

NEW THREAT TO SCARBOROUGH STEAM CHARTERS

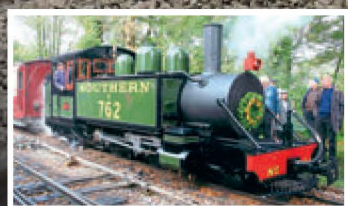
HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

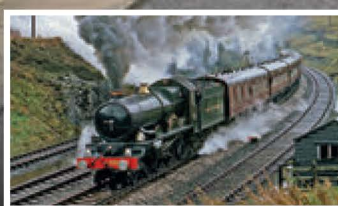
ISSUE 234
October 20 –
November 16, 2017

SWANAGE T3 GIFT 'MAY STEAM AGAIN'

**BRITISH INDIA
LINE DEBUTS
IN GREEN**



**NEW LYN WOWS
LYNTON &
BARNSTAPLE
GALA**



**50 YEARS AGO:
MAIN LINE
STEAM IN
OCTOBER 1967**

■ WENSLEYDALE IN LINE FOR £380K LOTTERY GRANT
■ HOMES FOUND FOR CLOSED ELECTRIC MUSEUM STOCK

SOMETHING TERMINAL FOR THE WHR



Welsh Government Vibrant and viable Places scheme, Welsh Government TMF Funding



European Regional Development Fund Tourism Attractor Destination Project Welsh Government & Visit Wales

<http://www.festrail.co.uk/appeal/donate.html>

The steelwork above will soon contain the splendid new terminal building at the end of the WHR. This building will offer all the amenities the visitor has come to expect. Outside, the extra length will allow the operation of trains of 12 cars to carry the expanding traffic of this comfortable and scenic little railway.

It is no accident that this project enjoys grant support. It is clear that the WHR complements the Castle in attracting visitors to Caernarfon, but as well as bringing prosperity to the town, the railway encourages cars to be left in the car park, not on the roads in the National Park. People can see more scenery in more comfort from the safety of the train.

We need funds to match those generous grants.

WILL YOU HELP US?

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The Ffestiniog & Welsh Highland Railway Trust

Harbour Station, Porthmadog, LL49 9NF Registered Charity No. 239904



Diamond Jubilee Appeal

GR 08-17



Three Pacifics in the National Railway Museum's yard at York on Saturday, September 30: from left to right, No. 35018 *British India Line*, No. 60103 *Flying Scotsman* and No. 60009 *Union of South Africa*. DALE SMALLIN

The green shoots of autumn

As a photographer I find the changing colours of autumn irresistible, when the foliage turns to varying shades of gold, bronze, scarlet and brown, before it's back to winter and the long dark nights.

However, for me green has been by far the best colour this autumn.

We have seen the main line passenger train-hauling debut of Bulleid Merchant Navy Pacific No. 35018 *British India Line* in BR green, not the shiny black livery in which it undertook its trial runs. Yes, it failed with a bearing problem at York, but no passengers were inconvenienced or deprived of a steam-hauled return journey, and the locomotive was fixed and running again within a few days.

I remain supremely confident that *British India Line* will be a star performer for many years to come.

On a purely personal basis, I was delighted beyond belief to see another locomotive make its debut in Southern green, this time a brand-new one. The addition of replica Baldwin 2-4-2T *Lyn* to the Lynton & Barnstaple Railway's fleet will give this fairytale line, one of the West Country's sleeping giants, a complete, original train, in advance of its eagerly awaited big push westwards to Blackmoor Gate.

Thirdly, there now emerges the prospect of LSWRT 3 4-4-0 No. 563 being returned to running order by experts in the field of restoring Victorian locomotives. There has been much controversy over the National Railway Museum's recent decision to 'gift' this locomotive, part of the National Collection, to the Swanage Railway, which runs on LSWR metals. Yet for me, the prospect of seeing such a locomotive in steam, either on its home territory or on loan elsewhere, is far more satisfying than viewing it as one of a multitude of engines on static display in a part of the country where it has comparatively scant relevance.

Finally, my faith in the heritage sector has been greatly boosted by the offers from several venues to help out Coventry's Electric Railway Museum in its hour of dire need, by giving items of rolling stock from there a home.

As a result, the museum will be able to re-home every exhibit, following Coventry City Council's decision to take the site back for redevelopment.

I too am very disappointed that the city, home to the famous Coventry Transport Museum, because of its historic position as a focal point of the UK motor industry,

could not find a brownfield site for the relocation of the Electric Railway Museum.

Did it really try? There is a huge local relevance here because Coventry lies on a prime electrified railway, the West Coast Main Line.

Electric stock is far from being the most fashionable item on display at heritage

"...if we are serious about railway 'preservation', we should preserve aspects of the entire spectrum of the national network, not just those that have a sexy second-hand use."

lines, and because it cannot run under its own power, unless it has batteries, comes a very poor third after steam and diesel in the public popularity stakes. 'Useless' stock will take up valuable siding space, and is likely to come bottom of the maintenance priority stakes.

However, as said before, if we are serious about railway 'preservation', we should preserve aspects of the entire spectrum of the national network, not just those that have a sexy second-hand use.

Having attended the final open day at the site next to Coventry Airport on October 8, I sincerely hope the museum will one day find a new site on which to reassemble its substantial collection. Maybe in years to come, one or more of its EMUs might even be restored to main line standard for occasional charters.

As it stands, the Electric Railway Museum is a guardian of a significant slice of our railway heritage, and should be treated as such.

Robin Jones Editor

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EDITORIAL

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Saturday 8.30am-12.30pm

Answerphone 24H

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www.classicmagazines.co.uk

DISTRIBUTION

& PRINTING

Distribution

Marketforce UK Ltd

5 Churchill Place, Canary Wharf

London, E14 5HU

0203 787 9001

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William Gibbons & Sons,

Wolverhampton

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SUBSCRIPTION

Full subscription rates (but see page 30 for

offer): (12 months 12 issues, inc post and

packing) - UK £55.90. Export rates are also

available - see page 30 for more details.

UK subscriptions are zero-rated for the

purposes of Value Added Tax.

Enquiries: subscriptions@mortons.co.uk

EDITORIAL CONTRIBUTIONS

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ISSN No 1466-3560

Published

Every four weeks on a Friday.

Advert deadline

November 2, 2017

Next issue on sale

November 17, 2017

MORTONS
MEDIA GROUP LTD

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The cold North wind

The autumn of 1967 saw the end of steam on the Eastern Region and at the great railway centre of Crewe. BR also introduced a ban on privately-owned steam engines. Brian Sharpe recounts not only how BR's steam operations rapidly contracted as the final curtain approached but also how many now-famous locomotives were being saved.



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COVER: SR Merchant Navy Pacific No. 35018 *British India Line* passes Gargrave on its first passenger run in preservation on September 30. ANDREW SOUTHWELL



Colossus of conservation 52

The world has been in mourning for East Somerset Railway founder David Shepherd, who died aged 86 on September 19. After becoming an international wildlife artist and later a leading conservationist, he also bought two steam 'beasts' from British Rail in 1967 and helped transform our rail landscape, writes Robin Jones.

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With the debut of new-build 2-4-2T *Lyn*, the Lynton & Barnstaple Railway now has a complete 'original' train. Mission accomplished, writes Robin Jones.

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Commemorations marking the 50th anniversary of the end of steam on the Southern Region continue to capture the public imagination big time – with the Great Central Railway seeing a 33% increase in visitor numbers for its autumn steam gala, writes Robin Jones.

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Early October saw half of the preserved production Deltic fleet drawing the crowds at the Bluebell Railway, which for so long was a no-go area for diesels, writes Robin Jones.

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It could be reasoned that the original Great Eastern Railway, and latterly the London Transport line linking Epping to Ongar that closed in 1994, would not have that many railway skeletons in its closet. *Heritage Railway* troubadour writer, photographer and regular at the present day Epping and Ongar Railway, Geoff Silcock, disagrees.



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See page 30



Wensleydale set for £380K Lottery grant

THE Wensleydale Railway is on track to receive nearly £380,000 from the Heritage Lottery Fund to refurbish Grade II-listed Leeming Bar station.

The Stage 1 pass will release £22,000 of funding to draw up a final bid for restoration work to be carried out during 2018.

It will include authentic interior spaces for use by schools and community groups and involve a recreated boardroom, waiting room, ticket office and tearoom designed in the style of the stationmaster's parlour.

The 1848-built structure is currently listed as 'at risk' and needs a full restoration of the fabric and interior. Designed by railway architect GT Andrews, he marked its importance as the headquarters of the line by the inclusion of a grand portico.

The grant follows £72,050 provided by Richmondshire Council to relay the passing loop at Leyburn.

However, the 22-mile railway must stop trying to run 'real' public services for local residents and instead play to its strengths as a heritage line if it is to survive, said one of the line's directors. Steve Davies, the former head of the National Railway Museum, revealed that in the first five years when revivalists ran the branch, it lost £1.5 million by running public services that comparatively few people wanted – with many trains running empty.

By contrast, this year's venture of running quality afternoon steam-hauled tea trains in one of Stephen Middleton's Stately Trains carriages proved a huge commercial success, he said.

It is understood that the railway is now in talks with an unnamed major player in the heritage sector, who wishes to privately buy Aysgarth station and relay track there so it eventually links to the railway at Redmire. If the sale goes ahead, as agreed at the line's annual general meeting on September 9, it will pay off the station's £195,000 mortgage and leave £200,000 for urgent track and infrastructure improvements on the existing line.

Plans to extend the current running line to Castle Bolton are also being considered.

Another boost came with a major national award for the line's Scruton station heritage education programme. The station's tiny museum jointly won the Marsh Trust Volunteers in Learning Award with the People's History Museum in Manchester. To bring the museum to life, volunteers created the educational programme setting the scene at the station around 1916, complete with characters that would have used the line during the First World War. The award was presented at the British Museum, which runs the annual award with the Marsh Christian Trust.

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Swanage 'new' T3 may steam again

EXCLUSIVE
By Robin Jones

THE Swanage Railway's latest addition – globetrotting LSWR T3 4-4-0 No. 563 – may be returned to steam for the first time in 72 years.

Controversy flared earlier this year when the National Railway Museum decided that as part of a rationalisation process, the 1892-built locomotive, the sole survivor of a class of 20 and part of the National Collection, should be 'gifted' to the Purbeck Line – on the proviso that if there comes a time when it is no longer required, it must give the NRM first refusal.

Now, Bill Parker, whose Flour Mill workshops at Bream in the Forest of Dean have become widely regarded as market-leading experts in the restoration of Victorian locomotives, has offered to dismantle No. 563 to assess what needs to be done to return it to working order.

The Flour Mill has offered the Swanage Railway covered accommodation for the T3 (minus the tender) over the winter and has drawn up a proposal to dismantle it.

The cost of the move to the Flour Mill and the dismantling would be met by an unnamed supporter.

The workshop, which overhauled the Buckinghamshire Railway Centre's Metropolitan Railway E class 0-4-4T No. 1 and provided the crews for it to take part in the award-winning steam-hauled series of passenger trips on London Underground, which began in 2013, has also returned three other



LSWR T3 4-4-0 No. 563 inside the Locomotion Museum at Shildon in 2009. GILLET'S CROSSING/CREATIVE COMMONS

LSWR locomotives to running order. Both surviving Beattie 2-4-0 well tanks, No. 30585, which also belongs to the BRC, and the NRM's No. 30587, were both overhauled at the Flour Mill – which also completed the 'mission impossible' return to steam of T9 'Greyhound' 4-4-0 No. 30120 in 2010.

It was unclear as we closed for press what the response from the Swanage Railway to the proposal would be. However, a classic LSWR locomotive running again on a LSWR branch would be seen as a crowd-puller and significant asset to local heritage. If running again, No. 563 would, in theory, be available for hire to other heritage lines.

The T3 class was designed by William Adams and built at Nine Elms between 1892-3. The Southern Railway inherited

all of them at the Grouping, but all but three were withdrawn between 1930-3. The last, No. 563, was withdrawn in August 1945.

Saved for preservation, it became a static exhibit that, until recently, was displayed at the Locomotion museum in Shildon.

From May to October 2011 it starred in a theatrical production of *The Railway Children* in Toronto, after it was shipped to Ontario.

Back in England it was used in the production when it was staged at the temporary King's Cross theatre.

March 30 saw No. 563 officially transferred to the Swanage Railway Trust. It has now moved permanently to the Swanage Railway with a formal handover ceremony held at Corfe Castle on May 27.



This brick wall came off worst when it was struck by the front coupling of the Ffestiniog Railway's England 0-4-0STT No. 2 *Prince* at 1mph while the locomotive was giving a demonstration at the Engine House visitor centre at Highley on September 23, during the Severn Valley Railway's autumn steam gala (News, pages 32-33). JOHN TITLOW



With increasing numbers of 'Jacobite' trains running on the West Highland extension to Mallaig, four steam engines have been based at Fort William throughout the summer. Towards the end of the season, two of Ian Riley's 'Black Fives' have headed south – No. 44871 to the Keighley & Worth Valley Railway and No. 45212 to the North Yorkshire Moors Railway for its gala weekend (see pages 10-11). After this event, No. 45212 continued further south to feature in the autumn railtour programme, starting with a Steam Dreams 'Cathedrals Express' from West Brompton to Swanage, where it is seen being serviced on October 5. ANDREW PM WRIGHT

Scarborough steam 'threatened' by new depot plans

By Robin Jones

PLANS by TransPennine Express to convert sidings at Scarborough into a light maintenance depot may deter steam charter operators and damage the resort's tourist economy, it has been claimed.

TPE has asked Network Rail for permission to provide by next July a stabling, cleaning and fuelling facility at Scarborough to support the delivery of its Class 68 diesels and new Mk5a coaches, at the former Appletons Oil sidings.

However, the Down excursion sidings at Scarborough – which give access to the oil sidings – were retained entirely due to charter traffic to and from Scarborough. The sidings also provide access to the turntable reinstated in the 1980s for turning steam locomotives and was specifically funded for this purpose by tourism-conscious Scarborough Borough Council. West Coast Railways, the operator of the summer 'Scarborough Spa Express' since 2000, and which plans at least 20 trips to the resort in 2018, has formally objected to the TPE proposals.

The recent resignalling of Scarborough station took full account of steam and general charter operations and specifically segregated charters from other services in Scarborough station. Following this resignalling, the Down sidings can now only be accessed from platform 1, which has been designated as the charter platform.

At present, the Down sidings allow up to two steam-hauled charter trains to stable simultaneously, allowing the locomotives to turn, be serviced and run round and shunt their respective support coaches independently, all without interfering with other services in the station.

The TPE plan would mean that platform 1 would have to be kept clear overnight to allow a depot access for the last and corresponding first services. West Coast has said that it would not be acceptable to stable charter stock overnight in the former Londesborough excursion platform, which is remote, unsecure and prone to vandalism.

Furthermore, it is claimed that the proposed changes would also restrict

departure and arrival times of these charters at Scarborough, as the TPE services, rather than the charters, would have to be the first and last trains of the day.

West Coast's response to Network Rail said: "Although the TPE proposals acknowledge the charter presence and, following discussions, retaining some of the present functionality of the existing layout, they nonetheless have the capability to severely restrict existing charter services. Shortening of the second run-round loop will severely restrict the simultaneous handling of two charters and prevent two steam charters (as is quite frequently the case) altogether. We would object to this alteration.

"Whilst WCR respects TPE's proposal for improvement of Scarborough services, it is somewhat surprised that this proposal, particularly with these type of train (CL68s and Mk5 stock), has arisen so soon after such a comprehensive remodelling and rationalisation of the layout at Scarborough and wonders why no foresight was given to this."

West Coast has suggested that the TPE's needs would be better served at the sidings on the Up side at Seamer station, which have the added advantage of direct road access from the A64 and would seem far better suited for adaptation. Alternatively, track also remains in situ on the site of the extensive former Up carriage sidings at Scarborough, although no active connection is currently in place.

"Given the increased pressure on the principal routes across the network, it is highly probable that secondary routes, such as York to Scarborough, will significantly increase in popularity for steam and other charter services – indeed, this policy is being encouraged by Network Rail," said the statement.

"West Coast Railways views the proposals as incompatible with the current charter requirements and that they will inhibit future growth. It therefore objects to this Network Change and anticipates that other charter operators will do likewise."

Objections to the TPE plans must be received by November 13.



Recently transferred from Fort William, LMS 'Black Five' 4-6-0 No. 44871 approaches Oakworth on the Keighley & Worth Valley Railway on October 8.

KARL HEATH

Ivatt trio to star in Wight gala

THE Isle of Wight Steam Railway will be holding a steam gala on May 26-28, 2018 to celebrate the return to steam of all three Ivatt 2MTs that were gifted to the railway by the Ivatt Trust.

Purchased directly from BR by the trust, 2-6-2T No. 41298 was moved to the Longmoor Military Railway in 1967, but when Longmoor closed, it went to Quainton Road in 1970, where a heavy overhaul commenced.

The trust built a substantial restoration shed for this engine, a 2-6-0 No. 46447 and another, 2-6-2T No. 41313, which it bought from Barry scrapyard in 1972 and 1975 respectively, but none of the three engines ever steamed at Quainton.

Eventually, the trust came to a long-term agreement with the Isle of Wight Steam Railway that would see both the 2-6-2Ts restored for use on the Isle of Wight.

All three engines arrived at Havenstreet

in 2008 when the overhaul of No. 41298 was quickly completed.

Meanwhile, Nos. 41313 and 46447 were put in store, but in 2012 it was announced that, in a deal that also saw the IoWSR acquire LBSCR E1 0-6-0T No. 110 from an East Somerset Railway-based private owner, No. 46447 was to be moved to the ESR at Cranmore for restoration to working order.

No. 46447 returned to steam in the summer of 2014 and in October that year it was announced that No. 41313 would also be overhauled by the East Somerset Railway but under contact for the IoWSR. The overhaul of the 2-6-2T was completed in 2017 and it worked on the ESR before moving to join No. 41298 and commence its duties on the Isle of Wight.

The agreement of the ESR to release No. 46447 for the May event means that all three engines saved by the Ivatt Trust will be able to appear in steam together.

Emergency main line work stops heritage charters

VINTAGE Trains' October 14 'Cotswold Express' had to be cancelled as a result of emergency engineering work on the Great Western main line.

The train was due to run from Tyseley to Oxford via Worcester and Swindon, returning via Evesham, hauled throughout by GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe*, with a servicing stop in the yard at Oxford.

Emergency (unplanned) engineering works closed the line at Reading for electrification testing on October 14-15.

Very few replacement services could be planned due to the short notice given by Network Rail, and consequently most trains were replaced by buses. However, Paddington-Swansea and Paddington-Bristol services started and terminated at Oxford instead of Paddington, and this resulted in it not being possible to accommodate the servicing stop at Oxford for No. 5043.

Indeed, all specials due to use the line over the weekend were cancelled, including Steam Dreams' 'Cathedrals Express' from Paddington to Kingswear, due to be diesel-hauled as far as Taunton, where LMS 4-6-0 No. 46100 *Royal Scot* was scheduled to take over.

A Network Rail statement on October 6 said: "We need to carry out this work as part of the drive to electrify the line to Didcot and enable new electric trains to run between there and Paddington."

"We are aware that this weekend work has unfortunately meant the cancellation of charter heritage train runs, and we sympathise with those who had planned to enjoy those rides."

"While we take great pride in the railway's history, we need to build for the future, and we hope that those who have been inconvenienced will understand the importance of this."

KWVR week to mark half centenary

THE Keighley & Worth Valley Railway (KWVR) is planning a week of celebrations to mark the 50th anniversary of its opening as a heritage line.

June 29, 1968, six weeks before the end of BR main line steam haulage, was the date when the KWVR carried its first passengers.

The week of celebrations will run from June 24 to July 1, highlighting all of the line's achievements over a half century, and includes visits from high-profile steam locomotives, in addition to steam events and a diesel gala day.

A re-creation of the reopening special – with one of the two engines that pulled it back in 1968 – is scheduled for July 29.

Funds are being raised to restore Ivatt 2-6-2T No. 41241 to working order in time for the event.

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The sole-surviving Class 305 EMU built by the LMS for service on lines around Wirral and the Mersey. ROBIN JONES



English Electric four-wheeled locomotive No. E905 of 1935 moves under battery power on October 8. ROBIN JONES

Homes found for entire electric museum stock

By Robin Jones

ALL 41 rail vehicles at Coventry's unique Electric Railway Museum have been found new homes following the venue's enforced closure by the city council.

Heritage lines across the country have rallied round to offer accommodation for the museum's exhibits, which have had to be dispersed across the country because a single-site replacement cannot be afforded.

The Colne Valley, Battlefield, East Kent and the new Blaenau Ffestiniog & Trawsfynydd railways have all agreed to take exhibits in the museum's hour of need, while others have gone to private sites for safekeeping.

Final open day

The museum, which is located next to Coventry Airport at Baginton, held its final open day on Sunday, October 8. It was attended by around 1000 visitors. A special beer, Third R-Ale, brewed to mark the sad occasion, was on sale during a beer and cider festival.

A free vintage bus service from Coventry city centre to the site and

back was operated by the museum throughout the day. The venue's 7¼in-gauge miniature railway was in operation and there were shunting demonstrations.

Visitors were able to see the Victoria Line Signalling Centre, which showcases how trains were controlled on the London Underground line when it first opened in the late 1960s.

Dismantling of the museum began as soon as it closed its doors at 6.30pm at the end of the free admission open day.

Landowner Coventry City Council has not renewed the museum's lease and, despite concerted efforts by the trustees, volunteers and the wider heritage sector behind the scenes, an alternative location for the attraction has not been found.

The Coventry and Warwickshire Local Enterprise Partnership and joint venture partners Roxhill are hoping to move forward with revised plans for the Coventry and Warwickshire Gateway scheme, with the museum being situated within the proposed site for new commercial development.

Museum chairman Ian Brown said: "Despite us failing to secure a single site

to house the collection, a long-term home has been sourced for almost every item we are currently displaying."

"Myself and the trustees have been humbled by the support of our volunteers, the general public and railways enthusiasts alike, as well as organisations such as the National Railway Museum and the Heritage Railway Association."

The venue is celebrating its 10th anniversary, and houses the largest private collection of electric trains in the UK. It is the only railway museum in Great Britain dedicated to electric traction.

The museum is a registered charity and has been entirely run by volunteers and funded through public donations.

Technological progress

Its collection represents over a century of technological progress and includes examples of commuter trains, battery-electric locomotives, underground carriages, high-speed express units, and some of the specialist line side equipment that made them work, such as signalling and current collection apparatus.

The museum has two carriage bodies built for the City and South London Railway, the first deep-level underground 'tube' railway in the world, and today part of London Underground's Northern Line.

The oldest carriage is a timber body on a steel underframe and dates from 1903. The other is from 1907 and, unlike earlier builds, was created all in steel, making it the oldest surviving steel frame carriage in the UK.

One of the recipients of an exhibit, the Blaenau Ffestiniog & Trawsfynydd Railway in Snowdonia, has just cleared a quarter of the moribund seven-mile Network Rail branch it aims to restore as a heritage line.

The station building from the museum is being given to the Battlefield Line, which will re-erect it at one of its stations.

Where the museum stock is being relocated

■ **BATTLEFIELD LINE:** Ruston Hornsby 165DE 0-4-0DE No. 268881 of 1950 *Mazda*; Tyneside 2-EPB; LNER brakevan; BR lowfit wagon; LMS hand crane; LAB 4; Ironclad van.

■ **BLAENAU FFESTINIOG & TRAWSFYNYDD RAILWAY:** 2-HAP unit No. 4311.

■ **COLNE VALLEY RAILWAY:** 2-HAP Unit No. 4311; Robert Stephenson & Hawthorns Heysham power station Bo-Bo battery locomotive No. 7284 of 1945; Class 307 car; Class 308 car; Class 312 car.

■ **EAST KENT RAILWAY:** Hawthorn Leslie Kearsley power station Bo-Bo overhead electric No. 3682 of 1928, Class 457 car.

■ **LAVENDER LINE:** Class 309 unit (960 102).

■ **SOUTH WALES CAB YARD:** Class 506 cab.

■ **PRIVATE SITES:** English Electric No. E905 of 1935 Spondon power station overhead electric locomotive No. 1; 2-EPB Unit No. 6307; LMS Class 503 unit; Liverpool Overhead Railway car; Ruston Hornsby 0-4-0DE No. 338416 of 1953 *Crabtree*; Class 501 unit; 4-SUB unit No 4732; EPB trailer car.

■ **TO BE ANNOUNCED:** Steam crane; HFSV1; APT-P power car.



Canal bridge next step for Great Central link

THE restoration of the late-Victorian bridge which carries the trackbed of the Great Central Railway over the Grand Union Canal at Loughborough will be the next step in the creation of an 18-mile heritage line between the suburbs of Nottingham and Leicester.

The beams of the £2.5 million replacement bridge (as reported in issue 233), which will link the GCR to its northern counterpart the GCR (Nottingham), were lifted into place during a possession of the four-track Midland Main Line at Loughborough on September 3. The first piece of decking was lifted into place during an overnight possession on September 30/October 1.

The canal bridge to the north of Loughborough's locomotive shed is the

next major project in the link scheme. Work is due to start in autumn 2018, to avoid disruption to summer pleasure boat traffic.

New GCR general manager Michael Gough said: "Undertaking this work does not require planning permission, and access to the site is relatively easy from both the rear of the engine shed and from the canal towpath beneath.

Full survey

"We have obtained three quotes for the work and expect it to cost in the region of £400,000. We believe we can raise the funds for the work over the next 12 months."

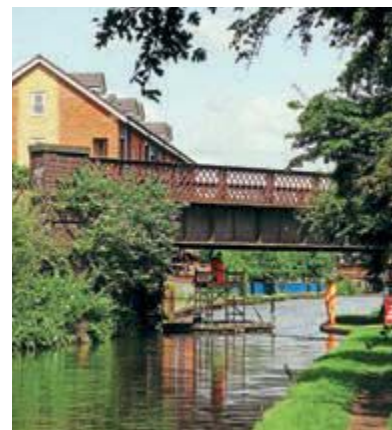
A full survey was carried out on the bridge in 2014, which allowed contractors

to establish what work is needed to repair it. The bridge last carried trains in 1969 before BR closed the line.

The Friends of Great Central Main Line hope to kickstart the canal bridge project with an initial grant of £10,000. A fundraising strategy will be developed by the railway with the Friends and other major stakeholders, to agree the way forward for further successful fundraising.

The overall project to join the heritage lines has several more obstacles to overcome. Building has encroached onto the original embankment, and an access road to a recycling centre will require additional clearance.

→ Anyone who would like to help the project or offer a donation is invited to visit: www.gcrailway.co.uk/unify



The railway bridge over the Grand Union Canal at Loughborough. GCR



Visiting GWR 0-6-0PT No. 1501 crosses Ker Moor during the West Somerset Railway's October 5-8 steam gala. LEE ROBBINS

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

Brunel museum opens in March

BRISTOL'S new museum dedicated to GWR engineer Isambard Kingdom Brunel will open in March next year, it has been announced.

Being Brunel, located next to his great liner the *SS Great Britain*, has been built with £7.2 million of grant-aid funding.

It will tell the ground-breaking engineer's extraordinary story through never-seen-before personal possessions, as well as interactive exhibits and audio-visual experiences.

The new centre will link directly to the historic Dock Office and Brunel's Drawing Office along a first-floor walkway.

Exhibits will include an 1821 report from Brunel's schooldays.

Matthew Tanner, chief executive of the *SS Great Britain* Trust, said: "This is a major milestone in the creation of a national centre of Brunel knowledge and expertise, the first of its kind in the UK"



GWR 0-6-OPT No. 1501 and LMS 'Black Five' 4-6-0 No. 45212 pass Esk Valley with the first train of the day on September 30.

ALAN WEAVER

Pickering (Great Western)!

By Robin Jones

MANY mighty steam locomotives have graced the rails of the North Yorkshire Moors Railway over the past half century. However, this year's September 29-October 1 annual steam gala saw three modest Great Western tank engines steal the show for a record-breaking event.

More than 4000 visitors enjoyed nine different locomotives in steam, saw traction engines as well as attended

the annual beer festival along the heritage line.

NYMR general manager, Chris Price, said: "This year's steam gala has been a huge success with revenue up 14% on last year's event. The income will support the charitable trust and enable vital work to take place over the winter months."

The visiting locomotives were GWR 2-6-2T No. 5199 from the Llangollen Railway, and panniers Nos. 1501 and 7714 from the Severn Valley Railway.

It was also the first time that the railway had two visiting pannier tanks double-heading through the North York Moors National Park.

Home-based SR 4-4-0 No. 926 *Repton*, which recently returned to traffic after a major overhaul, was also one of the big draws to the annual event.

Other home fleet engines were BR Standard 4MT No. 76079, BR Standard 4MT 2-6-4T No. 80136, B1 4-6-0 No. 61264 and 'Black Five' 4-6-0 No. 44806.



BR Standard 4MT 2-6-0 No. 76079 heads past Water Ark with a goods train on September 30. ROBERT FALCONER

Ian Riley's 'Black Five' No. 45212, also made a welcome last-minute addition to the event.

Everything went according to plan, apart from the failure of No. 7714 with a brake problem on the Saturday evening.

The first big event on the Moors next year will be the visit of A1 Peppercorn Pacific No. 60163 *Tornado* from March 3-11. To book visit NYMR.co.uk/tornado



SR Schools 4-4-0 No. 926 *Repton* climbs past Esk Valley during its first NYMR gala appearance since overhaul on September 30. ALAN WEAVER



GWR 2-6-2T No. 5199 passes Sadler House with an early-morning photo charter goods train on September 30. KARL HEATH



GWR 0-6-0PT No. 7714 and 2-6-2T No. 5199 approach New Bridge with the LNER teak set of coaching stock on September 30. DAVID WARREN

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

UK Garratt 'no sale' revealed after Deloitte lifts news blackout

EXCLUSIVE

By Geoff Courtney

THE future of UK-built Garratt No. 6029, one of the world's largest preserved steam locos, remains unclear despite the accountancy firm selling the giant engine withdrawing a decision not to respond to media enquiries about its sale following a protest by *Heritage Railway*.

Global accountancy Deloitte is handling the sale of the recently restored 4-8-4+4-8-4, which is believed to be valued at about £235,000, after its owner, a division of the Australian Railway Historical Society, collapsed into administration last November with about \$700,000 (£425,000) debts.

Its Canberra Railway Museum home was also closed without warning.

Eddie Senatore of Deloitte Australia was appointed liquidator to oversee affairs, and early in August an auction of some of the museum's assets raised nearly £250,000 to pay off some of the creditors' claims, but this did not include the society's flagship preserved locomotive, Beyer-Garratt No. 6029, which Deloitte had said in June was not for sale.

However, on August 28, just a matter of weeks after the auction, Deloitte announced that the Garratt, built in Manchester in 1953 for New South Wales Government Railways and withdrawn in 1972, was on the market, and offers as 'expressions of interest' were invited.

Deloitte denied this sale represented a U-turn from its previous 'not-for-sale' position, and imposed a tight schedule on the process by stipulating that offers had to be submitted by September 15 and the 254-ton locomotive removed by September 29 from NSW Rail Museum at Thirlmere, south-west of Sydney, where it is in storage.

Saddened and bemused

This sale and timetable surprised, saddened and bemused a number of enthusiasts – surprised because Deloitte had said in June that the engine was not for sale, saddened because they feared it would be sold overseas, and bemused because it was felt moving such a huge locomotive within two weeks of the closure of bids was an impossibly tight schedule.

On September 28, a day before any successful bidder was expected to remove the Garratt, Deloitte Australia

communications manager Simon Rushton said three expressions of interest had been received but did not elaborate, leading to *Heritage Railway* asking him when the identity of the successful bidder would be announced, whether it would be removed as instructed by September 29, and if not, when it would be.

Mr Rushton replied the following day: "As the team has largely moved on from this matter, we aren't going to be in a position to provide further information to media," a response which in effect imposed a news blackout on the planned sale.

Finding the reply unsatisfactory, this magazine protested to Mr Rushton, and he claimed in response: "My earlier note wasn't meant to suggest the liquidators weren't responding to media interest."

He also revealed the Garratt had not been sold and negotiations with interested parties were continuing.

Meanwhile, with no precise details emerging, the preservation movement in Australia went into speculation overdrive, resulting in a number of theories with a common theme – that the three expressions of interest for the UK-built giant were from Transport

Heritage New South Wales, a syndicate of enthusiasts, and a mystery party.

It can be revealed that Transport Heritage NSW, which runs the NSW Rail Museum where the Garratt has been in storage since the collapse of the museum in Canberra nearly a year ago, was indeed one of the bidders, but early in October it had received no notification whether it was successful.

Fate is unclear

One rumour circulating that has a certain amount of credence concerns Deloitte contemplating entering into an agreement with two former members of the Australian Railway Historical Society, who would not own the Garratt but take it into their care; Rushton failed to confirm or deny that report.

As *Heritage Railway* went to press, the fate of No. 6029 was unclear, nearly a year after the shock events that led to its relocation to NSW Rail Museum and it subsequently being put on up for sale.

Preservationists and enthusiasts 'down under', and indeed those worldwide who admire this awe-inspiring example of British locomotive engineering, can only hope that a resolution will soon be found that will satisfy all parties.



Offers invited: NSW Government Railways' Beyer-Garratt No. 6029 on a 1969 railtour near Paterson, on Australia's North Coast Line, between Sydney and Brisbane, when the loco was in regular service. The preserved UK-built 4-8-4+4-8-4 is for sale following the collapse of the society that owns it and the closure of its Canberra Railway Museum home.

Aveling Porter flywheel-driven steam locomotive No. 9449 Blue Circle heads along the Rushden, Higham & Wellingborough Railway on September 23 during the railway's beer festival. The locomotive was built in 1926 and delivered to Holborough Cement Company in Kent. It was donated to the Bluebell Railway in 1964 and stayed there until 1997. Blue Circle was unsuitable for the larger locomotive requirements of the Bluebell, and moved to a number of other railways before arriving at Rushden in 2015. It is very much more suited to the out-and-back runs on the railway's half mile of track, with passengers enjoying the open wagon. STUART CHAPMAN



Founding volunteer rides into Swanage on A4

A FOUNDING Swanage Railway volunteer, who helped to rebuild the heritage line from the revivalists' first day in 1976, has achieved a long-held dream – running into the Purbeck resort on the footplate of his favourite main line steam locomotive, which he has supported for 27 years.

Julian Hathaway stepped off the simmering A4 Pacific No. 60009 *Union of South Africa* and into the arms of his father Doug, 88, and sister Joanne on the crowded platform at Swanage station, which he had helped restore from dereliction as a 13-year old in February 1976.

'Number Nine' had hauled the Railway Touring Company's 'Swanage Belle' excursion train from London on Thursday, September 21.

A delighted Julian, 55, the A4 owner's representative, said: "It was a real lump in the throat moment – very emotional. The reality was even better than the expectation – the experience has affected me even more than I thought it would. Absolutely brilliant!"

"It was a cracking run going down the main line from London, and steaming through Corfe Castle on *Union of South Africa* was wonderful. The Swanage Railway has always been my first,

and favourite railway and *Union of South Africa* is my first, and favourite steam locomotive.

"I've been supporting No. 60009 for 27 years and am lucky enough to enjoy the privilege of being a member of the locomotive's support crew."

Also with Julian on *Union of South Africa* was his son Ross, who is also a member of the A4's support crew. At Wareham, Julian's older brother Danny – who is a clerk in the station's booking office – was on the platform.

Sadly, Julian's mother Madge did not live to see her son achieve his long-held dream as she died in 2015.

IN BRIEF

→ A NEW transport festival is set to take place in Welshpool next year, with the town's light railway playing a major role. The Welshpool Festival of Transport, organised by the town council, will take place over the weekend of June 23-24. It will feature all forms of transport – from boats to balloons, horses to iron horses – in the form of the Welshpool & Llanfair Light Railway and classic, vintage, commercial and agricultural vehicles.

→ PROGRESS on the manufacture of the Corris Railway's replica Hughes 0-4-2ST No. 10 *Falcon* has seen the driving wheels arrive from South Africa at the workshops of Alan Keef, where construction is proceeding as fundraising allows. The connecting and coupling rods are being made, bringing the rolling chassis stage considerably closer.

→ THE Great Central Railway is offering free training to would-be volunteer signalmen over a seven-month course next year. Anyone interested is invited to email Adrian Harston at adrianharston@blueyonder.co.uk

→ THE sequel to the Paddington movie will feature the East Lancashire Railway and its LMS 'Crab' 2-6-0 No. 13065, along with new-build Peppercorn A1 Pacific No. 60163. The film will be released on November 10.

→ EMERGENCY services were called to the Cleethorpes Coast Light Railway after a train derailed at 4pm on September 22. It is understood one person was injured and treated on site.

Surprise second platform for Manx steam terminus

ENTHUSIASTS have been surprised to learn that a second platform may be built at the Isle of Man Railway's Port Erin terminus.

Foundations are being laid for the second platform alongside the locomotive shed and museum. If or when it is built, it will be used by dining trains and private specials.

The Steam Railway Supporters' Association is astonished by the move, because the second platform was not included in the planning application approved by the Manx Council of Ministers in 2013, or the line drawing that accompanied the

Department of Infrastructure's press release relating to the current works.

A spokesman for the group said: "These latest works have come as a surprise.

"We understood the original goods yard area was to become a paved public concourse with sculptured seating.

"This latest work will ultimately result in a new realigned headshunt/curved trackwork, a curved platform in front of the station building, and a new platform in front of the steam shed/railway museum."

A spokesman for the Isle of Man Government's Department of Infrastructure said: "A project is currently under way to complete the improvements around Port Erin railway station and museum to further integrate rail and bus services and enhance the area for the benefit of residents, visitors and businesses.

"While work is taking place to move the rail tracks at the end of the station, the opportunity is being taken to prepare for the possible future construction of an additional platform alongside the museum."

Thirties guise for *Eric Treacy*.. courtesy of NYMR

WORK is progressing well on the rapid overhaul of 'Black Five' 4-6-0 No. 5428 *Eric Treacy* at the North Yorkshire Moors Railway's Grosmont shed.

The locomotive is to be outshopped in 1930s LMS livery.

In a recent development, the cab has been modified by making part of it removable while leaving the bulk of it in place when the boiler is lifted into or out of the frames.

The main reason for doing this is the majority of the wiring for the main line equipment such as TPWS is attached to the cab and would otherwise have to be disconnected if the cab had to be lifted clear when the boiler is lifted.

The new cylinder block casting for Lambton tank No. 29 has now been delivered to Grosmont while quotations are sought for machining it, and also a budget allocation to fund the work.

The same truck that delivered the new casting also brought the set of patterns and cores used to make it, which can be modified to produce a second casting for use with the Lambton Locomotive Trust's second engine – RSH 0-6-2T No. 5 – should it be not possible to repair the valve surfaces on this engine.

NELPG's Q6 0-8-0 No. 63395 has seen the first of its re-tyred driving wheels reinstalled, followed by a sight diversion when the wheeldrop's hydraulic pump

failed. Fortunately, there is an identical LNER-built pump fitted to sheerlegs in the repair shed, and this has been temporarily borrowed in order to keep the job going.

Work on preparing the boiler to accept its new flue tubes has progressed well, but NELPG is considering whether to lift the boiler

Ian Riley's 'Black Five' No. 45212, which had paid a brief but welcome return to the NYMR, where it worked its last 10-year ticket, stayed on the railway as a guest engine for the autumn steam gala (see pages 10-11), but left to resume its main line programme immediately afterwards.

Special Christmas for Brechin group

VOLUNTEERS at Brechin's Caledonian Railway are hoping to have completed the restoration of a 1949-built brakevan for a second time by Christmas.

The van was severely damaged in an arson attack in April 2016, two years after it was first restored.

Offers of support have come from across the UK after an appeal was launched on social media.

After 52 years, George Cross hero steam driver to be honoured with memorial

By Geoff Courtney

A STEAM train driver who received fatal burns while saving his passengers from a potential catastrophic accident and was awarded a posthumous George Cross for his heroism will be honoured with a churchyard memorial, after lying in an unmarked grave for 52 years.

The recognition of Wallace Oakes' bravery comes after an appeal by *Heritage Railway* for funds to pay for a headstone at his grave, at St Matthew's Church in Haslington, Cheshire, where he was buried after an incident on the footplate of Britannia No. 70051 *Firth of Forth* on June 5, 1965.

Oakes, known to his friends and colleagues at Crewe shed as Wally, died after an incident on the footplate of the Pacific on the 10.42am Euston-Carlisle express, which he and his fireman, Gwilym Roberts, had taken over at Crewe.

Seven miles into their journey on the West Coast Main Line, a blowback from the smokebox, while passing through Winsford station at 55mph, engulfed both men in flames and smoke.

Roberts managed to climb out of the cab and cling on to the locomotive, but Oakes remained at the controls and brought the train to a halt before falling

out on to the embankment. His fireman, who was also badly injured, found him suffering from 80% burns but still alive, and managed to telephone a signalman, who stopped the southbound 'Royal Scot' to pick up the stricken men. Sadly, Oakes died a week later, aged just 33.

Four months after his death, Oakes, who had been a railwayman for 18 years, was posthumously awarded the George Cross, the second highest award in the honours system behind the Victoria Cross. His heroism was also recognised with the award of a Carnegie Hero Trust medal, making him the only railwayman to receive this honour.

As reported in our previous issue, these two medals went under the hammer on September 2 at a Great Central Railwayana auction in Stoneleigh Park, Warwickshire, and will go on public display after being bought by the National Railway Museum for £60,000.

It was during research for an article on Oakes and his medals that this magazine discovered he had lain in an unmarked grave since his death more than half a century ago, and so launched a headstone appeal that bore instant fruit, when Great Central Railwayana, *Heritage Railway*, and an anonymous railwayana collector,



Crewe and Nantwich MP Laura Smith, who supported the Wallace Oakes appeal, joined current and retired Crewe railwaymen at a ceremony on August 21 when a memorial plaque at the town's station was rededicated. With Laura are, from left, David Harrison, Neil Cadman, Glenn Hindson and Paul Howes.

donated sufficient funds to pay for a memorial.

Another donation was made by Jean Hoskins, who as Oakes' second cousin is his closest-surviving relative – Oakes had no children – and Jean, her three brothers and two cousins have given their approval to the erection of a headstone.

Jean, with her husband Rob, and their 18-year-old daughter Gemma, also showed their support for the appeal and interest in Oakes' legacy by travelling from their home in Kent to attend the auction at Stoneleigh on September 2.

After his death, Oakes' wife Dorothy emigrated to Australia and died in 1982 at the age of 54. Eighteen years ago Jean and Rob had tried without success to track down the whereabouts of Wallace's George Cross, although they did establish it was back in the UK in a private collection, having been bought at auction in the mid-1990s.

"I have been overwhelmed by the interest in Wallace's heroism and the support for a headstone, and I am grateful to *Heritage Railway* for what the magazine has achieved," said Jean.

"I will doubtless have many emotions once the headstone is in place, including pride and sadness."

The appeal to fund a headstone was supported by Laura Smith, MP for Crewe and Nantwich and a member of the Commons' transport committee. She said: "I was greatly saddened when I

learned recently that Wallace Oakes has lain in an unmarked grave since losing his life saving his passengers 52 years ago, and I was pleased to support the appeal by *Heritage Railway* for funds to erect a headstone at his grave.

"Wallace's act in remaining at the controls of his steam engine to prevent a potential major accident, despite being engulfed in flames, was heroic in the truest sense of the word, and a fine reflection of the railway heritage of our great town. He sacrificed his own life to save his passengers.

"With the success of the appeal, Wallace's bravery will be recorded at his grave for future generations to learn what he did. He deserves no less."

Another enthusiastic supporter of the appeal was Oxley's Funeral Services of Crewe, which showed its backing by offering to supply the headstone at a favourable rate.

A company spokesman said: "Wallace Oakes was a Crewe train driver who showed enormous courage and total disregard for his own life to ensure the survival of his passengers. We are proud to play our part in ensuring his bravery will be recognised."

Robin Jones, editor of *Heritage Railway*, expressed his delight at the success of the headstone appeal. "As soon as it was launched it was evident there was tremendous interest in Oakes' bravery and sacrifice and a willingness to address the issue of the unmarked grave."



Bagnall 0-6-2T No. 2624 of 1940 *Superb* is back at its Sittingbourne & Kemsley Light Railway home after a late summer visit to the Welshpool & Llanfair Light Railway. Here, it awaits departure from Kemsley Down during the line's September 23-24 end-of-season gala. It was the first time *Superb* has run with its chimney pointing towards Sittingbourne for almost 50 years, and now all steam locomotives point in the same direction for the first time since preservation. The 2ft 6in-gauge line is closed until December when the Santa Specials will operate every weekend until Christmas. PAUL BEST/SKLR



LNER A4 Pacific No. 60009 *Union of South Africa* headed the Railway Touring Company's 'Dorset Coast Express' tour to Swanage on August 23. At Wareham, the A4 passes West Coast Railways' No. 37518 on the Wareham shuttle, which followed the railtour to Swanage. TONY BARTLETT

Staff shelter as huge blaze ravages railway museum

By Geoff Courtney

STAFF sheltered for their lives as a devastating bush fire caused more than \$1 million damage and wrecked decades of work at the volunteer-run Richmond Vale Railway Museum in Australia's New South Wales.

The blaze on September 13 destroyed three stainless-steel carriages, rolling stock including 10 restored coal hoppers and a number of unrestored wagons, as well as 1½ miles of track.

The museum, in the Hunter Valley region of New South Wales near the city of Cessnock and home to a UK-built 2-8-0, was ravaged by an inferno which roared through the site and is believed to have been started by a dumped car that was set alight.

One female member of staff was trapped inside the main building by the bushfire, which caused damage estimated at more than \$1m (£600,000), but it passed either side of her and she escaped unharmed.

Peter Meddows, the museum's chairman, said after her escape: "She said she didn't think about it at the time, but it bothers her now more than it did then."

Of the fire, he said: "There was nothing we could do. The wind picked up, the ashes blew into an unburnt area, and it just went. That was that. It's heartbreaking. Some of the hoppers took 500 to 1000 hours to restore and now they've just gone, they're just piles of ash."

"We spent 38 years struggling to keep it all together, but things were looking up, finally we were starting to move

ahead. Now we've got to start all over again. We are all pretty dejected but we're determined to keep going."

Museum director, Graham Smith, said the damage was worse than first thought, and described it as "utter devastation." He revealed that about 80% of the rolling stock had been lost, although among the sadness was one ray of hope. "Fortunately our restored locomotives are safe and the carriages we have been using most recently for train rides are still operational, although with the loss of track and a damaged bridge, we won't be able to run trains for a time even if the site is cleared to be reopened."

He said some of the museum's 150 volunteers were very emotional about what had been lost and wanted to start restoring the track immediately, but that would not be possible while the cause of the fire was being investigated.

Local fire inspector, Ben Shepherd, said an abandoned car appeared to be the cause. "Our initial assessment is the fire started as a result of a burnt vehicle, which is outrageous. To do that sort of thing close to bushland any time is dangerous, but to do it leading into a day of severe fire danger is just reckless in the extreme."

It is understood that a group of birdwatchers called emergency services after coming across the car on fire amid unseasonably high temperatures that were in the mid 30s Celsius (86+°F).

Another blow to the museum is fears of asbestos in some of the wrecked carriages, leading to the location being declared a hazardous material site. "Until



Fire survivor: Great Central Railway Class 8K No. 23 in 1967 on the J & A Brown Richmond Vale colliery line in New South Wales, Australia, where it worked for nearly 50 years until withdrawal in 1973. The former ROD 2-8-0 has been cosmetically restored at its Richmond Vale Railway Museum home, and survived a fire at the site on September 13 which resulted in the loss of much of the museum's preserved rolling stock. RICHMOND VALE RAILWAY MUSEUM COLLECTION

fire and rescue clear the site, members of the museum and general public will not be admitted," said Graham Smith.

The museum, which preserves the mining heritage of the area, is home to a 1918 Gorton-built Great Central Railway 8K class 2-8-0 ordered by the Railway Operating Division (ROD) of the Royal Engineers that spent its early post-First World War life in France as No. 2004.

After a brief sojourn across the channel it returned to the UK and was loaned to the GCR and in 1926, with most of its classmates having been purchased by

the LNER and classified O4, was sold for £1200 to the Australian mining company J & A Brown. It worked on the company's Richmond Vale railway system until 1973 as No. 23, becoming the last ROD locomotive to operate on the main line anywhere in the world.

In preservation it was taken to a nearby mining museum and in 1986 moved to the Richmond Vale Railway Museum, which had opened in 1979 on the site of a former colliery. The 2-8-0 has recently been cosmetically restored by a team at the museum.

New Taiwan 'twin' for Welshpool

TAIWAN'S Alishan Forest Railway and the Welshpool & Llanfair Light Railway have signed a letter of intent that has established their relationship as sister narrow gauge lines.

The relationship is designed to bolster the exchange of technical skills and experience that will raise the profile of the Alishan line on the global map and attract more visitors from Europe.

Among those who attended the signing ceremony in Taiwan were Heritage Railway Association president, Lord Richard Faulkner of Worcester, deputy speaker of the House of Lords, and Lord David Shutt of Greetland, former deputy chief whip in the House of Lords.

The Green Knight back in 2018

WORK is now underway on restoring BR Standard 4MT 4-6-0 No. 75029 *The Green Knight*, which has been in store on the North Yorkshire Moors Railway following its withdrawal with firebox problems.

Staff have been cutting away the bottom half of the copper firebox for renewal. Most of the components needed to complete the repair, such as a new throatplate pressing, are in stock ready for when they are needed.

However, the work required is extensive and the locomotive is not expected to return to service in 2018.

Fresh hope for historic Lydney bridge

A PROJECT to restore a unique piece of industrial history at the Dean Forest Railway has received a major boost.

A 125-year-old iron bridge across the line near St Mary's Church in Lydney has now received listed building consent, this allows for restoration work, which may qualify for grant aid.

The cost of restoring the bridge is estimated at £150,000 and the heritage railway is applying for grants.

Project manager, Jane Kelly, said: "It is a jewel in the crown of Lydney's industrial heritage and as much needed today as it was when it was built in 1892."

Barrow Hill blockbuster!

By Robin Jones

ENTHUSIASTS who set out to save Britain's last rail-connected roundhouse were told it was a futile exercise as Barrow Hill roundhouse, which was closed by British Rail in 1991 after 120 years of use, was deemed a complete non-starter by many preservationists.

It was said that it could not compete with a 'normal' heritage railway with a significant running line to offer rides behind steam, and who would pay to see a shed full of static locomotives when they could go to the National Railway Museum instead?

But Mervyn Allcock, founder of the Barrow Hill Engine Shed Society, clung to his vision regardless, in the conviction that the former Staveley Midland shed could become a significant tourist destination, and subsequent events proved him right.

Lobbying of the local council brought the roundhouse Grade II listing protection in 1991, and Chesterfield Borough Council became the new owner five days before Christmas 1996, buying it from British Rail and leasing it to the society.

Barrow Hill did not fall at the first hurdle, as sceptics predicted. It became the base for several rail-oriented firms, including the Harry Needle Railroad Company. The roundhouse also took off as the perfect place for owners to store out-of-ticket locomotives; smoke hoods

were eventually replaced, creating a now-unique cameo scene straight from the steam era. And yes, it has its own running line, in the form of the Springwell branch shunting spur, over which the public can ride behind steam locomotives, as well as the main line connection for incoming charters.

In 2016, the roundhouse was awarded £1.2 million by the Heritage Lottery Fund for the society's £1.4 million Moving Forward project, which involved the provision of new visitor facilities including an entrance, cafe and shop while renovating the historic features.

Interactive displays

New exhibitions will inform and entertain visitors while they learn about the roundhouse and its history, with interactive displays for school visits and families, and a comprehensive learning programme is also being developed.

In an event supported by Mortons Media, publisher of *Heritage Railway Magazine* and *Rail Express*, more than 5000 people attended the grand reopening gala on September 22-24, following the completion of the Lottery-funded work.

The event saw A3 Pacific No. 60103 *Flying Scotsman* line up alongside Peppercorn A1 Pacific No. 60163 *Tornado*, in a 'replay' of last autumn's hugely successful Pacific Power event on the Severn Valley Railway.



Heritage Lottery Fund chairman, Sir Peter Luff, declares the refurbished roundhouse open. ROBIN JONES

It was *Flying Scotsman's* first visit to Barrow Hill since British Rail staged an open day there in 1974, and also the first time it has ventured inside the roundhouse itself to be displayed on the turntable.

The day before the gala, Thursday, September 21, saw a VIP official opening of the refurbished venue, when HLF chairman, Sir Peter Luff, cut the ribbon to lead visitors into the new facilities.

They saw that inside the roundhouse, steelwork in the roof and brickwork had been repaired and repainted, while much of the 1870 building's external brickwork had been repaired and repointed.



A1 No. 60163 *Tornado* passing 60103 *Flying Scotsman* as it takes over the Springwell branch shuttles during the gala.

MICHAEL ANDERSON



Flying Scotsman makes its Barrow Hill turntable debut on September 21. ROBIN JONES

At the ceremony, Chris Milner, editor of *The Railway Magazine*, presented Mervyn Allcock with a special award for his achievements on behalf this now-unique part of UK transport history.

Professional actors

A major part of the grand reopening was a professionally produced play, *Down the Line*, specially commissioned for the event and supported by the Arts Council. The production involved a cast of professional actors, along with Mervyn, who became the Barrow Hill general manager, and hundreds of local people, along with a community choir and Ireland Colliery Chesterfield Brass Band.

The performances on the evenings of September 21-23 all sold out.

In another first for the event, the play saw *Flying Scotsman* make its stage debut, joining an elite group of locomotives to have appeared in a live drama production. The appearance of the A3 received

a five-minute standing ovation from the audience during the Saturday-night performance.

The big highlight of the gala was the first double-header of the two Pacifics, the first and latest British steam locomotives to officially reach the 100mph mark.

The Lottery grant has also allowed Barrow Hill to recruit a learning and access officer, while also allowing the roundhouse team to encourage heritage skills, training and apprenticeship schemes, and develop a programme of events and activities.

The first members of the public to see the restoration work were passengers on UK Railtours' sell-out 'Grand Reopening' diesel-hauled special from London on September 21, which arrived soon after the reopening ceremony.

Other guest locomotives at the gala were Direct Rail Services No. 68024 *Centaur* and Colas No. 37099 *Merl Evans* 1947-2016.



It was never this good in the steam era! Inside Barrow Hill's new cafe. ROBIN JONES

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



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Visiting Class 33 diesel No. 33202 approaches Deacons Lane between Ashey and Smallbrook Junction during the Isle of Wight Steam Railway diesel gala on September 30. It is said to be the biggest diesel to have run on the heritage line. PETER SQUIBBS

Welsh Assembly Member backs Corwen station project

By Robin Jones

LOCAL Welsh AM Ken Skates has given his seal of approval for the project to create a new western terminus for the Llangollen Railway.

The three-month scheme to create the signalbox base at Corwen Central came to an end with a three-day exercise to infill the crater in which the structure sits.

Volunteers, assisted by a contractor, brought in nearly 800 tons of spoil to be layered, compacted and rolled around the front and sides of the base to stabilise the adjacent area of the embankment. A layer of crushed slate inserted around the walls provides for a soakaway to the base of the embankment.

Ken Skates visited the station site on September 23 and was invited to cut the ribbon to the doorway for access to the basement, which will provide a locker room. He said: "I am thrilled for the team that this Welsh Government investment will help expand Llangollen Railway services into the town of Corwen. This is fantastic news for the company, the local economy and for North East Wales' thriving tourism industry."

Project leader, Richard Dixon-Gough, said: "The project team was pleased to be able to show Ken how much had changed on site since his last visit and the way in which Welsh Government grant aid had helped the building of the platform."

Cabling for the electrical installation is underway and the access steps are being realigned now that the infill is complete.

The construction of this facility has cost around £30,000, paid for by the proceeds



Ken Skates AM (right) cuts the tape to access the basement locker room accompanied by Corwen project leader Richard Dixon-Gough on September 23. GEORGE JONES

of the share issue and has been an essential part of the final widening of the former single-line embankment.

Restoration of the former Weston Rhyn signalbox, to sit on top of the base, awaits funding from any successful bid to the Heritage Lottery Fund (Wales).

In the subway access to the new station, the lower flight of stairs has been cast in concrete by contractors who will now move the shuttering to form the upper flight. Once the stairs are in place, a full assessment of the option for wheelchair access will be undertaken to establish the practicalities and cost.

The next area of work for the volunteers is around the site for the water tower at the eastern end of the platform. This final underground

development has been designed, and reinforced concrete will be used to create the base. The tank for the tower is in the process of being fabricated and the appeal to fund it has reached £12,000 from donations and raffle proceeds.

Associated with this facility, the refurbishment and conversion of a former lamp hut will provide the building to house the borehole access chamber and electric pump.

Meanwhile work continues with the platform edging and the provision of drains and cable runs within the intended platform area. A start on the footings for Platform 1 awaits the provision of funds from the approved Welsh Government Rural Development grant aid which trickles through, but

slowly, from the bureaucratic process.

While the Corwen Central Railway Development project team continues to generate funds from donations and income from sales items, the volume of share applications from the Big Push share appeal has slowed and is stable at £92,000. The challenge is in stimulating further interest in this source of funds, if sufficient money is to be raised to ensure completion of the Corwen Central project in 2018.

Project spokesman, George Jones, said: "The grant aid of £128,000 may make headlines, but it is not in the form of a big cheque and only represents 25% of the estimated overall cost of the whole project. This is a big project and involves diverse demands for skills, manpower and financial support if it is to succeed."

The number of passengers choosing to begin their journeys at the temporary Dwyrain Corwen East station has risen. In the year to September the total number of passengers buying tickets to join the train had risen to 4424, a 6.8% increase as against the same period last year – and contributing £27,425 to the revenue; a 19.8% increase

→ Anyone wanting to donate to the General Building Fund, The Corwen Water Tower Fund or Tenner for a Tonne for Platform infill should send cheques payable to CCRD (Corwen Central Railway Development) to Dolwen, Bryneglwys, Corwen LL21 9LY.

Anyone wishing to purchase shares in Llangollen Railway PLC can do so via the Llangollen Railway's Office, The Station, Llangollen LL20 8SN.



An interchange in the making: on-loan GWR 0-6-0PT No. 6412 and its train from Chinnor stands in the area at Princes Risborough station leased from Network Rail opposite the new under-construction platform for the heritage line. PHIL MARSH

Talylllyn launches £200K open coaches appeal

THE Talylllyn Railway has launched a £200,000 appeal to renew its four open coaches.

In 1951 after volunteers took over the Talylllyn Railway, and in the wake of national publicity about their success, there was a need for extra passenger accommodation, which was met by building open carriages. These provided a quick and cost-effective means to carry the increasing numbers of passengers.

In the 1960s the four open carriages had roofs fitted, creating the form that has become familiar in the half century that followed and making them a firm favourite with passengers.

However, they are becoming life expired, one having already been withdrawn from service, and need rebuilding.

As planned, the rebuilt coaches will have a fully refurbished chassis complete with new wheels, axles and roller bearing axleboxes. There will be completely new bodies, built in keeping with the traditional appearance, but with an improved design and materials to reduce the level of maintenance.

Board chairman, David Ventry, said: "Our open carriages have now been in service for more than half a century and are very

much enjoyed by our passengers in all weathers.

"They have served us well but are becoming increasingly difficult and time consuming to maintain. Replacing them gives us the golden opportunity to redesign the open carriages to provide access for all by making each carriage wheelchair accessible so that they can be enjoyed by all our passengers."

Making the new open carriages accessible for all will double the railway's capacity to accommodate wheelchair users.

The estimated cost of this work is £50,000 per carriage. A special collection taken at the Talylllyn Railway Preservation Society's recent annual general meeting raised more than £1100 to start the fund. It is intended to have the first carriage in service in 2018 with the rest following at a rate of one each year.

→ Anyone wishing to donate is invited to visit www.talylllyn.co.uk/opencarriagesappeal or by sending cheques made out to Talylllyn Holdings Limited marked on the reverse Open Carriages Appeal to Talylllyn Holdings Limited, c/o Wharf Station, Neptune Road, Tywyn, Gwynedd, LL36 9EY.

Two suspects interviewed following NYMR's July teak train vandalism

THE last two of the suspects thought to have been involved in the vandalism of the North Yorkshire Moors Railway's teak train on July 23 have now been apprehended and interviewed.

The case file has been handed to the Crown Prosecution Service for a decision on possible legal proceedings.

A decision is also awaited on where the worst-damaged coach, Gresley buffet No. 641, is to be sent for repairs to the vandalism damage and also other planned maintenance such as lifting the

body from the frames to allow replacement of the steel rack plates on the corners of the underframe and a general body and interior overhaul.

In addition, a further Mk.1 RMB, exchanged with the Churnet Valley Railway for an open third, has arrived on the NYMR and will be rebuilt for eventual use on Whitby services.

The NYMR's unique Pullman Brake third, Car No. 79, has been sent away to DC Engineering at Shildon for replacement of its heavily corroded roof.



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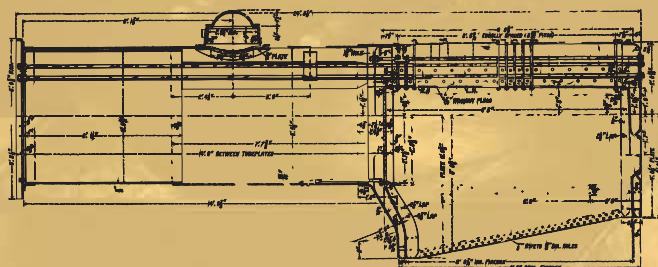
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Raising the Pressure! button on the home page.

Severn Valley station for sale

By Robin Jones

COALPORT West station on the GWR Severn Valley route from Shrewsbury to Hartlebury Junction has gone up for sale at £950,000 complete with two BR Mk.1 coaches.

In 2002, Steve and Lisa Rawlings heard about a disused station within the World Heritage Site of the Ironbridge Gorge while having a pint in a local pub. Stunned by the station's beautiful location overlooking the River Severn, they decided to buy it and renovate it.

They have turned the station house into a luxury five-bedroom home, while laying a short length of track and bringing in a pair of 1962-built BR Mk.1 coaches, which have been transformed into spacious, self-contained and ultra-modern holiday lets. The waiting room on the Down platform is now an office.

The couple moved more than 500 tons of soil, gravel and stone either on or off site, installed sewage treatment plants, external lighting and cabling and rebuilt the sidings platform. They also laid out a woodland walk through the two-acre grounds.

Steve said: "For anybody looking to escape from the stress, noise and bustle of city life this is an ideal opportunity to take on as they can still continue with their own career, just as we did."

"To live in such a peaceful picturesque part of the world while having the benefit of a lucrative part-time business that is easy to manage is more than we could have hoped for."

"The success of the holiday lettings took us completely by surprise."

He added that the income from the carriages, marketed under the name Coalport Station Holidays, is sufficient to pay the mortgage and still have enough left over for a living.

The couple are selling the station because they no longer have enough time to devote to it because of the success of another of their businesses.

The station, which was mostly referred to simply as Coalport, opened in 1862 and closed by Beeching on September 9, 1963, months before he published his report, *The Reshaping of British Railways*.

The building is very similar in style to Arley station on today's Severn Valley Railway, and retains many of its original



Coalport West station house, with the two carriages to the rear left.
STEVE RAWLINGS

architectural features having been extended in a sympathetic manner. A length of the railway formation, which runs parallel to the platforms, continues to Bridgnorth and is now part of the National Cycle Network 45 that runs from Salisbury to Chester.

The former site of the LNWR's Coalport East station lies almost directly on the opposite side of the river.

The property is being marketed through Ironbridge estate agent, Nick Tart, who can be contacted via www.nicktart.com, or telephone 01952 433422.

Two other railway properties have also recently come on to the market.

At Pagham Beach in Bognor Regis, a bungalow home based around two mid-Victorian Midland Railway carriages, is being sold by owners John and Pam Sibley after 23 years, with an asking price of £500,000. It is one of many homes at Pagham that were built out of disused railway coach bodies, as is the case

at Dungeness in Kent. This property's coaches were later bought by the LBSCR, but the couple repainted them into Midland livery.

The property is for sale with Farndells estate agents, telephone 01243 869991.

At Saul, a village on the River Severn near the Gloucester & Sharpness Ship Canal, a property with a 400-yd miniature railway in its back garden is on sale for £835,000.

The current owner of four-bedroom Pike House spent five months building the line after retiring as a prison chaplain.

It comes with three diesel-electric locomotives, two steam locomotives and a scale model of the Royal Train that can fit up to 20 people. It also has a working turntable. The house itself was once used as a turnpike.

The property is being marketed through The House Shop, telephone 0800 048 8910 or visit www.thehouseshop.com



The Leighton Buzzard Railway's 50th anniversary gala on September 30-October 1 saw newly overhauled 1919-built Barclay 0-4-0T *Doll* haul its first passenger train since 2012. It was joined by Patrick Keef's visiting 1914-built Bagnall 0-4-0ST *Woto*. ALF FISHER



The evening of Saturday, September 30, saw more than 20 locomotives, both steam and diesel/internal combustion, lined up for a parade and a whistle opera at Page's Park. The gala marked 50 years since the initial formal meeting in October 1967 that led to the formation of the preservation society. MERVYN LEAH

NYMR relays mile of track

WITH the end of the main operating season approaching, the North Yorkshire Moors Railway's permanent way staff and volunteers are preparing to replace around a mile of track in the depths of Newtondale at Farwath, where chaired bullhead rail on wooden sleepers will be replaced by flat-bottomed rail on steel sleepers, which will then be continuously welded.

20 Heritagerrailway.co.uk

The work going into these relays, and frequent sorties by the NYMR's tamping machine are paying major dividends with a reduction in spring breakages and a smoother ride for passengers.

Work will be assisted this winter by the outshopping of the first of the NYMR's new fleet of air-braked ballast wagons following major overhaul, with a second possibly following on close behind.

Indian mountain line to restart services after protests end

THE British-built Darjeeling Himalayan Railway is set to resume services following months of civil unrest.

The Gorkha community staged a lengthy protest in support of demands that a separate state of Gorkhaland be carved out of West Bengal to protect their culture.

The 2ft gauge railway stopped services after protesters damaged its

tracks and in some cases attacked its stations, causing a severe drop in income. The Gorkhas' protest was called off after intervention by Union Home Minister Rajnath Singh.

In recent weeks, track clearance has restarted and repairs to coaches at the UNESCO World Heritage Site carried out. The services may resume by the end of October.

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IN BRIEF

→ A STEAM railway between the suburbs of the Syrian capital Damascus and the resort city of Al-Zabadani has been resumed after a five-year break. Al-Zabadani was under the control of anti-government forces for several years and was finally recaptured by Syrian government troops in April. The slow train dates back to 1896, and despite its decidedly heritage appearance, it is being hailed as a symbol of a return to normality.

→ CHINNOR & Princes Risborough Railway-based now-unique Clayton Class 17 D8568 will be the star guest at the South Devon Railway's November 3-5 annual diesel gala. The sole-survivor of 117 locomotives, it will be the first time that a class member has worked in Devon.

→ SIX former North Staffordshire Railway workers who died in military service during the First World War have been honoured by having their names added to a memorial at Stoke-on-Trent station. The names of George Price Bevans, William Booth, Thomas Henry Brindley, Cyril Hodgkins Clay, Charles Knapper and Samuel Maurice were missing when the memorial was erected in 1922. The additions were made by North Staffordshire Railway Study Group, the Railway Heritage Trust and Virgin Trains.

The Great Marquess retires to Scotland

By Robin Jones

JOHN Cameron's LNER K4 2-6-0 No. 61994 *The Great Marquess* has moved to the Bo'ness & Kinneil Railway for static display.

The West Highland Line veteran is set to take pride of place in the Museum of Scottish Railways at Bo'ness station.

The locomotive has been in storage at the North Yorkshire Moors Railway since its withdrawal from service.

The museum and the Cameron Railway Trust have reached agreement for the Gresley K4 to be displayed at Bo'ness for two years, or until the trust is able to display it at its proposed visitor centre facility in Fife.

The Great Marquess will be on display at the BKR's October 21-22 steam gala before being moved into the museum shortly afterwards.

It will be just one of the attractions at the gala, which will feature GWR 0-6-2T No. 5643 as star guest.

Scottish Railway Preservation Society chairman, Vic Michel, said: "*The Great Marquess* was built in 1938. Being a very powerful and yet manoeuvrable locomotive, it was able to manage the steep gradients and sharp curves of the West Highland Line on which it was frequently used.



LNER K4 2-6-0 No. 61994 *The Great Marquess* is set to begin its new life as a static museum exhibit at Bo'ness. BKR

"It is very fitting that this locomotive should come back to Scotland and be on display at our Museum of Scottish Railways. We are delighted to be able to look after it and make it available for the public to see before it finally goes back home to 'John's museum'.

"I am sure it will be a very popular engine while it is with us."

Cameron Railway Trust chairman, John Cameron, said: "I am delighted that *The Great Marquess* is to come back to

Scotland to Bo'ness and be available to be seen in the society's museum for the next two years before going into our own visitor centre in Fife, where – along with A4 No. 60009 *Union of South Africa* – it will also be available to be visited by the public.

"The SRPS has used *The Great Marquess* in the past to haul some of its charter trains, so it is appropriate that it has it on display while the new visitor centre is under construction."

Tram *Lucie* goes from one Middleton to another

NORTH Yorkshire Moors Railway volunteer traction and rolling stock manager, Paul Middleton, has realised a lifetime's ambition – to own his own steam locomotive.

Paul, who has worked on the line for 21 years and who is nicknamed Piglet, and his brother Daniel, a NYMR employee for nine years, have bought Cockerill 0-4-0VBT steam tram No. 1625 of 1890 *Lucie* from the Middleton Railway, where it saw little use. Restoration work on *Lucie* began with the help of fellow volunteers at Grosmont after the NYMR's autumn steam gala ended.

Paul had been at Middleton looking at another locomotive when he came across *Lucie*. He began having a joke with

the team there about how he'd love to buy the tram and received a telephone call a month later to say it was his.

Paul said: "It is a true pleasure to work on these magnificent machines and when the chance came along to own my own engine, along with my parents and brother, it was an opportunity too good to miss. Also, when I found out *Lucie* was at the Middleton Railway I thought it was fate: from one Middleton to another!

"I enjoy working at the railway and love seeing children's faces when an impressive locomotive pulls in to the station. Hopefully in a couple of years little ones will take a liking to *Lucie*, as it definitely going to stand out amongst the other locomotives."



Lucie the Cockerill tram engine is the latest addition to the North Yorkshire Moors Railway's steam fleet, and is seen with new co-owner Paul Middleton on the footplate. NYMR

Deltic bound for Watercress Line

A CLASS 55 Deltic will be one of the star guests at the Mid Hants Railway's October 20-22 diesel gala.

D9002 *The King's Own Yorkshire Light Infantry* will, for the first time in 35 years, pass beneath the former King's Cross footbridge, which starred in Warner Brothers' Harry Potter movies, and was moved to the line's Ropley station.

A second guest is Class 47 No. 47579 *James Nightall* GC, which was

named to remember fireman James Nightall, who was killed in 1944 while splitting a burning ammunition train. James helped to save many people from a much bigger disaster, and was awarded the George Cross for his bravery.

A third guest will be the National Railway Museum's Class 37 D6700, the doyen of the class. They will run alongside the home fleet of Nos. 33053, 50027 *Lion* and DEMU No. 1125.

Shildon shake-up gets green light

PLANS for a major shake-up of management at the Locomotion Museum in Shildon have been approved.

Durham County Council's cabinet has approved the proposals, which, as previously reported, will see operational responsibility for the site transferred to a single

management structure under the Science Museum Group.

The new arrangement will supersede the existing joint management with the county council. Council employees will be transferred to the Science Museum Group along with all land, buildings and structures.

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Making its first visit away from the Dartmouth Steam Railway, BR Standard 4MT 4-6-0 No. 75014 *Braveheart* is seen heading away from Blue Anchor. It was a late substitute for BR Standard 5MT No. 73082 *Camelot* at the West Somerset Railway's October 5-8 autumn steam gala. *Camelot's* owning group was not able to make the arrangements for it to visit from the Bluebell Railway in time. Other no-shows were Bulleid Pacific No. 34046 *Braunton* and GWR 0-6-0PT No. 7714, which failed in traffic during the North Yorkshire Moors Railway gala (see preceding pages), and was replaced by WR 0-6-0PT No. 1501. Home fleet locomotives in action were GWR 4-6-0s Nos. 7820 *Dinmore Manor* and 7822 *Foxcote Manor*, No. 6960 *Raveningham Hall*, S&DJR 7Fs Nos. 53808 and 53809, LMS 4F No. 44422, Barclay 0-4-0ST No. 1219, and Peckett 0-4-0ST No. 1788 *Kilmersdon*. LEWIS MADDOX

Plaque recalls Bundoran's last train

A plaque was unveiled on the site of Bundoran station at 2.30pm on Saturday, September 30, at the exact time and on the same date as the last passenger train left the station in 1957 for Bundoran Junction, bringing down the curtain on 91 years of railway operations in the County Donegal seaside town.

Paddy Martin retired that day and was last train's driver, having started his railway service in 1915 at the station's engine shed as a cleaner. His daughter, Dymphna Connolly, unveiled the plaque, after being given the 'right away' by a GNR whistle and guard's, green flag, lent for the occasion by Iarnród Éireann. Mrs Connolly was joined by her sister May Granaghan, who also recalled their father driving the last train 60 years ago.

The event recalled the existence of the Atlantic coast holiday resort's station, which opened in 1866, and closed in 1957. It was part of the first Bundoran Railway Heritage Festival, organised by discoverbundoran.ie and Magh Ene Historical Society, which ran from September 29-October 1.

The festival, which was featured on RTE's Nationwide television programme, included an illustrated talk by *Heritage Railway* correspondent Hugh Dougherty, who travelled by train from Belfast to Bundoran in June 1957 at the age of six, a Hedge School Ireland panel



Dymphna Connolly and May Granaghan, daughters of Paddy Martin, driver of the last train to Bundoran on September 30, 1957, holding the framed picture of their father on the last train's footplate, which was presented to Dymphna after she unveiled the plaque, marking the event. HUGH DOUGHERTY

discussion, chaired by Tommy Graham, History Ireland editor, on the impact of the closure of the railway on the town, and a showing of the BBC Northern Ireland programme, *Walk the Line*, featuring the railway as it is today.

Shane Smyth, discoverbundoran.ie tourism officer, said: "The event was a great success and I would like to thank all who made it just that. Bundoran has a rich railway heritage and the town is the result of the railway establishing it as a premier seaside resort and day tripper

destination. Local people have never forgotten their railway and it is wonderful that we now have a plaque marking the site of the town's once-extensive railway station for the first time in six decades."

To mark the occasion of the plaque unveiling, which provides the only permanent indicator of the resort's station, Mrs Connolly was presented with a framed picture of her father at the controls of the last train, surrounded by station and railway personnel.

➔ **Platform:** pages 88 and 89.

Hornby looks to diecast models chief

STRUGGLING model manufacturer Hornby has named 'rival' Lyndon Charles Davies as its new chief executive.

Lyndon Davies is the chairman of Oxford Diecast, a supplier of diecast model cars, planes and trains, and is also the majority shareholder of LCD Enterprises, Oxford Diecast's owner.

He replaces Steve Cooke, who stepped down as chief executive in August after a year in charge, soon after the company warned that trading for the financial year to date had not lived up to expectations.

Speculation of a merger between the two companies arose after Hornby said it would explore the opportunity to invest in LCD Enterprises.

Lyndon has appointed two "operational consultants" to assist in Hornby's turnaround. Simon Kohler previously worked with Hornby for 35 years, while Tim Mulhall was involved in international distribution of its products.

Overwhelming public response to P2 appeals

By Robin Jones

WITHIN 10 days of launching a £100,000 appeal to build a cylinder block for The A1 Steam Locomotive Trust's new £5million P2 2-8-2 No. 2007 *Prince of Wales*, a quarter of the target was reached.

The trust announced the new fundraising initiative, The Cylinder Club, at the trust's convention on September 30. It is hoped 100 supporters will each donate £1000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order.

Less than a fortnight after the convention, £25,000 had been subscribed to the new club, with more cheques and pledges arriving by the day.

The Cylinder Club follows on from the success of The Founders Club (to get the project to the point of cutting the frames), The Boiler Club (to fund the construction of the boiler) and The Mikado Club (to wheel the locomotive). As with these schemes, there are a list of benefits to those who join the club, including an opportunity to buy a ticket on the first train hauled by the P2 and the opportunity to join one of the teams building it.

P2 project director Mark Allatt said: "If we can raise £100,000 through The Cylinder Club over the next few

months we are confident that we will be able to place the order for the cylinder block for No. 2007 by the end of 2017 and remain on-track for completion of the new locomotive in 2021."

At the same time, the trust announced that The Boiler Club, launched in October 2014 with a target of £600,000, has now passed the halfway mark.

The Boiler Club has more than 130 members, who have each donated or pledged £2000 (plus Gift Aid), meaning nearly £330,000 has been raised so far for the boiler, the biggest single component for what will be the seventh P2.

Cutting the frames

That club was launched following the success of The Founders Club, with an initial target of £100,000 from 100 'founders'. However, because of the overwhelming generosity of its supporters, £450,000 was raised from more than 360 donors.

The P2 2-8-2 Mikados were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600-ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by Edward Thompson in 1943/44 and scrapped by 1961.

The trust aims to leave No. 2007 debt

free upon completion.

The new boiler will be interchangeable with that of the trust's £3m Peppercorn A1 Pacific No. 60163 *Tornado*.

Meanwhile, a third group of Virgin Trains engineering apprentices has joined the team building the P2.

As part of an ongoing sponsorship agreement with Virgin Trains, apprentices are being given the opportunity to experience a different railway environment at Darlington Locomotive Works, where *Tornado* was completed in 2008, and where No. 2007 is now under construction.

The third group – Ondre Brooks, James Henshaw and David Harrison from Virgin Trains' Bounds Green depot in London – have just completed a two-week stint with the trust.

They have been helping with the shaping and fabrication of the locomotive's distinctive boiler cladding, using the dinosaur-like former nicknamed 'Craig the Cretaceous'.

More apprentices are expected to follow in the coming months.

John Doughty, engineering director for Virgin Trains on its East Coast route, said:

"Our sponsorship of the trust gives our apprentices the opportunity to experience a very valuable taste of the heavier side of railway mechanical engineering"



Virgin Trains apprentice David Harrison at work on the P2 project at Darlington Locomotive works.

IAN MATTHEWS



A drawing of the P2 cylinder block showing the Lentz-Franklin B valves. A1SLT

→ Anyone who wishes to join the world's fastest-growing full-size main line new build project and sponsor the cylinder block, boiler or other components is invited to visit www.p2steam.com, email enquiries@p2steam.com or telephone 01325 460163. There is a list of incentives for each scheme.

A1 tender appeal hits target – but more needed

AN APPEAL to raise £200,000 to buy 101mph Peppercorn A1 Pacific No. 60163 *Tornado's* tender has reached its target.

The 163 Pacifics Club – The A1 Steam Locomotive Trust's fundraising facility – was launched in September 2013 to buy the locomotive's tender from principal sponsor William Cook Cast Products Ltd, and has reached its initial target of £200,000 pledged.

Tornado's tender is leased to the trust under a 15-year loan agreement, which will end in 2021. William Cook chairman Sir Andrew Cook CBE offered to finance the construction of the tender in 2006, allowing funds being raised to be spent on the engine.

Tornado's tender is a development of those built for the original Peppercorn A1s, mainly due to the different operating environment on the modern main line. Because of the lack of surviving steam infrastructure, *Tornado's* tender carries 6200 gallons, as opposed to 5000 gallons, and seven tons of coal, rather than nine tons in the original A1s.

The tender is also the home for many of *Tornado's* other unique features, including an alternator, Timken cartridge roller bearings, Train Protection & Warning System apparatus, National Radio



LNER A1 Pacific No. 60163 *Tornado* passes Plawsworth, returning from Newcastle to Derby with UK Railtours' 'Tees-Tyne Express' on October 7. HENRY ELLIOTT

Network radio, Global System for Mobile Communications - Railway, a GPS tracker, and even a mobile telephone charger!

Club members were invited to sponsor one of the names of the 163 LNER-design express passenger Pacifics from the Gresley A3s and A4s, Thompson A1/1 and Peppercorn A1s, including *Tornado*, the idea being if 163 people were to make a one-off donation of £960 (or alternatively

donate £240 per month for four months), with the addition of Gift Aid (£240), £195,600 would be raised.

While many have paid a lump sum in full, some of the monthly instalments will not finish for several years, leaving an immediate, albeit not long-term, shortfall in the purchase price.

Therefore, to pay off the tender more quickly, the 163 Club has now been

extended to 210 members to include the names of an additional 46 Pacifics from the Raven A2s, Thompson A2/1s, A2/2s and A2/3s, Peppercorn A2s, and destroyed Gresley A4 No. 4469 *Gadwall*. Furthermore, the unnamed Gresley W1 'Hush Hush' 4-6-4 No. 10000/60700 has been sponsored by a supporter.

→ Darlington Locomotive Works on the move: see page 36.

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Minister may decide on Wolverton Works demolition

By Phil Marsh

THE Government may be asked to rule on the fate of historic Wolverton Works.

A repeat of a court case concerning demolition at Wolverton is looming after Milton Keynes Council's development control committee held a third hearing to decide the future of the LNWR works in September.

This hearing was required because 'irregularities' in the way Milton Keynes' planners dealt with the application uncovered by Historic England during two previous hearings.

Both hearings had considered and approved the controversial plans to demolish the works, put forward by works owners St Modwen, despite being contained within a Conservation Area.

In addition, an objector submitted a Freedom of Information request following the first planning hearing held in November 2016, after discovering that a key objection had been struck from the public record by the council. This request revealed that this had been removed at the specific request of works operators Knorr-Bremse in August 2016.

Dr Andy Brown, Historic England's south east planning director told the latest hearing that he regarded Wolverton Works' buildings and Conservation Area so important that he had been compelled to attend, and it was only the second time he had appeared before any planning committee in 13 years.

The application's potential to set off a legal process triggered by Historic England was so likely that a special hearing was convened to debate the application, with the previous decisions annulled. Dr Brown joined local objectors, including several Wolverton and Greenleys town councillors speaking against the outline planning application.

The special hearing lasted two hours during which Milton Keynes planning officers were closely questioned by development control committee members, who are all elected Milton Keynes councillors.

The outline planning application contained many claims by the applicant which had not been validated or



An aerial view of the Wolverton Conservation Area on September 12, 2016.
PHIL MARSH

questioned by Milton Keynes Council or justified in any part of the application. It was also lacking in any detail of what might be required or built so far as a new railway works was concerned.

Questioning revealed that works' operators Knorr-Bremse had not informed St Modwen or Milton Keynes Council what its future workshop space or other rail-related requirements looked like. This might be because Knorr-Bremse has not announced any major new orders for some time or because the potential Chinese Railway Rolling Stock Company link-up is still an ongoing project.

Decided by a vote

The local planning policy, decided two years ago by a vote by Wolverton residents, to retain the works' buildings but not necessarily in railway use, was ignored by the applicant but accepted by Milton Keynes' Council planning officers.

The applicant's assertion that the buildings were no longer fit for purpose and longer trains needed to be accommodated so therefore new buildings were required had not been explained or justified in any way. It was not explained how this would work as it is physically impossible for Wolverton Works to accept longer trains owing to the length of the reception sidings, alongside the former royal trainshed,

which cannot be extended.

The affordable housing level, set at just 12% instead of the normally agreed national guideline of 30%, led to several development control committee members voting against the application. Committee member, Coun Charlie Wilson, as told by the council's heritage officer that because the works was contained within a Conservation Area that it was protected by law from demolition in the same way as if it was listed or designated as an Ancient Monument, with one exception.

Demolition was not a legal option unless the benefits outweighed the substantial harm to the Conservation Area. Coun Wilson said that because of the low level of affordable housing, there was no significant benefit so he could not support the application, a view repeated by other councillors.

The application proposed the creation of a new level crossing at the east end of the works off the main entrance to a supermarket where the track is laid on a minimum-radius curve with trains being propelled over it. The Office of Rail and Road had not been made aware of this by the applicant or the Council.

English Heritage questioned St Modwen's and Knorr-Bremse's premise that the buildings were not fit for purpose and that the disused buildings really needed to be demolished. Objectors challenged St Modwen on

its contention that overhead cranes cannot be used therefore carriages cannot be lifted. It was highlighted that these claims had not been quantified whatsoever by the applicant or verified by Knorr-Bremse.

The development control committee voted carried by six votes to four approving the demolition after saying that if they rejected the application, St Modwen would appeal to the planning inspector and the council could stand to bear costs. However, if the committee approved it, Historic England would, as reported in our last issue, seek a judicial review or public inquiry.

'Terribly disappointing'

Andrew Brown, Historic England's planning director, south east planning group told *Heritage Railway*: "Historic England exists to champion the heritage of places like Wolverton, and we are committed to finding a better way of regenerating the railway works than St Modwen is currently proposing. It is terribly disappointing that the local council is ignoring its own planning policies and supporting this wanton destruction in a Conservation Area, but we are not ready to give up on Wolverton's heritage."

The next step in the battle is for Sajid Javid, secretary of state for communities and local government, to decide whether or not the proposals should be aired at a public inquiry, after which he would make his decision on the future of the buildings on the works site.

On September 28, Wolverton and Greenleys Town Council voted unanimously to support the Historic England call-in of the council's decision to bulldoze Wolverton Works.

Milton Keynes Council's senior planning officer Alan Sacbucker now has to wait for decision on a call-in by the secretary of state before he can publish and finalise the agreement. Furthermore, the decision cannot be ratified by Milton Keynes Council until all legalities have concluded.

A statement emphasising the importance of Wolverton Works from Andrew McLean, head curator at the National Railway Museum, was read out at the hearing.

Lincolnshire Wolds heading south to Louth

THE Lincolnshire Wolds Railway has taken the first step in its long-term aim to run steam trains from its Ludborough base southwards towards Louth.

The heritage line owns five miles of trackbed on the former GNR main line from Grimsby to London as far as the industrial estate at Louth.

The plan is to extend the line in stages,

with the first target being the three-quarters-of-a mile to the Pear Tree Lane road crossing.

The railway has just completed a new stock siding. It is now preparing to start the ground works for laying the first track on the extension. It is estimated that track materials will cost £200,000, and so far, £21,000 has been donated.

Railway spokesman, Phil Eldridge, said: "We still have a long way to go. One issue is cost - the other is manpower."

He appealed for more volunteers to come forward to help with the project.

→ Anyone who would like to help is invited to 01507 363881 or visit www.lincolnshirewoldsrailway.co.uk



Volunteers at work on the southern extension to Louth. LWR



Ivatt reunion at the East Somerset Railway: Sister Ivatt 2MT 2-6-2Ts Nos. 41312 and 41313 were in steam together for the first time since their days at Barry scrapyard. Built in May 1952, the two tanks worked alongside each other at Barnstaple Junction and Brighton in the 1960s. Nos. 41313 and 2MT 2-6-0 No. 46447 were both saved by the Ivatt Locomotive Trust with the weekend of September 16-17 marking the last workings of No. 41313 at the East Somerset Railway which has restored it from scrapyard condition under contract, before it moves to its new home on the Isle of Wight Steam Railway. The event was made possible thanks to John Jones, owner of No. 41312 and the Mid Hants Railway. MARTIN CREESE

Poppy Line Standard Class 4MT may be sold

NORTH Norfolk Railway-based BR Standard 4MT 4-6-0 No. 76084 – which headed the inaugural 'North Norfolkman' dining trains over the Bittern Line – may be sold. The board of owning group the 76084 Locomotive Company has been notified by the biggest shareholder of his intention to seek a buyer for his shareholding, which represents 50% of the voting shares.

A statement from the private company said: "This may trigger an offer for the

entire locomotive."

Companies House lists John Oldcorn, 47 of Blackburn as the one active person in the company with "significant control and owning more than 25% of the shares and voting rights but not more than 50%.

No. 76084 was restored from Barry scrapyard condition over the course of 16 years and entered service on the Poppy Line in July 2013.

The statement continued: "The guiding objective was to complete

the restoration to MT276 and RSP 6 (main line standard). The quality of this restoration, and subsequent maintenance regime, is reflected in the locomotive's very high in service reliability.

"Since completing the restoration No. 76084 has been fully equipped for running on Network Rail (GSMR, OTMR, TPWS – mark IV) and registered on TOPS (98484).

"No. 76084 comes with a quantity of

spares, sufficient to support main line running (springs, hoses etc).

"No. 76084 is classified as 4MT. As such it is a medium power locomotive economical on both fuel and water but with a performance that belies its classification."

Anyone who wants to acquire a large or even a 100% stake in the engine was invited to contact the company secretary at secretary@standard4.com by October 15.



Four-wheel Ruston & Hornsby diesel in the new station at Henllan on the Teifi Railway; the original narrow gauge station was under the bridge. The diesel is usually only used in the low season and most of the summer season saw Quarry Hunslet 0-4-0ST Alan George in operation. The new Teifi Railway line runs from a new station in the former Henllan station yard to a new halt, 200m from Ponprenshitw which resources allowing, could be reached by Easter 2018. The station platform at Ponprenshitw still exists and it is planned to install a run round loop. The train works in push-pull mode and the railway is now run by a dedicated small band, which has worked tirelessly to turn the railway round after its misfortunes a few years ago. To help with fundraising, the railway has a sponsor a sleeper-for-£10-scheme. PHIL BARNES

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

Spaceship to steal limelight at railway museums

THE spacecraft that carried British astronaut Tim Peake into space is to touch down in two railway museums.

The Russian Soyuz TMA-19M capsule will be on display at the Locomotion museum in Shildon for three months from November.

It will then move to the National Railway Museum in York in late January. The museums have been chosen as two of only eight across the country to host the special exhibition.

The tour has been created by the Science Museum Group, which acquired the Soyuz spacecraft last year, and technology giants Samsung.

Tim Peake spent six months orbiting the earth, carrying out experiments and even walking in space before being brought back in June 2016 in the Soyuz craft. He was the first British European Space Agency astronaut to visit the space station.



Jurassic arrives at Walls Lane from the locomotive shed to haul its first passenger train.

Lincolnshire line's first steam at Skeggy

By Brian Sharpe

THE Lincolnshire Coast Light Railway operated its first steam-hauled public passenger train at its present base at the Skegness Water Leisure Park on September 17, with a record number of passengers being carried on the day.

Peckett 0-6-OST No. 1008 *Jurassic*, built by Bristol company Peckett

and Sons for Southam lime works in Warwickshire, was launched into public service at the venue's annual Classic Wheels car and commercial vehicle show, which raises money for Skegness Lifeboat Station and Lincolnshire Air Ambulance.

The 1903-built locomotive was hauling its first passengers in more than 30 years, following a £43,600

refurbishment.

The LCLR originally bought *Jurassic* in 1961 to pull trains on its line between Humberston bus terminus near Cleethorpes and the local beach. When that line closed in the 1980s, *Jurassic* was moved to Skegness Water Leisure Park and looked after by LCLR's Historical Vehicles Trust, formed in 1982 to conserve and operate railway



Peckett 0-6-OST No. 1008 of 1903 *Jurassic* on its first day of public passenger services on the Lincolnshire Coast Light Railway on September 17.



vehicles and agricultural, military and seaside locomotives.

In June 2016, the trust received £43,600 Heritage Lottery Funding for volunteers to restore and repair *Jurassic*.

The boiler, smokebox and firebox were repaired by North Norfolk Railway workshops in Weybourne and other jobs were contracted to local firms and specialist suppliers.

The LCLR is currently being extended by 200 yards to include a new loop which will accommodate *Jurassic* and longer trains.

LCLR spokesman John Chappell said: "*Jurassic* has been attracting visitors to the railway from throughout the UK, many of whom otherwise might not have been aware of the many attractions of Skegness.

"Our hope now is that *Jurassic* can operate many of the LCLR's services in 2018."

Left: Passengers for the LCLR's first steam-hauled service wait patiently at the line's Walls Lane terminus while petrol 0-4-0 No. 9 shunts stock.



Jurassic approaches Walls Lane with its first passenger train, the 11am service on September 17.



Jurassic takes water at Walls Lane.

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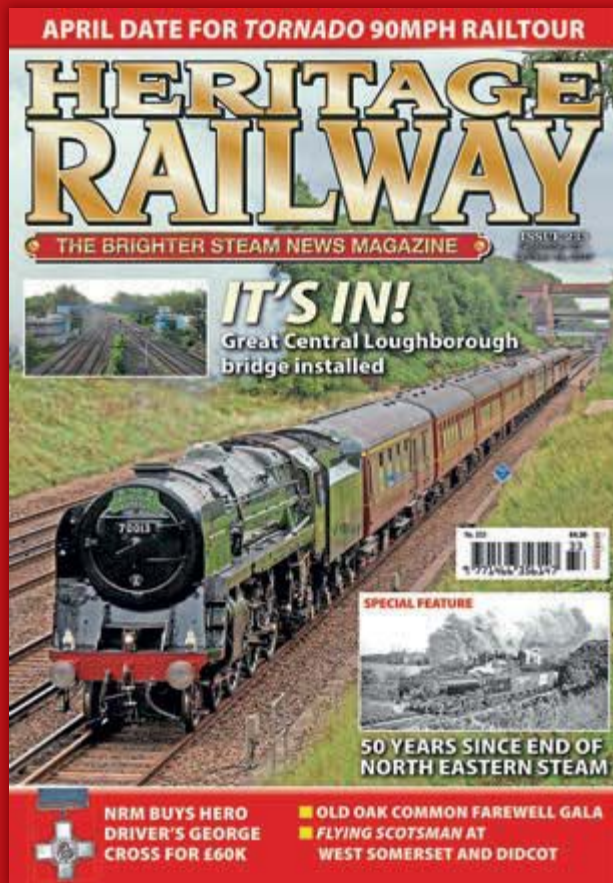
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GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* crosses Harringworth viaduct with Vintage Trains' 'Harringworth Shuttle' on August 13. BRIAN SHARPE

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GER Y14 0-6-0 No. 564 departs from Bewdley on September 24. JOHN TITLOW

Award kicks off SVR autumn steam gala

By Robin Jones

THE return of the Severn Valley Railway's popular autumn steam gala got off to a flying start – with the announcement that the heritage line had scooped a major local tourist award.

The railway was named Best Visitor Attraction 2017 in the Visit Worcestershire Awards for Excellence, which aims to highlight the best tourism businesses in the county and celebrate what makes it a wonderful

destination for visitors.

There was another big boost for the line. With just over one month to go until the Bridgnorth Development Project share offer campaign closes, project teams took to the platforms and sold more than £10,000 of shares during the gala. The figure brings the SVR ever-closer to its £2.5million target to transform Bridgnorth station.

Furthermore, Arley station staff gathered to unveil a new plaque, marking its Volunteers Award

2016 from the National Railway Heritage Awards.

Around 6000 passengers were carried during the September 21-24 gala, slightly down on the 2015 figure. Velo, a big cycling event in the county on the Sunday, which closed several roads around Kidderminster, may have had an impact.

Last year's autumn gala was cancelled to make way for the Pacific Power event starring A3 No. 60103 *Flying Scotsman* and A1 No. 60163 *Tornado*.



Driver Steve Jones and travelling ticket inspector Martin Mackenzie with the Best Visitor Attraction award.

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SECR P 0-6-0T No. 323 *Bluebell* emerges from Foley Park tunnel on September 24. ALAN WEAVER



SR Schools 4-4-0 No. 926 *Repton* approaches Foley Park tunnel on September 22. ANDREW BELL

Topping the guest locomotive popularity chart was Southern Railway Schools 4-4-0 No. 926 *Repton*, which recently returned to traffic following its overhaul at its North Yorkshire Moors Railway home. Consistently drawing the crowds, it hauled full to standing carriages throughout the event.

GER Y14 0-6-0 No. 564 from the North Norfolk Railway and SECR P 0-6-0T No. 323 *Bluebell* from the Bluebell Railway were also in action. Running on a short length of 2ft gauge track at the Engine House Visitor Centre at Highley, as it did in 2011, was the Ffestiniog Railway's 0-4-0ST No. 2 *Prince*, which offered passenger rides.

Crowd-pleasers from the home fleet included GWR 4-6-0 No. 7812 *Erlestoke Manor*, due to be withdrawn for overhaul, and Bulleid Battle of Britain Pacific No. 34053 *Sir Keith Park*, which is to return to its Swanage Railway base at the end of the year.

The SVR's renowned all-night running made a welcome return on the Friday and Saturday nights and brakevan rides, auto-trains and shunting



demonstrations all pleased the crowds.

Clare Gibbard, the SVR's marketing and communications manager, said:

"We are thrilled with the amount raised for our Bridgnorth Development Project share offer, which, with just over £850,000 to go, brings us within reach of hitting our £2.5 million target before the campaign closes on October 31.

"We are delighted to win the Best Visitor Attraction award. It is a great recognition of all the hard work from our staff and volunteers."

The Bridgnorth project has also reached a milestone, with walls rising rapidly and the skilled creation of brick arches over the windows of the new structure, designed in the style of a late Victorian GWR ancillary building.

→ To purchase shares or find out more about the Bridgnorth share offer, telephone 01562 757900 (option 2) or visit www.svr.co.uk/shareoffer

Right: SR Schools 4-4-0 No. 926 Repton and GER Y14 0-6-0 No. 564 at Bridgnorth shed on the evening of September 24. JOHN TITLOW



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

Heritagerrailway.co.uk **33**

Roland Kennington

FLYING SCOTSMAN ENGINEER EXTRAORDINAIRE

By Geoff Courtney

THE world of railway preservation has paid tribute to Roland Kennington, who died on September 17, after a career in engineering that included nearly two decades working with No. 4472 *Flying Scotsman* during its ownership by firstly Sir William McAlpine and then Tony Marchington.

Roland, who was 80 and leaves wife Chris, two sons and a daughter, formed a partnership with the former LNER Pacific that transcended a mere man and machine alliance. It was a bond formed in the 1980s that endured until 2004, when the NRM bought the locomotive for £2.31 million, a sale that saddened him as he had hoped it would remain in private hands.

Indeed, it is believed that Roland's wish came agonisingly close to fruition, as the under-bidder in the battle for ownership of the world-famous engine is understood to have missed out by only a whisker.

Roland, whose father was a stonemason, was born in Lincoln in April 1937, and had a talent for metalwork at school. At the age of 11 he became a trainspotter, and spent many happy hours at his home town's station and bunking Lincoln (40A) shed, often being kicked out by staff. Newark and Grantham on the ECML were also two of his favourite haunts, with occasional visits to Nottingham thrown in.

On leaving school in 1953 he joined engineering company William Foster & Co, starting as an apprentice toolmaker and, after gaining a National Certificate in mechanical engineering, became a toolmaker and then time standards engineer.

In 1960 Foster's was taken over by



A natural on the lineside: Roland Kennington (right) talks to Jeremy Hosking, owner of LNER A4 Pacific No. 60019 *Bittern*, then running as sister No. 4492 *Dominion of New Zealand*, on April 16, 2011. PHIL MARSH

WH Allen & Co, and in 1968 Roland was moved to the company's factory in Bedford, where he lived for the remainder of his life. By 1976 he had risen through the ranks to the post of production superintendent, in which role he was responsible for three machine shops with 155 employees.

Telephone plea for help

In 1982 Roland was promoted to manufacturing manager, giving him responsibility for all manufacturing on the 380-employee site, and three years later, while he was preparing for the Christmas break, came a telephone call that was to shape his career for the next 19 years.

Flying Scotsman, at that time owned by Sir William McAlpine, was on a test run after overhaul when a combination lever sheared in two as it was on its way back to

Carnforth, where it was based, and where Roland had previously been involved with the overhaul of A4 No. 4498 *Sir Nigel Gresley*.

The Pacific limped home to Carnforth, and one of the *Flying Scotsman* team telephoned Roland at Allen's asking him if he could make a new combination lever, as the loco was needed quickly for a special run to commemorate Sir William's 50th birthday.

"I said I couldn't do it as the works was about to close for 10 days over Christmas and the new year," said Roland in a *Heritage Railway* interview in 2012. "I offered to carry out a temporary repair if they could get the two parts to me at Bedford, and they were sent down by train, and after the lever was welded permission was given for the engine to haul just Bill's birthday special."

The run was the first time Roland met

Sir William or had any involvement with No. 4472, and he was subsequently asked to help out on maintenance and repairs when the engine was at its operational base in the carriage shed at Marylebone, and three months later, in the spring of 1986, Roland became honorary chief engineer of the Pacific – an unpaid role other than travel and accommodation expenses.

In 1988 he was granted a year's leave by Allen's to accompany the loco on a visit to Australia during which it covered 28,000 miles and set a world non-stop record for steam of 422 miles. "I was very fortunate to be allowed to go, it was everything I expected and a lot more," said Roland.

Full-time engineer

A change of job back home in the UK after his year down under saw him become operations manager firstly for a pumping equipment manufacturer and secondly a firm making disabled people's products, during which time he continued to be unpaid chief engineer for *Flying Scotsman*, but in 1993 Sir William appointed him full-time salaried chief engineer.

The beginning of 1996 saw No. 4472 virtually a kit of parts at Southall shed, but salvation came in the larger-than-life form of pharmaceutical entrepreneur, Tony Marchington, who in February of that year bought the engine from Sir William for £1.3 million, thus becoming its third private owner.

Roland was kept on by Tony, who placed in his hands the responsibility of restoring the locomotive, a job that took three years and cost its new owner £1 million. For the next five years the lad from Lincoln and the loco from Doncaster were constant companions on the tracks of the UK, but a parting of the ways came



Smoke and wheels: No. 60103 *Flying Scotsman* speeds past Barrow Hill with the Victoria to York leg of the 'Moors & Dales Explorer' run by Steam Dreams on September 15. The LNER Pacific was in the care of Roland Kennington – who has died at the age of 80 – for nearly 20 years before its sale to the NRM in 2004. ROBERT FALCONER



Flying visit: No. 4472 *Flying Scotsman* at Doncaster on July 4, 1999, during its King's Cross-York main line return after a major three-year restoration led by Roland Kennington, who was on the footplate of the iconic LNER Pacific behind the driver, Dave Court. Roland, who was chief engineer of the locomotive for nearly two decades, died on September 17, aged 80. PETER HOARE

in April 2004 with the purchase of the Pacific by the NRM.

After its sale, locomotive owner and railwayana collector, Jeremy Hosking, took on the Southall depot where Roland had restored No. 4472 and employed him as an engineering consultant and later engineering manager, in which capacity he worked on LNER A4 No. 60019 *Bittern* and SR Merchant Navy No. 35027 *Port Line*, while also leading the rebuild of LMS No. 6100 *Royal Scot* at Bressingham Steam Museum.

One of Roland's highlights in this era came in early 2011, when he converted No. 60019 into fellow A4 No. 4492

Dominion of New Zealand in its prewar guise of garter blue with side valances, stainless-steel LNER numbering and lettering, chromed nameplates, and the New Zealand coat of arms on the cabsides.

Roland had hoped that this conversion, which was carried out with Jeremy's blessing, would be retained until at least the end of 2012, but to his considerable disappointment this was not to be, and by March of that year, by which time Roland had effectively retired, the Pacific had been returned to its identity of No. 4464 *Bittern*.

Talented volunteers

Sir William McAlpine said of Roland: "He was a real gentleman engineer. I had no worries about *Flying Scotsman* when he was in charge – if any problems arose, he would sort them. He recruited a gang of talented volunteers to whom I am still indebted. I know that *Flying Scotsman* was tired, but Roland kept her going.

"When I was asked to allow the locomotive to go to Australia, Roland volunteered to go with her, and I was able to get him leave of absence from his job at WH Allen. He got her to perform brilliantly all over Australia, breaking

the long-distance record and visiting Alice Springs.

"He also crossed the Nullarbor Plain, where he said the water appeared to consist of dissolved chemicals, causing damage to the left-hand cylinder, which of course he repaired in the field.

"A gentleman, a modest man of such principle and loyalty that he was prepared to risk his job plotting to 'kidnap' *Flying Scotsman* when the NRM refused to allow her to be used for my 70th birthday train in January 2006. I heard of this only long after the event and was touched, but not entirely surprised. I will miss him."

David Ward, who retired from a 45-year BR career in 1994 as director, special trains, knew Roland as well as most within the railway preservation movement, having been operations director for Tony Marchington during his ownership of the A3.

"The continued existence of *Flying Scotsman* is largely thanks to the engineering skills, tenacity and leadership that Roland and his team bestowed upon the locomotive from 1986 to 2004, when it is estimated it ran over 100,000 miles on the main line in this country and Australia," he said. "It would be hard to find anyone who had a major hand in restoring two A4 Pacifics, an A3 Pacific, and what is generally regarded as the best 4-6-0 to run on BR main lines (No. 6100).

"His pièce de résistance, however, must be turning out A4 No. 4464 as No. 4492 *Dominion of New Zealand* in garter blue livery with streamline shrouds over the wheels, corridor tender and all the stainless-steel insignia and embellishments bestowed by Sir Nigel Gresley and the LNER management on the A4s built to work 'The Coronation' streamline train. Those who saw it in this condition described it as breathtaking."

Picture perfect: Roland Kennington, who died on September 17, at home beside a painting of his beloved *Flying Scotsman*. GEOFF COURTNEY



Peter Butler, former MP for North East Milton Keynes who was chief executive of Flying Scotsman plc during Tony's ownership, said: "He was a very good engineer. At times he was difficult to deal with but always straightforward, and also always thought he knew best – and he usually did."

Members of the railway preservation movement far and wide joined family and friends at Roland's funeral, which was held at Bedford Crematorium on October 10.

Unequivocal devotion

Heritage Railway senior contributing writer, Geoff Courtney, writes: In 1999 I was retained by Peter as PR consultant for the locomotive, and remained in that role until its sale to the NRM in 2004. During that time I worked closely with Roland, and saw a man whose devotion to No. 4472 was unequivocal.

He could be irascible, he could be tetchy, and he could be difficult if he so chose, but his ability to work on *Flying*

Scotsman during its three-year restoration with what he had, rather than what he dreamt of having, was imperative. He didn't suffer fools gladly, but that was a much-needed attribute because there was plenty of those around, people who believed, quite wrongly, that their talents as locomotive engineers were at least the equal of Roland's and weren't backward in saying so.

I especially admired Roland for his ability to find an engineering cure for a problem on No. 4472 despite restraints on both finance and time. He sometimes made promises on the latter that he had no hope of keeping, but this was a trait which is part and parcel of restoring a steam locomotive, be it a humble tank engine or a world-famous icon.

He got the job done on *Flying Scotsman* to budget (more or less) and schedule (just about), and he had every right to be delighted with the result, even if there were gainsayers after its sale to the NRM who would have you believe otherwise.

World's first steam line to house new-build A1 and P2

By Robin Jones

THE A1 Steam Locomotive Trust have announced plans for a new multi-million-pound main line-connected base in Darlington, ending months of talks and speculation.

The trust aims to move into the four-track Whessoe Road engine shed, which was built in 1861 by the Stockton & Darlington Railway, and which in 1825 became the world's first public steam railway.

It was designed by William Peachey, and was one of the S&DR's last developments before the company was absorbed by the North Eastern Railway in 1863.

The shed went on to serve as a wagon repair and paint shop, before falling into disuse in the late 20th century. It is thought to be one of the oldest surviving engine sheds in the world, and will require major roof repairs and other remedial works before it can again house 'live' steam locomotives – including the 101mph Peppercorn A1 Pacific No. 60163 *Tornado* and the under-construction Gresley P2 2-8-2 No. 2007 *Prince of Wales*.

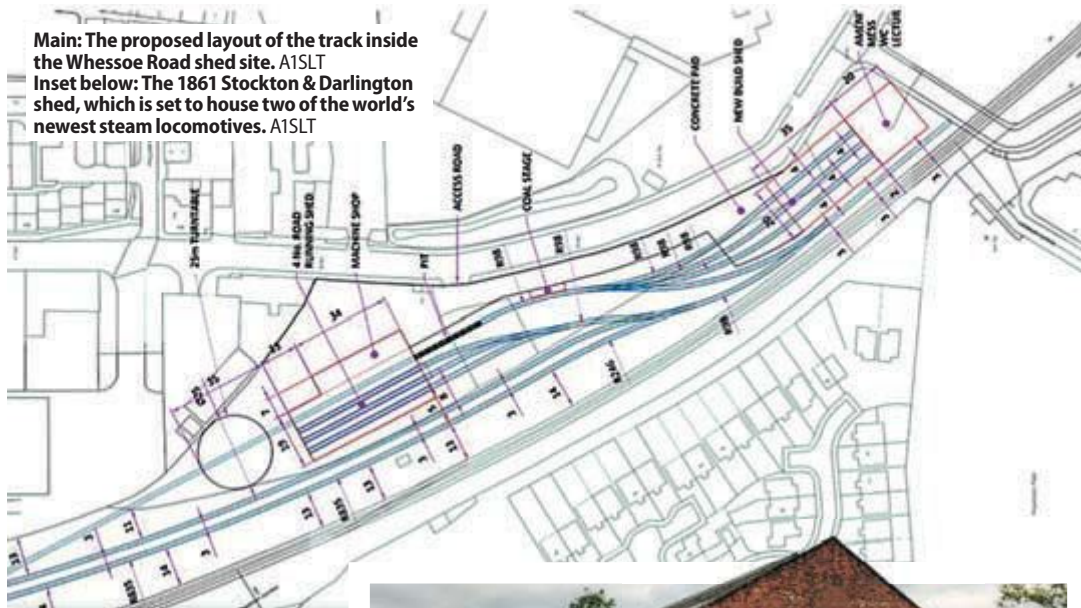
If the trust's fundraising attempts prove successful, the new site will be operational in time to play a central role in the celebrations marking the 200th anniversary of the opening of the Stockton & Darlington Railway in 2025.

The trust also plans to construct a purpose-built three-road workshop, complete with overhead cranes and educational facilities, where it can maintain and overhaul its locomotive and carriage fleet, as well as build mode new locomotives, such as its planned third new steam locomotive, Gresley V4 2-6-2 No. 3403.

Other planned features of the new Darlington Locomotive Works include a 70ft diameter turntable and a carriage shed to house the trust's proposed BR Mk3 carriage-based charter train.

The site can be easily and relatively cheaply reconnected to the national network as there is already a fully

Main: The proposed layout of the track inside the Whessoe Road shed site. A1SLT
Inset below: The 1861 Stockton & Darlington shed, which is set to house two of the world's newest steam locomotives. A1SLT



signalled connection into a rarely used siding in the former yard at Whessoe Road, sited west of Network Rail's North Road station, on the Bishop Auckland branch.

A key priority for the trust is that the site is made publicly accessible on regular advertised open days. It has also identified a Barrow Hill-style quarter-to-one-third-of-a-mile-long running line which could be used for limited steam-hauled passenger rides, running parallel to the branch, as well as its more important role as a basic test-bed for the trust's new and overhauled locomotives.

The site also has potential as an operational base should an idea from Darlington Borough Council to run steam-hauled shuttle services between Darlington and Bishop Auckland come to fruition. The land next to the engine shed is currently used by a vehicle component recovery business, and all the relevant land is owned by Network Rail.

Encouraging discussions have been held with the tenant, and the local



authority has already identified an alternative site for the operation to relocate to.

The trust has appointed Darlington-based lifelong railwayman Paul Bruce as its Whessoe Road project director.

The trust's operations director Graeme Bunker-James said: "Our long-awaited new base will be somewhere that both *Tornado* and *Prince of Wales* can truly call 'home'. We hope we will be able to operate the world's newest steam locomotives from the world's oldest active main line engine shed – a true 'Top Shed' of the north!

"The intention is to open the Whessoe Road site as an operational base for the trust soon after we complete the

construction of Gresley class P2 No. 2007 *Prince of Wales*, which is scheduled for 2021/22, and in good time to play a central role in the celebrations marking the 200th anniversary of the opening of the Stockton & Darlington Railway in 2025."

The trust has already held positive talks with NR about the site and been visited by both its chairman Sir Peter Hendy and chief engineer Jon Shaw. The trust is also exploring funding options.

If the Whessoe Road project is successful, the trust will vacate the former S&DR carriage works in Hopetown Lane – 100 yards to the south – that it has occupied for the past 20 years, and where the A1 was completed.

Seven years for mugger who stole linesider's camera

A MAN has been sentenced to seven years in prison for stealing a camera from *Heritage Railway* modern traction correspondent Fred Kerr and breaking his jaw during an assault.

Terrence Hamston, 45, was convicted of robbery and assault and sentenced at Blackfriars Crown Court.

Fred was taking photographs from the overbridge at St Johns station in London on May 16 when Hamston walked past him at around 2pm on the overbridge and briefly engaged him in conversation

before walking away.

He returned a few minutes later, walked back to the overbridge and approached Fred from behind.

He repeatedly punched, kicked and kneed him in a completely unprovoked attack, before pulling his £2000 camera from his hands and running away. A member of the public came to Fred's aid and British Transport Police (BTP) were called.

Within two days BTP identified and arrested Hamston. Forensics work found

the victim's blood on Hamston's trousers and shoe, and when the camera was later tracked down, it had Hamston's fingerprints on it.

Fred needed titanium pins in his broken jaw along with wiring on his teeth as a result of the attack.

Hamston was given seven years in prison for robbery and 32 months' imprisonment for grievous bodily harm, to run concurrently.

Det Insp Simon Collins said: "The sentencing of Hamston for this nasty

robbery against an innocent 69-year-old man is the result of some fantastic work by BTP local officers. Hamston is a dangerous and violent man and I am pleased that he is now behind bars."

Investigating officer Det Con Neil Lane said: "With only some grainy CCTV footage to go on, we managed to identify a suspect and locate and arrest him within two days.

"We also recovered the victim's expensive camera, which had been sold by the offender."

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MP adds support for Rother Valley to KESR reconnection

By Robin Jones

THE Rother Valley Railway welcomed local MP Huw Merriman to Robertsbridge station in August to hear about progress on its plans to link the line to the Kent & East Sussex Railway.

The Conservative MP for Bexhill and Battle also officially opened the first building construction at Robertsbridge, in the form of new heritage washroom facilities.

The building was funded by a substantial donation from Roy Seaborne, an RVR trustee, who died on November 13 last year, having seen the structure started but not completed. Roy was instrumental in starting the Bodiam to Robertsbridge Reconnection project with the purchase of the piece of land from just north of Robertsbridge Junction station to Northbridge Street.

The building is designed in the heritage style to mirror the Colonel Stephens station at Tenterden Town. The design involved several RVR's volunteer professionals, who joined Mr Merriman to officially open the new building: planning and superstructure, Stephen Langer; substructure, Graham Bessant; roof structure, Derek Kent; and interior décor, Saira Ahmed. The construction was carried out by Andrew Wood and

his team of local artisans.

Mr Merriman said: "I was keen to visit RVR over the summer for an update on their plans to connect to the Kent and East Sussex Railway and create a heritage railway line from the main line station at Robertsbridge all the way to Tenterden.

"When they asked me to officially open the new toilet building, I joked I would be proud to add this to my list of achievements as the local MP.

"Joking aside, I was very impressed with the building design and construction. It has been completed to a very high standard and reflects the era of the original heritage railway buildings with a clean and modern twist on the interiors."

The booking hall substructure has been built as part of the platform, but the superstructure will be built when the reconnection is closer to opening, as will the other buildings on the site.

On July 27, the RVR won the Institution of Civil Engineers South East England Engineering Excellence Community Benefit Award for the platform and reconnection to the Network Rail main line, creating a heritage railway that provides local transport and additional benefits to the local economy.

The project was lauded by the judges



MP Huw Merriman (third from right) cuts the ribbon to officially open the Rother Valley Railway's new building at Robertsbridge. RVR

for long-term benefits to the community in terms of accessibility and connections to and from London, and to local tourism and economy. The project was also commended for the extensive use of recycled materials.

The award was presented by past ICE president Professor Jean Venables and Maggie Philbin, TV personality, president of the Institution of

Engineering Designers and co-founder and CEO of TeenTech.

Suzanne Moroney, director of ICE South East England, said: "The Rother Valley Railway project has created a unique piece of infrastructure in a heritage style without compromising safety or inclusivity. This is a major undertaking and achievement for all parties and volunteers involved."

IN BRIEF

→ THE British Ironwork Centre has submitted plans to Shropshire Council to build new attractions for the hugely popular 100-acre tourist destination, sited on the edge of Oswestry. Plans include a miniature railway to ferry visitors around the site, stopping off at all the main features. Owner Clive Knowles said the new railway would not just be for fun but would also serve a useful function to allow people to easily view the site.

→ THE London Model Engineering Exhibition will be held at London's Alexandra Palace from January 19-21. It will again feature traditional model engineering, steam locomotives and traction engines, through to the more modern toys, including trucks, boats, aeroplanes, helicopters and robots. There will also be an indoor 5in-gauge steam line giving passenger rides.

→ WEST Somerset Railway supporters have returned the GWR Minehead signalbox nameplate after more than half a century. A team of 22 supporters and the Friends of Minehead Station raised £1400 in less than a week to buy the nameplate.

Prairie reunited with long-lost numberplate

THE Bodmin & Wenford Railway's (BWR) GWR prairie No. 5552 has been reunited with its smokebox numberplate that was lost during a 25-year period in Barry scrapyard.

The 1928-built locomotive was withdrawn from Truro shed in Cornwall in 1961, and ended up at Dai Woodham's scrapyard in Barry.

It languished until 1986 when it was acquired by the nascent BWR. Many essential pieces of machinery were missing, including its smokebox numberplate.

After a lengthy restoration it was returned to service in 2003, and is currently undergoing a routine overhaul in the Bodmin General workshops.

A family from Newport recently contacted the railway to say they had the original numberplate, and would like to donate it to the BWR.

Chris Deakin, a BR signalman in Cwmbran in the 1950s, moved to Newport with his wife Marion. They visited Barry scrapyard in the 60s and Chris acquired various railway artefacts there.

Chris died four years ago, and only recently did the family discover the original No. 5552 numberplate in Marion's garage.

On September 23, Marion and family



Phillip Andrews (BWR), Marion Deakin and Richard Williams with 5552's original numberplate. Richard is married to Marion's niece Sylvia, and is a member of the Monmouthshire Railway Society. BWR

members travelled to Cornwall to present the BWR with the numberplate.

A brief ceremony was organised, and Marion and her family were given a steam train ride.

A spokesman for the Bodmin & Wenford Railway said: "The BWR would like to thank Marion for her generosity in reuniting steam loco No. 5552 with its original numberplate."



RSH 0-4-0ST No. 15 (No. 7063 of 1942) now fully painted and lined-out, heads a coal train at Foxfield colliery on the Foxfield Railway on September 24. MICK ALDERMAN

Bury Standard Class 4MT tank set for 2018 steaming

THE Bury Standard 4 Group recently took delivery of the repaired boiler for its former Barry scrapyards BR Standard 4MT 2-6-4T No. 80097.

The boiler has undergone a major overhaul, which comprised a complete new boiler barrel, a new lower throat plate section, new $\frac{3}{4}$ outer firebox sides, extensive copper welding to the firebox tubeplate, and reassembly.

The whole boiler repair was carried out by Northern Steam Engineering, at Stockton-on-Tees, and took two-

and-a-half years. It has cost more than £100,000.

With the return of the boiler, the group will be able to continue with the restoration of the 1954-built locomotive.

No. 80097 was withdrawn in 1965 and spent two decades in the scrapyards before it was bought by the group in 1985 and brought to the East Lancashire Railway in Bury.

It is hoped to have No. 80097 steaming on the line next year, following more than 30 years of restoration.



BR Standard 4MT 2-6-4T No. 80097 complete with boiler. BS4G

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

Polar Express frozen out at Weardale Railway this Christmas

THE phenomenally successful US-style Polar Express Christmas specials will not be running on the Weardale Railway this year because of a dispute over licensing issues.

The event has been in doubt since April as a result of a disagreement between Iowa Pacific Holdings – which owns British American Rail Services, operator of both the Weardale and Dartmoor railways – and Rail Events Inc, the company which licences the Polar Express, based on Warner Brothers' global smash hit film.

Unpaid royalties

Rail Events claimed Iowa Pacific owed unpaid royalties relating to the Polar Express held on its railways both in the UK and the US. In turn, Iowa Pacific claimed there had been unfair competition practices.

More than 25,000 tickets each year had been bought for the Weardale event.

Iowa Pacific's president Ed Ellis has since said the two companies have come to a "satisfactory" agreement and are expected to resolve the dispute by the end of the year.

However, he said the Polar Express would not run again at Weardale. Instead, it would be replaced with a Train to Christmas Town event as has

been run on the Dartmoor Railway at Okehampton.

He said: "We have been doing this one in different places in 2012 and we just decided this year we are going to do it in all our locations. We actually like it better than the other one."

Elements remain the same

He said the elements of the train ride, with actors dressing up, telling stories and handing out presents from Santa, would remain the same, although the main story would be different to that of the Polar Express.

The new event is based on the book *The Train To Christmas Town* by Peggy Ellis and features its characters Bumblebee the bear, Wabash the squirrel and Zephyr the cat.

Mr Ellis, who plans to ride on the train himself this year, said: "Weardale Railway is a very small railway and every pound we make is precious, and so having an exciting Christmas play on a train where you don't have to pay a lot of money to some sub of Warner Bros is helpful."

The event will run from Stanhope station between November 17 and December 23.

Further details can be obtained on weardaletraintochristmastown.com or by telephoning 01388 526203.

Last Metropolitan Line steam driver dies at age of 96

By Phil Marsh

HARRY Robinson, thought to have been the oldest surviving member of London Underground's Metropolitan Line's steam crew, has died aged 96.

He joined the Met as a cleaner at Neasden in April 1938 and drove several notable anniversary trains in his long career.

The return to steam at the Buckinghamshire Railway Centre of Metropolitan E Class 0-4-4T No. 1 in late 2002, prompted his family to contact the author to see if would be possible for Harry to be reunited with his engine.

The arrangements were made and Harry had an eventful visit at Quainton Road, being collected in a 1956 split screen Morris Minor from his home close to Bletchley station. His door flew open at the first roundabout and it was fortunate Harry was wearing his seatbelt or he may not have survived to be reunited with Met No.1!

He had been booked to ceremoniously launch the 2004 Steam on The Met services celebrating the centenary of the Uxbridge branch, but for various political reasons, the trains did not operate. However, he did ride on Met No. 1, even managing to fire a few rounds to celebrate his 83rd birthday, with the author driving for the afternoon visit.

His railway career lasted 48 years and included driving the Uxbridge branch's 50th anniversary train in June 1954 and the last steam service on the Chesham branch in December 1962 and ending up as shed foreman at Neasden when he retired in 1986.

In between, he worked from Lillie

Bridge depot as a passed cleaner, becoming a fireman there in the war. He worked on infrastructure trains sent out to repair bomb damage amongst other services.

Harry became a Metropolitan Line celebrity and was a patron of the Princess Royal Class Locomotive Trust, owners and operators of LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland*, travelling behind her and rarely missing a trip until well into his 90s, accompanied by his family.

During his visit to Quainton on Met No. 1, he was asked about the routes he signed and duties undertaken. His reply was eye-opening: he drove and fired anywhere between Uxminster, New Cross and Aylesbury on anything from spoil trains to Class 1 express services when an LNER Marylebone service to or from the north failed.

When this happened, Harry would take the standby Metropolitan locomotive from the bay at Rickmansworth to wherever required, trying to keep express timings! As he recounted fondly: "Always an enjoyable experience using a Met loco on an LNER express!"

Tunnel vision

When Harry was invited onto Met 1 at Quainton, he was invited to rekindle his old firing skills and his first question was: "Is the blower on?" before opening the firehole doors.

Harry rode on the engine for over an hour, being prompted for his memories and career highlights.

The most frightening incident was hitting the tunnel wall at St Mary's Junction, Aldgate, which he described as "a bit tricky – but it wasn't my fault" he



Harry Robinson stands next to Metropolitan Railway E class 0-4-4T No. 1 at Quainton Road on April 14, 2004. PHIL MARSH

claimed as he was simply fireman and not the driver that day who accepted a wrong signal, but did not repeat what driver, Phil Newman, said at the time!

His only derailment was in the yard at Neasden, on a Peckett 0-6-0ST, blamed on the condition of track.

Harry knew when his rules exam was due. It always came after two weeks of 12-hour shifts, followed by an invitation from his inspector, George Rogers.

He carried out the rules exam at Rickmansworth in the Victoria pub when he knew the candidate had earned enough overtime cash to pay for all the drinks, citing recent overtime earnings sufficient to fund several pints.

The last with Victorian memories?

The author suggested to Harry while on Met No.1 that having started in 1938, he must have worked with Victorian-era steam crews and he responded by suggesting that Charlie Simmons, Godfrey Rodgers and Charlie Foster all started in Victorian times. He said the old Met crews were a bit touchy and full of tricks for junior staff and remembers being shut in a firebox at an early stage in his career.

In 1938, the age profile of steam crews was high so promotion was fast as the older crews retired. He was likely to have been one of the last footplatemen to have worked on the original 1863 Met Line engines, giving him another small part in railway history.

For the record

Harry recalled that the Uxbridge branch 50th anniversary train in June 1954 hauled by Met No. 1 ran empty from Neasden to Wembley Park and conveyed passengers to Uxbridge, South Harrow, Acton Town, Earls Court, High Street Kensington and Baker Street. Met No. 1 returned to Neasden light engine while the train was electrically hauled back to Wembley.

The final Chesham branch steam service in December 1962 was from Wembley Park to Chalfont, Chesham, Chalfont and back to Wembley. Harry's fireman was Jim Skeritt and the mayor of Chesham was also present.

Preservation has lost yet another relatively unknown character. The author looks back fondly to the time spent with Harry and being able to record just a few of his memories.



Harry Robinson on the last steam train to Chesham in December 1962. PHIL MARSH COLLECTION

Right: Harry Robinson (far left) on the front of the last Chesham steam train with town mayor, fireman Jim Skeritt and passengers. PHIL MARSH COLLECTION



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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

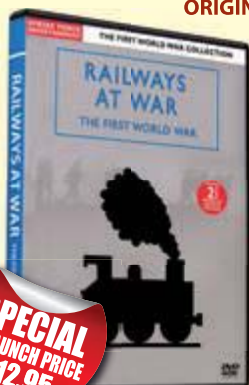
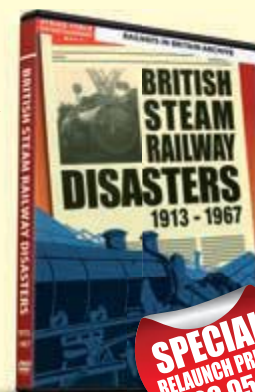
BRITISH STEAM RAILWAY DISASTERS 1913 TO 1967

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.

Duration: 1 hour 19 mins

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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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Normal service resumes after 'criminal bridge strike' hits Spa Valley line again

By Geoff Courtney

THE Spa Valley Railway has returned to normal operations after one of the line's bridges was damaged by a lorry in an incident that severed the link with the national network and infuriated exasperated officials.

Their anger came to the surface after the incident in the early hours of September 15, when a lorry damaged a bridge that carries the Tunbridge Wells-based heritage line over a road between High Rocks and Groombridge stations, thus shortening its operational route and stopping trains reaching the main line station of Eridge.

It was not the first time that a bridge on the five-mile railway had been hit, leading chairman Chris MacRae to describe such incidents as "criminal bridge strikes" and issue a warning

about the financial implications of such accidents.

"Unfortunately this was not the first time that our bridges had been struck and damaged by over-height HGVs that have ignored road signage of the height restrictions, closing the railway while inspections and repairs are carried out.

"Legislation exists that requires the height of vehicles to be marked in the cab, for drivers to know and measure the height of their vehicles, and for road authorities to mark the height of bridges that vehicles can safely pass under. Yet time and again we are the innocent victim of these criminal bridge strikes by over-height vehicles and seem powerless to protect ourselves.

"As an entirely volunteer-run railway that carries 40,000 visitors per year, every time the railway cannot operate we

experience considerable financial strain."

General manager Jonnie Wesson was equally forthright, describing the incident as a "devastating blow" for the railway and its volunteers.

After the bridge was hit, the railway issued an emergency timetable operated by a Class 207 DEMU between its base at Tunbridge Wells West and the damaged bridge, but trains were unable to continue to Groombridge or Eridge, where the railway links with the national network to London Bridge.

There were fears within the railway that repairs could take many weeks or even months, but a speedy response to the incident by contractors, two local authorities and the railway itself, enabled overjoyed officials to be able to announce at the end of September that the repairs had been completed, ensuring that two money-spinning

'Thomas' weekends on September 30/October 1 and October 7/8 were able to go ahead.

Chris MacRae said: "The disruption caused us a lot of lost revenue and placed a huge strain on our volunteers, and we are incredibly grateful to our loyal customers, supporters and all our external partners who pulled out all the stops to assist us during what was a difficult time."

He said that the repairs necessitated a road closure by two county councils, and work would continue with them and borough councils to prevent the recurrence of similar bridge strikes.

In a message on the railway's website before the bridge repairs had been completed, Jonnie Wesson said: "We are a determined railway with a strong volunteer workforce, and we will not be defeated."



Doubling up: Spa Valley Railway 0-6-0ST residents No. 62 *Ugly* (leading), built by Robert Stephenson & Hawthorns in 1950, and No. 72, built by Vulcan Foundry in 1945 for the War Department, at Eridge on April 23 at the head of a long train for Tunbridge Wells West. Following a lorry hitting a bridge on September 15, between the heritage line's High Rocks and Groombridge stations, trains were temporarily unable to reach Eridge, which is the railway's link with the national network. STEVE FOX

Free access to Loughborough shed halted

THE Great Central Railway has banned unaccompanied visitors from looking round its Loughborough locomotive shed.

Until now, visitors to Loughborough Central station have been able to walk down to the shed and look inside at the locomotives under overhaul and repair.

However, for several reasons the GCR has now suspended its open-door policy. The reasons quoted include health and safety considerations, public liability insurance requirements, and pending works to be carried out to the workshops. In addition, drainage and future works to the Grand Union

Canal bridge as part of the line's northern extension to the new bridge over the Midland Main Line, will make public access to the shed difficult.

The railway will still be carrying out its guided tours of the shed, and, at certain galas and events, visitors will be allowed access to it via

marked-out walkways.

A GCR spokesman said: "It is with great regret that we have had to take this decision, but the safety of our visitors must come first and with open pits and heavy machinery in constant use, the board felt we had no choice but to restrict access."

Group embarks on Garstang & Knot-End revival

By Robin Jones

AN enthusiast group has been set up to rebuild part of the former Garstang & Knot-End Railway as a 2ft gauge line, in a bid to boost local tourism.

The original line ran between Garstang and Knott End-on-Sea in Lancashire, and was built to provide an outlet for local farmers in the Over Wyre area.

Authorised by an Act of Parliament on June 30, 1864, the Garstang & Knot-End Railway Company took 5½ years to build a seven-mile, single-track line from Garstang only as far as Pilling, across peat bogland that was being reclaimed for farming.

The line opened on December 5, 1870, running with a single locomotive, Black Hawthorn 0-4-2ST *Hebe*, passengers boarding at any point along the line by request.

In 1872, *Hebe* broke down, with all services suspended, and soon the company was in rent arrears. The locomotive was repossessed, and for the next three years only occasional horse-drawn trains were run.

Services resumed in 1875 using a new locomotive, Manning Wardle 0-4-0ST *Union*. A replacement engine, Hudswell Clarke 0-6-0ST *Farmer's Friend*, bought in December

that year, became known locally as the Pilling Pig because of the squeal made by its whistle. This name became colloquially applied to all of the line's locomotives and even the railway itself.

In 1898, a separate Knott End Railway Company was incorporated, to extend the line from Pilling to Knott End, as originally planned. The 4½-mile extension was opened on July 29, 1908 and the company took over the Garstang and Knot-End Railway. At the Grouping of 1923, the line became the smallest constituent of the LMS.

A mile of the route near Knott End is now a footpath, while several crossing keepers' cottages survive as private homes.

The revivalist group aims to build a mile-long narrow gauge railway between Fordstone Bridge at Preesall, earmarked for the new line's headquarters, to Hackensall Road at Knott End. At Preesall, an engine and carriage shed, station and a small museum dedicated to the station is planned.

A public footpath, separated by a fence, with benches, picnic tables and litter bins is also planned, so that walkers can sit and enjoy a snack while watching the trains pass.

The group has already held talks with local councillors and found



The modern-day Pilling Pig: Hudswell Clarke 0-6-0ST No. 1885 of 1955, painted in the colours of the Garstang & Knott End Railway, is seen plinthed outside Fold House Caravan Park. Formerly based at the Gwili Railway, it had firebox issues which prevented an economic restoration, and was brought to this site for static display in 2001. BOB JENKINS/CREATIVE COMMONS

them to be supportive.

It is also hoped to build a spur line to Grade II* listed Parrox Hall, a 17th-century country house which holds occasional open days in the summer.

Group chairman Ray Langford said: "How we came about was purely by accident. Disillusioned with other heritage railways having cliques, we had gone over to Knott End as it was a nice day, and decided to walk the old trackbed.

"We noticed a lot of people walking the area. When I suggested the idea of a 2ft gauge railway, both my colleagues

Chris Griffin and Roger Hosier dared me to enquire.

"I contacted the local council which was all for the idea, and we were invited to a council meeting where we met the mayor. On hearing our plans and ideas, they agreed to give us their full backing.

"All we are waiting for is the landowners to get back to us, saying we can start. Membership is growing and our members come from all walks of life."

→ Anyone who would like to know more about the project, join as a member or offer help is invited to email rlangford003@gmail.com

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Jubilee muscles in on GWR and LNER pricefest

LIKE a lower league contender determined to mix it with higher level competition, an LMS Jubilee nameplate challenged the GWR and LNER at Great Central's September 2 sale at Stoneleigh Park, and emerged not only with credit, but with the latter trailing in its wake.

The gold medal for a £13,900 realisation went to *Lydford Castle*, carried firstly by No. 5079 from new in May 1939 until November 1940, when it was replaced by *Lysander*, and subsequently by No. 7006 from June 1946 until withdrawal December 1963.

Lurking in the wings was *Happy Knight* from LNER A2 No. 60533, but the Pacific was in for a shock if it reckoned the silver medal was in the bag, for while its price of £12,200 was far from shabby, *British Honduras* from a rather more modest express locomotive, Jubilee No. 45602, had other ideas and stormed past at £13,200, almost doubling its lower estimate. Will the Jubilee bubble ever burst?

The GWR also made the next two slots, thanks to *Overton Grange* from No. 6879 and *County of Cardigan* (No. 1008), each of which went for £8800, a few bob ahead of *Sir Harry le Fise Lake* (SR King Arthur No. 30803 – £8600).

Charles Dickens (Standard Britannia No. 70033) fetched £8000, *Galteemore*

from Great Northern Railway (Ireland) Class S 4-4-0 No. 173 sold for £6600, *Downton Hall* from GWR No. 4994 for £6100, and finally at £5000 apiece, came *Galopin* (LNER A3 No. 60076) and *Trematon Hall* (GWR No. 5949). The cabside and smokebox numberplates from No. 4994 also went under the hammer, selling for £1550 and £700 respectively.

Another overseas nameplate success was *Mount Kilimanjaro* from East African Railways' Class 59 Beyer-Garratt 4-8-2+2-8-4 No. 5928 which, with its cabside and front numberplates and EAR bunker letters, sold for £4500.

A top non-nameplate realisation was £5100 for an LNER Doncaster 1925 worksplate from A3 No. 60061 *Pretty Polly*, while the top diesel representative in the category at £2300 was a British Thomson-Houston plate from 1959-built Class 15 D8222. The smokebox selection was headed by 1022 from GWR *County of Northampton* (£5000), some way ahead of the £3000 for 60503 carried by LNER Class A2 Pacific *Lord President* that started life in 1936 as a P2 class 2-8-2.

On the station totem sign front was *Bramber* (£5200), followed by *Dolgelley* making its auction debut (£4400) and *Barnard Castle* (£4000), with the leading Southern Railway target sign being *Halwill* (£2600) and the top shedplate 72E (Barnstaple Junction) at £780. At the forefront of the GWR cabside numberplates came 5031 from *Totnes Castle* and 6840 from



Hazeley Grange, selling for £3000 and £2600 respectively.

Headboard 'Cambrian Coast Express' made £4600, a Malcom Root painting of the 'Golden Arrow' leaving London Victoria behind a Merchant Navy Pacific £4400, a single line tablet from the Barnstaple-Pilton Bridge section of the Lynton & Barnstaple Railway £3000, and a York station sign that was curved to fit the platform columns £2100.

Of joint railway and maritime interest was a GWR notice board for the sailings of *SS St Julien*, which sold for £1300. This ship, which weighed 1885 tons, was built for the GWR by John Brown & Co of Clydebank in 1925 for the Weymouth-Channel Islands service, became a hospital ship in 1939, took part in both

the Dunkirk evacuation of 1940 and D-Day landings in 1944, was returned to the GWR in 1946, entered BR stock in 1948, and scrapped in 1961. Prices exclude buyer's premium of 15% (+ VAT).

As reported in last month's issue, the star of the auction at a record-equalling £60,000 was a George Cross awarded posthumously to Wallace Oakes, the driver of a Britannia Pacific who lost his life in 1965 saving his passengers following a blowback that engulfed him in flames.

Auctioneer Mike Soden said: "It was a very good auction – we had only five unsold lots out of 500, and some of the prices were very strong, such as the totems. The number of new bidders was also noticeable, which is great news for the hobby."



Home on the Grange as £60k model shines

A 7¼in gauge live steam model of GWR No. 6860 *Aberporth Grange*, featured in *Heritage Railway* issue 232, was

the runaway success in a Dreweatts transport sale of live steam models at Newbury on September 20, with a realisation of £60,000.

Built by leading modelmaker David Aitken and described by Dreweatts' steam and model engineering consultant Michael Matthews as one of the best railway models he had ever seen, the 4-6-0 sold for more

than twice the price of the runner-up, a 5in gauge model of Class 9F Crosti-boilered 2-10-0 No. 92024, which went under the hammer for £20,000.

In joint third place at £18,000 each came another

5in gauge 9F, No. 92184, and a 7¼in gauge LNWR George the Fifth class 4-4-0 No. 5000 *Coronation*, and further down the list came two more 5in gauge models, GCR 11F 4-4-0 No. 505 *Ypres* (BR No. 62669), which went for £8000, and Standard Pacific No. 70000 *Britannia* (£5200). GWR No. 4708 in 7¼in gauge was a non-seller.

An award-winning 3½in gauge model of preserved GNR 'Stirling Single' 4-2-2 No. 1 fetched £4800, while at £4200 came another 3½in gauge example, of First World War American Loco Co 'Mountaineer' 2-6-2T No. 1227. Prices exclude buyer's premium of 24% (+ VAT).

Michael Matthews said: "The hall was packed and there was quite a lot of bidding on the telephone, and seven registered bidders from the US. Up to 5in gauge sold very strongly, as shown by the two 9Fs."



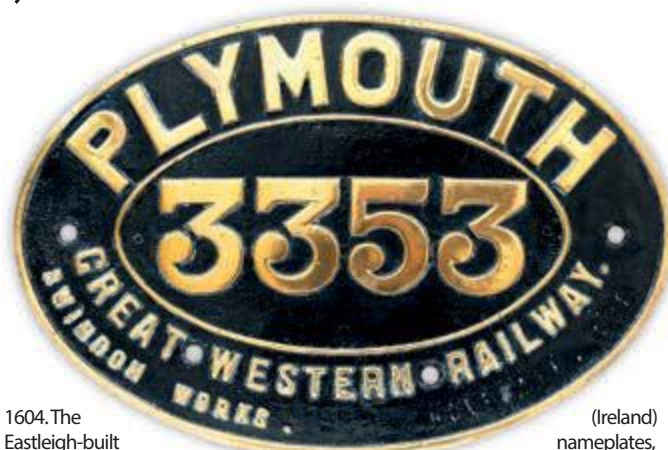
Grand home, top school and iconic mountain, in the Pershore frame

GWR nameplates from a Saint and Bulldog, a Southern Railway offering from a Schools class 4-4-0, and a pair from across the Irish Sea, are among the headline acts in GW Railwayana's November 18 sale at Pershore.

The Saint is *Tortworth Court*, from No. 2955, named after the Victorian mansion home of GWR director the Earl of Ducie, in Gloucestershire. The 4-6-0 was built at Swindon in April 1913 and made it into BR ownership, being withdrawn from Weymouth (82F) in May 1950.

Its fellow GWR offering is a combined nameplate and worksplate – often called a 'combined' or 'ringer' – carried by Bulldog class 4-4-0 No. 3353 *Plymouth*, built in November 1900, renamed *Pershore Plum* (!) in May 1927, and withdrawn in December 1946.

Another 4-4-0, SR Schools class No. 30932, weighs in with *Blundell's*, named after an independent school in Tiverton, Devon, which was founded in



1604. The Eastleigh-built loco entered service in February 1935 and was withdrawn from Ashford (73F) in January 1961, its 26-year railway career contrasting with the 37 years of the Saint and 46 years of the Bulldog.

From across the water come two GNR

(Ireland)

nameplates, *Errigal* and *Antrim*.

The former was carried by Class S 4-4-0 No. 170, built by Beyer Peacock in 1913 for the Belfast to Dublin express route and withdrawn in 1965. A worksplate from the locomotive is also in the auction. *Errigal* is a 2464ft high landmark

in Co Donegal known as "Ireland's most iconic mountain."

Antrim comes from another Beyer Peacock 4-4-0, Class U No. 204 that was built in 1948, no fewer than 33 years after the first member of the class entered service. It was withdrawn in 1963.

The cabside numberplate from No. 2955 is also going under the hammer, and another GWR entrant in the category is 2069, from an 0-6-0PT built at Wolverhampton works in September 1899 and the last of the 2021 class to be withdrawn, in April 1959 from Birkenhead (6C).

Worksplates include a Great Northern Railway 1922 Doncaster example carried by J50 0-6-0T No. 68922, which emerged to traffic in November of that year and was withdrawn from Wakefield (56A) in September 1963.

The auction, at Pershore High School, starts at 10am.

When Arsenal meant more than just football

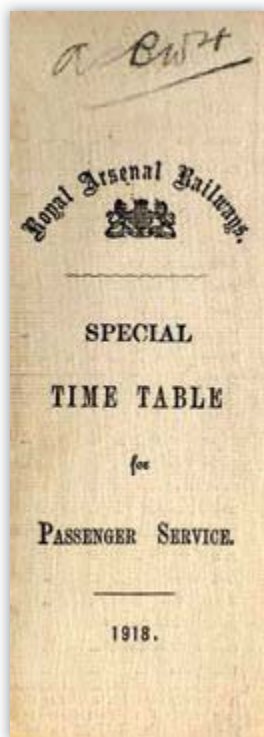
A 99-year-old pocket timetable for one of the country's most complex and densest ever railway networks will be going under the hammer at a Transport Auctions of London sale in Croydon on October 28.

It was issued in 1918 by Royal Arsenal Railways, which comprised three gauges running on 147 miles of track within the two square miles of the site at Woolwich in south-east London on the bank of the River Thames. The two busiest lines were standard and 18in gauges, and during the First World War the latter saw 80 steam locomotives operating at any one time with 22 carriages for transporting the workers and 2500 wagons loaded with munitions.

During the war up to 80,000 people, including 633 in the locomotive department, were employed at the site, which carried out armaments manufacture and explosives research for the British Armed Forces.

At that time the rolling stock of the 70-mile 18in gauge line, part of which was built as dual track for also running standard gauge engines, included 1100 powder wagons, and the railway's records also show that during the 1914-18 conflict there was an astonishing 12 million internal wagon movements on the standard gauge system.

The narrow gauge line, which opened in 1871, fell into disuse after the First World War, and from 1934 diesels gradually replaced steam on the standard



gauge railway, which had a fleet of 50 steam locomotives at its peak. The railway and manufacturing facilities closed in 1967, and the site ceased to be a military establishment in 1994.

The pocket timetable was issued by Capt J S Harper of the Royal Engineers, who was traffic manager of the railway, and lists 14 weekday workers' trains in each direction. Station names include Outer Arsenal Wall, Small Arms Range, RGF Heavy Turnery, and, perhaps most sobering of all, Danger Buildings Office.

Also coming up for auction is nameplate

WEEK DAYS ONLY. —(Until further notice.)													
DOWN.													
Dial Square...	8.0	8.30	10.10	10.40	11.50	12.50	1.0	1.40	2.10	2.50	3.30	4.0	4.30
Central Office...	8.5	9.20	10.10	10.40	11.50	12.50	1.5	1.40	2.10	2.50	3.30	4.0	4.30
No. 10 Street...	...	...	...	...	...	...	...	...	...	...	...	...	...
Traffic Office...	8.5	9.30	10.10	10.40	11.50	12.50	1.5	1.40	2.10	2.50	3.30	4.0	4.30
E 27...	9.10	9.40	10.20	10.50	12.00	13.00	1.10	1.50	2.20	3.0	3.30	4.0	4.30
Danger Buildings Office...	9.10	9.40	10.20	10.50	12.00	13.00	1.10	1.50	2.20	3.0	3.30	4.0	4.30
Outer Arsenal Wall...	9.10	9.40	10.20	10.50	12.00	13.00	1.10	1.50	2.20	3.0	3.30	4.0	4.30
Mugby Junction...	9.20	9.50	10.30	11.0	12.00	13.00	1.20	2.0	2.30	3.10	3.40	4.10	4.40
Small Arms Range...	Stops when required.						Stops when required.						
Barber Gate...	9.30	9.50	10.30	11.0	12.00	13.00	1.20	2.0	2.30	3.10	3.40	4.10	4.40
Barber Station...	9.30	9.50	10.30	11.0	12.00	13.00	1.20	2.0	2.30	3.10	3.40	4.10	4.40
UP													
Barber Station...	9.30	10.0	10.40	11.10	12.00	13.00	1.5	2.10	2.40	3.20	3.50	4.30	5.0
Barber Gate...	9.30	10.0	10.40	11.10	12.00	13.00	1.5	2.10	2.40	3.20	3.50	4.30	5.0
Small Arms Range...	Stops when required.						Stops when required.						
Mugby Junction...	9.40	10.10	10.50	11.20	12.10	13.10	1.10	1.40	2.10	2.40	3.20	3.50	4.30
Danger Buildings Office...	9.40	10.10	10.50	11.20	12.10	13.10	1.10	1.40	2.10	2.40	3.20	3.50	4.30
P. & E. Sidings...	9.40	10.10	10.50	11.20	12.10	13.10	1.10	1.40	2.10	2.40	3.20	3.50	4.30
Lock Bridge...	Stops when required.						Stops when required.						
N.O.D. Office...	9.50	10.20	11.0	11.30	12.10	13.10	1.20	1.50	2.20	2.50	3.30	3.60	4.40
R.G.F. Heavy Turnery...	Stops when required.						Stops when required.						
Central Office...	9.50	10.20	11.0	11.30	12.10	13.10	1.20	1.50	2.20	2.50	3.30	3.60	4.40
Dial Square...	9.50	10.20	11.0	11.30	12.10	13.10	1.20	1.50	2.20	2.50	3.30	3.60	4.40

It is strictly forbidden to enter or alight from the train when in motion. Only holders of passes are allowed to travel in 3rd class coaches. The Mail arriving Dial Square at 1.30 p.m. will be the last train on Saturdays.

J. S. HARPER, Capt. R.E., Traffic Manager, Royal Arsenal Railways.

Sir Ralph Verney from Metropolitan Railway Bo-Bo electric locomotive No. 3, built by Metropolitan-Vickers in 1922. The original nameplates in the 20-strong class were melted down for the Second World War effort, and replacements fitted by London Transport in 1953.

Along with 15 classmates, No. 3 was withdrawn in 1962 following electrification to Amersham and used briefly for departmental use before being scrapped. Two have survived into preservation – No. 5 *John Hampden* and No. 12 *Sarah Siddons*.

A 1906 GWR poster map of London's Tube lines showing the Reading-Paddington route will also feature, as will a Southern Railway poster promoting the capital issued in 1924 – one of two pre-Second World War SR posters in the sale – and a small cotton flag with the word 'strike' in the London Underground bullseye, embroidered with the date May 4, 1926 on the reverse, that is believed to have been used on a picket line during the 1926 general strike. The auction, at Croydon Park Hotel, starts at 11am.



GWR 4-6-0 No. 7029 *Clun Castle*, heading the Gainsborough Model Railway Society 'Newcastle Railtour', takes water from Danby Wiske troughs, returning to Peterborough on September 10. MAURICE BURNS

The cold North wind

The autumn of 1967 saw the end of steam on the Eastern Region and at the great railway centre of Crewe. BR also introduced a ban on privately-owned steam engines.

Brian Sharpe recounts not only how BR's steam operations rapidly contracted as the final curtain approached but also how many now-famous locomotives were being saved.

In July 1967, the Bulleid Pacifics bowed out on the South Western main line and the last steam engines on the Scottish Region; NBR J36 0-6-0s Nos. 65288 and 65345 dropped their fires. At the end of August, the Settle & Carlisle line said goodbye to the Jubilees and by the end of September steam had virtually disappeared from the Eastern Region.

The Eastern and North Eastern regions had merged in 1966 and while steam ended in the North East on September 9, 1967, a handful of West Riding sheds retained a steam allocation into October. Holbeck still had Jubilees Nos. 45562 *Alberta* and 45593 *Kolhapur* on its books as well as a few 'Black Fives', of which No. 45428 emerged as something of a star, leading to its purchase for preservation on withdrawal, along with *Kolhapur*.

A number of Fairburn 4MT 2-6-4Ts remained active up to the end of September, their duties including the short Bradford portions of King's Cross to Leeds and Bradford expresses, including even the 'Yorkshire Pullman'. Bradford's former L&Y shed at Low Moor found itself with the last three LNER B1 4-6-0s in BR service; Nos. 61030 *Nyala*, 61306 and 61337 and No. 61306 was given the honour of hauling the last steam-hauled Pullman on September

30. No. 61306 was also fortunate enough to be purchased for preservation and was moved to Carnforth along with two of the Fairburn tanks; Nos. 42073 and 42085; the tanks being destined for the Lakeside & Haverthwaite Railway.

Fairburn tank No. 42152 hauled the very last ER passenger train, the 4.18pm Bradford to Leeds on October 1, touching 74mph in the process. A large class of well-known locomotives, which was rendered extinct by November 1967, was the WD Austerity 2-8-0, and no-one even thought of preserving any.

The last BR steam in the East Midlands, LMS 3F 0-6-0Ts Nos. 47289, 47383 and 47629 were withdrawn on October 7 after a period on hire to the NCB, working at Williamthorpe colliery. Fortunately No. 47383 was purchased for preservation, becoming a Severn Valley stalwart for many years.

Normanton shed retained servicing facilities for steam and the West Riding continued to see steam arriving from across the Pennines even on passenger workings plus a daily oil train from Heysham headed by a 9F 2-10-0, although usually piloted by a Type 2 diesel.

The end of steam in the Eastern Region left only the London Midland Region still persevering with steam traction. Standard gauge steam preservation was very much in its



Having earlier been refurbished and repainted for Royal Train duties, immaculate Holbeck-based LMS 'Black Five' No. 45428 (now preserved) stands in the long-closed terminus of Bradford Exchange with the penultimate steam train on the Eastern Region, the 2.20pm to Leeds (conveying through carriages to King's Cross) on October 1, 1967. DAVE RODGERS

early days and there was still only the Bluebell Railway running timetabled steam-hauled passenger trains.

BR steam ban

It is common knowledge that BR imposed a ban on main line steam trains. What tends to be forgotten is that the ban applied only to privately-owned steam engines and came into effect not at the end of BR steam but at the end of October 1967 at a time when BR still had plenty of steam engines of its own, which were unaffected. It virtually brought main line steam power to an end outside the North West though.

By this time GWR 4-6-0 No. 4079 *Pendennis Castle*, LNER K4 2-6-0 No. 3442 *The Great Marquess* and A4 Pacific No. 60009 *Union of South Africa* had retired after short periods of main line action. This left another GWR 4-6-0; No. 7029 *Clun Castle*, and two LNER Pacifics; A3 No. 4472 *Flying Scotsman* and A4 No. 4498 *Sir Nigel Gresley* able to participate in what could easily have been the end of preserved steam on the main line. *Flying Scotsman* remained exempt from the ban afterwards because of its owner, Alan Pegler's unique contract with BR.

Clun Castle was the star of the main line preserved steam 60s-style finale and after



some clearance tests was able to make runs from Peterborough to Newcastle and to Carlisle, and from King's Cross to Leeds and York. *Scotsman* and *Gresley* also participated in the programme in September and October 1967; the railtours encountering some of the last steam workings in the North East and the West Riding in the course of their travels.

After its surprise appearance on the East Coast Main Line, *Clun Castle* saw action on the West Coast Main Line, over Shap no less, and a second visit to the Settle & Carlisle.

A late addition to the select few preserved steam engines that gained approval to run on BR main lines in 1967 was another A4 Pacific, No. 60019 *Bittern*. This engine, which the previous year had been the last A4 to work for BR, had been purchased by Geoffrey Drury on withdrawal and based at York shed, where occasionally it was used on freight and parcels trains.

It had made its railtour debut on July 16, 1967 with an RCTS trip from Leeds to Glasgow via the Settle & Carlisle, and banked by a Class 20 diesel over Beattock. Surprisingly its only other excursions came after the BR ban had supposedly come into force, suggesting that it was a hasty decision by BR but that commitments made before the imposition of the ban, would be honoured.



Low Moor Fairburn 4MT 2-6-4Ts No. 42283 blasts out of Bradford Exchange towards Mill Lane 'box with a Leeds service on July 23, 1967. DAVE RODGERS



Royston-based WD Austerity 2-8-0 No. 90605, one of the last locomotives to be overhauled at Cowlaers, heads an eastbound freight into Shipley on August 31, 1966. DAVE RODGERS



LNER B1 4-6-0 No. 61306 (now preserved) climbs away from Bradford Exchange with the last steam-hauled 9.55am Bradford-Leeds portion of the 'Yorkshire Pullman' on September 30, 1967. JOHN MARSH



BR Sulzer Type 2 diesel D5075 and BR Standard 9F 2-10-0 No. 92118 approach Bingley with the Heysham-Neville Hill oil train on September 30, 1967. This combination of motive power continued to work this train after the end of steam in the West Riding. JOHN MARSH

Bittern duly headed another RCTS tour, from Leeds to Edinburgh via the ECML on November 4 and the Manchester Rail Travel Society's 'Mancunian' from Leeds to Carnforth and Manchester on November 25, which was advertised as the engine's last run.

Important railway centre

Crewe is known as one of Britain's most important railway centres, not only being the convergence of routes from all parts of the country but also for having built many of Britain's best-known steam engines.

In the heyday of steam, the town boasted two large locomotive sheds; Crewe North and Crewe South. The larger North shed was the passenger depot and South the freight shed. Crewe North closed in 1965, leaving the South shed to cover the remaining steam-hauled passenger workings in the area as well as its freight duties. The line from Manchester had been electrified on September 12, 1960 and from Liverpool on January 1, 1962. Electrification then continued south towards Birmingham and eventually Euston which saw its first main line electric trains in November 1965.

The WCML north from Crewe was not electrified until 1974 and steam continued to work alongside diesel traction on this section during the 1960s. Limited clearances south of Crewe meant that the larger steam engines were not permitted to run under the wires south of Crewe and a yellow diagonal stripe was painted on the cabsides, mainly on LMS express engines as a reminder to the drivers.

With electrification in progress, the WCML never really had the pick of BR's diesel classes and although a modern diesel locomotive maintenance depot was built south of the station in 1958, even in 1967, diesels were often simply stabled in some sidings north of the station.

The locomotive works had been built in 1840 by the Grand Junction Railway, which also built 200 cottages establishing a new community. The first locomotive built at Crewe went into service in 1843.

In 1845 the Liverpool & Manchester Railway was merged with the Grand Junction, which then merged in 1846, with the London & Birmingham Railway and the Manchester & Birmingham Railway to form the London and North Western Railway. All four had their own workshops but, in time, the LNWR's locomotive building was concentrated at Crewe. By 1848 the works employed more than 1000 workers and was producing one locomotive a week.

When the LNWR became part of the LMS in 1923, the new company faced difficulties in managing the incompatibility of the LNWR at Crewe and the Midland Railway at Derby. It was only when William Stanier became Chief Mechanical Engineer in 1932 that Crewe started to have the upper hand. Since Crewe had experience with heavier locomotives and had its own steel-making facilities, Stanier chose it as his main production location.

Crewe turned out such famous and long-lived classes as the 'Black Fives', Jubilees, Princesses and Coronations. Crewe produced all the new boilers for the LMS, and all heavy drop stampings and forgings. It also produced most of the heavy steel components for the track and other structures.

After Nationalisation in 1948, Robert Riddles introduced the BR standard classes, and Crewe built Britannia Pacifics and some of the 9F 2-10-0s. Having built more than

LMS Fairburn 4MT 2-6-4T No. 42152 climbs away from Bradford Exchange with the Eastern Region's last timetabled steam passenger train; the 4.18pm to Leeds on October 1, 1967. EDDIE BOBROWSKI



7000 steam locomotives, from 1957 it moved on to diesel locomotive construction.

Steam overhauls continued for many years and Crewe became the last BR workshops to carry out this work but with the end of steam getting ever closer, this had come to an end in February 1967; the last locomotive to be overhauled being Crewe-built BR Standard Britannia Pacific No. 70013 *Oliver Cromwell*. The lined-out green Pacific was sent back to Carlisle to join its classmates but actually spent periods in store with nothing to do. In October 1967, it joined the railtour circuit, working a couple of tours in the North West.

It was not quite the end of steam overhauls at Crewe as the works carried out a full overhaul of preserved A4 Pacific No. 4498 *Sir Nigel Gresley*; at the same time doing external restorations of another A4, No. 60010 *Dominion of Canada* and 9F 2-10-0 No. 92220 *Evening Star*.

On November 5, Crewe South shed closed to steam along with Birkenhead. Steam became extremely rare on WCML express workings over any kind of distance. The end of BR steam really was getting closer and enthusiasts' attentions were being focused on an ever-decreasing geographical area.

Birkenhead-based BR Standard 9F 2-10-0 No. 92203 headed the last steam-hauled



After overhaul at Crewe, LNER A4 Pacific No. 4498 *Sir Nigel Gresley* climbs Grayrigg bank on April 1, 1967 with its first railtour in preservation. MAURICE BURNS



Preserved LNER A4 Pacific No. 60019 *Bittern* passes Sherriff's Brow on the Settle & Carlisle line at 60mph with an RCTS tour from Leeds to Glasgow on July 16, 1967. MAURICE BURNS

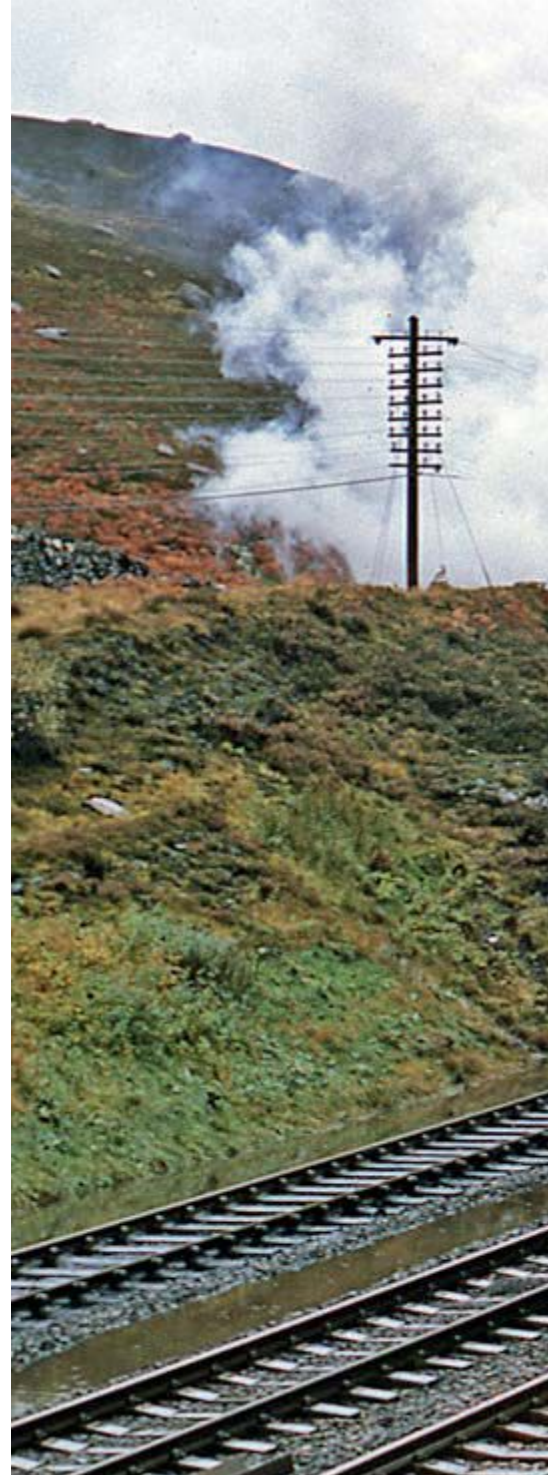
ore train from Bidston dock to Shotton steelworks on November 6, after which the engine was purchased for preservation by wildlife artist and conservationist, David Shepherd, who had already purchased BR Standard 4MT 4-6-0 No. 75029 from Stoke shed. The two engines were stored at Crewe South alongside No. 4498 *Sir Nigel Gresley*, which had used the shed as its home base between railtour duties, but now faced an uncertain future. The closure of Birkenhead shed to steam did not signal the end of the 9Fs but the last few Crosti-boilered examples of the class were all withdrawn.

The end of steam in the West Riding and at Crewe left Carlisle's still substantial allocation of Britannias with a much-reduced sphere of operation. Passenger duties either on the West Coast Main line over Shap or over the Settle & Carlisle line became very rare. There were only a handful of regular scheduled steam passenger workings, usually very short trains and these generally had 'Black Five' haulage while the Britannias were reduced mainly to freight and parcels trains.

Although November 1967 appeared to signal the end of steam at Crewe, this has very much turned out not to have been the case.

Crewe works became part of British Rail Engineering Ltd in 1969 but much of the site was cleared in a major redevelopment in the mid-1980s and BREL was privatised in 1989, eventually being taken over by the Canadian engineering company Bombardier in 2001. Part of the Crewe works site was used by Pete Waterman's L&NWR company in later years with steam locomotive overhauls once again taking place. The nearby Crewe Heritage Centre has for many years provided locomotive servicing facilities for what is now a substantial number of main line steam railtours passing through the town.

More recently, Jeremy Hosking's Locomotive Services Ltd, has taken over the former Crewe diesel depot south of the station and established a major steam locomotive overhaul facility. Time has shown that the autumn of 1967 did not mark the end of steam traction but sowed the seeds for the future development of the vibrant main line steam preservation scene that we enjoy 50 years later. **HR**



GWR 4-6-0 No. 7029 *Clun Castle* heads the LCGB 'Castle to Carlisle' tour past Culgaith, returning south over the Settle & Carlisle line on October 14, 1967. COLOUR-RAIL.COM 122350





Above: BR Standard Britannia Pacific No. 70023 *Venus* at Crewe South shed on October 15, 1967. COLOUR-RAIL.COM 380604.

Left: Wirral steam finale; BR Standard 9F 2-10-0 No. 92203 (now preserved) heads past Prenton golf course with the last steam-hauled iron ore train from Bidston dock to John Summers' steelworks at Shotton on November 6, 1967. COLOUR-RAIL.COM 381167

East Somerset founder David Shepherd:

COLOSSUS OF CONSERVATION

The world has been in mourning for East Somerset Railway founder David Shepherd, who died aged 86 on September 19, after losing a 10-week fight in hospital with Parkinson's Disease. After becoming an international wildlife artist and later a leading conservationist, he also bought two steam 'beasts' from British Rail in 1967 and helped transform our rail landscape, writes **Robin Jones**.

One of three children, Richard David Shepherd CBE FRSA FGRA was born on April 25, 1931, in Hendon, north London, the son of Raymond Shepherd, an advertising man, and Margaret (nee Williamson), a housewife.

He was sent to Stowe school in Buckinghamshire, where he underachieved academically and also developed an intense dislike of the school sport, rugby.

He left school as soon as he could, and his father financed a trip to Kenya where he could realise his big ambition of becoming a game warden, only to be immediately told by the head game warden in Nairobi he was not wanted.

He came home after working as a hotel receptionist on the Kenyan coast, and considered two career paths – a job as a bus driver, or as an artist. He applied for a place at the Slade School of Art in London... where he was told that he had no talent for art.

By chance at a party he met Robin Goodwin, a jobbing marine artist who took him on as an assistant at his studio in Chelsea, where

portraits and marine subjects were painted. By 1953 Goodwin had taught David everything he could.

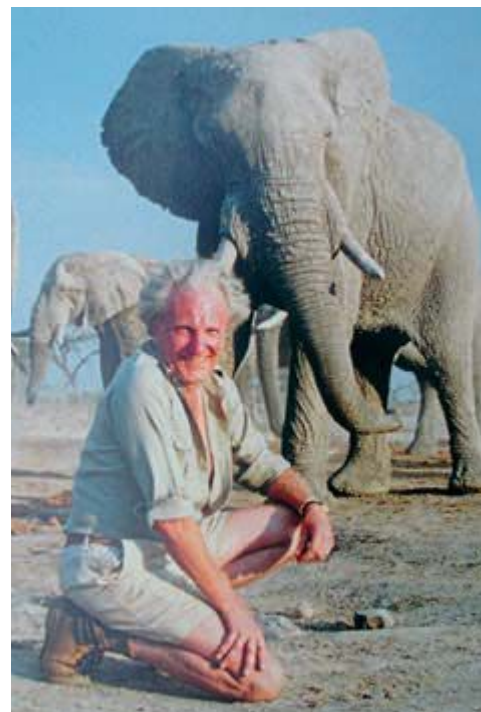
David contributed to the annual exhibition of artists' work on the railings of the Victoria Embankment, and specialised in aviation subjects.

He painted aeroplanes at Heathrow and won commissions from airline companies. During this time he met Avril Gaywood, a secretary for Capital Airlines, and the couple married in 1957.

Never looked back

In 1960 the RAF flew him to Aden, not to paint aircraft but to capture the life of the country on canvas. He painted a rhinoceros chasing an aeroplane on a runway, and never looked back. He went on to paint elephants, tigers, lions, giraffes, cheetahs and zebras.

On that visit he became a conservationist, after finding a herd of 255 dead zebra around a waterhole which had been poisoned by poachers.



David Shepherd with a herd of African elephants, one of many threatened species whose profile he has raised. DAVID SHEPHERD COLLECTION

His picture of his trademark African elephant bull, facing the viewer head-on with ears spread wide, Wise Old Elephant, was reproduced as a print by Boots the Chemist in 1962, and became a bestseller. That year, he held his first solo exhibition in London, and from there his paintings brought him world renown and wealth.

He may not always have found favour with critics, but the public at large loved his paintings, which were often mistaken for photographs because of the clarity and accuracy of his brushstrokes.

Portraits of the powerful and famous were also painted, including that of Zambian president Kenneth Kaunda in 1967, and of the Queen Mother two years later.

David's conservation success was the subject of a 1970 BBC documentary *The Man Who Loves Giants*, also the title of his autobiography which was published six years later.

He raised more than £8 million for wildlife conservation, at first donating painting sales proceeds to charities such as the World Wildlife



David Shepherd aged 81 with *Black Prince* at Bishops Lydeard on the West Somerset Railway October 6, 2012. DON BENN



In 1955, young artist David Shepherd set up his easel inside this BR roundhouse at York – now the Great Hall of the National Railway Museum. DAVID SHEPHERD COLLECTION

Fund. In 1984, he set up his own charity, the David Shepherd Wildlife Foundation, which campaigns to protect endangered species, and fight poaching and its trade. "What more could an artist wish for but to repay my debt to the animals I painted," he said.

For his work in conservation, he received an OBE in 1980 and a CBE in 2008.

David took to social media to launch a 2011 campaign to save the tiger in the wild, under the banner of TigerTime. He said: "Man is the most stupid, arrogant and dangerous animal on earth. Every hour we destroy a species to extinction, and unless we start doing something about that very quickly, we are going to self-destruct."

He hated hunting in any form. When I met him at his West Sussex home in 2004, he told me he would never have a domestic cat as a pet because of the potential damage to bird life.

David also raised money for the RAF Benevolent Fund and for the Bomber Command memorial in London's Green Park, London.

In 1967, he bought two steam locomotives direct from BR service, using the proceeds from a sell-out exhibition of his early wildlife paintings in New York to buy not one but two engines – firstly 1954-built BR Standard 4MT 4-6-0 No. 75029, which he later named *The Green Knight*, and 9F 2-10-0 No. 92203, to which he gave the heritage era name *Black Prince*.

Outshopped from Swindon on April 6, 1959, it worked the last steam-hauled iron ore train out of Bidston Dock, Birkenhead to Shotwick Shotton steelworks, in November 1967.

The pair cost him £5000 and were initially based at the Longmoor Military Railway.

He once said: "The steam engine is valuable to us because it represents a more romantic time, one which contrasts with the age in which we are now.

"Progress? It is a poisonous word that involves everything that has become cheap and tacky."

Saw the Cranmore potential

In November 1971, David first visited derelict Cranmore station on the GWR Cheddar Valley line that had been closed by Beeching, and saw the potential to create a heritage railway on which to base his two locomotives.

When the Longmoor Military Railway closed, No. 92203 was moved to Eastleigh depot and then, in 1973, to Cranmore, headquarters of the nascent East Somerset Railway, where it was based until 1998.

In September 1982, No. 92203 hauled the heaviest freight train in Britain at 2198 tonnes, at nearby Foster Yeoman Torr Works. Overhauled at the Gloucestershire Warwickshire Railway in 2004, it worked there until 2011. It then moved to the North Norfolk Railway and re-entered service there in 2014 after receiving an overhaul. David sold it to that railway in 2015.

The Green Knight also moved to the ESR in 1973. In the late 1990s the engine was sold to finance *Black Prince's* overhaul, and is now based on the North Yorkshire Moors Railway.

The ESR's first public steam services were started in 1974 with brakevan rides outside the engine shed. But David realised that to be successful, a heritage railway had to provide all the amenities that the public would need.

He built a new engine shed and a station at Cranmore with a ticket office, gift shop and café. In 1985 the line was extended to its current terminus at Mendip Vale.

However, in the Nineties, David felt he should



Bill Parker, whose team at the Flour Mill workshop at Bream in the Forest of Dean overhauled *Black Prince*, with David Shepherd, in front of one of David's paintings of the locomotive, at his 15th century West Sussex farmhouse in 2004. ROBIN JONES

devote his time to his wildlife foundation. He explained that you can always build another steam engine but once they have gone you can't make another tiger.

He returned to the line in June 2007 to open the new engine shed at Cranmore.

David was given two more locomotives, by President Kaunda.

In 1974, he donated a helicopter to Zambia to help the local population hunt for poachers. In return, Dr Kaunda donated Sharp Stewart wood-burning former South African Railways Class 7A 4-8-0 No. 993 to David, along with a coach. The 1896-built 3ft 6in gauge locomotive had seen latter-day use at the Zambezi Sawmills Railways.

David brought No. 993 back to Britain and displayed it at Whipsnade Zoo, then the East Somerset Railway, and then the British Empire and Commonwealth Museum in Bristol, before being transferred to the Locomotion museum at Shildon. He later gave the locomotive and coach to the National Railway Museum. In 1976 had been the subject of another BBC documentary, *Last Train to Mulobezi*.

A second locomotive given to him by Dr Kaunda, ex-SAR 10th class Pacific No. 156 *Princess of Mulobezi* is kept at the Railway Museum, Livingstone where it has been restored to working order. Built by the North British Locomotive Company in the early Twenties, *Princess of Mulobezi* also originally hauled timber for Zambezi Sawmills. It was saved from the scrapyard in the Seventies by David and operated on the Zimbabwean side of Victoria Falls for many years.

In 1991, South African rail transport company Spoornet, now known as Transnet Freight Rail, presented him with 15F 4-8-2 No. 3052, an example of the most numerous steam locomotive class in SAR service in exchange for a painting, and he named it *Avril* after his wife. It is stored at Sandstone Estates in Ficksburg.

He was an honorary member of the Bulleid Society and named No. 21C123 *Blackmoor Vale* at the Bluebell Railway in May 1976 and, after overhaul, again on August 19, 2000. He returned in July 27 for a footplate ride.

David had further books published. A *Brush With Steam*, a volume illustrating his love for steam locomotives, appeared in 1984, followed the next year by *The Man and his Paintings*, which covered the entire spectrum of David's work. An *Artist in Conservation and My Painting Life and Only One World* were published in 1995. *Painting with David Shepherd, Unique Studio Secrets Revealed* came out in 2004.

Besides Africa, he classed Guildford shed as



David's portrait of his BR Standard 9F No. 92203 *Black Prince*. DAVID SHEPHERD COLLECTION

being one of his favourite places, and prints of his paintings of the last days of steam at Nine Elms adorn many enthusiasts' walls.

North Norfolk Railway chairman Julian Birley said: "It is the end of an era. A great man who will forever be credited as one of this country's greatest pioneers of railway preservation. And in so doing brought pleasure to hundreds of thousands of people.

"David first brought his beloved *Black Prince* to Norfolk over 10 years ago. He loved the railway and the staff and volunteers loved him.

"The arrival of *Black Prince* was a turning point in the railway's fortunes. With David's support and the immense popularity of both him and the engine, visitors came from all over the country to see them.

"Our thoughts are with David's wife Avril, their four daughters and all their families."

A statement from the ESR said: "We are all extremely sad to hear of the death of David Shepherd.

"From his first visit to Cranmore in 1971, to the grand opening of the East Somerset Railway in 1975, David has been integral to our growth into the friendly steam railway we are today. RIP David."

His legacy

ESR chairman Richard Masters added: "He will not be forgotten at Cranmore and his legacy to us is the delightful railway that nestles in the Mendip hills and that is continuing to fulfil the dream of its creator."

A statement from the David Shepherd Wildlife Foundation said: "For over 50 years David has dedicated his life to protecting some of the world's most iconic and endangered animals.

"Using his talent as an artist to generate funds for their protection he inspired hundreds of others to follow and, in 1984, established his own wildlife foundation to give something back to the animals that had given him so much success as an artist.

"David lived with his wife Avril in West Sussex, and continued to paint every day until his recent illness.

"His extraordinary passion for conservation is continued by his four daughters, nine grandchildren, and great grand-daughter."

A book of condolences was opened at the foundation office reception in Shalford, Guildford. **HR**

→ Anyone who would like to join or donate to the David Shepherd Wildlife Foundation is invited to visit davidsshepherd.org or telephone 01483 272323.

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

LMS Jubilee 4-6-0 No. 45690 *Leander* runs south along the Cumbrian Coast Line past Nethertown with the Railway Touring Company's 'Cumbrian Coast Express' on September 30. DAVID PRICE





Green *British India Line* 'stopped' at York on debut

By Cedric Johns and Robin Jones

BULLEID Merchant Navy 4-6-2 No. 35018 *British India Line* has made its passenger hauling main line debut in BR green.

The shiny black livery the newly restored West Coast Railways locomotive carried during its test runs in recent months has given way to the

historically correct colour, to the delight of enthusiasts.

The green livery was not previously applied in case it was damaged during the fine tuning of the locomotive at its Carnforth base.

However, *British India Line's* debut run on Saturday, September 30, heading its first passenger train since withdrawal in August 1964, ended somewhat

disappointingly. Launched without prior notice – although word soon got out – the 4-6-2 departed Carnforth in fine style, heading the annual 'Lune Rivers Trust Special', bound for York via Hellifield, Skipton, Church Fenton.

However, the Merchant ran into trouble shortly before the end of the outward journey when a noticeable 'knock' developed on the approach to

York, apparently as result of lubrication problems to a bearing.

The 4-6-2 was stopped at York, where Jubilee 4-6-0 No. 45699 *Galatea* was waiting to work the train back home, single-handed, rather than double-headed.

Repairs were quickly effected at the National Railway Museum and the engine returned to Carnforth under its own steam on October 12 double-headed with another Pacific; LNER A4 No. 60009 *Union of South Africa*. The A4 was en route from York to the East Lancashire Railway's autumn steam gala.

No. 35018 emerged from Eastleigh Works as No. 21C18 in May 1945, and took part in the post-Nationalisation Locomotive Exchanges of 1948.

The loco hauled an impromptu Royal Train in July 1955, when the 'Bournemouth Belle' it was heading stopped at Winchester to pick up the Queen after she visited the resort.

The following year, *British India Line* became the first of the Merchant Navy class to be rebuilt, because of poor reliability and high maintenance costs of the original Bulleid design.

The rebuilds, which involved the removal of the trademark air-smoothed casings, were ordered after No. 35020 *Bibby Line* suffered a broken crank axle at speed near Crewkerne, working an Exeter to Waterloo train, and was fortunate not to be derailed.

After the rebuilds entered traffic, opinions were expressed saying the 'new' engines lacked the brilliance of their streamlined predecessors, although in the event the rebuilds proved to be capable of high speeds,



SR Merchant Navy Pacific No. 35018 *British India Line* rounds the curve into Long Preston station with West Coast Railways' 'Lune Rivers Trust' special from Carnforth to York on September 30. EMMA SEDDON

Repton set for Esk Valley line

SOUTHERN Railway Schools 4-4-0 No. 926 *Repton* has now settled into traffic on the North Yorkshire Moors Railway following the completion of its running-in period.

No. 926 is now being prepared for its test runs on the Esk Valley line that will clear it to run Whitby and Battersby Junction when required.

This test may take place in late October, but the NYMR is in no rush as Whitby services will finish at the end of that month.

If any problems arise – none are currently foreseen – they could be left until Whitby services resume in 2018.

56 Heritagetrain.co.uk



BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* crosses the Fens, near Three Horseshoes, with the Railway Touring Company's 'Peak Forester' from Norwich to Rowsley on October 8. BRIAN SHARPE



Above: British India Line accelerates away from Hellifield. DAVID PRICE

Right: No. 35018 arrives at York, where the engine was removed from the train and replaced by No. 45699 *Galatea* for the return journey. EDDIE BOBROWSKI

needed less mechanical servicing, on-shed disposal, and consumed less coal and water.

So despite the initial disappointment, in *British India Line* we now have a 4-6-2, which compares favourably with the best of locomotives conceived and built by the 'Big Four' and subsequently by British Railways.

No doubt we shall be seeing Nine Elms veteran No. 35018 back in main line action very soon – with No. 35028 *Clan Line* having a new rival on its hands!



Japanese aid for 'world's oldest' station

JAPANESE transportation giant Kawasaki Kisen Kaisha Ltd is helping to restore what is claimed to be the world's oldest railway station.

The company, also known as K Line, and which is the 14th largest container transportation and shipping company in the world, donated 450,000 Yen (£3044) to the Newton Aycliffe plant of Hitachi Rail Europe Ltd for restoration work at Heighington station in County Durham.

Claim to fame

The station lies on the route of the Stockton & Darlington Railway, which in 1825 became the world's first steam-operated public railway.

The station's claim to fame is

that the first engine on that line, *Locomotion No. 1*, was placed on the track there on Friday, September 9, 1825 before starting its first journey the following day.

The main line of the S&D was opened on September 27, 1825 from Phoenix Colliery at Etherley to Stockton, and this station was opened the same day, being originally named Aycliffe Lane.

It was subsequently renamed three times: first to Aycliffe and Heighington, and later, on July 1, 1871, it became Aycliffe, although this name lasted for just over three years, because on September 1, 1874 it gained the present name of Heighington.

It is a stop on the Tees Valley line,

and is close to Hitachi's rail vehicle manufacturing facility, with staff from the plant volunteering to help with a project to restore the station.

New rail vehicles

K Line decided to support the project because it connects the past to the present with the new rail vehicles the firm is now transporting.

To raise funds, K Line arranged a public guided tour of *MV Global Highway*, one of its largest RO-RO vessels, held at the Tokuyama/Kudamatsu port in Japan on March 20.

A Transport Trust Red Wheel



plaque (above) has been unveiled at the station following two years of correspondence by the Aycliffe Village History Society, commemorating the arrival of *Locomotion No. 1*.

‘Border Raider’ checked

By Cedric Johns

THE A1 Trust's Tame Bridge Parkway-Carlisle 'Border Raider' trip hauled by 4-6-2 No. 60163 *Tornado* on Saturday, September 16 ran into pathing problems arriving in Carlisle nearly an hour late but despite last-minute route changes the train recovered and was only a minute late back at Tame Bridge Parkway.

Not for the first time train timings were late in being published and it appears paid no account of a total line block at Clitheroe because of engineering work, which affected the return leg.

That said, the outward journey was hit by an operational incident on ScotRail resulting in a domino effect disrupting service trains south of the border.

Originally planned to travel down the West Coast Main Line, and a closure of the East Coast Main Line at Newcastle diverting train via Carlisle, the 'Raider' was checked by looping at Barton and again at Oxenholme where the train was reported to be 54 minutes late.

As a result the 'Raider' reached Carlisle well after booked time, which severely reduced the A1's turn round and passengers' leg-stretching opportunities.



LNER A1 Pacific No. 60163 *Tornado* passes Armthwaite with UK Railtours' 'Border Raider' returning from Carlisle to Birmingham on September 16. DAVE COLLIER

Departing a reported 15 minutes late more time was lost because of the Clitheroe closure, which meant a diversion via Hellifield, Wakefield, Huddersfield, Stalybridge, Denton

(water), the train passing Stockport 24 minutes down. Good work on the footplate and a fairly clear road enabled the 4-6-2 to reduce the deficit, the 'Raider' reaching Crewe 15

minutes in arrears.

More good work followed and after passing Stafford the train finally reached Tame Bridge just a minute behind schedule.



LNER A1 Pacific No. 60163 *Tornado* crosses Longwood viaduct with UK Railtours' 'Border Raider' on September 16. On its return from Carlisle to Birmingham, the train was diverted at the last minute as the Hellifield-Blackburn line was closed for engineering work, becoming the first steam train over the Standedge route for four years. ALAN WEAVER

A Clan Line circular...

By Cedric Johns

AS a result of discussions held between UK Railtours' John Farrow, the Merchant Navy Locomotive Preservation Society and DB Cargo, Bulleid 4-6-2 No. 35028 *Clan Line* has been booked to haul a new UK Railtours' venture, a 'different' circular tour.

The train, 'The Wessex Express', is planned to be more ambitious than a trip simply running around the well-worn Surrey Hills route albeit still primarily being a luncheon special.

Circular tour

The idea, unusually for UKRT, which normally promotes excursions with defined destinations, the proposed 'Wessex' circular tour features civilised starting and finishing timings and the promise of some high-speed sections.

Departing London Victoria at 10.10am on Saturday, November 18, the train will be routed via Clapham Junction (pick up), Virginia Water, Staines and Ascot, calling at Woking before a 'green' gives *Clan Line* the chance to show its main line paces towards and through Basingstoke, Woking Junction and Andover before slowing for water at Grateley.

Bypassing Salisbury via the Laverstock Loop, *Clan Line* then heads through Dean, Dunbridge and Romsey to Redbridge where looking right, passengers can glimpse shipping in Southampton docks.

Passing Eastleigh the 4-6-2 faces an 18-mile steady climb up through Winchester and Micheldever to the summit when entering Litchfield Tunnel.

Stopping at Basingstoke for water, the 'Express' makes for Woking (set down) then proceeds back to London by the 'country route', setting down at Clapham before arriving at Victoria at 5pm.

As promoted this circular trip – a new venture for UKRT – is all about the simple pleasure of experiencing steam-hauled rail travel and in particular a comparatively rare opportunity to hear a Merchant Navy at work.

Although primarily a diner, seats are available for non-dining passengers.

Christmas cracker

With a change of motive power, a reminder that UKRT is the official booking agent for the A1 Trust's 'Chester Christmas Cracker', which departs Euston behind A1 4-6-2 No. 60163 *Tornado* on Saturday, November 25, calling at Watford Junction, Milton Keynes Central and Northampton.

This train is now confirmed to be steam hauled throughout.

In another change of motive power 'Lest we forget' UKRT's annual charity railtour, run in conjunction with Southeastern, on Saturday, November 11, the day before Remembrance Sunday features the 'Passchendaele Javelin', a six-car high-speed Javelin unit.

Departing St Pancras at 8.20am, the 'Javelin' makes a fast run to Westernhanger crossover on HS1 and from there to Ashford International covering track never used before by a UK domestic train.

The route was still being finalised as the time of writing but as UKRT said: "We are confident there will be more than enough to appeal to rare 'track devotees'."

Four Castles for Tyseley

By Cedric Johns

WITH Collett 4-6-0 No. 7029 *Clun Castle* approaching the last stages of completion, sister engines No. 5043 *Earl of Mount Edgcumbe* and No. 5080 *Defiant* 'on shed' and the anticipated arrival of No. 7027 *Thornbury Castle*, Tyseley will indeed become King of the Castles in the near future.

As it is, No. 7029 will be in steam and supported by No. 5043 and No. 5080 on Sunday, October 29 when *Clun Castle* is publicly recommissioned in the work's yard at 11am.

Of course, the thought of four Castles in steam will take time to become reality. Of the four, a question of funding will, one suspects place *Defiant* on the back burner in favour of the contract to speed the overhaul of *Thornbury Castle*, which apparently is in good condition, despite being stabled in the open for a long period of time.

Unique

Nevertheless when No. 7027 arrives, Tyseley will be able to boast a

unique group of Collett's express 4-6-0s much to the delight of Great Western enthusiasts.

As the year closes another opens when, on Saturday, February 17, Tyseley's version of Valentine's Day runs under the title of 'Valentine's Express' which after leaving Warwick Road, calls at Coleshill Parkway, then sets off for a spin around the Midlands via Leicester, Trent Junction, Castle Donington, Burton-on-Trent, and Tamworth setting down at Coleshill and Tyseley.

Rood Ashton Hall

On Saturday, March 10, the 'Red Dragon' gets away from Warwick Road for Cardiff with *Rood Ashton Hall* in charge of proceedings.

Picking up at Snow Hill and Worcester Shrub Hill, the 4-6-0 heads the homeward journey via the Welsh Marches and Hereford.

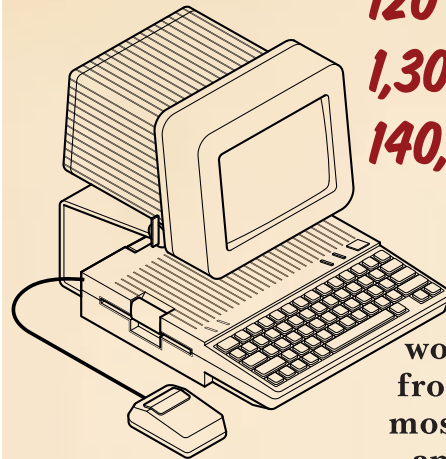
Then comes the big day when *Clun Castle* makes its revenue-earning main line debut hauling the 'Shropshire Express' out of Warwick Road and New Street to Chester via Crewe.

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Steam Dreams now Rail Co.

By Cedric Johns

IN a move that may come as something of a surprise to fellow main line railtour promoters and enthusiasts, Steam Dreams has announced the launch of a new brand identity.

As of this month, the Surrey-based tour promoter is marketing its day trips and holidays by rail programme under the title Steam Dreams Rail Co.

Announcing the change, chairman Marcus Robertson said: "Since its inception in 1999, when a performance proving train ran from Waterloo to Salisbury behind BR Standard 5MT 4-6-0 No. 73096, Steam Dreams has grown and evolved to a point where we felt our brand identity needed to reflect a true representation of today's company and all that it offers the public seeking to experience the nostalgia of travelling with steam."

Steam Dreams Rail Co.

He added, "Some passengers commented that they found our original branding confusing so we took the decision make the Steam

Dreams' brand stronger when marketing our tour programmes".

While our train will still carry the 'Cathedrals Express' headboard we will trade as Steam Dreams Rail Co.

"Rebranding includes a new logo, an upgraded website and online booking facility to complement the quality of first-class travel to destinations capturing cultural and historic appeal".

Having completed its three planned 'Explorer' holiday trips to Ireland – and latterly, the Isle of Man – Steam Dreams is turning its attention to Europe, with a holiday by rail from Cologne to Berlin and across Germany by steam to the Harz Mountains, April 17-26 next year.

In the autumn of 2019, Rail Co is planning an eight day 'Great Lakes Explorer USA' holiday trip.

During October 2020, Steam Dreams

will head its 'Kiwi Explorer New Zealand' across north and south islands...

Custodian

Meanwhile looking ahead, Steam Dreams Rail Co says it is hoping to be using *Flying Scotsman* again next year following its very successful two-year stint under the management of Ian

Riley Engineering.

The National Railway Museum, which owns the locomotive on behalf of the nation, has yet to complete the process of appointing the next, future custodian of

the A3 but the company hopes to run a similar programme to that of 2016-17 to as many of parts of the UK as possible.

"We are expecting confirmation of availability before Christmas and any details of our trips will be announced on our new website".

On Saturday, November 11, Steam Dreams is running a 'Cathedrals Express' from the Chilterns to Folkestone on Armistice Day for the Battle of Britain memorial at Capel-le-Ferne.

Booked for haulage by *Oliver Cromwell*, the train starts out from Princes Risborough calling at Bicester Village, Oxford Parkway, Goring & Streatley, Reading, Slough and Kensington Olympia, the 'Express' runs around the white cliffs from Folkestone to Dover with passenger breaks at Canterbury and Faversham.

Chester and Llandudno markets are the venues for a 'Cathedrals Express' travelling to Holyhead on Saturday November 18 with *Oliver Cromwell* at the head of proceedings.

Duchess

Diesel or electric traction will take the train from Euston and Watford Junction with passengers travelling by service train to Milton Keynes on the outward journey, Rugby, Lichfield Trent Valley and Crewe where Stanier 4-6-2 No. 46233 *Duchess of Sutherland* takes the strain.

Reduced fares are available for passengers joining at Crewe and Chester.

"In the autumn of 2019, Rail Co is planning an eight-day 'Great Lakes Explorer USA' holiday trip."

No fireworks for Railway Touring Company!

By Cedric Johns

Entering the penultimate month of this year's railtours, the Railway Touring Company's final non-festive trip takes to the rails in the shape of another of its popular 'Tin Bath' excursions.

Booked to depart Preston on Sunday, November 5, the train, as usual, is dedicated to the memory of Compo, Clegg and Foggy's bathtime mode of transport rather than Guy Fawkes.

The only fireworks in evidence will be provided by Carnforth's 8F 2-8-0 No. 48151 attacking the 1-in-47 Miles Platting bank soon after leaving Manchester Victoria the train heads for Sheffield.

Travelling along the Hope Valley, the 8F's footplate crew will no doubt be grateful for putting the three-and-a-half mile Totley tunnel behind them before a brief stop at the Steel City.

Joining the Barnsley line, the 'Tin Bath' travels on climbing up to Chapelton then running on single track tackles the 1-in-50/57 up to Dodworth.

Copy Pit

From Penistone the 8F heads on for Huddersfield thence a water stop at Brighouse before passing through the Calder Valley.

Leaving the main line to Manchester the 2-8-0 has more work to do, hauling

its load up the 1-in-65 to Copy Pit summit en route back to Manchester Victoria where diesel traction takes over for the run to Preston.

In addition to the pick-up stations mentioned, the train also stops at Wigan North Western in both directions.

Thursday, November 23 ushers in the first of RTC's festive excursions, the 'Christmas White Rose' which features motive power in the shape of two different 4-6-2s.

Basically a London-York day out, the train actually starts from Ealing Broadway calling at West Hampstead and joining the East Coast Main Line approaching Hornsey.

Hauled by Stanier 4-6-2 No. 46233 *Duchess of Sutherland* in a 'first' from Ealing Broadway, the 'Rose' stops at Hitchin, Huntingdon and Peterborough before heading on up Stoke Bank and northwards via Grantham, Newark, Retford and Doncaster, the *Duchess* ends its turn at York.

Following a three-hour break, the train returns with A4 4-6-2 No. 60009 *Union of South Africa* 'streaking' southwards on home territory.

Two days later, on Saturday, November 25, RTC's 'Christmas Cheshireman' starts out of Bristol Temple Meads for Chester via the Welsh Marches and Shrewsbury.

Depending on availability, this excursion currently offers the choice of two engines up front, BR 4-6-2 No. 70013 *Oliver Cromwell* or 'Black Five' 4-6-0 No. 45305.

From Temple Meads the 'Cheshireman' hits Filton bank before stopping at Abbey Wood for passengers then proceeding down the South Wales main line via Severn Tunnel and turning north at Maindee Junction short of Newport.

Calling at Cwmbran, the footplate crew face the slog up eight miles of 1-in-82/95 up to Llanvihangel, having stopped at Abergavenny on the climb.

Water stop

From there the gradients ease over now station-less sections, the train making for Hereford and a water stop.

Travelling on, the trip continues via Ludlow, Craven Arms, Church Stretton to Shrewsbury and a second water stop.

Passing through Ruabon and Wrexham the 'Cheshireman' steams into Chester for a three or so hour break.

Tuesday, November 28 sees the first of two excursions visiting Bath in three days with A4 4-6-2 No. 60009 *Union of South Africa*.

The first of the two, the 'Bath Christmas Market' runs from Three Bridges on the Tuesday calling at Haywards Heath, Preston Park, Hove and Worthing then

is routed along the coast via Havant, Fareham, Eastleigh and Romsey, stopping at Salisbury for water and possibly passengers.

From Salisbury the 'Market' runs along the Wyle Valley to Westbury, Trowbridge (Bradford Junction) and the Avon Valley, joining Brunel's original Paddington-Bristol main line at Batheaston for the short distance into Bath.

Surprisingly Bristol is not included in the train's final destination but one suspects that the A4 will take the empty stock forward for servicing and turning. The return trip is down for diesel haulage.

Finally, the second departure for Bath begins its journey at Poole on Thursday November 30.

Light engine

Given that the A4 is booked to work this train – another 'Market' – the 4-6-2 will have long light engine movement back from Bristol to Dorset.

Assuming it runs smokebox first, it could be turned at Salisbury or Eastleigh in order to arrive tender first at Poole.

Picking up at Bournemouth, Brockenhurst, Southampton and Salisbury (water stop), the train takes the same route to Bath as on November 28. This time, however, Bristol is included in the itinerary...

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LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* departs from York with the Scarborough-Victoria leg of Steam Dreams' Moors & Dales Explorer' on September 18. DAVE RODGERS

New community rail partnership commits to Stranraer steam

By Hugh Dougherty

The new South West Scotland Community Rail Partnership has confirmed that it is committed to safeguarding railway heritage on the lines it covers, from Gretna to Stranraer, via Kilmarnock and Troon - and that steam to Stranraer is firmly on its agenda.

The partnership, launched at Kilmarnock's historic station on September 11, has appointed a part-time development officer to take projects forward.

Dr Belle Doyle brings extensive local project knowledge and experience to the post, especially as she is a former film location officer with Dumfries and Galloway Council.

"I am very much aware of the heritage of the lines in our area," said Belle.

"We are committed to working with ScotRail, all communities, tourism and railway heritage bodies, to improve our local rail services and promoting the existing outstanding railway heritage along the routes is an integral part of that task."

Partnership director, Peter Jeal, said: "We have a particular interest in the Stranraer line, which has been designated as a Great Scenic Railway by ScotRail. The former partnership body, the Stranraer Ayr Line Support Group, SALYSA, which we have replaced, laid the foundations for appreciating and conserving the heritage potential of the route.

"We want to see the harbour station at Stranraer developed as a heritage railway terminus with facilities for visiting steam locomotives on what,

we hope, will become regular steam operations between the former ferry port and the holiday towns of Ayr and Girvan. We are also very much aware of the tourism potential of the Ayrshire Railway Preservation Society at Dunaskin."

John Yellowlees, ScotRail's recently-retired external relations manager, and a good friend of the Scottish heritage railway fraternity, was presented with a certificate marking his appointment as the partnership's honorary president.

Chief executive officer, Dr Mhairi McKenna, said: "John has been a long-time friend of the railways of South West Scotland and we are delighted that he has accepted our invitation to be our first honorary president."

John said: "I am looking forward to working with the partnership to develop the railways. My dream ticket would be the owner of Turnberry Hotel, arriving at Girvan Station on a steam train, to travel on to Trump Turnberry!"

Louis Wall, founder member of South West Railway Adopters Gardening Group, whose volunteers have revived traditional and historic gardens at 20 stations across the South West, was awarded life membership by the partnership for his work.

Railway heritage highlights in the partnership's area includes 1850-built Ballochmyle Viaduct on the Nith Valley line, at one time, the largest, single-span railway bridge in the world; train token working and traditional signalling on the Stranraer line; the route of the Kilmarnock and Troon Railway, which dates from 1812, and is Scotland's oldest railway, and the ARPS seasonal steam train rides at Dunaskin.



Development manager, Dr Belle Doyle, under the Glasgow & South Western Railway canopy at Kilmarnock station. HUGH DOUGHERTY

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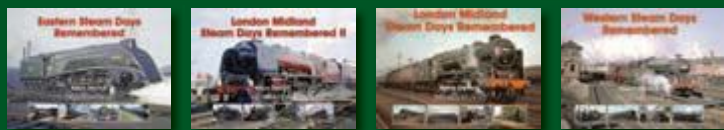
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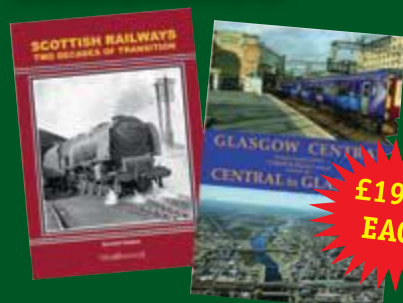
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SR Merchant Navy Pacific No. 35028 *Clan Line* storms up Honiton bank with UK Railtours' 'Atlantic Coast Express' from Victoria to Exeter on September 23. STEPHEN GINN

TABLE ONE: BASINGSTOKE TO SALISBURY

Date	Saturday, September 23, 2017
Train	0713 Victoria to Exeter St Davids
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35028 <i>Clan Line</i>
Load	12 coaches, 429 tons tare 465 tons full
Driver	Wayne Thompson
Fireman	Steve Rodenhurst
Traction Inspector	Don Clarke
Recorder	Don Benn
Position	11th coach
Weather	Cloudy and damp

	miles	sched	mins	secs	speed
Basingstoke	0.00	0.00	00	00	
MP 49	1.25		03	39	40
Worting Junction	2.49	3.30	05	22	48½
MP 51	3.25		06	16	52
Oakley	4.60		07	37	60½/62
MP 53½	5.75		08	50	61½
Overton	7.74		10	38	70½
MP 58	10.25		12	40	76
Whitchurch	11.36		13	32	78½/75
Hurstbourne	3.25		15	08	77½
MP 62½	14.75		16	15	75/78½
Andover	18.51	20.30	19	05	77½
Red Post Jct	19.82		20	12	74
MP 68¾	21.00		21	10	77½
MP 70	22.25		22	08	75
MP 71	23.25		22	56	72½
MP 72	24.25		23	48	69½
Grateley	24.86		24	17	69
MP 73¾	25.50		24	54	68
Allington	27.75		26	42	77
Porton	30.25		28	41	78
MP 80	32.25		30	12	76½
Tunnel Junction	34.65	40.00	32	37	47*
Salisbury	35.79	44.00	35	27	

start to stop average: 60.58 mph

*brakes or speed restriction

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LOCOMOTIVE PERFORMANCE THEN AND NOW

By Don Benn

I MAKE no apologies for returning to the work of No. 35028 *Clan Line* again, for this engine just seems to get better and better. There are now two Merchant Navy Pacifics on the main line although as I write I have just heard the sad news that No. 35018 *British India Line* has failed with middle big end problems. Let's hope that this can be sorted quickly so that we can enjoy Merchant Navies working hard on big trains at each end of the country.

The UK Railtours 'Atlantic Coast Express' was originally planned for May 27 but postponed until September 23 due to doubts as to whether *Clan Line's* overhaul would be finished in time. In addition the work needed at Thatcham for gauging was not finished and therefore the return route involved some very rare track with steam, namely from Westbury via Melksham to Thingley Junction on the Great Western main line to Bath. Furthermore the ongoing platform work at Waterloo meant a Victoria start and the loss of main line running via Surbiton.

I nearly decided not to go but on reflection the best parts still remained, namely Honiton bank going down past Whiteball and Breham on the return run. The office at UKR was, as usual, very helpful in sitting a group of us Southern 'old timers' together in such a way as to guarantee two milepost side seats; essential on this trip as the mileposts are very important for summits and

would be the same side all day. I decided to join the train at Basingstoke to avoid a mega early start and was slightly concerned to note that the empty stock was very late arriving at Victoria, leading to a 13 minute late departure.

However, by tracking progress on Real Time Trains and with text messages from those on board, it was clear that once again No. 28 was on top form and time was being recovered, a process which included an unusual 70mph at Ashford and some fine running with speed in the mid-70s between Woking and my joining point at Basingstoke.

Got away well

So, *Clan Line*, carrying a wreath in memory of David Shepherd, rolled to a stop on the 'Atlantic Coast Express' just a couple of minutes down and I duly claimed my seat in pole position, 11 coaches back of 12 weighing 429 tons tare and 465 tons gross as the train was very nearly full. Just a shame that once again we were at the back of the train and would be all day. Our driver was DBC's Wayne Thompson and his fireman was Steve Rodenhurst accompanied by TI Don Clarke as far as Salisbury.

It was still damp and cloudy but we got away well up the 1-in-249 to Battledown, passed at 52mph and then accelerated rapidly to 78½mph by Whitchurch where the engine was eased to keep to the limit. From 74 at the mini summit at Milepost 62½ we ran with very little

TABLE TWO: SALISBURY TO YEovil JUNCTION

Date	Saturday, September 23, 2017					Date	Sunday, July 12, 1964				
Train	0713 Victoria to Exeter St Davids					Train	1100 Waterloo to Exeter Central				
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35028 <i>Clan Line</i>					Loco	Rebuilt Merchant Navy class 4-6-2 No. 35022 <i>Holland America Line</i>				
Load	12 coaches, 429 tons tare 465 tons full					Load	12 coaches, 410 tons tare 445 tons full				
Driver	Wayne Thompson					Driver	Marsh				
Fireman	Steve Rodenhurst					Fireman	not recorded				
Traction Inspector	Geoff Ewans					Traction Inspector	none				
Recorder	Don Benn					Recorder	Don Benn				
Position	11th coach					Position	Front				
Weather	Sunny spells, SW wind					Weather	Fine				
	miles	sched	mins	secs	speed		miles	sched	mins	secs	speed
Salisbury	0.00	0.00	00	00			0.00	0.00	00	00	
MP 85¼	1.70		05	32	28½/36½		1.70		04	48	26
Wilton South	2.50	7.00	07	04	29*		2.50		06	14	47
MP 89	5.45		11	18	53/66½		5.45				
Dinton	8.30		14	04	63½/62		8.30		12	34	66½/63
Tisbury	12.60	17.00	17	59	67½/69½		12.60		16	38	67/68½
MP 99	15.45		20	33	66		15.45				64
Semley	17.60		22	36	58		17.60		21	25	58
MP 103	19.45		24	14	76/*		19.45				
Gillingham	21.70	27.00	28	47			21.70		24	43	86
	0.00	0.00	00	00							
MP 107½	2.25		05	31	40		23.95		26	38	67
MP 110	4.75		08	00	72½		26.45		28	40	80
Templecombe	6.80	12.00	10	49	27½*		28.50		30	22	65½
MP 113½	8.25		13	38	35		30.00		32	02	52
Milborne Port	9.15		14	45	55½		30.90		33	00	58
MP 115½	10.25		15	55	60		32.00		34	08	60
MP 117½	12.25		17	34	79		34.00				
Sherborne	12.85	20.00	17	58	74*		34.55		36	17	83
Wyke XC	15.48		20	16	65/7* sigs						
Yeovil Junction	17.45	29.00	25	42			39.15	44.00	40	16	

* brakes or speed restriction

“...this was the first even time run and possibly the fastest ever with a decent load.”

steam down to Andover and past Red Post Junction before Wayne opened *Clan Line* up to reach 77½mph over the viaduct at the bottom of the four-and-a-half mile climb to Grateley.

At first, speed only declined slowly on the 1-in-264 but Wayne told me later that he felt No. 35028 on the verge of slipping and so eased off slightly, but then once clear of the damp patch in the trees gave the engine about 200-210lbs of steam, increasing cut-off from 27% to 30% for the final three miles of 1-in-165 producing a truly excellent minimum of 68 at the summit just after Grateley station at Milepost 73¼.

With a load equivalent to 13 coaches in old stock this performance would have been considered top drawer on the 'Atlantic Coast Express' in the days of steam. We then ran fast down Porton bank being well inside even time at Milepost 80, 32.25 miles in 30 minutes 12 seconds, where I was waiting for the brakes to be applied as pathing at Tunnel Junction was very tight with Great Western services to and from Portsmouth. But no, we ran straight into platform four at Salisbury and stopped without the need to line up with the water tanker as the engine was to be watered in platform one.

We were six minutes early and had achieved a very rare even time from Basingstoke, 35.79 miles in 35 minutes 27 seconds start to stop, an average of 60.58 mph, gaining over eight minutes on the fairly tight 44 minutes schedule. In Table One I have used what I believe to be the correct distance of 35.79 miles allowing for the mileage discrepancies known to exist over this section, rather than the generally accepted 36.0 miles. I have had many runs over this section, mainly in recent years and this was the first even time run and possibly the fastest ever with a decent load.

In the 1960s only a few summer Saturday trains ran nonstop over this section though on June 28, 1967, Eric (Sooty) Saunders did it in 32 minutes 51 seconds start to stop with the 10.40am Race Train from Waterloo with No. 34090 on nine coaches for 307 tons gross. Speeds were 46½ at Worting Junction, 90mph before Andover, 65½ over Grateley and 80½ down Porton. Many thanks

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

TABLE THREE: CHARD JUNCTION TO EXETER

Date	Saturday, September 23, 2017					Date	Saturday, September 23, 2017				
Train	0713 Victoria to Exeter St Davids					Train	0713 Victoria to Exeter St Davids				
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35028 <i>Clan Line</i>					Loco	Rebuilt Merchant Navy class 4-6-2 No. 35028 <i>Clan Line</i>				
Load	12 coaches, 429 tons tare 465 tons full					Load	12 coaches, 429 tons tare 465 tons full				
Driver	Wayne Thompson					Driver	Wayne Thompson				
Fireman	Steve Rodenhurst					Fireman	Steve Rodenhurst				
Traction Inspector	Geoff Ewans					Traction Inspector	Geoff Ewans				
Recorder	Don Benn					Recorder	Don Benn				
Position	11th coach					Position	11th coach				
Weather	Sunny spells, sw wind					Weather	Sunny spells, sw wind				
	miles	sched	mins	secs	speed		miles	sched	mins	secs	speed
Chard Loop	0.00	0.00	00	00			0.00	0.00	00	00	
Broom XC	1.61		04	38	46/42*		1.61		04	38	46/42*
Axminster	4.94		08	45	64		4.94		08	45	64
MP 146¼	6.65		10	19	71		6.65		10	19	71
Seaton Junction	8.25		11	45	57½		8.25		11	45	57½
MP 151½	11.90		17	25	28/27½		11.90		17	25	28/27½
Honiton Tunnel In	12.97		19	42	31		12.97		19	42	31
Honiton Tunnel Out	13.74		21	08	32		13.74		21	08	32
MP 153½	13.90		21	28	35/*		13.90		21	28	35/*
Honiton	15.10	27.00	25	42			15.10	27.00	25	42	
	0.00	0.00	00	00							
MP 155	0.30		02	13	21½/16* tsr		0.30		02	13	21½/16* tsr
MP 158	3.30		05	57	75½		3.30		05	57	75½
Feniton	4.60		07	09	47*/32* tsr		4.60		07	09	47*/32* tsr
MP 161	6.30		09	47	44		6.30		09	47	44
Whimble	8.35		11	49	73½/77		8.35		11	49	73½/77
Broad Clyst	12.05		14	46	72*		12.05		14	46	72*
Pinhoe	13.90	21.00	16	28	56		13.90	21.00	16	28	56
					sigs stop						sigs stop
Signal EJS	15.27		22	06	0*		15.27		22	06	0*
			24	21					24	21	
Exmouth Junction	15.70	25.00	26	54	21/16* sigs		15.70	25.00	26	54	21/16* sigs
Exeter Central	16.75	29.00	31	05			16.75	29.00	31	05	

* brakes or speed restriction



No. 35028 at Exeter St Davids. DWV HUNT

to my colleague Paul Rowe for details of this run.

Apart from the fairly swift run into the platform, the other factor which gave us an even time run on September 23 was the intelligent work by the local signalman in whose words on Nat Pres: "To be honest, the GWR was running slightly late which made the regulating decision slightly easier, but as said in my previous post, these things aren't just thrown together at the last minute.

Minimising delays

Yes, there was some improvisation but a local plan had been drawn up with the assistance of the MNLPS and it proved to be the right one minimising delays through Salisbury and over the West of England 'premier' line!

Table Two shows the continuation to Yeovil Junction, still with Wayne and Steve but now with TI Geoff Ewans.

The 27 minute timing for the 21.70 miles to Gillingham appears to be standard on steam-hauled trains west of Salisbury but is rarely kept as the start is very slow and a severe approach release applies before the stop. Nevertheless *Clan Line* came close to keeping the schedule after an excellent climb to Semley, reaching just under 70mph after Tisbury, on a day which was now warm with sunny spells.

The restart up the 1-in-300/100 to Buckhorn Weston tunnel was surefooted and quite excellent as speed reached 38mph at the start of the 1-in-100 and rose to 40mph at the top at Milepost 107½. After 72½ in the dip and extemporary observance of the speed limit at Templecombe to gain the double track section, Wayne took No. 28 steadily up the 1-in-100 to Milepost 113½ without needing to reduce speed for the temporary speed restriction for gauging at Wood Bridge.



Clan Line tackles the eastbound climb to Whiteball on the return journey. JOHN LEWIS

We then dashed down through Sherborne with brakes used to control the speed, before arriving at Yeovil Junction over four minutes early to wait for an Up service train. I have set alongside this run a very good one from 1964 on the Sunday 11am Waterloo to Exeter when No. 35022 had a heavy 12 coach train for 445 tons.

Gave the impetus

The 58mph at Semley was the same as *Clan Line* and a lovely 86mph sprint down through Gillingham gave the impetus for the rest of the nonstop run to Yeovil Junction reached in 40 minutes 16 seconds for the 39.15 miles, a gain of nearly four minutes on the

schedule. It has quite rightly been said that the semi-fast trains west of Salisbury were a harder proposition than the 'Atlantic Coast Express'.

We were slightly late away from Yeovil Junction and then lost a few seconds on to the water stop in the Chard loop. Speed was 43mph at the top of the nearly four miles of climbing at 1-in-150/140 past Sutton Bingham and then touched 67½ at Hardington siding before brakes brought speed down to 48mph for another gauging check at one of the worst possible places, just before the 1-in-80 climb of Crewkerne bank where speed fell from 63 to 38½mph. At Chard I have calculated that we stopped 55.93

miles from Salisbury at Milepost 139½.

Here we took water and waited for Down and Up service trains before pulling steadily away to run down through the long Axminster loop and into the foot of the dip at 71mph. Now came one of the highlights of the day, the seven-mile Honiton bank, mainly at 1-in-80. Table Three shows the details of this section and the remainder of the run through to Exeter. Wayne had this nicely in hand and we made a good climb with the big 465 ton load. Speed fell to 27½mph before recovering to an excellent 31mph at the tunnel entrance.

In Table Four I have shown the full detail of the climb again set against No. 35022 in July 1964, which with 445 tons had to cope with a restart from Seaton Junction. With No. 35028 it was not until quite a way up the bank that we began to hear the mighty roar of *Clan Line's* exhaust as the loco accelerated from 27½mph at Milepost 151¾ to 31mph at the top of the 1-in-80 at the entrance to the tunnel. It was not until afterwards that Wayne told me that the coal being used again caused a few problems.

Incomparable Bulleid boiler

"We weren't struggling, down to 180-ish (lb) if I remember, but quickly rallied hence the slight acceleration later. The coal being used burns very quickly and it's easy to find yourself with a weak area or a hole in the fire. It very quickly shows in steam pressure, but takes longer to remedy. Even, as in our case, the problem area was noted early it took a few minutes to pull round, to the point I thought it might blow off inside the tunnel. Didn't ease off as Steve was on top of the problem. Fullish regulator all the way up, cut-off opened up five at a time as speed dropped off. 40 at 40 (mph) until leaving it in 50% when speed got to 35mph. Pushed it out to 55% for a short period as it got to 30mph while the pressure was back. Then back to 50 when the steam pressure started to rise again." Another example of how the incomparable Bulleid

TABLE FOUR: DETAIL OF HONITON BANK

Date	23.09.2017				12.07.1964			
Train	0713 Victoria to Exeter St Davids				1100 Waterloo to Exeter Central			
Loco	No. 35028 <i>Clan Line</i>				No. 35022 <i>Holland America Line</i>			
Load	12 coaches, 429/465 tons				12 coaches, 410/445 tons			
Driver	Wayne Thompson				Marsh			
Fireman	Steve Rodenhurst				not recorded			
Recorder	Don Benn				Don Benn			
Position	11th coach				Front			
Weather	Sunny spells, sw wind				Fine			
	miles	mins	secs	speed	mins	secs	speed	gradient
Seaton Junction	0.00	00	00	57½	00	00		300R
MP 148½	0.65	00	50	51	02	32	21	80R
MP 149½	1.65	02	06	43	05	08	24	80R
MP 150½	2.65	03	42	32½	07	32	25	70/250R
MP 151½	3.65	05	39	28/27½	09	53	26	80R
MP 152½	4.65	07	46	30	12	16	24*	80R
Honiton Tunnel In	4.72	07	57	31	12	27	25	80R
Honiton Tunnel Out	5.49	09	23	32	14	06	28	132R
MP 153½	5.65	09	43	35/*	14	29	30	90F
Honiton	6.85	13	57		16	08	62	150F

* slipping

TABLE FIVE: EXETER TO FROME

Date Saturday, September 23, 2017
 Train 1631 Exeter St Davids to London Victoria
 Loco Rebuilt Merchant Navy class 4-6-2
 No. 35028 *Clan Line*
 Load 12 coaches, 429 tons tare 465 tons full
 Driver Steve Matthews

Fireman Matt Hunt
 Traction Inspector Tom Rees
 Recorder Don Benn
 Position 11th coach
 Weather Sunny spells, sw wind

	miles	sched	mins	secs	speed
Exeter St Davids	0.00	0.00	00	00	
Cowley Bridge Jct.	1.24	3.00	04	37	36½
MP 191	2.90		06	38	52½
Stoke Canon	3.70		07	39	57
MP 188	5.90		09	44	62
Silverton	7.13		10	54	61
Hele	8.39		12	05	66
MP 183	10.90		14	23	68½/69½
Cullompton	12.56		15	48	68½
MP 180	13.90		17	00	64½
Tiverton Junction	14.74	16.30	17	42	67/71½
Tiverton Parkway	16.58	18.00	19	23	70½
MP 176	17.90		20	29	67½
Burlescombe	19.15		21	39	61½
Whiteball Summit	19.90	23.00	22	23	60
Tunnel In	20.11		22	40	62½
Beam Bridge	21.88		24	05	79
Wellington	23.70		25	31	75*/77½
Poole Siding	24.90		26	28	73½
Victory Crossing	27.84		28	55	70
Norton Fitzwarren	28.89	31.00	29	50	68
Silk Mills	29.44		30	23	69
Taunton	30.74	39.00	31	27	71½
MP 161	32.90		33	13	75
Creech St Michael	33.65		33	49	74
Cogload Junction	35.50	45.00	35	20	74
Athelney	38.66	49.00	37	48	77
MP 134	39.65		38	35	73½

	miles	sched	mins	secs	speed
MP 132	41.65		40	12	75
Curry Rivel	42.65		40	59	74½
Langport East	43.79		41	48	72½
MP 129	44.65		42	38	71
Long Sutton	45.79		43	42	70
Somerton Tunnel In	46.31		44	05	69½
Somerton Tunnel Out	46.91		44	34	68½
Somerton	48.00	58.30	45	09	70½
MP 125	48.65		46	03	75½
Charlton Mackrell	51.20		48	04	68½
Keinton Manderville	53.45		50	01	78
Alford	56.20		52	07	74½
MP 116	57.65		53	19	71½
Castle Cary	58.31	70.00	53	50	72
MP 128	59.86		55	10	72½
MP 127	60.86		56	01	70½
Bruton	61.75		56	45	68
MP 125	62.86		57	44	66½/68
MP 124	63.86		58	38	66½
MP 123	64.86		59	34	63
Brewham	65.21		59	54	62
East Somerset Jct	67.00	81.00	61	20	77½/*
sigs stop					
Signal W93	70.75		68	05	0*
			86	25	
Blatchbridge Jct	71.21	85.00	88	28	23½/26½
Frome	72.15	88.00	91	49	
net time 69 minutes					* brakes or speed restriction
start to stop average to sigs stop: 62.35 mph					

TABLE SIX: SWINDON TO MILTON

Date Saturday, September 23, 2017
 Train 1631 Exeter St Davids to London Victoria
 Loco Rebuilt Merchant Navy class 4-6-2
 No. 35028 *Clan Line*
 Load 12 coaches, 429 tons tare 465 tons full
 Driver Steve Matthews
 Fireman Matt Hunt
 Traction Inspector Tom Rees
 Recorders Don and Bryan Benn
 Position 11th coach
 Weather Dark, south west wind

	miles	sched	mins	secs	speed
Swindon	0.00	0.00	00	00	
Stratton Green	1.57		03	42	51
Marston West	3.17		05	20	63½
Bourton	4.97		06	55	73½
Shrivenham	5.89		07	40	76
Knighton	8.35		09	34	78½
Uffington	10.81	11.00	11	27	78
Challow	13.51	14.00	13	28	79
Circourt	15.10		14	40	78/77
Grove XC	15.87		15	16	79/77½
Wantage Road	17.00	15.30	16	07	79
Lockinge West	18.20		17	01	77½/79
Causeway XC	20.44		19	32	42*
Milton	21.25	20.00	22	32	

schedule from passing Swindon
 start to stop average: 56.6 mph
 * brakes or speed restriction

“...the 78mph at Keinton Manderville was the prelude to a quite astonishing climb to Brewham.”

boiler responds to being asked for more steam. The run down to Exeter was easy enough and even after being stopped before Exmouth Junction we were still at St Davids right time.

After a good lunch with friends and an 87-year-old ex-Nine Elms driver responsible for some record breaking runs in the days of steam, we were back at St Davids in good time for the 4.31pm departure time of the return journey. In charge now were Steve Matthews and Matt Hunt with TI Tom Rees. The weather was still kind but now with a south west wind blowing, though not strongly and we were eagerly waiting to see if the crew could emulate the superb climb to Whiteball of the ‘Torbay Express’ of September 3, as reported in the last issue of *Heritage Railway*, though this time from a standing start and with an engine which had been sitting idle for three hours.

We were doing 66 by Hele after the initial climb and speed rose to 71½ after Tiverton Junction before dropping to 67½ at the foot of the final two miles of 1-in-115 to Whiteball, which we stormed at 60mph. So two 60mph minima at Whiteball inside a month! Our time from Hele had been 10 minutes 18 seconds, just 20 seconds slower than September 3. It was then a question of braking to keep the speed down until the easier gradients after Wellington. Passing Silk Mills at 69mph it was clear that we weren’t going to take the Taunton stop (we had picked up the TI at Exeter instead) and so passed there nearly six minutes early and inside even time by Cogload. Speed was up to 77mph at Athelney and No. 35028 climbed well to Somerton where the minimum was 68½mph and we were 13 minutes inside schedule.

As Table Five shows, the 78mph at Keinton Manderville was the prelude to a quite astonishing climb to Brewham. The mile of 1-in-98 to Bruton reduced speed from 70½ to 66 and after recovering to 68 on the short stretch of level, speed then fell only slowly on the final 1-in-140/98/81 to 62mph at Brewham summit. This was

without doubt the best piece of work of the day.

No easing though and we sped down past East Somerset Junction nearly 20 minutes inside schedule and 18 minutes early. Maybe Steve Matthews had hoped we could get into Frome for a quick splash and dash before the late running Worcester to Weymouth train called there. But no, the signallers stuck to the train plan and we crawled to a halt at signal W93 adjacent to the bridge at 117.13 miles, 70.75 miles from Exeter in 68 minutes 5 seconds, a second even time run of the day at 62.35 mph.

Late running to come

There we sat for 18 minutes finally drawing into Frome five minutes late. Net time for the 72.15 miles was 69 minutes. This delay sowed the seeds of the late running to come, as we then got further checks before Westbury and at Bradford Junction where we gained the single line to Thingley Junction via Melksham taken within line limits and a maximum of 58½mph.



DBC driver Wayne Thompson on *Clan Line* at Salisbury on September 23. DON BENN

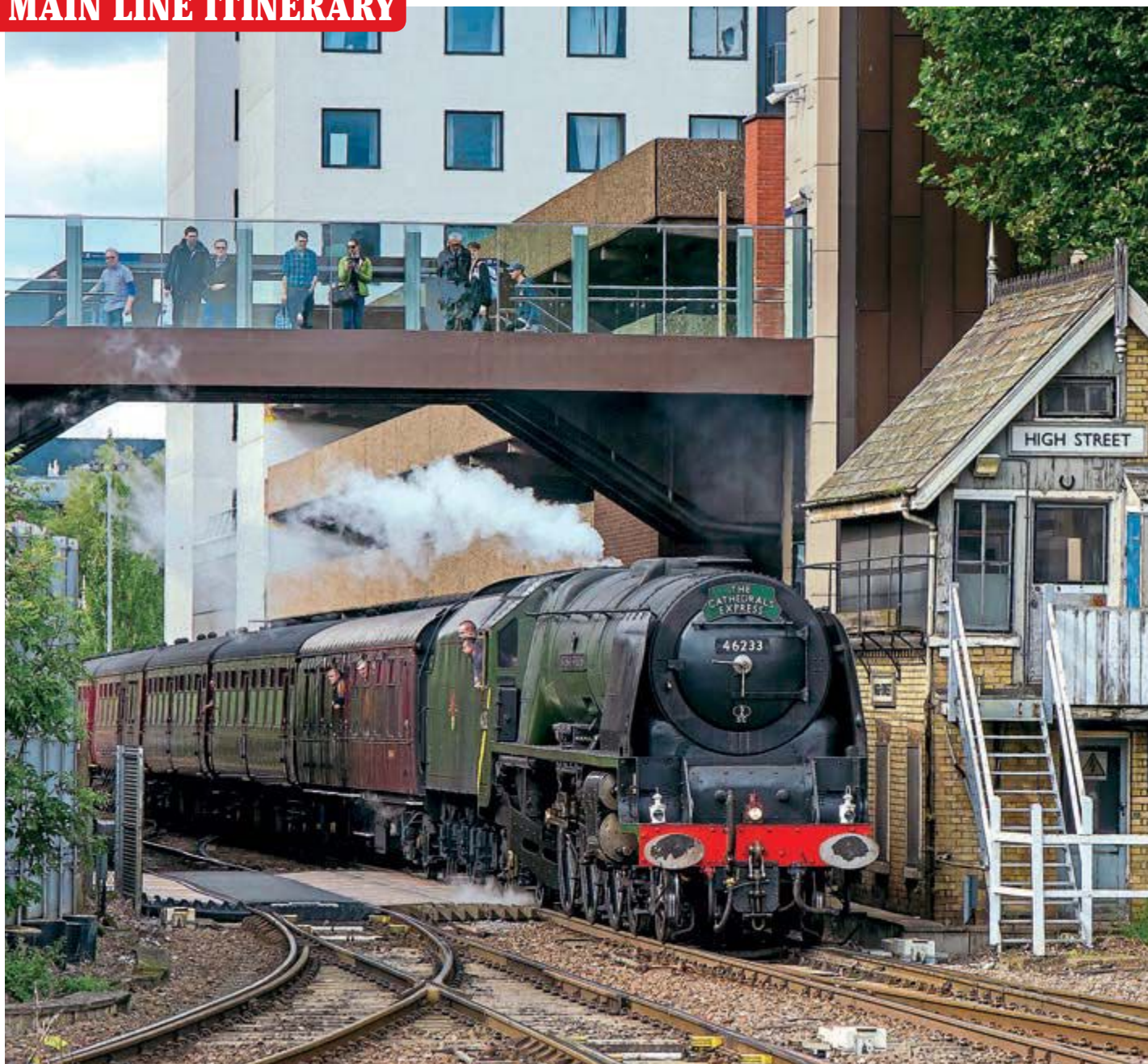
We had been booked to precede the 6.32pm Bristol TM to Paddington at Thingley Junction but as we were now 13 late we followed it and crept from signal to signal while it made its Chippenham call, losing more time in the process. We finally got clear signals and from 71½mph at Dauntsey speed fell to 63½ at Wootton Bassett before reaching 75½ at Hay Lane.

I thought that we were now good for a high speed dash to our water stop at Milton but no, once again the 6.32 HST from Bristol played its part. It had reached Swindon at 7.17 and then sat there until 7.27. Instead of letting us run the signallers chose to bring us to halt at Swindon while the HST finally decided to move. If allowed to run we would have been tucked away at Milton without further delay to the HST but instead a charter train full of people would now be delayed again. Second class citizens?

But how different to the sensible regulating at Salisbury. However this stop gave us an exhilarating little cameo of a thrash up the GWR main line covering the 21.25 miles to Milton in just 22 minutes 32 seconds, with speed reaching 60mph in less than five minutes and inside even time by Challow, 13.51 miles. This section was timed jointly with brother Bryan who has an infallible patent method of timing in the dark using known reference points and a GPS.

It was a valiant effort by the enginemmen to try to recover some time lost by delays caused by late running GWR service trains which are all too common in my experience. The engine crew hadn’t finished there though as after we had been checked before Didcot we stormed away up the slow line running with speeds well up into the 70s before the Reading stop reached 35 minutes late. Here I alighted to catch a Cross Country train back to my home station after enjoying possibly my best day out with main line steam since 1967.

Thanks to all at UK Railtours, DB Cargo, Network Rail and the Merchant Navy Locomotive Preservation Society for sticking with this one when it would have been easier to give up in the face of all the problems. **HR**



LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland* – now carrying cabside yellow stripes – pulls into Lincoln with the Scarborough to Victoria leg of Steam Dreams' 'Moors & Dales Explorer' on September 18. ALAN WEAVER

October

SAT 21: 'Cathedrals Express'

Norwich, Ipswich and return and Norwich, Liverpool St.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 21: 'Bognor Belle'

Victoria, Three Bridges, Bognor Regis and return via Littlehampton and Dorking.

Steam hauled throughout.

Loco: No. 46100 *Royal Scot*. RTC

SAT 21: 'Cumbrian Express'

Tyseley, Crewe, Carlisle and return.

Steam hauled: Hellfield, Carlisle and return.

Loco: No. 45690 *Leander*. VT

SAT 28: 'Cotswold Venturer'

Paddington, Oxford, Worcester and return via Stroud.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. RTC

November

SAT 4: 'Yorkshireman'

Ealing Broadway, Corby, York and return.

Steam hauled: Ealing, York.

Loco: No. 60103 *Flying Scotsman*. RTC

SUN 5: 'Tin Bath'

Preston, Manchester Victoria, Sheffield

and return via Copy Pit.

Steam hauled throughout.

Loco: No. 48151. RTC

SAT 11: 'Cathedrals Express'

Oxford, High Wycombe, Canterbury and return via Faversham.

Steam hauled: Oxford, Canterbury, Willesden.

Loco: No. 70013 *Oliver Cromwell*. SD

SAT 11: 'Valley Rambler'

Tyseley, Stratford-upon-Avon, Bridgnorth, Tyseley.

Steam hauled throughout.

Loco: Nos. 9600 and 9466. VT

SAT 18: 'Cathedrals Express'

Euston, Llandudno and return.

Steam hauled: Crewe, Llandudno and return.

Loco: No. 46233 *Duchess of Sutherland*. SD

SAT 18: 'Wessex Express'

Victoria, Andover, Eastleigh and return via Basingstoke.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

THUR 23: 'Christmas White Rose'

Ealing Broadway, Peterborough, York

and return.

Steam hauled throughout.

Locos: No. 46233 *Duchess of Sutherland* (out), No. 60009 *Union of South Africa* (return). RTC

SAT 25: 'Christmas Cheshireman'

Bristol, Hereford, Chester and return.

Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. RTC

SAT 25: 'Chester Christmas Cracker'

Euston, Crewe, Chester and return.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. UKRT

Regular Steam

Oct 23-27: 'The Jacobite'

Fort William, Mallaig and return.

Steam hauled throughout.

Loco: No. 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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SD Steam Dreams
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VT Vintage Trains
0121 708 4960

WCR West Coast Railways
01524 737751

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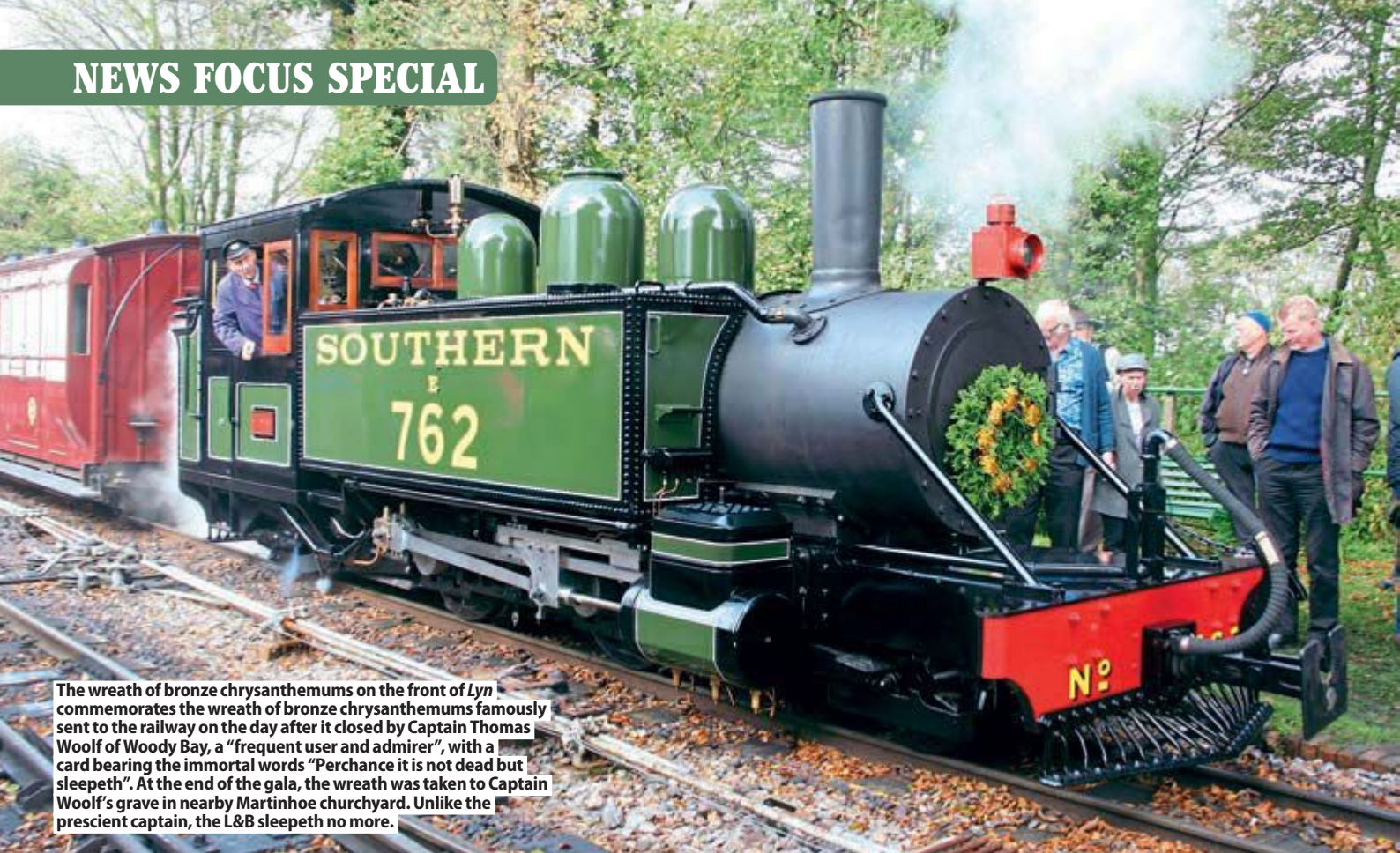
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HR1017



The wreath of bronze chrysanthemums on the front of *Lyn* commemorates the wreath of bronze chrysanthemums famously sent to the railway on the day after it closed by Captain Thomas Woolf of Woody Bay, a "frequent user and admirer", with a card bearing the immortal words "Perchance it is not dead but sleepeth". At the end of the gala, the wreath was taken to Captain Woolf's grave in nearby Martinhoe churchyard. Unlike the prescient captain, the L&B sleepeth no more.

New Yankee jewel in the Exmoor crown!

It is 82 years since the Lynton & Barnstaple Railway closed, and 38 years since a revivalist association was formed. One of its core mission statements was to restore the legendary line exactly as it was – and thanks to the culmination of a £650,000 new build locomotive project, now has a complete 'original' train. Mission accomplished, writes **Robin Jones**, with pictures by Tony Nicholson.

At its opening in May 1898, the 2ft gauge Lynton & Barnstaple Railway had a fleet of three distinctive Manning Wardle 2-6-2Ts, but was still one locomotive short.

However, the new line could not find a British supplier to build one there and then. Between July 1897 and January 1898, many workers at UK engineering companies were striking in order to achieve an eight-hour working day, and locomotive buildings were left with a hefty backlog of unfulfilled orders.

There was a solution at hand – look across the Atlantic! The L&B directors ordered a 2-4-2T from Baldwin of Philadelphia, which drew up a unique but decidedly American outline locomotive. Fairly soon, it was shipped as a kit of parts to Barnstaple, and was assembled at the L&B's Pilton Works and steamed for the first time on July 23, 1898. The locomotive, often referred to as "the Yankee" by L&B staff, was, in accordance with the line's policy, named *Lyn* after a local river with a

three-letter name.

Five years after the Grouping of 1923, when the L&B became part of the Southern Railway, *Lyn* was taken to Eastleigh Works for a major overhaul, and came back in Southern green livery and carrying the number E762 on the side tanks, as well as the original nameplates on the cabsides.

Along with two of the Manning Wardles, *Lyn* was scrapped in 1935 when the line closed.



However, in January 2009, the Lynton & Barnstaple Railway Trust launched a project to build an advanced modern replacement *Lyn*. The 762 Club, a registered charity, was formed to design, construct, own and maintain it.

The following year, the Ffestiniog Railway's replica L&B-style Manning Wardle 2-6-2T *Lyd* visited Woody Bay station, drawing in record crowds: a once very familiar sight in this part of Exmoor was visible again, after skipping several generations.

The visit fuelled supporters to press ahead with a 'replica' locomotive which the line could call its own, and a stream of components were manufactured over the years that followed.

While in every respect the new *Lyn* looks identical to the first one, modern 'improvements' were made to the design: roller bearings for the wheels, coupling and connecting rods, higher boiler pressure, welded tanks and numerous other improvements.

The final assembly from a 21st-century kit of ➔



Lyn hauls its train back to Woody Bay on September 29 while the sheep munch on, oblivious to local transport history being made. Who said steam trains would disturb the livestock? An extended and very much eco-friendly railway would give visitors the chance to experience the Exmoor landscape without footfall or taking the car down narrow lanes.



Sir William McAlpine officially naming the new *Lyn* at Woody Bay on Friday, September 29, the 82nd anniversary of the closure of the Lynton & Barnstaple Railway in 1935 three months before Sir William was born, while L&B general manager Martyn Budd pulls back the curtain.

Right: Jon Pain, one of the directors of the 762 Club (left), presenting a painting of *Lyn* to Patrick Keef, managing director of Alan Keef Ltd, on Friday, September 29) watched by Peter Miles, chairman of the Lynton & Barnstaple Trust for which the new *Lyn* was built, the mayor of Lynton Coun Suzette Hibbert and Coun Andrea Davis, deputy chairman of the Exmoor National Park Authority which will shortly be deciding on the L&BR Trust's planning applications to extend the line by 4½ miles from Killington Lane to Blackmoor Gate and Wistlandpound, a local beauty spot.



Lyn and Bagnall 0-4-2T No. 3023 of 1853 *Isaac* double-heading the first train of the autumn gala on September 30.



Lyn returning from Killington Lane on September 30.

parts was undertaken by locomotive builders Alan Keef Ltd of Ross-on-Wye, just as the imported one had been built at Pilton in late Victorian times.

The new *Lyn*, finished in the colours of the original as seen on its return from Eastleigh in 1929, first steamed on July 4, to be delivered by road to Woody Bay on September 11.

Minimum gauge and miniature lines apart, *Lyn* is also the first full-size US 'replica' locomotive to be built entirely in Britain – a perfect steamy cementing of the oft-celebrated "special relationship" between the two nations!

Exactly 82 years to the day that the original L&B closed, on September 29, the second *Lyn* was officially named by Sir William McAlpine at a special supporters and VIPs day attended by 400 members of the 762 Club, along with contractors and sponsors of individual components were there to see the world's newest full-size steam locomotive launched into traffic.

Multi-millionaire enthusiast Sir William is chairman of the Railway Heritage Trust which in 2000 helped fund the restoration of the L&B's iconic Chelfham Viaduct near Barnstaple so it is ready to carry trains again.

With the four (so far) original carriages rebuilt by L&BR Trust volunteers in Essex, the addition of *Lyn* has now given the 2ft gauge railway a complete heritage train.

The members' day was followed by the line's autumn gala weekend. Helped by extensive media coverage on local TV and press, the gala, dogged by rain for part of the weekend, nonetheless attracted more 2000 visitors, a record exceeded by L&B galas only when *Lyd* first came to Woody Bay in 2010 in much better weather.

I have no doubt that *Lyn* and its train will continue to be a major crowd puller. At the time of writing, the revivalists were waiting to hear whether the Exmoor National Park Authority will give the green light to their plans to extend the running line from the temporary halt at Killington Lane all the way to Blackmoor Gate.

72 HeritageRailway.co.uk



A special beer was produced for *Lyn*'s debut. By the end of the Saturday it had sold out.



***Lyn* hauls the L&B's heritage train into Woody Bay on a September 23 test run.**



***Lyn* storming back to Woody Bay up the 1-in-50 from Killington Lane after the September 29 naming ceremony.**

Hopefully when this happens, the L&B will climb several more steps of the ladder towards the goal of becoming one of the leading tourist magnets in North Devon.

No doubt there will be more than a few visitors to Cornwall taking the scenic A39 rather than the more direct M5 and dual carriageways so they can see for themselves this new piece of Exmoor magic.

The famous wreath displayed on the railway after it closed in 18935 said "Perchance it is not dead but sleepeth."

This line is one of the West Country's biggest sleeping giants, and thanks to *Lyn*'s shrill whistle echoing through the Exmoor hills, it is now waking up fast. Many, many exciting times lie ahead.

→ Off the Shelf - pages 92-93.

HR

Peter's Railway

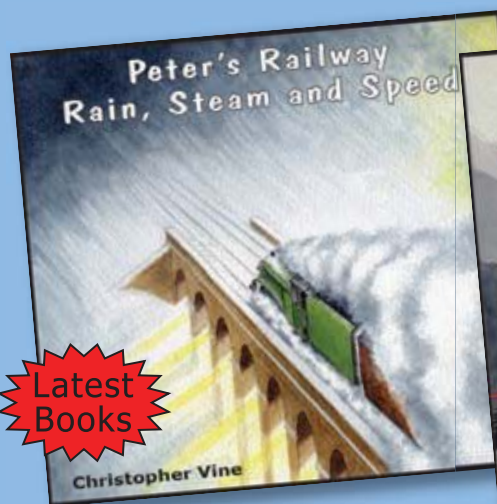
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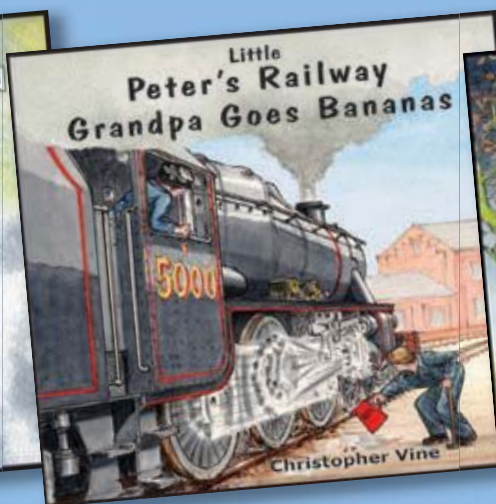
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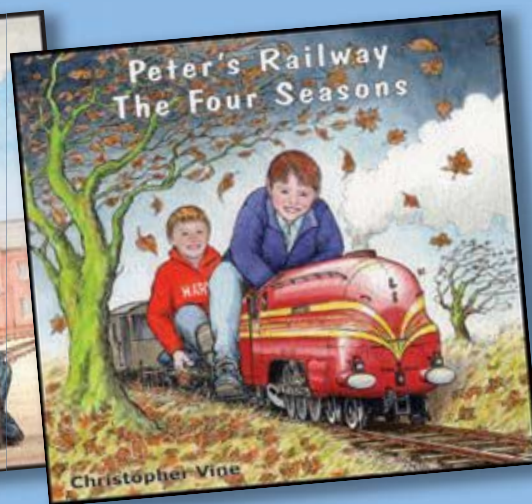


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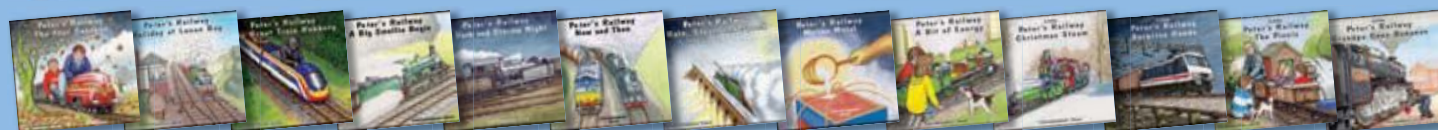
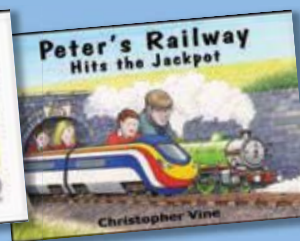
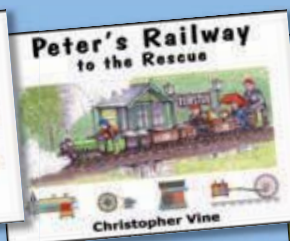
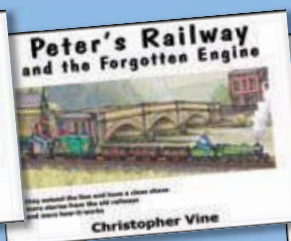
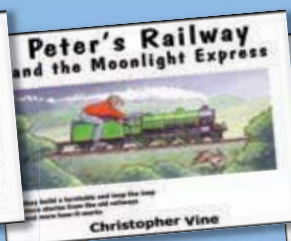
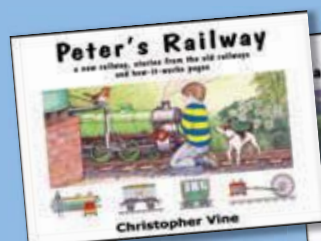


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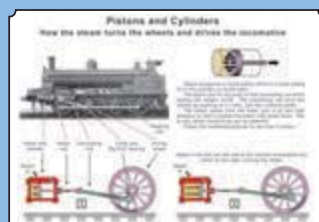
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MIDLANDS REMEMBERS SOUTHERN STEAM 50

Commemorations marking the 50th anniversary of the end of steam on the Southern Region continue to capture the public imagination – with the Great Central Railway seeing a 33% increase in visitor numbers for its autumn steam gala, writes **Robin Jones**.



SR Battle of Britain Pacific No. 34081 92 Squadron passes the Mountsorrel branch junction at Swithland with the newly restored train of box vans on October 6.
ALAN CORFIELD



BR Standard 5MT 4-6-0 No. 73156, running as No. 73084 *Tintagel*, crosses Swithland viaduct on October 5. This was the newly restored engine's only solo passenger run of the gala. SIMON WEBB



SR Battle of Britain Pacific No. 34081 92 Squadron departs from Loughborough on Friday, October 6. ALAN WEAVER

NEARLY 4000 passengers rode on trains during the Great Central Railway's October 5-8 autumn steam gala, where the end of Southern Region steam half a century ago was the predominant theme.

The guest engines were Bulleid Battle of Britain Pacifics, rebuilt No. *Sir Keith Park* and unrebuilt No. 34081 92 Squadron.

Added to that was debutant BR Standard 5MT 4-6-0 No. 73156, which ran in the guise of Nine Elms locomotive No. 73084 *Tintagel*, following test runs after the completion of its long-term restoration from Barry scrapyard condition.

In 1959, 20 of the class that had been allocated to the Southern Region locomotives were named. The names were transferred from SR King Arthur 4-6-0s that were then being withdrawn.

Not all, however, went according to plan. The later-than-expected arrival of 92 Squadron from the Nene Valley Railway meant it did not enter traffic until the Friday.

Furthermore, No. 73156/73084 failed at Leicester North on the Thursday morning with brake problems and was withdrawn from traffic.

To fulfil the timetable, the void left by its absence was filled by BR Standard 2MT 2-6-0 No. 78018 from the home fleet.

Class 20 D8098 and the line's DMU were also rostered, but in the end only one service each day was diesel hauled, the 2.05pm Rothley-Loughborough.

Other locomotives from the home fleet in



Bulleid Battle of Britain Pacific No. 34053 *Sir Keith Park* passes Little Woodthorpe on October 6. PAUL BIGGS

action were WR 4-6-0 No. 6990 *Witherslack Hall*, Stanier 8F 2-8-0 No. 48624, BR Standard 9F 2-10-0 No. 92214 *Leicester City*, LMS 'Jinty' No. 47406, and Ivatt 2MT 2-6-0 No. 46521.

A spokesman for the Great Central Railway said that visitor numbers were a third up on last year's corresponding event, and takings in the shop and cafes rose accordingly.





FORTY YEARS OF DELTIC DELIGHT

Early October saw half of the preserved production Deltic fleet drawing the crowds at the Bluebell Railway, which for so long was a no-go area for diesels, writes **Robin Jones**.

THERE was a time, not so long ago, when the mere mention of the word 'diesel' on the Bluebell Railway was nothing short of sacrilege.

However, largely fuelled by the arrival of modern traction during the building of the northern extension to East Grinstead, there was a slow begrudging acceptance that diesels had their part to play in an exclusively steam-operated domain, even if only under strictly limited conditions.

Soon, the occasional foray of a diesel to Sheffield Park was welcomed by more than a few linesiders, and it became clear that the Bluebell was missing a trick. No, it does not have to have diesels running every day or on off-peak weekends, but the occasional full-blown gala was another string to the bow of the line's revenue stream.

Far from shunning diesels, on Friday,

October 6, to Sunday, October 8, the line hosted the 40th anniversary celebrations for one of the most widely-respected heritage traction groups in the Deltic Preservation Society.

On October 4, West Coast Railways took a convoy of Class 55s from York to the Bluebell.

The National Railway Museum's D9002 *The King's Own Yorkshire Light Infantry* and the society's D9009 *Alycidon* ran to Barrow Hill to collect No. 55019 *Royal Highland Fusilier* before continuing south via Loughborough, Peterborough and the North London Line to East Grinstead.

The event featured an intensive three-train service on each day, and Deltic cab visits at Sheffield Park station.

The line's own Class 09 D4106 (09018), which was bought by a consortium of Bluebell locomotive department members, got in on the

act, giving brakevan trips on what was the first train of each day and rides throughout the day at Horsted Keynes.

The Friday, saw a three-Deltic line-up for photographers at the south end of Horsted Keynes.

The Saturday evening saw a special 'Beerex' Deltic train leave Sheffield Park at 8pm, with a special brew from the local brewers Harveys of Lewes available on board.

There was also a 12-car run on the 5.30pm train service from Sheffield Park, where a 7¼in gauge miniature Deltic was in operation.

The return convoy left the Bluebell early on Monday morning, with D9002 in charge, heading for Burton (where D9009 was dropped off, in readiness for the 'Swanage Belle' tour on October 21) and then to Barrow Hill to detach No. 55019, after which D9002 continued to York.




The Deltic Preservation Society's D9009 *Alycidon* departs from Horsted Keynes. ALAN HOLDING



No. 55019 *Royal Highland Fusilier* approaches Horsted Keynes. ALAN HOLDING

Main: On the first day of the Bluebell/DPS 40th anniversary three-day Deltic gala, a three Deltic line-up was staged at the south end of Horsted Keynes with the public allowed on to the tracks under supervision to photograph the three locomotives. This part of the celebrations saw the three engines switched off and took place at 1.30pm. Left to right the locos are: D9009 Alycidon, No. 55019 Royal Highland Fusilier and D9002 The King's Own Yorkshire Light Infantry. PHIL BARNES



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THE SHINING LIGHT at the end of the Central line...

It could be reasoned that the original Great Eastern Railway, and latterly the London Transport line linking Epping to Ongar that closed in 1994, would not have that many railway skeletons in its closet. *Heritage Railway* troubadour writer, photographer and regular at the present day Epping and Ongar Railway, **Geoff Silcock**, disagrees.



The shining light at the end of the Central Line, as Metropolitan 0-4-4T No. 1 prepares to run round the 3.05pm arrival from North Weald on August 16.

Far to the East of London, and nearly 15 miles away from the centre of our metropolis, is the present terminus of the London Transport Central Line at Epping station. Of course, it wasn't always like that, for the original GER line, and latterly London Transport outpost terminated at Chipping Ongar more than five miles further on, though nowadays this stretch of line is now better known as the heritage Epping Ongar Railway.

Original 'dead end' station...

Initially there was a plan by the Great Eastern Railway to continue the line east from Chipping Ongar, where the line could have turned to the north to reach Great Dunmow. However, the local history of the town suggests that several local dignitaries objected to any proposed extension on from their hard-won terminus, to the extent that they purchased a tract of land across the main street where the projected route would pass. It was then ceded to the local church, which started using it for burials, and thus the emergent GER was thwarted from proceeding any further, and so Chipping Ongar has retained its terminus under its various owners' tenure for the past 152 years.

The coming of the GER to the area certainly brought increased prosperity to the town, and the farms in the rural community benefited greatly from being able to send their fresh milk to London to obtain the best prices. After the turn of the 20th century special trains were run, including on Saturdays, for dairy produce, with a recorded 5000 churns conveying 385,000 litres of milk per week taken from the line to the London markets. Ongar station alone supplied up to a quarter of that total, and a weighbridge that would have speeded up this operation can still be seen today to the side of the main platform.

Although the advantage of a general rail link for freight to and from the outside world would diminish through the years with the advent of increased road competition, and with the changing patterns of modern living through the 20th century, the line from Epping to Ongar received a boost through both world wars, which increased into the mid-1950s, from the nearby airfield and associated features established at North Weald in 1916, and a feature of the air base was a forces' ticket booking facility.

The major change to the line came in 1935, with a government-funded £35m strategy to improve sections of the railway network around London's rapidly-expanding outer



The 1898 Neasden-built Metropolitan 0-4-4T No. 1 passes the 1865-built Blake Hall station bound for Ongar on June 24. Before Blake Hall station was closed in 1981 it had held the dubious record of being the least-used of all the London Transport stations on the network, with an average of six people using it per weekday. The GER line at that point was allowed access by the owner of the Blake Hall to the land in the vicinity, on the understanding that a similar GER design of the North Weald and Chipping Ongar station buildings would be constructed at that location for the owner's convenience. Blake Hall station has been in use as a private dwelling since it was closed by London Transport in 1981.

suburban belt. Among others, the LNER lines from the Stratford area to Ongar, including the Hainault Loop, were to come under the control of the London Passenger Transport Board, and become part of London Transport operations.

London Transport takes over

To enable this, the former LT Central London Line would become known as the Central Line, and it was extended underground from Liverpool Street to Stratford, and then forward to join the LNER line at Leyton. Although much of the building work was delayed by the Second World War, the line through to Epping was finally opened for through Central Line Tube trains in 1949.

However, the line from Epping to Ongar would continue to be served into the 1950s by what was even then an antiquated steam push-pull service, with converted 1920s Gresley suburban coaches, of which a 1940 driving end conversion still survives in running condition at Bere Ferrers in Devon. The motive power for these two-coach sets into the early 1950s was provided by a small number of rebuilt GER Worsdell F5 2-4-2Ts, that originally dated from the turn of the century, and several members of the class were converted at the nearby Stratford Works for push-pull operation in 1949.

The pick-up goods duties on the line were still mainly in the hands of the equally long-lived ex-GER Worsdell Y14 design of 0-6-0, with earlier examples dating from 1888 and later classified as J15 by the LNER. Because

of their generous route availability and being fitted with trip-cocks, this work provided some of the last duties for several of the remaining members of the class, until Stratford shed finally dispensed with regular steam traction in September 1962.

With London Transport in charge of the whole line into the 1950s, the push-pull fitted F5s and coaches and the J15s for pick-up freight workings were hired in from BR, including their crews and guards.

The remaining freight services after September 1962 continued with the first generation D8200 and D8400 Bo-Bos, that would become the TOPs Class 15 and 16 diesel classes, though the remaining rail-served wayside yards at the various stations between Eagle Lane South Woodford and Ongar, and on the former Hainault Loop, also known as the Fairlop Loop, were finally closed. The freight facilities were withdrawn in 1966, although some locations like the sparse sidings at North Weald had ceased operating several years earlier.

One aspect of the steam locomotive hiring arrangement by London Transport was that in line with other running movements over LT tracks around the capital and into suburbia, the regular working locomotives of the J15 and F5 classes on the line were fitted with the standard LT trip-cock apparatus that was a fitment at just above rail height that should automatically open a steam valve and give an audible signal in the event of over-running a signal at danger on the LT network.

However, the LT stipulation of hiring in trip-cock fitted locomotives, plus only push-pull tank locomotives for ease of operation alongside the LT tube units at Epping was not always complied with by BR, and at times when the regular engines were not available, (Stratford Works once made the error of scrapping one of the push-pull F5 2-4-2Ts, No. 67213) other locomotives, and even other classes were noted working temporarily to Ongar from Epping.

Over time these included GCR N5 0-6-2T No. 69257 (The auto and trip-cock fitted spare engine at the time for the similar LT Chesham branch, though it was found to be in bad mechanical condition), GNR C12 4-4-2T No. 67363 (push-pull, though not trip-cock fitted), GNR N2 0-6-2T No. 69546 (trip-cock fitted for running into LT Moorgate, but not push-pull fitted), GER N7 0-6-2T No. 9613 (believed at the time to be neither), and even BR Standard 4MT 2-6-0 No. 76041 (trip-cock, but not auto-fitted).

North Weald – front-line in the Suez Crisis

At the time of the Suez Crisis in the mid-1950s and the move away from the significance of the remote radar installations on high ground adjacent to the line at North Weald, it has been told that members of the heavier LNER K3 2-6-0 and certainly the J39 0-6-0s arrived in Epping Yard on nocturnal freights from the Stratford direction, well out of the way of the daytime Central Line trains, so as not to cause



During its fleeting visit to the EOR en route to the Mid Hants Railway, BR Standard 4MT 2-6-4T No 80078 has just arrived at Ongar with the 1pm from North Weald and Epping Forest during the railway's June 24/ 25 Victorian Weekend.



The recently overhauled Hawthorn Leslie 0-6-0ST Isabel (3437 of 1919), hauling passengers in a brakevan between North Weald and Ongar. ANDREW SMITH

distress to the travelling population on the tube services.

These trains evidently carried a certain amount of ammunition, as well as general stores, and were then trip-worked forward by the resident trip-cock fitted J15 0-6-0s, as the siding space at North Weald was severely limited, for their transfer forward by lorry to the nearby airfield. The airfield's duties had changed from being a fighter squadron base in the two world wars, to a supply centre after the Second World War and this put it at the forefront of military operations at the time.

In what was seen as an attempt to oust steam traction on the Epping to Ongar line early on in its tenure by London Transport, an ACV lightweight three-car railcar unit was tried out in late June 1952. It was said to have been reported at the time of its running trials that so advanced was the technology involved, that the unit was serviced by fitters from the nearby LT Epping bus garage. However, it was not judged to be a success, although it later found favour on the LMR's Watford to St Albans branch. Some 18 months earlier, a two-car GWR railcar built in 1942 had arrived for trials on the Ongar line, although due to a local manning dispute, it never ran any further than Epping, and was returned to the WR.

In the summer months in the 1950s, and in common with other GE suburban lines, occasional Sunday excursions were run to the seaside, and these produced a double-headed J15 0-6-0 combination and, latterly, a lone N7 0-6-2T. These would then hand the normal seven or eight-coach train over to a B1 4-6-0 or similar in the vicinity of Stratford station for destinations such as Clacton-on-Sea. Services to the south coast seaside towns, such as Brighton, would run to Liverpool Street, where two Stratford-based GER 0-6-0Ts would couple onto the other end of the train and traverse the East London Line via Shoreditch and the Brunel tunnel to New Cross to hand over to a Southern Region engine, in all probability a mogul, for the rest of its journey.

In the reverse direction, July 22, 1954 saw what seemed to be the regular double-headed J15 0-6-0 combination at the time, of trip-cock fitted No. 65476 and No. 65450 to Chigwell on the Hainault Loop, with an eight-coach set of Maunsell coaches in green livery on a military special from Dover, which presumably also ran via the East London Line.

It was not until November 18, 1957 that tube trains finally ran from Epping to Ongar, although the installation was said to have been done on the cheap, with three two-coach combinations, soon to become three-coach combinations a year later, with trains crossing at North Weald much as in steam days. In its wisdom London Transport decided not to proceed with building an electricity sub-station that had been planned for the line, which would have enabled full length Central Line tube trains to run to and from Ongar, so the shuttle units were faced with the prospect of drawing less power from the Epping end of the line that, because of an absence of a mains supply in the area, also served Blake Hall station itself. At the time it was quoted that the staff and the occasional passenger there would be aware that the regular tube train was due "up the hill" from North Weald, as the station lights would dim in consequence as the unit used more current to surmount the 1-in-95 gradient, or the 1-in-70 climb from Ongar.

The much less known BR staff service that became DMU-operated after the end of steam at Stratford, evidently ran from Epping via



At the Epping Ongar Railway's autumn diesel gala on September 24, visiting Class 50 No. 50026 *Indomitable* is seen alongside Class 20 D8001 and Class 31 No. 31438 at North Weald. PHIL BARNES

Leyton and Stratford to Liverpool Street in the middle of the night until 1970. The line used by BR that connected with the LT Central Line at Leyton and dated originally from the Eastern Counties Railway in 1856, was to be finally severed in 1972.

The new breed of commuters in the area had got used to driving directly to Epping station for the Central Line service into London, rather than having to wait for the Tube service to and from Ongar. Passenger numbers inevitably fell away into the 1970s and in consequence the service was finally downgraded to just one three-car Tube shuttle set on an hourly service. With the loop at North Weald and its signalling removed, the line from Epping to Ongar effectively became one long siding. Indeed, the level of passengers had fallen to such an extent that before one of the intermediate stations, Blake Hall, was closed in 1981, it had the dubious distinction of being the least used of all the stations on the whole LT network, with a regular clientele of just six people a day using its facilities each weekday, its Sunday service having been withdrawn 15 years earlier.

All change again

What had become a peak hour service only from Epping to Ongar soldiered on, and after the Essex County Council grant was removed in the late 1980s after many stays of execution, the line was finally closed on September 30, 1994, with the last day early-1960s Cravens three-coach tube set withdrawn from service directly afterwards, and preserved by the Cravens Electric Society. Repainted in the traditional London Transport red livery, it was hauled back to the present-day Epping Ongar Railway by two state-of-the-art London Underground Schoma battery locomotives for the 20th anniversary of the closure of the line in 2014.

At the time of the 1994 closure there had been two factions wanting to take over the line and its associated land and after one false start with the Pilot property company, the present Epping Ongar Railway supremo appeared in the form of Roger Wright who, with his team of mainly volunteers, has breathed life into the line once again, to the extent that the railway now ranks as one of the major tourist attractions in Essex.

At Epping, although the Epping Ongar Railway is still connected to the rest of the Central Line via a direct spur of track, the station in its present form may never again resound to the sound of steam, or indeed vintage diesel trains, as London Underground will continue to use the two platforms and the huge expanse of car parking there to maintain its intensive service.

On operating days, however, the iconic red and green vintage buses on the Epping Ongar Railway route 339 and 381 feeder services, are now on hand to meet and greet the increasing number of visitors from both Epping and, in the opposite direction, Shenfield station, on what will soon be the main Crossrail railhead to the east on the main line from Liverpool Street, and to deposit the EOR's new patrons at North Weald or Ongar stations on the E&OR line for the start of their journeys through the undulating Essex countryside.

New attraction at Ongar station

A new attraction at the Epping Ongar Railway from May 2017, open on the days train services are running, is the bijou Penny Salon exhibition area at the original GER Ongar terminus. This hosts regular presentations for visitors to the line, showing the surrounding Essex vistas, plus the history of the area and other associated transport themes.

The latest and most extensive presentation so far from early August has featured a name perhaps remembered by long-time *Heritage Railway* readers – 'Bygone Essex – Reg Batten 1914-2014, an appreciation'.

Reg was an East Ender all of his life, and at the age of three, while being bathed at the family home near Canning Town, he was blown off the kitchen table in the Silvertown explosion of 1917, when a local factory producing TNT blew up with the loss of many lives.

Reg briefly worked for the LNER at Stratford works and met both Gresley and Thompson. He and his brother Harry were keen cyclists and photographers of the Essex countryside.

Reg took his last photograph on December 10, 2006, when he was 92, of the very last electric train to North Woolwich. This was taken from the last GER footbridge still in position there. Reg went on to celebrate his

100th birthday in 2014, though sadly he passed away a few months later.

Essex from 50-80 years ago

Reg's work from those times lives on, so further generations can enjoy his traditional style of photography at first hand through those decades of change. A representative part of his work was presented by his son Malcolm, with the first-ever exhibition of his father's photographic work. The viewing dates were extended through both the EOR autumn diesel and steam galas dates until October 1. Also on show in The Penny Salon refurbished vintage 1890s showcase one of the cameras and some of Reg's associated photographic equipment that travelled with the Batten brothers racing tandem into the 1930s.

Further selections of Reg's work are among other presentations that are planned for the salon into 2018, with advance information regularly updated on its own The Penny Salon website, which is a part of the main EOR site. Further topics will include Reg's views of steam trains from the 1930s-50s and will include brand new 'straight out of the box' LNER A4 streamliners at speed, as appeared several years ago in *Heritage Railway*. These will be joined by many more images of the Essex countryside auras that Reg came to revere through the decades, in his mainly Sunday adventures from the East End.

But what of the light at the end of the old Central Line that we refer to in the title? Well, even in this day and age, all London Transport distances are still formulated from the 0.0 marker post by the buffer-stops at Ongar Station, although now they are in metric measurements. Now refurbished, as with the heritage Epping and Ongar line itself, the light at the end of the former Great Eastern Railway and Central Line now burns more brightly than ever...

In writing this article I would like to acknowledge the assistance of the true railway people at the present day Epping Ongar Railway, plus Jim Connor for the many aspects of information drawn from various EOR publications and, finally, my next-street colleague Malcolm Batten and Reg Henderson from Loughton for the extra information they supplied.

Long-lost Leicester 'Mickey Mouse' 2-6-2T's weekend of fame

Station pilot locomotives generally led a humdrum existence, mainly moving coaching and parcels stock, or even banking trains out of a larger terminus.

One such remembered locomotive that was given a weekend of acknowledgement, was when John Jones' Ivatt 'Mickey Mouse' 2-6-2T No. 41312 from the Mid Hants Railway became No. 41268, a long-time resident of Leicester Midland shed classified 15C, during the second weekend of its visit to the Epping Ongar Railway over the October 7/8 weekend. This was in addition to its appearance as itself in the E&OR autumn steam gala the previous weekend.

The reason for the reappearance of Ivatt 2-6-2T No. 41268, is that EOR chief mechanical engineer Tony Goulding's father, Dick Goulding, when he worked on the footplate at Leicester Midland, had No. 41268 on his first firing/driving turn, when it was the shed's 'pet' loco for some time. It was kept spotless by the younger cleaners, where it stood out against the begrimed freight locomotives on shed there.

The identity change of the 'Mickey Mouse' 2-6-2T for its second weekend at the Epping and Ongar Railway was undertaken by Geoff Silcock, and comprised number and shed-plates by Procast of Cleckheaton. The correct 8in 1268 paint transfers printed by Tearne's of Birmingham for British Railways as long ago as 1955 have been sourced to be arranged on the black Fablon overlays over the original cabside numbers.

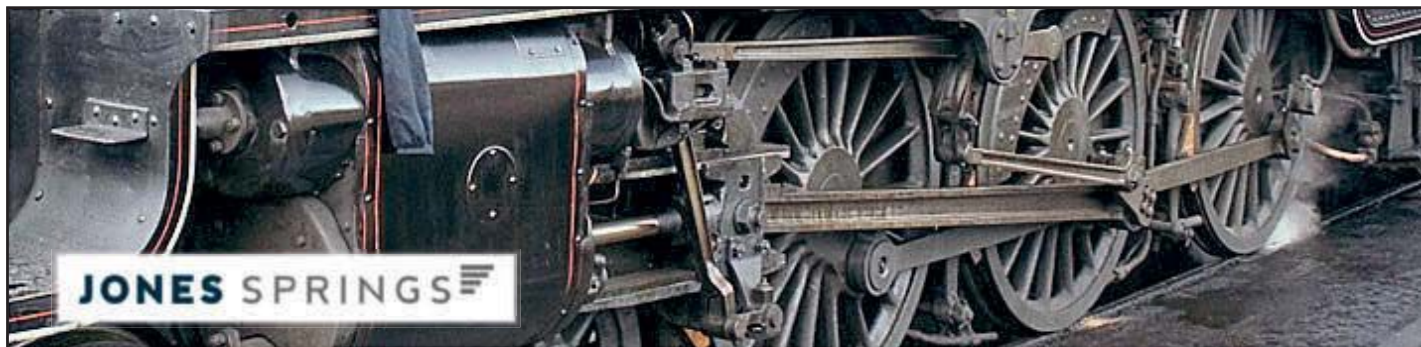
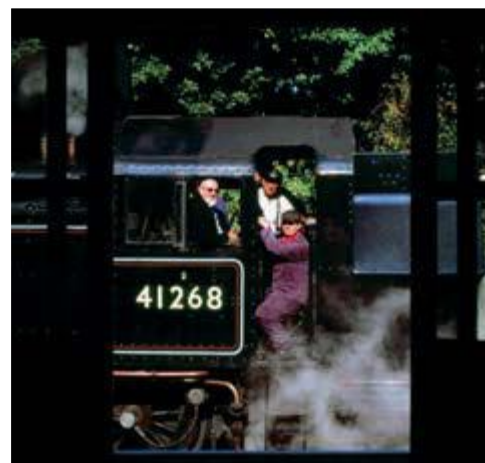
The real No. 41268 was allocated to



Visiting LMS Ivatt 2MT 2-6-2T No. 41312 heads a train from Ongar to North Weald on October 1.
ANDREW SMITH

Leicester Midland from when it was built at Crewe in 1950, and was finally transferred to Bank Hall shed in Liverpool in February 1959, while Leicester Midland shed, with its Midland Railway roundhouse, finally closed to steam in July 1966.

The nickname 'Mickey Mouse' for the Ivatt 2-6-2Ts is believed to have originated from their appearance when carrying Southern route indicator discs on each side of the smokebox. **HR**



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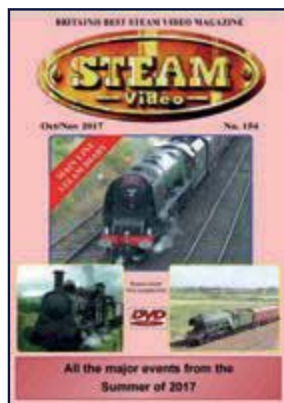
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NEWS AND EVENTS Bodmin and Wenford Railway - Gwili Railway Extension, Keighley & Worth Valley 'Little Engines Gala' - Spa Valley Steam - 'Joem' on Wensleydale Railway - Midland Railway Centre - Tyseley Open Weekend and 70013 'Oliver Cromwell' on the Great Central.

West Coast Duchess 46233 'Duchess of Hamilton' on the climb to Shap.

Steam Galas 60009 'Union of South Africa' on the Mid Norfolk Railway and the Foxfield Railways 50th Anniversary Gala with a wide range of

steam power hauling freight on the grade.

Waterloo Sunrise The events of the summer of 2017 commemorating the 50th anniversary of the end of steam on the Southern Region. Includes steam at Waterloo in the 1960s and Clan Line in 2017 on 'The Bournemouth Belle'. Archive film from the 1960s at Nine Elms, Vauxhall and Clapham Junction contrasts with the specials of July 2017 with 34046 'Braunton' and 35028 'Clan Line' in action on the Weymouth and Salisbury lines. In addition the galas on the Mid Hants Railway and Bluebell are featured with a wide range of motive power including Standard as well as Southern classes on freight as well as passenger duties.

Flying Scotsman in the North Action from the 'Waverley' & 'Hadrian' specials over the Settle and Carlisle including the climb to Ais Gill.

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VIDEO TRACK 180

NEWS AND EVENTS *Extended News from around the Network.*

D9009 'Alycidon' on Central Wales Line - Class 319 Farewell Tour and last duties - COLAS 67s to Weymouth - Test Trains - Leiston Flasks with DRS 37s - 50 007, 50 049, 20 059, 20 188 on Lickey - 50 008 'Thunderer' on Freight - 47 812 on stock move - 37 519 on stock move from Fort William - Main Line 33 - 57 002 on stock move - Class 88s on test - Pacer Unit to Long Marston - Hastings Unit on ECML - West Coast 47/37 haulage to York - Retro Welsh Dragon with 37/57s to South Wales - Royal Scotsman on Tour - Class 67 on VSOE - Flasks to Far North - Vivrail 230 001 to Long Marston - New Liveries - Summer Sat 37s to Great Yarmouth - 57 Loco Haulage in West Country - COLAS 60 in West - DCR 31 452 on freight - DCR 56s on engineering moves - 56 302 on Grangemouth Tanks - Buffer Puffer Railtour on 2 day tour of South East - Swanage to Wareham service - Diverted Freight - Gwili extension - Leiston Flasks DRS 37s - Charitable Chibble with GBRF 20s and 66s - New Freight flows - Azumas on test - Pacer unit to Long Marston - New COLAS 70s - Movements to Old Dalby - West Coast 47s, 37s, 33s and 57s on special trains and stock movements around the network - Class 67s on VSOE - Rail Live at Long Marston - Gwili Extension - **PLUS MUCH MORE.**

South West Scotland The West Coast Main Line from Carlisle to Beattock plus the former Glasgow and South Western Main Line through Dumfries. Freight traffic is featured on both lines, including coal traffic to the Ayrshire Open Cast Collieries, flask, liner and engineering trains. Includes archive film.

Lineside Locations An evening at Hemel Hempstead on the West Coast Main Line, and Hest Bank on the main line to the south of Carnforth with a range of traffic both loco hauled passenger and freight.

Going, Going, Gone! Toton Yards with the coming changes announced with HS2, Market Harborough and the re-aligning of the Midland Main Line, Welwyn Garden City with the re-development of the station area and its surroundings and HSTs on the famous stretch of line along the sea wall at Dawlish.

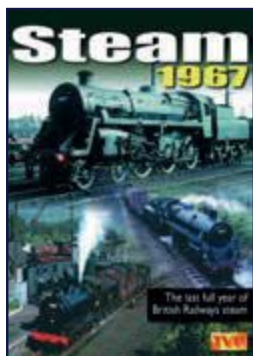
Cornish Branch The Western main line through Liskeard with a range of traffic past and present and the Looe Branch including first generation DMUs. In addition we take a detailed look at the Moorswater branch with a COLAS 70 on the weekly freight.

DRS Traction and Kingmoor Open Day A detailed look at the DRS Open Day at Carlisle on Saturday the 22nd of July with everything from veteran 20s to the latest generation 88s in and around the depot. Includes the associated Class 20/37 stock move to the event and other DRS main line working.

Diesel Galas With visiting and resident diesel traction The Great Central (North) Gala with 56 060, 33 035, 47 828, the prototype HST, 46 060, 56 097, 47 765. East Lancs Diesel Gala with D7629, 31 466, 40 135, 1842, 37109, D9537 and D9531, 56 006, 47 712, D832, 50 015 and visiting 60 026 from COLAS.- Spa Valley Diesel Gala with large number of visiting locos plus resident 33s.

Ancient & Modern Class 86s contrasting with Class 88s on climb to Shap.

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Steam 1967 - A review of the last full year of steam operations on British Railways.

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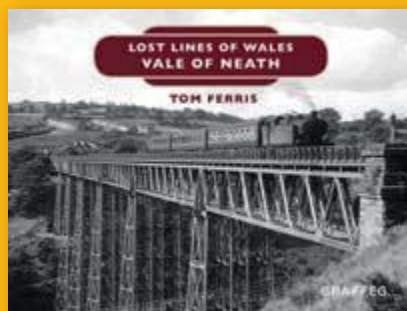
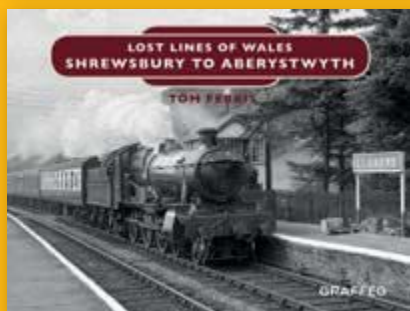
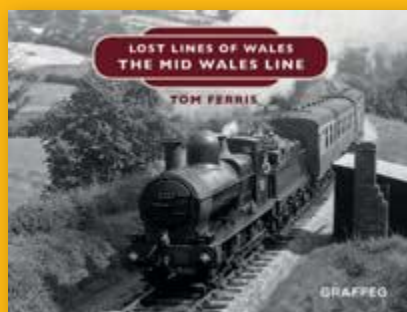
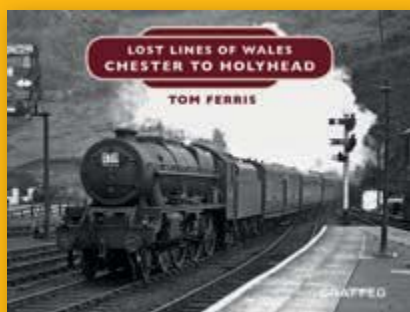
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TRACK TALK

→ Steaming to Bundoran

THANK you to Hugh Dougherty for his entrancing article Steaming to Bundoran in issue 232.

It took me back to February 1951 when, as an 18-year-old starting National Service, my first posting was to Castle Archdale, an RAF station north of Enniskillen beside Lough Erne.

The journey from Belfast to Enniskillen introduced me to Fintona Junction and the historic horse tram. I was immediately attracted to the name and have named my house Fintona. The Irish pronounce it as Fint'na.

Many of Hugh's observations were prevalent in 1951 such as the armed police, the IRA threat, customs posts at border crossings and the Burns Laird steamer from Glasgow.

A note of interest – Castle Archdale during the Second World War was a base for seaplanes with Sunderlands to the fore. During my stint it was on care and maintenance. It is now a country park.

Sadly my stay only lasted a few months before I moved to Cornwall, yet another long journey by rail and sea.

Iain M Robertson,
Leven, Fife

→ More Bundoran please!

I heartily agree with Lionel Price's letter regarding the article in a previous *Heritage Railway* by Hugh Dougherty, Steaming to Bundoran – one of the best railway reads for a long time. May I ask if Mr Dougherty has more tales to tell? Please may we see them over the coming months?

Graham Scott-Lowe,
email

→ What price a maroon 5MT?

WHILST admiring the finish of newly-restored Standard 5 No. 73156 (News, page 13, *Heritage Railway* 233), I could not help but notice the reflection of the light on its gleaming black paintwork gave the impression of a beautiful dark maroon livery, and how that would have made a much better passenger livery than the dreary early blue currently sported by *King Edward II* on page 9!

Oh well, life's full of what ifs...

Dave Masterson,
Ashford, Kent

STAR LETTER

The day *Galtee More* derailed at Grantham



Blinkered vision: LNER No. 60049 *Galtee More* waits at Grantham to take over an Up express in the early 1960s. The Gresley Pacific, which is fitted with a double chimney, was the first member of the class to acquire the German-style smoke deflectors, a 1960s addition that some enthusiasts felt ruined the A3's graceful lines. *Heritage Railway* reader and former King's Cross fireman John Harrington recalls being on the footplate of the locomotive when it derailed at Grantham prior to taking over an Up train. NORMAN PREEDY ARCHIVE

THE reference to LNER A3 No. 60049 *Galtee More* in Geoff Courtney's railwayana column in issue 232 brought back to me memories of the Pacific in about 1959, when I was a fireman at King's Cross shed.

The loco was turned on the triangle at Grantham for a run back to London, and we went on the Up road to south of the station, and then backed inside

behind the Yard signalbox. I'm not sure how, but a stone block derailed our front pony wheels.

As a result we had to take a V2 class 2-6-2 back to London – I don't remember its number but I do recall there was steam everywhere, but at least it got us back to King's Cross and I daresay it went into the works later.

My other memory of the incident

is that I had cleaned the windows of *Galtee More* before it unfortunately became derailed!

The magazine's railwayana column reminds me of days at Collectors' Corner outside Euston station, now sadly gone, and the treasures that were there then.

John Harrington,
Croxley Green, Hertfordshire

Bring back *Russell*!

EIGHTY years ago, the old Welsh Highland Railway closed. Rebuilding the line has been a tremendous achievement, however, there is one thing missing.

The iconic locomotive *Russell* from the Welsh Highland Heritage Railway, the only surviving locomotive of the original Welsh Highland, is barred from working on its former line to Beddgelert. In railway terms *Russell* is the narrow gauge version of the *Flying Scotsman*.

It would create not only Welsh railway

history but a tremendous amount of goodwill if it was allowed after 80 years to work along the line it was built for.

Apparently there are a number of reasons why this has not come about.

It is now 2017. Let bygones be bygones. It will not take rocket science to allow *Russell* to come back home.

I wish all people who appreciate Welsh railway heritage to politely ask the managers of the Ffestiniog & Welsh Highland Railways to make a generous gesture and bring this locomotive back to where it belongs. They will get

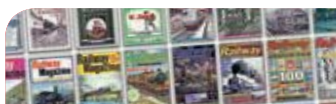
a tremendous benefit from this, both commercially and goodwill far beyond their expectations.

Porthmadog is lucky in having two narrow gauge railways. The heritage railway plays a vital role in allowing those of low and medium income to have a railway experience. I wish both railways well.

Every year the F&WHR has a Super Power Weekend. Bringing back *Russell* will put the 'Super' into 'Super'.

Chris Magner,
Bridgnorth, Shropshire

Hunslet 2-6-2T *Russell* at Harbour station, Porthmadog, in 1990. DAVID ALLAN



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Class 31 D5511 passes Morningside Road on July 18, 1958. STUART SELLAR

Memories of a Morningside freight

READING about the travels of D5511 in issue 232 brought to mind a shot I took of the loco.

It was taken at Morningside Road on the Edinburgh Suburban Line.

Regrettably I cannot recall what the mineral wagons on its train were loaded with but the brake van at the front indicates that it was being rounded somewhere so

presumably it was a test run.

The headcode indicates that the train was not fully fitted.

Stuart Sellar,
email

TRACK TALK

→ Why restore Warwickshire?

ALTHOUGH I found the article 'Warwickshire: an important Manning Wardle survivor' by Mark Smithers very interesting and informative, it did raise a question in my mind that Mark did not appear to answer, namely 'Why expensively restore this loco to running order?'

Agreed, this loco has a significant place in the history of the magnificent Severn Valley Railway, but it is of little or no practical use in the present day-to-day operation of this railway, which usually runs five or six-coach trains, far beyond the capacity of Warwickshire.

Surely it would have been better to cosmetically restore it and place it in the excellent Highley museum?

The money being spent on its restoration could then have been used at Bridgnorth.

Also Mark did not mention Manning Wardle No. 1955 Charwelton which is currently operational on the Kent & East Sussex Railway. Is this of the same class as Warwickshire?

R Moules,
email

Happy time spotting in the North East

THANKS very much for my own personal magazine – by which I mean the inclusion in issue 233 of two articles concerning the North East, my old stamping ground in my teens and early twenties.

Living near Heaton depot I knew well the North Tyne lines and their loco depots and the great number of coal trains, as well as the complicated, poorly timed passenger services.

Blyth sheds were usually gained by bus from Newcastle and were very easy to get round. I never knew quite why both sheds were under the same code as they operated for the most part entirely separately.

There was also their sister, infrequently mentioned, shed at Percy Main which was unusual in having its entire allocation being J27s, shunting etc being in the hands of NCB locos from Backworth and Rising Sun collieries and Tyne Commission Quay locos at the docks at North Shields.

Heaton shed was quite difficult, basically one way in down a slope, at the bottom of which was a foreman's office. From the slope though you could see the dead line which often had rare Scottish locos on their way to or from Darlington or Doncaster works. Occasionally too Eastern area locos such as K2s, very rare in Newcastle,

were seen going the other way to Cowlairs works. Heaton also had the hazard of the three rail electrification lines right alongside the shed.

Gateshead was very accessible as there were numerous entry points including the infamous ash banks up from the River Tyne. Again, rare locos to be found when the works were operating. Peculiarly, Wrexham J72s and Bidston J94s were regularly overhauled at Gateshead.

The neighbouring but never-mentioned shed at Borough Gardens was more difficult to get into as it was surrounded by sidings and again three-rail electrification. I never quite understood why it was in 54 area as it was less than a mile from 52A Gateshead.

Blaydon was very accessible as multi entrance points were taken advantage of regularly. There was also the plus of Robert Stephenson works at the back of Newcastle Central station where at one time a number of GW panniers were built, as well as sundry industrial locos.

So, these articles brought back many happy memories although by the end of steam I was married and living and working in Edinburgh, so missed the last knockings of a great railway heritage area.

Alan May,
Derby.

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'From the Footplate: Keighley & Worth Valley Railway' is produced by Steaming Around Yorkshire Film Production, copies of the DVD are available via our website or writing to us at: Simon Roberts, 10 Maple Gardens, Whinmoor, Leeds, LS14 2FA. Cheque payment is accepted but all cheques must be payable to Simon Roberts. Discount code is only available to Heritage Railway readers when ordering directly from Steaming Around Yorkshire Film Production. Discount code expires 10th December 2017. DVD original price £12.95, discounted with 10% £11.65. Blu-Ray original price £14.95, discounted with 10% £13.45. All prices include free postage to all customers.

Lee Marsh
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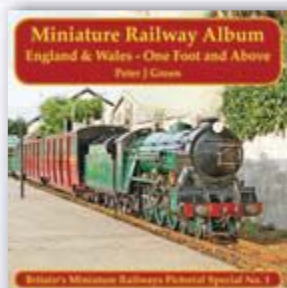
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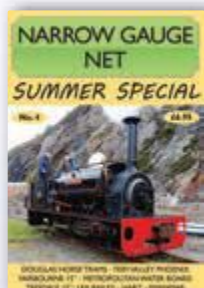
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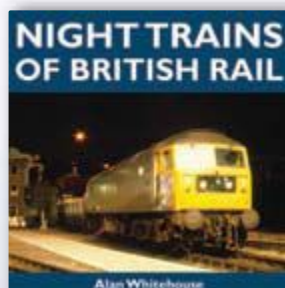
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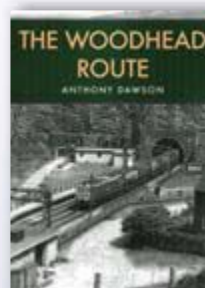
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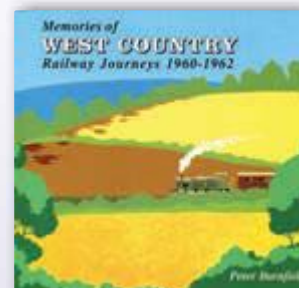
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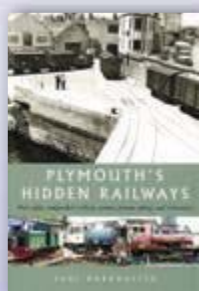
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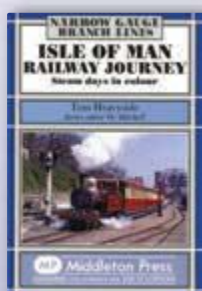
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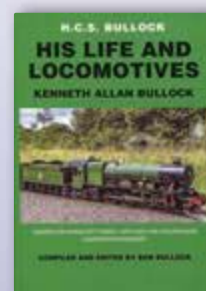
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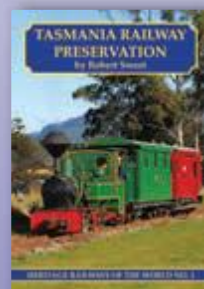
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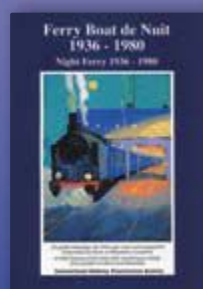
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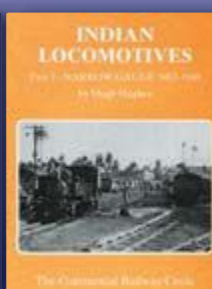
Our bi-monthly magazine, *Locomotives International*, is the UK's leading publication for followers of railways around the world, with regular features and top quality photography. Available on subscription or through the newstrade, current subscription rates are:

Delivery Zone	ONE year (6 issues)
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EU	£40.00
ROW	£47.00

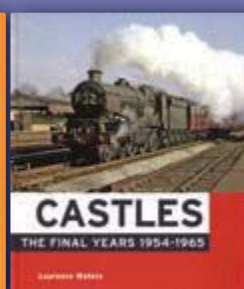
BARGAIN CORNER!



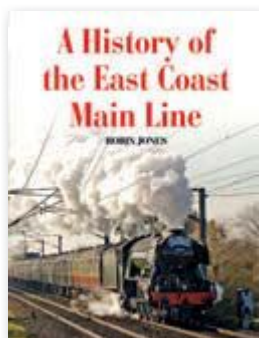
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A History of the East Coast Main Line

By Robin Jones (softback, Crowood Press, 240pp, £25, ISBN 978 1 78500 286 1)

SINCE the mid-19th century, the East Coast Main Line has been one of the major routes from London to northern England and to Scotland. It has seen some of the greatest achievements in the railways, most notably *Flying Scotsman* becoming, in 1934, the first locomotive in the world to exceed 100mph and *Mallard* in 1938 claiming the as-yet-unbroken world speed record for steam locomotives of 126mph.

The East Coast Main Line not only made history by facilitating an ever-faster link between two capital cities, it also provided an international stage for Britain's engineering marvels, inspiring many generations of schoolboys and adults alike. That was to continue after the end of the steam era on British Railways, with diesel and then electric traction setting a series of new records over the route.

This book by *Heritage Railway* editor Robin Jones looks at how the London-Edinburgh line became the world's fastest steam railway and how its proud and unique heritage is appreciated

Lyn Returns

By Peter Best, Ian Gaylor and Stephen Phillips, edited by Tony Nicholson (softback, The 762 Club, www.lynton-rail.co.uk/shop £9.95 plus £2.50 p&p)

As highlighted in our feature on pages 70-72, one of the landmark events of this year was the launch of the £650,000 near-replica Baldwin 2-4-2T *Lyn* at the hugely-successful Lynton & Barnstaple Railway's autumn steam gala, writes Robin Jones.

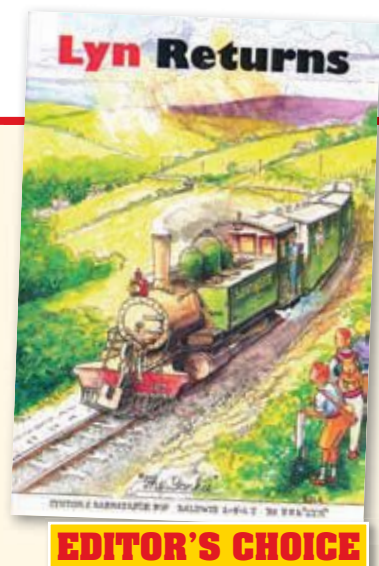
The debut of any new-build locomotive, especially full-size ones, is a cause for mass celebration, but this one is special. It adds the biggest missing ingredient to this marvellous little heritage line's re-creation of an original rake of carriages, in the form of 'authentic' motive power.

The front and back cover are illustrated with more of local artist

Eric Leslie's marvellous L&B watercolours, in this case *Lyn*, complete with its trademark US-style cowcatcher. The depicted scenes could so easily be today as the early Thirties, and reinforces the continuing success of the line's revivalists to restore the legendary line exactly as it was.

The volume, well illustrated throughout with archive pictures, tells both the stories of the original *Lyn*, and the 2017 version with modern refinements to its design.

For a railway which currently has just short of a mile in length, the completion of such a project is a truly



stupendous achievement, and this volume is a fascinating souvenir of that.

Profits from the book go towards builders the 762 Club and will help maintain No. 762.

A NEW LIVING LEGEND

and celebrated today more than ever before.

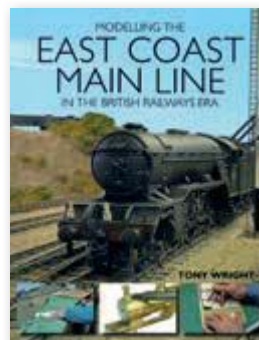
The heritage era is not neglected, with chapters on the National Railway Museum, the Great Gathering of the six surviving A4 Pacifics in 2013 and the triumphant return of *Flying Scotsman* in 2016 after its latest overhaul.

DETAILED HISTORICAL STUDY

Modelling the East Coast Main Line in the British Railways era

By Tony Wright (softback, Crowood Press, 224pp, £19.99, ISBN 978 1 78500 316 5)

COMPARATIVELY few model railway layouts aim to represent an actual



prototype, right down to the nuts and bolts, and more often than not are freelance impressions of a given subject. The author, however, has aimed far higher than that, and both ambitiously

and successfully has recreated an ECML station in 4mm finescale.

Little Bytham station is one of those places which crops up every time the legendary world speed record run of *Mallard* in 1938 is mentioned. The station survives today – although closed, there has been an attempt by a local enthusiast to restore it as a museum.

This volume covers all aspects of OO gauge modelling, from planning a layout and preparing the baseboard to creating scenery and amassing – and building from kits – appropriate locomotives and rolling stock.

Separate chapters deal with modelling structures and buildings, and even delves into the complicated realm of timetabling.

There is much in this book that will appeal to the beginner in terms of layout creation just as much as the seasoned veteran, and much of the basic techniques are outlined with the help of a wonderful array of colour pictures.

You don't have to build a four-track trunk railway to enjoy the hobby, but this superb volume shows just what can be achieved at any skill level.

INSPIRATIONAL RAILWAY MODELLING

Britain's 100 Best Railway Stations

By Simon Jenkins (hardback, Viking/Penguin Books, 326pp, £25, ISBN 978 0 241 97898 6)

VIRTUALLY from the word go, this is a man who talks our language.

Throughout this grand tour of some of the finest surviving stations in the UK, he makes the basic point that they are just as much worthy of care as castles, churches, monasteries and stately homes.

It was from the late Sixties onwards that, following the end of British

Vintage Steam Calendar 2018

(Calendar, Bahamas Locomotive Society, 2 Meadowcroft Mews, Castleford, WF10 4SU, £5, cheques made out to Bahamas Loco Trading Ltd)

The Bahamas Locomotive Society's popular calendar is now available for 2018, priced at £5 plus £1.50 p&p, UK only). With one page per month,



it is illustrated by 13 excellent monochrome images of BR steam across the regions by the late Eric Oldham and Martin Welch.

To celebrate the Bahamas Locomotive Society's 50th anniversary, the calendar features a cover photo by Rodney Lissenden of No. 45596 *Bahamas* near Shap summit in BR days.

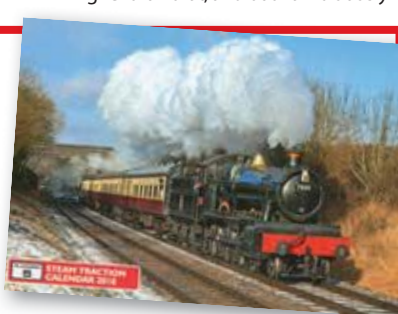
Ring-backed with space for notes, the calendar can be obtained from the museum shop at the engine shed, adjacent to the Keighley & Worth Valley Railway's Ingrow West station or by post from: Bahamas Locomotive Society.

STEAM DAYS CALENDAR

Steam Traction Calendar 2018

(Calendar, Platform 5, £9)

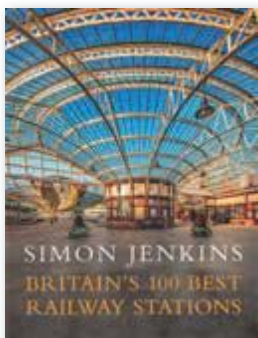
FOLLOWING the success of the last two calendars, Platform 5 has followed



the same design as previously, with bigger pictures and more space to write notes and reminders.

Each month has a double page spread with the image on one side and the calendar on the other. The photographs are taken by the country's leading railway photographers in some of the most picturesque locations, covering a variety of preserved locomotives and railways from LMS 'Crab' No. 13065 in the snow to *The Great Marquess* on the West Highland extension.

LARGE COLOUR STEAM CALENDAR.



Rail steam on the main line, that the network was subjected to a Chairman Mao-style cultural revolution, in which vestiges of the past were ripped out and demolished in favour of a utilitarian brave new world, in which stations were to be purely functional and show nothing of their Victorian grandeur.

It was easy to rant and rage about British Rail's corporate vandalism, but the author – who served as chairman of the National Trust, deputy chairman of English Heritage, and who founded the Railway Trust – instead chooses to major on what survived the decade of destruction and drabness, and celebrates the beauty of their architecture.

The author played his part in changing official attitudes towards the 'masterpieces' that populate the book, after he was made a member of the British Railways Board in 1980, and heading its environmental panel, toured the country to see what remained and what was still at risk.

The net result here is an inspirational reassessment of the architectural treasures that too often have been taken for granted and treated with disdain, and raises awareness of their immense cultural significance, from Exeter St David's to Perth, from Birmingham New Street to Betws-y-Coed. There is also an extensive chapter on London Underground.

Flying the flag for the heritage section are Loughborough Central, Porthmadog Harbour, Sheffield Park, Whitby, Aviemore and Berwyn (on the Llangollen Railway).

A treasure chest of insights and a browser's delight, this splendidly-presented book deserves to find its way under many indoor fir trees on December 25.

LANDMARK ENRICHING WORK

Country Railway Routes: Nuneaton to Loughborough and Ashby-de-la-Zouch to Derby

By Vic Mitchell and Keith Smith (hardback, Middleton Press, 96pp, £18.95, ISBN 978 1 8910356 08 1).

YES, there was a time when Loughborough had three stations. The town lay at the end of a branch opened by the Midland Counties Railway in 1840, linking it to Coalville.

However, few if any would remember

Marsden Rail 38: Around Britain

(DVD, www.videoscene.co.uk 75 mins, £19.95)

THE latest in the well known Marsden Rail series of DVDs takes the viewer on a journey around Britain between 1953 and 1967, when a variety of steam traction continued to operate in a traditional railway setting.

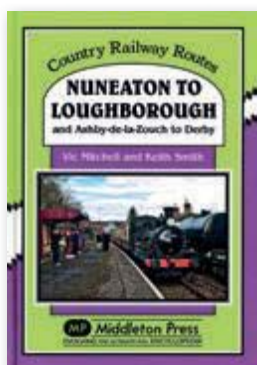
The programme opens in 1953 in Scotland, covering Eastfield shed, the south end of the West Highland line, and Beattock, with many vintage engines still in action. This is followed by a visit to Carlisle in its heyday.

Moving south to the Welsh Marches and Shrewsbury, there is a trip on the

Shropshire and Montgomeryshire Light Railway in 1958, followed by Wrexham, Chester and the North Wales coast with many LMS Pacifics. Then to the Cambrian Coast including a visit to the Fairbourne Railway.

On the other side of the country, East Anglian steam is seen at Norwich, Liverpool Street and many rural locations, with classic GER classes at work alongside first generation diesels and electric units – scenes which made the 1950s and early 1960s such a fascinating period of British railway history.

QUALITY NOSTALGIC FOOTAGE



taking a ride on it today, as it lost its passenger services on April 13, 1931, a decade in which many of the other lines in this useful historical account followed suit.

Many services in the area covered by this book ran across two or more of these meandering lines.

Most of the cross-country routes in this volume lie in Leicestershire, with some passing in and out of Derbyshire. Many of them were pre-Beeching closures, easy prey to competition from road transport in a region well served by roads.

Of heritage interest here is the section of the Ashby & Nuneaton Joint Committee line which in 1978 was revived as the Battlefield Steam Railway, and which later became the Battlefield Line.

The volume follows the standard MP format of using archive black-and-white pictures, vintage Ordnance Survey plans and track diagrams, route maps and the occasional timetable to depict every meaningful location, from stations and halts down to industrial sidings.

ESSENTIAL LOCAL HISTORY

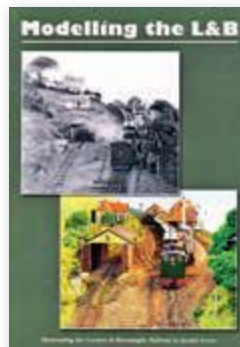
Modelling the L&B: Recreating the Lynton & Barnstaple Railway in model form

(softback, The Lynton & Barnstaple Railway Trust, www.lynton-rail.co.uk/ shop £9.95 plus £2.50 p&p)

HALF a century ago, if you wanted to model narrow gauge but did not have the skill to build locomotives and

rolling stock, you were severely limited to proprietary models and maybe white-metal kits, of which there were few. There were the Eggerbahn freelance European-style engines, carriages and wagons, Playcraft did a nifty 0-4-0T (a full size one is now in an advanced state of completion at the North Bay Railway workshops in Scarborough), and at the higher end of the market, Liliput produced some excellent 009 ready-to-run stock.

Some of the firm's Zillertalbahn and



Salzkammergut Lokalbahn coaches could pass for British stock, thanks to the late Derek Mayman's importation of a rake for the Welshpool & Llanfair Light Railway. However, if you wanted to go any further than that in modelling a UK line, you were stumped.

Fast forward to today, and the picture is so much brighter. This A4-size volume is an encyclopaedia of what you can buy or create to represent the L&B today. Heljan makes an impressive Manning Wardle 2-6-2T, Peco produced coaches and wagons for the line, and Accurcraft makes an impressive Lew for garden railways.

If you've been down to Woody Bay to see the new *Lyn*, and fancy a slice of the action back at home, this book is the perfect place to start.

It is dedicated to longtime L&B supporter Tony Peart, who died on August 5 at the age of 59, shortly after the book was printed. The volume contains much of his work.

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LNER A4 No. 60009 *Union of South Africa* and SR Battle of Britain No. 34081 *92 Squadron* at Wansford during the Nene Valley Railway's Pacifics gala on September 17. HAYDEN SHEPPARD

BRIAN SHARPE'S FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre

Narrow gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Running: Oct 18-29.

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: Oct 21-29, Nov 4, 5.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: Oct 28, 29, 31.

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, 41313.

Running: Oct 22-29.

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: Oct 21, 22, 24-29.

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: Oct 20-29.

Romney, Hythe & Dymchurch Railway

Narrow gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353. Running: Daily to Oct 29. Oct 31, Nov W/Es.

Royal Victoria Railway

Narrow gauge, one mile.
Netley, Southampton.

Tel: 02380 456246.

Running: W/Es + sch hols.

Sittingbourne & Kemsley Railway

Narrow gauge, 1¼ miles.
Sittingbourne, Kent.
Tel: 01795 424899.

Running: December.

Spa Valley Railway

Standard gauge, five miles, footplate experience. Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: Oct 20-22, 24-26, 28, 29.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine.
Bitton, Bristol.

Tel: 0117 932 7296.

Running: Oct 21, 22, 24-26, 28, 29.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine.
Bodmin, Cornwall.

Tel: 01208 736666.

Engines: 4612, 30587, 30120.

Running: Oct 21-29, Nov 4.

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 to Oct 28. Nov 1, 2, 4, 8, 9, 11, 15, 18.

Devon Railway Centre

Narrow gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: Oct 21-29.

East Somerset Railway

Standard gauge, two miles. Cranmore,
Somerset. Tel: 01749 880417.

Engines: 46447, 5637.

Running: W/Es + Weds to end Oct.

Gartell Light Railway

Narrow gauge, ½ mile. Common Lane,
Yenston, Templecombe, Somerset
BA8 0NB. Tel: 01963 370752
www.newglr.weebly.com

Running: Oct 29.

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. Engine: 762

Running: Oct 21-29, 31, Nov 7, 12, 14.

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 to Oct 29 + 31.

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 to Oct 29, Nov 3-5.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.

Swanage, Dorset. Tel: 01929 425800.

Engines: 34070, 80104, 31806, 34053.

Running: Daily to Oct 29. W/Es + Tues-Thurs to Nov 9.

Swindon & Cricklade Railway

Standard gauge, three miles, footplate experience.

Blunsdon, Wiltshire.

Tel: 01793 771615.

Running: Suns + Oct 21, 27, 28.

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.

Running: Oct 21-29.



Recently-overhauled Hunslet Austerity 0-6-0ST No. 3890 converted to a tender engine, on the Ribble Steam Railway. FRED KERR

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.

Tel: 01379 686900. Engine: 662

Running: Daily to Oct 29.

Bure Valley Railway

Narrow gauge, nine miles, footplate experience.

Aylsham, Norfolk.

Tel: 01263 733858.

Running: Daily to Oct 29. Nov W/Es.

Colne Valley Railway

Standard gauge, one mile, footplate experience, wine and dine.

Castle Heddingham, Essex.

Tel: 01787 461174.

Running: Oct 22, 24-26, 28, 29.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Running: Oct 28, 29.

Mangapps Railway

Standard gauge, one mile.

near Burnham-on-Crouch, Essex.

Tel: 01621 784898. Engine: 94078

Running: W/Es to end Oct.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.

Tel: 01362 690633. Engines: 9466.

Running: Oct 21, 22, 25-29.

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: Oct 21, 22, 24-26, 28, 29, Nov 11, 12.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience. Sheringham, Norfolk NR26 8RA. Tel: 01263 820800.

Engines: 564, 8572, 92203, 76084, 1744.

Running: Daily to end Oct, Nov W/Es.

Wells & Walsingham Railway

Narrow gauge, four miles.

Wells-next-the-Sea, Norfolk.

Tel: 01328 711630

Running: Daily to end Oct.

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 to Oct 31.

Running: Suns + Oct 25.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.

Chinnor, Oxon.

Tel: 01844 353535. Engine: 6412.

Running: Suns to Oct 29.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067.

Running: Oct 28, 29.

Didcot Railway Centre

Standard gauge, footplate experience.

Didcot, Oxon.

Tel: 01235 817200.

Engines: 93, 6023, 4144.

Open: W/Es + Oct 23-27.

Running: Oct 21, 22, 25, 28, 29.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200. Engine: Met 1.

Running: Oct W/Es + 25, 31.

Leighton Buzzard Railway

Narrow gauge, 2¼ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Oct 22, 25, 28, 29, Nov 5, 12.

MIDLANDS

Amerton Railway

Narrow gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: Oct 21-29.

Apedale Valley Railway

Narrow gauge, ½ mile. Apedale,

Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: Oct 21, 28, 29.

Barrow Hill Roundhouse

Standard gauge, ¼ mile. Chesterfield,

Derbyshire. Tel: 01246 472450.

Open: W/Es.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754

Running: Oct 21, 22, 25, 28, 29, Nov 4, 5, 12.

Chasewater Railway

Standard gauge, two miles. Walsall,

West Midlands. Tel: 01543 452623.

Running: Oct 22, 26, 28, 5, 12.

Churnet Valley Railway

Standard gauge, 5¼ miles,

footplate experience, wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755. Engines: 7820, 4277.

Running: Oct 20-22, 25.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate

experience, wine and dine.

Norchard, Lydney, Glos.

Tel: 01594 845840. Engine: 5541.

Running: Suns, Weds + Oct 21, 23, 27, 28.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: Sat, Tues + Oct 22, 26,

27, 29, 31.

Evesham Vale Railway

Narrow gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es + Oct 23-27.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Oct Suns.

Gloucestershire

Warwickshire Railway

Standard gauge, 12 miles, footplate experience. Toddington, Glos.

Tel: 01242 621405.

Engines: 2807, 4270, 35006, 7903.

Running: Oct W/Es + 24-26.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. Engines: 48624, 46521,

92214, 6990, 78018, 73156.

Running: W/Es + Oct 31, Nov 3.

Great Central Railway

Nottingham

Standard gauge, four miles.

Ruddington, Notts.

Tel: 0115 940 570. Engine: 8274

Running: Oct 22, 29, Nov 4.

Midland Railway – Butterley

Standard gauge, 3½ miles,

footplate experience, wine and dine.

Ripley, Derbyshire.

Tel: 01773 570140. Engine: 5619.

Running: W/Es + Oct 23-27.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants. Tel: 01604 820327.

Running: Oct 28, 29.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire. Tel: 01629 580381.

Running: W/Es + Oct 24, 25.

Perrygrove Railway

Narrow gauge. B4228, Coleford, Glos.

Tel: 01594 834991.

Running: W/Es + Oct 23-27, 30, 31.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Tues, Thur, Sun.

Running: Nov 19.



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Rocks by Rail commemorated the 50th anniversary of the sudden closure of the Oxfordshire Ironstone Company's system in 1967. OIC fully dieselised its system near Banbury in 1965 with a fleet of 13 Sentinel 0-4-0s, but closed just two years later. Three of the 13 – *Betty*, *Jean* and *Graham* – are seen outside the exhibition centre at Cottesmore. Only *Betty* is currently operational and spent the day working the quarry. ALISTAIR GRIEVE

Rudyard Lake Railway

Narrow gauge, 1½ miles.
Leek, Staffs. Tel: 01995 672280.

Running: Oct 21-31, Nov 4, 5.

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, 7802, 813, 7714.

Running: W/Es + Oct 23-27.

Steeple Grange Light Railway

Narrow gauge, ½ mile, footplate
experience.

Wirksworth, Derbyshire.

Running: Oct 22, 29.

Telford Steam Railway

Standard gauge, one mile, footplate
experience. Telford, Shropshire.

Email: sec@telfordsteamrailway.co.uk

Tel: 01952 503880.

Running: December.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

near Ulverston, Cumbria.

Tel: 01539 531594. Engines: 42073, 42085.

Running: Daily to Nov 5.

Ravenglass & Eskdale Railway

Narrow gauge, seven miles.

Ravenglass, Cumbria.

Tel: 01229 717171.

Running: Daily to Nov 5.

Ribble Steam Railway

Standard gauge, one mile.

Preston, Lancs.

Tel: 01772 728800.

Running: Oct 28, 29.

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: Oct 22, 29.

Cleethorpes Coast Light Railway

Narrow gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: W/Es + Oct 23-27.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,

Laythorpe, York.

Tel: 01904 489966.

Running: December.

Elsecar Railway

Standard gauge, one mile. Footplate

experience.

Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: Oct 21, 22, 31.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Engine: 5643.

Running: Oct W/Es + Tues. Nov Suns

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 + Oct 18-20, 23-27.

Kirkstall Light Railway

Narrow gauge, four miles. Huddersfield,

West Yorks. Tel: 01484 865727.

Running: Oct 21-Nov 5. Nov 11, 12.

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: Oct 22, 29, Nov 5.

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: Oct Suns.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks.

Tel: 01751 472508.

Engines: 76079, 80136, 44806, 61264, 926.

Running: Daily to Oct 31.

South Tynedale Railway

Narrow gauge, 3½ miles. Alston, Cumbria.

Tel: 01434 382828/381696.

Running: Oct 21-29, 31.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns + Oct 28.

Weardale Railway

Standard gauge, five miles.

Stanhope, Bishop Auckland, Co Durham.

Tel: 01388 526203.

Running: Oct W/Es + 25.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 0845 450 5474.

Engine: 69023.

Running: Suns + Oct 21, 24, 27, 28, 31,

Nov 4.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate
experience. Bury, Lancs.

Tel: 01617 647790.

Engines: 13065, 52322, 34092.

Running: W/Es + Oct 25-27.

Eden Valley Railway

Standard gauge, two miles.

Warcop, off A66, Cumbria CA16 6PR

01768 342309.

www.evr-cumbria.org.uk

Running: Oct 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: Oct 19-23, 26-30.

98 Heritagetrailway.co.uk

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.

Lionheart station, Alnwick,

Northumberland.

Running: Oct 28.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.

Tel: 01652 657053.

Running: TBA.

Bowes Railway

Standard gauge, one mile.

Springwell, Tyne & Wear.

Tel: 01914 161847.

Open: Oct 31, Nov 4.

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Here be Dragons • Phil Girdlestone • £39.90

We are delighted to bring Phil Girdlestone's engineering autobiography to print, albeit sadly posthumously. Girdlestone started his steam career on the Ffestiniog Railway, where he was to remain for 16 years during what was a critical time in that railway's development. Whilst there he became influenced by the work of David Wardale and Dante Porta on modernising steam power, and applied their principles firstly to the Alco 2-6-2 'Mountaineer', and secondly, and more controversially, to the ex Penrhyn Quarry 2-4-0 'Linda', which he rebuilt for coal firing with a Gas Producer system and Lempor exhaust. In 1985 he joined a team working on an EEC sponsored rehabilitation of steam locomotives for the Sudan Government Railway and subsequently he became CME to a team trying to keep the South African 2 foot gauge Alfred County Railway going. Phil moved to South Africa, where he stayed for the rest of his life, and whilst the ACR project was to ultimately fail, he completely rebuilt and modernised two of the line's NGG16 class Garratts to considerable effect. Further work was to involve mainline steam in South Africa, broad gauge steam in Australia and Russia and narrow gauge steam in Argentina. Forty-five of this book's 136 A4 format pages concentrate on events and work on the Ffestiniog, with a similar number on Phil's time with the ACR. No punches are pulled in this technical, but also high readable and entertaining account of a life with steam, which is illustrated throughout with many of the author's, and others, colour photographs from Wales, the Sudan, South Africa, Australia, Russia, China and Argentina, plus many technical drawings. Hardbound.



BACK IN PRINT! The Red Devil and other tales from the age of steam • Wardale • £48.90

The core of this book is David Wardale's recounting of his work in South Africa during the late 1970s & 1980s, which led to the conversion of a 25NC 4-8-4 into the locomotive which became known as 'The Red Devil' - one of a trio of locomotives which were the world's most efficient and powerful on a weight to power output basis. However, there is much more, including earlier experiments in South Africa on a 19D 4-8-2, and David's subsequent work on the American ACE 3000 project, and on QJs at Datong Works in China. Linking all these is his relationship with Dante Porta who offered considerable advice and guidance. And there is a huge amount of technical detail on steam power, and advanced steam power in particular, plus much on the behind the scenes politics of trying to keep the steam locomotive commercially alive and the sheer bloody-mindedness this required at times. All recounted with considerable verve and dry humour. If you are at all interested in the future of the steam locomotive, a copy of this book must be on your bookshelf. 522 text pages with large numbers of tables, graphs and drawings, plus 30 pages containing 76 colour photographs. Hardbound.



DIGITAL EDITION Steam Locomotive Design: Data and Formulae • Phillipson • 1936 • £11.40

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Barry Tourist Railway

Standard gauge, two miles. Barry Island, Glamorgan. Tel: 01446 748816.

Running: TBA.

Brecon Mountain Railway

Narrow gauge, 3½ miles. Merthyr Tydfil, Glamorgan. Tel: 01685 722988.

Running: W/Es, Tues-Thurs to Nov 2.

Cambrian Heritage Railways

Standard gauge, ¾ mile. Llyncllys station & Oswestry station (museum open Tues-Sun). Tel: 01691 728131.

Running: Oct 22, 28 (Llyncllys + Oswestry).

Corris Railway

Narrow gauge, ¾ mile.

Corris, Machynlleth. Tel: 01654 761303.

Running: Oct 21.

Fairbourne Railway

Narrow gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: Oct 21-31.

Ffestiniog Railway

Narrow gauge, 15 miles, Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Daily to Nov 5. Sat, Wed, Thur.

Gwili Railway

Standard gauge, 2.5 miles.

Bronwydd Arms, Carmarthenshire.

Tel: 01267 238213.

Running: Oct 21, 22, 25, 26, 28-Nov 5, 12.

Llanberis Lake Railway

Narrow gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Oct 22-26, 29-Nov 4. Nov Tues, Weds.

Llangollen Railway

Standard gauge, 10 miles, footplate experience, wine and dine.

Llangollen, Denbighshire.

Tel: 01978 860979.

Engines: 5199, 80072, 45337.

Running: Daily to Oct 29. Nov W/Es.

Pontypool & Blaenavon Railway

Standard gauge, two miles.

Blaenavon, Torfaen. Tel: 01495 792263.

Running: Oct 28.

Rhyl Miniature Railway

Narrow gauge. Rhyl, North Wales.

Running: December.

Snowdon Mountain Railway

Narrow gauge, 4½ miles.

Llanberis, Gwynedd.

Tel: 01286 870223.

Running: Daily to end Oct.



Kerr Stuart 0-4-2ST Stanhope leads O&K 0-4-0T Utrillas past Kerr Stuart 0-6-0T Joffre during the West Lancashire Light Railway's 50th anniversary gala. FRED KERR

Talylyn Railway

Narrow gauge, 7½ miles, footplate experience. Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Daily to Nov 3.

Teifi Valley Railway

Narrow gauge, ½ mile. Henllan, Ceredigion SA44 5TD.

Tel: 01559 371077. Running: Oct 22-30.

Vale of Rheidol Railway

Narrow gauge, 11¾ miles.

Aberystwyth, Ceredigion.

Tel: 01970 625819. Engines: 8, 9.

Running: Daily to Nov 5, W/Es.

Welsh Highland Heritage Railway

Narrow gauge, one mile.

Porthmadog, Gwynedd.

Tel: 01766 513402.

Running: Oct 21-28, 30-Nov 4.

Welsh Highland Railway

Narrow gauge, 26 miles.

Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Oct 21-Nov 4, Sat, Wed, Thur.

Welshpool & Llanfair Light Railway

Narrow gauge, eight miles.

Llanfair Caereinion, Mid-Wales.

Tel: 01938 810441. Engines: 822, 823.

Running: Oct 21-Nov 5.

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.

Engine: 5643

Tel: 01506 822298.

Running: Oct W/Es.

Caledonian Railway

Standard gauge, four miles.

Brechin, Angus.

Tel: 01356 622992.

Running: December.

Keith & Dufftown Railway

Standard gauge, 11 miles.

Dufftown, Banffshire.

Running: TBA.

Leadhills & Wanlockhead Railway

Narrow gauge, one mile. Leadhills, South Lanarkshire.

Tel: 0141 556 1061.

Running: TBA.

Royal Deeside Railway

Standard gauge, one mile.

Milton of Crathes, Kincardineshire.

Running: December.

Ayrshire Railway Centre

Standard gauge, ½ mile.

Dunaskin, Dalmellington Road (A713), Waterside, Ayrshire.

Running: TBA.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire.

Tel: 01479 810725.

Engines: 828, 46512.

Running: Oct W/Es, Weds, Thurs.

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.

Railway Museums

Beamish

County Durham. The Living Museum of the North. Open: Daily.

Col Stephens Railway Museum

Tenterden Station, Kent. Open: W/Es. Tel: 01580 765155.

Conwy Valley Railway Museum

Betws-y-Coed, Conwy. Open: Daily. Tel: 01690 710568.

Crewe Heritage Centre

Vernon Way, Crewe. Open: W/Es + B/H. Tel: 01270 212130.

Head of Steam

North Road Station, Darlington. Open: Tues-Sun. Tel: 01325 460532.

Museum Of Scottish Railways

Bo'ness. Open: Daily. Tel: 01506 825855.

Irchester Narrow Gauge Railway Museum

Near Wellingborough, Northants. Open: Suns. Tel: 01604 675368.

Kidderminster Railway Museum

Kidderminster, Worcs. Open: SVR operating days. Tel: 01562 825316.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Daily. Tel: 01388 777999.

London Transport Museum

Covent Garden Piazza. Open: Daily. Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester. Open: Daily. Tel: 0161 832 2244. **National Railway Museum** Leeman Road, York. Open: Daily. Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd. Open: Daily.

Rail Story

Ingrow, West Yorks. Open: Daily. Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset. Open: Sat, Sun and Wed. Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. Open: Weekends.

Tel: 01984 640869.

STEAM – Museum of the GWR

Swindon, Wilts. Open: Daily. Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Tues-Sun.

West Cumberland Railway Museum

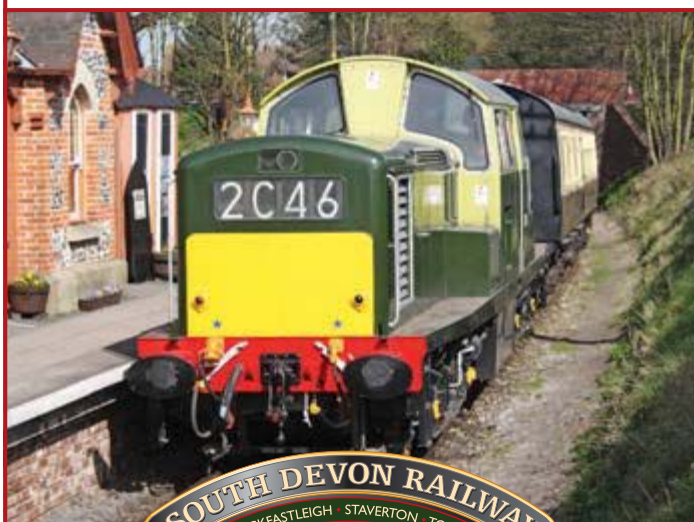
St Bees, Cumbria. Open: Monthly, dates as per Facebook entry or email petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.

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U12 Months - 24 December	£6.50
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www.gwili-railway.co.uk

Bronwydd Arms Station, Carmarthen, SA33 6HT Tel: 01267 238213 email: info@gwili-railway.co.uk
The Gwili Railway can accept no liability for failure to operate advertised services or attractions. A diesel locomotive may have to be substituted for steam locomotive at short notice for operational reasons. Information correct at time of going to print.



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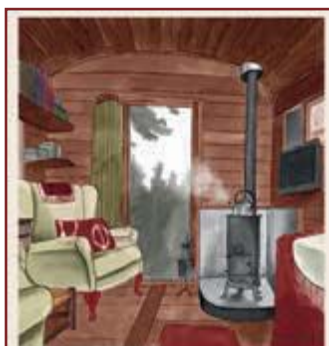
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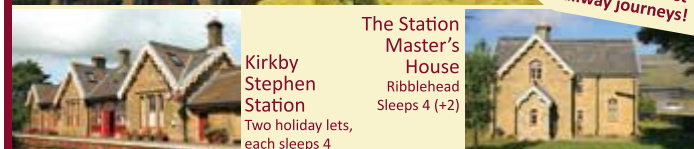
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A MISCELLANY OF ELECTRIC & DIESEL POWER No.3
In this volume we continue our 'Classic Traction' theme covering many of the different classes of locomotives that were in operation across all regions of the network during the 1970s and 1980s. Most of the clips selected have not been previously seen. As before we have simply compiled the film clips in no particular order and thus a few surprises will be in store as you enjoy the video.
Starting with the Southern, we see Class 33s in action and then over on the Western we see Class 52s and Class 50s in and around the Paddington area. At Old Oak Common Depot a number of Hymeks and other types are stabled around the last of the four round-house turntables. Class 47s are seen all over the network hauling all manner of trains. Several Hymeks are seen working, including D7017 emblazoned with the D & EG signs after purchase by the Group.
On the East Coast Main Line, the famous Deltics are in action (including a glimpse of the first ever Deltic visit to Inverness) and we visit King's Cross, Brookmans Park, Welwyn Viaduct, Hitchin, Cadwell, York, plus several other locations. In Scotland we see Class 26s on the Kyle line.
Class 20s were well known for working in pairs and we see these on MGR coal trains at locations such as Warrington for the Fiddlers Ferry Power Station. At Tinsley Yard we see one of three Class 13s stabled. These were a development from the Class 08 and especially built for the yard. Most unusual are the scenes from the old Burry Port and Gwendraeth Railway with triple-headed 03s working on the restricted height line, which in its early days was actually a canal.
More freight action includes parcels traffic, steel coil, fuel & chemical tank trains and Presflow wagon workings. A few scenes of London Underground units are followed by BR DMUs and EMUs on the Southern, Watford and Southport lines. A rarely seen Motor Parcels van is captured hauling two baggage vans out of Paddington. A German built railbus is also spotted meandering around Kemble. Plus a few shots taken around the South Wales Collieries.
On the West Coast Main Line we see Class 85 and 86 electrics followed by a pair of EM1 Bo-Bos on the Woodhead route. Other locations include Churchdown, Banbury, Didcot, Bishops Cleeve, (where we see a special guards-van railtour) as well as Barnetby and Chester. Harlow Mill features several stone trains arriving and departing with a variety of 37s, 47s, 56s, 58s, a 59 and 60s providing the power. We also visit High Wycombe, Bletchley, Cheltenham and Shrewsbury areas. Plus a couple of scenes from Wennington and the Settle & Carlisle.
With such a diverse range of locomotives there is an equally diverse range of liveries, from original green two-tone, BR Corporate Blue, Large-Logo. Railfreight sector variants, Inter-City and more including special 'one-offs' such as the 'Yellow Peril' No. 47803. We also see the Crewe Test Train in action plus a couple of passing Motorail services.
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As the sun sets, GWR 4-6-0 No. 7812 *Erlestone Manor* emerges from Foley Park tunnel on the Severn Valley Railway on September 23. ALAN CORFIELD

The season winds down

UNLIKE in previous years, the heritage lines' gala season largely draws to a close in 2017 even before the last week of October and half-term.

Naturally, there are some Thomas events at this time and some end of

season diesel events. Staffordshire's Churnet Valley Railway will be celebrating 25 years since the formation of the society, contrasting somewhat with the more established lines, which this year have been celebrating 40, if not

50 years. In fact, the Romney, Hythe & Dymchurch Railway will be staging a gala event to conclude its celebrations marking no less than 90 years of operation.

November is always one of the

quietest months of the year, with operations reigned in prior to the busy Christmas season.

Heritage Railway will be covering these and other events over the coming month.

SPECIAL EVENTS

October

20-22: Mid Hants Railway: Diesel Gala Weekend ■

20-22: Spa Valley Railway: Autumn Diesel Gala ■

21, 22: Bo'ness & Kinneil Railway: Steam Gala

21, 22: Churnet Valley Railway: 25th Anniversary Gala ■

This event celebrates 25 years since the CVR was first formed, with the home fleet being joined by two guest locomotives to operate services along the Churnet Valley and on to the Caudon Lowe branch.

GWR 4-6-0 No. 7820 *Dinmore Manor* (visiting from the Gloucestershire Warwickshire Railway) and 4200 2-8-0T No. 4277 (visiting from Dartmouth Steam Railway, and painted in BR black) will run alongside United States of America Transportation Corps S160 2-8-0 No. 5197, Polish TKh 0-6-0T No. 2944 *Hotspur* (subject to repairs) and BRCW Class 33 diesel No. 33102 *Sophie*.

There will be a selection of trains along the steeply-graded Caudon branch, including an afternoon 10-coach special. Cheddleton engine shed will be open to visitors to view LMS 8F 2-8-0 No. 48173 and there will be a Dave Gibson photography display at Consall station.

KEY ■ Major or featured galas

21, 22: Llangollen Railway: Days Out with Thomas ■

21, 22: Mid-Norfolk Railway: Autumn Diesel Gala ■

21, 22: Nene Valley Railway: Thomas Branch Line Weekend ■

27-29: Dean Forest Railway: Days Out with Thomas ■

28, 29: Romney, Hythe & Dymchurch Railway: End of Season Parade ■

To round off the railway's 90th anniversary year, the RHDR will stage a finale to be proud of, with an intensive programme of trains, including a special tribute to *Hercules* and *Samson*, the two Mountain class 4-8-2s.

28, 29: South Devon Railway: Half Price Weekend

28: Leighton Buzzard Railway: Steam Glow

29: Leighton Buzzard Railway: Small Engines Day

■ Diesel and/or electric galas

29, 30: East Anglian Railway Museum: Spooky Day Out with Thomas ■

November

3-5: South Devon Railway: Diesel Gala ■

4: East Lancashire Railway: DMU Day ■

5: Moors Valley Railway: Tank Engine Day

5: West Lancashire Light Railway: Children in Need ■

11, 12: Kirkstall Light Railway: Day Out with Thomas ■

RAILWAYANA

October

21: Solent Railwayana, Wickham

28: Transport Auctions of London, Croydon

November

18: GW Railwayana, Pershore

■ Thomas and family event

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A wonderful opportunity to view the stunning snow-capped Swiss Alps up close on some amazing train journeys. Journeys on the world famous UNESCO Rhaetian Railway, Bernina and Glacier Express trains will deliver breathtaking scenery.

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- ❖ See Atari-Wagah Frontier, Golden Temple, India Gate, Dodabetta Peak

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- ❖ Leisure time in Oslo, Trondheim and Tromsø
- ❖ Spectacular rail journey across the Arctic Circle
- ❖ The Lofoten Islands
- ❖ Visit to the Viking Museum and guided tours of Svolvær and Henningsvær
- ❖ The Ofoten Railway - Narvik to Kiruna
- ❖ Juakkasjärvi Ice Hotel & Farewell Dinner



Explore Sri Lanka by Rail ~ Departs 28 Feb 2018 - 12 Days from £4,445pp

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- ❖ Charter train on the Viceroy Special and Viceroy II
- ❖ Private journey on the TI Rail Car
- ❖ Special welcome dinner
- ❖ Visit the Buddhist Temple of the Sacred Tooth Relic

- ❖ Breathtaking scenery
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