the original 4ft gauge Llanelly & Mynydd Mawr line, then known as the Carmarthenshire Railway, was opened in May 1803, and ran between Carmarthen Docks and Cwmdydyche (Furnace), being extended northwards by 1806.

The Surrey Iron Railway is popularly held to be the world's oldest public railway. However, while the Act of Parliament sanctioning its construction was passed in 1801, a year before that of the Carmarthenshire tramroad, the latter was running trains two months before traffic on the Surrey line began.

The top end of the Carmathenshire line had fallen into disuse by 1816 and the whole operation had closed down by 1827. Several schemes to revive it were mooted, but it was not until 1875 that it was rebuilt as a 13-mile standard gauge line by the Llanelly & Mynydd Mawr Railway Company and opened in 1883. The section of preserved trackbed at Cynheidre is not part of the 1803 section of the Carmathenshire Railway, but lies on a later northern extension.

The infrastructure from the colliery, which closed in 1989, has been completely removed and the mineral railway that served it taken over by Sustrans for use as a cycleway.

However, the revivalists have an agreement with Sustrans and Carmarthenshire County Council, setting out the framework for the eventual reinstatement of the railway.

The current revival project dates back to the incorporation of the charity in 1999 and thanks to many hours of work from dedicated volunteers today was a landmark occasion.

Sentinel 0-4-0DH No. 10222 *Peter J Griffiths* gives brakevan rides along the restored section of the Llanelli & Mynydd Mawr Railway on September 3. It is currently used as the site's yard pilot. LMMR

The company took more than £800 throughout the course of the day via entrance fees, a charity raffle and buffet car refreshments.

Project director, Des Thomas, said: "We have been truly overwhelmed with the fantastic support we received for the event, despite the wet weather. It has proved to us just what a valuable asset our project is to Cynheidre and the surrounding area and we will now be looking at ways that we can make the next event an even bigger success".

The heritage railway now aims to extend the running line, hold more open days and open the buffet on a more regular basis for cyclepath users. It has issued an appeal for more volunteers.

➜ **Anyone who would like to help the modern-day Llanelli & Mynydd Mawr Railway is invited to get in touch with Des Thomas on 01554 759255 or email info@llanellirailway.co.uk**

Severn Valley faces temporary motive power shortage

By Paul Appleton

A DECISION not to renew the long-term hire agreement for Bulleid West Country light Pacific No. 34053 *Sir Keith Park* has contributed to a shortage of motive power on the Severn Valley Railway – which will now hire in additional locomotives.

As well as losing No. 34053 – affectionately known as 'Skip' on the SVR – the line will also bid farewell to the Erlestoke Manor Fund's GWR 4-6-0 No. 7812 *Erlestoke Manor,* which will be withdrawn at the end of the year and sent to Tyseley Locomotive Works for a fast-track overhaul. It is hoped the locomotive will return to the SVR in time for the 2020 season. As a result, No. 7812 will not be risked on the SVR's busy programme of Christmas trains, which along with the scheduled withdrawal of Churchward 2-8-0 No. 2857 during September, means the railway will be hiring in a Class 4+ locomotive to help cover its festive programme of trains. No. 2857 is to receive valve and piston attention, work that should see the locomotive ready for its centenary next year.

Although BR Standard 4-6-0 No. 75069 is set to emerge from the SVR's workshops in time for the Christmas programme, it will require running in and load testing before it can be let loose on the line's heaviest and most intensive services of the year and, should it be ready in time, is more likely to be used on less-demanding duties such as dining trains and other festive season specials, mirroring the introduction of newly overhauled GWR pannier No. 7714 last year.

The SVR is also in talks with various owners about bringing another engine to the railway for the main 2018 season in order to strengthen the fleet until the next locomotive due out of the works is ready for traffic, Stanier mogul No. 2968, which should emerge towards the back end of 2018, returning the home-based operational fleet to full strength.

Allowing for boiler washouts and routine maintenance, the SVR requires six Class 4 tender locomotives to maintain its busy summer timetable and without hiring-in, this would be down to just five: Nos. 34027, 2857, 75069, plus Nos. 7802 *Bradley Manor* and Ivatt 4MT 2-6-0 No. 43106.

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Wales' 'oldest' station to become office block despite protests

By Robin Jones

CONTROVERSIAL plans to convert a Grade II* listed station building and former railway preservation base in Cardiff into office space and shop units have been given the go ahead, despite objections from historians and conservationists.

Cardiff Council planners have given ABA Holdings Ltd listed building consent and full planning permission to refurbish the Bute Street station building in Cardiff Bay – believed to have been designed by Isambard Kingdom Brunel – and add a connected four-storey building to provide retail space and offices alongside.

The council waived aside objections from organisations including the Ancient Monuments Society and the Victorian Society, which listed the derelict structure as one of the 10 most endangered buildings in England and Wales.

The Victorian Society pointed out that the station was used by the first steam-powered passenger train service in Wales and therefore played a vital role in the development of modern-day Cardiff. It was from near the site that the first train ran in October 1840, when the Taff Vale Railway opened the line to Abercynon, extending to Merthyr Tydfil – then the largest town in South Wales – in April 1841. The TVR set up its headquarters at Bute road in 1870.

The station's listed status was conferred on it because it is regarded as an exceptionally early surviving example of purpose-built railway architecture in Wales.

"The station's dereliction is all the more shocking given its location just a stone's throw from the centre of Welsh political power at the Welsh Assembly and the regeneration of Tiger Bay," said a statement from the society.

In a report to councillors, the society said: "We object to the application, which would cause a high degree of harm to the building and its setting, and because the quality of the application falls well short of what is required given the station's listing and the potential impact of the proposals.

10 most endangered buildings

"The Bute Road station is one of the oldest and most significant railway structures in Wales. It is one the society has long been concerned about and only last year was included on our list of the 10 most endangered buildings in England and Wales.

"We object to the proposed extension on a number of grounds. Firstly, it is too tall. We object also to its architectural treatment, which is aesthetically jarring, disappointingly banal and fails to convey any sense of responsiveness or sensitivity to the listed building and its setting.

"What is proposed is little more than a relatively mundane commercial block crudely tacked on to one of Wales' most important historic railway structures. In purely technical terms the application is unacceptably poor."

The Ancient Monuments Society described the planned extension as "rather generic" and said that it looked "incongruous and out of place" in the location.

At the planning committee meeting, city councillor Sean Driscoll said the planned extension looked like a multi-storey "carwash".

However, a planning officer told the committee that there is nothing of historic value left inside the structure, in which floors have collapsed, and the building had been used by squatters.

> "The station was used by the first steam-powered passenger train service in Wales"

The building, which has been empty for more than 20 years, was the headquarters of the Butetown Historic Railway Society which was formed in 1977. Society members refurbished the building and landscaped the surrounding area to establish its railway centre, with the intention of operating steam trains along the Bute Road branch and on to tourist attractions on the South Wales network.

In 1988, 10 of the last locomotives from Dai Woodham's Barry scrapyard arrived on the site. They were intended as the centre-pieces of a Wales Steam Heritage Centre which would be established at Bute Road. However, that scheme was at odds with the aims of the Cardiff Bay Development Corporation which had been set up to transform the derelict former dockland area into a vibrant housing, leisure and light-industrial complex.

The society saw that it needed to relocate, and reached agreement with the Vale of Glamorgan Borough Council to move to Barry Island to establish a new railway heritage centre. The society changed its name to the Vale of Glamorgan Railway Company in 1994, and while work on the heritage centre was underway, continued operations at Bute Road, offering visitors a 220 yard trip along the platform face of the station in a Class 108 DMU trailer.

All of the locomotive and rolling stock were moved to Barry Island in February 1997, and the group began running trips from Barry Island to Barry, alongside with the national network branch to the resort.

However, the council decided not to renew the company's lease on the site in December 2007, and offered a long-term lease by tender. The winning bid was Cambrian Transport, which had operated the railway since December 2009 and rebranded it as the Barry Island Railway.

The VoGR negotiated a new home on the Garw Valley Railway near Bridgend, where revivalists have spent two decades trying to reopen a five-mile branch to Pontycymmer.

One platform in use

Meanwhile, Bute Road station, now named Cardiff Bay, continues to serve as the southern terminus of the mile-long Butetown branch, with services run by Arriva Trains Wales. Only one platform remains in use, opposite the boarded-up station.

The planned extension will provide retail space, 10 work units, with 19 office rooms and a reception room.

The council decision marks a major about-turn from plans announced last autumn to turn the building into a new home for the Museum of Military Medicine, with £2 million of public grant aid, relocating it from Keogh Barracks near Aldershot.

The museum cover the history and development of the Royal Army Medical Corps, the Queen Alexandra's Royal Army Nursing Corps, the Royal Army Dental Corps and the Royal Army Veterinary Corps.

However, that museum's trust found earlier this year that it could not acquire the station building, and so decided to build a new block directly opposite. The new £10 million museum is expected to open in 2020.

An artist's impression of the planned extension to the restored Bute Road station building. TONY KING ARCHITECTS LTD

Historic Bute Road station has been derelict for two decades, since railway revivalists moved out to Barry Island, after it failed to become a national rail museum for Wales. VICTORIAN SOCIETY

On the first weekend of its two week stay as star of the Spa Valley Railway's 20th anniversary gala, BR Standard 4MT 2-6-4T No. 80078 passes Lealands near Groombridge with the 10.30am Eridge-unbridge Wells West service on August 26. Long-scrapped sister No. 80018 is seen at the same spot in September 1963! DAVID STAINES

Suffolk's 'Middy' is set to go places

THE Mid-Suffolk Light Railway is joining the likes of its Llangollen and Gloucestershire Warwickshire counterparts in aiming to be a line that runs from "somewhere to somewhere."

Earlier this year the 'Middy' – which is based at Brockford & Wetheringsett station near Stowmarket and runs for almost a quarter of a mile to Dovebrook – received planning permission to double its length.

It plans to build a new station, Aspall Halt, half a mile from its headquarters, and has launched a sleeper sponsor scheme to raise the necessary £125,000 to build the extension.

The line to Aspall will be laid on what has since the closure of the original railway become a field and which has already been largely cleared by volunteers.

The planning consent was granted on condition that work on the extension should begin within three years.

However, officials of what is one of Britain's shortest standard gauge lines believe it will take much longer to complete it.

A scheme in which they are appealing to the public to sponsor 787 sleepers at £15 a time is set to be launched.

The Middy also recently featured on BBC2's Great British Railway Journeys presented by Michael Portillo, boosting its profile as the only standard gauge heritage railway in Suffolk.

Welsh Highland key to Caernarfon upgrade

THE opening of the new £2.3 million Ffestiniog & Welsh Highland Railways station in Caernarfon will be a key factor in making the town's waterfront a 'must see' destination for visitors, it has been claimed.

The Heritage Lottery Fund has earmarked £3.5m for the Cei Llechi (Slate Quay) project which will transform the waterfront area into a hub for craftsmen.

Also, a second cinema screen at The Galeri, costing £3.5 million, will be another major component in the £15 million regeneration of the waterfront, which includes improvements to the castle and upgrading road links,.

The town's mayor and Gwynedd Council cabinet member for economic development Ioan Thomas said: "Caernarfon's waterfront is steeped in history and we want to ensure that it can look forward to a vibrant and sustainable future.

"The new Ffestiniog & Welsh Highland Railways station terminus will create a natural link from the railway to the town and create a convenient route to the Maes.

"The new railway will encourage visitors to stay in the town longer, and will provide the gateway for many to experience the significant historic and cultural assets Caernarfon has to offer."

Ffestiniog & Welsh Highland Railways chief Paul Lewin said: "We are proud to be investing in Caernarfon. The new station will offer much improved facilities for visitors arriving by road or by rail and is bringing £2 million work to the local area in the next 12 months."

New diesel for Torrington revival named

A LARGE crowd gathered at North Devon's Torrington station (aka The Puffing Billy pub and restaurant complex) on Saturday, August 19, to see the Tarka Valley Railway's new locomotive officially named *Torrington Cavalier.*

After an introduction by railway chairman Mark Smith, the unveiling of the nameplate was carried out by Mark Keeley, chairman of re-enactment group the Torrington Cavaliers, after which a bottle of champagne was broken on the running plate of the Ruston & Hornsby locomotive.

Many of the Cavaliers were present in full regalia and the occasion was supported by the mayor of Torrington, several past mayors, local, district and county councillors, officials from Rotary, the Balsdon Trust and other local dignitaries. Afterwards, the invited guests adjourned to the Puffing Billy for a buffet lunch.

The six-cylinder 192hp diesel shunter was the last of its type to be built, in February 1969.

It was supplied new to the Nevils Dock & Railway company in Llanelli and worked there until 1990.

It was preserved at the Chasewater Railway from where it was acquired by the revivalists of the LSWR Torrington line.

Mark said: "I was mightily impressed by the good will and enthusiasm for the project, not only from the railway enthusiasts present, but the wider Torrington community, and the councillors from all three local authorities."

Members of the Torrington Cavaliers English civil war re-enactment group cross swords next to the diesel shunter that had just been named after the group. PHIL TARRY/TVR

Eleventh-hour bid to list Catesby Tunnel

A RAILWAY author and book publisher is to try to get listed building protection for the Great Central Railway's Catesby tunnel.

John Healy, 52, from Chesham, said he would apply to English Heritage to get the the 1.7 mile tunnel on the London Extension listed – only days after the Government awarded developers £4.2 million to convert it into an aerodynamic testing facility.

As reported in issue 232, the grant from the South East Midlands Enterprise Partnership will pay for the installation of a smooth asphalt roadway, lighting and end closures, after which the double-track tunnel will become part of a science park to be developed by Brackley firm Aero Research Partners, and will be operational as a testbed in 2019.

However, John objects to the covering of the inside of the tunnel, last used by trains in 1966, with sheet metal and the trackbed with asphalt. Instead, he believes the tunnel should be open to the public on days when it is not in use as a testbed, because of its heritage value.

"It's a heritage site and it's not being treated with respect by the developers and Daventry District Council," he said, adding that it would be possible to use a transparent material to line the tunnel interior, so the brickwork and inlets can be seen.

John's book, Echoes of the Great Central, was published in 1996.

Red plaques mark first steam landmarks

TWO red plaques are to be installed to commemorate the Stockton & Darlington Railway, the world's first public steam line.

One will be unveiled by the Lord Lieutenant of County Durham, Sue Snowdon, at Darlington's Skerne Railway Bridge, one of the earliest railway bridges built, at 10.30am on Wednesday, September 27.

The second will be unveiled by her at Heighington station near Newton Aycliffe at noon the same day.

It is the same date as when *Locomotion No.1* was placed on the tracks in 1825.

Tornado's starring role in new Paddington movie

No. 60163 *Tornado* at Hungerford hauling the Belmond British Pullman on May 11, 2016. TONY BARTLETT/A1SLT

Paddington Bear, the lost bear that became one of the world's best-loved children's story characters. A1SLT

By Robin Jones

NEW-BUILD A1 Peppercorn Pacific No. 60163 *Tornado* has landed a starring role in Paddington.

Tornado will be appearing at the legendary GWR terminus in the new Paddington 2 movie, about the famous abandoned bear which was left at the station.

The film, due to be released on November 10, will see the A1 paired with the Belmond British Pullman luxury vintage train.

Paddington 2 is a British-French family comedy film directed by Paul King, co-written by King and Simon Farnaby, and produced by David Heyman.

The film stars Ben Whishaw (as the voice of Paddington), Hugh Grant (as Phoenix Buchanan, a faded and narcissistic actor), Brendan Gleeson (as Knuckles McGinty, a safecracker), Hugh Bonneville (as Henry Brown), Sally Hawkins (as Mary Brown), Julie Walters (as Mrs Bird), Jim Broadbent (as Samuel Gruber), Peter Capaldi (as Mr Curry), Madeleine Harris (as Judy Brown), Samuel Joslin (as Jonathan Brown), Imelda Staunton (as the voice of Lucy, Paddington's aunt) and *Tornado* as itself.

No. 60163 took part in filming at Paddington station and at Leavesden Studios last December and in January.

The much-anticipated sequel to the worldwide hit family film finds the one-time lost bear Paddington happily settled with the Brown family in London, where he has become a popular member of the local community, spreading joy and marmalade wherever he goes.

While searching for the perfect present for his beloved Aunt Lucy's 100th birthday, Paddington sees a unique pop-up book in Mr Gruber's shop, and embarks upon a series of odd jobs to buy it. However, when the book is stolen, it's up to Paddington and the Browns to unmask the thief, who appears to be a master of disguise.

To coincide with the release of the movie, *Tornado* has been booked to haul two Paddington Afternoon Tea journeys aboard Belmond British Pullman.

Journey of a lifetime

Departing from London Victoria on December 2 and February 16, 2018, the luxurious 1920s and 1930s carriages will take families on what is being billed as the Paddington-inspired journey of a lifetime. The afternoon tea menu includes sweet treats and marmalade sandwiches, while Paddington-inspired activities will also be available on-board for families throughout the journey to fully immerse themselves in the world of the little bear.

The A1 Steam Locomotive Trust's operations director Graeme Bunker-James said: "We were delighted to be asked to provide *Tornado* for the filming of Paddington 2 alongside Belmond British Pullman – even more so as the locomotive stars as itself in the movie and is central to the plot. We don't want to give anything away and ruin any surprises, but suffice to say that Paddington gets into a number of sticky situations involving *Tornado*.

"The trust has its very own club – the Tornado Team – for younger *Tornado* fans aged from five to 15."

For almost 60 years, British-born writer Michael Bond has been delighting children all over the world with his stories about Paddington, the bear from Darkest Peru famous for his love of marmalade.

Paddington's adventures have been adapted several times for television and at the end of 2014 he made his debut on the big screen. The movie, produced by Studiocanal, part of the international content and media group Vivendi, became the best-selling non-Hollywood family movie ever released.

In 2016, Vivendi took full ownership of the Paddington brand worldwide, with the exception of the classic publishing rights.

In recognition of Paddington's extraordinary popularity and success, Michael Bond was awarded an OBE for services to children's literature in 1997 and a CBE in 2015.

He died in June, leaving a legacy of one of the best loved children's characters in the world, 15 Paddington Bear novels, countless other formats, and a world-wide merchandising programme.

Next year marks the 60th anniversary of the first book, A Bear Called Paddington, published by HarperCollins in 1958.

➜ **Prices for the Paddington Afternoon Tea experiences aboard the Belmond British Pullman start from £550, based on two adults and two children under 16 travelling together. For more details visit www.belmond.com or call 0845 077 2222.**

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Miniature heritage line planned for restored Brymbo steelworks site

A NEW heritage railway is set to be built in North Wales.

A miniature railway has been earmarked for the former Brymbo steelworks near Wrexham, which the Brymbo Heritage Trust is planning to restore as a major industrial archaeological site.

The trust was recently granted charity status, unlocking £2 million of Heritage Lottery Fund grant aid awarded last year, and hopes to raise £10 million.

It aims to turn the steelworks site, which closed in 1990, into another Ironbridge, drawing on its historical importance to make it a major tourist attraction.

'Iron mad'

The works in Blast Road was founded by the pioneer industrialist John 'Iron Mad' Wilkinson.

Wilkinson, who had owned the nearby Bersham Ironworks jointly with his brother William, purchased Brymbo Hall and its 500 acre estate from the Assheton-Smith family in 1792 for the sum of £14,000, some of which may have been lent by steam pioneers Boulton & Watt. By 1796 Wilkinson had erected the first blast furnace on the site, east of the Hall, 884 tons of iron being produced in this first year.

Exhibition area

Wrexham council has now received a planning application from the trust for the conversion of a former machine shop to an exhibition area, as well as other developments.

The trust's plans include a programme of stabilisation and restoration of the ironworks buildings and the establishment of a heritage skills learning facility and workshop and several rentable office/workshop spaces.

It is planned to lay the miniature railway at the steelworks to take visitors around the site so they can learn about the industrial lines that once served it.

A group called Brymbo Mineral Railway has been set up for the purpose of building it.

Former Peruvian sugar plantation locomotive *Chuquitanta*. STUART CHAPMAN

Duo steaming again at private line

KENT'S private Richmond Light Railway held its annual open day on August 19.

In action was 1885-built 0-4-0 *Chuquitanta*, its restoration now fully finished. The locomotive was built by Couillet (works No. 810) and sold by Decauville as No.36 to the Rodriguez sugar cane plantation in Peru.

It was brought to the UK in 2004 and returned to steam last year.

The newest arrival at the Richmond Light Railway, 0-4-0VBT *Leary*, was also running.

The locomotive, which has only recently arrived at the railway, was built in 2010 by a group of Ffestiniog Railway volunteers.

Freelance vertical-boilered tank engine *Leary* at the Richmond Light Railway. STUART CHAPMAN

Last September, Manchester, Sheffield & Lincolnshire Railway six-wheeled coach No. 946 was given a run out behind Motor-Rail Simplex No. 2028 *Morris*, which carries the mock BR number 15099. The 0-4-0DM moved to the Chasewater Railway on February 1. GCR(N)

Restored original GCR coach on display

BEAUTIFULLY-RESTORED Manchester, Sheffield & Lincolnshire Railway six-wheeled coach No. 946 was displayed to the public at a special open day at its Great Central Railway (Nottingham) restoration base on Sunday, September 17.

In pride of place at the heritage centre at Ruddington was the newly-rebuilt carriage which has been dedicated to those 225 troops of the Royal Scots Regiment who perished in a similar type of carriage in Britain's worst-ever rail disaster at Quintinshill in 1915.

A draw was held for the first 20 seats being offered for the first VIP public outing in the coach next spring, running over the metals of the company that built it and later became the Great Central.

Visitors including members of the Great Central Railway Society were also able to see progress being made on the restoration of the GCR Rolling Stock Trust's GCR 'Barnum' wooden-bodied coaches, including No. 228 which is at an advanced stage. They were also given an update on the progress of the MSLR 4-4-0 being recreated by the 567 Locomotive Group.

Grant boost for armoured Simplex

THE Association of Industrial Archaeology has awarded a £3300 grant to the Greensand Railway Museum Trust towards restoration of Motor-Rail armoured 40hp Simplex No. LR2182,

The grant has been made specifically towards the cost of replicating the distinctive cupola roof of the locomotive, built at Bedord as works No. 461 of 1917.

No. LR2182 was built to work on First World War trench supply railways and appear to have arrived in France in time to serve on the battlefields during the final year of the conflict.

After the war, it worked in industrial service between about 1921 and the mid-1960s during which time it lost its distinctive upper bodywork.

It entered preservation in 1971, initially being displayed at the former Narrow Gauge Railway Centre at Gloddfa Ganol near Blaenau Ffestiniog before going to the Museum of Army Transport at Beverley.

Here, it was displayed with a wooden replica of the distinctive roof. Its private owner donated No. LR2182 to the Army in December 2001

No. LR2182 was placed on loan to Leighton Buzzard Railway in March 2005, but contractors undertaking the move to Bedfordshire caused serious damage including destruction of the replicated cupola.

The Army subsequently donated the locomotive to the railway and in 2009 it was transferred to Greensand Railway Museum Trust which undertook to restore it to operation in its original form. Volunteers reconstructed the upper part of the locomotive, again in wood, to present No. 2182 in its original form pending a full restoration project.

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The Sittingbourne & Kemsley Railway's Bagnall 0-6-2T *Superb* with its half-sister *Joan* – much the same design, but built by Kerr, Stuart. KEVIN HEYWOOD/WLLR.

The two original Welshpool & Llanfair Light Railway locomotives – Beyer, Peacock 0-6-0Ts *Countess* and *The Earl* – stand alongside the Llanfair Caereinion signalbox during the Friday photographic evening, which was part of the gala. NICK WISE

Eight miles of fireworks for Welshpool landmark year

By Robin Jones

THE Welshpool & Llanfair Light Railway lit up the skies above Powys as part of celebrations for a very special year.

One of the highlights of the 2ft 6in-gauge line's September 1-3 gala was the firework display on the Saturday night, laid on by Electrify Pyrotechnics.

The final train of the day set off from Welshpool (Raven Square) as fireworks were set off at every station it passed en route over the eight miles to Llanfair Caereinion. The aerial display commemorated the fact that in 2017 the line has been operated by revivalists for a year more than its previous three owners combined.

The railway was opened in 1903. It was operated by the Cambrian Railways, which passed to the GWR at the Grouping in 1923. After Nationalisation in 1948, the GWR became British Railways Western Region, which closed the line in 1956, making a total of 53 years.

The revivalist company restarted services in 1963, and have now been running them for 54 years.

The gala was attended by around 3600 visitors, most of them coming on the Friday and Saturday, while the Sunday suffered from poor weather.

The star guest for this year's event was Bagnall 0-6-2T No. 2624 of 1940 *Superb* from the Sittingbourne & Kemsley Light Railway. which shares the same gauge. It was believed to be the first time it had visited another line.

During the gala, it double headed with resident Kerr, Stuart 0-6-2T *Joan*, a half sister, as its design evolved into the one to which *Superb* was built.

Superb was, however, not the first locomotive from the Bowater's Paper Mill railway to run on the WLLR.

Bagnall No. 3024 of 1953 *Monarch* was the last industrial narrow gauge locomotive to be built for commercial use in the UK and is constructed to a modified Meyer locomotive articulated design. It was bought from Bowaters by the WLLR in 1966.

However, after *Monarch* arrived at the WLLR and was overhauled, it proved less useful than was hoped. Crews found it difficult to adapt to its marine-style firebox, and it proved challenging on the steep gradients of the line.

In the Nineties, it was sold to the Ffestiniog Railway, which intended to overhaul it and regauge it to 2ft, but after it was dismantled, the FR attended to other priorities instead, and *Monarch's* components were left to gather dust.

The kit of parts that had been *Monarch* was then bought back by the WLLR, to be reassembled as a static exhibit.

The event also marked the return of Sierre Leone Railways Hunslet 2-6-2T No. 85 following its tour of heritage venues in the UK for static display.

As WLLR No. 14, it was withdrawn from service in early 2010 needing a new boiler.

Right: Fireworks lit up the skies above the entire length of the Welshpool & Llanfair Light Railway on September 2. ANDREW CHARMAN/WLLR

Fundraisers can walk the entire Bluebell Railway!

THE Bluebell Railway's annual fundraising track walk will be more of a challenge this year, with November 18's Track Trek covering the whole 11-mile railway from East Grinstead to Sheffield Park.

Over the years the Track Trek has raised money for several projects, including the extension to East Grinstead and locomotive restoration.

Each year more than 200 people have taken part, walking along parts of the railway between each of the stations.

The rare opportunity to undertake the Track Trek over the entire length of the line has come about because of the railway being closed for two weeks to allow major engineering works to take place to the track and railway infrastructure between Horsted Keynes and Sheffield Park.

Participants in the fifth Track Trek will be able to see first-hand the work involved in maintaining the railway.

Staff from the line's infrastructure department will be on hand to explain to the walkers the work taking place.

The money raised from this year's Track Trek will go towards the railway's Tr(ack) Action Appeal, which is being launched in October to fund the renewal of various sections of the track.

The Tr(ack) Action Appeal has a target of £250,000, but the Track Trek is aiming for a more modest £15,000 to fund the purchase and laying of one 60ft length of new track.

Walkers will be required to start the walk from East Grinstead between 9-10am.

Alternatively, those taking part can park at Sheffield Park station and catch a complimentary bus to East Grinstead in time to start the walk before 10am.

For walkers starting at East Grinstead, a complimentary bus service will also operate to take them back to their original starting point from Sheffield Park station.

Refreshments, both hot and cold, will be on sale at each of the stations during the trek.

➜ Anyone who wants to take part can find further details and information at www.tinyurl.com/track-trek

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No 38 in the Marsden Rail series takes the viewer on a journey around Britain between the years 1953 and 1967, with a rich variety of steam traction, in a traditional railway setting.

This programme opens in 1953 at Glasgow's Eastfield MPD, home to many ex-NBR and LNER locomotives, before moving on to the West Highland Line between Craigendoran and Arrochar, with steam still in charge. Next is Ardrossan MPD, followed by a focus on the West Coast Main Line at Beattock, with film taken in 1953 showing trains both in the station and on the famous incline. After Beattock, a wide variety of steam traction is featured at Carlisle, followed by journeys on the Silloth and Alston branches, including the last steam hauled train to Alston.

The programme then moves south to the Welsh Marches and Shrewsbury, showing the town's busy General Station and also Abbey Station, terminus of the Shropshire and Montgomeryshire Light Railway. Much of this long-closed 'Colonel Stephens Railway' is travelled on board a War Department Railcar in 1958. Next is Wrexham, with film of GWR, LMS and BR-designed locomotives at the town's General Station and at Croes Newdd MPD. This is followed by Chester and the North Wales Coast with footage from Colwyn Bay Llandudno, Bangor, the Menai Bridge, the former branch line to Carnarvon.

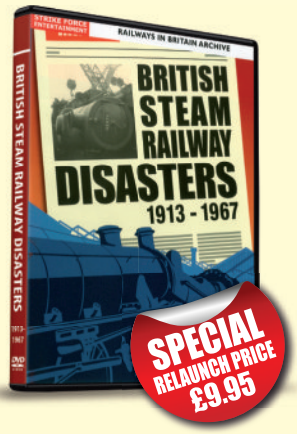
Plus Norwich and a variety of locations including Burnham Market, Cambridge, Liverpool Street Station and Norwich.

Duration: 75 minutes **Price:** DVD £19.95 **Code:** MR038

British Steam Railway Disasters 1913 to 1967

This is the original release from 2010, available again exclusively from Videoscene.

British Steam Railway Disasters is the definitive DVD collection of newsreel reports covering no fewer than 55 incidents from the steam era between 1913 and 1967 including among them the most notorious at Bourne End (1945), Lewisham (1957), South Croydon (1947), Goswick (1947), Hither Green (1967), Castlecary (1937) and Darlington (1928). Also included is a specially made 15 minute analysis of the greatest tragedy of all – the multiple crash at Harrow And Wealdstone in 1952 which features much rare footage including previously unseen film rushes. Throughout, British Steam Railway Disasters investigates the common causes of railway accidents with a view to the lessons learned.



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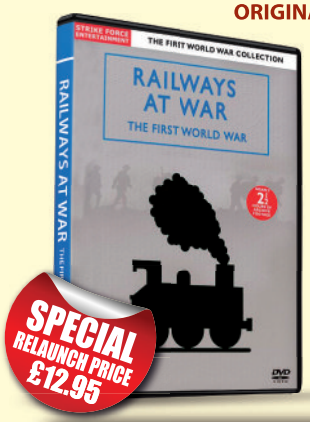

Railways At War The First World War

This is the original release from 2010, available again exclusively from Videoscene.

For the first time ever, a comprehensive presentation of nearly 2½ hours of archive film footage evidencing the central role played by the railways in meeting the logistical challenges of supplying the battlefronts of the First World War with the requisite troops, munitions, machinery and stores. Celebrated military historian Major Tonie Holt provides a commentary throughout on sequences of railway footage from the Somme, Mesopotamia, the Palestinian Front and Siberia. In many ways tactical success in the First World War depended on the defence of the railheads and the narrow gauge railway supply routes, from them to the battlefronts.

Duration: 2 hours 24 mins

ORIGINAL PRICE: ~~£19.95~~ **NEW PRICE:** ~~£14.95~~ **SPECIAL RELAUNCH PRICE Just:** £12.95 **Code:** SE025

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Memories for veteran railwayman as restored line celebrates 25th

Welcome back: Ruston & Hornsby Class DS88 4wDM *Octavius Atkinson* heads a train after its return to service at the Derwent Valley Light Railway on August 28 following restoration. JONATHAN STOCKWELL

Trolley good show: Former Derwent Valley Light Railway platelayer Arthur Richmond (seated) enjoys the comfort of a restored pump trolley on August 27 in the company of, from left, Allan Briggs, who carried out the restoration, Lavinia Nelson, who was brought up at Skipwith station house on the original DVLR line, and her son Ken, who enjoyed holidays at the house. JONATHAN STOCKWELL

By Geoff Courtney

SILVER jubilee celebrations on the Derwent Valley Light Railway over the August 27-28 Bank Holiday weekend included the renaming of a 1962 diesel shunter, the unveiling of a restored pump trolley that had operated on the line before being abandoned in a ditch, and a welcome for a former platelayer on the line and a mother and son whose lives were inextricably linked with the railway in its operational days.

The half-mile railway is in Murton Park, near York city centre, and is based on part of the former Derwent Valley Light Railway that ran for 15 miles from York Layerthorpe to Cliffe Common near Selby. The line opened in 1913 to handle mainly agricultural traffic and defied absorption in the 1923 Grouping and nationalisation in 1948 by remaining in private hands.

When the final stretch, from Layerthorpe to Dunnington, was closed in 1981, the line had achieved recognition as being one of the country's last privately-run standard gauge railways.

Its history in preservation can be traced back to the Great Yorkshire Railway Preservation Society that was formed in 1980 and based at the former Starbeck depot (50D) in Harrogate, then owned by Octavius Atkinson steelworks.

Site redeveloped

The society held a number of open days at Starbeck, but in 1989 needed to find a new home due to the site being redeveloped, and subsequently moved to Murton Park, the home of the Yorkshire Museum of Farming, where the original track of 1913 was still in place.

The first passenger trains in the preservation era ran on August 26, 1992, at a one-off gala billed as an 'Open Day', and the following year regular Sunday and Bank Holiday trains were launched and the society was renamed the Derwent Valley Light Railway Society.

It was the one-off gala of 25 years ago that was celebrated almost to the very day on August 27-28, with the main attraction of the first day being the unveiling of the former DVLR platelayers' pump trolley that had been donated to the society as a kit of parts and restored by society member Allan Briggs.

It was an occasion enjoyed by Arthur Richmond, who is in his 90s and joined the original DVLR as a platelayer in 1942 with the responsibility of maintaining the track on the southern half of the line from Wheldrake to Cliffe Common. He joined the Army in 1944 and was sent to India, where he worked on the Indian Railways' permanent way before returning home and to the DVLR, which he left in 1949 to join the newly-formed British Railways, for whom he worked until retirement.

Other special guests were Ken Nelson and his mother Lavinia. Ken's grandfather Henry Howden was porter-in-charge at Skipwith station near the southern end of the former line to Cliffe Common, and Lavinia was Henry's daughter, who spent her young days at Skipwith station house.

Travelled on the pump trolley

Ken spent many school holidays at the station house, and when the only freight train of the day had passed, would travel up and down the line on the pump trolley, which was also used as family transport to meet the Selby bus.

On August 28 the main event was the return to service of a 1962-built Ruston & Hornsby Class DS88 that worked the first passenger train 25 years ago and has undergone a restoration carried out mainly by long-serving volunteer Trevor Humbey.

The 4wDM was formerly at Starbeck, and was named *Octavius Atkinson* after the steel company shortly before leaving to become a Murton Park resident, and it was Trevor who returned the name to the loco on August 28, now looking resplendent in its original olive green livery and carrying a 50D shedplate.

Seeing treble on the Talyllyn!

THE Talyllyn Railway is widely considered to be the first railway to be taken over and preserved by volunteers in the world.

Now it has scored what is believed to be another world first, with a set of triplets passing out as assistant guards on the same day.

Jake, Ross and Joe Waddington, all 16, came through their assessment with flying colours and have moved to the next level of training before becoming guards on the railway.

The brothers, who are Tywyn residents, have been volunteering on the railway for a couple of years. In order to make sure they could all qualify together, special arrangements were made for them all to be assessed on the same day.

The brothers first became interested in trains watching their grandfather Joe Hulls playing with his model railway when they were aged four.

Joe said: "We've always loved trains and used to live near York and regularly went to the National Railway Museum.

"Mum and dad moved to North Wales three years ago to run a bed and breakfast together and us boys have visited the Talyllyn Railway virtually every day since.

"This is not a job, this is a passion for us all."

Railway chairman Ian Drummond said: "Joe, Jake and Ross have contributed a great deal to the railway already. Their positive attitude in all that they do has won them many friends on the railway and we look forward to seeing them progress further in the years ahead."

Left to right, Jake, Joe and Ross, pose in front of No. 6 *Douglas*. On the footplate are Rob and Jo Plumridge. MATTHEW WEAR

Remembering 50 years since the end of Southern steam: at this year's Great Dorset Steam Fair, 1915-built Burrell General Purpose Engine No. 3665 passes Bulleid West Country light Pacific No. 34007 *Wadebridge* masquerading at scrapped classmate No. 34019 *Bideford*, on August 26. KIERAN HARDY

Councillor vows to fight on for Howth tram revival

By Hugh Dougherty

THE man behind a €6.7 million scheme to reinstate the Hill of Howth tramway has vowed to fight on to push the project forward after Fingal County Council's economic, enterprise and tourism development strategy sub-committee turned the project down on cost grounds alone.

Councillor David O'Connor, independent member for Balbriggan, advocated the scheme during his tenure as mayor from 2009-11. Thanks to his drive, the council authorised a €40,000, 77-page in-depth study of the scheme, prepared for the council by consultants Atkins.

The report was submitted by Atkins in April this year, and was finetuned and presented to the sub-committee in June.

The consultants estimated the capital costs of reinstating part of the tramway trackbed, and building a new section to allow Howth to be reconnected to the summit of the Hill of Howth Summit, at €6.7 million.

The original tramway was abandoned in 1959 when the Great Northern Railway of Ireland line was closed by Coras Iompair Eireann much to the regret of the Howth and wider Dublin communities.

The consultants estimated annual revenue at €451,859, but predicted an operating deficit of around €135,800, against operating costs of €587,759.

Atkins carried out detailed local consultations which resulted in positive feedback and support for the tramway, and studied Derbyshire's Crich Tramway Village, the Waterford & Suir Valley Railway and the Nene Valley Railway, concluding that a heritage railway or tramway produces tangible tourism benefits, and charted out the proposed route.

The report also considered environmental impact, heritage aspects and existing positive links with Howth Castle and Demesne and the Irish National Transport Museum, and presented the tramway, operated by restored Hill of Howth heritage trams, throughout the summer and at other periods in the year, as both feasible and beneficial to the local economy and tourism industry.

A Fingal County Council spokesman said: "This report has been discussed by the economic, enterprise, and tourism development strategy sub-committee. The report clearly identifies a significant capital cost as well as a possible annual revenue deficit in completing the project. Fingal County Council does not currently have available capital or revenue resources for the completion of this project."

Coun O'Connor said: "The sub-committee has recommended that the project does not go ahead on cost grounds alone, when, in reality, it is a 'no brainer' not to take it forward.

"If the council cannot raise the estimated funds itself, then we need to look both to local venture capital sources and businesses, plus European Union sources, to build and operate the line. It has, as the consultants' report states, enormous potential, and I will be working hard to ensure that the project goes forward.

"The council owns most of the land involved and the estimated annual operating deficit is small when compared to the beneficial impact on tourism and the economy, and, as the tramway became more popular, I am sure that the estimated deficit would decrease."

Coun David O'Connor has pledged to keep campaigning for the tramway's revival. DAVID MCFEELY

Replica carriage returned to burned-out Ballater station as restoration goes on

BALLATER'S Old Royal Station is rising from the ashes.

As reported in issue 203, the B-listed station – which was used by the Royal Family until the 1960s for their trips along the Deeside branch to their nearby seat of Balmoral – was severely damaged in a fire on May 12, 2015.

A £450,000 replica of a royal carriage used by Queen Victoria and which had been installed at the museum in 2008, was saved by fire crews, although it still sustained fire and water damage. However, the blaze destroyed around 90% of the museum and associated restaurant before it was damped down.

The original 34ft saloon used by Victoria is housed at the National Railway Museum at York, but visitors are not allowed inside. It was used by the queen on her journeys between Windsor and Ballater in the late 1800s.

During a major £3 million restoration project led by Aberdeenshire Council, the carriage has now been returned to the newly-rebuilt platform building and with the help of staff from Alford-based Grampian Transport Museum placed back on the length of track inside

Contractor Morgan Sindell is restoring the station to its former glory so it can be brought back as a community facility.

Last December, Historic Environment Scotland awarded a grant of £107,500 to the project.

Many of the ornate interiors of the building, including swan-necked iron lamps and the stained glass window are being restored by Aberdeenshire Council.

A new exhibition space extending along the old platform, a Visit Scotland tourist information centre, a public library and a restaurant are pencilled in for the refurbished station.

The fire was believed to have started in the Station Restaurant, one of several businesses at the site.

***Sir George* approaching the main station on August 26.** STUART CHAPMAN

The railway with a theme park theme!

By Stuart Chapman

MANY of the world's theme parks and zoos feature miniature or narrow gauge railways. Thousands of visitors each year will photograph and ride on these, but while extremely popular with the general public these railways get little attention from the enthusiast community or railway press.

Yet in a quiet rural corner of Leicester a small private railway has restored two very different theme park locomotives.

The origins of the 2ft gauge Greenlea Light Railway go back to 1997 with the purchase of track, coaches, and two locomotives from the North Warwickshire Railway Society. The fleet consisted of two Motor-Rail Simplex locomotives, one of which, No. 5881 was retained. Built in 1935, it was overhauled and named *Goliath* and is currently the only industrial locomotive operating at the railway.

Originally located at another site, the railway moved to its current location in October 1998.

Third of a mile

The railway consists of a terminus station near the entrance drive with a run-round loop, then a large sweep past a large two-road locomotive shed (a former chicken house) and round the corner of a paddock, followed by a balloon loop with another station in a small wood. It gives passengers an out and back run of just over a third of a mile in comfortable covered coaches.

***CP Huntingdon* adds a touch of the Wild West to the Greenlea Light Railway.** STUART CHAPMAN

***Goliath* in action on the Greenlea Light Railway.** STUART CHAPMAN

The railway's first proper theme park locomotive arrived in 2005 with the purchase of *Sir George* from the Lynton & Barnstaple Railway revivalists.

Named after Sir George Newness, chairman of the directors of the LBR and built by Alan Keef in 1984, this locomotive had originally worked at Thorpe Park theme park near Chertsey. The locomotive featured on the Treasure Island Railway which included actors dressed as pirates. Its moment of fame came in 1985 when it starred in a video for the UK's Eurovision Song Contest entry filmed at the theme park and still available to watch on the internet.

Three years after the purchase of *Sir George* in 2008, the railway also acquired *CP Huntingdon*, a 4-2-4 replica steam outline diesel built in Wichita, Kansas by Chance Manufacturing Inc as No. 50157.

Butlins, Pwllheli

These replica locomotives manufactured in large quantities by Chance Manufacturing in the USA are based on an original 1863 steam locomotive now located at the California State Railroad Museum. Some of the locomotives were exported to the UK including a number for Butlin's holiday camps.

No. 50157 worked at Butlin's Pwllheli site between 1978 and 1996. Unlike most miniature railways at Butlin's camps, the one at Pwllheli had a legitimate purpose in that it transported holidaymakers three quarters of a mile from the centre of the camp to the beach. Alongside the railway the camp had a large roller coaster, chairlift and funfair.

At its time of purchase in 2008 the locomotive was in a poor state of repair. The nature of the line at Pwllheli with loops at each end also meant that the wheels on the locomotive were considerably more worn on one side than the other.

However, the locomotive has just been returned to running order, although it is still awaiting a coat of paint. Also because of its wheel base the locomotive is not suited to some of the curves on the existing railway.

While the Greenlea Light Railway is a private concern, it hosts occasional society visits where you can see these lovingly-restored locomotives in action.

Isabel's return means five in steam at Epping Ongar's autumn steam gala

FOUR visiting locomotives will be in action at the Epping Ongar Railway's autumn steam gala.

The September 29-October 1 event will see Ivatt 2MT 2-6-2T No. 41312 from the Mid Hants Railway, LMS 0-6-0T No. 47406 from the Great Central Railway, Stuart Robinson's BR Standard 4MT 2-6-4T No. 80078 and GWR 0-6-0PT No. 6430 from the Llangollen Railway. The gala, which was postponed from its original date in May, will also see the return of the line's own Hawthorn Leslie saddle tank No. 3437 *Isabel* subject to completion of restoration and testing.

The weekend before, September 23-24, will see the line hold its autumn diesel gala.

The guest locomotives will be Class 50 No. 50026 *Indomitable*, courtesy of Paul Spracken and PTG Tours, the Cotswold Diesel Group's Class 26 No. 26043, long-term visitor Class 20 D8001, owned the Class Twenty Locomotive Association and Stewart Robinson's Class 33 No. 33202.

They will run alongside the home fleet of Nos. 31438, 37029 and 03170.

Class 45 Peak No. 45132 will be on display and, although not yet operational, the owning group hopes to have it available for cab and engine room visits.

All trains will be running in conjunction with the line's fleet of heritage buses, which will be operating between Ongar, North Weald, Epping Underground and Shenfield stations.

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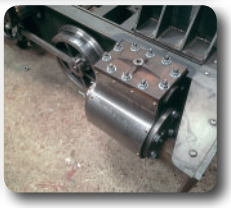

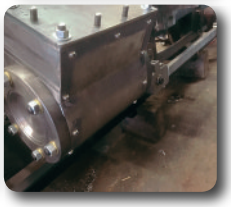

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We are in the process of completing a new build 2' gauge 040 Bagnall Sipat Locomotive ready for the 2018 season. This locomotive is a copy of the original and that running at North Bay Railway, Scarborough. Search You Tube – Georgina, North Bay Railway.

Georgina regularly runs with a 5 coach train with over 100 on board with ease. It can be finished as a Saddle tank, like Georgina or a side tank, like Annie on the Groudle Glen Railway, Isle of Man.

Also available, **but for the end of 2018 season is a full size 2' gauge replica Decauville 1 – 040 side tank locomotive - £79,000 plus VAT.**
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29, 30 September & 1 October 2017

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The groundbreaking volunteers show they are up for it. Left to right: Terry Nicholson, Eddie Lund, Alan Mackie, Darren Welsh, Robert McCartney, Martin Hollingsworth and, on the digger, Graham Pascal. HUGH DOUGHERTY

Right: The historic moment the fence came down at Glengonnar Halt. HUGH DOUGHERTY

Ground (and fence) - breaking day at Wanlockhead extension

By Hugh Dougherty

IT MAY not have been on the scale of the Great Central Railway bridging the gap at Loughborough. However, railway history was made high in the Lowther Hills on Thursday, August 17, when volunteers swept away the fence that has prevented them from extending the 2ft-gauge Leadhills & Wanlockhead Railway into Scotland's highest village for over 20 years.

Breaking ground on the extension follows the successful conclusion of a lease for the quarter-mile trackbed with Buccleuch Estates.

Lowthers Railway Society chairman Alan Mackie led the enthusiastic volunteers. They arrived at Glengonnar Halt, the lines' current terminus, propelled up from Leadhills by diesel locomotive *Luce* with the line's digger on a flat wagon, ready to start work. The fence was removed shortly after 10am, and the excavator moved in to the cutting, as the first LWR vehicle to access the track bed towards Wanlockhead.

"We're digging test pits at 50 metre intervals along the cess at both sides of the cutting to test what the soil conditions are," said Alan. "That will allow us to work out where the rock base of the cutting lies and how much ballast we'll need to level and line and keep it dry."

Water in the cutting, unused since the track on the former Caledonian light railway which linked Wanlockhead with Elvanfoot on the West Coast Main Line, was closed in 1938, is a major challenge, especially as Dumfries and Galloway Council roads engineers have laid a pipe from a gully on the road above which discharges into the cutting.

"I'm in talks with the council engineers about this and they're very helpful, said Alan. "Once we've dug our own track drains along the cutting, we can divert the road water into them.

"Just as challenging, however, is the fact that the site of our new station for Wanlockhead is on a 1-in-40 gradient, and the Office of Rail and Road stipulates that you can't build a station unless it is at 1-in-500, so we're having to raise and level the line for 400 metres into the station area."

Wanlockhead station will be a simple affair with one platform, a run-round loop, a headshunt, nameboard and no buildings, to keep costs down and to simplify planning processes. Alan says that trains will arrive there by 2020, with the first phase of the work, levelling the trackbed and draining it ready to receive sleepers and rails, complete by August 2018.

The trial pits were all excavated and filled back in by close of play on August 17, the results showing not only was the standard gauge line's original ash ballast still extant below the current ground level, but that all the pits showed that the cess could be dug without complications along the line.

"Today was a really special one for everyone involved," said Alan. "We've been waiting for this day for 20 years and, at times, we believed that it would never come, but it has and we're on our way.

"The railway and the local tourist economy will be boosted enormously by the extension which will allow passengers to arrive into Wanlockhead which is home to the Museum of Lead Mining and the world's oldest lending library. It's now a matter of working steadily, and completing the engineering necessary to allow trains to run."

***Ellie* is the latest addition to the Lappa Valley Steam Railway's fleet.** LVSR

Ellie is Lappa Valley's latest steam locomotive

A NEW-build locomotive which had steamed only a handful of occasions since it was outshopped in 2006 has begun a new career as part of the Lappa Valley Steam Railway fleet in Cornwall.

Built in 2006 by the Exmoor Steam Railway for a private 12¼in garden line, 0-4-2T *Ellie* was steamed on only a handful of times.

Ellie returned to its builders at Exmoor where it remained for several years, until the winter of 2016-17 when it was rebuilt and regauged to 15in so it could work at Lappa Valley, where it arrived on August 8.

Although very similar to the line's other resident Exmoor engine *Ruby*, *Ellie* is considerably more powerful to haul the heavier trains and slightly larger – making *Ellie* a very comfortable locomotive to drive and be pulled by.

Joining the line's other recent addition, the diesel *City of Derby*, *Ellie* will be working on the main line taking visitors in and out of the leisure park, where facilities have been expanded this season.

The railway is laid on part of the trackbed of the GWR branch from Newquay to Perranporth, St Agnes and Chacewater, and is based at St Newlyn East.

Celebrating more than 40 years of operation, the railway and leisure park are owned and managed by Keith and Sara Southwell. The couple are heavily involved in a programme of significant enhancements for the leisure park over the next five years with a view to making Lappa Valley the 'must visit' attraction in Cornwall.

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Lister petrol loco goes full circle

Lister No. 6299 back in action at Westonzoyland Pumping Station. PETER NICHOLSON

DIMINUTIVE 2ft gauge 1½ ton, four-wheel Lister petrol locomotive No. 6299 returned to operation on August 28 after 45 years of static display and storage.

The R-type locomotive, powered by a 600cc JAP engine, re-entered service at the Westonzoyland Light Railway at Westonzoyland Pumping Station near Bridgwater in Somerset following an extensive overhaul by member Jason Keswick.

Although not fully complete, it was sufficiently far advanced to work trains during the annual railway gala, both solo and with the venue's former Somerset peat works diesel Lister.

Unlike previous years there was no visiting locomotive for the event, as arrival of this new member of stock was considered to be sufficiently noteworthy. Indeed, there has not been any addition or changes to the resident locomotives since diesel Lister No. 34758 arrived back in June 1984, when it joined ex-Severn Trent Water Authority Motor Rail No. 40S310.

No. 6299 has been inactive for more than half its 82 years, but is nevertheless a much-travelled locomotive. It was delivered new to John Board & Co Ltd, Dunball Portland cement and lime works near Bridgwater in 1935.

Following closure of the narrow gauge system in 1954 it was sold to Trollope & Colls Ltd, Howick Whinstone Quarry, Northumberland. It saw very little use there and languished in the very exposed quarry until rescued for preservation by owner Peter Nicholson in early 1968. It was moved to Brockham Museum, near Dorking, Surrey, where it was restored in the open air to operational condition over the next few years.

However, it apparently never ran there as it was always confined to an isolated piece of track. It was taken to Farnham, Surrey for operation on a portable line at the 1971 town show, running for the first time in preservation on August 28-30.

It wintered at the Wey Valley Light Railway, Farnham where used on a very few occasions before returning to 'static display' at Brockham.

No. 6299 joined the huge narrow gauge collection at Gloddfa Ganol, Blaenau Ffestiniog in July 1978. Later, it returned to Somerset and was stored at various private sites until being loaned to the Devon Railway Centre in June 1998.

In October 2014, arrangements were made for No. 6299 to be loaned for use at Westonzoyland once it had been restored to operational condition, a project undertaken by Jason and Martin Keswick in their workshops near Taunton, where it was completely stripped down and rebuilt including a replacement JAP engine retrieved from a rotavator. It arrived at Westonzoyland for trial runs just four days prior to the gala.

Its return to public operation on August 28, exactly 46 years to the day it first ran passenger trains in preservation, was a great coincidence, as is the fact that it is now based just five miles from where it ran when new.

Historic England threatens judicial review over Wolverton Works

By Phil Marsh

The Royal Train being shunted at Wolverton Works on November 19, 2016. PHIL MARSH

AS REPORTED in *HR* issue 231, the first stage of the so-called 'redevelopment' of Wolverton Works by property developer St Modwen commenced on July 3.

This involved land clearance of a former workshop and traverser area revealing rail, hawsers and other related materials. Parts of the famous mile-long 10ft-high works brick wall will also be demolished as part of this work.

Planning consent was granted in August 2015 to clear the land and then build a discount supermarket but crucially, there was no application for any demolition sought or granted.

In a second planning hearing on November 17, 2016 St Modwen was granted outline planning consent to demolish 95% of the buildings on the rest of the site despite the whole area being contained within a conservation area. The applicant promised that no demolition would take place before detailed planning approval had been granted in several years' time.

Third hearing

At this hearing, it was agreed by Milton Keynes' planners that the Section 106 funding levy would be £3 million, £750,000 below national planning policy guidelines, and affordable housing levels set at 12% – when national guidelines suggest 30% is the acceptable level.

However, the whole project took on two different aspects in August. A third planning hearing was held on August 3 to discuss the S106 funding and affordable housing levels, and a late agenda item was the demolition of a 50-year-old building as part of the ground clearance works. This meeting was attended by Historic England's south east planning director Andy Brown who had been contacted by Phillip Webb, a local objector, about the overall scheme and unauthorised demolition.

Mr Brown wrote to Philip on August 10 saying: "The conservation area status of the buildings ought to be sufficient to safeguard the character and appearance of Wolverton. Buildings which make a positive contribution to the conservation area should be treated as designated heritage assets, and the main railway buildings quite obviously do make a positive contribution.

"I am still hopeful that the application will be called in so that there is a proper debate about the merits of the proposals at a public local inquiry. Failing that, we will give serious thought a judicial review because of the absurdity of the argument put forward by the planning officer in his advice to members.

'Inadvertent' demolition

Planning officer Allen Sackbuker has been informed that St Modwen's claim that the new works' buildings will need to accommodate 10-car trains defies the laws of physics as the reception sidings on Haversham Bank are only nine cars long. Mr Sackbuker had told the planning committee to discount this fact among others at the November hearing.

St Modwen had engaged Tomlinsons as site clearance contractor for the two acres of disused land but the firm 'inadvertently' demolished a 397 sq metre building without planning consent. This demolition, inside a conservation area, was reported to Milton Keynes Council planners by objectors who were informed that St Modwen must now apply for retrospective planning consent for the demolition.

The council's interim development management manager Katy Lycett said: "Demolition of a building is generally not classed as 'development' and therefore planning permission is not usually needed. However, the demolition of certain buildings will need approval from the local planning authority beforehand. In this case, being in a conservation area, an application for planning permission should have been submitted for consideration. Unfortunately the company (St Modwen) failed, by apparent genuine error, to carry out this process. We have made them aware of the concerns the council has regarding this matter and have sought their full explanation.

"There is an acceptance of error on behalf of the developer in demolishing this building, and an apology for their actions. The reason was given as an error by contractors who have mistakenly included these works in their remit."

A St Modwen spokesman said: "Due to a regrettable error, a small, flat-roofed 1960s/70s toilet block structure was wrongly demolished as part of the works to deliver the new Lidl. We have been in discussions with Milton Keynes Council planning officers and will now be submitting a retrospective planning application for its demolition. "We have apologised formally for the mistake and have reassured the council that no further demolition will take place, without the correct permissions in place."

Royal Train in doubt

The operator of the works, Knorr-Bremse, has not announced any major new orders for some time and it could be the workforce of just under 500 may have to rely on the Chinese National Railway Corporation winning HS2 contracts to keep Wolverton operating as a railway works.

The future of the Royal Train is also in doubt following the retirement of the Duke of Edinburgh. How much work his saloon No. 2908 will see from now in is also subject to local debate. It could be the world's oldest continuously open standard gauge railway works and the Royal Train, built and based there since 1869, may have a distinctly limited future.

New Embsay carriage shed built in 10 days!

The new carriage storage facility at Embsay was erected in 10 days. SPANLITE UK

TEN more coaches on the Embsay & Bolton Abbey Steam Railway will now be protected from the elements following the completion of a £37,000 new instant carriage shed.

The 164ft long storage facility, which adjoins the line's 20-year-old sheds, was designed and built by Spanlite UK Ltd in just 10 days from start to finish.

The modern portal frame construction uses formed galvanised structural sections to build the supporting frame work. Cladding is industry standard Tata plasticol coated formed steel sheet. The building is key addition to the railway's carriage restoration initiative.

A railway spokesman said: "This ongoing project recognises that no longer will 'steam age' rolling stock be cascaded from Train Operating Companies. Therefore, the heritage railway industry needs to conserve what we have, while putting our Mk.1 fleet through a rebuild programme.

"At the Embsay engineering workshop, completed 10 years ago, this involves rebuilt ends, overhauled coupling gear and corridor connections, and underneath, replacement pipework for brakes and heating. bogies overhauled with all brake links, pins, cylinders and wheels turned.

Virtually all of this work is being carried out by our growing carriage and wagon team.

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***Dinmore Hall* carrying its '100,000 miles in preservation' headboard at Minehead.** DMLL

Dinmore Manor clocks up 100,000 miles in preservation

ON AUGUST 7, WR 4-6-0 No. 7820 *Dinmore Manor,* ran its 100,000th mile in preservation at the West Somerset Railway, where it is on hire for the summer season.

At a fuel consumption rate of circa 30 miles to the ton of coal, that represents over 3300 tons of coal and equates to the equivalent of 2439 round trips of the West Somerset Railway where it has recorded the majority of the miles in preservation.

Dinmore Manor was the first of the BR-built class members, entering service on November 20, 1950. BR failed to keep mileage records for locomotives up until the end of steam, so *Dinmore Manor's* final mileage in BR ownership is uncertain. However, it is known it had racked up 421,268 miles by January 13, 1964, the remainder up until withdrawal on November 6, 1965 being unrecorded.

To mark the occasion, many members of its owning group, Dinmore Manor Locomotive Ltd, made the journey to Minehead in order to ride behind it with a specially commissioned '100,000 miles in preservation' headboard.

The locomotive is currently based on the Gloucestershire Warwickshire Railway.

The other locomotive owned by Dinmore Manor Locomotive Ltd that has steamed in preservation, Collett 2-8-0 No. 3850, racked up 80,000 miles in her first ticket and once her heavy general overhaul at Toddington is complete, it too will be looking to join its stablemate in recording 100,000 miles in preservation.

Weardale to enjoy Polar blast again

THE Weardale Railway will again be running US-style Polar Express trains this year.

Applications in response to a job advertisement for actors to play roles in the story have been flooding in, with auditions taking place in September. Last year, more than 75 actors were involved each night, playing the part of the conductor, dancing chefs and of course Santa.

The York Area Group team at the Poppleton recycling centre, with what looks like another nearly full container. From left are: Simon Cox, Mick Watson, Mike McDonald, Doreen Williams, John Meredith, John Hasler and Graham Robinson. NYMR

'Can do' Moorsline fundraising experts recycle for final time

THE North Yorkshire Moors Railway's York Area Group – which raises vital funds for the line through recycling paper and aluminium products – has closed down after 30 years.

In that time, the volunteers have recycled over 3100 tons of waste paper and cardboard, seven tons of aluminium cans, 32 tons of aluminium foil and 103 tons of glass, raising over £113,000.

The group, a registered charity in its own right, began collecting waste paper in the old waiting room on Pickering station in late 1973.

A year later the group moved to the location at Poppleton on the outskirts of York, where they enjoyed rent-free accommodation with three owners over the years.

As this location is now required for redevelopment, the group's operations ended in August.

The group has raised funds for a variety of projects including the railway's rolling stock. Projects have included funding and repairing the NYMR's track maintenance vehicles, which are now highly mechanised with ever more sophisticated and costly equipment used for tamping, aligning and levelling the trackbed. The group has also funded and helped maintain the railway's 'behind the scenes' rolling stock for carrying rails, sleepers, ballast, and other permanent way equipment.

It has also funded other works include the upgrading of lineside furniture such as mileposts, gradient and whistle boards. Members have also had fabricated and erected a pair of rather fine signs to mark Goathland Summit on the railway, close to the where the Lyke Wake crosses the line at Ellerbeck, and many other smaller projects.

NYMR general manager Chris Price said: "The York Area Group has been an integral part in the railway's wider fundraising effort and without the group's valuable support over the past 30 years many of the projects would not have come to fruition. Many of the projects carried out by the group have been vital for the railway's development.

"The railway costs around £6.4 million each year to operate and without fundraising groups like the York Area Group, we would not be able to keep the railway functioning."

Steam haulage transports 'first' locomotive to rally

ON FRIDAY, August 25, Ironbridge's Blists Hill Victorian Town's replica of Richard Trevithick's 1802 Coalbrookdale locomotive was transported to the August 27-28 Shrewsbury Steam Rally using a Fowler steam road locomotive.

The Coalbrookdale locomotive is thought to be a collaboration between the Cornish mining engineer and Shropshire ironmaster William Reynolds.

In 1802, 27 years before Stephenson's *Rocket*, work began on the construction of what would have been the world's first railway locomotive at Coalbrookdale iron foundry. Unfortunately a year later William Reynolds died and the project was never completed.

In 1989, a team of apprentices at GKN Sankey of Telford began construction of the never-completed locomotive. With the additional inclusion of a few safety additions, such as a trailing driver's platform, it was launched into service at Blists Hill in 1990.

Since then it has run on a stretch of demonstration track beside the Shropshire Canal at the museum on selected special event days. This year, as part of the museum's drive to raise awareness of the working industrial aspect of the museum, the locomotive was booked to appear at the Shrewsbury Steam Rally. To add promotional impact it was decided to haul the engine there using a road steam locomotive.

Within the museum's collection was a suitable flatbed trailer manufactured by Foden. A hasty restoration of it began at easter and was completed literally hours before the journey.

The road locomotive was Fowler No.13141 of 1913 *Jo*, driven by Guy and Helen Debes. The entire road train, which included a living van and land rover, weighed in at about 25 tons.

They had over 20 miles to travel on a route that followed the River Severn and took them through the centre of Shrewsbury.

The replica of Trevthick's 1802 locomotive being towed to Shrewsbury by steam. JAMES HAMILTON

NORTH EASTERN Steam Farewell

The final 18 months leading to the end of BR steam operation in the North East saw many last steam workings. **Maurice Burns** recalls his memories of that time, and the efforts of many enthusiasts to clean up some of the worn-out old engines ensuring steam bowed out in style.

Steam in the North East was in rapid retreat as the end of 1965 approached but with survivors still to be found at Tweedmouth, Blyth, Tyne Dock, Sunderland, West Hartlepool, Darlington, York, Hull and Leeds Neville Hill. Most of the loco sheds by 1960 standards were primitive and had been unaltered since the day they were built, providing poor working conditions. Ironically, by contrast, the last steam shed built in Britain– at Thornaby in 1958, complete with brand-new modern facilities for steam – was already 100% diesel. Express passenger services were all diesel so that steam was used only on freight and coal traffic.

The planned closure of Darlington North Road works in April 1966 meant the end of steam was near, and steam engines would work out their last mileage, usually about 60,000 miles, until something failed on the boiler or motion. At best, most enthusiasts thought steam would last in the area until June 1967.

Against this backdrop, BR announced in early December 1965 the final run of a Peppercorn A1 Pacific using the last survivor, No. 60145 *Saint Mungo,* between York and Newcastle on December 31 (New Year's Eve), 1965. This train was to be the last express, scheduled steam train in the North East and

interest was predictably widespread. Everyone thought something special would happen that night, with no speed limit for steam. On the northbound run the A1 caught up diesel expresses hampering any high-speed running. However, with a clear road ahead on the return run back to York, 100mph was reached. A day of sadness and excitement, yet remarkably there was no one to harness these emotions and form an A1 Preservation Society, and within six months *Saint Mungo* went for scrap.

In the first months of 1966, Darlington still had a handful of engines left for just local freight traffic, but this shed closed in March 1966, virtually the same time as North Road works.

Idyllic branch line

Better news was the discovery a three-mile branch from Alnmouth, on the East Coast Main Line, to Alnwick, remarkably still had a scheduled two-coach passenger working, hauled by Tweedmouth shed's K1 2-6-0s. This was the idyllic branch line, with a small steam shed at the main line junction and a destination being the magnificent Alnwick station that still stands today. It was certainly a line that should never have closed. Its days of steam working were numbered and with

Above: The last scheduled express passenger steam train in the North East ran from York to Newcastle on December 31, 1965, hauled by the last LNER A1 Pacific. No. 60145 *Saint Mungo* is seen standing at Newcastle shortly after its arrival, surrounded by enthusiasts. On the return run to York, 100mph was reached. MAURICE BURNS

Right: In March 1966, LNER K1 No. 62021 stands at Alnwick station and is in the process of being cleaned by the photographer and the fireman, before departing for Alnmouth. MAURICE BURNS

LNER V2 2-6-2 No. 60836, allocated to Dundee, was acquired by control to help out a steam shortage in the North East. It is seen departing from Alnmouth with the 9.50am to Alnwick – a mixed train consisting of cattle wagons, parcel van and passenger coaches – on May 30, 1966. In the distance, a freight train crosses Alnmouth viaduct on the East Coast Main Line. MAURICE BURNS

In addition to working the Alnwick branch, No. 60836 was also pressed into service on coal traffic normally handled by J27 0-6-0s. It is seen approaching Alnmouth on the ECML from a colliery near Morpeth on May 29, 1966. MAURICE BURNS

Such was the demand for coal from South Hetton colliery in February 1967, NER J27 0-6-0 No. 65833 was pressed into service on a Sunday. Despite the front-end steam leaks, No. 65833 battles up the 1-in-44 Seaton Bank, with coal empties blackening the sky in the process. MAURICE BURNS

Above: This rural scene captures the spirit of the Woodburn branch. Local people, including children, have come out to see the Thursday-only freight train in this remote location at Woodburn. The fully loaded coal lorry and a Ford Consul can be seen in the distance, while NER J27 0-6-0 No. 65842 has marshalled its train ready for departure to Morpeth on September 22, 1966. MAURICE BURNS

Left: The final steam working on the Alnmouth to Alnwick branch was hauled by Tyne Dock's BR Standard 9F 2-10-0 No. 92099 on June 18, 1966. An enthusiast places a wreath on the smokebox prior to the last journey. MAURICE BURNS

friendly crews so typical of the North East, the fireman would help enthusiasts such as myself, clean his engine at Alnwick station in front of the waiting passengers!

Sometimes, by chance, unusual discoveries were made. One such event was on returning from Scotland in May 1966. I found, in Alnmouth shed, one of the last operational V2 2-6-2s from Dundee that control had 'acquired' to help out with a North East steam engine shortage. This saw the V2 working local loose-coupled coal trains to NCB collieries and the passenger trains to Alnwick. Between trains on Almouth shed I managed to clean the V2 No. 60836 on one side in 45 minutes. The closure of Tweedmouth and sub shed at Alnmouth was scheduled for June 18, 1966 and K1 No. 62011 was polished for the last day. Remarkably, a 9F from Tyne Dock was sent to Alnmouth to work the last trains and this too was pounced upon by enthusiasts on Alnmouth shed to transform its neglected state for the last steam train to Alnwick.

Even with Tweedmouth, Alnmouth and Leeds Neville Hill closing in June 1966, there were still discoveries to be made, but just in time. One was the former North British line from Morpeth to Riccarton Junction on the Waverley Route that still remained open as far as Woodburn for a Thursday-only freight train to serve the Army camp. South Blyth supplied a NER J27 0-6-0 to work this freight through open countryside – far different to the colliery workings. Enthusiasts polished No. 65842 for the last working to Woodburn of a J27 before the line closed for good.

Lone piper

The closure was marked on October 2, 1966 by a special excursion from Newcastle called 'The Wansbeck Piper', hauled by Ivatt 4MT 2-6-0s Nos. 43000 and 43063. As the last departure from Woodburn approached, a lone piper played the Northumberland pipes and on that particularly still evening it could be heard for miles. With the pipes still playing, the last train departed with the double exhaust of Nos. 43000 and 43063 making a fine sight on a beautiful autumn evening. It brought to an end a branch line fondly remembered by many. There were no railway or steam locomotive preservation societies in the North East at that time but the 'Wansbeck Piper' saw much press and TV coverage, with great sadness at the loss. This public fascination for the steam age may have been a factor in the formation of the North Eastern Locomotive Preservation Group a few weeks after this line's closure.

As the end of 1966 approached, the North East now had just a few types of engines left of classes K1, B1, J27, Q6, Ivatt 2-6-0s and WD 2-8-0s, all in quite poor external condition, having never seen an engine cleaner for years.

The hardest working engines on the steep gradients were from Tyne Dock, Sunderland and West Hartlepool. These gradients would vary from 1-in-50 to 1-in-44 – so steep the noise and high black smoke saw enthusiasts suddenly realise the importance of these lines and the vintage J27 and Q6 that worked them. Even though the sheds had no maintenance facilities they were still diagrammed on bonus work; the faster they went the more money the crew made. Pity the poor fitter who had to keep them going!

During the winter period, even on Sundays, one would see J27s working up the 1-in-44 Seaton Bank, such was the demand for coal for power stations and homes at that time.

NER J27 0-6-0 No. 65842, cleaned overnight by enthusiasts, departs Woodburn with the return freight to Morpeth on September 22, 1966 – this would be the last time a J27 worked this train. MAURICE BURNS

The last train from Woodburn – the 'Wansbeck Piper' railtour – departs from Woodburn on October 2, 1966 in perfect evening light. It is hauled by LMS Ivatt 4MT 2-6-0s Nos. 43000 and 43063. MAURICE BURNS

Surprisingly, with the demise of steam, there was a shortage of steam crews. In February 1967, York MPD borrowed LMS Jubilee 4-6-0 No. 45675 *Hardy* from Leeds Holbeck for a week to pass out new firemen and drivers. It would work the Red Bank empty vans from York to Newcastle.

With such a celebrity locomotive on our doorstep, enthusiasts cleaned her up in the roundhouse that is now the National Railway Museum, and even painted the bufferbeam and whole smokebox, and no one said a word.

Beside the Jubilee on shed there were some of the last work-stained class B1s. It was at about this time that George Priestley formed a B1 Preservation Society that, with the help of the ARPS, ultimately saw the preservation of No. 61306.

Another Jubilee, No. 45562 *Alberta,* made an East Coast Main Line appearance on May 6, when the RCTS ran a 'North East No. 3' railtour to Skinningrove and Whitby, with the Jubilee working as far as Middlesbrough.

The date of May 20, 1967 was a day

In the roundhouse of Sunderland shed, home to the last handful of J27s, a driver uses considerable effort to turn his engine – J27 0-6-0 No 65882 – in August 1967. MAURICE BURNS

Ivatt 4MT 2-6-0s Nos. 43063 and 43000 steam through Knowsgate with the outward leg of the 'Wansbeck Piper' railtour from Newcastle on October 2, 1966. MAURICE BURNS

LMS Jubilee 4-6-0 No. 45675 *Hardy* stands in York shed, now the National Railway Museum, in February 1967. The engine had received considerable attention by enthusiasts who unofficially cleaned it prior to *Hardy* working the Red Bank vans to Newcastle for crew training. In contrast, alongside is a work-stained LNER B1 4-6-0 No. 61238. MAURICE BURNS

I was looking forward to. The Stephenson Locomotive Society was running the 'Three Dales Railtour', featuring K1 2-6-0 No. 62005 working up Wensleydale, Swaledale and Weardale. The K1, which had been on Royal Train duty in March, was moved from Heaton to West Hartlepool the night before for servicing. Here, it was cleaned up before picking up the empty stock, brought down the coast by diesel. Just after sunrise it departed West Hartlepool for Stockton to pick up passengers with just one photographer other than myself to witness it. After the excitement of seeing the 'Three Dales Railtour' it was a sad return to South Blyth to see the closure on May 28. This shed was once the home to dozens of J27s. There were now just two left, with No. 65879 being cleaned up by enthusiasts and appropriate headboard 'Farewell South Blyth Steam' fitted to mark the occasion. Its final working was wagon recovery from the demolition of the Woodburn branch. Such was the condition of the J27 fleet at Sunderland they were all sent for scrap in June 1967, except one – ex-York engine No. 65894. The marginally better J27s from Blyth – Nos. 65789, 65795, 65855, 65860, 65879, 65882, 65804, 65811 and 65892 – were transferred to Sunderland, the last outpost for the final days of operation of the J27s.

Royal train duty

Just two days later, on May 30, Jubilee No. 45562 *Alberta* was moved to York for Royal Train duty, taking the Duke of Edinburgh from York to Ripon. Watching this train depart York at

Remarkably, steam was still rostered for Royal Train duty so near the end of North East steam. Here, at 5.45am on May 30, 1967, LMS Jubilee 4-6-0 No. 45562 *Alberta* departs York for Ripon. MAURICE BURNS

NER J27 0-6-0 No. 65879 – built at Darlington in 1906, and the oldest of the class in working order after 60 years of work – became the last engine off South Blyth on the day the shed closed on May 28, 1967. It carries the appropriate headboard 'Farewell to South Blyth Steam'. MAURICE BURNS

Above: NER J27 0-6-0 No 65789 departs from Angerton with a demolition train on the Wansbeck Valley line to Morpeth on May 28, 1967, on the day South Blyth closed to steam. MAURICE BURNS

Above right: LNER K1 2-6-0 No. 62011, once allocated to Fort William, later saw much service in the North East. Here, in its final days of operation, it brings a coal train past the fine NER signalbox and gantry near Tyne Dock shed in August 1967. MAURICE BURNS

Left: Highly polished K1 No. 62005 departs from West Hartlepool with the empty stock of the SLS 'Three Dales Railtour' on May 20, 1967. MAURICE BURNS

Right: NER J27 0-6-0 No. 65882 climbs the 1-in-44 Seaton Bank with coal empties from Sunderland South Dock to South Hetton in August 1967. MAURICE BURNS

about 5.45am it seemed as if steam would last forever, but there were only three months to go. A sign of things to come was Gresley A4 Pacific No. 4498 *Sir Nigel Gresley,* ex-works from Crewe and painted in garter blue livery, sharing the roundhouse, now the NRM, with *Alberta*.

The 'Ashington Railtour' on June 10, 1967 saw *Alberta* on North East duty again on the ECML to Newcastle and Ashington, before passengers were treated to a tour of the Ashington NCB lines, hauled by 0-6-0T No. 39 and riding in vintage Furness and North Eastern carriages.

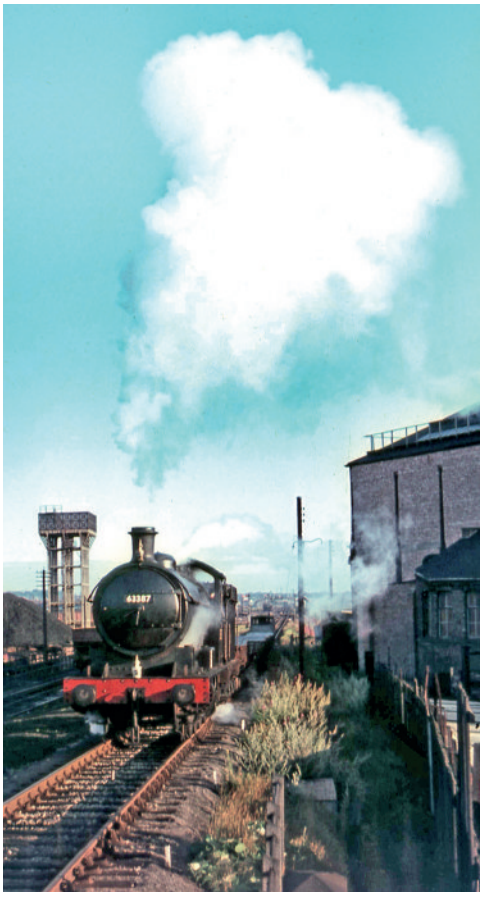
By July it was not sure how long steam would last. North Blyth still had some Ivatt 4MTs, Tyne Dock a few K1s, Sunderland WD 2-8-0s, six J27s, and now down to just one Q6 0-8-0 – No. 63395. West Hartlepool was little better with some Ivatt 4MTs, WDs and one Q6 – No. 63387. Despite the small quantity of engines they were still working as hard as ever, and enthusiasts were now descending on the North East from all over the UK.

Steam on BR had now totally finished on the Western, Southern and Scottish regions, where even comparatively new engines were being scrapped by the hundred, yet the North East had the last pre-Grouping engines on BR still at work. One engine, No. 65795, was working in July 1967 after an amazing 61 years' service.

Like many enthusiasts, in August 1967 I wanted to see the Jubilee on the Saturday relief 'Thames Clyde' over the Settle and Carlisle, but not miss out on the end of local steam. West Hartlepool's last Q6 – No. 63387 – was diagrammed to work a 6am West Hartlepool to Stockton steel train, and with a perfect forecast for one Saturday I spent the Friday night cleaning the engine. I was able to photograph the Q6 many times just after sunrise before driving over to Ribblehead to see No. 45593 *Kolhapur* in full sun as well. When on the S&C I remember telling friends of my morning's photography and they did not believe me!

In August it was announced that North Eastern steam would definitely finish on September 9, 1967.

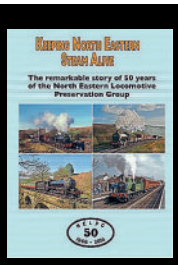
Enthusiasts would visit Tyne Dock to see the last K1s and West Hartlepool to see their last Q6, WDs and 4MTs, but North Blyth was largely forgotten because of just having a handful of 4MTs. Sunderland South Dock was without doubt the main destination, with workings to nearby collieries such as Silksworth, Hetton, Vane Tempest, Seaham and Easington. There was no let-up in the hard work these remaining engines did, still battling up 1-in-44 gradients. All the shed staff turned a blind eye to trespassing visitors and would gladly give footplate rides if asked.



Right: No. 63387, the last Q6 operating from West Hartlepool and the subject of overnight cleaning, catches the early morning sun on the North Shore branch. Empties were being taken from West Hartlepool to Stockton Malleable Ironworks on the north bank of the River Tees in August 1967. MAURICE BURNS

Immaculate NER Q6 0-8-0 No. 63395, Sunderland's last operational Q6, brings a loaded coal train from Hylton Colliery into Monkwearmouth on September 7, 1967. MAURICE BURNS

A surprise in the last three days of steam from Sunderland was a working to Consett steelworks. Highly polished WD 2-8-0 No. 90009 climbs through Beamish on the 1-in-40 grade with coal for the steelworks – the last steam to Consett – on September 7, 1967. MAURICE BURNS



The North Eastern Preservation Locomotive Group, owners of four unique surviving NER/LNER locomotives, produced a book – Keeping North Eastern Steam Alive – to celebrate its 50th anniversary last year. That has now sold out, but a limited number of copies of the inside story of NELPG are still available at WHSmith and some railway bookshops. Further information about NELPG is available from the secretary, Chris Lawson, 67 The Mount, York YO24 1AX.

Thursday, September 7 was the best day because it was a clear blue sky all day. To complicate matters, when I looked at the diagram working board, I could not believe it.

In addition to several J27s in action and No. 63395, WD 2-8-0 No. 90009 was diagrammed to travel with loaded wagons of coal to Consett steelworks on top of the Pennines up the gruelling 1-in-40 gradients though Beamish. On this day I wanted to be in several places at the same time! Many enthusiasts worked through the night cleaning every engine that was booked to work the next day. Sleep did not matter.

The day dawned with a beautiful sunrise, with the first pictures of J27 No. 65894 taken at 6am as it travelled south down the coast. A dash to Beamish saw the crew of No. 90009 make a fine exhaust as it climbed through Beamish with deafening noise. This was the last steam on the Tyne Dock to Consett line and only a few enthusiasts knew about it.

A drive back to Sunderland saw Q6 No. 63395 climb Seaton bank and visit Seaham colliery, while 65894 made many trips to Silksworth.

On Friday, September 8, we were not so lucky with the weather, but this would be the last J27 working on the evening to Silksworth. A suitable headboard was made 'Farewell to North East Steam' for the top bracket of 65894 and '1813 to 1967' on the bottom bracket. A large blue star

NER Q6 0-8-0 No. 63395 heads a load of coal through Hall Dene, Seaham, bound for Sunderland South Dock, on September 7, 1967. MAURICE BURNS

Above: The final steam working from Sunderland South Dock to Silksworth on September 8, 1967. NER J27 0-6-0 No. 65894, carrying a headboard 'North Eastern Steam Farewell' and blue star, climbs towards Silksworth Colliery for the last time. MAURICE BURNS

signifying the connection with Newcastle Brown Ale – a favourite beer at that time – was duly fitted to the smokebox spindle. The shed staff and footplate crews let enthusiasts do anything on the last day as they too knew the importance of the occasion.

The J27 No. 65894, already selected for preservation by NELPG, made one last charge of the bank to Silksworth Colliery, with the crew putting on a fine exhaust. It was hard to believe we were witnessing the end of coal wagons being moved by steam engines on the main lines of the once North Eastern Railway, formed in 1854 – 113 years earlier.

The very last working of a different kind was on Saturday, September 9, 1967 when there was to be one last steaming of K1 2-6-0 No. 62005. Clearances of GWR 4-6-0 No. 7029 *Clun Castle* to work the Gainsborough Model Railway Society 'Newcastle Rail Tour' into Newcastle were not sufficient, and the authorities decided the K1 would provide steam power from the King Edward bridge to Newcastle Central and take the stock to Heaton. Not to be outdone by the Castle, cleaners had made a fine job of No. 62005 that included painting a copper-capped chimney to outshine the Castle!

This final steam working brought to an end steam traction in the North East. In the next months and years that followed, NELPG was able, with steam enthusiast support, to save a J27 and Q6, while in time both a B1 and K1 were also saved from being scrapped.

Today, 50 years on from the end of BR steam in the North East, the loco sheds, coal mines and pit heaps are no more. We should never forget the men who strove so hard all those years ago to keep BR steam going and today's volunteers in the preservation movement who continue the effort to keep steam alive. HR

LNER K1 2-6-0 No. 62005 brings the empty stock of the Gainsborough Model Railway Society 'Newcastle Railtour' out of Newcastle on September 9, 1967 – the last day of steam working in the North East. MAURICE BURNS

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

Photographed from a Cessna 150 from 700ft, LNER A1 Pacific No. 60163 *Tornado* passes the Rushcutters pub and River Green leaving Thorpe Island, Norwich with UK Railtours' 'Easterling' from King's Cross to Great Yarmouth on August 28. MIKE PAGE

RITISH RAILWAYS
60163

Tornado to haul 'landmark' first 90mph trip in April 2018

EXCLUSIVE

By Robin Jones

APRIL 14 next year is the planned date when A1 Peppercorn Pacific No. 60613 *Tornado* will run its first public 90mph main line tour.

Following discussions between owner The A1 Steam Locomotive Trust, Network Rail and the trust's operator DB Cargo, the landmark trip will see *Tornado* head out from King's Cross on its way to York.

The trust's operations director Graeme Bunker-James confirmed the key report following the earlier test run had been received and demonstrated the locomotive can be operated safely at the higher speed. A1SLT covenantors were being advised of the good news, and tickets for the trip were about to go on sale as we closed for press.

As reported in issue 228, at 3.42am on Wednesday, April 12, *Tornado* reached 101mph during a 90mph proving run between Doncaster, Newcastle-upon-Tyne and Doncaster, with a group of invited guests on board a nine-coach train. As with other main line-registered steam locomotives, *Tornado* is currently limited to 75mph, but the trust wants to increase the maximum speed to 90mph to bring it in line with other trains on the network.

Monitoring the trial

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

During the test run, *Tornado* had to prove it could run at 10% above its desired maximum speed.

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

The tests showed the locomotive operated at 90mph for a sustained period and also achieved 101mph under these special conditions and running with clear signals.

Following the successful test run, the trust and its £3 million locomotive faced a series of certification processes before the first 90mph public trip could run. It was aimed to complete the certification by the end of this year.

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

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

21st-century solution

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

The trust is also aiming to develop its own rake of Mk. 3 coaches to run behind *Tornado* ,and eventually its other new-build project, the seventh Gresley P2 2-8-2 No. 2007 *Prince of Wales,* at high speeds.

Scottish Borders steam trips proving popular

By Cedric Johns

THE Scottish Railway Preservation Society's venture of running steam-hauled trains from Linlithgow though Fife to Edinburgh and along the Borders line to Tweedbank on August Sundays has paid off.

Latest reports from Bo'ness indicate trains were mostly full with passenger numbers within striking distance of the projected 1,500-1,600 stated in last month's Main Line News.

As also reported each train had a capacity of 420 seats and the first train departing on Sunday, August 6 only had eight seats unsold as we closed for press.

The trains are operated by West Coast and called at Dunfermline, Kirkcaldy, Dalgety Bay and Edinburgh Waverley after departing Linlithgow.

The first departure was worked by 'Black Five' No. 45407, the 4-6-0 covering for No. 44871 a week later on Sunday, August 13.

According to working reports, No. 44871 hauled the last two trains on Sunday, August 20 and 27.

Total mileage for each return trip amounted to 196 miles or 784 miles for the four departures.

On reaching Tweedbank, trains were diesel-hauled back as far as Newcraighall and turned on the Niddrie triangle to position the 4-6-0s smokebox first for the return journey.

An unconfirmed report indicated the venture returned a profit, the money being retained to assist maintenance and restoration of the society's locomotives and rolling stock.

As we closed for press spokesman Jim Patterson confirmed more than 1600 passengers travelled on the society's Borders trains.

He added: "We hope to repeat the programme next year."

LMS 'Black Five' 4-6-0 No. 44871 departs from Dunfermline with the SRPS Linlithgow to Tweedbank excursion on August 20. IAN LOTHIAN

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Photographer's double take on new canal bridge!

By Cedric Johns

TALKING about the restoration of bridge 99 located on the Kennet & Avon Canal and overlooking the Berks & Hants Line, railway photographer Tony Bartlett came up with the idea setting up a double take on the lineside as reproduced on this page.

"The Help for Heroes restoration of bridge 99 has been completed and is now available for use by the public", he said, adding that the area has been used unofficially for many years by lineside photographers because it provides a grandstand view of line as it climbs up the valley through Crofton to the summit at Savernake".

"The final touches include a flight of steps giving safe access to the viewing area plus an interpretation panel describing the history of the bridge"

"I was present on the site this morning Wednesday September 6 when the first steam train passed by which by coincidence, was the Down Belmond 'British Pullman' heading towards Bath and Bristol via Westbury that morning but with *Tornado* in charge instead of *Clan Line*. I took the opportunity to capture the moment - same train (illustrated on the history panel), same photographer, same camera, three years later than when I took the shot of the Pullman train being worked by *Clan Line*.

The fact that the A1 was heading the train was a positioning move, *Tornado* was travelling to Bristol prior to working the final 'Torbay Express, Sunday September 10.

On arrival at Temple Meads the A1 uncoupled allowing *Clan Line* - which had worked its final commitment on the 'Express' Sunday September 3 to take the 'British Pullman' back to Victoria...

On September 23, 4-6-0 No. 46100 *Royal Scot* headed the Pullman train around the Surrey Hills route in place of Clan Line which worked UK Railtours 'Atlantic Coast Express' from Waterloo to Exeter that same day.

Mention of lineside signs stirred memories of Southern days when a series of very large signs were positioned in fields alongside the Southampton-Bournemouth main line,

The signs, large landscape in size depicted a Merchant Navy 4-6-2 hauling a rake of green carriages.

The first two or three carried the slogan, 'You are approaching the Strong Country'

The remainder from Brockenhurst onwards stated 'You are in the Strong Country'.

In their day the signs were a clever way of advertising beers brewed by Strong & Company of Romsey now alas no more...

'Torbay Express' summertime passenger loadings steaming ahead

By Cedric Johns

WITH just two trips to go – September 3 and 10 – this year's 'Torbay Express' passenger loadings had already exceeded those recorded during last summer's trains.

The trains are run essentially as a limited number of Sundays-only trippers' specials between Bristol and Kingswear.

Pathfinder's general manager Peter Watts, whose Gloucestershire-based office acts as promoters and booking agents for Riviera Trains, believes that despite, or rather because of, the reduced value of the pound sterling overseas more and more people are spending leisure time and money in this country.

"Naturally we are pleased," he said, confirming *Clan Line* worked the penultimate 'Express' on Sunday, September 3, with *Tornado* ending the Torbay season on September 10.

The use of the two 4-6-2s also marked the end of Pathfinder's steam-hauled excursions for this year, but Peter added: "I am planning to increase the number of trains worked by steam next year."

During summertime

However, he prefers to run with steam during summertime rather than making homeward trips in the dark…

Pathfinder has two or three interesting trips lined up featuring heritage diesel haulage.

The first of these, 'The Caledonian', offers the sound of two Class 50s working between Crewe and Glasgow on Saturday October 7.

The train celebrates sister publication *The Railway Magazine's* 120th anniversary, the Golden Jubilee of the Class 50s and Diamond Jubilee of BR's 'Caledonian' and has been planned in collaboration with Pathfinder Tours (ticketing), Riviera Trains, GBRf.

The Class 50 Alliance starts from Euston behind electric traction, calling at Watford Junction, Milton Keynes Central, Rugby and Nuneaton.

From Crewe 'The Caledonian' will be worked forward to Glasgow via Shap and Carlisle and return by a Class 86/87 to Euston.

On Saturday, October 21 Pathfinder's 'Swanage Belle' heads for the Dorset coast with a Deltic in charge for what is almost certainly the first time a class 55 has worked over the Purbeck Line.

The 'Belle' begins its day out from Burton-on-Trent, making pick-up stops at Tamworth High Level, New Street, Stourbridge Junction, Droitwich, Worcester Shrub Hill, Cheltenham and Cam & Dursley for a Stroud road connection.

Heading south, No. 55009 *Alycidon* runs via Swindon, the train setting down at Bournemouth, Corfe Castle and Swanage.

Passengers alighting at Bournemouth have the option of reaching Swanage by public service bus crossing the water by the Sandbanks ferry.

Trans-Pennine Deltic

No details have yet been released for Pathfinder's final tour of the year on December 30, which again features No. 55009, the Deltic working the 'Trans-Pennine Deltic Lament' recalling the days when the 55s were rostered to work BR Newcastle to Liverpool services.

The much-delayed 'Western Farewell' – postponed because of the failure of one of *Western Champion's* Maybach engines – is still set to run in March next year.

More steam workings to Stratford-upon-Avon?

By Cedric Johns and Robin Jones

THE announcement that West Midlands Trains Limited (WMTL) has pledged to run more rush-hour commuter services between Stratford-upon-Avon and Birmingham has given rise to the possibilities of increasing steam working on the route.

The increase in the number of commuter trains is part of a £1 billion improvement plan set out by West Midlands Trains when it takes over the franchise from London Midland in December.

WMTL is a new joint venture between Dutch-based company Abellio and Japanese-based East Japan Railway Company and Mitsui & Company.

Local press suggested 'that more historic steam trains could run along the Stratford-on-Avon to Birmingham railway line…'

WMTL has confirmed it was a condition of its successful bid to the Department for Transport that it talked to Vintage Trains about more steam services.

A spokesman for West Midlands Trains was reported as saying: "Our bid commits us to working with Vintage Trains over the course of the franchise and in particular for regular services to Stratford from Snow Hill in the summer. We are keen to facilitate this as much as possible, including Saturdays".

Vintage Trains' commercial manager Ben Mason said: "It is a long-term vision for us to put more steam trains on the line.

"British people seem to love steam trains. When we are out on Sundays (with the 'Shakespeare Express') we see huge numbers of people who turn out to see the train go by.

"We've have had top-level talks with Abellio about this, but we need to fit into the timetable of course.

"They have committed to running more services along the Stratford line, but currently there is a bottleneck at Birmingham Snow Hill which needs to be addressed.

"We can't disrupt those day-to-day services so as soon as they (West Midlands) have confirmed their timetable we'll see how we can fit in."

Placing the Stratford business into perspective, Tyseley's chairman Michael Whitehouse said West Midlands Trains will be operating diesel units, and if there are additional steam runs, it will be Vintage Trains which will be the providers. Is it possible that extra 'Shakespeare Express' train might run on Saturdays? Only time will tell.

Michael said this summer's Shakespeare season – worked throughout by GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* – had produced record receipts.

GWR 4-6-0 No. 4965 *Rood Ashton Hall* is still waiting for gauging approval to be signed off by Network Rail hence the use of the Castle.

He also revealed that contrary to public opinion, Tyseley has yet to make an application for Train Operating Company status. "We have held discussions with the Office of Road & Rail but nothing more," he said.

Michael and Mark Gaskell, from Vintage Trains' development team, recently hosted representatives of Stratford-on-Avon District Council and the Gloucestershire Warwickshire Railway on the 'Shakespeare Express' to discuss aspects of mutual interest relating to the North Warwickshire Line, currently being marketed as the Shakespeare Line, and VT's parcel of land at the former GWR Stratford depot.

The group also discussed opportunities which would arise if the national railway network was ever extended from Stratford to Honeybourne, so creating the potential for a through route from Birmingham to Cheltenham Racecourse and a circular route through Worcester back to Birmingham for the 'Shakespeare Express.'

This exchange of information may prove useful to developing these concepts in future years in conjunction with both the Greater Birmingham Midlands Engine and Stratford's tourism strategies, which seek to connect such opportunities.

District council leader Chris Saint, who is also leader of the Conservative group on the local authority, said: "It was reassuring to hear that Vintage Trains has ambitious plans for the future that should guarantee extended steam activity in Stratford. That can only be welcome in a town that has the tourist credentials of Stratford-upon-Avon."

GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* passes Hatton North Junction with Vintage Trains' 'Shakespeare Express' on August 27. MARTIN CREESE

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Borders Railway an outstanding success

THE northern section of the Waverley Route – revived as the Borders Railway – has been declared an outstanding success in the two years since its 'heritage' official opening by the Queen.

VisitScotland said it had had a "massive impact" on the local economy and brought in new visitors, with an 8% increase in tourism in the Borders region.

A survey showed that 65% of visitors using the line said it had been a factor in their decision to make the trip.

Furthermore, it has been estimated 40,000 car journeys have been saved annually.

VisitScotland director of partnerships Riddell Graham said: "From the momentous reopening of the historic route by the Queen to this summer's unique steam train opportunity, the Borders Railway has well and truly captured the attention of the world's media".

Regular calls

Danny Cusick, director of tourism at Scottish Enterprise, said the railway was "fast becoming one of Scotland's most loved tourist attractions".

Campaigners have also made regular calls for the line to be extended beyond Tweedbank and on to Carlisle with connections to the south. A feasibility study, sponsored by the Scottish Government, is underway, and is expected to gain big public support.

It was on September 9, 2015, the Queen became the longest-reigning monarch in more than a millennium of British history, and she opened the £294 million railway, rolling back one of the biggest and most controversial closures of the Beeching era.

John Cameron's LNER A4 streamlined Pacific No. 60009 *Union of South Africa* – from the world's fastest class of steam locomotive – was rostered to haul the royal special over the 30 ½-mile line from Edinburgh Waverley to Tweedbank just south of Galashiels, the royal train largely comprising maroon BR Mk.1 stock supplied by the Scottish Railway Preservation Society, and stewarded by its volunteers.

The line between Tweedbank and the capital had been opened to the public three days before, on September 6. Since then, more than 2.6 million people have travelled over the 31-mile route.

Following the line's closure in 1969, the 98-mile former North British Railway Waverley Route became the subject of Britain's biggest preservation attempt.

A group was set up by several enthusiasts, including the late TV presenter Bob Symes-Schutzmann, under the banner of the Border Union Railway, formed to operate it using imported German Pacifics.

However, the scheme never got off the ground.

Carlisle City Council's Leader Coun Colin Glover recently held joint talks with the Campaign for Borders Rail, agreeing to stimulate economic growth through reinstatement of the railway between Carlisle, Tweedbank and Edinburgh.

The group successfully lobbied for the opening of the Borders Railway between Edinburgh and Tweedbank, and is working to have the line extended through Hawick to Carlisle

The meeting was chaired by the group's Allan McLean and it confirmed a joint desire to see the line form the backbone of the Borderlands Initiative, the central-Government-backed plan for cross-border economic development.

Hastings diesels to Mid Hants

By Cedric Johns

FOLLOWING on from its recent and successful trip to Cleethorpes, the Hastings Group's diesel-electric multiple-unit set makes its third outing of the year, breaking new ground en route to the Mid-Hants Railway at the end of this month.

The unique six-car set departs Warrior Square on Saturday, September 30 and after making its usual booked stops across Sussex and Kent to Tonbridge, calls at Redhill and Guildford then proceeds via Bentley to Alton.

Passing through the 'gate' at Alton the 'Alpine Sunset Tour' heads for Alresford via the 1-in-60 bank to Medstead & Four Marks.

During its four-hour stay the unit will make a round trip to Alton.

On the return journey the DEMU will make extra reversals at Ascot and Reading to add route variety.

Nicknamed 'The Alps' by steam crews because of its taxing gradients the railway was served by sister class 205 'Hampshire' units after steam was withdrawn from the Southern Region.

Busy South Devon works

By Cedric Johns

WHEN viewing glossy pictures of South Devon Railway trains running through sections of leafy Devon countryside it can be surprising to learn the railway's workshops contribute hugely to main line operations.

How so? A few words with engineering manager Rob Le Chavalier will reveal the size of the works activities.

"We have around one hundred wheelsets on our work in progress inventory," he said during a conversation with Main Line News.

The sets – all in line for overhaul or repair – are divided between Mk. I carriages and locomotives, taking in both those related to heritage railway and main line operations.

Notable main line locomotives receiving the South Devon touch include *Blue Peter, Britannia, Sir Nigel Gresley,* P2 *Prince of Wales* – Cartazzi truck – Didcot's new-build GWR 2-8-0 No. 4709, and the Urie Society's S15 No. 30506.

Then of course the boiler shop adds to the scope and importance of the railway's engineering capabilities…

Currently, the works employs 16 experienced engineers supported by 10 retired engineering volunteers, plus visiting students, some of whom are seeking to add practical experience to engineering studies, with others wanting to familiarise themselves with engineering language.

Overall the works is – and sounds – a busy place, providing practical answers to main line locomotive and carriage owners who have need to keep their respective wheels turning, and that's not to mention boilers and axleboxes. So, when eventually an engine like *Blue Peter* is returned to main line traffic think of the South Devon's engineering contribution.

Oliver Cromwell is back!

By Cedric Johns

BR 4-6-2 No. 70013 *Oliver Cromwell* made a welcome appearance heading a 'Cathedrals Express' down the South West Main Line on Tuesday, September 5.

The 'Brit' worked a Steam Dreams passenger trip to Salisbury, Sherborne and Yeovil Junction and was reported as putting up a cracking performance after its long lay-off from the action.

The 4-6-2 was looked after by a Yeovil Railway Centre volunteer crew, and was turned and watered before taking the 'Express' back to London Clapham Junction via Richmond, arriving six minutes early.

For enthusiasts interested in travelling behind the only 'Brit' on the main line, the 7P is in action on Tuesday, October 5 from West Brompton, Clapham Junction via Guilford and Eastleigh for Bournemouth, Corfe Castle and Swanage.

On Saturday, November 11 the 4-6-2 heads out of Oxford for Canterbury travelling via Bicester, Beaconsfield, Kensington Olympia. Passengers have the option of alighting at Canterbury or travelling on to Whitstable and Faversham. Both of these trains have been posted for 'Black Five' haulage – No. 45305 – but as this locomotive has been 'stopped' for maintenance recently it is more than likely the 'Brit' will act as standby engine.

Other pre-Christmas trips for Steam Dreams include Sunday, October 1, Paddington to the Severn Valley Railway, calling at Gerrards Cross and Banbury for Kidderminster. *Duchess of Sutherland* is booked for this trip.

Tuesday, October 10 sees *Duchess of Sutherland* working to Gloucester from Hanwell. The 'Cathedrals' starts from Southend East calling at Upminster, the 4-6-2 joining the train in west London.

Braunton enters the frame on Saturday, October 14 with a train from Paddington to Paignton and Kingswear, calling at Slough, Twyford, Reading, Hungerford, then down the Berks & Hants Line via Taunton and Exeter.

The Bulleid 4-6-2 was originally booked to join the train at Taunton following its stay on the West Somerset Railway.

It missed out because of repairs, but should be fit in time to relocated to Southall.

Who will be the next six-year operator of *Flying Scotsman?*

AN OPERATOR for *Flying Scotsman* for the next six years is being sought by owner the National Railway Museum.

Since Riley & Son E) Ltd of Bury completed the stalled overhaul of the A3 in January 2016, the firm has maintained it and operated it on the main line for a two-year period. The deal expires at the end of this year, and so under standard procedures, the NRM has offered the operator of No. 60103 for the next six years under a tender process.

The invitation to tender was published by the NRM's parent body the Science Museum Group on August 22 via the museum's electronic procurement tool.

It has also appeared on the public sector procurement website Contracts Finder: www.contractsfinder.service.gov.uk .

The contract will include an interim overhaul of the A3.

A museum spokesman said: "We will speak to a number of suppliers that tender for the opportunity once it has been published to encourage competition. We are unable to comment further as we have entered the formal tender process. However, we expect to be able to confirm the successful supplier in October. The new contract will begin in January 2018."

It is not known if Riley & Son has entered a bid.

Locomotive Services plans trial runs

By Cedric Johns

BIG news from Crewe!

Locomotive Services (TOC) Limited is planning the first of a series of trial trains to establish the logistics involved in operating its own excursion trains on the main line – although the exact date has not been established.

Peter Greenwood, speaking on behalf of Britain's new (third) train operating company, said "We now expect to run the first trial run around the second week of December.

"We must emphasise there will be a number of such runs in which we want to perfect the operation before we take fare-paying passengers with us, so none of these runs will have any seats available to the public."

Based on previous conversations it is expected the passenger rolling stock will comprise a rake of newly and expensively refurbished coaches finished in carmine and cream livery.

4-6-0 No. 46100 *Royal Scot* has been designated for rail tour duties, as previously reported.

Subject to planning, it is anticipated the first train(s) will be routed to North Wales via Chester.

Once the trials are run and evaluated during early next year, it is feasible that a number of tours will be publicised from possibly Easter onwards.

As recently mentioned initial destinations are Holyhead and Cardiff.

Turning to more every day matters 'Black Five' No. 45231 *The Sherwood Forester* is currently in the paint shop and is expected to move to Southall by early October.

Bullied 4-6-2 No. 34052 *Lord Dowding* aka *Braunton* missed its date with the West Somerset Railway's Scotsman event because of ongoing repairs, but is expected to be back in traffic by the end of September.

After working the Belmond 'British Pullman' on September 23 *Royal Scot* will return to Crewe in readiness for railtour trials on the North Wales coast line.

7P 4-6-2 No. 70000 *Britannia* continues its wait for new ball bearings to be delivered to the South Devon Railway's engineering workshops...

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Hindlow first with RTC

By Cedric Johns

A GLANCE though Railway Touring Company's new brochure reveals a groundbreaking double-headed steam tour in spring 2018.

One of the highlights of the 2018 programme will be the first steam train since the 1960s to traverse not only the newly reinstated Todmorden curve, but also the Hindlow freight line to the quarry in the heart of the Peak District.

The 'High Peak Explorer' on March 17 departs from Carnforth double-headed to run via Manchester Victoria and Chinley to Buxton.

The train will then be top-and-tailed over the remaining section of the LNWR's line to Ashbourne, running to the current limit of this freight-only line at Hindlow quarry on gradients up to 1-in-60.

At Brewery curve on the return, the train will avoid Manchester and follow the line through Rochdale to Todmorden to take the recently reinstated curve to join the Copy Pit line.

The brochure also features a number of interesting trips and locomotives planned to run before the inevitable pre-Christmas specials bring this year to a close.

On Sunday, October 8 for example *Oliver Cromwell* is booked to work 'The Peak Forester' from Norwich to Rowsley.

Passengers have the choice of getting off at Matlock or travelling on to Peak Rail's Rowsley North station.

By contrast RTC's 'Bognor Belle' heads for the Sussex seaside on Saturday, October 21.

Departing London Victoria the 'Belle' travels direct to the coast via East Croydon and Redhill and onwards on the Brighton Line. Calling at Three Bridges the train turns off along the coastal route via Lancing and Worthing to Bognor Regis.

On the return journey the train travels though Littlehampton via Ford before heading up the Mid Sussex Line to Horsham, returning to Victoria with a stop at Three Bridges. Motive power will be Bulleid 4-6-2 No. 34052 *Lord Dowding*.

On Saturday, October 28 'The Cotswold Venturer' works out of Paddington behind *Flying Scotsman* bound for Worcester.

Stopping at Slough, Reading and Didcot the 'Venturer' travels by way of the Cotswold Line and Evesham.

The route changes for the homeward run by joining the Midland Line at Abbots Wood Junction heading for Stroud and the Golden Valley, the twisting Sapperton bank giving the A3 something to bite on.

Its *Scotsman* again on Saturday, November 4, the 4-6-2 heading 'The Yorkshireman', starting out from Ealing Broadway.

Travelling around west London the train runs to York via Kettering, Harringworth and Melton Mowbray.

Scotsman gives way to diesel haulage for the journey back to London.

Have the last two main line vacuum-braked trains been sold?

By Phil Marsh

The last two Chiltern Railways Class 121 'bubblecars' run into Aylesbury for the last time on May 19. PHIL MARSH

MUCH was made when a series of DMUs were withdrawn from service in the Manchester area on December 31 2003, as they were the final example of vacuum-braked passenger trains in daily main line use in the UK.

However, that year, Chiltern Railways bought and completely overhauled, at a cost of hundreds of thousands of pounds each, two Class 121 single-carriage versions of the first-generation DMU known as 'bubblecars.'

These received safety approval to operate on the seven-mile single line between Aylesbury, where they were based, and Princes Risborough, at a maximum speed of 45mph.

However, after a decade of being used in the morning and evening peaks, they were withdrawn on May 19 because of a number of factors but mainly the cost of maintaining them had become uneconomical.

For the last few months of their Chiltern Railways' life, both examples, green-liveried No. 121034 and blue-liveried No. 121010, had to be 'nursed' to remain in service. This point was demonstrated on the final day when they worked in multiple for the first time.

They failed less than a mile from Aylesbury on the first trip, but Chiltern's fitters fixed the problem and kept them operating after a cancellation, to the end of the day.

Prohibitive cost

It is understood the wheel tyres had worn to the minimum thickness required for main line running and the cost of obtaining and fitting new ones was prohibitive.

These 65-seat capacity trains could also no longer cope with the growing volume of passengers, so after a decade of use they were withdrawn after being introduced in 1960, marking the end of regular daily vacuum-braked passenger trains in the UK. No. 121034 appeared at the September 2 Old Oak Common open day (see pages 86-89), making what might have been its final main line journey to and from the event – or was it?

Locomotive Services Ltd bought one earlier Chiltern Railways Class 121, and is thought to see use as a route-learning vehicle for the newest train operating company in the UK, meaning the class may still appear from time to time on the main line, albeit not carrying passengers.

Chiltern Railways has sold other Class 121s for up to £70,000 each when offered complete with the electronic safety equipment required on today's railways. Chiltern Railways declined to comment when asked if the last two had been sold.

An early sale – No, 121010 – was made to members at the Chinnor & Princes Risborough Railway. After several years of extensive restoration, it should be operating into Princes Risborough again in 2018 alongside former Bletchley-based No. 121023.

These will also be used for photography training days at the railway.

70-70 Day at Yeovil Junction

By Cedric Johns

Class 40 No. 40145 passes Colton Junction with the York to Carnforth leg of West Coast Railways' 'Scarborough Spa Express' on August 17. CHRIS GEE

SUNDAY, July 23 was designated 70-70 Day at Yeovil Junction when the railway centre celebrated the retention and operation of its 70ft main line turntable installed as new 70 years ago.

The railway centre saved the table from being scrapped along with the Down side of the station – built in 1860 when the LSWR extended its line from Salisbury to Exeter – and sidings by British Railways in the early 1990s.

Since then the turntable has proved to be a valuable asset to railtour promoters running trains to Salisbury, Sherborne and Weymouth.

This is borne out by the fact many well-known locomotives have visited the Yeovil Railway Centre. The line-up includes *Blue Peter, Flying Scotsman, Duke of Gloucester, King Edward I, Bittern, Princess Elizabeth, Britannia,* and the Southern is well represented by *Clan Line, Canadian Pacific, Bodmin, Taw Valley* (running as *Ottery St Mary*) *Braunton, and Tangmere.*

By coincidence, A4 *Union of South Africa* arrived for turning on July 23, the first time the 4-6-2 had visited Yeovil for years. According to local reports 'Number Nine' added to the numbers of enthusiasts keen to see an LNER A4.

More steam appeared in the railway centre's yard when BR 7P 4-6-2 No. 70013 *Oliver Cromwell* turned up on Tuesday, September 5 heading a 'Cathedrals Express' from London to Sherborne via Salisbury.

Unless new additions are announced, the last train to visit the junction will be a RTC pre-Christmas excursion to Salisbury, Sherborne and Yeovil on December 14, with motive power to be announced.

The history of the site – and the various 'tables installed – is sketchy, but retired relief signalman Eric Tyler, the driving force behind the creation of the centre as it has grown to this day, has provided some interesting details.

When the LSWR's original shed at Nine Elms was closed and relocated on a new site nearby, the former depot's turntable was sent to Yeovil and installed in 1864.

It was about that time that the Great Western Railway built a broad gauge, goods-only line from Yeovil Pen Mill – the Clifton Maybank Railway – terminating in the centre's yard to service its broad gauge exchange goods shed, which is now a visitor's attraction and cafeteria.

Meanwhile, Wiltshire county records office holds a plan dated 1877 referring to the Clifton Maybank turntable and track alterations. It confirms there were two previous 'tables on site before the current 70ft model.

In 1884 The LSWR gave approval for a new 50ft turntable suitable to replace the old Nine Elms installation. The new table was an Adams design (not the LSWR's chief engineer). It was hand-operated and capable of receiving engines up to 2-6-0 in size. The latest motor-driven installation was installed to handle Bulleid's Merchant Navy class of 4-6-2s as they were introduced in 1941.

The Yeovil Railway was formed when Eric Tyler called for a meeting of like-minded enthusiasts in 1993 at Sherborne.

The agenda was to safeguard the turntable and to provide watering facilities for use by main line specials as steam began to make more regular appearances on Southern metals.

The response at the meeting was to form a group, namely the South West Main Line Group, which became a company and then a registered charity as it is today.

Drive and enthusiasm by the initial volunteer members soon secured a lease on the turntable – and yard – ensuring its retention for future use.

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SR Merchant Navy Pacific No. 35028 *Clan Line* heads the 'Torbay Express' past Cogload Junction on August 20. STEPHEN GINN

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

By Don Benn

THIS time I am going to cover the work of two Pacifics recently returned to the main line – No. 35028 *Clan Line* and No. 70013 *Oliver Cromwell*.

Before I get to the work of *Clan Line* on the 'Torbay Express' I must lay a ghost which has arisen again among the large amount that has been written recently about the exploits of the Bulleid Pacifics in the last few years of steam. In the July issue of our sister journal *The Railway Magazine,* Keith Farr refers to an alleged 110mph run with *Clan Line* on December 14, 1966, two days after the 103mph exploit with the same engine, which I was on. The respected journal of the *Railway Performance Society* also covers the 110mph run in some detail. Unfortunately it was a complete fabrication as on that day the train concerned, the 5.30pm from Weymouth, was hauled by No. 35008 (I was on it) and was an ordinary run with a different driver to the one on the alleged high-speed exploit.

The source is said to be an Inspector H Andrews, though having talked to enginemen and others around at that time it appears that no such person existed and in any case no inspector would have tolerated such excess speeding while on the footplate. So this run can be consigned to folklore as simply untrue. I would be pleased to publish a retraction if anyone can prove me wrong.

So, to the 'Torbay Express' on Sunday, September 3. After a week of fine weather the forecast for that day was not very good and sure enough on our drive down to Bristol the rain started and it was to persist all day, sometimes being torrential, with an inevitable effect on locomotive performance, especially on the Down run. The stock of our 9.10am to Kingswear did not arrive until just after departure time so a late start was inevitable. As usual the train engine had to shunt its own stock and maybe this contributed to the delay.

The train of 11 coaches plus support coach, 12 in all, totalled 424 tons tare or around 460 tons gross, as it was completely full, picking up a few exiles from the 'Royal Duchy' to Par, which ran diesel-hauled throughout due to a paperwork problem with the booked engine No. 46100 *Royal Scot*. Our crew was Wayne Thompson, ably assisted by Tim Stedman, and with TI Tom Rees keeping an eye on matters. I didn't envy them on this cool, wet and windy day.

We got away just over six minutes late to our first stop at Yatton, newly introduced this year. After a steady start we topped the minor summit before Flax Bourton tunnel at 52mph and then ran up to 71.5mph before the first stop, having taken 17 minutes 40 seconds, a loss of nearly three minutes on the very optimistic 15-minute booking. So just over nine minutes late away for the short hop to Weston-Super-Mare to pick up more passengers.

I have shown in Table One the next stretch to Taunton alongside a run on the 'Torbay Express' on August 18, 2013, when Rebuilt Pacific No. 34046 *Braunton,* on 11 coaches for 430 tons, also had to contend with poor weather. Driver Graham Ward took things fairly steadily and almost equalled *Clan Line's* time without exceeding 71½mph. Wayne got *Clan Line* away well, but told me at Taunton that he could feel the engine just on the verge of slipping at around 50-55mph.

Despite this, and running into the teeth of a strong south-west wind, we were up to the maximum allowed speed by Highbridge and maintained this until the climb up to the top of the flyover at Cogload. From being 12 seconds behind *Braunton* at Highbridge we gradually overtook it until being 48 seconds ahead at Milepost 161, having got inside even time by Creech St Michael, 23.84 miles in 23 minutes 44 seconds.

The times were almost equal to the Taunton stop though as Wayne allowed the train to drift in slowly to ensure a smooth stop in the right place to take water as rail conditions were very poor. A normal finish would have produced a time of around 27½ minutes for the 26.65 miles. Even time on this section is quite difficult to achieve but has been done.

The next section is shown in Table Two and once again I have included the run with No. 34046 by way of comparison. Here, the extra power of the bigger engine showed throughout despite running in far worse conditions. The real test was the climb to Whiteball from the Taunton start and for me this is always the highlight of the day. *Braunton* was once again quicker away and stayed ahead as far as Milepost 167, after which *Clan Line* forged ahead.

The gradients from Taunton are adverse throughout

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No. 35028 brings the stock of the 'Torbay Express' into Bristol Temple Meads on September 3. DON BENN

to the top of the climb at Whiteball (Milepost 174), being fairly easy to Norton Fitzwarren, where No. 34046 was doing 46½mph (No. 35028, 47mph) then 1-in-369 to Victory Crossing, 50½ and 52½ mph, respectively, steepening to 1-in-203/174 to Poole Siding, speeds 46 and 51mph, with a slight easing for a short distance around Milepost 167. This is followed by 1-in-667/170 and a brief stretch of level to Wellington, where speeds were 49½ and 53 mph. Then starts the serious stuff with 1-in-90/86 to Beam Bridge, speeds 37½ and 41, and the final 1.14 miles of 1-in-86/80 to the tunnel entrance. Here, *Braunton* had dropped to 28mph and speed continued to fall to 27½ on the 1-in-127 to the tunnel exit, but recovered slightly at the summit when adjusted for our position in the train.

On our recent run, *Clan Line* was doing 34½mph at the tunnel entrance and then accelerated through the tunnel to surprise me with a speed of 38mph at the tunnel exit and 39mph at the top. This was excellent work in the circumstances and showed just how good No. 28 is now. It was very clever driving by Wayne, whose commentary on the way *Clan Line* was handled and performed is as follows:

"The railhead conditions were poor at best; it wasn't a day for breaking records for sure. I don't think I opened her up past 200psi all morning even though we were not short of steam at all. Just to give an example of how well the loco is performing at the moment the southbound climb of Whiteball was made with just 160psi in the steam chest, even though the boiler pressure was up around 240/245psi. Cut off was 35% until the speed started to drop off after Wellington (around 50mph). Then, keeping steam-chest pressure at 160psi, cut off to 40 and then 45% on the approach to the tunnel, speed was down to around 33mph at the tunnel, where I opened her up on the dryer rails in the tunnel (around 190psi), where she then accelerated up over the top. Basically, we only had her at just over half power and she romped up there, effortlessly."

Both trains sped down the long mainly downhill section to Cowley Bridge Junction, No. 35028 averaging 75.7mph over the 14 miles between mileposts 177 and 191. No. 34046 was checked before Cowley Bridge (a Southern train headed by an unconverted Bulleid off the North Cornwall line?) but No. 35028 had a clear run before being put through platform 6 at St Davids, very slowly passing the engineering possession at the junction beyond.

The running was then similar along past Exminster and Powderham and then by the ever lovely sea wall section, though *Clan Line* took this stretch at close to line speed. The sea was very rough here and it was just as well the tide was out otherwise our train would have got a soaking! Both engines did well on the 1-in-110 climb past Kingskerwell and both trains arrived at Paignton about a minute late. Net times were 72 minutes for *Braunton* and 69 minutes for *Clan Line,* very respectable for the 59.0 difficult miles from Taunton.

With the Paignton and Dartmouth Steam Railway crew now in charge No. 35028 handled the 1-in-71/60 climb to Churston very well, speed holding around 23mph before dropping to 18½ when the engine was eased for the speed restriction approaching and through the station. Final arrival at Kingswear was just over a minute late.

There really isn't much to do in a rainswept Kingswear and Dartmouth, and by the time I had crossed the Dart on the ferry and found somewhere to enjoy fish and chips I was soaked and my feet very wet, so I soon crossed back to find sanctuary in the train after watching No. 7827 standing in the sheets of rain for a while.

By the time we departed on the return 'Torbay Express' a couple of minutes early the rain and wind had eased somewhat, and when Steve Matthews and Matt Hunt took over things looked slightly more promising for a good run back. And so it proved, for Steve Matthews drove with some intent throughout, without ever working *Clan Line* really hard. They were helped somewhat by the trailing wind and the better conditions, though still wet.

I have shown the hill-climbing sections in Table Three in some detail for the aficionados of such matters and

TABLE ONE: WESTON-SUPER-MARE TO TAUNTON

Date	Sunday August 18, 2013					Sunday, September 3, 2017			
Train	09.15 Bristol Temple Meads to Kingswear					09.10 Bristol Temple Meads to Kingswear			
Engine	Rebuilt West Country class 4-6-2 No. 34046 *Braunton*					Rebuilt Merchant Navy class 4-6-2 No. 35028 *Clan Line*			
Load	11 coaches, 398 tons tare 430 tons gross					12 coaches, 424 tons tare 460 tons gross			
Driver	Graham Ward					Wayne Thompson			
Fireman	Not recorded					Tim Stedman			
Inspector	Not recorded					Tom Rees			
Recorder	Don Benn					Don Benn			
Position	8th coach					11th coach			
Weather	Cloudy with some rain, south-west wind					Heavy rain, strong south west wind			
	miles	**sched**	**mins**	**secs**	**speed**	**sched**	**mins**	**secs**	**speed**
Weston-super-Mare	0.00	0.00	00	00		0.00	00	00	
Uphill Junction	1.65	4.00	04	35	41	4.00	04	41	44
MP 141	4.57		07	51	61		08	02	59½
Brent Knoll	6.09		09	15	67		09	27	66
MP 144	7.57		10	34	70½		10	46	70
Highbridge	8.89		11	39	71½		11	51	73
MP 149	12.57		14	49	69		14	51	76
Bridgwater	15.18	18.00	17	00	70	18.00	16	52	76½/74½
MP 155	18.57		19	58	71½		19	35	76½
MP 157	20.57		21	41	68/66½		21	12	73/70
Cogload Junction	21.99	25.00	23	07	70½	25.00	22	28	74
Creech St Michael	23.84		24	27	68½		23	44	75
MP 161	24.57		25	14	60*		24	26	73½
Taunton East Junction	26.06		26	49	46*		25	48	37*
Taunton	26.65	31.00	28	29		31.00	28	27	
			* brakes or speed restriction			* brakes or speed restriction			

Left: *Clan Line* departs from Bristol Temple Meads with the 'Torbay Express' on September 3.
NEVILLE WELLINGS

TABLE TWO: TAUNTON TO PAIGNTON

Date	Sunday, August 18, 2013	Sunday, September 3, 2017
Train	09.15 Bristol Temple Meads to Kingswear	09.10 Bristol Temple Meads to Kingswear
Engine	Rebuilt West Country class 4-6-2 No.34046 *Braunton*	Rebuilt Merchant Navy class 4-6-2 No. 35028 *Clan Line*
Load	11 coaches, 398 tons tare 430 tons gross	12 coaches, 424 tons tare 460 tons gross
Driver	Graham Ward	Wayne Thompson
Fireman	Not recorded	Tim Stedman
Inspector	Not recorded	Tom Rees
Recorder	Don Benn	Don Benn
Position	8th coach	11th coach
Weather	Cloudy with some rain, south-west wind	Heavy rain, strong south-west wind

	miles	sched	mins	secs	speed	sched	mins	secs	speed
Taunton	0.00	0.00	00	00		0.00	00	00	
Silk Mills	1.20		04	19	42		04	32	40½
Norton Fitzwarren	1.85		05	05	46½		05	19	47
Victory XC	2.90		06	23	50½		06	34	52½
MP 167	3.84		07	32	49½/50½		07	39	53½
Poole Siding	5.84		10	01	46		09	55	51
Wellington	7.04		11	27	48/49½		11	16	53
MP 171	7.84		12	30	45		12	12	50
Beam Bridge	8.86		13	57	37½		13	33	41
MP 172½	9.34		14	47	33½		14	19	36½
Whiteball Tunnel In	10.00		16	04	28		15	27	34½
Whiteball Tunnel Out	10.62		17	23	27½		16	28	38
Summit (MP 174)	10.84	15.00	17	53	28+	15.00	16	48	39+
Burslecombe	11.59		19	02	49		17	43	57½
MP 176	12.84		20	20	66½		18	52	72½
Tiverton Parkway	14.16	18.00	21	27	70/69½	18.00	19	54	76½
MP 178	14.84		22	05	70½/72		20	27	77½/78½
Tiverton Junction	16.00	20.00	22	56	67½/66	20.00	21	12	74/76½
MP 180	16.84		23	49	69½		22	02	75½/79
Cullompton	18.17		24	54	73½		23	08	77½
MP 182	18.84		25	29	68½		23	35	76½
MP 184	20.84		27	12	70		25	12	73½
Hele	22.35		28	27	73		26	25	75/72½
Silverton	23.60		29	31	70½		27	27	75½
MP 188	24.84		30	32	74		28	24	76/77½
Stoke Canon	27.34		32	26	66/16* sigs		30	08	76
Cowley Bridge Jct	29.50	34.00	36	43	27½	33.00	32	14	53*
Exeter St Davids	30.75	35.30	39	05	31	37.00	36	47	7* sigs
Exeter St Thomas	31.67		40	41	42½		39	20	36
Exminster	35.54		44	32	70½		43	28	66½
Powderham	37.47		46	20	71		45	20	68½
Starcross	39.30		47	45	67		46	47	68
Dawlish Warren	41.35	47.30	49	42	60	50.00	48	36	66½
Dawlish	43.00	49.00	51	21	53/50½	52.00	50	11	57/54
Teignmouth	45.76	54.00	54	35	56	57.00	53	08	60
Bishopsteignton	47.85		56	49	60½/64		55	14	61½
Newton Abbot	50.90	60.00	61	35	16* sigs	63.00	58	50	33*
Aller Junction	51.91		63	32	39½		59	22	41
MP 216	52.85		64	48	45		61	39	48
Kingskerwell	53.21		65	12	43½		62	08	46
Summit (MP 218)	54.85		67	52	31½/38½		64	31	42+
Torre	55.97		69	47	33*/42		66	44	27*/29*
Torquay	56.86		71	05	39*		68	00	44/sigs*
Paignton	59.00	74.00	75	36		77.00	73	45	
		+ speed at front of train net time 72 minutes * brakes or speed restriction					+ speed at front of train net time 69 minutes * brakes or speed restriction		

it can be seen that right from the start at Paignton *Clan Line* was put hard at it, climbing the 1-in-55 from Torquay at a steady 23-24mph before attacking the final 1-in-73 after Torre with great gusto at a minimum of 27½mph. Thus having left Paignton nearly four minutes late we were not far off right time by Newton Abbot only to lose most of it on the tightly timed sea wall section.

Speed was just recovering when we caught adverse signals at Dawlish Warren, a check which cost about two minutes, and we were checked again at Exeter St Thomas, costing another two minutes. Not sure what causeed these checks as we had got in front of the Penzance HST at Newton Abbot.

After that we had a clear run to Taunton and Steve Matthews made the most of it turning in a virtuoso performance when least expected though much hoped for. Speed on the undulating but mainly uphill section to Hele gradually built up to just under 70mph and at Silverton the noise from up front increased as more steam was taken. On the rising gradients to Cullompton speed reached 72½mph and then the two miles of 1-in-155 to Milepost 180 dragged this back to 67½ before the mile of 1-in-324/207 down past Tiverton Junction enabled speed to rise to 73½ before the final assault on the 1-in-246/242/115 to the summit.

At the top of the 1-in-242 at Milepost 176 after Sampford Peverell we were still doing 71mph and now the decibels increased again as Steve gave *Clan Line* a bit more for the last two miles of 1-in-115 to get us over the top at a truly excellent 62mph minimum.

Our time from Exeter had only been 18 minutes 25 seconds, the fastest I have been able to find in recent years. (No. 60163, 18 minutes 43 seconds and No. 35028, 19 minutes 8 seconds).

But still the engine hadn't been worked full out as about 200 lbs of steam was being used with cut-off increased to 40% for those last two miles. Apparently, Steve was determined to get over the top at 60mph and he did that with something to spare. We then raced down the famous Wellington bank with brakes being used to control the speed, causing unnecessary brake wear which a modest lifting of the speed limit in these circumstances would avoid. Our time from Paignton had been four seconds under 69 minutes or 65 minutes net, one of the fastest on the 'Torbex'.

We were away again on time only to stop short of Taunton East Junction next to an HST. Clearly there was a problem which turned out to be a track circuit failure. After a few minutes the HST moved off and we followed after standing for nearly eight minutes. Speed recovered slowly but by Fordgate we were up to 75mph and averaged 75.5mph over the next 13 miles before slowing for Uphill Junction and the Weston stop arriving 13 late. Here, we were held for a late-running down train but the 10 minute station allowance enabled us to leave 10 minutes late for our Yatton stop, which seemed to be prolonged for no apparent reason.

Leaving 15 minutes late *Clan Line* gave us a final excellent effort reaching 62mph before falling to just 60mph on the 1-in- 200 to beyond Flax Bourton tunnel and then reaching 69½ at Long Ashton before arrival in Temple Meads 13 late. It had been a superb day of engine performance of the highest quality in conditions which varied from poor to atrocious. The engine crews and support staff plus all those in the 'Torbay Express' team deserve to be congratulated and thanked for their efforts.

Finally, after many years, I am able to report on the running of a 'Cathedrals Express' train, which as readers and friends will know I have avoided as the trading name of Steam Dreams no longer seemed to be appropriate. The occasion was the long-awaited return of BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* to the main line on September 5 when it

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No. 35028 is serviced by the support crew at Paignton on September 3. ALAN RAWLINGS

Tony Clare, founder member of the Merchant Navy Locomotive Preservation Society, with fireman Matt Hunt on *Clan Line* at Bristol Temple Meads. DON BENN

TABLE THREE: PAIGNTON TO TAUNTON

Date	Sunday, September 3, 2017
Train	16.50 Paignton to Bristol Temple Meads
Engine	Rebuilt Merchant Navy class 4-6-2 No. 35028 *Clan Line*
Load	12 coaches, 424 tons tare 460 tons gross
Driver	Steve Matthews
Fireman	Matt Hunt
Inspector	Geoff Ewans
Recorder	Don Benn
Position	2nd coach
Weather	Rain or drizzle, south-west wind

	miles	sched	mins	secs	speed
Paignton	0.00	0.00	00	00	
MP 211¼	0.90		03	44	23
MP 221	1.15		04	21	23
MP 220¾	1.40		04	57	24
Torquay	2.14		06	16	36/37½
Torre	3.03		07	52	27½/28½
MP 218¾	3.40		08	45	27½
Summit (MP 218½)	3.65		09	18	27½
MP 216	6.15		12	18	61½
Aller Junction	7.09		13	24	35*
Newton Abbot	8.10	18.00	14	54	42
Bishopsteignton	11.15		18	19	65½
Teignmouth	13.24	21.00	20	19	58/59½
Dawlish	16.00	24.00	23	20	51/55
Dawlish Warren	17.65	25.00	25	14	34* sigs
Starcross	19.70		28	18	50
Powderham	21.53		30	19	60½
Exminster	23.46		32	11	66½/68
Exeter St Thomas	27.33		38	06	23* sigs
Exeter St Davids	28.25	37.00	39	24	47
Cowley Bridge Jct	29.50	39.00	40	59	52
Stoke Canon	31.66		43	33	60
MP 188	34.16		45	42	66
Silverton	35.40		46	53	65½
Hele	36.65		47	51	69½
MP 184	38.16		49	25	70/71½
MP 182	40.16		51	07	72½
Cullompton	40.83		51	43	71½
MP 180	42.16		52	49	67½
Tiverton Junction	43.00	52.00	53	29	68½
MP 178½	43.66		54	07	72½/73½
Tiverton Parkway	44.84	54.00	54	52	73
MP 176	46.16		55	59	71
MP 175½	46.66		56	26	67½
MP 175	47.16		56	53	66
Burslecombe	47.41		57	06	64
Summit (MP 174)	48.16	58.00	57	49	62
Whiteball Tunnel In	48.38		58	02	63
Beam Bridge	50.14		59	33	78
Wellington	51.96		60	59	76*/79
Poole Siding	53.16		61	54	75*/76½
Bradford-on-Tone XC	54.51		62	58	75½
Victory XC	56.10		64	15	72
Norton Fitzwarren	57.15	67.00	65	08	62*
Silk Mills	57.80		65	48	43*
Taunton	59.00	70.00	68	56	

net time 65 minutes
* brakes or speed restriction

TABLE FOUR: BASINGSTOKE TO SALISBURY

Date	Tuesday, September 5, 2017
Train	09.43 Victoria to Yeovil Junction
Loco	Britannia class 4-6-2 No. 70013 *Oliver Cromwell*
Load	10 coaches, 340½ tons tare 365 tons gross
Driver	Pete Roberts
Fireman	Craig Stinchcombe
Recorder	Don Benn
Position	9th coach
Weather	Drizzle

	miles	sched	mins	secs	speed
Basingstoke	0.00	0.00	00	00	
MP 49	1.25		03	23	36½
Worting Junction	2.49	4.00	05	15	42½
MP 51	3.25		06	16	46
Oakley	4.60		07	43	55½/58
MP 53½	5.75		09	03	56½
Overton	7.74	10.00	10	57	68
MP 58	10.25		13	05	73/74½
Whitchurch	11.36	13.30	13	59	72/70
Hurstbourne	13.25		15	38	73
MP 62½	14.75		16	54	65/68½
Andover	18.51	21.30	20	12	67½
Red Post Jct	19.82		21	25	64½
MP 68¾	21.00		22	30	71½
MP 70	22.25		23	33	69½
MP 71	23.25		24	25	67½
MP 72	24.25		25	20	64
Grateley	24.86	28.00	25	53	63
MP 73¼	25.50		26	32	62
Allington	27.75		28	37	68
Porton	30.25		30	42	74½
MP 80	32.25		32	20	73/34* sigs
Tunnel Junction	34.65	38.00	35	50	36
Salisbury	35.79	41.00	38	48	

net time 38¼ minutes
*brakes or speed restriction

On its first main line run for nearly three years: BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* brings Steam Dreams' Victoria to Yeovil Junction 'Cathedrals Express' into Basingstoke on September 5. The engine's boiler certificate is due to expire next year. DON BENN

hauled the 9.43am Victoria to Yeovil Junction.

I had made enquiries at the Steam Dreams office regarding the chances of a diesel-free run and they assured me it would be and I could turn up and pay on the train if I wished. However, judging by past events and word on the street and on Nat Pres, I doubted it would be diesel-free so asked the office if they could let me know the situation after the train had left Victoria but before I had to leave home to get to Basingstoke to pick up the train.

They duly emailed me to confirm no diesel on the back so I swiftly grabbed my GPS, notebook and camera and dashed out to catch a train to Basingstoke, where I photographed No. 70013 arriving with the familiar figure of Pete Roberts driving. The only standard class coach was full, but the steward kindly sat me in the almost empty first class coach next to it.

Pete took No. 70013 in fine style but eased quite early for the downhill section to Andover, though not short of steam. This was redeemed by an excellent climb to Grateley, where Pete was using 27% cut off and about three quarters regulator. From just 67½mph at Andover and 64½ at Redpost Junction the noise from up front indicated *Oliver Cromwell* had now been opened up somewhat and speed only fell from 71½ in the dip to 62 at the summit of the 1-in-165 just after Grateley.

Table Four shows the full details and the actual time of 38 minutes 48 seconds showed a gain of just over two minutes on the tight 41-minute booking for the 35.79 miles. On the day, Steam Dreams really came good with special thanks to their office and train steward.

I must conclude with a couple of corrections to earlier columns. My correspondent Andy James has pointed out the EDBH figure I gave for the down 'Atlantic Coast Express' on February 29, 1964 in Issue 230 at 2,200 looked too high. Sure enough when I looked again at the spreadsheet I discovered I had made an error and the correct figure should have been 1,810 EDBH or 2,000 Indicated Horsepower (IHP).

Dave Pawson has looked at my figure for *Clan Line* climbing to Semley on July 9 (*HR* 231) and thinks this should be nearer 1,730 EDBH (1,900 IHP) rather than my figure of 1,650 EDBH. Both outputs are very high without either engine being really extended. HR

MAIN LINE ITINERARY

LNER A4 Pacific No. 60009 *Union of South Africa* passes Lymington Junction with the Railway Touring Company's 'Dorset Coast Express' to Weymouth on August 16. ALAN HOLDING

September

SAT 23: 'Atlantic Coast Express'
Waterloo, Salisbury, Exeter and return via Taunton.
Steam hauled throughout.
Loco: No. 35028 *Clan Line*. UKRT

SAT 23: 'Surrey Hills Luncheon'
Victoria, Guildford, Redhill, Victoria.
Steam hauled throughout.
Loco: No. 46100 *Royal Scot*. BEL

SAT 23: 'Yorkshireman'
Scarborough, Victoria, Corby, York and return.
Steam hauled: Victoria, York.
Loco: No. 60009 *Union of South Africa*. RTC

SAT 23: 'Cathedrals Express'
Faversham, Salisbury and return.
Steam hauled throughout.
Loco: No. 46233 *Duchess of Sutherland*. SD

TUES 26: 'Cathedrals Express'
West Ruislip, Kingswear and return.
Steam hauled: Taunton, Kingswear and return.
Loco: No. 34046 *Braunton*. SD

SAT 30: 'Lune Rivers Trust'
Carnforth, York and return.
Steam hauled throughout.
Loco: No. 45690 *Leander*, 45699 *Galatea*, or 48151. WCR

SAT 30: 'Shropshire Express'
Tyseley, Crewe, Chester and return via Wrexham.
Steam hauled throughout.
Loco: No. 5043 *Earl of Mount Edgcumbe*. VT

SAT 30: 'Cumbrian Coast Express'
Euston, Shap, Carlisle and return via Whitehaven.
Steam hauled: Carnforth, Carlisle and return.
Loco: No. 45690 *Leander* or 45699 *Galatea*. SD

Tour Promoters

BEL	Belmond Pullman 0845 077 2222	**UKRT**	UK Railtours 01438 715050
RTC	Railway Touring Company 01553 661500	**VT**	Vintage Trains 0121 708 4960
SD	Steam Dreams 01483 209888	**WCR**	West Coast Railways 01524 737751

October

THUR 5: 'Cathedrals Express'
West Brompton, Haslemere, Swanage and return.
Steam hauled: West Brompton, Swanage and Eastleigh, West Brompton.
Loco: No. 70013 *Oliver Cromwell*. SD

SAT 7: 'Tees-Tyne Express'
Dorridge, Sheffield, Newcastle and return.
Steam hauled: Derby, Newcastle and return.
Loco: No. 60163 *Tornado*. UKRT

SUN 8: 'Peak Forester'
Norwich, Stamford, Rowsley and return.
Steam hauled throughout.
Loco: No. 70013 *Oliver Cromwell*. RTC

TUES 10: 'Cathedrals Express'
Southend, Gloucester and return.
Steam hauled: Hanwell, Gloucester and return.
Loco: No. 46233 *Duchess of Sutherland*. SD

SAT 14: 'Surrey Hills Luncheon'
Victoria, Guildford, Redhill, Victoria.
Steam hauled throughout.
Loco: No. 35028 *Clan Line*. BEL

SAT 14: 'Cumbrian Mountain Express'
Euston, Shap, Carlisle and return via Settle.
Steam hauled: Carnforth, Carlisle, Farington.
Loco: No. 45690 *Leander*, 45699 *Galatea* or 46233 *Duchess of Sutherland*. SD

SAT 14: 'Cathedrals Express'
Paddington, Kingswear and return.
Steam hauled: Taunton, Kingswear and return.
Loco: No. 34046 *Braunton*. SD

SAT 14: 'Cotswold Express'
Tyseley, Worcester, Swindon, Oxford, Evesham, Tyseley.
Steam hauled throughout.
Loco: No. 5043 *Earl of Mount Edgcumbe*. VT

WED 18: 'Cathedrals Express'
Peterborough, York and return and Ely, Norwich.
Steam hauled: York, Peterborough and Ely, Norwich.
Loco: No. 60103 *Flying Scotsman*. SD

Regular Steam

DAILY except Oct W/Es: 'The Jacobite'
Fort William, Mallaig and return.
Steam hauled throughout.
Loco: No. 44871, 45212, 45407 or 62005. WCR

The information in this list was correct at the time of going to press.
We strongly advise you confirm details of a particular trip with the promoter concerned.

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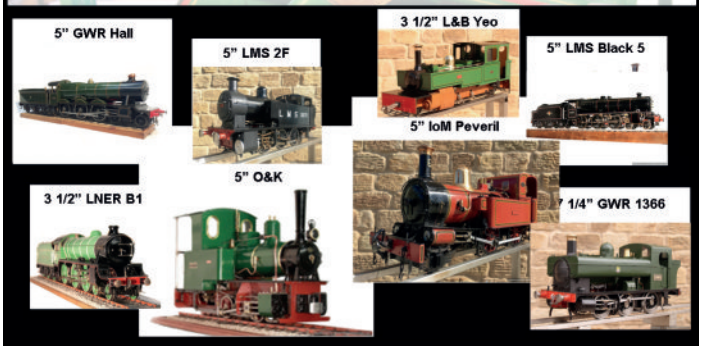

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For details go to our website www.gnrauctions.co.uk or email davidrobinson17@btconnect.com or David on 0161 487 2702, 07802 553880

Deltic *Meld* powers on past Class 47 to lead at Newark

A WORKSPLATE from Deltic D9003 *Meld* led a diesel one-two at Talisman's August 12 sale at Newark, selling for £5500. The Class 55 was built by English Electric in 1960 and after strutting its stuff on the East Coast Main Line it was withdrawn as No. 55003 in December 1980 and cut up at Doncaster three months later.

Behind at £4200 came nameplate *Atlas* from D1667/47082, which emerged to traffic from Crewe in 1965 and was named in June 1966. Third up was an LNER seatback nameplate from Nottingham Victoria station that opened in 1900 and closed in 1967 (£2100), shadowed by a pair of Hudswell Clarke 1961 worksplates from an industrial diesel that was sold as a single lot (£1550).

A bid of £1400 secured a Midland & Great Northern Joint Railway ex-Holbeach handlamp, and an early Great Northern Railway single line tablet went to a new home for £1250. This item, from the Stamford-Essendine branch, came in the form of a double-sided lozenge-shaped tablet lettered 'Go on to Stamford' and 'Go on to Essendine' that slotted onto a bracket in the locomotive cab.

Jointly at £1050 each were the nameboard from the quaintly-named Maud Foster signalbox on the East Lincolnshire line north-east of Boston (opened by the GNR in 1877 and taken out of use in 1985), and a Great Eastern Railway police force helmet plate, while a 1928 LNER works numberplate from Class D49 4-4-0 No. 62719 *Peebles-shire* was close to four figures at £900.

The prices exclude the buyer's premium of 10% (+ VAT).

Talisman's Roger Phipps said: "There was a good attendance considering we were deep into the holiday season. The successful bidder of the Deltic worksplate was bidding poolside in Greece, so he had a nice holiday present, and indeed the locomotive items generally sold very well.

"Lincolnshire items and those from the MGNJR held up traditionally well, posters also did particularly well, and signalbox nameboards sold strongly."

Are you sitting comfortably?

A PAIR of Pullman car chairs were the top realisations at a Great Central general railwayana auction on August 5, selling for £640 and £620, followed at £400 by an untitled GWR 'beware of trains' cast-iron sign.

A BR Eastern Region double-sided station direction sign went for £390, and a bid of £370 secured a dismantled, but complete, platform seat from Wilmcote station, north of Stratford-upon-Avon on the line to Birmingham Snow Hill. The station, which is still open, dates from 1908, and replaced another nearby opened in 1860 on the Stratford-Hatton branch.

The sale, at The Warriner School in Bloxham, comprised more than 1000 lots, all sold with no reserve, commission, or telephone bids. The prices quoted exclude the buyer's premium of 15% (+ VAT).

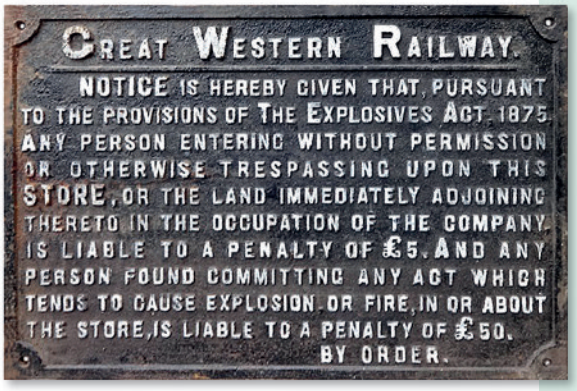
Get in touch
editor@heritagerailway.co.uk

Beyer worksplates aim to have their day in the spotlight

WHILE an LMS Jubilee nameplate may feel it has the right to be the star lot at David Lewis's auction at Crewe on October 14, a collection of Beyer Peacock worksplates may feel confident of at least sharing the spotlight.

The nameplate is *Amethyst* from No. 45700, built at Crewe in April 1936 and withdrawn from Warrington Dallam (8B) on July 1964. The 4-6-0 was originally named *Britannia*, but this was purloined by BR for its new Standard Pacific No. 70000 in February 1951, leaving No. 45700 to have the ignominy of running unnamed until the following September, when it was named *Amethyst*, which had been a Royal Navy favourite name since 1793.

The Beyer worksplates include works number 6675 from LMS No. 47994, a 2-6-6-2T Garratt built in November 1930 and withdrawn from Chesterfield's Hasland shed (18C) in March 1958, the last of the 33 in the class to be taken out of service. Another BR locomotive to feature in the collection is Great Central Railway Class 8H/LNER S1 0-8-4T No. 69902, built at Gorton (works No. 5004) in January 1908 and withdrawn from Doncaster (36A) in January 1956.



Three others are, chronologically, from Seacombe Hoylake & Deeside Railway 0-4-4T No. 6, built in 1887 (works No. 2827), 0-4-2T engine *Dennis*, built for the 2ft 4½in gauge Glyn Valley Tramway in north-east Wales (works No. 2970) in 1889 – one of the line's original two locomotives – and 0-6-2T *Woodside*, built in 1931 (works No. 7628) for Shipley Collieries of Derby.

A stop valve sign from the Oldham Ashton & Guide Bridge Junction Railway, opened in 1861, will also be going under the hammer, as will a GWR explosives factory cast-iron sign which was located at a site in Penrhyndeudraeth, Gwynedd, and is believed to be one of only two surviving examples.

The factory, which supplied the mining and quarry industries, played a part in the First World War producing thousands of tons of munitions. The site was cleared in 1997 and is now a nature reserve, a role far removed from its earliest days of explosives production.

Of rather more modern vintage is the chimney cowling from Gresley A4 Pacific No. 60024 *Kingfisher*, one of the last two in the class to be withdrawn, in September 1966. The auction, at Crewe Heritage Centre, starts at 10.30am, and includes such regular features as a free Routemaster bus service from Crewe station and live steam.

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Badge of honour as regiment marches into Poynton sale

THE LMS is set to take centre stage ahead of the other Big Four railway companies at Great Northern Railwayana's auction on October 7, when *Royal Irish Fusilier,* with its regimental badge from No. 46123 will be going under the hammer. The Royal Scot was built by the North British Loco Co in Glasgow in November 1927 and withdrawn from Carlisle Upperby (12B) exactly 35 years later, in November 1962.

The head of a family steam locomotive dynasty, Patrick Stirling, may also be in the sights of nameplate collectors at the auction. The Scot, whose name was carried by LNER Peppercorn A1 No. 60119, was locomotive superintendent of the Glasgow & South Western Railway from 1853-66 and subsequently of the Great Northern Railway 1866-95.

His younger brother James succeeded him as loco superintendent of the GSWR in 1866 before moving to the South Eastern Railway in a similar role in 1878, retiring in 1898. In addition, one of Patrick's sons, Matthew, was locomotive superintendent of the Hull & Barnsley Railway from 1885-1922. Thus, during the decade 1885-95, dad Patrick was loco superintendent of the GNR, brother James loco superintendent of the SER, and son Matthew likewise at the HBR. I wonder what they talked about over dinner!

But just to show that this talented family had more than steam in its blood, another son, Patrick Jnr, played for Doncaster Rovers FC and was also a mayor of the town. Patrick senior died in 1895 at the age of 75, while the locomotive that carried his name was built by BR at Doncaster in November 1948 to the design of one of his successors, Arthur Peppercorn, and withdrawn from Doncaster (36A) in May 1964.

The nameplate was presented to the vendor's husband by colleagues who worked in the BR offices at King's Cross, and is the only one of the pair from No. 60119 in private hands, as the other is in the NRM. Coincidentally, the Royal Scot plate that is also going under the hammer at the auction is also the only one of the two off No. 46123 in a private collection, the other being in the regimental museum at Armagh.

A trio of other nameplates comprises GWR pair *Shirburn Castle* from 1934-built No. 5030 and *Longford Grange* from 1939-built No. 6878, and *Robert Blake,* carried by SR Lord Nelson class No. 30855, built at Eastleigh in October 1928 and named after one of England's most successful admirals, who is regarded as the father of the Royal Navy.

Other items due to go under the hammer include an LNER prewar carriage board from 'The Aberdonian' and a Queen Victoria golden jubilee medal presented by the LNWR to the town of Crewe in 1887 featuring the 3000th locomotive built at the works, a 2-4-2T. The medal bears the name of Sir Richard Moon, the company's chairman from 1861-91.

Among the posters is an LNER example promoting Ipswich, and there is also an LNER Doncaster 1928 fully-engraved worksplate from N7 0-6-2T No. 69730. The auction, at Poynton Leisure Centre, starts at 10.30am.

Victorian 2d-a-mile ticket could fetch four figures

A 170-year-old ticket for a train journey of three miles that cost 6d (2½p), has been estimated at up to four figures when it goes under the hammer at a Paddington Ticket Auctions sale in central London on October 21.

Although it is monogrammed Y&NM – York & North Midland Railway – on the back, it was issued to a passenger at the Newcastle & Darlington Junction Railway station of Leamside, for a 3rd class single journey to Durham.

Paddington Ticket Auctions director Chris Dickerson speculated that the apparent anomaly was down to Thomas Edmondson, who printed the front of the ticket and probably took it from old stock when supplying it to the NDJR. "The ticket was security printed by De La Rue with the Y&NM monogram on the back, before Edmondson printed the front," he said.

The year is not printed on the ticket, but Chris has estimated it as being issued about 1845, a year after Leamside station opened. It is believed to have come from the estate of John Marley (1823-91), a wealthy mine owner who was president of the North of England Institute of Mining & Mechanical Engineers and a surveyor for the Stockton & Darlington Railway.

Chris, who has run the auction house with Brian Moakes for 25 years, said the historic ticket compared with an 1842 London & Birmingham Railway example that realised £2400 at one of its previous sales.

The York & North Midland Railway started operations in 1839 and in July 1854 it merged with the Leeds Northern and York, Newcastle & Berwick railways to form the North Eastern Railway. The auction is at the Royal National Hotel, Russell Square, and starts at 11am.

Timely success at auction for GWR Swansea depot clock

THE TOP railwayana realisation at a Lacy Scott & Knight toys and collectors' models sale at Bury St Edmunds on August 12 was £1450 for a GWR ex-Swansea eastern depot clock that carried a label on the back recording its last repair at Reading signals and telecom department in March 1970.

This price was eclipsed by the leading model price of £2700 for a gauge one (1¾in) live steam A4 No. 60027 *Merlin* made by Aster of Japan. Next up in this category was another gauge one live steam model, of LMS 'Black Five' No. 45156 *Ayrshire Yeomanry,* which went for £920. Prices exclude buyer's premium of 20% (+ VAT).

***A late 19th-century tinplate train set made for the London department store Gamages sold for £2300 at a David Duggleby of Scarborough railwayana and model trains auction on August 12. The set, in its original wooden box, comprised an LSWR 0-4-0 loco made by Marklin and three coaches with track made by another German company, Bing. The realisation excludes buyer's premium of 17½% (+ VAT).**

The London department store Gamages was founded by the son of a Herefordshire farmer in 1878 and closed in 1972. At its peak its vast selection of toys and models was a magnet for youngsters and its catalogues were in great demand.

→TWO 00-gauge models of early 20th century southern railway companies' express locomotives, both of which survived into BR ownership, were the top sellers in the model trains section of a Vectis sale at Thornaby on August 18.

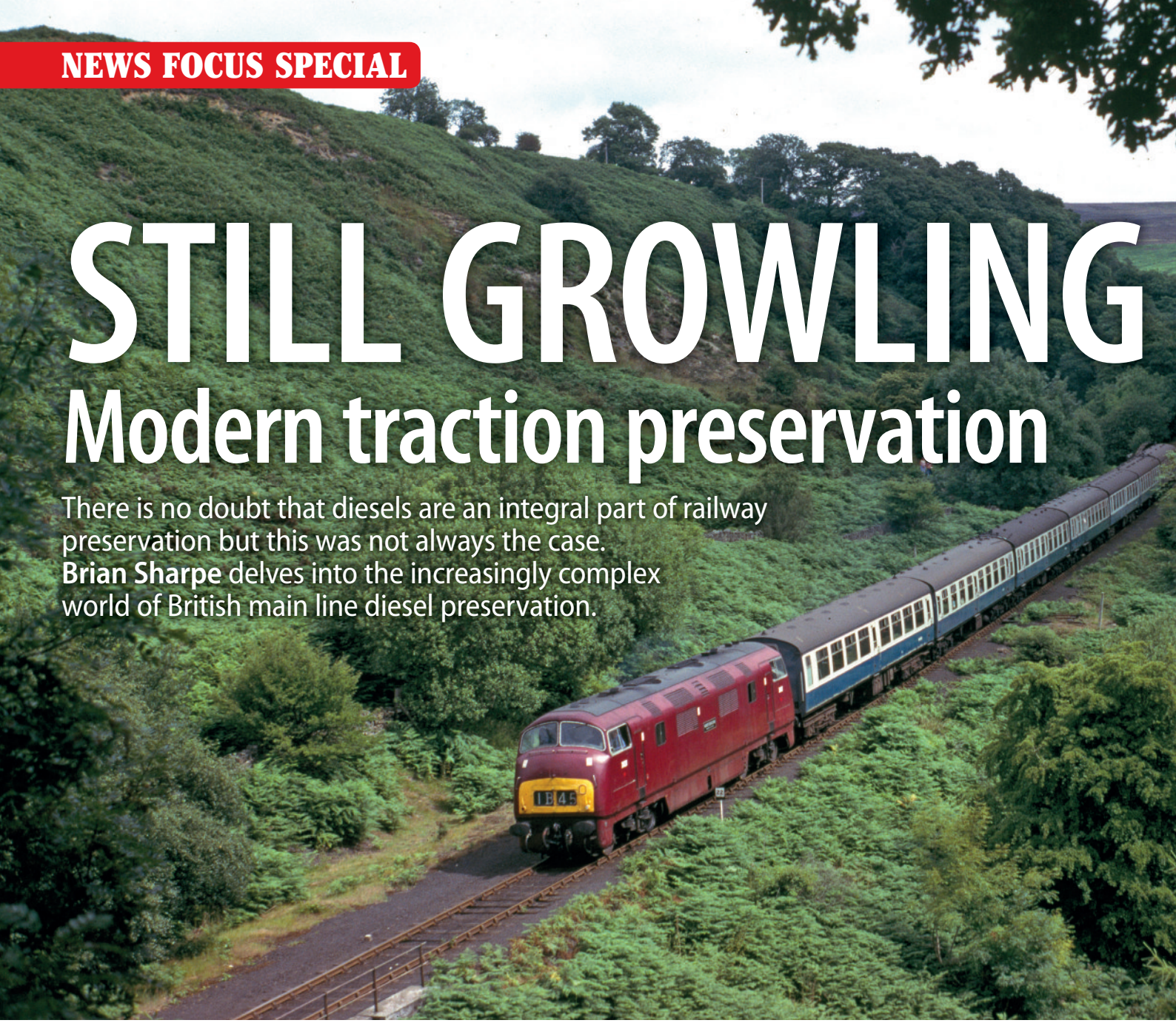
They were LSWR Class T14 'Paddlebox' 4-6-0 No. 461 by Nu-Cast (£500), and SECR Class E 4-4-0 No. 163 by Wills Kits (£420). The prices exclude buyer's premium of 20% (+ VAT).

No. 461 was built at Eastleigh in March 1912 to the design of Dugald Drummond and withdrawn as No. 30461 in June 1951, while the Harry Wainwright-designed No. 163 emerged from Ashford in April 1909 and was condemned as No. 31163 in May 1949.

STILL GROWLING

Modern traction preservation

There is no doubt that diesels are an integral part of railway preservation but this was not always the case. **Brian Sharpe** delves into the increasingly complex world of British main line diesel preservation.



On May 24, 1973, WR Warship B-B diesel-hydraulic D821 *Greyhound* became the first BR main line diesel locomotive to be purchased privately for preservation. The group that bought it had actually asked BR for North British Class 22 D6319, but it was scrapped by mistake and BR offered one of the last four surviving Warships instead.

When BR published its Modernisation Plan in 1955, the replacement of steam by diesel traction was only one part of the overall plan. Dieselisation was carried out very hastily with far too many engines of totally unproven designs being ordered. Many of the early diesel classes never did work reliably and did not last long, but where the plan fell down in respect of motive power was that diesels were designed to simply replace steam engines of the same size and power on the duties they were currently performing. There was little attempt to predict how railway operations would develop.

So the first diesels to be ordered in quantity were Type 1 1000hp Bo-Bos that were expected to replace 2MT 2-6-0s on branch pick-up goods trains. With a cab only at one end, they even looked a bit like steam engines and did not have train heating boilers so they were of no use on passenger trains in winter. Pick-up goods trains had virtually disappeared within 10 years, as had most of the branch lines and BR was left with 227 of the English Electric Type 1s, the only ones that had proved anything like reliable, while similar engines from other manufacturers had been scrapped fairly quickly.

The Type 1s found themselves permanently coupled nose-to-nose hauling loose-coupled coal trains, particularly in the Midlands. This was not what they were designed for and it must have been an expensive way of operating such trains when a single higher-powered engine would have sufficed.

Meanwhile, steam was in rapid retreat and enthusiasts had little affection for the machines that were replacing steam engines. But times were to change…

Shunting and works trains

Diesel preservation was nothing new and had started in the early days of narrow gauge preservation with various ancient petrol and diesel-powered units for shunting and works trains followed by most standard gauge heritage lines making use of industrial shunters and the later acquisition of more powerful BR shunters for such jobs. GWR railcars and BR railbuses and DMU sets were also being purchased for heritage line use. Main line diesel locomotives were a different matter.

Greyhound was worthy of preservation for its own historical merit and there was always the intention that it was for active service. The attitude to diesel preservation had never been quite the same as it was for steam. It is now universally agreed that the most significant diesel locomotive historically was the LMS No. 10000, the first successful main line diesel in Britain, but this was not included in the list of historical relics published by the British Transport Commission in 1960. Despite lasting in service until 1966, it was scrapped. Its sister No. 10001 lasted a little longer and spent a considerable time in store, during which time there was an attempt at private preservation but this was met with little enthusiasm and was unsuccessful.

The prototype *Deltic* had been presented by its builders, English-Electric, to the Science Museum, becoming the first of several diesel locomotives in the National Collection.

BR's first-generation diesel classes were a mixed bunch and some were quite quickly rendered extinct with no thought that an example ought to be preserved. The WR diesel-hydraulic classes were generally considered to be successful and they were withdrawn relatively early, simply because they were non-standard.

ON

The first privately preserved BR main line diesel, D821 *Greyhound*, heads past Water Ark on the North Yorkshire Moors Railway on August 7, 1983. BRIAN SHARPE

The prototype *Deltic*, the first main line diesel in the National Collection, alongside the prototype Advanced Passenger Train power car at Locomotion, Shildon. BRIAN SHARPE

Class 24 D5032, the first main line preserved diesel to haul regular heritage line passenger services, arrives at Pickering on the North Yorkshire Moors Railway on April 22, 1978. BRIAN SHARPE

The hydraulics were different and, rather like steam traction, they effectively belonged to a bygone era. The longest-surviving hydraulics were, of course, the Class 52 Westerns and by the time the last ones were withdrawn in early 1977 after only 15 years' service, they had acquired a following among enthusiasts way beyond that ever accorded to any express steam class, A4s, Duchesses, Kings and Bulleid Pacifics included.

No less than seven Westerns were preserved; D1023 *Western Fusilier* being claimed by the NRM for the National Collection. While Warship D821 saw little active use at first, the Westerns were a different matter. In July 1977, D1062 *Western Courier* became the first preserved diesel to haul a main line railtour, although only over the metals of the then Torbay Steam Railway.

Regular passenger use

A generally successful class of smaller diesel was the BR/Sulzer Type 2 Bo-Bo, the first batches of which became TOPS Class 24. These were withdrawn more quickly than the later Class 25s and it was a Class 24 that became the first main line diesel to see regular passenger use on a heritage line. D5032, by now numbered No. 24032, was withdrawn in July 1976 and sold to T J Thomson Ltd, a Stockton

Class 31/0 D5500, preserved by the NRM and returned to service in original BR green livery, departs from Goathland on the North Yorkshire Moors Railway on April 23, 1978. BRIAN SHARPE

scrap dealer, but the North Yorkshire Moors Railway was able to secure the long term loan of this locomotive and it quickly proved its worth on a variety of duties on what was then one of Britain's lengthiest and busiest heritage lines. The long, hot summer of 1976 had caused a number of lineside fires, resulting in a ban on steam operations, and leading to a Class 08 shunter and then a Class 101 DMU being hired from BR. D5032 proved much more suitable and effectively saved the railway that year.

This set a precedent that virtually all heritage lines have followed, with the notable exception of the Bluebell Railway, which until quite recently adopted a strict 'no diesels' policy. Diesels were purchased by the railways themselves; by private individuals; or by preservation groups or societies. Some of the groups, such as the Western Locomotive Association, Deltic Preservation Society or the Diesel Traction Group, have developed into large organisations, while individuals such as Michael Timms and Michael Owen became major players in the industry.

Legendary Deltics

The NRM claimed the first of the Brush Type 2s, now known as a Class 31/0, No. 31018 for the National Collection and this was quickly returned to its original condition as D5500 and also worked trains on the NYMR in the late 1970s.

The withdrawal of the last of the 22 legendary Deltics at the beginning of 1982 was met with virtually the same level of enthusiasm among enthusiasts as had marked the Westerns' demise five years earlier. Six of the 3,300hp 100mph engines entered preservation, again with one in the National Collection. It was still difficult to imagine one working heritage line passenger trains but it was either that or nothing. BR would not entertain the use of preserved diesels on its metals. The Deltics did adapt to their new very different circumstances and retained their devoted following.

Peak Class 46 D172 *Ixion*, the first privately preserved diesel to haul a passenger train on the main line, heads Pathfinder Tours' 'Severn-Tyne Express' through Barnt Green on May 27, 1995. PAUL CHANCELLOR.

By the early 1980s, diesel classes were disappearing quite quickly and with whole classes being rendered extinct, BR had no need to retain withdrawn engines as sources of spares and they had relatively little scrap value. Not only did most heritage lines start to acquire main line diesels, but private individuals and preservation societies were able to purchase redundant diesels, often in good condition.

This has ultimately led to unheard of numbers of diesels entering preservation by comparison with steam. There are 28 preserved Class 20s, 20 Class 25s, 36 Brush Type 2s were preserved and 45 Class 37s so far. No less than 21 of the BRCW/Sulzer Type 2s associated with Scotland are preserved; almost a quarter of the class but even this proportion is exceeded by the larger BRCW/ Sulzer Type 3 Class 33s from the Southern Region, where 25 of the 98 original engines are preserved.

Highest proportion

Even the larger type 4 diesels have done well, with seven Class 40s, 16 of the three classes of Peaks and 36 of the once-numerous Class 47s, but the record for the highest proportion of the original class in preservation is held by the Class 50s, with 17 of the original 50 locomotives having been preserved.

One of the least useful classes of BR diesel in regular service has turned out to be one of the

Class 52 Western D1062 *Western Courier* heads the 'Western Reunion' railtour past Goodrington on the then Torbay Steam Railway on May 31, 1977. BRIAN SHARPE

Preserved Class 55 Deltic D9000 *Royal Scots Grey* heads the Virgin Trains Birmingham to Ramsgate service, a regular duty in the summer of 1997. BRIAN SHARPE

most useful in preservation. The WR built 56 diesel-hydraulic 0-6-0s in 1964, basically for branch line and trip freight workings, just the sort of traffic that very quickly disappeared. They were withdrawn within a few years but a large number were sold on for industrial service; again though for traffic that was to quickly disappear.

The Class 14s were not shunting engines and were capable of 40mph running. They were ideal for just about any duties asked of them on heritage lines and many were purchased from the National Coal Board and the British Steel Corporation; the 19 survivors now being spread right across the country. Also preserved after industrial service was the last Class 17 Clayton Bo-Bo D8568, the last survivor of one of BR's least successful classes.

A handful of diesels found use after withdrawal under the auspices of the Research Centre at Derby and survived long enough to enter preservation, ensuring that we still have a Metro-Vick Co-Bo; D5705, although its restoration is a very long-term project. Others found use as mobile generators for carriage heating; an example being the sole-surviving Class 15 type 1 Bo-Bo D8233, which survived to be preserved. Both these engines are proving to be very long-term restoration projects but good progress is being made.

Although there was never a diesel equivalent of Woodham's scrapyard at Barry, the roles played by a couple of private scrapyards in the story of diesel preservation are significant. Vic Berry's yard at Leicester was famous for its pile of Class 25 bodyshells and Berry's was involved not only in scrapping locomotives but also in the complex task of asbestos removal.

While some engines were purchased from the yard for preservation, others already saved made the journey to the yard purely for the purpose of having all traces of the toxic substance removed under controlled conditions before being able to join the ranks of preserved locomotives.

Similarly, Booth's at Rotherham was noted for disposing of many of the Class 50 fleet and several were purchased instead of being scrapped, particularly under 'Operation Collingwood', and some eventually found salvation, although most proved eventually to be beyond redemption.

Brush Type 4 D1842, the first Class 47 to be purchased for preservation, heads a train of LNER teak coaches out of Foley Park tunnel on the Severn Valley Railway on October 14, 1990. BRIAN SHARPE

BR's sectorisation saw the still large but quite elderly diesel fleet split up into the various passenger and freight sectors and given new liveries. This was followed by Privatisation, when new Train Operating Companies inherited this ageing fleet, including some quite low-powered types with little investment in new locomotives having taken place for many years.

The end

When EWS, a subsidiary of US company Wisconsin Central, took over virtually all freight operations, it quickly invested in a fleet of 250 North American-built Class 66 type 5 Co-Cos that would be far more suited to modern-day railway operations and spelt the end of the first-generation diesel survivors.

Now clearly on borrowed time, many individual engines became 'celebrities' and were returned to original liveries and numbers or given colourful one-off liveries and in many cases, after being much in demand for railtour duties, their eventual preservation was in many, though not all cases, assured.

Well over 300 main line diesels can be considered as preserved but this total is constantly changing. The relative cheapness of these engines and the substantial numbers purchased has led to 'preservation' sometimes being short term in nature. For example no less than 10 of the 36 'preserved' Class 31s have now been scrapped and many 'preserved' diesels are dumped in atrocious condition. At the other end of the scale, many 'preserved' diesels have returned to main line service.

The main line use of preserved diesels has been a story in itself. BR banned the use of privately-owned steam locomotives on its tracks in 1967 but just four years later this ban was lifted. At the time the question of the operation of privately-owned diesels simply did not arise. Once D821 was purchased in

Three Western Region Class 14 0-6-0 diesel-hydraulics at Loughborough on the Great Central Railway, including rail blue No. 14029. BRIAN SHARPE

1973 though, thoughts were starting to turn in this direction. It was quite hard then to see what use a type 4 or 5 diesel could ever be on a heritage line.

It was Pete Waterman who was determined to get one of his engines into main line service. BR lost the argument by allowing such privately-owned engines as Foster Yeoman and National Power's Class 59s and the Hunslet-Barclay weedkilling Class 20s to operate on its tracks, so why not a Waterman Railways' Class 46? Although it capitulated, the stringent criteria imposed by BR on D172 *Ixion* made it possibly the most expensive preserved diesel in Britain.

Ixion made its main line passenger debut on October 1 and 2, 1995. It ran a few times in railtour service but did not have the pulling power among enthusiasts of a Western or a Deltic; the preserved examples of which still seemed no nearer to returning to main line action. Diesel locomotive owners were waiting to see how Waterman got on with his Peak before going down the expensive road of main line certification.

Railtour service

Privatisation totally moved the goalposts. From 1994, anyone who owned a diesel could run it on the main line subject to normal reliability and safety criteria. Not only were quite large numbers of main line diesels acquired from BR by newly-formed Train Operating Companies, but a variety of preserved diesels started to see railtour service. Some even ran in regular passenger or freight service, a situation that continues to this day. Diesels that were once considered preserved have even been resold to passenger or freight Train Operating Companies and classes regarded as obsolete by BR years ago are back in front line service.

Of the Type 4 and 5 first generation diesel classes, one Western and five Deltics have since seen main line use as preserved engines, plus two Peaks and a Class 40, but their main line appearances are becoming rather more infrequent. In the case of Classes 47 and 50, it is becoming difficult to distinguish between 'preserved' and otherwise as far as main line use is concerned.

TOCs such as West Coast Railways have operated Class 33s, 37s and 47s for many years now and although West Coast is seen as an operator of main line trains mainly in

Once preserved and used on the Pontypool and Blaenavon Railway, Class 37 No. 37421 was resold to Colas Rail and is seen on a Network Rail departmental working at Melton Mowbray. BRIAN SHARPE

the heritage sector, its diesels should not be regarded as preserved and, if they are no longer required they will simply be sold or scrapped. A remarkable number of 'preserved' Class 37s, often totally unrestored, have been purchased recently by both Colas and DRS for main line service, although not all have been overhauled after purchase. Other restored class members have been hired by their private owners to such operators for regular main line use.

Preserved diesel liveries are an interesting subject. Prior to 1967, with a few notable exceptions, diesels were generally turned out in BR green. Corporate rail blue was then adopted, with the Class 50s appearing in this livery from new. So enthusiasts who remember steam remember BR green diesels, whereas those whose memories only stretch back to blue diesels have little interest in steam. As a result a high proportion of owners of preserved diesels tend to prefer them to carry corporate blue. Even the NRM has a tendency to display its diesels in BR blue livery to represent a particular era in the history of train travel.

Nevertheless there is a representative selection of the many and varied liveries carried by diesel locomotives during their long careers, to be seen on the heritage lines in 2017 and diesel galas can certainly be colourful events.

There are parallels with steam preservation in that new-build projects are underway to recreate lost classes, using suitable parts from donor locomotives. We may yet see not only a 'Baby Deltic' but even LMS/English Electric Co-Co No. 10000.

Well-known prototypes

The prototype *Deltic* was preserved in the Science Museum becoming part of the National Collection and is now on display at Locomotion in Shildon but the other well-known prototypes such as *Lion, Falcon,* DP2 and GT3 were all scrapped, while *Kestrel* disappeared to Russia. A notable exception was one of the gas-turbine prototypes ordered by the GWR; No. 18000, which was eventually preserved in Switzerland and many years later returned to these shores.

The only significant new classes introduced by BR after the Class 50s in 1967 were the type 5 Co-Co Class 56 and Class 58 heavy freight locomotives in the 1970s and eventually the Class 60s in the 1990s. The new Class 66s replaced many of these, as well as much lower powered types, such as the last few Class 31 type 2s. While many of the three type 5 freight classes found new employment; some even on the Continent, or with new smaller TOCs, a few have entered preservation.

The prototype High Speed Train power car should not be overlooked. Having been claimed by the NRM, No. 41001 was loaned out and returned to service by Project Miller at the Great Central Railway (North) at Ruddington. It is a popular choice for the open day and diesel gala circuit, complete with three matching Mk.3 coaches.

The Southern Region had a small fleet of electrics that were converted to electro-diesels and these were augmented by the new lower powered Class 73 Bo-Bos, which had a 1600hp diesel engine enabling limited use off the SR electrified network. While the Class 73s lost their passenger duties such as the 'Gatwick Express', they have never become totally redundant on the main line network. Their simple construction and low power makes them useful on heritage lines but new main line uses continue to be found, including being fitted with larger engines for such duties as the ScotRail sleeper services. Many engines considered preserved have found their way back into main line use and the distinction between preserved and main line Class 73s is becoming increasingly blurred.

The Swanage Railway's main line-certified BRCW Type 2 D6515 *Lt Jenny Lewis RN* heads a Swanage to Wareham service at Corfe Castle on July 7. BRIAN SHARPE

Main line-certified 'preserved' diesels are useful for one-off stock moves on the national network. Class 50s No. 50044 *Exeter* and 50049 *Defiance* have No. 37308 sandwiched between them at Pear Tree near Derby. BRIAN SHARPE

Preserved modern traction: Representatives of Classes 56 and 58 diesels plus Brush prototype Class 89 Co-Co electric No. 89001 at Barrow Hill, along with a Class 60, the first of which has yet to join the ranks of preserved diesels. The Class 89 is a possible candidate for a return to the main line. BRIAN SHARPE.

Electric locomotives have not been overlooked by preservationists, although few have seen active use. London Underground keeps its Metropolitan-Cammell Bo-Bo No. 5 *Sarah Siddons* going and a couple of preserved WCML Class 86s and an 87 are certified for main line use. Others, such as the NER Bo-Bo No. 1 and three LNER Woodhead route engines, are on static display but many examples of other WCML types are under restoration, many at Barrow Hill.

Also on static display are parts of the experimental Advanced Passenger Train APT-E at the NRM and one of the production units at the Crewe Heritage Centre.

Preserved diesels are never going to attract the general public to travel on heritage lines in the same way that steam engines do. Even new-generation lines, which have been predominantly diesel-worked for years, have found that a visiting steam engine will boost their passenger figures significantly. Nevertheless, diesels, even very big ones, are useful in many ways, as standby engines or during periods of high fire risk and they do have a large and enthusiastic following, particularly among the generation that does not remember steam. HR

DIDCOT'S LNER DOUBLE

Flying Scotsman's first appearance at Didcot Railway Centre since 2005 and a guest appearance by another Gresley masterpiece, A4 No. 60009 *Union of South Africa*, brought in 6000 visitors over the August bank holiday weekend, writes **Robin Jones.**

TWO LNER icons took rival Great Western Railway territory by storm over the August bank holiday weekend.

More than 6000 people from across the country decided to forego a trip to the beach on the sunny, summer bank holiday weekend and instead turned up to Didcot Railway Centre to see A3 Pacific No. 60103 *Flying Scotsman* and A4 No. 60009 *Union of South Africa* in steam.

After a private VIP preview day on Friday, August 25, *Flying Scotsman* hauled public trains on the centre's main demonstration line over the three days of the bank holiday weekend.

The crowds were also entertained with live music and a Spitfire flypast.

Meanwhile, on the branch line, services were headed by Port Talbot Railway/GWR 0-6-0ST No. 813, on loan from the Severn Valley Railway.

The Sunday and Monday saw the pair joined by *Union of South Africa*.

It may have been the last chance these LNER giants had to meet in steam, for 'Number Nine's' owner John Cameron has indicated that it may be retired to a museum in Scotland for static display once its boiler ticket expires.

Among the guests were Sir William McAlpine who bought and repatriated *Flying Scotsman* from the USA in 1973 after its disastrous tour of North America in 1969/70 went pear-shaped.

On Wednesday, August 30, *Union of South Africa* hauled trains on the main demonstration line, with No. 813 again hard at work on the branch line.

The following day, No. 60009 was used for driver experience courses.

Coun Reg Waite, chairman of the Vale of White Horse District Council, said: "This is a tremendous occasion for Didcot. We are lucky to have the railway centre here – it is one of the finest in the country."

After the gala, *Flying Scotsman* ran to the West Somerset Railway for its eagerly-anticipated late summer visit. HR

Nos. 60103 and 60009 alongside Didcot's coaling stage after dark. FRANK DUMBLETON/GWS

Former *Flying Scotsman* owner Sir William McAlpine (far right) and his wife Judy talk to BBC4 Trainspotting Live presenter Tim Dunn on one of the A3's Didcot trips. FRANK DUMBLETON/GWS

ACT!

LNER A3 Pacific No. 60103 *Flying Scotsman* and A4 No. 60009 *Union of South Africa* at the Didcot Steam Centre. EDWARD DYER

Reviving memories of 'Top Shed' at King's Cross, *Flying Scotsman* and *Union of South Africa* side-by-side in Didcot shed. FRANK DUMBLETON/GWS

LMS Ivatt 4MT 2-6-0 No. 43000 at the south end of North Blyth sheds.

The last day of NORTH BLYTH STEAM

Fifty years ago, steam was in retreat and North East England witnessed the end of the steam era on Saturday, September 9, 1967. One of the sheds closed to steam on that day was North Blyth. **Trevor Gregg** describes the history of the depot and recalls the last steam working of all.

In the summer of 1967, after leaving school and before starting my first job, I spent a number of enjoyable weeks chasing the final BR steam workings from North Blyth depot. It was camera over my shoulder and off on my bicycle to locations in the Blyth Valley area bounded by Seaton Delaval, Blyth, Ashington and Morpeth. South Blyth depot had closed to steam at the end of May that year but its sister shed on the north side of the River Blyth continued to operate steam.

The depot provided steam locomotives for the movement of coal from the local collieries to either the huge power station at nearby Cambois or to the coal shipping staithes on the River Blyth, where the coal was loaded into waiting vessels to be shipped predominately to the coal fired power stations on the banks of the River Thames.

The sheds at North Blyth were opened by the North Eastern Railway in 1897 to provide locomotives for the movement of coal to the newly-opened staithes on the north side of the River Blyth. Prior to the opening of the staithes, the collieries north of the river had to transport their coal to either South Blyth staithes or to staithes on the banks of the River Tyne. A colliery railway line already existed on the north side of the river, connecting Cambois colliery to West Sleekburn, a junction on the Blyth and Tyne Railway route.

To access these new staithes this colliery line was extended from Cambois to North Blyth and the whole branch was converted to double track. At the same time an additional junction was made at Marchey's House, just north of West Sleekburn, with tracks running to join the Cambois colliery branch at 'The Winning'. This new connection allowed the collieries of the influential Ashington Coal Company to have a direct route to the new staithes.

The sheds were built on a narrow section of land bounded by the North Sea to the east and the River Blyth to the west, adjacent to the sidings for the new staithes. To the east of the sheds and on the edge of the sand dunes was a single track colliery line that ran from Cambois colliery to its own staithes just down river of the newly-constructed NER ones.

> "Steam operations had not completely finished; there were to be two final workings early next morning."

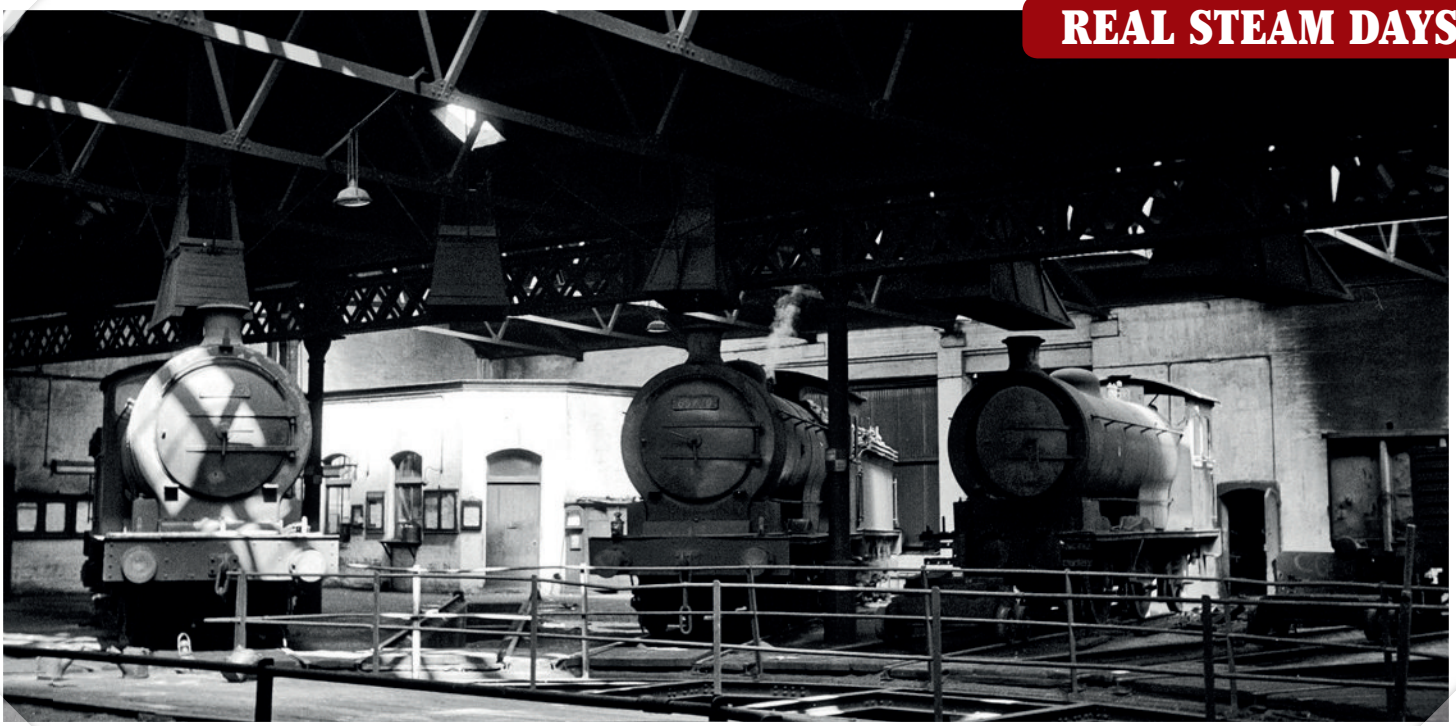
Unlike the six-road straight shed at South Blyth, the NER built North Blyth as a roundhouse, having a central turntable and 22 radiating stalls, each of sufficient length to accommodate one locomotive on each. A coaling stage and a water tower were situated alongside the entrance to the roundhouse.

Shipbuilding, coal mining and the shipment of coal were the principal industries of the town of Blyth and, by 1961, it had become the largest exporter of coal in Europe when in that year 6,889,317 tons were shipped. By then the number of sets of staithes on the river had increased to five, the NER South Staithes, the NER North Staithes, the West Staithes built by the LNER in 1928 and two sets of colliery staithes, one for Bates colliery on the south side of the river and one for Cambois colliery on the north side.

Unlike its sister shed on the south side of the River Blyth, where the Worsdell P3 0-6-0s (LNER and BR J27) remained supreme until the end, North Blyth did experience periodic changes in locomotive classes, although some J27s were frequently on the scene. At North Blyth the NER experimented with the use of a number of the powerful Raven Y9 4-6-2Ts (LNER A7). Although the Y9s were built between 1910 and 1911 in the era of Sir Vincent Raven, the last chief mechanical engineer of the NER, the class of 20 locomotives was designed by his predecessor, Wilson Worsdell.

The Y9s were used for hauling 40-ton bogie coal wagons from the collieries of the Ashington Coal Company to the staithes at North Blyth. These wagons were first introduced by the NER in 1903; they were 40ft long, 8ft wide, 10ft tall and of all-steel construction. A total of 100 were built by the NER and a further 30 were made by the LNER in 1923. However, they were all phased out by the early 1930s.

During the LNER years, North Blyth was typically allocated 0-6-0 locomotives from the J21, J24 and J25 classes and a number of J77 0-6-0Ts for shunting coal wagons over the staithes. By the time BR had taken over, the



NER J27 0-6-0s Nos. 65869, 65789 and 65788 in North Blyth sheds in August 1966.

NER J27 0-6-0 No. 65885 stands at North Blyth with the coal shipping staithes and Worsdell Street in the background.

LNER K1 2-6-0 No. 62067 at North Blyth in August 1966.

J27s were in control with, occasionally, a few Q6 0-8-0s.

The J77s were probably the class of locomotive that worked the longest at North Blyth until they were finally displaced by the new diesel shunters in 1958. In that year North Blyth had an allocation of 19 J27s and four diesel shunters. From the early 1960s the number of J27s reduced with periodic influxes of J39 0-6-0s, Q6s, K1 2-6-0s, B1 4-6-0s and finally the Ivatt 4MT 2-6-0s.

The LNER K1 2-6-0s first arrived in 1964 when, after a very brief spell at South Blyth, Nos. 62022 and 62002, two ex-Blaydon locomotives were transferred across to the other side of the river.

It was No. 62022 that had the honour of hauling the final passenger train over the Border Counties Line on October 13, 1956 between Hexham, Reedsmouth, Riccarton and Hawick.

The number of K1s increased significantly in June 1966 when a number were transferred following the closure of Alnmouth shed, where they had been used not only on freight workings, but also on the Alnmouth-Alnwick passenger services. This included No. 62011 which, prior to three years at Alnmouth, had been a Fort William engine for 10 years. This resulted in a total of eight K1s being allocated to the North Blyth.

Two B1s, Nos. 61014 *Oribi* and 61386, arrived from Bradford Low Moor in August 1966 but these weren't very successful and they were withdrawn four months later.

Above: LMS Jubilee 4-6-0 No. 45562 *Alberta* takes coal and water at North Blyth sheds on June 10, 1967.

Right: Once based at North Blyth, NER J72 0-6-0Ts Departmental Nos. 58 and 59 stand in Heaton sheds in July 1966. The engines were formerly Nos. 69005 and 69023; the latter subsequently being purchased for preservation.

LMS Ivatt 4MT 2-6-0 No. 43137 at Bedlington North with a load of empty coal wagons on August 16, 1967.

LMS Ivatt 4MT 2-6-0 No. 43137 prepares to leave Isabella exchange sidings for the final steam working on September 8, 1967.

LMS Ivatt 4MT 2-6-0 No. 43050 stands at Lynemouth colliery in August 1967.

The last two years

There were two surprise arrivals from Gateshead at the end of October 1964 when J72 0-6-0T Departmental Locomotives Nos. 58 and 59, formerly Nos. 69005 and 69023, arrived. These were two of the four J72s that had been used for shunting duties at Newcastle Central station but became surplus and were dumped at the rear of Gateshead sheds following the arrival of diesel shunters and a number of Gresley V3 2-6-2Ts were transferred from Heaton to Gateshead.

These two J72s had been returned to service as Departmental Locomotives fitted with steam lances to enable them to defrost the crossovers around the yards and the coal staithes at North Blyth during severe winter conditions. I do recall on a visit to North Blyth in the winter of 1964/1965 seeing one of the J72s running along the colliery line to the Cambois colliery staithes presumably helping to defrost frozen points on the National Coal Board system. In the spring they were moved into storage at Heaton shed in case the freezing conditions returned the following winter. These plans changed and in September 1966, they were moved to Tyne Dock and No. 69023 was miraculously saved for preservation. It had been hoped that No. 69005 would also be saved but it went for scrap.

The first Ivatt 4MTs arrived in October 1965 when Nos. 43101 and 43132 were transferred from Ardsley shed at Leeds. The K1s' dominance was very quickly ended as in August 1966 seven Ivatt 4MTs arrived. Two months later, in October 1966, North Blyth prepared two of these new arrivals for the 'Wansbeck Piper' railtour from Newcastle to Woodburn; the final train to travel over the remnants of the Wansbeck Valley Railway in Northumberland.

The two 4MTs were No. 43000, the first of the class of 162 locomotives that had been

LMS Ivatt 4MT 2-6-0 No. 43000 prepares to take a coal train out of Crofton Mill colliery on August 25, 1967.

transferred from Carlisle Kingmoor, and No. 43063, which had arrived from Heaton Mersey depot. Originally both locomotives were on loan from the London Midland Region, but were officially transferred to North Blyth on December 9 that year.

The North Blyth men made an excellent job of cleaning and painting the two Ivatts, but they were very disappointed when it was decided it would be crews from Heaton that would undertake the special working.

A surprise visitor arrived at North Blyth on Saturday afternoon, June 10, 1967 in the form of Leeds Holbeck's immaculate LMS Jubilee 4-6-0 No. 45562 *Alberta,* which had brought the 'Ashington Railtour' up from York. While the passengers were enjoying a trip round the Ashington colliery railway system, *Alberta* travelled to North Blyth for servicing.

The number of K1s quickly reduced as they were displaced by more Ivatt 4MTs, which were becoming available from sheds that had closed to steam. Some of the K1s were transferred to Tyne Dock, while others were withdrawn.

The end of the K1s came on May 14, 1967 when North Blyth's last operational K1, No. 62026, was transferred to Sunderland. This was closely followed by the withdrawal of the last remaining J27, No. 65811.

Meanwhile, diesels were slowly starting to make an appearance with a number of Gateshead-allocated Class 20s working from the shed, reducing the number of operational steam locomotives required. This then left six Ivatt 4MTs to soldier on until the depot closed to steam on Saturday, September 9, 1967, the date on which the former North Eastern Region of BR closed all its remaining steam depots in the north-east.

On Friday, September 8 I spent the day photographing the final steam workings between the two Blyth collieries of Crofton Mill and Bates. The large and modern Bates colliery was unique in that as well as producing coal for shipment at its own staithes, it also brought in coal from other collieries for shipment, including Crofton.

Coal from Crofton was taken via Newsham, the junction on the main Blyth and Tyne route, to the Bates colliery exchange sidings at the closed Isabella colliery. From these exchange sidings the wagons were taken just over a mile to Bates colliery by one of the six colliery steam locomotives.

Although this route was very close to South Blyth shed, which was then operating Class 20 and Class 37 diesels, it was surprisingly a North Blyth steam working. It was 4MT No. 43137 that was undertaking these final steam workings.

Later in the evening I decided to go across to North Blyth and take some photographs of the 4MTs after their last day of work.

Walking from my home and on past South Blyth shed, I arrived at the small ferry terminal to take the ferry across the River Blyth to North Blyth.

LMS Ivatt 4MT 2-6-0 No. 43137 leaves Crofton colliery with a train-load of coal for Bates colliery.

LMS Ivatt 4MT 2-6-0 No. 43070 heads its last train; a load of empties past Blyth power station and on to Bedlington.

The last day: September 9, 1967

At the shed I found the majority of the 4MTs had been parked behind the coaling stage, which was to become their final resting place before they were towed away to be scrapped. The light was fading but I managed a few photographs and then entered into conversation with some of the depot staff. I was very surprised to discover that steam operations had not completely finished; there were to be two final steam workings early the next morning using one locomotive. This was something I could not miss.

However, the only way to get to North Blyth and try to chase and photograph these final steam workings would be to use my bicycle. Walking back to the ferry terminal I looked at the timetable to reveal that the first ferry crossing of the river was at 6am. So, that was it; it would have to be an early start and hopefully this would allow me to get to the shed in time to see the departure of the final steam working.

The alarm was set for 5.30am and in darkness I set off on my bike. Arriving at the ferry terminal I found there were only a couple of fellow passengers, who looked quite surprised as I carried my bike down the steps to join the first crossing of the day

Quickly cycling to the depot just as dawn was starting to break, I found 4MT No. 43070 standing alongside the coaling stage being topped up with coal and water. I was rather disappointed, as I had hoped that it would be No. 43000. No. 43070 was the final 4MT to arrive at North Blyth, having been transferred from West Hartlepool three months earlier.

The locomotive looked in a sorry state, the numberplate and shedplate had been removed from the smokebox door and the number had been painted on. Still, it was to have the honour of being the shed's final operational steam locomotive. No one had made any effort to commemorate the event; there was no headboard or cleaning of the locomotive unlike when its sister shed across the river closed to steam three months earlier. Maybe the Ivatt 4MTs, which many considered to be ugly locomotives, did not have the same attraction as the J27s of South Blyth. It certainly seemed to be the case as far as I seemed to be the only photographer.

Dawn is just breaking on September 9, 1967 as LMS Ivatt 4MT 2-6-0 No. 43070 heads out of North Blyth sheds.

Left: LMS Ivatt 4MT 2-6-0 No. 43070 passes Cambois signalbox as it heads back to North Blyth shed for the last time on September 9, 1967.

Below: After its morning work, LMS Ivatt 4MT 2-6-0 No. 43070 eases into the roundhouse at North Blyth for the final time.

It was now 6.30am and there was just sufficient light to get my first photographs before I headed for the footbridge just north of the depot and alongside North Blyth signalbox. From this footbridge there was a good view of the line coming out of the sheds and the numerous lines leading to the staithes. Alongside the signalbox a Drewry diesel shunter was waiting to shunt some loaded coal wagons down to the staithes to be offloaded into the waiting vessels.

Then just before 7am there was a hoot of the whistle and No. 43070, tender-first and shrouded in steam from the cylinder drain cocks, slowly climbed out of the depot; after 70 years of steam operations this was to be the final one. It was a quick photograph and then I was off, pedalling as fast as I possibly could towards Cambois and then on to Bedlington, as I had learnt the previous evening that the final two workings would be coal from Bedlington 'A' colliery.

Arriving breathless at Bedlington I found No. 43070 standing tender-first in Bedlington 'A' colliery sidings at the head of a coal train. I just had time to take a photograph before No. 43070 pulled the loaded wagons onto the Blyth and Tyne main line and into Furness sidings, where it ran round the train. At 8.25am No. 43070 pulled out of the sidings at the head of the loaded coal train for its destination of North Blyth West Shipping Staithes.

Another photograph was taken just as the locomotive moved under an impressive signal gantry. I was then off on my bike again, heading for Cambois hoping to catch No. 43070 on the return journey bringing empty coal wagons back to Bedlington.

I didn't have to wait long at Cambois; it must have been a quick turnround at the West Staithes, as at 9.20am, with Blyth power station in the background, I photographed No. 43070 running tender-first at the head of a train of empty coal wagons. It was then back on the bike but this time I headed for 'The Winning' signalbox at the top of the short climb from the junction at West Sleekburn.

It wasn't long before I heard the sounds of No. 43070 climbing up the grade with the second and final coal working. Another photograph was taken then I headed for the West Staithes sidings where, on arrival, I found No. 43070 standing with a brakevan and a single goods wagon. It was now 10.20am; I took a couple of photos before I decided to head for the footbridge beside Cambois signalbox.

This 'box controlled level crossings for both main running lines to North Blyth and the single track colliery line running to the staithes. Fifteen minutes after arriving the crossing gates closed and I photographed No. 43070 propelling a brakevan back to North Blyth depot. It was then back on the bike and I pedalled as fast as I could to try to get back to the shed before No. 43070 arrived. I thought

LNER A3 Pacific No. 4472 stands at Gateshead before hauling the 'Newcastle Rail Tour' back to King's Cross on September 9, 1967.

On the day regular BR steam finished in the North East, GWR 4-6-0 No. 7029 *Clun Castle* is serviced at Gateshead depot on the afternoon of September 9, 1967 after arriving on a railtour from King's Cross.

this might be possible, as the brakevan would have to be parked in the sidings before the engine would enter the depot.

I was correct and I arrived in time to photograph the 4MT arriving back at the sheds and then got my final photograph of the locomotive easing past the coaling stage and into the roundhouse for the very last time.

It was now 11am and that was it; the end of North Blyth steam. My legs were tired with all the pedalling but it had been worth it. The weather had been grey and gloomy all morning, which was probably quite fitting for the sad event. I just hoped I had got a few reasonable photographs.

I made my way back to the ferry terminal and quickly cycled home for something to eat as this was not the end of the day's excitement. After a brief lunch I boarded a bus to Newcastle, followed by a brisk walk from the Haymarket bus station down to the High Level Bridge to cross the River Tyne to Gateshead. It was then on past Gateshead East station to reach the entrance to Gateshead shed, where I was to photograph both WR 4-6-0 No. 7029 *Clun Castle* and LNER A3 Pacific No. 4472 *Flying Scotsman*.

Alan Pegler and the Gainsborough Model Railway Society had organised two 'Newcastle Railtours'; one was running on the Saturday and another on the Sunday. *Clun Castle* had worked the tour up from Peterborough during the morning, arriving at Newcastle just after 1pm, but because of clearance issues in Central Station, No. 7029 was taken off at the King Edward Bridge Junction and K1 No. 62005 had hauled the train into the station. I had arrived too late to see this, but what I found was No. 7029 being serviced alongside the old steam shed and No. 4472 standing near the diesel sheds fully serviced in preparation for taking the train back to King's Cross at 5pm.

The following morning the A3 would bring the second tour back to Newcastle, where No. 7029, after spending the night at Gateshead, would work the train back to Peterborough. Surprisingly, when No. 4472 arrived back into Newcastle the following day, it was not serviced at Gateshead but it went down to West Hartlepool instead. This depot, like North Blyth, had officially closed to steam the day before but, unlike North Blyth, there were naturally numerous photographers to record No. 4472, the last steam locomotive at West Hartlepool.

Today there is still a rail link into Cambois and on to North Blyth with the connections from West Sleekburn and the one from Marchey's House also remaining. The section from Cambois to North Blyth has been rerouted and now uses the trackbed of the old NCB colliery line, which ran from Cambois colliery to the colliery staithes. It is occasionally used, ironically, for the import of coal to the once largest coal exporter in Europe. It is used more frequently for the transport of aluminium ore from the Alcan import terminal, built on the site of the Cambois colliery staithes, to Fort William f or smelting.

Today there is no trace of North Blyth depot but there still remain some clues of its existence and of its NER heritage. Six rows of terraced houses, originally with outside toilets, built by the NER for the railway workers still remain. They were built on a narrow section of land just east of the depot between the North Sea and the River Blyth.

The street on which the outside toilets originally backed onto North Blyth depot perimeter has the name Worsdell Street. The British Railway Staff Association Club that was built in 1954 alongside the entrance to the North Blyth depot also remains. It did have the name Worsdell Institute but it is now a restaurant. HR

The week after the end of steam working at North Blyth, LMS Ivatt 4MT 2-6-0s Nos. 43137, 43070, 43050, 43000 and 43063 stand behind the coaling stage waiting for disposal.

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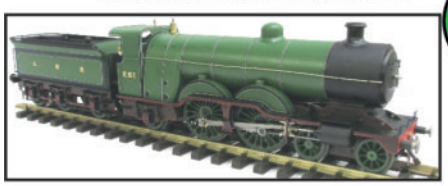
MANUFACTURES OF LIVE STEAM LOCOMOTIVES IN GAUGE 1



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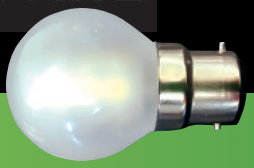

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Old Oak Common
THE SUPERB GRAND FINALE

A legendary name among railway historians and enthusiasts, Old Oak Common shed signed off with its last-ever open day on September 2, when locomotives and traction units of the past, present and future came together to pay tribute to 111 proud years of history, in a showpiece event organised by the modern-day Great Western Railway, writes Robin Jones.

More than 7000 people turned up to pay their last respects to Old Oak Common traction and maintenance depot before it closes forever.

Modern-day train operation Great Western Railway laid on a special event, OOC:111 Legends of the Great Western, raising thousands of pounds for charity.

Classic GWR steam, including the sole surviving steam railmotor, lined up alongside first generation Western Region diesels, High Speed Trains and an example of the new Hitachi Class 800 Intercity Express to celebrate 111 years of history, during which time Old Oak Common because a byword for transport excellence.

It is 111 years since Old Oak Common opened on March 17, 1906, and the open day celebrated its contribution to maintaining the legends of the GWR.

Following the reconstruction of Isambard Kingdom Brunel's Paddington station and the introduction of larger locomotives and new routes, the GWR found itself in need of a larger depot than that at Westbourne Park to service its locomotives and carriages. The Westbourne Park depot was built in 1855 and had long been outgrown.

In 1901, a site was acquired in South Acton, south of the Grand Union Canal and on the Up side of the main line. Taking four years to lay out and build, designed by Churchward, it was the largest depot on the entire GWR system, and set the pattern for similar depots throughout the GWR, including Tyseley.

The depot became the head of the GWR London operating division. Throughout its GWR and early BR operational life, it remained fairly intact and similar to its original layout. The only major difference by the early 1960s was the addition of a prewar diesel refuelling stage just north of the repair shop, for use by GWR railcars. With a reduction in steam traction and the implementation of the Beeching Axe, in March 1964 the decision was taken to move the remaining steam locomotive fleet to the 1950s-designed Southall MPD, and reconstruct Old Oak Common as a diesel depot.

Within a year the majority of the GWR 1906 depot was demolished, with only 'The Factory' repair shop, the furthest western turntable and parts of the stores left on site.

In 1976 the depot was the maintenance hub in the Western Region for the newly introduced Class 125 High Speeds Trains,

➔

The centrepiece line-up of traction that spanned all 111 years of the depot and made the Great Western 'God's Wonderful Railway' comprised, from left, No. 6023 *King Edward II*, No. 7903 *Foremarke Hall*, Warship D821 *Greyhound*, Class 52 D1015 *Western Champion*, Class 50 No. 50035 *Ark Royal*, Class 43 No. 43002 *Sir Kenneth Grange*, Class 180 set No. 1801206 and Class 800 Intercity Express No. 800003 *Queen Elizabeth II/Queen Victoria*. JACK BOSKETT/GWR

Didcot Railway Centre's now-unique GWR steam railmotor No. 93, a vehicle of profound historical importance as it provides a bridge link between the steam age and the modern-day multiple units that dominate most of the world's railways, approaches the line-up of classic traction, beginning with steam on the left and ending with the new Hitachi Class 800 set No. 800 003 *Queen Elizabeth II/Queen Victoria* on the far right. FRANK DUMBLETON

A1 Peppercorn Pacific No. 60163 *Tornado* lines up alongside fellow steam visitors Hugh Shipton's GWR 0-6-0PT No. 6430 from the Llangollen Railway, BR Britannia Pacific No. 70013 *Oliver Cromwell* from the Great Central Railway, and Hawksworth 0-6-0PT No. 1501 from the Severn Valley Railway. JACK BOSKETT/GWR

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Steam railmotor No. 93 runs alongside the funfair and ferris wheel that were laid on for the event. The award-winning railmotor was declared out of gauge on the route from its Didcot Railway Centre home to Old Oak Common so it had to be brought in by lorry and it departed the same way after the show ended for a brief visit to the Mid-Norfolk Railway. FRANK DUMBLETON

which revolutionised inter-city travel in the UK.

While the HST fleet still operates today, it is soon to be replaced after more than 40 years of service by the new Hitachi Class 800 sets later this year.

The HST section of Old Oak Common, more commonly known as 'Old Oak Common HST Depot' is closing to traffic in 2018 with the removal of the Class 125s from services on the Great Western Main Line. This closure is to make way for an all-new facility.

Detailed design work is now underway in preparation for the construction of another new depot on the northern part of the site. It will replace the former locomotive depot and the Coronation Sidings area. It will provide full servicing, maintenance and storage for the proposed new fleet of Crossrail trains, which will operate between Reading on the Great Western main line and Shenfield on the Great Eastern main line, using a newly-constructed tunnel running west-to-east under London.

Old Oak Common is also being considered as the location for a major interchange station between the GW main line, Crossrail, Heathrow Express and the proposed High Speed 2 line from Euston to Birmingham, Manchester and Leeds.

Maintenance of the new InterCity Express Trains will be carried out at North Pole IE Depot, which is situated opposite the site of Old Oak Common.

All profits from the open day will go to the depot's chosen charity Place2Be, which provides mental health support for children in schools and whose patron is the Duchess of Cambridge.

While it is too early to confirm the amount that was raised from the open day, a Great Western spokesman said that it was thousands of pounds. HR

The sun sets on the doomed legend that is Old Oak Common TMD for the last time on an open day. JACK BOSKETT/GWR

A line-up of Class 50s: from left to right, Nos. 50050, 50049, 50044, 50026, 50017 and 50007. JACK BOSKETT/GWR

The National Railway Museum's prototype High Speed Train power car No. 41001 on display in the repair shop. FRANK DUMBLETON

GWR King 4-6-0 No. 6023 *King Edward II* and Modified Hall 4-6-0 No. 7903 *Foremarke Hall* stand side-by-side as part of the Legends of the Great Western parade. DANIEL GOSLING

GWR Railmotor No. 93 passes GWR 4-6-0s Nos. 6023 *King Edward II* and 7903 *Foremarke Hall,* Warship D821 *Greyhound* and Western D1015 *Western Champion*. ROBERT FALCONER

TRACK TALK

➜ Not the first

WHILE reading issue 230 of your excellent magazine I noticed on page 29 a photo of BR Standard 4MT 2-6-0 No. 76017 on the Gloucestershire Warwickshire Railway. The caption states that this may have been the first time an engine of this type worked on the line.

During 1964 I was a fireman at Gloucester Horton Road and on November 9, with my regular mate Sam Martin, we relieved South Wales men on a special 4.30am Cardiff to Bordesley freight.

The engine was No. 76085 of 2E Saltley shed. We had 33 wagons on the train, which was class F.

I remember this trip well, as the engine was in a diabolical condition and would not steam at all – in fact we stopped for a blow-up just past where the photo of No. 76017 was taken at Bishops Cleeve.

We stopped for about 10 minutes and then struggled on to Stratford upon Avon where we were relieved.

Incidentally, my mate on this occasion was also the driver of the train, which was in the derailment at Winchcombe, which brought the closure of the line in 1975.

Jim Irwin,
ex 85B, Whitstable, Kent

➜ Why longer is better

CAN I take up Gary Maddock's point in Platform, issue 232, but more positively?

There are lots of reasons to extend the track on preserved railways. Quite a lot run from nowhere to nowhere and are looking to connect so they can be somewhere to somewhere. Also, Preservation is changing and some railways are becoming transport links again.

Extra length does not actually mean a large increase in fares, as it will encourage people to come and more frequently and also to stay longer.

This gives increased turnover in fares, shop revenue and catering. This is a prescription that works and is proven.

Additionally, it should be remembered that a large amount of the money required is supplied by public donation, which is proof in itself that most people are sympathetic overall to expansion. The overall requirement for any steam railway is to get people to visit and then keep them there as long as possible per visit.

With regard to Tony Cashmore's letter, how wonderful it is to see a Cashmore supporting the survival of two locomotives rather than cutting them up!

Clive Thompson,
email

STAR LETTER

NRM's 'giveaways' are going to good homes

EYEBROWS have been raised at the latest decision by the National Railway Museum to give one of its star exhibits, GWR heavy freight locomotive No. 2818, to Swindon Borough Council's STEAM museum, as reported in issue 231.

It follows the donation of North Staffordshire Railway 0-6-2T No. 2 to the Foxfield Railway and the LSWR T3 4-4-0 No. 563 to the Swanage Railway.

As you commented in your editorial, giving away part of the National Collection of historical steam locomotives could be seen as equivalent to handing over NHS hospital stock to the private sector.

But as you also rightly pointed out, there are strings attached to all three bequests that are designed to safeguard their futures.

All three of these locomotives will be going to good homes where they will be seen by thousands of visitors and presumably cared for by teams of dedicated staff for the benefit of future generations.

The move puts all three of the engines back in the areas where they spent their working lives, as opposed to the NRM's sites in York and Shildon, where all three have been based for the past few years, being rotated between the two centres.

The reasons may be financial, to ease the burden of cost on the NRM, or there may be some other motive – I can't speculate.

However, I can feel confident in the knowledge that all three engines will be around for many more years continuing to delight railway enthusiasts and the general public and educating younger visitors about our rich industrial legacy.

David Trout,
Durham

GWR 2-8-0 No. 2818 at the Locomotion museum in Shildon, sandwiched between pioneering West Coast Main Line modern traction, the prototype *Deltic* and the tilting High Speed Train, and on the other an example of Bulleid's streamlined Pacific design, *Winston Churchill* and Gresley's superb V2 *Green Arrow*. DAVID TROUT

Gifted engine 'more important than *Flying Scotsman*'

THE statement by Andrew McLean, assistant director and head curator at the National Railway Museum, "that had No. 2818 been offered to the National Collection today, it would have been very unlikely that it would be accepted as six other members of the class survive" reveals a remarkably adverse trend in the NRM's understanding about the purpose and importance of the National Collection.

This thinking could now be extended to *Mallard*, *Duchess of Hamilton*, *Evening Star* and many other National Collection locomotives and they could be given away on the same logic.

No. 2818 is important historically because it was from the first batch of 2-8-0 heavy freight locomotives to run in this country. It was therefore a significant milestone in locomotive development and could be considered one of the all-time greats.

At the time of No. 2818's introduction, freight was the backbone of the railway and remained so until the 1960s.

Freight was far more important than passenger traffic and on this historical basis, its longevity and professional restoration to original condition, No. 2818 is more important to the National Collection than *Flying Scotsman* in which the NRM has recently invested £4.5 million of public money and only achieved a hybrid of the original design which made it famous.

This apparent lack of understanding of railway history within the NRM is very concerning. Apart from the risk to the National Collection it also undermines the work of many who strove so hard to make it the finest railway collection in the world.

Recent action at the NRM poses the question: is the custodianship of the National Collection in safe hands?

David Ward,
email

Churchward gifted 2-8-0 'not unique'

I NOTE from the editorial in the latest *Heritage Railway* you state that No. 2818 is the only example of its class with inside steam pipes. This is not so, as No. 2874 also retains inside steam pipes, and was never modified.

Our intention is indeed to restore No. 2874 to operational condition and it will be the only example of its class running in original condition, i.e. with inside steam pipes.

We of course are always keen to welcome new members to the 2874 Trust.

We are very aware that the restoration journey is a long one and will require support, not only financial and practical but from our friends in the media as well, to promote our progress .

David Holmes,
trustee, 2874 Trust,
www.2874trust.org

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Looking ahead: With crew members looking out fore and aft, D5511 passes through Blair Atholl station on the Highland Main Line during its evaluation trials in Scotland in the summer of 1958. The brand-new diesel, allocated to the east London shed of Stratford (30A), spent nearly three months north of the border in a visit that received little publicity and it was rarely photographed.
E R MORTEN COLLECTION

'Scottish' Class 31 on trials at 'The Plant' in Doncaster

AS an enthusiastic trainspotter during the BR steam/diesel 'crossover' era of the late 1950s and early 1960s, I was interested to read Geoff Courtney's article in last month's issue about the little-publicised evaluation trials of Stratford-allocated Class 31 D5511 in Scotland during the summer of 1958.

It prompted me to carry out some research of my own, and I have discovered that the diesel was recorded at Doncaster works on June 8, 1958, and again on August 31, the latter visit described as being for trials.

These dates would fit in with the dates in the article of its spell in Scotland – Geoff said it arrived in Scotland on or about June 18, so perhaps the first Doncaster visit 10 days before was on its way north when the loco would have been straight out of the Brush Traction factory at Loughborough.

The August 31 visit to Doncaster was probably when it was on its way south having finished its evaluation north of the border, and the fact that it is noted as being on trials at 'The Plant' indicates that maybe they continued for a period after it had journeyed back south.

With most of my trainspotting being in the Bedford area, I rarely saw the D55xx series unless I visited Liverpool Street, King's Cross or Cambridge. Our nearest to the Class 31s was another Type 2, the short-lived Class 28 'Metrovicks' numbered D5700-19, which had service lives of a mere 10 years. Maybe Dave Brennand was thinking of this class, among others, when in the article on D5511 he says that some diesels of the era proved to be very expensive failures.

Michael Throssell, Kempston, Bedfordshire

Not the first diesel used on the 'Torbay Express'

I WAS rather surprised to read an article in Main Line News, issue 231, entitled 'Diesel works 'Torbay Express''.

It gave the impression that the failure of *Tornado* on the Torbay Express on Sunday, July 2, was the first time that the Torbay Express had been worked in both directions by a diesel.

I would like to put this assumption correct by recalling a trip my family had on the Torbay Express on Sunday, July 24 last year, when the rostered locomotive for the trip, No. 46100 *Royal Scot*, had failed the fitness-to-run test the previous evening, and was not able to travel.

An attempt had been made to obtain *Tornado*, in London, which was available for the journey, but just like with the July 2 trip, Network Rail was not able to agree movement, as no suitable path was available.

The end result was that Class 66 No. 66093 was substituted and it performed the entire out and back trip. Luckily for the passengers, all of whom appeared to be disappointed, we were given a fast run throughout, arriving back at Temple Meads half an hour early, with no pathing problems.

A letter later received from Torbay Express, apologised for the failure, which was obviously out of its hands, and promised and paid an automatic refund (as on July 2). The letter also stated that all Torbay Expresses in 2014 and 2015 had run steam-hauled, so our experience was unusual.

Also, the service from the on board catering staff was exemplary, and this 'softened the blow' somewhat.

Andy Churchill, Bristol

Magnificent Ffestiniog Travel trip behind South African steam

I WAS delighted to read your feature on Ceres Rail Company initiatives in developing steam railway tourism in the Western Cape (issue 231).

As part of a group with Ffestiniog Travel (booked through an advert in *Heritage Railway*) we undertook a one-day trip from Cape Town to Demeter and back over the weekend of March 25-26 this year.

The train departed Cape Town at around 7.30am on the Saturday behind 19D No. 3321 *Jessica*, but due to polluted fuel oil having been supplied by an outside contractor, the trip was aborted after approximately one kilometre.

We were very impressed by the efforts that were taken by all associated with Ceres Rail Co, which arranged for the polluted fuel oil to be pumped out, all valves and filters cleaned to ensure that the tour could proceed the following day, and with fuel replaced, No. 3321 gave us a trip to remember.

The railway from Cape Town to Wolseley included some fine examples of semaphore signalling and British-influenced signalboxes, still in use around the city of Paarl, where Nelson Mandela had spent time in prison.

The climb from Wolseley over Mitchell's Pass is truly spectacular, as instanced by the photo on page 81 of your article. The sinuous 600ft climb behind a hard-working loco, in a train of superbly restored stock, with fully opening windows, ensured sights, sounds and smells never to be forgotten.

A superb lunch at Ceres Golf Club set everyone up for a relaxing return to Cape Town early on the Sunday evening. The efforts of all staff, those on footplate, on the train and at the golf club were second to none – they were very friendly, hard-working and went the extra mile to ensure everyone had a memorable day out, despite the hiccups of the previous day.

I would thoroughly recommend this trip to any enthusiast or visitor interested in a superb day out while in Cape Town, and hopefully the Ceres Rail programme range will grow. I look forward to taking one of its four-day tours in the future.

Colin J Hayton, White Stone, Herefordshire

The last of the Jubilees

I WAS a student in Leeds in the mid-1960s, and read with great interest your account of the final months of the Jubilee class in BR operation. However, let me fill in a couple of blanks.

I was surprised that there was nothing about what I believe to be the last working of the class in Scotland.

This was the 'South Yorkshireman' special on September 24, 1966, which ran from Bradford Forster Square via Ais Gill and Beattock to Glasgow Central and back, hauled throughout by No. 45565 *Victoria*. I include a shot of the train awaiting departure from Glasgow (right).

You mention briefly the short stay of execution for No. 45562 *Alberta* at the end of October 1967, for one final railtour. This was an MRTS special which left Manchester Victoria behind No. 70013 *Oliver Cromwell*, running as far as Normanton.

Here, the Jubilee took over for what was definitely the last BR passenger train hauled by this class (see below).

Mervyn Leah, email

Chasing the Jubilees

CAN I say how much I enjoyed the photo feature and article about the Jubilees in the latest *Heritage Railway* – very timely and welcome.

Living in Huddersfield I was also chasing the Jubilees for much of 1965/1966 and saw and photographed many of the same trains captured by David Rodgers (we went to the same school).

Is the photograph taken inside Holbeck shed on August 12, 1967, rather than 1966 (the clue is in the 55A shed code on *Alberta*)? Did *Kolhapur* and *Alberta* really swap smokeboxes or would that be smokebox doors?

David Smith, email

Let's have more specials

Just a short note to say that I thought the News Focus Special on the LMS Jubilees by Brian Sharpe in issue 232 of *Heritage Railway* was excellent. Please ask him to keep doing special features of this type.

S J Allen, Bedfordshire

Jubilee 4-6-0 No. 45565 *Victoria* waits to depart from Glasgow Central on September 24, 1966. MERVYN LEAH

Jubilee No. 45562 *Alberta* hauls the last BR passenger train hauled by a class member, in October 1967. MERVYN LEAH

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Preservation of *Britannia*

AS someone who was involved with the purchase of No. 70000 *Britannia,* I am grateful for your mention of the foresight of all enthusiasts who purchased locomotives and saved branch lines for future generations.

My colleagues and I were most concerned that No. 70000 was not to be officially preserved and we spent eight years raising a (now) paltry sum of £4,200 to save it from Draper's scrapyard.

Our aim was to operate on the main line but we could not raise that kind of money, so the company which bought *Britannia* (not the East Anglian Locomotive Preservation Society) transferred ownership to a third party. In fact No. 70000 has had three owners and I assume that people eventually lose interest but not one of them offered any financial assistance during the early days.

Some time ago, Prince Charles renamed *Britannia* and I must admit I was bitterly disappointed that not one of the pioneers was invited, as I felt they deserved to be. I hope fellow enthusiasts did not suffer a similar fate throughout the country.

Many of the original pioneers would have passed away and their contribution will be remembered; I hope by the participants who travel behind steam, on the main line and preserved railways.

Colin Richell, London N13

Fascinating window on a bygone age

I HOPE I am not the only *Heritage Railway* reader to express their appreciation for the publication of the Steaming to Bundoran article in issue 232.

It was one of the most interesting, entertaining and indeed thought-provoking articles I have ever had the pleasure of reading in a hobby magazine.

The author has obviously gone to considerable effort to produce what is also a very readable and detailed piece, which gives a glimpse of a period that, although within living memory, sometimes nowadays seems very remote from the world we live in today.

Mr Dougherty is to be congratulated warmly.

Lionel Price, Oswestry, Shropshire

Need for greater punishments to deter railway vandals

IT IS gratifying to hear of public support in the wake of appeals following the sickening acts of vandalism on our preserved railways.

Many people don't realise that it involves far more than a few broken windows. There are deeply gratuitous acts of wanton violence, together with drug and alcohol abuse, followed by filthy acts of degradation necessitating the "deep cleaning" referred to by Roger Melton in his article.

I can't imagine what the homes of these twisted individuals must be like – and they were stupid enough to reveal their identities on social media! As for falling asleep at the crime-scene – words fail me. What baffles me is the motive – when I was at school, with friends at all levels of society, none of us felt the urge to indulge in vandalism – one might even ask why there is a word for something so alien to the nature of rational people.

Is it new, this urge to smash up telephone booths, shop windows, bus shelters and to steal cars and incinerate them?

I agree with our editor when he pleads for the magistracy to make meaningful restitution orders in every case. The parents of these creatures must be made accountable for the vacuous and wayward behaviour of their horrible progeny.

There is one final aspect of all this that I find totally abhorrent. I've come to accept that one locks up when absent, I grudgingly accept that security levels have escalated to get insurance cover, and it has become part of the status quo that, if you have anything of value, it is prey to the yeggmen.

But when you do your best to cope with all that and then the dregs of society come and destroy what little is left for the undiluted hell of it, then surely the time has come for far sterner measures?

Martyn McGinty, Frome, Somerset

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Complete with rainbow, visiting LMS Ivatt 2MT 2-6-2T No. 41312 approaches Furnace Sidings during the Pontypool & Blaenavon Railway steam gala on September 9 with its final passenger service of the day banked by GWR 2-8-0T No. 4270. KIERAN HARDY

BRIAN SHARPE'S FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre
Narrow gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.
Running: Wed - Sun.

Bluebell Railway
Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park, East Sussex TN22 2QL.
Tel: 01825 720800.
Engines: 263, 178, 323, 592, 65, 847, 30541, 73082.
Running: Daily.

East Kent Railway
Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.
Running: Suns to Oct 1.

Eastleigh Lakeside Railway
Narrow gauge, 1¼ miles,
footplate experience.
Running: W/Es + sch hols.

Hastings Miniature Railway
Narrow gauge, 600 yards,
Rock-a-Nore Road, Hastings, East Sussex.
Running: W/Es + sch hols.

Hayling Seaside Railway
Narrow gauge, one mile.
Hayling Island, Hants.
Running: W/Es, Weds + sch hols.

Isle of Wight Steam Railway
Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.
Engines: 8, 11, 24, 41298.
Running: Sun, Wed,Thur + Sep Sat, Mon, Tues + 29.

Kempton Steam Railway
Narrow gauge, ½ mile, Hanworth.
Tel: 01932 765328.
Running: Suns.

Kent & East Sussex Railway
Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.
Engines: 32670, 30065, 1638.
Running: W/Es + Sep 26-28.

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: W/Es + Sep 26-28.

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: Sep 23, 24.

Spa Valley Railway
Standard gauge, five miles, footplate experience. Tunbridge Wells, Kent.
Tel: 01892 537715.
Running: W/Es + Oct 13.

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles, footplate experience, wine and dine.
Bitton, Bristol.
Tel: 0117 932 7296.
Running: Suns + Sep 23, 27, 30, Oct 14.

Bodmin & Wenford Railway
Standard gauge, 6½ miles, footplate experience, wine and dine.
Bodmin, Cornwall.
Tel: 01208 73666.
Engines: 4612, 30587, 30120.
Running: Daily to Oct 1. Oct Suns, Tues, Wed + 5, 7, 12.

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: W/Es + Sep Tues-Fri.

East Somerset Railway
Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.
Engines: 46447, 5637, 41313.
Running: W/Es + Weds.

Gartell Light Railway
Narrow gauge, ½ mile. Common Lane, Yenston, Templecombe, Somerset
BA8 0NB. Tel. 01963 370752
www.newglr.weebly.com
Running: Sep 24.

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: W/Es, Tues-Thurs + Sep 25.

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: Oct 29.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

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South Devon Railway
Standard gauge, seven miles, footplate experience, wine and dine. Buckfastleigh, Devon. Tel: 01364 644370.
Engines: 5542, 5526.
Running: Daily.

Swanage Railway
Standard gauge, six miles, footplate experience, wine and dine.
Swanage, Dorset. Tel: 01929 425800.
Engines: 34070, 80104, 31806, 30120.
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, 7820, 73082, 34046.
Running: Daily except Oct 9, 13, 16, 20.

Two NER H class (LNER / BR Y7) 0-4-0Ts at the Mid-Suffolk Light Railway steam gala on August 28. BRIAN SCOTT

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 + Sep 23, 30, Oct 7.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Running: Oct 1, 28, 29.

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. Engines: 9466, 93.
Running: W/Es + Sep Weds, Thurs.

Mid-Suffolk Light Railway
Standard gauge, ½ mile.
Brockford, Suffolk.
Running: December.

Nene Valley Railway
Standard gauge, 7½ miles, footplate experience. Wansford, Peterborough, Cambs.
Tel: 01780 784444. Engine: 34081.
Running: W/Es + Sep 27, Oct 18.

North Norfolk Railway
Standard gauge, 5½ miles, footplate experience. Sheringham, Norfolk NR26 8RA. Tel: 01263 820800.
Engines: 564, 8572, 92203, 76084, 1744.
Running: Daily.

Wells & Walsingham Railway
Narrow gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630
Running: Daily.

Whitwell & Reepham Railway
Standard gauge, ¼ mile.
Reepham, Norfolk. Tel: 01603 871694.
Running: W/Es, steam first Sun.

HOME COUNTIES

Buckinghamshire Railway Centre
Standard gauge, ¼ mile, footplate experience. Quainton Road, Bucks.
Tel: 01296 655720.
Engine: 30585.
Open: Tues-Thurs.
Running: Suns + Sep 23.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon.
Tel: 01844 353535. Engine: 6412.
Running: Suns.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067.
Running: Oct 7, 8.

Didcot Railway Centre
Standard gauge, footplate experience.
Didcot, Oxon.
Tel: 01235 817200.
Engines: 93, 6023, 4144.
Open: W/Es.
Running: Sep 23, 24, Oct 7, 8.

Epping Ongar Railway
Standard gauge, five miles.
Ongar, Essex.
Tel: 01277 365200. Engines: Met 1, 6430.
Running: W/Es + Sep 29.

Leighton Buzzard Railway
Narrow gauge, 2¾ miles.
Leighton Buzzard, Beds.
Tel: 01525 373888.
Running: Suns + Sep 30.

MIDLANDS

Amerton Railway
Narrow gauge, one mile.
Stowe-by-Chartley, Staffs.
Tel: 01785 850965.
Running: W/Es.

Apedale Valley Railway
Narrow gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs.
Tel: 0845 094 1953.
Running: Sats + Oct 8, 15.

Barrow Hill Roundhouse
Standard gauge, ¼ mile. Chesterfield, Derbyshire. Tel: 01246 472450.
Engines: 60103, 60163
Open: Sep 21-23.

Battlefield Line Railway
Standard gauge, five miles.
Shackerstone, Leics.
Tel: 01827 880754
Running: W/Es + Weds.

Chasewater Railway
Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.
Running: Suns + Sep 30, Oct 7.

Churnet Valley Railway
Standard gauge, 5¼ miles, footplate experience, wine and dine.
Cheddleton, Staffs.
Tel: 01538 750755. Engines: 6046, 5197.
Running: Suns + Sep 23, 30, Oct 20, 21.

Dean Forest Railway
Standard gauge, 4¼ miles, footplate experience, wine and dine.
Norchard, Lydney, Glos.
Tel: 01594 845840. Engine: 5541.
Running: W/Es + Weds.

Ecclesbourne Valley Railway
Standard gauge, eight miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.
Running: W/Es, Tues + Sep 28.

Evesham Vale Railway
Narrow gauge, 1¼ miles.
A46 north of Evesham, Worcs.
Tel: 01386 422282.
Running: W/Es.

Foxfield Railway
Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Running: Suns + Sep 23.

Gloucestershire Warwickshire Railway
Standard gauge, 12 miles, footplate experience. Toddington, Glos.
Tel: 01242 621405.
Engines: 2807, 4270, 35006, 7903.
Running: W/Es, Tues, Weds + Sep 28.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323. Engines: 48624, 46521, 92214, 45305, 777, 6990, 78018.
Running: W/Es + Sep 27, Oct 5, 6, 17-19.

Great Central Railway Nottingham
Standard gauge, four miles.
Ruddington, Notts.
Tel: 0115 940 570. Engine: 8274
Running: Suns.

Midland Railway – Butterley
Standard gauge, 3½ miles, footplate experience, wine and dine.
Ripley, Derbyshire.
Tel: 01773 570140. Engine: 5619.
Running: W/Es.

Northampton & Lamport Railway
Standard gauge, two miles.
Pitsford, Northants. Tel: 01604 820327.
Running: Suns + Sep 23.

Peak Rail
Standard gauge, four miles.
Matlock, Derbyshire. Tel: 01629 580381.
Running: W/Es + Sep 27.

Perrygrove Railway
Narrow gauge. B4228, Coleford, Glos.
Tel: 01594 834991.
Running: W/Es, Tues + Sep 26, 28.

Rocks by Rail
Standard gauge, ¼ mile.
Cottesmore, Rutland.
Open: Tues, Thur, Sun.
Running: Oct 15.

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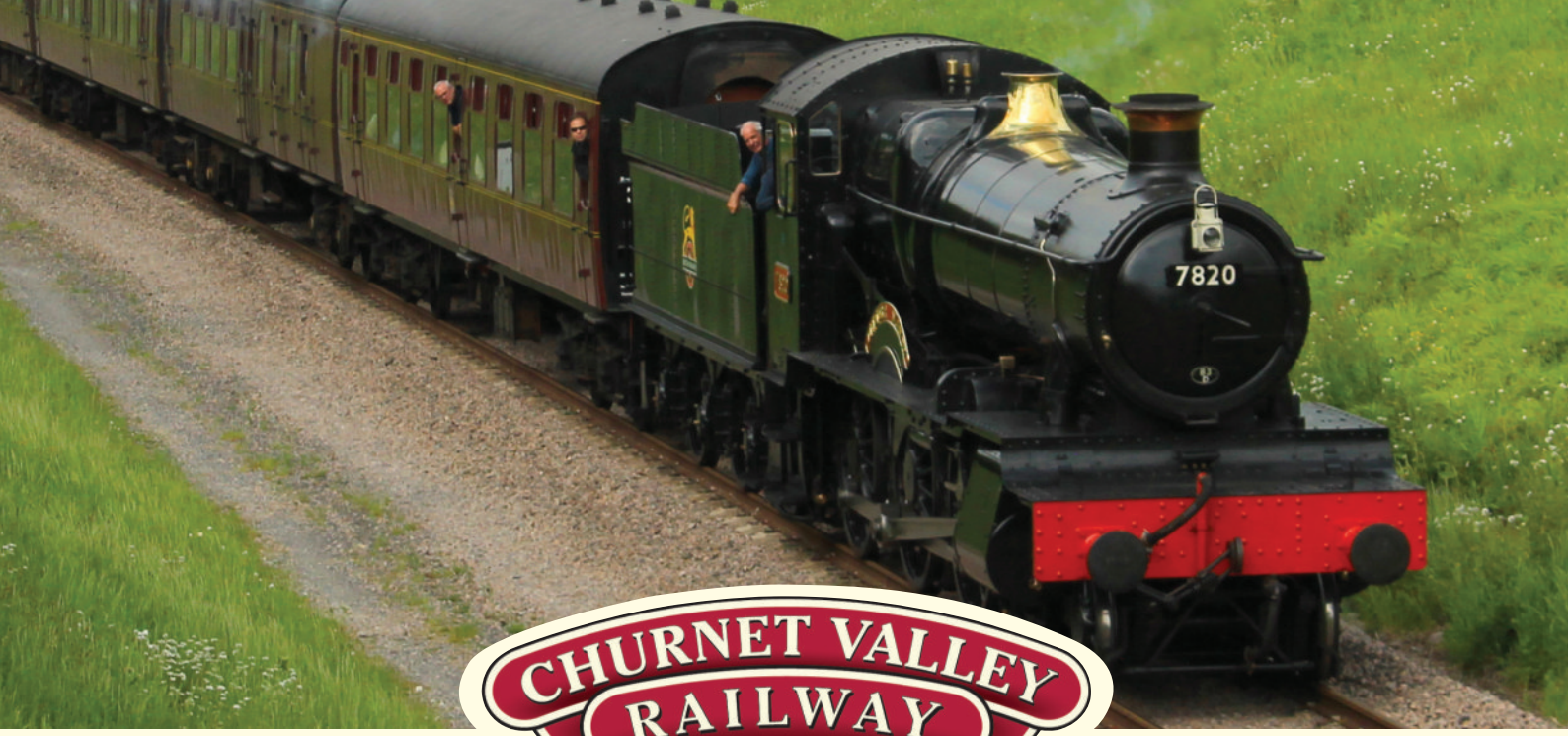

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GWR 0-4-2T No. 1450 during a short visit to the Northampton & Lamport Railway at Pitsford on August bank holiday. MARTIN CREESE

Rudyard Lake Railway
Narrow gauge, 1½ miles.
Leek, Staffs. Tel: 01995 672280.
Running: W/Es.

Rushden Transport Museum
Standard gauge, ¼ mile.
Open: W/Es. Running: Oct 21, 22.

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, 323, 564, 926.
Running: Daily.

Steeple Grange Light Railway
Narrow gauge, ½ mile, footplate experience.
Wirksworth, Derbyshire.
Running: Sep Suns.

Telford Steam Railway
Standard gauge, one mile, footplate experience. Telford, Shropshire.
Email: sec@telfordsteamrailway.co.uk
Tel: 01952 503880.
Running: Sep 24, Oct 1.

NORTH WEST

East Lancashire Railway
Standard gauge, 12 miles, footplate experience. Bury, Lancs.
Tel: 01617 647790.
Engines: 13065, 52322, 34092.
Running: W/Es + Sep 27-29.

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 to Oct 1.

Stainmore Railway
Standard gauge, ½ mile.
Kirkby Stephen East Station,
Kirkby Stephen, Cumbria CA17 4LA.
Open: W/Es.
Running: December.

West Lancashire Light Railway
Narrow gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Suns.

NORTH EAST

Aln Valley Railway
Standard gauge, ½ mile.
Lionheart station, Alnwick,
Northumberland.
Running: Sep 24.

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 01652 657053.
Running: Sep 23, 30.

Bowes Railway
Standard gauge, one mile.
Springwell, Tyne & Wear.
Tel: 01914 161847.
Open: Oct 7, 8.

Cleethorpes Coast Light Railway
Narrow gauge, two miles.
Cleethorpes, North East Lincolnshire.
Tel: 01472 604657.
Running: W/Es + Sep 25-29.

Derwent Valley Railway
Standard gauge, ½ mile. Murton Park,
Layerthorpe, York.
Tel: 01904 489966.
Running: Sep 24.

Elsecar Railway
Standard gauge, one mile. Footplate experience.
Elsecar, South Yorks.
Tel: 01226 746746. Open: Daily.
Running: Suns.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks.
Engine: 5643.
Running: W/Es + Tues.

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: W/Es + Weds.

Kirklees Light Railway
Narrow gauge, four miles. Huddersfield,
West Yorks. Tel: 01484 865727.
Running: W/Es.

Lincolnshire Coast Light Railway
Narrow gauge, ½ mile.
Water Leisure Park, Walls Lane, Skegness,
Lincolnshire.
Running: TBA.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.
Running: Sep 24, Oct 8.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.
Engine: 1310.
Running: W/Es.

North Tyneside Railway
Standard gauge, two miles.
North Shields.
Tel: 0191 200 7106
Running: W/Es.

North Yorkshire Moors Railway
Standard gauge, 18 miles, wine and dine.
Grosmont, North Yorks.
Tel: 01751 472508.
Engines: 76079, 80136, 44806, 61264, 926, 5199, 7714, 1501.
Running: Daily.

South Tynedale Railway
Narrow gauge, 3½ miles. Alston, Cumbria.
Tel: 01434 382828/381696.
Running: W/Es, Tues, Thurs.

Tanfield Railway
Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.
Running: Suns.

Weardale Railway
Standard gauge, five miles.
Stanhope, Bishop Auckland, Co Durham.
Tel: 01388 526203.
Running: W/Es.

Wensleydale Railway
Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 0845 450 5474.
Engine: 69023.
Running: W/Es, Tues + Sep 27.

WALES

Bala Lake Railway
Narrow gauge, 4½ miles.
Llanuwchllyn, Gwynedd.
Tel: 01678 540666.
Running: Thurs + Sep 23, 24, 26, 27, 30, Oct 1.

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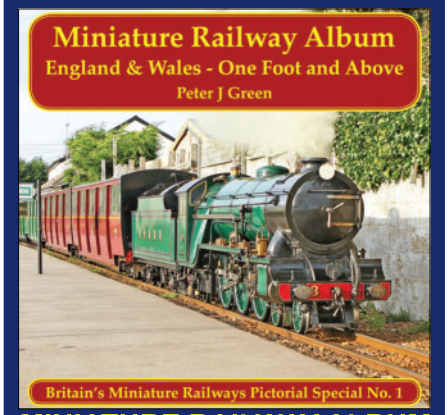

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Crewe Heritage Centre
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Head of Steam
North Road Station, Darlington. Open: Tues-Sun. Tel: 01325 460532.

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Kidderminster Railway Museum
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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
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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
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Running: Sep 24.

Fairbourne Railway
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Gwili Railway
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Running: Wed, Thurs + Sep 23, 24, 26, Oct 1, 7, 15.

Llanberis Lake Railway
Narrow gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
Running: Sun-Thur + Sep Fris.

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: Oct 28.

Rhyl Miniature Railway
Narrow gauge. Rhyl, North Wales.
Running: W/Es.

Snowdon Mountain Railway
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Running: Daily.

Talyllyn Railway
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Running: Daily.

Teifi Valley Railway
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Running: Sun, Tues - Thurs.

Vale of Rheidol Railway
Narrow gauge, 11¾ miles. Aberystwyth, Ceredigion. Tel: 01970 625819. Engines, 8, 9.
Running: Daily.

Welsh Highland Heritage Railway
Narrow gauge, one mile. Porthmadog, Gwynedd. Tel: 01766 513402.
Running: W/Es, Tues-Thurs.

Welsh Highland Railway
Narrow gauge, 26 miles. Caernarfon, Gwynedd. Tel: 01766 516000.
Running: Daily except Oct Mon, Fri.

Welshpool & Llanfair Light Railway
Narrow gauge, eight miles. Llanfair Caereinion, Mid-Wales. Tel: 01938 810441. Engines: 822, 823.
Running: W/Es + Sep 26-29.

SCOTLAND

Almond Valley Railway
Narrow gauge, ¼ mile. Livingston, West Lothian. Tel: 01506 414957.
Running: W/Es + sch hols.

Bo'ness & Kinneil Railway
Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 822298.
Running: W/Es + Tues.

Caledonian Railway
Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.
Running: December.

Keith & Dufftown Railway
Standard gauge, 11 miles. Dufftown, Banffshire.
Running: Fri-Sun to Oct 1.

Leadhills & Wanlockhead Railway
Narrow gauge, one mile. Leadhills, South Lanarkshire. Tel: 0141 556 1061.
Running: Sep W/Es.

Royal Deeside Railway
Standard gauge, one mile. Milton of Crathes, Kincardineshire.
Running: W/Es.

Ayrshire Railway Centre
Standard gauge, ⅓ mile. Dunaskin, Dalmellington Road (A713), Waterside, Ayrshire.
Running: Sep 24.

Strathspey Railway
Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725. Engines: 828, 46512.
Running: W/Es, Weds, Thurs + Sep Fris.

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: Oct 28.

Giant's Causeway & Bushmills Railway
Narrow gauge, two miles. Bushmills, County Antrim. Tel: 0282 073 2844.
Running: W/Es.

Waterford & Suir Valley Railway
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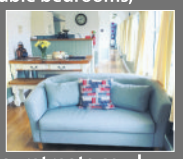

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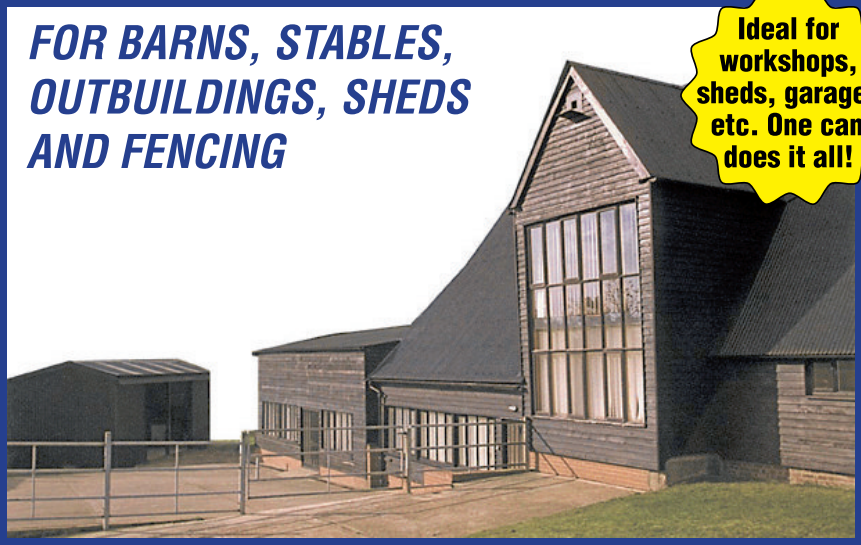

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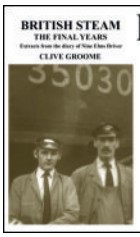

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LONDON MIDLAND STEAM MISCELLANY No. 4

The fourth in our miscellany series covering the London Midland steam. It features much previously unseen film and is largely assembled in order the film runs off the original cine reels. There is coverage around the north-west that includes Crewe South Shed, Crewe Station, Crewe Works (including 'western' diesel-hydraulics under construction), Stoke-on-Trent Shed, Moore Water Troughs, Warrington Bank quay, Warrington (Arpley). A brake van tour behind 76077 of obscure lines around Warrington and Widnes including: a refuge siding at Daresbury (part of the original Birkenhead route abandoned with the opening of the Manchester Ship canal in the 1890s), plus that famous railway curiosity at Widnes – the rail flat crossing by No 4 signal box. There is plenty of steam action at Winwick Junction, Wigan North Western, plus also Wigan Wallgate, before moving on to Leyland, Farington Junction, Pleasington and Preston. At Carlisle, visits are made to Kingmoor shed plus Citadel Station. Chester, Gresford Bank, Llangollen Line Junction (Ruabon), and Hooton are all visited in March 1967 coinciding with the end of the through Paddington to Birkenhead service. Moving away from the north-west, in 1964 visits are made to the Bletchley fly-over, Aynho water troughs, Gloucester, Banbury, the Lickey Bank (including an amazingly long freight train going up hill), and Summer Saturday holiday maker trains are seen at Birmingham. The last fifteen minutes are made up of off-cuts from Colin White such as, Shap, Tebay Shed, Dillicar Water Troughs, Oxenholme, Carnforth, Hest Bank, Heaton Mersey and Warrington. A cross-section of LMR motive power is seen such as: Black 5 (including a number of the experimental types plus one with self-weighing tender), Jinty 2-6-4, 4f, Princess and Coronation Pacific, Jubilee, Rebuilt Patriot, 8f, Britannia, Clan, 73xxx, 75xxx, 76xxx, 92xxx (including ex-Crosti). Filmed in colour and black and white and mostly taken between 1963 and 1968, a commentary plus sound track complement this nostalgic look at the last years of London Midland Steam.

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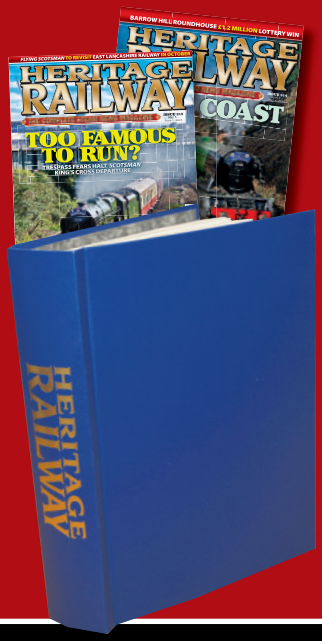

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Plenty to keep us busy!

BRITAIN'S army of steam enthusiasts will as-ever be spoilt for choice over the coming weeks. First up is the Severn Valley Railway, with its traditional four-day extravaganza on a mainly Southern theme. There is an olive green Schools class 4-4-0 and the unique all-night running, which this year will feature two Bulleid Pacifics.

Barrow Hill Roundhouse opens its doors again, with Britain's favourite LNER Pacifics – 94 year-old *Flying Scotsman* and nine-year old *Tornado* – starring alongside each other in what is sure to be a sell-out event.

The North Yorkshire Moors Railway's autumn gala will feature GWR prairie and pannier tanks alongside its own varied home fleet, while the Lynton & Barnstaple Railway will be introducing an engine even younger than *Tornado* as American 2-4-2T *Lyn* makes its gala debut.

The West Somerset Railway's theme will be Bath and Beyond, reflecting the Somerset & Dorset line and a mixture of SR, LMS and GW motive power.

Heritage Railway will be covering these and other events over the coming month.

Newly overhauled SR Schools 4-4-0 No. 926 *Repton* at Beckhole on the North Yorkshire Moors Railway on August 31. LUKE TAYLOR

SPECIAL EVENTS

September

21-24: Severn Valley Railway: Autumn Steam Gala ■

Star visitors will be newly overhauled SR Schools 4-4-0 No. 926 *Repton* from the NYMR, GER Y14 0-6-0 No. 564 from the NNR and SECR P class 0-6-0T No. 323 *Bluebell*.

As well as an intensive service, there will be overnight running on Friday and Saturday with Bulleid Pacifics Nos. 34027 *Taw Valley* and 34053 *Sir Keith Park*, marking 50 years since the end of Southern steam. It will be the last gala appearance of No. 7812 *Erlestoke Manor* before overhaul.

Additional attractions will be an early morning breakfast train, goods train brakevan rides, shunting demonstrations, autotrains with No. 1450 and Victorian narrow gauge steam train rides with Ffestiniog Railway No. 2 *Prince*.

22-24: Bodmin & Wenford Railway: China Clay Gala

23: Welshpool & Llanfair Railway: Diesel Day ■

23: West Lancashire Light Railway: 50th Anniversary Gala

23, 24: Avon Valley Railway: 1940s Weekend

23, 24: Barrow Hill Roundhouse: Steam Gala ■

The refurbished roundhouse reopens with a spectacular starring LNER Pacifics Nos. 60103 *Flying Scotsman* and 60163 *Tornado*.

23, 24: Bluebell Railway: Steam Through the Ages.

This new event will bring several eras from history to life with a different decade re-created at each station.

The Victorian era will be depicted at Sheffield Park, Horsted Keynes Station will give a flavour of life during the war years of the 1940s, while Kingscote will see the 1960s taking centre stage.

At the end of the line at East Grinstead visitors will be able to enjoy music from the 1980s.

23, 24: Devon Railway Centre: Anything Goes Weekend

23, 24: Didcot Railway Centre: Anything Goes Weekend

23, 24: East Lancashire Railway: Autumn Diesel Gala ■

23, 24: Epping Ongar Railway: Autumn Diesel Gala ■

23, 24: Foxfield Railway: Autumn Gala ■

This year will again feature a number of road steam vehicles on display at Caverswall Road and also travelling to Foxfield Colliery throughout the day.

Freight trains will be running from the colliery and the Dubs crane tank will be giving lifting demonstrations.

23, 24: Gloucestershire Warwickshire Railway: Days Out with Thomas ■

23, 24: Kent & East Sussex Railway: Days Out with Thomas ■

23, 24: Llangollen Railway: Diesel Weekend ■

23, 24: Nene Valley Railway: Thomas Branch Line Weekend ■

23, 24: Sittingbourne & Kemsley Railway: Ivor the Engine ■

24: Lincolnshire Wolds Railway: Diesel Day ■

29 – Oct 1: North Yorkshire Moors Railway: Autumn Steam Gala ■

This event will see up to 11 locomotives in steam over the weekend.

SR Schools 4-4-0 No. 926 *Repton* will be making a return after overhaul in Southern Railway olive green livery.

The line will be welcoming some new faces: GWR 2-6-2T No. 5199 from the Llangollen Railway, and 0-6-0PTs Nos. 1501 and 7714 from the Severn Valley Railway, which will run double-headed.

The home fleet will include Standard 4MT 2-6-0 No. 76079 and 2-6-4T No. 80136, LNER B1 No. 61264 and LMS 'Black Five' No. 44806.

It is also hoped that 'Black Five' No. 5428 *Eric Treacy* and NER Q6 0-8-0 No. 63395 will be able to make appearances subject to completion of overhauls.

30, Oct 1: Churnet Valley Railway: War in the Valley

30, Oct 1: Leighton Buzzard Railway: Fifty Years of Preservation

30, Oct 1: Lynton & Barnstaple Railway: Autumn Gala ■

The railway's new-build Baldwin 2-4-2T *Lyn* plus several other engines will be in steam.

30, Oct 1: Ribble Steam Railway: Diesel Gala ■

30, Oct 1: Spa Valley Railway: Days Out with Thomas ■

30, Oct 1: Welshpool & Llanfair Railway: Vintage Weekend

October

1: Buckinghamshire Railway Centre: Autumn Steam Gala

1: East Anglian Railway Museum: All Trains Great and Small

5-8: Great Central Railway: Autumn Steam Gala ■

In the 50th anniversary year of the end of Southern steam, this event will see two Bulleid Battle of Britain Pacifics visiting the line; No. 34053 *Sir Keith Park* and No. 34081 *92 Squadron*.

5-8: West Somerset Railway: Autumn Steam Gala ■

Visiting Locomotives for this major gala will be SR West Country Pacific No. 34046 *Braunton* and GWR 4-6-0s No. 7820 *Dinmore Manor* and 7822 *Foxcote Manor*.

From the home fleet will be GWR 4-6-0 No. 6960 *Raveningham Hall*, LMS 4F 0-6-0 No. 44422 and SDJR 7F 2-8-0s Nos. 53808 and 53809.

There will be a freight train running, including shunting demonstrations at Minehead on Saturday and Sunday.

It is planned for all locomotives to be running chimney-first on Saturday and Sunday, with Minehead and Norton Fitzwarren turntables in use. This may also prove possible on the other two days.

Minehead workshops will be partially open on Saturday and Sunday.

6-8: Bluebell Railway: DPS 40th Anniversary ■

6-8: Ffestiniog Railway: Victorian Weekend

7, 8: Apedale Valley Railway: Diesel Gala ■

7, 8: Chasewater Railway: Coal Train Weekend

7, 8: Gloucestershire Warwickshire Railway: Autumn Diesel Weekend ■

7, 8: Cholsey & Wallingford Railway: 1940s Weekend

7, 8: East Lancashire Railway: Days Out with Thomas ■

7, 8: Spa Valley Railway: Days Out with Thomas ■

13-15: Llangollen Railway: Autumn Steam Gala ■

Featuring an intensive timetable of both passenger and mixed traffic trains, a variety of steam locomotives and special attractions taking place along the line.

13-15: Nene Valley Railway: Diesel Gala ■

13-15: North Yorkshire Moors Railway: Railway in Wartime

13-15: Swanage Railway: Autumn Steam Gala ■

14, 15: Avon Valley Railway: Autumn Gala

14, 15: East Lancashire Railway: Autumn Steam Gala ■

14, 15: Ecclesbourne Valley Railway: EVR150

14, 15: Royal Deeside Railway: End of Season Gala

15: Leighton Buzzard Railway: Diesel Day ■

RAILWAYANA

October

7: Great Northern Railwayana, Poynton

KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas and family event

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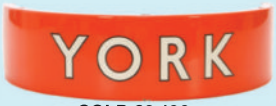

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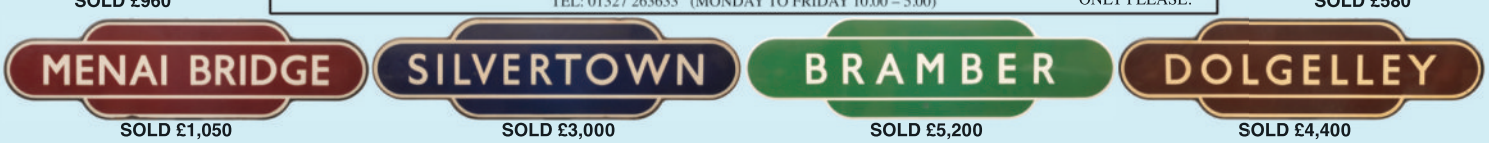

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