

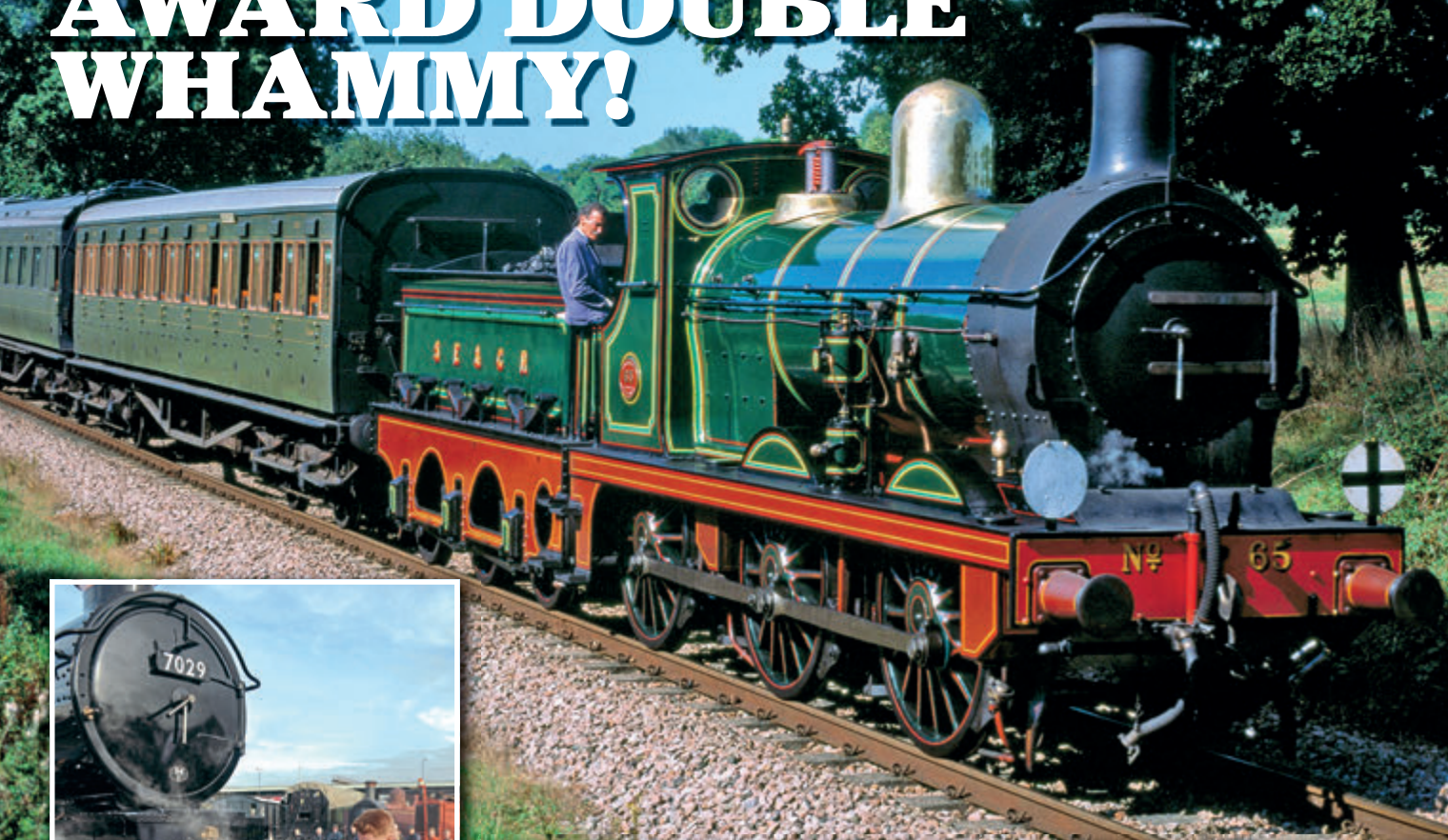
NEWEST NEW-BUILD FOR BIG WARLEY MODEL SHOW

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 235
November 17 –
December 14, 2017

BARROW HILL AWARD DOUBLE WHAMMY!



**TYSELEY RELAUNCH
FOR CLUN CASTLE**



**HELP RETURN THE SWANAGE
T3 TO STEAM**



**FLYING SCOTSMAN BACK
AFTER BEARING MISHAP**

BALA LAKE NEEDS JUST 80 YARDS TO REACH TOWN CENTRE
SEVERN VALLEY £2.5 MILLION SHARE ISSUE HITS TARGET ON LAST DAY

The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE



Through this appeal we are looking to raise £250,000 to complete the boiler construction, manufacture of the cladding and installation of the finished boiler into The Unknown Warrior's chassis.

Fantastic progress has been made so far, with your help we could soon be **Raising the Pressure!** on our boiler. As you can see from the illustration above we have made a good start, raising approximately £40,000, we now need to raise the remaining £210,000 and the faster we can achieve our target the earlier we can complete the boiler.

CAN YOU HELP US RAISE THE FUNDS WE REQUIRE?

You can make a donation (which will attract 25% Gift Aid if you are a UK taxpayer) or you can sponsor a specific boiler part such as Steel Stays at £7 each up to the Main Steam Pipe at £3,000, see the full listing on our website – www.lms-patriot.org.uk/sponsorship.

Please send your donation to: **Raising the Pressure!** The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ or to donate by card by call the office on 01785 244156. You can also donate online, go to www.lms-patriot.org.uk and look for the **Raising the Pressure!** button on the home page.

There are other ways you can help, such as becoming a member and donating a regular amount on a monthly basis, see our website for details, you can also request a Boiler Loan brochure where your loan to us is repaid with interest.



Bulleid Battle of Britain Pacific No. 34053 Sir Keith Park catches the glint of the sunset as it climbs towards Bewdley Tunnel on the Severn Valley Railway on November 5. The railway is celebrating hitting its £2.5 million share issue target with hours to spare, as highlighted in Headline News pages 6 and 7. LEWIS MADDOX/SVR

Corridor of opportunity

FOR those of us who remember the earlier days of standard gauge preservation, WR 4-6-0 No. 7029 *Clun Castle* stood out like a beacon of hope in a steamless world. Those open days at what was BR's Tyseley depot had a carnival atmosphere of their own, and *Clun* was so often the star of the show.

Its relaunch on October 28 was also a tribute to the legendary Pat Whitehouse, one of the founding fathers of our movement, without whom we would probably not have anything like the sector we have today. Pat was among the Talyllyn savours who kick-started volunteer-led operational railway preservation in 1951 and later became a key figure in the nascent Dart Valley Railway, not to mention being the man behind the BBC's Railway Roundabout series which inspired a generation of trainpoters, some of whom went on to become preservationists and revivalists. Pat's legacy of course includes Tyseley Locomotive Works, which has taken over the mantle from Swindon of all things GWR running on the main line today.

So much of those pioneering days is still with us today. We are still very much developing the heritage railway sector, adding more gems to the magnificence that has already been achieved. I look forward to the triumphant re-entry of steam to Broadway next spring, the completion of the Great Central Railway's bridge over the Midland Main Line at Loughborough and its new national-standard museum at Leicester North, fabled projects now well within our sights.

The Severn Valley Railway's £2.5 million share issue to upgrade its Bridgnorth terminus inspired sufficient people to subscribe and hit the target within hours of its deadline, and years of hard slog saw the Gwili Railway finally open its extension to Abergwili so it can tap into a major tourist route.

Attention is now turning to the lost GWR route between Ruabon and Barmouth, which Beeching recommended for closure in favour of keeping the

Cambrian Coast route from Shrewsbury via Welshpool. The two heritage railways on its trackbed in the corridor of the River Dee are now adding themselves to the list of lines that go somewhere to somewhere, offering so much more than a steam ride for its own sake in the middle of nowhere. And both of them richly deserve your support at this stage.

The Bala Lake Railway is now just 80 yards short of the land it needs to complete its extension on 'virgin' land into Bala town centre, and give passing tourists a big reason to stop off there and spend their money in local establishments. The scheme will benefit everyone – not least of all the railway, whose current out-of-the-way Bala terminus is by comparison 'finicky' to find and misses out on much potential custom.

Then there is the Llangollen Railway's big push into Corwen Central, which is making rapid strides each month. It will not only be railway passengers who will benefit, being able to alight and visit the town centre's shops and pubs, but coach companies who will see the line as a way of getting their customers into Llangollen.

Indeed, coach tour operators will have a big part to play at both of these lines, being able to offer their passengers rides on two heritage railways which pass through some of the most beautiful scenery Britain has to offer, simply by turning off the main road into a car park.

Complete these extensions, and a myriad of opportunities will arise at Corwen and Bala, again highlighting to local councils everywhere the multiple benefits to their economies that heritage railways can guarantee.

Both lines, however, need further public support, in terms of donations or share purchases, and this is the time and place to jump aboard. The spirit of Pat Whitehouse and his colleagues, like the magnificent machine he saved half a century ago, lives on.

Robin Jones Editor

Heritage railway.co.uk **3**

EDITORIAL

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CONTENTS

ISSUE 235

November 17 – December 14, 2017

News



6

Headline News

6

Steam driver shortage could hit tour operators; two major national awards for Barrow Hill roundhouse and its founder Mervyn Allcock; Severn Valley hits £2.5 million Bridgnorth share issue target with just hours to spare and WR 4-6-0 No. 7029 *Clun Castle* relaunched at Tyseley Locomotive Works.



24

News

10

Standard tank joins Severn Valley for biggest ever Santa season; industrial tank running again on Great Central; Government Minister backs decision to give LSWR T3 to Swanage – and an appeal to resteam it is now underway; Britain's newest new-build for Warley National Model Railway Exhibition; rugby club breakthrough for Bala Lake extension; a volcano and *Tornado* for East Lancashire; three Ivatts to reunite for Isle of Wight gala; farewell to photographers Peter Gray and John Edgington; gala first for Gwili extension and threat to classic GWR footbridge.

Main Line News

56

Flying Scotsman running again after wheel mishap; *Tornado* illegally filmed by drone; £30K a ticket for exclusive 12-day steam tour; *Duke of Gloucester* future assured; West Coast set for festive feast and Deltic departure delayed through brake failure.



62

With Full Regulator

62

Don Benn reports on *Royal Scot's* trip to Worcester.

4 Heritagetrain.co.uk



Regulars

Subscribe today 30

Railwayana 44

Geoff Courtney's regular column.

Centre 54

K1 No. 62005 on the West Highland 'Jacobite' by Karl Heath.

Main Line Itinerary 68

Steam and heritage diesel railtours.

Platform 86

Where your views matter most.

Off the Shelf 90

Latest book and DVD releases.

Up & Running 94

Guide to railways running in November and the festive season.

The Month Ahead 106

Features

Steam over the fells farewell

As the clock ticked down to the end of BR steam, it was now concentrated in the North West. The northern outpost of this was Carlisle Kingmoor which still supplied steam to work over Shap summit. Maurice Burns reflects on his early adventures to Shap and the countdown to the closure of Carlisle Kingmoor, Workington and Tebay sheds and the end of steam over the fells on December 31, 1967.



48

CONTENTS: A GWR line-up at Tyseley with 4-6-0 No. 7029 *Clun Castle* flanked by Nos. 5043 *Earl of Mount Edgcumbe*, 5080 *Defiant*, 4965 *Rood Ashton Hall* and 0-6-0PT No. 9600. ROBERT FALCONER
COVER: Recently-overhauled SECR 01 0-6-0 No. 65 passes Hazelden on the Bluebell Railway on September 1. NICK GILLIAM



Going behind the scenes

Most visitors to heritage lines see only their train, the buffet, shop and toilets, but there is far more to see on an organised tour behind the scenes. Peter Brown enjoyed such an experience on the Kent & East Sussex Railway.

70



A Lincolnshire phoenix

It seems inconceivable that a steam-worked narrow gauge railway would be built in the 1960s to fulfil a real passenger transport need, but as Mark Smithers reports, its new incarnation is more orientated towards preservation.

78



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See page 30





Mervyn Allcock, the man who had the clarity of vision to save Barrow Hill roundhouse when others said it would never be viable as a heritage centre.
ROBIN JONES

A steam palace fit for a king: Great Central Railway 11F Director 4-4-0 No. 506 Butler-Henderson, watches as visiting *Flying Scotsman* takes centre stage on the Barrow Hill roundhouse turntable on September 21.
ROBIN JONES



Double award whammy for Barrow Hill and its founder

By Robin Jones

NEARLY three decades of hard graft, not only to save Britain's last rail-connected roundhouse but to convince people it could become a major attraction in its own right, have reaped more dividends for Barrow Hill.

At the Heritage Railway Association's annual awards committee meeting in Birmingham on October 7, major honours were bestowed on Barrow Hill and Mervyn Allcock, the visionary who set up the movement to save it.

The venue carried off the HRA *Heritage Railway Interpretation Award* (sponsored by this magazine), while *The Railway Magazine Award for Services to Preservation*, sponsored by our sister title, went to Mervyn, founder in 1989 of the Barrow Hill Engine Shed Society with the intention of saving the roundhouse from demolition on the site of the soon-to-be-closed BR shed.

Now unique

The Interpretation Award was made "for the conservation and restoration of a once-common but now unique key part of Britain's railway heritage and its accessibility to the general public through interpretation.

The HRA *Rail Express Modern Traction Award*, sponsored by another of our sister titles, went to the 21-year restoration of the sole-surviving two-car Cravens Class 105 DMU at the East Lancashire Railway. Although a single car also exists at the Llangollen Railway, this is the only complete set of its type from an original fleet of more than 300 vehicles used across the country. The

unit has been meticulously rebuilt from a shell, both inside and out, and has been finished in a BR green livery. Class 105s are authentic for the ELR, as they were used on services through to Bacup and elsewhere in the Manchester area.

While the winners of the three abovementioned awards were nominated by the editors of the sponsoring magazines, the whole awards committee voted on them.

Elsewhere, the HRA's Peter Manisty Award recognises exceptional achievements by organisations or individuals in the UK's heritage railways movement. The decision to make the award is made by the HRA board of directors. It is not automatically an

annual award and there are years when it has not been awarded, a reflection of the very highest standards of achievement that it acknowledges.

An awards committee statement said: "2017 represents a very exceptional year, in that the HRA has named not one, but two short-listed candidates for the award: the Swanage Railway (for public services to Wareham), and the Railway Preservation Society of Ireland's (new) Whitehead Railway Museum.

Other nominations

The full list of this year's other nominations is:

Annual Award (Large Groups): Gloucestershire Warwickshire

Railway (for Hayles Abbey Halt); Ravenglass & Eskdale Railway (for new Ravenglass Museum); Romney, Hythe & Dymchurch Railway (level crossings project).

Annual Award (Small Groups): Bahamas Locomotive Society (learning coach at Ingrow); Glenfinnan Station Museum; Rother Valley Railway (new Robertsbridge main line connection); Telford Steam Railway (Polar Express in particular); West Lancashire Railway (50th anniversary).

The John Coiley Locomotive Engineering award: BR Standard 5MT No. 73156 (restoration at Great Central Railway); Merchant Navy Pacific No. 35028 *Clan Line* (restoration); A1 Pacific No. 60163 *Tornado* (90mph certification); WD 2-10-0 No. 90775 (restoration at North Norfolk Railway).

Award for an Outstanding Visitor Attraction: North of England Open Air Museum at Beamish; East Lancashire Railway; Great Orme Tramway; Lappa Valley Steam Railway; Perrygrove Railway.

Morgan Award for Outstanding Achievement: New-build Baldwin locomotive *Lyn* (Lynton & Barnstaple Railway); Gwili Railway (Abergwili extension); Headhunters Barber Shop and Railway Museum, Enniskillen.

The winners will be announced at the HRA's annual awards gala night, to be held at the MacDonald Burlington Hotel in Birmingham city centre on Saturday, February 10, when the guest speaker will be Lord Berkeley, chairman of the Rail Freight Group.

Bookings may be made at www.heritagerrailways.com



Award winner: Class 105 Cravens DMU (Sc51485 + E56121) on its first weekend in passenger service after a 21-year restoration, seen departing from Ramsbottom on November 5, during the East Lancashire Railway's Scenic Railcar Weekend.

MIKE HADDON

SVR share issue reaches target with hours to spare

By Paul Appleton

IT was real 'skin of the teeth' stuff, but the Severn Valley Railway's huge army of supporters rallied and with a late surge on the last day, managed to beat the 2016 Share Issue target of £2.5 million with just hours to spare on Tuesday, October 31.

On the last operating weekend before the share issue closed – October 28-29 – there was still a further £200,000 needed, but with share application forms and credit cards being handed over at booking offices along the line, the fear was that with the railway not being open for service trains midweek, the issue would fall short of its target, with only personal visits to the railway's Kidderminster office guaranteed to make the deadline. And remarkably, big hearted supporters did exactly that, with the last applications taken in person over the reception counter at the SVR's Comberton Place headquarters.

People queued throughout the day at the SVR's Kidderminster head office to purchase last-minute shares and offices remained open right up until 9pm on the Tuesday in response to the demand, with more than £33,000 coming in over just four hours.

The hugely-busy final day was the icing on the cake for volunteers and project organisers, who had seen a massive surge in interest over the campaign's final weeks, with almost three quarters of a million pounds received since the end of September, and 60,000 extra shares being purchased over half-term week alone. The total at the end of the day was £2,520,300 – with more applications still to be processed.

Project organisers said they were 'overwhelmed' by the support for the share offer, which has been raising funds to transform visitor facilities at Bridgnorth – the biggest redevelopment project in the SVR's history.

In addition, the Severn Valley Railway Charitable Trust has raised a further

£60,000 for the Bridgnorth Development Project, taking the total to almost £2.6 million.

Launched to a fanfare on November 1, 2016, with an impressive colour brochure, decorated with artists' impressions of the proposed development work at Bridgnorth that the share issue funds would be earmarked for, fast forward a year, and work is already at an advanced stage of Phase 1, which includes the construction of a completely new refreshment facility and toilet block on platform one at Bridgnorth station.

By the end of October, contractors Iris Construction, had completed most of the brickwork up to the roofline, with sample window frames received for evaluation, and the roof gable ends starting to take shape. Although work on this phase is behind schedule, this is due to the extra care being taken to achieve an as authentic as possible representation of a GWR structure typical of the early 1900s, while at the same time conforming to modern regulations and customer expectation levels.

Long-standing volunteer and SVR board member Tony Bending said: "We are absolutely delighted and overwhelmed by the amazing response – we always knew that the £2.5million figure set at the start of the campaign was an extremely ambitious one – and we never dared hope that we would get anywhere near it, but we are truly humbled and grateful to all those who have so generously supported us and we would like to say a huge thank you – we are over the moon."

"Both SVR members and the public can still support the project by donating to the Bridgnorth Development fund via the Severn Valley Railway Charitable Trust. If you are a taxpayer the trust can usually claim a further 25% Gift Aid on any donation at no extra cost to you. Visit <http://svrtrust.org.uk/our-projects/bridgnorth-development-project.html> to download a Bridgnorth donation form, or to make an online donation.



BR Standard 5MT 4-6-0 No. 73156 accelerates away from Loughborough Central. The locomotive has been nominated for the Heritage Railway Association's John Coiley Locomotive Engineering award after completion of its restoration at the Great Central Railway. KEN WOOLLEY

Shortage of steam footplate crew could hit tour operators

EXCLUSIVE
by Robin Jones

FIFTY years after the end of BR steam, a growing shortage of main line steam drivers is set to hit parts of the charter market.

West Coast Railways, which along with DB Cargo, is the principal provider of steam operations for tour operators, has said that it will struggle to provide them from the end of this year, unless the situation improves.

A statement issued by the Carnforth-based Train Operating Company on November 7 read: "With the recent retirement of several long-serving steam train-crew, it has become increasingly clear that, in order to service the requirements of both its own in-house operations and those undertaken on behalf of third parties, West Coast Railways' resources are being stretched to the limit, particularly in the south of England.

"WCR feels that at present it will be unable to provide services to organisations, such as Tyseley-based Vintage Trains, beyond the end of 2017 and has advised them accordingly."

West Coast's managing director Pat Marshall said: "It is a shame that we have to make this decision but, when it comes to steam, it is a fact of life that there are fewer and fewer experienced suitably-qualified railwaymen out there. The requirements to train and pass out new crew are becoming ever

more onerous and time-consuming and, in the current climate, we don't see the position changing."

It is understood that this position will not affect WCR's diesel-hauled operations or 'whole package' operations, which include locomotives and stock along with the crew.

A spokesman for Vintage Trains said: "We have expressed our concern to West Coast about the reducing numbers of crew available in our region for some time. With the recent retirement in the last few years of several key drivers, and the apparent difficulty in training replacements, it comes as no surprise to us that West Coast are forced to downsize. This is precisely why in 2015 Vintage Trains established plans to become self-sufficient and form our own Train Operating Company.

"We have already begun our application process with the Office of Rail & Road and are engaged in the mandatory 30-day consultation process with other Train Operating Companies. Our application has been very positively received by ORR, Network Rail and throughout the industry. We have enjoyed an excellent relationship with West Coast since 1998 and hope to continue to do so. We hope they will have resources to operate our trains particularly in northern parts of the country where we are unlikely to have route knowledge in the immediate future."

Visit out of this world

BRITISH astronaut Tim Peake's spacecraft is touching down at the Locomotion museum in Shildon for two months from November 22.

The public will get the chance to see the Soyuz TMA-19M descent module, which carried Tim back to earth following his International Space Station mission, and through a virtual reality experience narrated by Tim, they will discover what that dangerous 250-mile high-speed space descent felt like.

Admission is free but the space descent virtual reality experience will cost £5.

Wirksworth provides steam heat for Moors

THE North Yorkshire Moors Railway has taken the unusual step of hiring an industrial tank locomotive for carriage warming duties for its Pickering-based Santa special services.

Previously it has used an industrial steam generator – and on one year a 45-ton steam crane – but those options are not available this time, and so Barclay 0-4-0ST *Henry Ellison* is to be hired in from the Ecclesbourne Valley Railway, where it has been fitted with steam heating pipes especially for these duties.

South Tynedale general manager departs after Slaggyford success

SOUTH Tynedale Railway general manager Heather Palmer has quit to pursue new challenges after spearheading the recent Heritage Lottery Fund-backed upgrade of the line and its facilities.

All that is needed to open the extension to Slaggyford is some level crossing work.

Heather said: "I look forward (as

a member) to watching the society grow and prosper in the years to come."

Chairman Richard Graham said: "As well as steering the STR's operations safely through the disruptions of major construction contracts, she has been an inspiration to staff and volunteers alike."

Return of a hero!

By Robin Jones

WESTERN Region 4-6-0 No. 7029 *Clun Castle* – one of the heritage sector's biggest icons outside of *Flying Scotsman* and *Mallard* – was afforded a welcome for a hero as it made its first public movements at an exclusive VIP launch.

Shortly after 11am on Saturday, October 28, the 1950-built Swindon product in gleaming BR locomotive green moved out of its shed and along the demonstration line at Tyseley Locomotive Works to rapturous applause by invited guests.

Moved into position on the works' turntable, the locomotive was officially recommissioned when the young family of Tyseley's works manager Alastair Meanley, (son of Tyseley Chief Engineer Bob Meanley), unveiled the Castle's nameplate.

Throughout the day, *Clun Castle* steamed up and down the Tyseley demonstration line, double-heading with classmate No. 5043 *Earl of Mount Edgcumbe*. No. 7029 will take the latter's place as the flagship of Vintage Trains' main line fleet alongside No. 5043.

The history of *Clun Castle* has long been part of heritage railway folklore.

First allocated to Newton Abbot, it had a double chimney and a four-row superheater fitted in October 1959. Its biggest claim to fame was on May 9, 1964 on the Plymouth to Bristol leg of the 'Ian Allan Plymouth to Paddington special' marking the unofficial 100mph

record set 60 years earlier by GWR 4-4-0 *City of Truro* on Wellington Bank. This time *Clun Castle* was timed at 96 mph on the descent of Wellington Bank.

Last shedded at Gloucester in May 1965, it hauled the last official steam train out of Paddington (to Banbury) on June 11, 1965. When it was officially withdrawn in December 1965, it was the last operational Castle.

In early 1966, No. 7029 was bought by Pat Whitehouse, one of the founders of the Talylyn Railway Preservation Society (and therefore the heritage railway movement) bringing about the formation of the charity 7029 *Clun Castle* Limited in the process.

Storage at Tyseley

During early 1967, No. 7029 took part in the operation of special trains to mark the closure of Birmingham Snow Hill and the GWR through route from there to Birkenhead.

Pat negotiated storage for *Clun Castle* at Tyseley shed, and thanks to him, the 1908-built steam depot developed a preservation identity of its own over and above temporary storage for the Dart Valley Railway, the founding of which he was also heavily involved in.

In October 1968, 7029 *Clun Castle* Ltd bought LMS Jubilee 4-6-0 No. 5593 *Kolhapur* and its supporters established the Standard Gauge Steam Trust as an educational charity.

The trust acquired a long-term lease on much of the Tyseley site, and established



The obligatory bottle of champagne was broken over the bufferbeam by Stuart Whitehouse, son of chairman Michael Whitehouse. MARTIN CREESE

the Tyseley collection. The site became the Birmingham Railway Museum and is now known as Tyseley Locomotive Works. In October 1968, two months after the end of BR steam haulage, Tyseley held its first, and very successful, open day.

In 1972, it joined in the 'Return to Steam' tours after BR relaxed its post-1968 steam ban.

Clun Castle was seen throughout England in the Seventies and Eighties hauling steam railtours and it took a leading role in the 1985 GWR 150 celebrations, running daily shuttles between Gloucester and Swindon.

The locomotive was last seen on the main line in 1988 and afterwards it visited heritage lines. Pat Whitehouse died in 1993, and his daughter Maggy Whitehouse, an Independent Catholic cleric who blessed the recommissioned locomotive, told the assembled crowd on October 28 that his ashes were placed in the firebox of *Clun Castle* during a special working of the locomotive on the Great Central Railway in 1994.

The locomotive last steamed at Tyseley Locomotive Works in 2001, and



Clun Castle project manager Alastair Meanley and his children Emily and Tilly unveil the nameplate to declare No. 7029 back in traffic. ROBIN JONES

its overhaul began in 2010. Pat's son Michael, now chairman of Vintage Trains, told the assembled crowd: "Tyseley and all we do would never have happened if *Clun Castle* had not come here."

He thanked Birmingham railwaymen Bernard Rainbow, Phil Gloster and Colin Jacks, Tyseley's first volunteers, who all attended the relaunch.

Into the breach

When the fireman of the return train from Birkenhead to Snow Hill in March 1967 fell ill, Bernard was a passenger on the trip and stepped into the breach, Michael told the crowd. Bernard subsequently led the volunteer movement at Tyseley, which looked after No. 7029 for 25 years on the main line.

He also praised Alastair Meanley and his team for the standard of the restoration.

He said: "We have done impossible things: returned steam to the main line, invented the 'Shakespeare Express' which runs in the working timetable when BR were simply not interested, we have rebuilt *Earl of Mount Edgcumbe* when the enthusiasts thought it an



Clun Castle stands proudly on the Tyseley turntable for its relaunch into traffic on October 28. ROBIN JONES

Inset: The Reverend Maggy Whitehouse, daughter of Clun Castle saviour Pat Whitehouse, blesses the locomotive. ROBIN JONES

8 HeritageRailway.co.uk



The Tyseley Locomotive Works team that brought Clun Castle back to life. ROBIN JONES

[Find us on www.facebook.com/heritagerailway](https://www.facebook.com/heritagerailway)



WR 4-6-0 No. 7029 *Clun Castle* leads GWR sister No. 5043 *Earl of Mount Edgcumbe* and GWR 4-6-0 No. 4965 *Rood Ashton Hall* during Tyseley's public open day on Sunday October 29. MARTYN TATTAM

impossible project, and now we have two double-chimneyed 100mph express steam locomotives with a third in the wings awaiting repair with your help.

"We will continue to do impossible things through our charity and holding our collection in trust and we will keep all these invaluable skills alive for our children. We will run express steam trains as a business."

Clun Castle is not, however, home and

dry yet. It must undergo further tests before its main line test runs, which are expected to take place early next year. All being well, the Castle's first revenue-earning main line tour for 30 years is expected to be Vintage Trains' Tyseley-Chester 'Shropshire Express' on March 31, followed by a 'Cotswold Explorer' on April 21, Tyseley-Oxford trip via the Golden Valley. However, a far bigger future is planned for it and its sister stablemates.

Three Castles

As previously reported, Vintage Trains is planning to market future railtours under the 'Three Castles' banner. A £1 million appeal has now been launched to fund the overhaul of No. 5080 *Defiant*, and No. 5043 *Earl of Mount Edgcumbe* will complete the line-up, the idea being that if one of the Castles is out of service, Vintage Trains will have another two to choose from, and so guarantee Castle haulage.

In so many ways, Tyseley has replaced Swindon as the GWR green hub of the national network, and there could be much more to follow.

Officials have been in talks with the Office of Rail & Road about applying to become a Train Operating Company, although no application had been lodged as we closed for press.

Who knows – the chance may arise for *Clun Castle* to become as big a legend in the 21st century as it was in the 20th.

Will Patriot and County boilers be built at Butterley?

By Robin Jones

THE cessation of outside contract work by LNWR Heritage of Crewe has scuppered plans to have new-build LMS Patriot No. 5551 *The Unknown Warrior* in steam by the centenary of the Armistice on November 11, 2018.

However, it has been suggested that a new target date for completion would be November 10, 2020, which is 100 years since the body of the Unknown Warrior arrived in England.

The LMS-Patriot Project and the Great Western Society team building Hawksworth County 4-6-0 No. 1014 *County of Glamorgan* have been seeking pastures new since Crewe stopped work on their boilers.

It is speculated that both boilers may now be completed at the Midland Railway-Butterley. It was our understanding as we closed for

press that final discussions about an agreement were taking place with an announcement possibly due by late November.

The new Patriot, which is intended to be the National Memorial Engine honouring the fallen in all wars fought by Britain, continues to attract widespread public support.

The Raising the Pressure appeal launched by the project 10 weeks ago with a target of £250,000, has now raised half that amount. Overall, the project has raised nearly £250,000 since April. Before that, in a record year for the project team, £427,000 was raised between April 2016 and March this year.

It is hoped that work on the Patriot boiler could start again before Christmas. However, estimates place the timescale for completing the Patriot boiler at up to 16 months,

meaning it cannot be finished by the Armistice centenary in 2018.

It could then take the best part of the year to fit the boiler to the frames, which would take the project until the end of 2017.

LMS-Patriot Project chairman David Bradshaw declined to comment as to which firm would be given the contract to finish the boiler.

Regarding the County, LNWR Heritage, which stopped work on the boilers due to a lack of boilerSmiths, also said that it did not want to complete the boiler barrel or smokebox, and therefore a new supplier was needed.

→ Anyone who would like to donate to the Patriot project is invited to contact The LMS-Patriot Company Ltd, The Hub, 17 Eastgate Street, Stafford ST16 2LZ, or visit www.lms-patriot.org.uk

Neil Young to sell off part of model railroad collection

ROCK singer Neil Young is selling part of his treasured model railroad collection.

The Canadian folk-rock star is sending more than 230 Lionel models for sale at Julien's Auctions in Los Angeles on December 9, some with estimated selling prices of up to \$9000.

Young, 71, has been a model railway enthusiast for more than 20 years. His collection and vast layouts at his California ranch began in the early 1990s as a means of connecting with his son Ben, who has cerebral palsy.

He also designed a remote control that allows multiple trains to run at once, and a device that delivers realistic audio to help his son get the most out of the hobby.

Young, who divorced his wife Pegi in 2014 after a 36-year marriage, said it was time for others to enjoy the items. He said that part of the auction proceeds would go to the Bridge School in California.

Standard tank joins SVR for busiest-ever Santa season

By Paul Appleton

THE Severn Valley Railway is bracing itself for its busiest ever period of Christmas operation and what must surely be the busiest programme of any preserved railway in Britain, if not the world.

Operating over four weekends in December, there will be 13 departures from Kidderminster to Arley on all of these days, except the last, Christmas Eve, when 11 trains operate – 102 departures in total. These trains terminate at Arley where Santa's grotto is established in the railway's former post office sorting vehicles.

However, that isn't the whole story – the SVR also operates trains midweek as far as Highley, with Santa distributing presents on the train. 'Santa Heralds' run on December 19-22 at 10.30am and 1.15pm, while the SVR's premium Santa offering, the 'Santa Sleigh Express', operates as far as Highley at 4pm on the same four days as the 'Heralds'.

Additional 'Christmas Cracker' trains are run midweek on December 5, 6, 7 and 12, 13, 14 exclusively for school, nursery and other children's groups at 10.30am and 1.15pm from Kidderminster, and there is also a short series of 'Christmas Carvery' trains on December 12, 13 and 14 with Christmas dinner served at the Engine House at Highley.

Finally, there are evening 'Christmas Carol' trains running from Kidderminster to Highley, including a stop-off at Arley, at 7.45pm on Dec 2, 9, 16 and 23 with various choirs leading the festive carols. The latter two dates are sold out, as are the 'Christmas Carvery' trains and all of the 'Santa Sleigh Express' trains.

After 133 Santa and Christmas themed trains, the seven days of festive services between Boxing Day and the New Year Bank Holiday (December 26-January 2) must come as something of a relief to hard pressed volunteer staff and crews – getting back to running normal service trains!

Llangollen Railway-based BR Standard

4MT 2-6-4T No. 80072 is the surprise addition to the Christmas roster, which requires a minimum of five Class 4 or 5 tender or large tank locomotives to cover the intensive timetable, allowing sufficient cover for failure and routine maintenance. It will move to the SVR at the end of November.

Built at Brighton in November 1953, it was withdrawn in July 1965 and was one of many similar locomotives sold to Woodham Bros. Barry scrap yard, from where it was rescued in July 1988 by Ray Treadwell and moved to Swindon. It was subsequently acquired by the Llangollen Standard Four Project who restored the locomotive to full working order, returning it to service in 2009. Its last boiler overhaul was completed in 2015.

No. 80072 has visited the SVR previously, having starred at the line's snowy 2013 spring steam gala. The SVR famously staged a Standard 4 Tank Gala in September 1999 when five members of the class were in steam together, including visiting

Nos. 80080/098/104/136 alongside resident No. 80079, which currently is out of 'ticket' and on display in the Engine House at Highley.

The backbone of the fleet for the 2017 Santa trains will be resident Bulleid Pacifics Nos. 34027 *Taw Valley* and 34053 *Sir Keith Park*, the latter working some of its last trains before departing permanently for pastures new at the Swanage Railway. Ivatt 4MT 2-6-0 No. 43106 and GWR 4-6-0 No. 7802 *Bradley Manor* will also be in the thick of the action, while No. 7812 *Erlestoke Manor* will also be available as it approaches the final weeks of its current boiler ticket. This pool will be used throughout, but as SVR works manager Neil Taylor explained: "We will nurse 7812 as much as possible – although it is still performing very well at the moment." The Erlestoke Manor Fund's 4-6-0 is already on an extended boiler ticket, which is due to expire on December 31, but should be used on festive service trains on its last two days in traffic.



An industrial back on the GCR for November gala

THE Great Central Railway is planning to have six steam locomotives in action for its Last Hurrah of the Season gala on November 18/19.

Subject to completion of its overhaul, this will include Austerity 0-6-0ST No. 68067 hauling its first passenger trains – and rekindling memories of the heritage line's earlier days when, like many other 'starter' outfits, it relied on industrial types.

The engine was built by Hudswell Clarke in 1943 as works No. 1752 and given the WD number 75091.

It was one of the locomotives which passed to the National Coal Board after the end of the war and went to Holly Bank Colliery, near Wolverhampton in 1950. After Holly Bank closed it moved to

Littleton Colliery in Staffordshire in 1959 where it carried the number 7.

Littleton closed in December 1993 and the engine moved around several collieries before arriving at Bold Colliery near St Helens on February 27, 1978, where it was named *Robert*. While at Bold Colliery, it was prepared for and took part in the Rocket 150 cavalcade at Rainhill in May 1980. *Robert* was withdrawn and sold for preservation in 1982 and at one stage was preserved at the Crewe Heritage Centre. In 2007 it was bought by Roger Hibbert and moved to the GCR for restoration to working order, and is now carrying mock BR livery as a J94.

Also making its debut at the event will be the line's newly-constructed replica diesel brake tender.

Moorsline to have more working engines in 2018

AFTER several years of struggling to maintain its steam hauled services, the North Yorkshire Moors Railway is expecting 2018 to see more locomotives available for its services.

This year was remarkable in that the majority of services were hauled by just four steam locomotives – Nos. 44806, 76079, 80136 and 61264 – with very few cancellations or diesel substitutions, despite only two of these engines being Whitby-capable.

In part this was due to the heroic efforts of the Grosmont shed staff, working in the early hours to replace broken springs before the engines were lit up for the days' services, or working in hot fireboxes to rectify weeping fusible plugs.

Some respite came at the end of the peak season with the entry into traffic of SR Schools 4-4-0 No. 926 *Repton*.

Next year should therefore see five steam engines available after winter maintenance, albeit with 'Black Five' No. 44806 due to be withdrawn at the end of the year for its 10-year overhaul and replaced by sister No. 5428.

However, it is also expected that Q6 No. 63395 will re-enter service in 2018 following some boiler work and the fitting of new driving wheel tyres, and it is also hoped that S15 No. 825 will be available both for normal services and (along with Nos. 5428 and 926) to bolster the Whitby-capable fleet to five locomotives.

As a result of these changes it is not anticipated that there will be any long-term visiting engines in 2018, although there is always the possibility of the now traditional brief visits by one or more of Ian Riley's fleet of 'Black Fives'.

'Lynton & Barnstaple' engine for sale

BAGNALL 2ft gauge 4-4-0T *Charles Wytock*, built in Stafford for the Tongaat sugar plantation in Natal, South Africa, and currently based at the Lynton & Barnstaple Railway, has been offered for sale via well known traction engine dealer Preston Services, for an undisclosed asking price.

Although steamed on a number of occasions at Woody Bay, it is understood

to be in need of being reboilered before any further period of use.

There are four engines of this type in the UK, including *Isibutu* at the Stafford Barn Railway and two further examples (*Sinembe* and *A. Boule*) are under restoration at a private location in Middlesbrough. The owner of these has offered *Sinembe* on loan, in full working order, to any line that would like it.

Busy winter for Bridgnorth

THE Severn Valley Railway's winter maintenance programme is already underway, with Churchward 2-8-0 No. 2857 withdrawn in September and since stripped for an intermediate overhaul in preparation for its centenary year in 2018.

The programme also includes any final rectification work to No. 34053 *Sir Keith Park*, as agreed with Southern Locomotives Ltd, prior to its departure for the Swanage Railway and it is planned to replace the superheater flues on Ivatt 4MT No. 43106.

"The 2017 season has gone extremely well with excellent availability of the steam fleet," said Bridgnorth works manager Neil Taylor. "This is measured in two ways; firstly general availability – putting steam on the front of a scheduled steam train. This was close to 100% with only two occasions when a diesel replacement was called upon.

"More importantly for the paying public is 'absolute availability' – putting the locomotive on the train that was advertised in the published schedule. This figure as a rolling average is about 92%. In other words, nine out of 10 times visitors would have the advertised locomotive on the front of their train. This represents a significant improvement on the previous year's benchmark."

In Bridgnorth boilershop, work on the boiler for the K&WVR Ivatt 2MT No. 41241 and that for the Isle of Man Railway's No. 15 *Caledonia* (Manx Northern Railway No. 4) are almost complete. In the erecting shop, all three current projects are making good progress: BR 4MT 4-6-0 No. 75069, LMS Stanier mogul No. 13268 (BR 42968) and Highland Railway-type 0-4-4T *Dunrobin*.

Unfortunately, No. 75069 will now be completed later than planned, due to the multiple projects in the boiler shop, but Neil said: "The cab superstructure and rolling chassis are complete and many of the brass fittings are complete ready for assembly". This has been an extensive overhaul, even by SVR standards, as the ravages of many years out of service had taken their toll.

Midland 4F 0-6-0 No. 43924 – which in September 1968 became the first locomotive saved for preservation from Dai Woodham's Barry scrapyard – departs Keighley with the 3.30pm departure to Oxenhope on a cold November 5. MATT EVANS



Shed appeal for Lamport line

THE Northampton & Lamport Railway has launched a £12,000 appeal to build its first locomotive shed.

Since the line started running trains in 1996, its locomotives have been stored outside, bringing the associated deterioration and security issues. The railway has decided that it now needs to construct undercover secure storage.

After receiving a very competitive quote for the steel frame, the line's volunteers want to start the construction as soon as possible.

The shed will be 65ft long covering a single road, to allow two locomotives

to be under cover. The design allows for future expansion as and when finances and volunteer labour permit.

It is planned that some of the windows recovered from the old Bedford Midland shed will be incorporated.

→ Anyone who wishes to donate to the shed appeal is invited to send a cheque payable to "Northampton Steam Railway Ltd" in an envelope marked 'Shed Fund' to Northampton & Lamport Railway, Pitsford & Brampton Station, Pitsford Road, Chapel Brampton, Northamptonshire, NN6 8BA, or visit www.nlr.org.uk for an online form.



Will this be the world's most modern narrow gauge terminus? Work on the Welsh Highland Railway's new Caernarfon station, financed by the European Regional Development Fund and the Welsh Government, is making rapid progress. JOHN WOODEN/F&WHR

Help the T3 steam again!

By Robin Jones

THE Swanage Railway Trust has launched an initial £50,000 appeal in a ground-breaking bid to return LSWRT 3 4-4-0 No. 563 to working order for the first time since 1945.

A supporter has underwritten the cost of taking the 1893-built locomotive to Bill Parker's Flour Mill workshop at Bream in the Forest of Dean for exploratory dismantling to assess the extent of the work that is needed – as exclusively reported in *Heritage Railway* issue 234.

It will be stripped down and fully examined to establish if restoring the T3 to full working order is possible, both mechanically and financially.

The appeal is the start of public fundraising should a restoration to full working order be possible for No. 563.

Long-term plans are to match the T3 with three historically appropriate coaches currently on the Purbeck line to create a heritage train.

It is hoped the William Adams T3 will not only run on the Swanage Railway – a LSWR branch – but will be available for

hire to other heritage lines.

No. 563 was one of three steam locomotives recently gifted from the National Collection by the National Railway Museum to other heritage venues. Ownership was transferred to Swanage in May.

It will be taken to the Flour Mill workshops – renowned experts in the restoration of Victorian locomotives, including LSWR

T9 4-4-0 No. 30120 and the two surviving LSWR Beattie well tanks, plus Metropolitan Railway E class 0-4-4T No. 1 – during November.

The T3s, of which No. 563 is the sole survivor of 20, were recorded working from Waterloo to Swanage, hauling trains of holidaymakers. As a result Swanage grew to the town it is today, and No. 563 will therefore take its place as an important local heritage asset.

A trust statement said: "Its return to

steam really hinges on the ability to raise funds for the extensive works required to enable No. 563 to return to steam.

"No. 563 forms an important part of our future motive power plans, it fills a gap in our story and allows us to

show our visitors what locomotives and travel were like at the turn of the 19th century.

"We feel that a return to steam will allow No. 563 to best tell its story as a live, working and living link to the past.

"Its return to steam will tell us even more about its history and enable us to show an express passenger locomotive actually running and hauling trains on a railway it was built to run on. This will create a living piece of history."

Trustee Matt McManus added: "I would like to thank the very kind and generous benefactor who is funding the stripping down and examination of the T3 by a prestigious engineering workshop that

has a proven track record in overhauling Victorian steam locomotives.

"No. 563 was last steamed more than 70 years ago and the extensive engineering assessment at the Flour Mill workshops will show us just how much has changed on the T3 over the years, exactly what condition it is in, and how much it is likely to cost to overhaul and return to full working order."

Matt – a volunteer Swanage Railway driver, who lives in Wareham and has been involved in the heritage line since he was a teenager – continued: "No. 563 is one of our most prized assets – we are committed to its on-going care and conservation with the hope that the T3 can be returned to steam.

"On initial inspection, No. 563 looks eminently restorable to full working order and that is our aim.

"Should the results of the detailed mechanical examination of the locomotive rule out its return to steam, the T3 would be reassembled and returned to showroom exhibition condition with appeal money being used to fund its ongoing conservation."



The maker's plate on the side of T3 No. 563. ANDREW P M WRIGHT

Minister: T3 for Swanage was right decision

By Robin Jones

THE Government has backed the National Railway Museum's controversial decision to gift LSWRT 3 4-4-0 No. 563 to the Swanage Railway.

The question of the NRM's "giveaway" of the T3 and two other steam locomotives in public ownership to outside organisations was raised in the House of Commons by MP Kelvin Hopkins (Labour, Luton North) on October 25.

He tabled a question about the disposal of assets from the National Collection, and criticised the gifting of the T3, North Staffordshire Railway 0-6-2T No. 2 to the Foxfield Railway

and GWR 2-8-0 No. 2818 to Swindon Borough Council's STEAM Museum.

Mr Hopkins said: "My concern – indeed, my alarm – has been raised by the giving away of three steam locomotives during the past 18 months without consultation and outside the terms of both the 1983 Act and the Museums Association guidelines.

"I ask ministers today to intervene to ensure that that practice is stopped and, if possible, that the decisions affecting the three locomotives and other NRM-gifted possessions are reversed. The decisions were unprecedented and indeed set a dangerous precedent that could be followed by others unless abandoned

now. Precious artefacts of all kinds must remain owned by us all, for us all, and be exhibited in our great museums and galleries of all kinds, showing to the world our rich national heritage."

He said No. 2 was given without consultation or announcement to Foxfield Railway, which is not an official accredited museum under the terms of the 1983 Act. "The engine is still listed on the NRM's website, 18 months after its legal transfer," he told the debate.

"The previous custodian of that engine, the Churnet Valley Railway – the only surviving stretch of the former North Staffordshire Railway – has said: 'We certainly were not consulted by the NRM nor invited to make a bid for it' Regarding the T3, Mr Hopkins said: "The engine made a six-figure sum for the Science Museum Group in theatre appearance fees immediately before disposal, with the museum group's commercial arm having given the okay before the show ended.

"That locomotive is a unique survivor, selected for preservation by Southern Railway in the 1940s to represent its own history. NRM curator Andrew McLean said that the engine was 'one of the great examples of late-19th century locomotives'.

"I am told it has been left outside in all weathers for the past six months and has deteriorated. In the last two days, however, I have been informed of plans for the engine to be refired and made to work sometime in the future, but that is still uncertain."

He said No. 2818 had been saved for the nation as an example of the work of G J Churchward – a brilliant designer, who introduced standardisation to British manufacturing."

He told the Commons its design had "revolutionised the transport of freight, increasing train weight and length fourfold", and continued: "Railway expert David Ward has said that the 28XX is more important to the collection than the *Flying Scotsman* – some comparison indeed."

Precious heritage

He added: "Each of those three locomotives is a unique and historic treasure that belongs – and should belong – to all of us, so that future generations can visit the NRM at York, wonder at the beauty of these machines and celebrate the genius of our forebears in creating them.

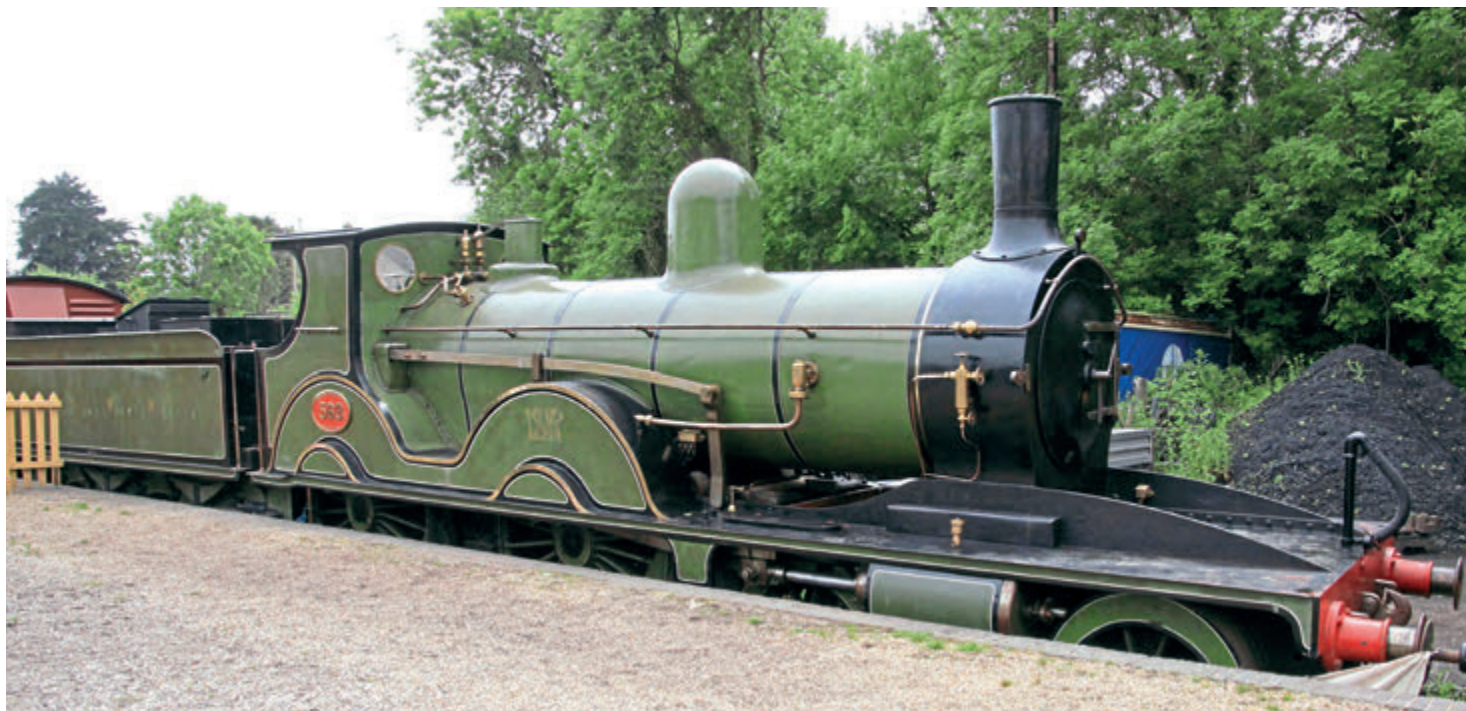
"If there were several identical locomotives, there could be a case for distributing them, but only on lease or loan while remaining in the ownership of the nation through the NRM.

"Heritage steam rail services are one of the great joys of railway enthusiasts. I have been on many such trips. Those services should continue, but our precious railway heritage must not be given away. The disposal of assets by our great museums is tightly governed by strict criteria in the 1983 Act."

However, John Glen, Under-Secretary of State for Digital, Culture, Media and Sport, responded: "While the 1983



Swanage Railway Trust trustee Matt McManus in front of T3 No. 563 with Dr Robert Adams, a descendant of its LSWR designer William Adams. ANDREW P M WRIGHT



After withdrawal, No. 563 was selected for restoration and display at Waterloo station centenary celebrations during 1948 in a move that guaranteed its preservation.

The T3 left Corfe Castle bound for the Flour Mill on November 13, after a farewell party for the engine on the 11th at Corfe.

→ To make a donation to the T3 fund, send a cheque – made payable to the Swanage Railway Trust – to the T3 Fund, Swanage Railway Trust, Station House, Swanage, Dorset BH19 1HB.

Gift Aid forms for donations are available at www.swanagerailwaytrust.org/giving – with the form being available in a link marked Single Donation Forms under the appeals banner. To discuss a potential donation towards the T3, contact Matt McManus at matt.mcmanus@swanagerailway.co.uk

Above: LSWR T3 4-4-0 No. 563 on display at Corfe Castle after arrival in May. A Government minister has told the House of Commons the National Railway Museum's decision to give it to the Swanage railway was right, and welcomed the possibility of it returning to steam.

ANDREW P M WRIGHT

Act sets out some restrictions on the museum's disposal powers, the Science Museum Group, of which the NRM is a part, has a rigorous process in place to ensure that disposals are consistent with those restrictions.

"Having spoken to Andrew McLean, the assistant director and head curator at the museum, I am confident the decision to transfer the engines, particularly the engine to Swanage Railway, was the right decision in this circumstance. It does not set any precedents, but follows accepted museum practice.

"It would not be appropriate for me to intervene, even if I desired to do so.

"The principle behind decisions on disposal and dispersal of assets are designed to maximise public exposure to fully functioning assets, so that as many interested people as possible are brought into the country's museums.

Family support

"That recent development in Swanage demonstrates that the move there was in the best interests of the engine and the public who want to see it. Swanage Railway has a long historical association with the T3 and receives more than 200,000 visitors a year. In the long term, it hopes to fully restore the engine to steam and increase its accessibility to the public. Those goals may not have been possible for the NRM, given the range of issues that it has to deal with. For those reasons, the NRM and trustees of the Science Museum felt that Swanage Railway would be extremely well placed to look after and display the engine to a wider audience.

"The news of the transfer was generally well received, both locally and with the descendants of the locomotive's designer, William Adams.

"No other organisations have come forward to say that they wanted to acquire the T3.

"The museum abides by the Museums Association's code of ethics on disposals and best practice. That includes advertising objects for disposal in some circumstances. The museum has committed to going above and beyond that and will advertise every rail vehicle disposal to ensure that the best home can be found for these important objects. More broadly, the question of how to make disposals sensibly and ethically is taken very seriously by the museums sector.

"Although I understand and appreciate the sincere concern of the Hon Member for Luton North that the national collections are well managed, I do not agree that the disposal of the T3 engine should be re-examined.

"I understand that the NRM has invited him to visit the museum to discuss the matter in person. I encourage him to take up that offer, because I think such a meeting would allay many of his fears. I have every confidence that the museum has managed, and will continue to manage, its collections to ensure that it can inspire its visitors, but I will continue to observe the sector closely in my role as minister."

Under the terms of the gifting, the recipient must offer the NRM first choice if it ever decides it has no further use for the locomotive.

Locomotion No. 1, originally named *Active*, was built by Robert Stephenson & Company in 1825 and hauled the first train on the Stockton & Darlington Railway, the world's first public steam line, on September 27, 1825. On July 1, 1828 its boiler exploded at Aycliffe Lane station, killing driver John Cree.

It was rebuilt after becoming obsolete in its original form, and entered preservation as early as 1857.

No. 1 was displayed in Alfred Kitching's workshop, near Hopetown Carriage Works – the base today of The A1 Steam Locomotive Trust, builder of *Tornado* – from 1857 to the 1880s. From 1892 to 1975 it was displayed at Darlington Bank Top station.

Locomotion No. 1 move idea

It is now on display at the Darlington Railway Centre and Museum, now known as Head of Steam, on long-term loan from the NRM and is part of the National Collection

During the debate, Bishop Auckland MP Helen Goodman said *Locomotion No. 1* should be taken to its namesake Locomotion museum at Shildon, to which admission is free, as she believes it is unfair to make the public pay to see it. By contrast, the smaller Head of Steam museum has an admission charge.

However, Darlington MP Jenny Chapman said her town was the birthplace of the railways, and *No. 1* should stay there.

"It was the first place that was able to combine the transport of freight and passengers – on the Stockton and Darlington railway – and we

are incredibly proud of that history," she said. "Darlington has the oldest passenger railway station, which is now used as our museum."

MP suspended

Since the Commons debate, Labour suspended Mr Hopkins for allegations of inappropriate behaviour made by a young female activist in 2014.

The 76-year-old was accused by 27-year-old Ava Etemadzadeh of hugging her inappropriately after a student event and subsequently making offensive comments.

Mr Hopkins was appointed shadow culture secretary in 2015 – a post he held for three months – and denies the allegation of sexual harassment.



Locomotion No. 1 on display at the Head of Steam museum in Darlington.
ROBIN JONES



The youngest ever steam footplate crew on the Bodmin & Wenford Railway: On October 25, driver Ashley Helleur, 22, (left) from St Austell and fireman Ben Patrick, 21, from Liskeard, manned GWR 2-8-0T No. 4247 as it headed an evening *Murder Mystery* train. Their joint age of 43 years is the youngest ever combination to be in charge of a steam train on the line and might even be a record for the heritage sector – unless *HR* readers know better? JIMMY JAMES/BWR

Hopes raised for *Lucie*

THE Middleton family, new owners of the vertical-boilered Cockerill tram engine *Lucie* recently moved from the Middleton Railway to the North Yorkshire Moors Railway, have wasted no time in dismantling their out-of-ticket acquisition for overhaul. Following a visit by the boiler inspector they have been given the go-ahead to retube the boiler and give it a hydraulic test, following relatively minor repairs such as replacement of studs and mudhole doors being carried out, plus ultrasonic and magnetic particle crack testing.

It is hoped that the work will be carried out in time to see the locomotive in steam at the NYMR's programme of special events in 2018, newly repainted in a maroon livery, fulfilling a role as station pilot at either Pickering or Grosmont. If used at Pickering it will evoke comparison with the Sentinel shunter that was stationed there in LNER days.

The Green Knight boiler overhaul underway

THE boiler overhaul of BR Standard 4MT 4-6-0 No. 75029 is now well underway at the North Yorkshire Moors Railway but, unusually, has yet to have its boiler lifted.

The locomotive's firebox is to receive new half sides and throatplate and much of the preparatory work of cutting away wasted platework and drilling out foundation ring rivets in preparation for its removal has been done in situ, working inside the firebox with the grate removed.

Working this way has saved space in the NYMR's restricted boiler shop area and kept the boiler mobile so it can be moved in and out as required, although the locomotive is also being prepared for the boiler to be lifted and this is expected to take place before too long.

14 HeritageRailway.co.uk

Newest new-build to star at Warley show

By Robin Jones

BRITAIN'S latest new-build steam locomotive will be one of the star attractions at this year's Warley National Model Railway Exhibition.

NBR Engineering Services Limited, the engineering arm of the 20in gauge North Bay Railway in Scarborough, has been following up its success in building replica Bagnall Sipat 0-4-0ST *Georgina*, as highlighted in issue 215, with a batch of 2ft gauge Decauville 0-4-0Ts for sale, aimed at the garden or private railway market.

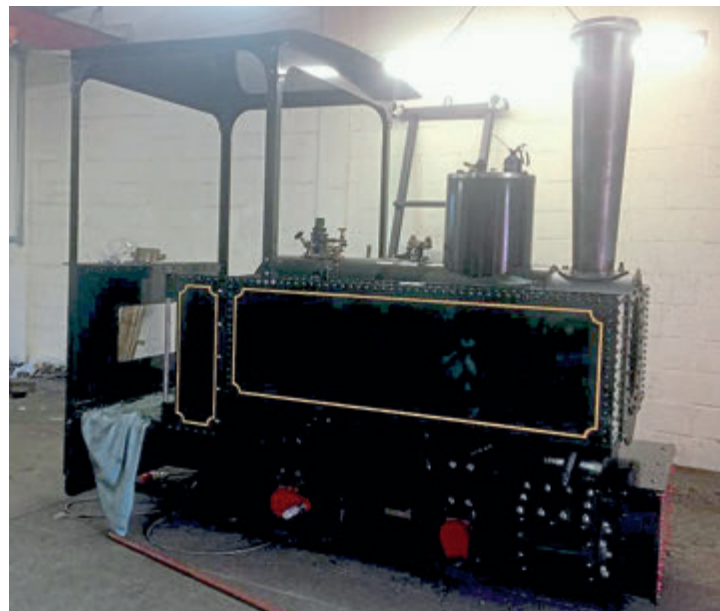
The first, bought by enthusiast John Sutton and 90% complete, will be on display at the show at the National Exhibition Centre near Birmingham on November 25/26.

The Decauville Manufacturing Company in France established itself as a builder of narrow gauge steam locomotives for agricultural, mining, and industrial locations.

While several have been preserved abroad, only one is in running condition, the 1899-built *Bathala* from Dombe Grande Sugar Estates from Angola which is now at the Sandstone Railway in South Africa.

In the UK, the type is probably far better known for the late Sixties Playcraft 009 model named *Steatite*. Both NBR Engineering Services managing director David Humphreys and *Heritage Railway* editor Robin Jones bought one of the models at the time.

A second Decauville locomotive has since been commissioned and the firm is now in a position to offer them at a discounted price obtained



The nearly-complete new-build Decauville 0-4-0T in the NBR Engineering Services workshop. DAVID HUMPHREYS

through multiple construction.

The new Deauville will be joined by GWR 0-4-2T No. 1450 from the Severn Valley Railway and 2ft gauge Hudswell Clarke 0-6-0 No. 11 *Fiji* from the private Statfold Barn Railway. Built in 1912, it was later converted to diesel for operation on a tourist railway. Repatriated in 2011, Statfold restored it to working order in its original steam form three years ago.

A fourth guest locomotive was to be announced as we closed for press.

Also, October marks 30 years since BR's Railfreight triple grey sub-sector liveries

were publicly unveiled at the Ripple Lane open day, heralding the full launch of the Roundel-designed scheme.

The modern traction livery has since gone on to be regarded as one of the finest to grace the UK network and remains immensely popular today.

Our sister magazine *Rail Express* will be mounting an anniversary display on stand A45A, next to the magazine's main stand (A44) and the few remaining examples of the *Rail Express* 00 gauge limited edition GB Railfreight Class 66, rainbow-liveried No. 66720, will be on sale at the stand.



Pathfinder Tours' 'Swanage Belle' from Burton-on-Trent to Swanage excursion on Saturday, October 21, was headed by Deltic No. D9009 *Alycidon*. While Class 55s have run on the heritage line at galas, it was the first Deltic to visit on a charter train from the main line. With Corfe Castle in the distance, D9009 is seen on the return leg. ANDREW PM WRIGHT



Orenstein & Koppell 0-4-0T No. 6 *Eigiau* (No. 5668 of 1912) steams up the hill to Warren Wood with a goods train during the Bredgar & Wormshill Railway end of season steam-up on October 29. JAMES KINDRED

Dawlish coach park may open all year round

THE former Great Western Railway Association holiday park at Dawlish Warren – set up more than half a century ago using redundant coaches, could soon be open as an all-year-round holiday destination.

The Brunel Holiday Park alongside the GWR main line, which has eight chalets in converted coaches named individually after UK cities, was sold at auction for £261,000 last year.

It had been widely conjectured that the coaches, which have many original features, and sleep six to eight people, could be scrapped on site if they could not be moved out.

However, the park, which was run by the association on a non-profit basis, and only in later times opened to the public, earlier this year received planning permission for its use of the site as holiday accommodation for eight carriages along with land for camping between March 1 and October 31.

The owners have now asked for permission to open it all year, on the provision that no unit will become a person's sole place of residence.

A statement from the owner to Teignbridge Council said: "Extending the holiday season would result in considerable planning benefits, including the promotion of a sustainable tourism sector through lengthening the tourist season, and furthermore, there would be a positive knock-on effect on the local economy."

Help save Saltash station – it won't cost a penny

READERS are being urged to vote online to help obtain a grant to revive the GWR's Saltash station.

By registering and voting online, at no cost, you can help local residents gain a grant from The Aviva Community Fund for up to £25,000 towards the cost of renovating the station building at the western end of Brunel's iconic Royal Albert Bridge over the River Tamar.

The 1870s building had been in private hands since the Seventies and fell into a state of dereliction.

Earlier this year Saltash Town Council bought the building to restore it, for both community and passenger use, at a cost of around £400,000, of which £220,000 has already been pledged in grants.

The Aviva Community Fund allocates grants of up to £25,000 determined by public ballot – so you can vote.

Everyone voting gets 10 votes that can all be placed for one project by use of an online slider. Voting is by registration to avoid voter duplication.

The link is avivacommunityfund.co.uk/voting/project/view/17-6109

Tornado appeal unabated on Moors

BOOKINGS for the North Yorkshire Moors Railway's special week of spring services starring A1 Pacific No. 60163 *Tornado* are running ahead of target, illustrating the locomotive's enduring attraction for the general public. This is despite having made several previous appearances on the line, raising hopes of another potential windfall that will be used to further reduce the railway's bank borrowings.

Tornado will appear on March 3, 4, 6, 7, 8, 10 and 11. If successful this will be welcome income following a 2017 season that has seen mixed fortunes, with revenue to the end of August up, but slightly down on budget, although there have been possible signs of a recovery in the autumn months, with a very successful steam gala and wartime weekend.

After its repeat visit to the Moors,

Tornado will add a splash of glamour to the Severn Valley Railway's March 16-18 spring steam gala.

The Peppercorn Pacific joins fellow apple green-liveried LNER B12 No. 8572 and Haydock Foundry-built 0-6-0WT *Bellerophon* in an unusual line-up that will also see BR Standard 4MT 4-6-0 No. 75069 make its gala debut following a full overhaul at Bridgnorth due to be completed over the winter.

No. 60163 *Tornado* is returning to the railway after its first ever pairing with No. 60103 *Flying Scotsman* at the SVR's phenomenally-successful Pacific Power weekend in September 2015, since when the 2008-completed machine has attained 101mph on the main line during a test run earlier this year, the first steam locomotive to do so in 50 years.

Both *Tornado* and star of the 'Wandering 1500' railtour in 1963,

No. 8572, will be matched with the SVR's rake of Gresley teak coaches during the gala. The Holden 4-6-0 is making its first visit to the line for almost 20 years, last appearing at the 1998 autumn steam gala.

Vintage Carriages Trust-owned *Bellerophon* – built in 1874 and therefore one of the oldest operational steam locomotives in the world – has limited water and coal capacity and is therefore likely to be used on local trains between intermediate stations. It is also one of only a few industrial types to have visited the SVR for a gala and spends most of its time these days in the appropriate colliery railway setting of the Foxfield Railway in Staffordshire. Members of the home fleet will also be rostered.

Tornado will also visit the East Lancashire Railway from March 29-April 2 – see separate story, page 24.

West Coast saves day for marooned holidaymakers

WEST Coast Railways came to the rescue when a family of six became stranded in the West Highlands – after their canoe was swept away in a swollen river.

Jon and Helen Cluett and their four children aged six, eight, 10 and 12 were staying at a remote bothy at Essan on the south shore of Loch Eilt in Lochaber on October 12, during the school half-term holiday, when they lost their canoe and faced a three-mile walk back to their car across difficult boggy land.

The bothy is accessible either by a long walk or by canoe, which takes just 10 minutes. The family woke up to find the stream swollen and the canoe, which had been tied to rocks, was gone.

Mr Cluett said: "I decided the only option was to phone the police and mountain rescue, and ask if they had any local knowledge that could help us out."

"The police came back with a magical solution. They arranged for the next train on the railway line that runs close to the bothy to make an unscheduled stop."

Not just any train

"The amazing thing was it wasn't just any train. The next train that was passing was the 'Jacobite' steam train – the Harry Potter 'Hogwarts Express' steam train that goes up and down that line."

"I was slightly sad because I'd lost my boat – but when the kids saw the

steam train coming, all sadness left their little faces to be replaced by excitement and fun – just the real joy of having an adventure and having the train stop right next to them."

The train was headed by LMS 'Black Five' 4-6-0 No. 45407 *The Lancashire Fusilier*.

The family packed their bags and walked to the railway 450 yards away. The train dropped them off at Lochailort station from where Mr Cluett was able to hitch a lift to retrieve his car.

He said: "The kids have certainly had an adventure. We've all had an adventure – a big thanks to everyone who helped us."

Unfortunately, the canoe has not been found.

IN BRIEF

→ **THE boiler from Southern Locomotives Ltd's Bulleid light Pacific No. 34010 *Sidmouth* finally left its open storage site of many years in the locomotive yard at Bridgnorth, for assessment and restoration at a specialist engineer's, works during the first week of October. It had been used as a template for crinolins and boiler fittings for No. 34027 *Taw Valley*.**

→ **AN ONLINE petition to reopen the main line between Matlock, Bakewell and Buxton, now partially occupied by Peak Rail, has gained more than 10,000 signatures. Despite escaping the Beeching Axe the line was closed in 1968 severing the link between Matlock and Buxton and leaving Bakewell without a station.**

→ **SOMERSET & Dorset Railway Heritage Trust volunteers laying track from Midsomer Norton to neighbouring Chilcompton were staging a track bash on November 11-12 and 17-18 as a final phase of the project. Chairman Stephen Lacey is determined to get more track laid and in use by passenger trains by the middle of 2018.**

→ **GWR 4-4-0 Dukedog No. 9017 *Earl of Berkeley* has joined the Bluebell Railway's overhaul queue, and work will begin once the overhauls of BR Standard 2-6-4T No. 80151, *Battle of Britain* Pacific No. 34059 *Sir Archibald Sinclair* and SR Schools 4-4-0 No. 928 *Stowe* are completed.**

→ **THE Lynton & Barnstaple Railway carried its 500,000th passenger on the 1.30pm train from Woody Bay on Wednesday, October 25.**

→ **MAUNSELL Q 0-6-0 No. 30541 is back in Bluebell Railway traffic after a period of maintenance, including a valve and piston overhaul.**

→ **BURGHCLERE Sports Club in Newbury is planning to open a new miniature railway, offering rides to the public around the ground while raising money for its facilities, by Easter 2018, after the scheme was approved by the local parish council on October 2.**

→ **BRITAIN'S steepest cable railway, at Llechwedd Slate Caverns near Blaenau Ffestiniog, gave its last public ride on November 5 prior to refurbishment. Since it made its first journey underground in 1979, it has transported over a million visitors to a depth of 500ft, into the heart of the slate mountain, descending at 1-in-1.8, or 30 degrees. Following refurbishment of the cabins by Clayton Equipment of Staffordshire, the line will be operational again by early spring.**

→ **THE Campaign for Borders Rail, which seeks to relay the remainder of the Waverley Route between Hawick and Carlisle, has reached the milestone of 1000 members, representing a three-fold increase in membership since the northern section reopened two years ago.**

Another landmark for P2 as crank axle delivered

by Robin Jones

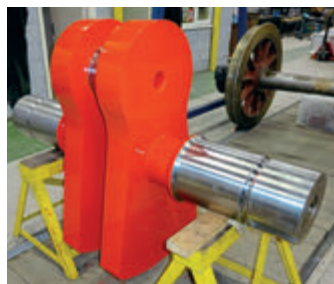
THE A1 Steam Locomotive Trust's Mikado Club fundraising campaign to raise £250,000 for the wheeling of £5 million new-build P2 2-8-2 No. 2007 *Prince of Wales* and its tender has reached 90% of its target, months earlier than expected.

Furthermore, the crank axle has been delivered to Darlington Locomotive Works following its assembly by South Devon Railway Engineering Ltd at Buckfastleigh and finish machining by Unilathe at Stoke-on-Trent.

In a further fillip for the project, the £100,000 appeal to make the cylinder block, launched at the trust's annual convention on September 30, has reached 50% of its target in just one month. October was a record-breaking fundraising month for the trust with more than £117,000 donated or pledged towards No. 2007 and Pacific No. 60163 *Tornado*.

The delivery of the crank axle is a critical milestone for the project being the culmination of a long and expensive process including Finite Element Analysis carried out by the railway engineering consultants, Mott MacDonald at Derby to eliminate a weakness in the original Gresley design that resulted in fracturing of the crank axle. It is anticipated that the fitting of wheels and tyres will take place in March which will complete the wheelset. It is hoped to have the engine wheeled by next spring.

The Mikado Club was launched at the end of March 2016 to raise £200,000



The P2 crank axle newly painted at Darlington Locomotive Works in early November. A1SLT

from 160 members to wheel the engine and was extended in June 2017 to 200 members and £240,000 to also wheel the tender.

The work involved wheeling the engine to create the first standard gauge Mikado (2-8-2) since 1945 includes machining axle and cannon box castings, manufacturing roller bearing details, boring eight coupled wheel bosses to finished size, assembling bearings and cannon box onto the pony truck axle, assembling bearings, cannon and axle boxes onto plain coupled axles, trial fitting the coupled axles to the frame; pressing the Cartazzi wheels onto axle, fitting & machining tyres and fitting bearings and axleboxes, pressing plain coupled wheels onto axles, fitting and machining tyres, assembling the crank axle, fitting bearings and axleboxes, pressing wheels onto the crank axle, fitting and machining tyres, finishing machining crank bosses and

boring crank pin holes and machining and fitting all crank pins and trial fitting wheelsets to the frames at Darlington.

Public interest in seeing a new Gresley P2 become a reality sooner rather than later is high and more than 840 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. The next and last P2 Roadshows presentation will be on Saturday, November 25, at the Jury's Inn in Aberdeen. It is open to anyone wanting to know more about the project.

P2 project director Mark Allatt said: "The delivery of the crank axle for No. 2007 *Prince of Wales* and the early hitting of 90% of the revised £250,000 pledged target for The Mikado Club mark two significant milestones in the project. We are delighted with the level of support the project to build Britain's most powerful steam locomotive has received since construction started only three years ago.

"We remain on track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to raise more than £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes."

→ **Anyone who wishes to support the P2 project is invited to contact The P2 Steam Locomotive Company, Darlington Locomotive Works, Hoptown Lane, Darlington DL3 6RQ, telephone 01325 460163, email enquiries@p2steam.com or visit www.p2steam.com**

Swiss rack railway closed for the day as entire team visits Welsh counterpart

THE entire workforce of famed Swiss rack railway Brienz Rothorn Bahn visited the Snowdon Mountain Railway in an unprecedented cultural exchange.

The historic Alpine railway, which has climbed to the summit of the Brienz Rothorn since 1892, was closed for the day as all its staff were in Snowdonia, closely monitoring how the Welsh railway is run and sharing some ideas of their own.

The BRB team was taken on a journey to the top of Wales' highest peak, one which rivals the spectacular sights of the Swiss Alps.

Steam engines on both lines were manufactured by the Swiss Locomotive and Machine Works of Winterthur and both work on a rack and pinion system to help their trains climb the mountains.

BRB general manager Simon Koller said: "We've wanted to bring all our staff to Wales for a long time so they can see how a similar railway to their own is run in the UK.

"Both the experience and the Welsh

The team from Swiss rack railway Brienz Rothorn Bahn pictured with Snowdon Mountain Railway No. 5 *Moel Siabod*. SMR



hospitality have been wonderful. I know we learned a lot from each other."

Snowdon Mountain Railway general manager Alan Kendall said: "It gave me great pleasure to welcome our Swiss cousins at the end of another hugely successful season.

"This is the first time we've had the entire workforce of another railway come to see how we do things on Snowdon.

"This visit continues a tradition of

exchanges between our two historic railways, dating back to 1899. Hopefully we'll continue to share ideas and information for a long time to come."

The Snowdon Mountain Railway, which welcomes over 130,000 visitors a year, is part of Heritage Great Britain plc, a group which owns and manages tourist destinations like Land's End, John O'Groats and the Needles on the Isle of Wight.

Battle to rage again at Apedale Valley Railway

THE award-winning Tracks to the Trenches event will return to the Apedale Valley Light Railway for a third time next year, it has been confirmed.

Organiser the Moseley Railway Trust will once again be holding the event on July 13-15.

The event, centred round a recreation of a Western Front trench, brings together narrow gauge locomotives and rolling stock that were used in the First World War and the roles that they played in the conflict.

The trust would be pleased to hear from organisations interested in sponsorship opportunities at this high-profile event, and also from potential exhibitors of items relevant to the 1914-1918 period.

As the climax of another successful running season, a new event for 2017 at the 2ft gauge Potteries line was Diesel Delights on October 7-8, conceived and planned by a small group of the railway's younger members.

During this weekend, 18 of the railway's fleet of diesel and petrol locomotives had an outing on the passenger train. It was the first time an event focused on the non-steam

locomotives at Apedale had been run.

Trust chairman Phil Robinson said: "We are delighted with how the Diesel Delights event went.

"The weekend was a real testament to the abilities of our younger members, who showed that they have the organisation abilities to run a significant event – well done to all."

The Diesel Delights weekend also saw three locomotives visit Apedale from the West Lancashire Light Railway at Hesketh Bank – a Lister petrol engine (which used to work at a tileworks near Apedale), a Hunslet and a Motor Rail.

This was part of an exchange deal which saw the Apedale-based Kerr, Stuart 0-4-2T *Stanhope* return to Hesketh Bank for a few weeks. *Stanhope* ran regularly there before the Moseley Railway Trust established a permanent railway at Apedale.

Stanhope is now approaching the end of its current 10-year boiler certificate, and it will operate Santa specials at Apedale prior to work commencing on the locomotive's overhaul.

More details of the Trust and the Apedale Valley Light Railway can be found on at www.mrt.org.uk



GWR 4-6-0 No. 7820 *Dinmore Manor* and 2-8-0T No. 4277 double-head towards Ipstones on the Cauldon Lowe branch, banked by S160 2-8-0 No. 5197 during the Churnet Valley Railway's 25th anniversary gala on October 22. FRED KERR



No steam in sight: a Hudswell Clarke industrial diesel heads a passenger service during the Apedale Valley Railway's Diesel Delights gala on October 7-8. MRT

NYMR winter relaying begins

AS SOON as the North Yorkshire Moors Railway's main season comes to an end, the permanent way department's peak season begins.

This year the major project is a half mile relay north of milepost 16 on the reverse curves, and on to Levisham straight.

Prior to the end of the operating season a start had been made in preparation for the work by

delivering some of the materials to the site and the end of October, with 35 pairs of rail being dropped off at milepost 16, extending into the straight beyond the curves.

Work began in earnest on November 4 once a series of photographic charters had been completed. The new track will consist of long-welded rail on steel sleepers.

Goods gala 'first' for the Severn Valley Railway

By Paul Appleton

TO CELEBRATE the 100th birthday of GWR Churchward 2-8-0 No. 2857, a special goods gala is to be staged next year at the Severn Valley Railway over the weekend of June 2-3.

The theme will be Goods Trains Through the Ages, and as well as starring No. 2857 at the head of an authentic train of restored GWR wagons, is likely to include other suitable engines at the head of goods trains, including one of the diesel fleet at the head of an engineers' train of 'modern' air braked wagons.

The 28XX is currently receiving scheduled maintenance, stripped for an intermediate overhaul which involves relining of the cylinders, new pistons, valve spindles, valve re-bore and new rings, all small tubes replacing and running repairs. The work should be completed by the spring.

No further details have been published by the railway, but the event is one of two new enthusiast events added to the 2018 calendar, the other being a Small Engine Weekend on September 29-30. This event comes just a week after the big September 20-23 autumn

steam gala and will undoubtedly feature locomotives such as Hawksworth 0-6-0PT No. 1501, GWR / Port Talbot Railway 0-6-0ST No. 813, Collett 0-6-0PT No. 7714 and auto tank No. 1450. These may be joined by a visiting engine – possibly retained after the previous weekend's gala – and recently overhauled Class 14 0-6-0DH D9551.

Other highlights in the recently published event list include the SVR's Open House weekend on April 7-8, the Spring Diesel Festival – the biggest diesel event in the country – May 17 to 19, followed by a Mixed Traffic Day on

Sunday, May 20, the hugely-popular Step Back to the 1940s event, which is held over two weekends; June 30 / July 1 and July 7-8, the Classic Vehicle Day on July 29, and a 50th anniversary end of BR Steam event on August 4, which will feature a special display at the Engine House surrounding end of steam celebrity 'Black Five' No. 45110, with appropriate locomotives and coaching sets working the service trains; Ivatt 2-6-0 No. 43106, 4-6-0 No. 7802 *Bradley Manor* and newly-overhauled BR Standard 4MT 4-6-0 No. 75069 being obvious candidates.

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

Heritagerrailway.co.uk 17

Rugby club breakthrough for Bala Lake Railway extension

By Robin Jones

JUST 80 yards now separates the ground-breaking planned £2.5 million Bala Lake Railway extension from its town centre goal.

As previously reported, the 2ft-gauge line is to be extended by 1200 yards from its current terminus at Pen-y-Bont into the heart of Bala – giving a major boost for both visitor numbers and the local economy.

Until recently, essential land negotiations had stalled with the trust unable to agree land values for the acquisition of the land to link the new station with the lake foreshore.

Following a slight realignment of the intended route, discussions have been held with Bala Rugby Club and a local farmer, resulting in an agreement in principle to purchase a strip of land along the very edge of the rugby field and a small piece of the adjacent field.

The railway's trust has just agreed to purchase the strip at the rugby club for £42,800. The track will run alongside the pitch on a low embankment – and there are plans to cut into the sides of it to create seats for spectators! In turn, the money will allow the rugby club to buy another parcel of land that it wants.

Talks underway

However, a final purchase of 80 yards of land leading to the foreshore of the lake is now needed, and talks are underway with the local farmer who owns the land.

Natural Resources Wales is looking at carrying out improvements to the town flood defences, and within those works it is looking to accommodate the railway enabling it to get to the B4391 bridge over the River Dee.

The bridge is the key central ingredient in the blueprint, which involves the 2ft-gauge railway sharing it with the road. However, it will not be



The proposed extension of the Bala Lake Railway over greenfield sites into the town centre, from the old GWR Wrexham-Dolgellau formation on which it currently runs. BEN ABBOTT

a copy of the Welsh Highland Railway's Britannia Bridge at Portmadog, which has generated complaints from cyclists whose wheels have fallen foul of the rails.

At Bala, it is intended to dedicate one of the carriageways to the railway, and leave the other as one lane, to be shared between vehicles in both directions under a traffic light system. Narrowing the bridge to road traffic will also have the effect of traffic calming, and stopping drivers coming off the mountain road from Llangynog speeding up into the town.

The railway has already bought the derelict warehouse in Aran Street for the new station in the town centre, the Snowdonia National Park Authority has granted planning permission for its demolition and the clearing and

levelling of the site. The progress of realisation of the railway plans is already generating interest and excitement amongst traders. One ice cream vendor, for example, has acquired premises a stone's throw from the proposed station in anticipation of a huge demand from passengers.

Eighty yards short

Trust chairman Julian Birley said: "We could not have asked for more support. It has been a delight to work with Bala Rugby Club and the neighbouring farmer. To get from the town to the shore, we're now 80 yards short. We've had support from all around the UK and word is getting round I hope."

"We regard ourselves as a community asset, and working with other parts of the community fulfils our absolute aims

and objectives. However, there is still much to do, not least the application for the Transport & Works Act Order from parliament.

"We now have planning permission to demolish what is currently where we'll be building the station. We'll be taking that down and landscaping it all before Christmas.

"We look to continue to work with the local community to bring this project to a successful conclusion, creating benefits for the local area."

"With support and belief in the project growing, fundraising is continuing apace and we urge as many people to join us to donate and be part of the team that makes this happen.

"We've also had a Heritage Lottery Fund grant for an exhibition space in Llanuwchllyn for some of our rolling stock, which will provide another attraction for visitors."

The progress with the extension plan comes as the line has reported record passenger numbers. Figures for passengers showed a 12% increase, with revenue up 19% and a 38% rise in retail sales and catering.

It is anticipated that the extension will bring at least 60,000 more visitors into Bala.

The siting of the terminus next to the A494, a busy summer holiday route, is anticipated to encourage tourists to break their journeys to ride along the shores of the lake.

→ Anyone who would like to help with the town centre extension or donate to the project is invited to visit www.balalakerailwaytrust.org.uk



This will be the view from the train as it crosses the north side of Lake Bala and is set to be one of the finest on any heritage line in the UK. JULIAN BIRLEY



Grandstand view: the pitch-side strip of land at Bala Rugby Club over which a low embankment will be built to carry the railway. JULIAN BIRLEY



Unique LMS 'Black Five' No. 44767 *George Stephenson* outside the West Shed at Butterley prior to dismantling. BRIAN SHARPE

Owner in talks to sell 'Black Five' *George Stephenson*

ENGINEER Ian Storey is talking to prospective buyers about selling his unique LMS 'Black Five' No. 44767 *George Stephenson*.

The locomotive last ran on the North Norfolk Railway three years ago and is currently dismantled as a 'kit of parts' at the Midland Railway-Butterley's West Shed.

The locomotive is registered to run over Network Rail metals from the North Yorkshire Moors Railway to Whitby and from the NNR at Sheringham to Cromer. Ian said that the boiler is still in good condition and still in ticket.

He said that several faults were found with the locomotive when it was taken to the West Shed and he was talking to a number of possible buyers.

As No. 4767, the locomotive was completed at Crewe Works on the last day of the LMS, December 31, 1947, a few hours before Nationalisation.

It was unique among the 842-strong

class in that it featured outside Stephenson link motion in addition to experimental features including a double chimney, Timken roller bearings throughout and electric lighting. The modifications were part of a series of experiments by HG Ivatt to improve the already-excellent type. Renumbered 44767 after Nationalisation, its double chimney was replaced in 1953.

It was withdrawn in December 1967 after a working life of only 20 years and was privately bought by Ian Storey and stored at the now-closed Steamtown museum at Carnforth until 1974 when it was taken to Thornaby for restoration by the North Eastern Locomotive Preservation Group.

Its restoration work was complete for the 150th anniversary of the Stockton & Darlington Railway in 1975. At Shildon, the former Secretary of State for Northern Ireland, William Whitelaw, named No. 44767 after *George Stephenson*.

Great Central Leicester North's Greenacres cafe closed

THE Great Central Railway has closed the Greenacres cafe next to its southern terminus at Leicester North station.

The decision to shut its doors from November 1 has been taken after a review of its sustainability following a number of years of trading.

Despite the determined efforts of staff, while the business units have been filled, the cafe has struggled to turn a profit.

GCR general manager Michael Gough said: "While the Greenacres cafe has proved to be popular with some visitors it has not attracted anywhere near enough custom to prove commercially viable."

The cafe is also next door to the site where the GCR, Leicester City

Council and the National Railway Museum are collaborating to build a new railway museum with the help of £10 million from the Heritage Lottery Fund.

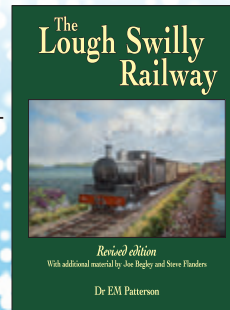
Michael said: "The exciting museum project continues apace and we are currently planning for the doors to open in 2021. In the long term, as befits a major new visitor attraction for Leicester, we expect to be able to provide a new catering facility at the museum. Subject to further planning, that may well include reopening Greenacres cafe."

Visitors to the Great Central will still be able to purchase tickets and light refreshments at Leicester North station itself.



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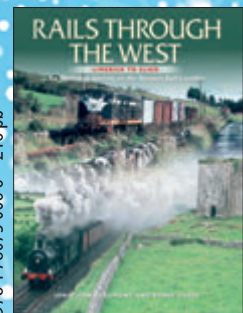


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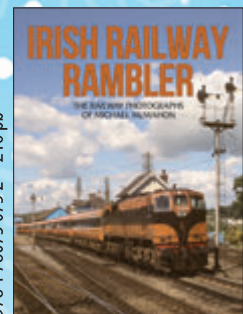
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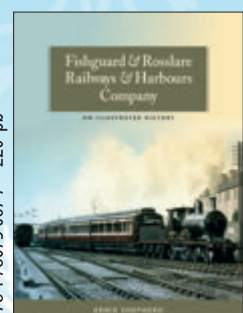
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Corwen gets new 'stairway to heaven' – but more cash needed

By Robin Jones

THE Llangollen Railway continues to make rapid strides towards the completion of its new western terminus of Corwen Central, with the completion of the subway staircase.

In October, contractors cast the top flight of stairs to bring access up from a depth of 14ft to platform level.

The completion of the stairs coincided with a delivery of redundant wooden paling fencing from platform 1 at Network Rail's Gobowen station, where metal fencing has been installed. The recycled material was swiftly used to provide a security fence to the top of the Corwen subway, pending the ultimate installation of the metal railings recovered from Burnham on the Great Western Main Line.

Secure the subway

Down below, a pair of steel doors have been hung at the entrance to further secure the subway. Measuring 7ft 6ins by 4ft, these are again recycled components, having been donated and modified in the Llangollen workshops to fit the location. This piece of infrastructure now represents an investment of more than £100,000.

Elsewhere, other pieces of essential infrastructure at Corwen Central are taking shape.

With the signalbox base now buried within the expanded embankment, work proceeded with the installation of the roof using three steel beams for the



The subway staircase for Corwen Central complete. GEORGE JONES

eventual signalling frame, finished with concrete beams and concrete blocks. Fitting out of the basement locker room is underway.

However, even with the restored signalbox cabin eventually installed on top of the base, it has been acknowledged it will take the signalling and telegraph department several years to fully signal the site. In the medium term, the station loop will be worked by ground frames, as was the case at Carrog when that station first opened in 1996.

Elsewhere on site things remain, as outlined last time, with work proceeding to provide accommodation for the borehole installation and preparation for the base for the water tower. The station's 2000 gallon water tank and pedestal is being fabricated by contractors at nearby Wrexham and part payment has been made with a cheque for £11,000, leaving about the same amount to be

found from donations and fundraising to complete the purchase.

The Big Push share appeal remains open for applications with around £95,000 having been subscribed to date. However, further share applications towards a total of £300,000 would go a long way to finance the essential work needed to provide a basic station.

Influx of funds

The outstanding work to complete the station and make connection with the railhead is such that, without a major influx of funds, the small volunteer work is unable to forecast a completion date in 2018. The weather during the forthcoming winter will likely play a significant part in the work schedule for the building of platform 1 and subsequent infill of the island platform area.

Llangollen Railway Trust chairman Peter



The fencing from Gobowen station given a new lease of life at Corwen Central. GEORGE JONES

Lund said: "Corwen Central is planned to accept trains at the commencement of the 2019 season. Dwyrain Corwen East will be the terminus until October 2018 when it will be closed and dismantled."

The last train service to depart Dwyrain Corwen East in 2017 ran on Remembrance Sunday, November 12. Festive season trains, including the Winter Warmer weekend, will terminate at Carrog. The first train serving Corwen in 2018 will be on Saturday, February 10.

Following a briefing visit on November 2, North Wales Assembly Member Mark Isherwood (Conservative) said: "I am hugely impressed by progress at Corwen Central since my last visit and, as always, note the dedication and commitment of the team of volunteers who make this happen. The achievements of the Llangollen Railway show that it delivers on its goals and I looked forward to this terminus becoming operational in 2019."

Double farewell at the Severn Valley

WITH GWR 4-6-0 No. 7812 *Erlestoke Manor* and SR rebuilt *Battle of Britain* Pacific No. 34053 *Sir Keith Park* both bowing out of service at the end of the year, the Severn Valley Railway is setting up a special farewell for both locomotives during its end of season festive services between Boxing Day and the New Year holiday of January 2.

No. 7812 reaches the end of its boiler certificate on December 31 and is scheduled to be in traffic on December 30/31. It will then be withdrawn for a fast-track overhaul at Tyseley Locomotive Works with plans to return it to service on the SVR in 2020.

No. 34053, owned by Southern Locomotives Ltd, has reached the end of its five-year running agreement with the SVR, having made its

preservation-era debut at the line, and will be running on the Swanage Railway from the start of the 2018 operating season for the remaining five years of its boiler certificate.

It is scheduled for trains on January 1 and 2. Trains during this period will operate over the full length of the railway between Kidderminster and Bridgnorth following a month in which pre-Christmas trains operated only as far as Arley and Highley (see separate story).

The Engine House visitor centre will be fully open during the festive services week of operation. After January 2, the railway closes completely for a six-week period of maintenance that includes relaying sections of the line.

Anniversary goods train for Port Talbot tank

TO MARK the 50th anniversary since the arrival of Port Talbot Railway/GWR Hudswell Clarke 0-6-0ST No. 813 on the Severn Valley Railway on November 25, 1967, owner the GWR 813 Preservation Fund has organised a special fundraising goods train to run behind the 1900-built locomotive on Saturday, November 25 – 50 years to the day – with members of the public able to ride in two of three brake vans that will be added to the train of four restored GWR wagons.

Places will be issued on a first come, first served basis. Trains will make two return trips of the line with the following options available: (1) depart Bewdley 8.58am, arrive Bridgnorth 9.46am; (2) depart Bridgnorth 10.10am, arrive Kidderminster 11.23am; (3) depart Kidderminster 11.45am, arrive Bridgnorth 12.56pm; (4) depart Bridgnorth 1.50pm, arrive Bewdley 2.46pm.

The cost is £30 one way and intending participants will also need a valid SVR ticket or pass to get them to their intended start point, or back from the finish point, and membership of the GWR 813 Preservation Fund, which can be done on the day and costs just £25 for life membership.

The three brakevans in use will be GWR Toad No. 68501, LMS No. 730866 and recently-restored SR No. 55577. Passengers can be accommodated only in two of the vehicles as the outermost one must be for the exclusive use of the guard.

The three brakevans will all have stoves burning to keep participants warm. It is planned to move passengers between vehicles at intermediate stations so that everyone gets to ride in each.

Places must be pre-booked, with those interested advised to email graham.phillips@svrlive.com



BR Standard 5MT 4-6-0 No. 73082 *Camelot* arrives at Horsted Keynes on the Bluebell Railway with a photo charter on October 30. ANDREW BELL

Great Western Railway canal on course for revival

By Robin Jones

A SOUTH Devon canal which was owned by the Great Western Railway could reopen in two years' time.

The 1.7 mile Stover Canal, which ran between Newton Abbot and Ventiford, was built by James Templer of Stover Lodge between 1790-92, for carrying ball clay to barges on the River Teign, then onward shipment to the Potteries.

From 1820 the canal was also used in conjunction with George Templer's Haytor granite tramway to transport granite from the quarries on Haytor Down to Ventiford, but by 1858 the quarries and tramway had

closed. In the late 1850s, the planned Moretonhampstead & South Devon Railway included utilising the course of both the granite tramway and the canal. The new railway, completed in 1866, was built over the course of the tramway from Brimley to Ventiford and alongside the canal, down to Newton Abbot.

Killed off the canal

In 1877 the GWR bought both the railway and the canal, which was profitable. However, competition from rail and road transport killed off the canal and the clay traffic was no more by 1937.

The GWR decided in 1942 to close the canal to barge traffic and cease

maintenance. At nationalisation, the canal passed into the ownership of BR. Despite closure, water remained in the canal until 1951 when it burst its banks, flooding part of a nearby clay works.

Since then the channel and all the locks have fallen into a state of serious neglect. The canal is currently owned by Network Rail, though Jetty Marsh Lock and Ventiford Basin are owned by Teignbridge District Council. The towpath between Teigngrace Lock and the canal bridge forms part of the Templer Way historic trail.

The Stover Canal Trust, which was formed in 1999 with the aim of restoring the waterway, wants to build a small

dam at Ventiford Basin to raise the way level to its original height, paving the way for a full reopening.

Approved unanimously

Proposals to bring the canal back into use were approved unanimously by councillors earlier this year.

At the Stover Canal Trust biennial open weekend on September 23/24, plans to rewater the basin were displayed and a replica wagon, as used on the granite tramway, was placed on the exposed rails at the canal terminus. On the Saturday, local councillor George Gribble cut the ribbon to mark the completion of the restoration of Graving Dock lock.

O1 and 4DD rescuer Esmond Lewis-Evans passes away aged 89

PRESERVATION pioneer Esmond Lewis-Evans – the man who saved SECR O1 0-6-0 No. 65 and vehicles from Bulleid's double-deck EMU, has died aged 89.

After buying the O1 in 1963 for the scrap value of £850 to save it from being cut up, Esmond later established the Ashford Steam Centre, based on the

former steam shed to the east of Ashford station, and opened it in 1968. As well as his own locomotive, the centre became home for many more, including SR Merchant Navy Pacific No. 35028 *Clan Line*.

Due to mounting debts, the steam centre was closed in May 1976 and its rolling stock was dispersed. The site was

later used for housing development.

Esmond was also instrumental in saving carriages from Bulleid's 4DD unit. Trailer No. 13503 was scrapped by Car Fragmentation of Queenborough at Ashford following the closure of the steam centre, but No. 13003 is now in storage at Sellindge in Kent and No. 13004,

owned by the Bulleid Double Decker Society, is now at the Northamptonshire Ironstone Railway.

The O1 ended up at the Bluebell Railway where, after storage as a kit of parts, it was restored to running order.

Esmond's funeral was held at Charing Crematorium in Ashford on October 9.

Crewe Heritage Centre APT needs Coventry power car



CREWE Heritage Centre has launched a CrowdFunding page to meet the costs of the transfer of an Advanced Passenger Train power car from Coventry's closed Electric Railway Museum.

The heritage centre has the rest of a

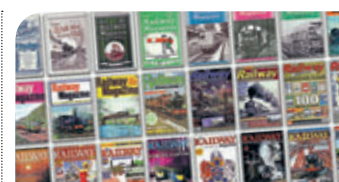
The Advanced Passenger Train power car at the Electric Railway Museum in Baginton, Coventry. ROBIN JONES

155mph APT set, and a power car would be the final piece in the jigsaw.

Non-Driving Motor Car No. 49006 was an exhibit at the electric museum on loan from the National Exhibition Centre.

The centre needs £2700 to pay for the power car to be moved from Coventry to Crewe by road, and as we closed for press, half that amount had been raised.

If you would like to help fund the move, visit www.crowdfunder.co.uk/apt



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North York Moors launches £2.5m 'future proof' appeal

By Robin Jones

A £2.5million appeal to secure the future of the North Yorkshire Moors Railway (NYMR) has been launched – with people being asked to pledge their support online.

Earlier this year, the Heritage Lottery Fund awarded the NYMR £4.6m towards the £9.2m sustainability project, the line's Yorkshire's Magnificent Journey Appeal.

The appeal was launched under the banner of Lighting up the next 50 years, in a nod to the heritage line's recent half-centenary.

It covers several key projects, not least of all the renewal and repair of worn-out iron bridges around Goathland, a threat to the NYMR's continued operation. This project alone has been estimated at £2.67m.

One of the bridges that needs to be replaced is an "invisible" riveted steel underbridge, which carries the track over a beck at the southern end of Goathland station, and which has been in place since 1909.

The NYMR wants to spend £770,000 on better facilities for mobility impaired passengers, by providing a "fuss-free access" carriage in every train, with ramps, toilets and seating.

By far the biggest expense will be the provision of a covered carriage shed for up to 40 vehicles at Pickering, reducing decay and easing maintenance of the irreplaceable coach fleet. The shed has been costed at £4.16m.

A sum of £330,000 has been earmarked for a dedicated education carriage at Goathland, providing interpretation so visitors get more from their visit to a perfect country station.

A new £450,000 volunteer hostel is planned for Grosmont, to provide better facilities to encourage new volunteers, including families and young people.

A railway apprenticeship programme is estimated to cost £470,000 to develop, while £170,000 will be allocated to develop initiatives to recruit new generations of volunteers to the line.

A renewed emphasis on the care and management of the 18 miles of lineside is set to cost £170,000.

To deliver the ambitious but essential investment programme, the NYMR must raise £2.5m over the next five years.

North Yorkshire Moors Historical Railway Trust chairman John Bailey said: "Fifty years ago our founders had the vision and determination to reopen the North Yorkshire Moors Railway. Today we face a challenge of similar scale.



Lighting up the next 50 years: North Yorkshire Moors Railway engineer Andrew Jeffery (left) with BR Standard 4MT 2-6-4T No. 80136, as Mikey, from Circus Malabaristas, gives a pyrotechnics display to launch the £2.5million appeal. CHARLOTTE GRAHAM/NYMR

"We are extremely grateful for the support from the National Lottery. With its backing, we can plan confidently both the implementation of essential projects and our appeal for the balance of funds required. This should ensure that, 50 years hence, people will still be learning from and enjoying the experience of steam across the moors."

Keeping 18 miles of railway with more

than 30 bridges in top condition through the difficult upland is a continuing challenge for the line's trustees.

Around £1m is invested annually to maintain infrastructure on the 180-year-old railway, but much more is needed for the railway bridges and its 50-100-year-old vehicles to remain viable.

➔ For further details and to pledge your support, visit nymr.co.uk/YMJ



No. 121020 delivered by low loader to Bodmin General on October 20. C MILLER/BWR

'Bubblecar' moves to Bodmin base

ONE of the last two Chiltern Railways Class 121 'Bubblecars' has been acquired by the Bodmin & Wenford Railway Trust.

No. 121020 (55020) was delivered to Bodmin General from Tyseley on October 20.

Along with sister vehicle No. 121034 (55034) it was withdrawn from Chiltern service on May 19.

They were the last first-generation DMU vehicles to remain in main line passenger operation, dedicated to the Aylesbury to Princes Risborough peak-hour services. They were also the

last vacuum-braked trains in regular operation on the network.

No. 121020 will be fully integrated into the 2018 timetable, and has been hailed as a very useful addition to the Cornish heritage line's fleet. It will retain its current livery for the foreseeable future.

Its arrival, however, has rendered the line's Class 108 Derby Lightweight DMU surplus to requirements.

Any parties interested in buying it are invited to contact railway manager Chris Hatton on 01208 73555 or email chris.hatton@bodminrailway.co.uk.

New exhibition at Ribbleshead station

A NEW exhibition telling the story of the Settle to Carlisle line has been installed at the Ribbleshead station visitor centre.

A plaque to commemorate the reopening of the centre was unveiled by David Brown, recently appointed managing director of Train Operating Company Northern.

He praised the excellent partnership between Northern and the Settle and Carlisle Railway Trust, which manages the station, and agreed to work together towards the aim of having more and faster train services between Leeds and Carlisle.

The visitor centre and exhibition have been part-funded by Stories in Stone, a four-year programme

of conservation and community projects in the Ingleborough area, led by Yorkshire Dales Millennium Trust, and mainly funded by the Heritage Lottery Fund.

The project was also supported by the Friends of the Settle Carlisle Line and Network Rail.

The exhibition includes ExploreMore, a computer model using aerial photography, 3D models of features such as Ribbleshead Viaduct, and original Midland Railway plans. Using a touch screen, visitors can 'fly' over the railway and the surrounding area and find out about features along the line, including stations, the navy settlement and archaeological sites.

Arley plaque marks volunteers' efforts

THE contribution of volunteers at the Severn Valley Railway's Arley station has been commemorated with a plaque marking their National Railway Heritage Award.

The station team at Arley was last year named as winner of the NRHA

Stagecoach Volunteers Award 2016, given for their outstanding dedication to maintaining and preserving the station.

NRHA chairman John Ellis visited Arley during the line's recent autumn steam gala to join volunteers in unveiling a special plaque.



Visiting GWR 2-8-0T No. 4277 runs alongside the Cauldon Canal, near Consall Forge, with a photo charter on the Churnet Valley Railway on October 29. It has been repainted in BR black livery. MARTIN CREESE



Brian Stabler has named his 1946-built shunter No. 46 *Heather* in a poignant tribute to his wife. PHIL MARSH

Shunter named after wife on 'private' GCR

THE third section in preservation of the Great Central Railway's London extension was the setting for the naming of a Ruston Hornsby shunter after the wife of its owner, Brian Stabler.

The privately owned Finmere station, near Buckingham, is the home of 71-year-old 48DS 0-4-0DM, which on October 15 was named *Heather*.

Enthusiast Brian, who 25 years ago arranged for the purchase of a Class 115 DMU from Aylesbury depot for use at the Buckinghamshire Railway Centre, bought the locomotive in 2015 while it was based at the Chinnor & Princes Risborough Railway and moved it to Finmere in 2016.

Fully operational

Its overhaul was completed at Finmere, including the fitting of a solar panel on the cab roof to keep the battery charged. It is now fully operational, and dual braked, and has been used for shunting the growing amount of stock around the mini-network at Finmere this year.

The locomotive was sent as new from the Ruston Hornsby works at Boultham on November 1, 1946 by low loader to the Gas Light and Coke Company works at Southall, in West London.

In preservation, it worked at the Northamptonshire Ironstone Railway at Hunsbury Hill and at Havenstreet on the Isle of Wight Steam Railway.

Brian was keen to base the engine at Finmere because as a young lad he travelled between Aylesbury and Nottingham via the station, where he also trainspotted until the line's closure in 1965. He said his dream came true when he first drove his engine on the platform lines at Finmere, as he always wanted to drive on the GCR.

After the naming and a ceremonial spin along a newly laid siding, No. 46 was winterised and laid up until next spring.

Brian's wife could not be present at the ceremony as she is in a nursing home.

Finmere station, which lies 54½ miles north of Marylebone, was opened along with the rest of the London Extension in March 1899.

The site was acquired several years ago by a member of the Coulsdon Old Vehicle & Engineering Society, a private engineering club, which is based in south London. Its running line was created from track that had been salvaged from the East London Line project.

Currently, the site is strictly out of bounds, and visitors are allowed on to it by invitation only.

Construction boss has plans to save Glasgow & South Western station hotel

By Hugh Dougherty

AN AYR design and construction company owner has developed plans to save derelict and dangerous Ayr Station Hotel from demolition.

Robin Ghosh, who has already played a key role in saving Ayr's Seafield House – the historic home of railway engineer Sir William Arrol – said the Glasgow & South Western Railway-built station hotel should be redeveloped as a new headquarters for South Ayrshire Council.

"What I'm proposing is the council builds a 20-year-life, new build construction in front of the hotel for public access offices with some retail frontage, and refurbishes the interior of the hotel building for its own office use. ScotRail would also benefit from a refurbished and welcoming entrance to the station, and the new use for the hotel would secure the future of the iconic and historic hotel," said Robin.

However, the construction chief of the company that has already carried out conservation work on the hotel's roof

and ironwork on behalf of its Malaysian owner, claims the building will have to be demolished within three years if work does not begin shortly.

He said: "One more hard winter will cause further deterioration and the very real danger of falling masonry or complete walls collapsing, threatening the platforms and the railway lines below."

"Unless urgent remedial work is taken soon, the building will have to be demolished to keep railway traffic running through the station to Girvan and Stranraer, and a wonderful, railway-built hotel from the golden age of train travel and railway company hotel development, will be lost for ever."

New headquarters

"South Ayrshire Council is currently considering building a new headquarters to replace its current life-expired building, but it makes much more sense to refurbish and use the hotel. That would also re-establish the railway station as the centre of town life in Ayr and attract further residential

and retail development around it with the conservation of this iconic building allowing it to continue to add character to this part of Ayr as it has done for the past 132 years.

"Demolition would be unthinkable."

Network Rail is continuing to monitor the effectiveness of the scaffolding and barriers it has put around the crumbling building at its own expense to stop masonry falling on to trains, tracks, passengers and staff.

Although South Ayrshire Council has not given an official response to Robin Ghosh's plans, it has announced the appointment of a consultant to examine the condition of the station hotel building, which dates from 1885.

Mike Newall, head of neighbourhood services, said: "The former Ayr Station Hotel is privately owned, however the council is in discussions with representatives of the owner to undertake a survey of the building."

"The survey will hopefully inform the next steps regarding the future of the former hotel."



Left: Robin Ghosh shows off his plans. He is standing in front of an image of Ayr Station Hotel in its heyday. HUGH DOUGHERTY

Right: The condition of the building is giving cause for concern, and Robin Ghosh fears for its future. HUGH DOUGHERTY





Ivatt 2-6-2T No. 41312, on loan from the Mid Hants Railway, passes Corfe Castle on the Swanage Railway on November 2. The locomotive is helping the Purbeck line through a shortage of steam locomotives, which led to the cancellation of a mid-October gala at which it was due to be a special guest. No. 41312 operated the Swanage branch service between 1964 and 1966 while it was also engaged in Bournemouth to Dorchester empty coaching stock work. It hauled at least one train on the Somerset and Dorset main line in the form of the Sturminster Marshall (Bailey Gate) to Templecombe milk train, and also headed the last steam-operated train on the Lymington branch in April, 1967. ANDREW PM WRIGHT

A volcano and *Tornado* for Bury!

By Robin Jones

THE East Lancashire Railway has launched a £340,920 appeal towards the cost of buying current resident Bulleid West Country Light Pacific No. 34092 *City of Wells* from its three owners.

Richard Greenwood, Graham Bentley and John Adams were approached by the railway about selling the locomotive, dubbed 'The Volcano' for its storming main line performances in the Eighties, and lava-like chimney 'eruptions' when working hard.

City of Wells visited the ELR on loan, but was unable to return to its longtime Keighley & Worth Valley Railway home because of a bridge failure in Keighley preventing its return by low-loader. Now the line has agreed to buy it outright for an undisclosed sum.

ELR chairman Mike Kelly said: "Over the past two years we have been honoured to host *City of Wells*, which since its arrival in July 2015 has become a stalwart of the railway's locomotive line-up.

"Come rain or shine, from snowy Santa specials and haunted Halloween services to steam galas and luxury diners, *Wells* has proudly represented the railway and done its bit for our cause and community. It has looked after us and it's now time for us to look after it. The locomotive has resided in the North West for many years, and with the help of our supporters, we can ensure it stays here for many more!

"As a not-for-profit organisation we simply do not have the funds to secure the engine's future, which is why we are calling upon the support of our railway family to give *Wells* the home it deserves.

"We appreciate all support and any donations received, however small, will



***City of Wells* in full flight on the East Lancashire Railway, which could now become its permanent home. ELR**

be one more precious step to our target of securing this heritage locomotive for now and for the future generations of volunteers and visitors."

A statement from the current owners said: "We are delighted to have agreed terms for the sale of No. 34092 to the East Lancashire Railway.

"After 47 years of ownership, during which time we have enjoyed some wonderful years of main line and heritage railway operation, not to mention the challenges of restoration and renewal, we realise that it's now time to hand over to new owners, given that we're not getting any younger and would be unable to fund the cost of the next major overhaul. It is somewhat sobering to remember that BR were its owners for a mere 15 years.

"Since being based at Bury over

the last two years, we have come to recognise the ELR as a progressive railway with the right developing skills and facilities which give us the confidence that the long-term future of *Wells* will be secure.

"We shall always be grateful to our friends and colleagues at the KWVR for having provided No. 34092 with a home for most of our years as owners."

Richard Greenwood added: "We did not look to sell it, but the ELR approached us. The ELR is kinder on a big engine that was built for the main line."

No. 34092 was built at Brighton Works in 1949 and was originally named *Wells* but was renamed *City of Wells* a year later. It was regularly used on such prestigious duties as the 'Golden Arrow' boat train between London and Dover.

Withdrawn from Salisbury in November 1964 and sold to Woodham Bros scrapyard in South Wales, in 1971 it was purchased by a group of individuals who brought it to the KWVR that November.

It was returned to service in 1979 with a rededication/naming ceremony at Keighley station being carried out by the then mayor of Wells, Ernest Wright on April 1, 1980. Restored to main line standard, it was withdrawn in 1989 to begin what turned out to be a 25-year restoration, finally completed in August 2014.

The railway's current home steam fleet consists of Burnley Gas Works 0-4-0ST No. 1, Manchester Ship Canal 0-6-0T No. 32 *Gothenburg* and LMS Hughes Fowler 'Crab' 2-6-0 No. 13065.

Meanwhile, 101mph A1 Peppercorn Pacific No. 60163 *Tornado* will be returning to the ELR for the first time since 2010.

A star of the new Paddington 2 movie, it has been booked to appear between March 29 and April 2, and will haul four round trips a day.

Tornado will be celebrating its 10th birthday at a dedicated event on the line.

Tickets, which went on sale on November 1, must be booked in advance, and no concessionary fares are available.

The tickets include a full line return trip on *Tornado* and unlimited travel on other standard services throughout the day.

➔ For more information on the ELR's Home for *Wells* fundraising project and to make a donation, visit www.preservationforgenerations.co.uk

➔ To book tickets for *Tornado*'s visit online, visit www.eastlancsrailway.org.uk

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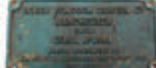
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One-off railwayana sale set to cash in and hit the high notes

By Geoff Courtney

UNIQUE, rare opportunity, and scarce, are words that are a regular part of an auctioneer's lexicon, and Chris France, of internet auction house Railwayana.net, will have every justification to use them at his next sale at the end of November.

For instead of the more usual nameplates, cabside numberplates, totem station signs, and other hardware, Chris will be putting under the online hammer a selection of banknotes that have a unique association with the world of railways.

They are part of the Bank of Scotland's launch of polymer £10 notes, with Chris's auction raising funds for Mental Health UK, the bank's current charity partner.

All the new notes will feature preserved 'Black Five' No. 45407 crossing Glenfinnan viaduct on the Fort William to Mallaig line, but just 36 have been printed by De La Rue with special, additional railway themed features, and it is these that are being auctioned by Railwayana.net.

Totem signs

Half of those 36 will have different serial numbers, matching the BR numbers of the 18 'Black Fives' in preservation, each with a BR prefix,



Cheque mate: K1 2-6-0 No. 62005 sits at Glenfinnan platform as Bank of Scotland's Graeme Donald (left) and Richard Hill hold a super-sized copy of the limited edition Scottish £10 note featuring Glenfinnan viaduct and Glenfinnan totem sign. BANK OF SCOTLAND

while the other 18 will have as their serial numbers the LMS numbers of the preserved members of the class, with a LMS prefix.

The 18 bearing LMS serial numbers will also each feature one of the 18 BR totem signs that adorned some of the West Highland Line stations, including Fort William, Glenfinnan, Rannoch and Corroir. As an example, one note will bear the serial number LMS4806 and a Banavie totem sign, in addition

to an image of Glenfinnan viaduct, and another LMS5000 and a Bridge of Orchy totem, again with the viaduct.

Bank of Scotland's Jamie Black, one of a small team that has overseen the creation and production of the special notes, said: "These are quite literally unique items – there is only one of each note and they will not be reproduced."

"All are genuine Bank of Scotland notes and can be used as payment. "Successful bidders will not only raise

money for a special charity, but will own a truly unique collector's item that can be guaranteed to be the only one in the world."

He added each note would come in a special presentation pack certifying its authenticity, and listing the railway themed limited edition notes printed.

Railway enthusiast

Jamie, who describes himself as a railway enthusiast, having spent many holidays as a youngster at the North Yorkshire Moors Railway and visiting the NRM, said much of his research had been carried out in conjunction with Dave Jones, of Great Central Railwayana, of which Railwayana.net is a part, who he said had provided significant help with the project.

In a ceremony at Glenfinnan Station Museum on October 5 to mark the launch of the new polymer notes, Hege Barnes, the museum's curator, was presented with a supersize copy of the new note bearing the Glenfinnan totem station sign and the serial number LMS5407.

Steven Clifford, Bank of Scotland's regional director, said: "When we unveiled our new design the reaction of the public was great."

"We felt it appropriate to acknowledge the role the museum plays in ensuring the history of

John triumphs again as railway artists display their talent

By Geoff Courtney

MORE than 1000 visitors to the Guild of Railway Artists' annual Railart exhibition took part in a vote to select their favourite painting among the 61 on show, with the winner being a night-time, oil-on-canvas scene at Lichfield Trent Valley.

It was the work of John Austin, a fellow of the guild and its president, which gained 202 of the 1045 votes cast. The work enabled John to keep up his amazing record of having won the public's vote in 22 out of the past 23 annual exhibitions. It depicts LMS Princess Royal No. 46208 *Princess Helena Victoria* on a down Liverpool express under a dark and brooding sky.

Also in the painting are Class 7F 0-8-0 No. 49432, heading homeward to Nuneaton (2B) shed, while Patriot No. 45524 *Blackpool* is at the platform on a down parcels train. Other popular works were by David Noble, Philip Hawkins and Stephen Warnes, with the top water-based painting by Gerald Broom – 'A3 over the Tyne'.

The exhibition was held at Kidderminster Railway Museum throughout September.

Anna Bastin, the guild's exhibition administrator, who received much acclaim from members for her role in setting up the exhibition, said: "We attracted seasoned attendees as well as new visitors of all ages, and many of them enjoyed taking part in the voting. A regular comment was they couldn't decide which to vote for as they liked them all, which was very complimentary."

Of the exhibition, Anna said: "It was very well received, and it was sad to have to dismantle it on October 1."

In addition to the picture of the year award, another popular feature of these annual Railart exhibitions is that many of the paintings on display are available for sale, and 22 of the works were sold this year, nearly half of those that were available for purchase.

Railart, which has been held at the Severn Valley Railway-based museum on 13 occasions, provides a natural home for the display of works by some of the country's, and indeed the world's, most talented railway artists.

The guild was founded in 1979, and in addition to UK artists, among its members are representatives of four continents.

John's winning painting turned my mind back to Saturday, August 6, 1960, which I spent trainspotting at Lichfield Trent Valley.

A log of my seven-hour stay showed that I recorded five Patriots, 10 Jubilees, 12 Royal Scots, two Princess

A steamy night: LMS Princess Royal No. 46208 *Princess Helena Victoria* heads a down Liverpool express through Lichfield Trent Valley station in a painting by John Austin that was voted the public's favourite at the Guild of Railway Artists' annual Railart exhibition at Kidderminster Railway Museum. Also in the painting are Class 7F 0-8-0 No. 49432 and Patriot No. 45524 *Blackpool*.

Royals, and five Princess Coronations, in addition to 16 'Black Fives' – including a double-heading pair of Nos. 45230 and 45187 on a down relief express – and a sole 'Brit', No. 70043 *Lord Kitchener*.

Mind you, the wind of change, bringing with it the whiff of diesel, was in the air, and during the day I recorded no fewer than 18 Class 40s – as they were to become – including D210 *Empress of Britain*, and two Class 44 'Peaks', D7 *Ingleborough* and D9 *Snowdon*.

I also noted 1-Co-Co-1 No. 10201, a Bulleid design that emerged from Ashford works in 1950 and was transferred from the Southern to the London Midland Region in April 1955.





Bridging the gap: K1 2-6-0 No. 62005 on Glenfinnan viaduct with a Fort William to Mallaig 'Jacobite' train in June 2012. An image of the iconic structure being crossed by 'Black Five' No. 45407 is a dominant feature of the new Scottish polymer £10 banknote. BRIAN SHARPE

Glenfinnan is told to visitors for years to come."

Another bank official at the launch, head of industry development Graeme Donald, was in familiar surroundings, for he undertook an Outward Bound course at Loch Eil, which is overlooked

by Glenfinnan viaduct.

Mike Soden, a director of Great Central Railwayana, told *Heritage Railway*: "Each of the 36 banknotes are truly unique. With their railway theme they will be of interest to railwayana collectors, but also to coin and paper

currency collectors, who always have an interest in anything unusual or significant.

Considerable interest

"It is impossible to put an estimate on something as unique as these notes,

but we are confident their novelty, allied to the fact that the auction will be in aid of charity, will create considerable interest."

Online or telephone bids will be able to be made to Railwayana.net on November 29/30 and December 1.

Tourism plans after €80k saves 'Quiet Man' station

AN Irish station that starred in a classic Hollywood blockbuster has not only been saved from collapse but will be transformed into a major tourist attraction.

Disused Ballyglunin station in County Galway was used for the 1952 film *The Quiet Man*, starring John Wayne and Maureen O'Hara.

A scheme to save and restore it has now been given a surprise €80,000 grant from the Irish government, and the station is on track to be opened to the public on St Patrick's Day next year.

The station is on the line from Limerick to Claremorris and was opened in 1860 by the Waterford, Limerick & Western Railway, which was bought by the Great Southern & Western Railway in 1901. The line was closed to passengers in 1976 as part of the rationalisation of the rail network by Córas Iompair Éireann in the 1960s and 1970s.

The station building fell into decay, and was saved from collapse three months ago by a crowdfunding

scheme, which raised €30,000. The campaign to save it was backed by famous actors Liam Neeson and Gabriel Byrne.

The grant came as a result of a successful application to the Town and Village Renewal Scheme, run by the Department of Culture, Heritage and the Gaeltacht.

The first stage of the restoration is provision of a new roof and making the building secure, and is due to be completed in November. Restoration of the interior will follow.

There are plans to open a cafe and an interpretation centre, with tour guides highlighting the station's links to the silver screen.

Campaign spokesman Mark Gibson said: "It's been a very good few months in terms of securing the future of the station.

"We want the station to look just how it did in *The Quiet Man*, so all the renovation work will stay as faithful as possible to the movie. It will look authentic when it's finished."

Trams return to Volks Railway

BRIGHTON'S Volk's Electric Railway reopened for business over the October half-term school holiday and for Bonham's London to Brighton veteran car run on November 5.

Delays to work on a £1.65-million project to restore the world's oldest operating electric railway prevented it from opening as usual at Easter, after an old but still live underground gas pipe was discovered.

The pioneering railway, a first for the UK, has a new Aquarium station and visitor centre highlighting the work of the line's inventor Magnus Volk.

It is also planned to operate a Santa Express service at weekends in December.

The centre has been designed by Hove practice ABIR architects

and replaced a timber-framed tram shed which a council surveyor ruled as not "economically viable to repair" because of defects in steel and concrete caused by extensive corrosion.

The creation of a conservation workshop at the site of the former shed is continuing. When completed, it will provide training space for volunteers as well as allowing visitors to view on-going restoration work.

The three original carriages are being restored by Alan Keef at his Ross-on-Wye workshops.

The restoration project has been funded by the Heritage Lottery Fund, Brighton and Hove City Council, and Volk's Electrical Railway Association.

The line is scheduled to be fully operational by Easter 2018.

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No. 60009 passes through the cutting at Little Burrs with a 3P20 Parcels Group photo charter on October 17. KARL HEATH

Lancashire Union

By Brian Sharpe

LNER A4 Pacific No. 60009 *Union of South Africa* is approaching the end of its active main line preservation career and attracts attention wherever it goes in a busy programme on both the main line and heritage lines.

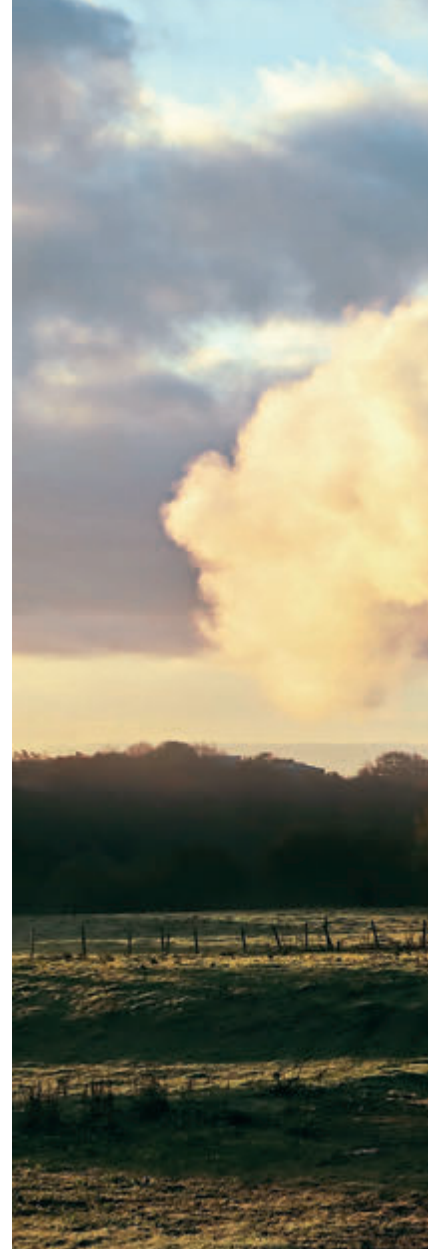
After a series of railtours in the south of

England, the A4 reached York at the head of a tour from Victoria via Haringworth on September 23. October 12 saw the engine move on from York to the East Lancashire Railway accompanied as far as Carnforth by Merchant Navy Pacific No. 35018 *British India Line*.

'Number Nine' was the star of the East Lancashire Railway's autumn steam gala

over the weekend of October 14-15, and also worked service trains over the following weekends, plus some midweek photo charter workings.

John Cameron's streamlined Pacific is booked to return to main line action on November 23 hauling the return leg of an Ealing Broadway to York festive railtour.



Union of South Africa crosses Brooksbottom viaduct on October 29 with the delayed 2.55pm from Bury. DAVE RODGERS





With owner John Cameron on the footplate, LNER A4 Pacific No. 60009 *Union of South Africa* passes Burrs at sunrise with a photo charter on October 18 during its visit to the East Lancashire Railway. TERRY EYRES



At the end of the line; No. 60009 *Union of South Africa* stands at Rawtenstall on the evening of October 28. EDDIE BOBROWSKI

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Robin Jones, Editor



BR Standard 4MT 2-6-4T No. 80136 departs from Grosmont on the North Yorkshire Moors Railway on September 30. BRIAN SHARPE

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LLANGOLLEN RAILWAY: Chief Civil and Mechanical Engineer (CCME)

The Chief Civil & Mechanical Engineer (CCME) of the Llangollen Railway plc is a full-time senior management position, directly accountable to the Board for all engineering aspects of the railway: Traction & Rolling-Stock; Permanent Way; Signalling; Civil Engineering.

A qualification in a relevant Engineering discipline, ideally at degree level, is necessary although applicants with an HND will be considered. Corporate Membership of a related Professional Body is preferred. [Exceptional candidates, outside the preferred criteria, may be considered.]

Experience will include contract and project management, delivering engineering projects, on time and within budget, and effective people management.

Ideally, but not necessarily, applicants will have worked in a heritage railway environment, as either

a volunteer or an employee; in any event, applicants will demonstrate a serious interest in railway engineering. The railway has a large volunteer force as well as paid employees: the person who fills the CCME post is expected to work effectively with both groups.

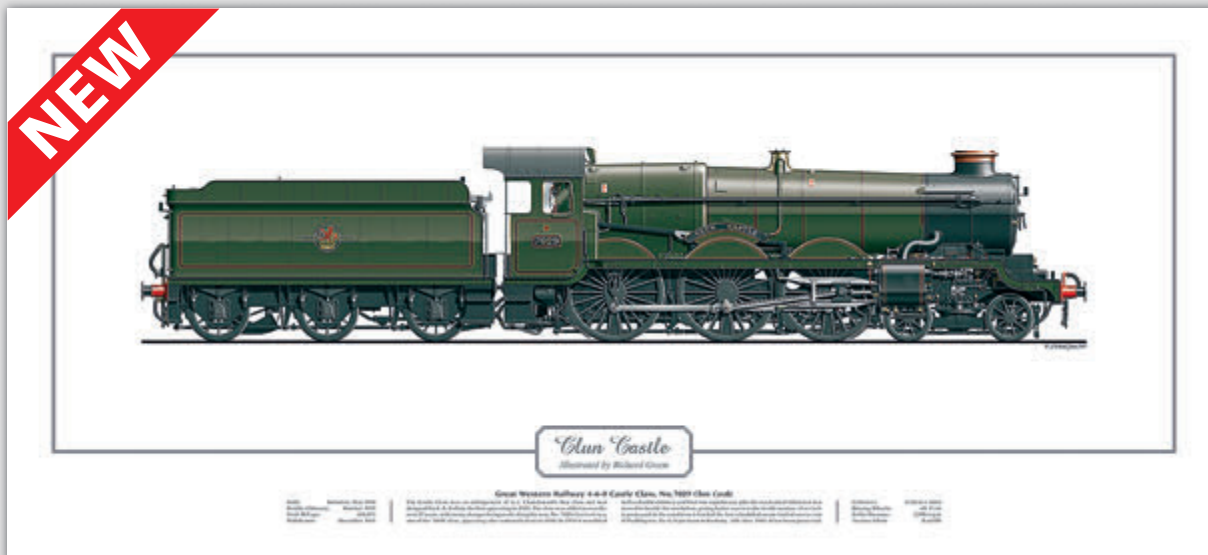
The CCME role is nominally a 37.5-hour per week salaried post but additional hours, within reason, can be anticipated. Some evening and weekend working will be required, particularly during the 7-day running season, prior to and at special events, and in the event of emergencies.

Closing Date 8th January 2018

**For a full job description and an application form, please contact:
Liz McGuinness – Interim General Manager
manager@llangollen-railway.co.uk
or 01978 860979 or 07487778946**



Incredibly Detailed Limited Edition Print of No. 7029 Clun Castle



The latest precision Limited Edition print by Richard Green is Castle Class No. 7029 *Clun Castle* in the condition it hauled the last scheduled steam service out of Paddington on 11th June 1965.

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Wight tender 'first' as three Ivatts reunite for May gala

By Robin Jones

THE last of three Ivatt locomotives gifted to the Isle of Wight Steam Railway has returned to the island.

The Ivatt Locomotive Trust relocated 2-6-2Ts Nos. 41298 and 41313 and 2-6-0 No. 46447 to the Isle of Wight Steam Railway between 2006-8.

The ownership of all three was subsequently transferred to the railway.

The East Somerset Railway (ESR) was subsequently contracted to overhaul No. 41313 on a commercial basis at its Cranmore workshop.

On June 24, it was launched into service on the ESR for tests and trials, and No. 41313 finally crossed the Solent on board the 3pm Wightlink sailing from Portsmouth to Fishbourne on October 24.

No. 41298 has been overhauled at Havenstreet and can be seen in regular use hauling passenger services at the

IoWSR. However, No. 46447 is not suited to regular use on the heritage line, so in October 2012 it was moved to the ESR on a loan deal with an agreement for it to be restored to running order.

In October 2014, No. 46447 hauled its first passenger service on the ESR, where it remains on long-term loan.

To celebrate the restoration of No. 41313, the IoWSR will hold an Ivatt gala to be held over the May 26-28 Bank Holiday weekend.

Not only will No. 41313 be operating alongside No. 41298 during the galas, but No. 46447 will also visit. It will be the first time a tender locomotive has run on the Isle of Wight.

IoWSR general manager Peter Vail said:

"When the three Ivatts were transferred to us 10 years ago the thought of seeing all three preserved and back in steam was almost an impossible dream.

"Assisted by our excellent and close working relationship with our friends at



All set to steam on the Isle of Wight for the first time: Ivatt 2-6-2T No. 41313 arrives at Havenstreet after being brought from the East Somerset Railway by low-loader. IoWSR

the East Somerset Railway, that dream is now a reality. The Ivatt gala planned in spring 2018 is a fitting celebration, and to bring No. 46447 over for the gala is the icing on a wonderful cake.

"The IoWSR is hugely grateful to Peter

Clarke and Roy Miller, who were the Ivatt Locomotive Trust. It was Peter and Roy's generosity and support for our railway that brought these locomotives to the Island – and transformed the locomotive power of our railway."

Bluebell needs £250,000 to replace track

THE Bluebell Railway has launched a £250,000 appeal to renew sections that have become uneven because of track wear.

Some of the railway's track was laid before the preservation society was formed and began running public trains in 1960.

It is hoped to replace the track north of Freshfield Halt for more than half a mile. If the target is met, work will start in February.

If the amount raised exceeds the target, the surplus will be used for further track maintenance.

A spokesman said: "The Bluebell Railway wants to make sure their ride is as comfortable as possible for its passengers. The renewed track will also reduce the maintenance cost on the railways locomotives and carriages.

"The cost of a new set of tyres on a carriage can run into a five-figure sum, whereas a locomotive cost can be into a six-figure sum. New track will save the railway a lot of money."

Every £10 donated is worth £12.50 to the project if Gift Aided. → If you would like to contribute to the track appeal, visit www.bluebell-railway.co.uk/bluebell/trust/appeal/donate.html or telephone 01825 720800.

New G5 now needs its motion

A £90,000 appeal has been launched to manufacture the motion for new-build NER G5 0-4-4T No. 1759.

The Class G5 Locomotive Company Limited is building the locomotive on the same site as the old BR wagon works in Shildon and hopes to run it not only on heritage lines but the main line, too.

Progress to date includes the erection of frames, the UK-built boiler received, the cab erected, smokebox manufactured, leading wheelset delivered, bogie completed, tyres and wheels for trailing wheelset delivered, Westinghouse pump delivered, mechanical lubricators, injectors and safety valves delivered, and most recently, the crank axle is currently in production.

The next stage in building No. 1759 is the motion. Under the banner of The Motion Fund, a club has been launched to fund its design, manufacture and fitting of the motion.

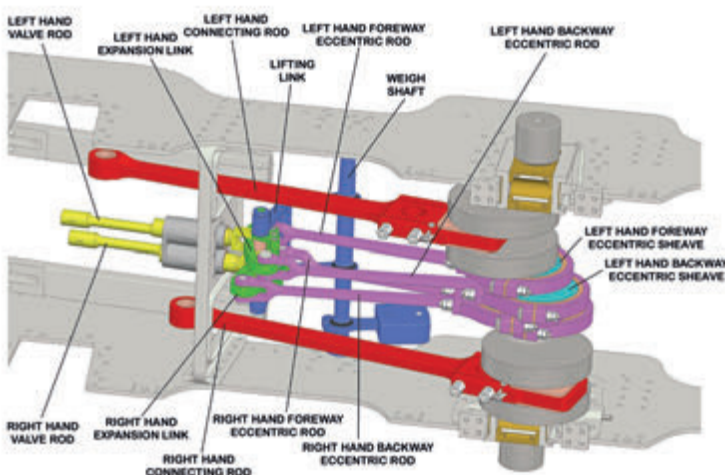
The club is seeking 150 people to contribute £600 each, to raise the £90,000 needed to complete the motion.

Joining The Motion Fund will give contributors a free 6in replica brass workplate carrying the number 1759, a free seat on the first train pulled by the G5, an opportunity to become a shareholder with 30% tax relief, a regular newsletter, and an invitation to the company's annual conference.

Company chief executive officer Richard Maughan said: "We are excited to be launching this new fund for the motion. It is the second most expensive outlay, the boiler being the first, but that



NER Class O (LNER G5) No. 1691. ARMSTRONG COLLECTION



A 3D CAD model of the G5 valve gear. DAVID ELLIOTT

is already complete. We need £500,000 to complete the build and contributors to The Motion Fund will help us go a long way – let's get the wheels in motion!"

→ To become a member of The Motion Fund, email g5locomotive@gmail.com, telephone 07764 304210 or visit www.g5loco.co.uk for more details.



LMS 'Black Five' 4-6-0 No. 44806 has been making its last runs on the North Yorkshire Moors Railway before retiring for overhaul. The engine is seen at Needle Point, Northdale on a Matt Fisher photo charter on November 2. HENRY ELLIOTT

WD in line trials at Bodmin 41 years after last steaming

SATURDAY, October 14 was a landmark occasion for the Cornish Steam Locomotive Preservation Society (CSLPS) when Bagnall Austerity 0-6-OST No. 75178, resplendent in its War Department livery, went for its first trial run after a very lengthy restoration on the Bodmin & Wenford Railway.

Four decades after it had previously steamed, a fire was lit in its boiler on May 21, and the following day it moved up and down the Bodmin General yard under its own power for the first time since 1976.

Three miles were accomplished light engine in the yard and down

the Boscarne branch towards Crabtree Lane.

However, the lubricator was found not to be working properly, and will need to be stripped down and reassembled before the running-in trials can resume.

No. 75178 was built at Stafford in 1944 for the War Department. It was dispatched to Calais on February 2, 1945 as WD No. 75178, but was too late to contribute in General Montgomery's push towards the Rhine. After two years in storage it was returned to Britain and sold to the National Coal Board.

It then spent its working life in



Bagnall WD Austerity 0-6-OST No. 75178 outside Bodmin General shed. JIMMY JAMES

South Wales collieries, and survived a spectacular accident at Maesteg in 1971. Five years later, it was preserved at the then Dart Valley Railway at

Buckfastleigh, but never entered service there.

In May 1995 it was bought by the CSLPS and moved to Bodmin.

Help sought to identify mystery road van... it has stumped the experts!

By Hugh Dougherty

A ROAD van body, used to house a generator for a nearby caravan on the North Channel shore, one mile north of Port Logan, in Dumfries and Galloway, has stumped experts from the Glasgow & South Western Railway Association, who said that it's impossible to determine which company the grounded vehicle body belonged to.

The wooden body seems to be either British or Irish standard gauge and has been at the remote location for some years.

However, no one locally knows when it arrived or from where, and the nearest railway to Port Logan is at Stranraer, 12 miles to the north.

The body is complete with metal strapping and even the rails for the veranda doors, and could be from the erstwhile Wigtownshire Railway

or else has been brought across the North Channel from the Belfast & County Down or Midland Railway Northern Counties Committee lines.

Brake vans, similar in end wall window detail, operated on the 3ft-gauge Ballymena & Larne line, but lacked the open end balcony of the mystery van.

Glasgow & South Western Railway Association archivist Stuart Rankin said: "We really can't tell where the van originated from, although it seems not to be of G&SWR origin.

"We would be delighted to hear from anyone who might be able to shed light on which company built and operated it. Although, beyond saving for restoration on a heritage railway, and there is no running gear, it would still be good to learn how such an unusual vehicle came to be placed in such a remote location."

Road vans combined space for the



The mystery Scottish road van. HUGH DOUGHERTY

guard with loaded goods and were relatively rare on British and Irish railways, as opposed to traditional goods brake vans, although the LSWR operated some to a design similar in outline to the Port Logan survivor.

Port Logan was never served by G&SWR trains, but was on an early Portpatrick & Wigtownshire Railway Joint Committee bus route between

Stranraer and Drummole and, after the First World War, a plan for the Rhinns of Galloway Light Railway was formulated by local promoters, but rejected by the Light Railway Commissioners.

→ Anyone with information about the mystery road van of Port Logan is invited to contact Stuart Rankin at stuart.rankin4102@outlook.com

Swanage to Wareham service awarded its first major prize



Swanage Railway Company chairman Trevor Parsons with the Innovation in Community Rail award. ANDREW P M WRIGHT

THE two-year trial diesel service from Swanage to Wareham has earned the Purbeck Community Rail Partnership an Innovation in Community Rail award.

The award was made at the annual dinner for the Association of Community Rail Partnerships at its gala evening on October 5. It was hosted by East Midlands Trains in Derby's roundhouse museum.

The service is operated by West Coast Railways on behalf of the heritage line.

The Swanage Railway has been a member of the Purbeck Community Rail Partnership since the group was formed in 1997. Its aim is to enable the reconnection of the passenger rail link between Swanage and Wareham that was axed by British Rail on January 1, 1972, with more than half the line subsequently demolished.

The award was collected on the partnership's behalf by the Swanage

Railway Trust chairman Gavin Johns, Swanage Railway Company chairman Trevor Parsons, as well as Kelly Flynn of Dorset County Council and Phil Dominey of South Western Railway.

Gavin said the award was "richly deserved".

He added: "The new two-year trial service between Swanage and Wareham is unique among community rail activity across the UK. There is much to be learnt from the experience of the Purbeck Community Rail Partnership that could be used elsewhere in the UK to provide community-led rail services."

"The judges particularly remarked on the complexity of the task, the benefits gained from partnership, and the potential benefits for the Purbeck community. Peter Wilkinson, the Department for Transport's lead executive for passenger rail franchising, singled out the Wareham to Swanage



A Swanage to Wareham train leaves Norden hauled by West Coast Railways Class 33 No. 33025. ANDREW PM WRIGHT

trial as a prime example of where they want community rail to go: engaging with communities and providing services at low cost that communities specify and need."

Purbeck District and Dorset County councillor Bill Trite, chairman of the Purbeck Community Rail Partnership, said: "Restoration of the rail link, and a regular passenger service, have been the aims of very many dedicated people since the closure of the branch line to Swanage in 1972."

The former Swanage Railway Trust chairman added: "This has been

achieved in parallel with the success of the steam-operated heritage railway and could not have succeeded without the latter, constructed in stages from Swanage to Corfe Castle and Norden in the teeth of the most severe financial constraints and physical difficulties."

"This award recognises the commitment of everyone and all organisations involved in what turned out to be a 45-year process."

"Too many people have not lived to see the outcome of their efforts over so many years," added Mr Trite, who lives in Swanage.

Steam driver Jeff takes his last turn after 65 years

FORMER BR driver Jeff Madge has taken his last turn on the footplate on the Gloucestershire Warwickshire Steam Railway – after 65 years in the rail industry.

Jeff, who lives in Caerphilly, joined Cardiff Canton depot in August 1952 aged just 15, the following year moving to Old Oak Common in London, where he passed out as a fireman.

He worked his way up the ranks, and then returned to Cardiff, where he became a passed fireman.

He said: "As a passed fireman I enjoyed plenty of opportunities to drive locomotives and did an awful lot of work on freight traffic."

"I often worked up to Gloucester and sometimes further north over what we knew as the Honeybourne Line, the route over which the present day GW/R operates."

"Unfortunately, although I was due to be passed as a driver, the end of steam came about too soon. Many steam men left the railway then, but I decided to

continue and became a diesel driver, working on most types, including the InterCity 125s (HSTs), and retired in 1983.

"But railways – and especially steam – 'gets into your blood' and I decided to take an interest in the then embryonic GW/R at Toddington."

"It was a tiny operation with big ambitions then. I have seen it grow and have enjoyed encouraging youngsters as they start their voluntary footplate careers on the railway. They are the people who will keep the dream of steam alive for future generations to enjoy."

"They may never experience the challenge of handling a 700-ton coal train behind a Great Western 2-8-0 such as No. 2807, which is based at Toddington, or flying along at 80mph or more on a Castle with 10 coaches in tow."

"But handling a steam locomotive in today's safety-conscious world demands the highest levels of skill and professionalism and it is just as satisfying



Jeff Madge in charge on the footplate of GWR 2-8-0 No. 2807. MALCOLM RANIERI

and rewarding. And the engines are much cleaner and better maintained than ever."

He has been a driver for a longer period on the GW/R than on BR, where he spent 18 of his 27 years on the

footplate. His last turn came on Tuesday, October 17.

Two weeks earlier, Jeff's penultimate turn as driver was on No. 2807 with Chris Smith, 69, who is now the GW/R's only ex-BR man still on the footplate.

Foxfield trust scoops £89k lottery cash for brake coach project

By Robin Jones

THE Foxfield Railway-based North Staffordshire Railway Rolling Stock Restoration Trust has been awarded £89,600 from the Heritage Lottery Fund for its accessible brake coach project.

The £150,000 project involves the restoration of the remains of a unique 1880s North Staffordshire Railway four-wheeled brake third coach, built locally in Stoke-on-Trent.

It will provide additional seating for the popular Knotty Heritage Train of two restored NSR coaches and allow access to passengers with mobility and other impairments.

The award to the trust, also known as the Knotty Coach Trust, together with £15,000 from the Garfield Weston Foundation, allows the group to start the £150,000 project immediately. The work will be carried out by accomplished carriage renovator Stanegate Restorations, at Haltwhistle, in Northumberland.

Professor Peter Worsley previously donated £10,000 in memory of his late father Leonard, and the £35,000 balance of the funding will come from the



A North Staffordshire Railway coach of the same design as No. 23 stands at Harecastle (now Kidsgrove) station in early 1900s. NSRSRT

trust's own fundraising activities, which include the publication of a children's storybook *Bel and the Kittens*, about the adventures of two local children from Dilhorne on the Foxfield Railway, to be published in time for Christmas.

The project will appoint an apprentice to learn traditional restoration skills, and will also include a filming project – *The Stairs at Stoke Station* – to provide interpretation of early rail travel for young people, and an informative smartphone app for passengers.

A suitable matching braked vehicle has been needed for use with NSR coaches Nos. 127 and 61 since they entered passenger service in August 2014.

As no NSR brake coaches of any era were still thought to exist, the trust's first thoughts were to create a replica, externally representative of an 1870s four-heel, 20ft Knotty brake.

By chance, the trust was offered three

1880s NSR carriage bodies, built in Stoke at a site near Rudyard Lake, one of which was a brake third, though in the worst imaginable condition. Many parts had to be excavated in 2014/15, where they had fallen 50 years before.

The vehicle is a 1880s Stoke-built, four-wheeled 25ft brake third, which seated 20 passengers, plus space for luggage, milk and the guard. A full specification for its restoration was drawn up and an ideal underframe was made available to the trust. Restoration of the underframe is now complete, having been fitted with vacuum and hand braking systems by the trust's volunteer engineers in the Foxfield workshops.

It is hoped to add 'new' coach No. 23 to the heritage train in April 2019.

Brian Allen MBE, the line's president, said: "The Foxfield Railway is thrilled by the award to the Knotty Coach Trust and is looking forward to the expansion of

the Heritage Train in 2019."

Stanegate spokesman David Charlton said: "Stanegate Restorations Ltd is delighted to be involved in the next phase of the Knotty Coach Trust's development of a Victorian train.

"Besides being able to use our craftsmen and women's skills to restore a piece of our railway heritage, it will provide something the Victorians did not consider building – an accessible vehicle."

The heritage train is thought to be the UK's oldest standard gauge passenger train in regular service, and is hauled by matching period Haydock Foundry 0-6-0WT *Bellerophon*.

→ The trust is seeking further donations towards the £150,000 brake coach project. They can be sent to the North Staffordshire Rolling Stock Restoration Trust at 57 Camborne Crescent, Westlands, Newcastle, Staffs ST5 3NQ.

New bond between steam and ship *Prince of Wales*

WHAT will be Britain's most powerful steam locomotive has been 'twinning' with the country's largest warship.

A 'bond of friendship' between new aircraft carrier *HMS Prince of Wales* and new Gresley P2 2-8-2 No. 2007 *Prince of Wales* has been forged between builder The A1 Steam Locomotive Trust and the Royal Navy.

HMS Prince of Wales is the second Queen Elizabeth-class aircraft carrier under construction for the navy, and is the seventh Royal Navy ship to have been given the name.

Construction of the ship began in 2011, and it was formally named on September 8, 2017 at Rosyth Dockyard by the Duchess of Rothesay (the Duchess of Cornwall). The ship will be handed over to the Royal Navy in 2019 and will be fully ready for frontline duties from 2023.

Along with sister-ship *HMS Queen Elizabeth*, *HMS Prince of Wales* is the largest ship to be built for the Royal Navy, with a displacement of around 65,000 tonnes and length of 920 feet.

The ship will carry a crew of up to

1600 and up to 40 aircraft, including the F-35B Lightning II stealth fighter.

The six P2s were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600-ton trains on the Edinburgh to Aberdeen route.

The trust is building the seventh member of this class over seven to 10 years, at an estimated cost of £5million.

At the trust's 25th annual convention in Darlington, the 'bond of friendship' was cemented by the exchange of gifts – from the Royal Navy the crest of *HMS Prince of Wales* and from the trust the painting *Dream Team*, by renowned railway artist Chris Ludlow, featuring both No. 2007 and A1 Peppercorn Pacific No. 60163 *Tornado*.

Lt Cdr David Wright said: "Bonds of Friendship are extremely important to the Royal Navy, and we are eager to explore ways in which we can develop our links over the coming years."

Trust president David Champion added: "As we shadow each other's build over the next few years, there are a number of parallels between



Lt Cdr David Wright (right) receives the painting of Britain's newest main line steam locomotives from David Champion (left). MANDY GRANT

the Royal Navy and The A1 Steam Locomotive Trust.

"Both *HMS Prince of Wales* and No. 2007 *Prince of Wales* truly represent the best of British engineering, albeit

they are designs from very different eras.

"The A1 Steam Locomotive Trust is delighted to be building a relationship with the Senior Service."

Sale of one GWR Barry wreck helps restore another

By Robin Jones

BARRY wreck GWR 2-8-0 No. 2859 has been sold by the Llangollen Railway Great Western Locomotive Group to a private buyer for £38,000.

The sale, completed on October 6, came after three separate groups expressed an interest in buying the 1918-built locomotive, which came minus a tender and many other fittings.

The new owner, Paul Walley, managing director of sewage treatment company Cambi UK Ltd of Radnor Park Industrial Estate, Congleton, is also set to exercise an option to buy coupling rods from the group.

The group will use the money from the sale to restore the boiler of its other locomotive, GWR 2-6-2T No. 5532.

No. 2859 was allocated new to Southall and stayed there for three years before being transferred to Old Oak Common, where it spent another three. It was subsequently shedded at Swansea East Dock (twice), Newport (Ebbw Junction), Severn Tunnel Junction (twice), Bristol, Reading, Cardiff, Bristol St Philips Marsh, Cardiff Canton, Oxley and Pontypool Road. Like the rest of its class, it hauled heavy freight trains, mainly from coalfields and steel works, including Brymbo steel works near to Wrexham, and occasionally passenger trains in emergencies. It was the last locomotive repaired at the Stafford Road Works,

Wolverhampton, on February 14, 1964, when it was given new coupling and connecting rods (long disappeared at Barry). The smokebox and boiler were painted up for the semi-official works photographs that were taken.

It was condemned at Southall in December that year, and reached Dai Woodham's scrapyards the following March. In October 1987, it became the 193rd out of 213 steam locomotives to leave Barry for preservation, and was taken to the Llangollen Railway. The group had bought No. 5538 earlier that year.

The new owner of No. 2859 is set to move No. 2859 to his Congleton base in the coming weeks in readiness for an early start on a full restoration to steam.

GWR 2-6-2T No. 5532 was withdrawn from service at Laira on July 10, 1962, and was also sent to Barry, from where it was sold to the Dean Forest Railway in 1982.

The group wanted to buy a small prairie from Barry in 1987, and from those that remained chose No. 5538. However, as this had a cracked cylinder, the group exchanged the frames and some other parts with No. 5532, as the most economic option.

As the numbers of engines are decided by their frames and the group, therefore, became owner of No. 5532 when the exchange was made.

Built in June 1928, No. 5532's big claim to fame came on October 22, 1941, when



GWR 2-8-0 No. 2859 at Llangollen on April 8, 1990, awaiting restoration. Behind it are the dismantled parts of 2-6-2T No. 5532.

BRIAN SHARPE

together with sister No. 5516, they hauled the Royal Train carrying King George VI between Hereford, Monmouth and Ross-on-Wye. The prairie was withdrawn in July 1962, and bought for spares by the Dean Forest Railway in March 1981.

The group bought a range of components over the years. It then helped build and pay for a part of the new engine shed, including an inspection pit. When the shed was ready, the frames were moved in during 1997, and their restoration began. Additionally, the group bought connecting and coupling rods, paid for the repair and replacement of springs, contract work on the frames, and turning and reprofiling all the wheels. In all around £30,000 has been spent on restoration since the move into the shed.

A start will now be made on its boiler,

with the group having £64,000 in the bank, sufficient to cover more than halve the cost of the required work.

On Sunday, November 5, No. 2859 moved again after many years being stored at the end of the siding nearest to Abbey Road at Llangollen.

An overhanging branch of a tree it its way was lopped off and a spare diesel bogie in front of it was moved.

No. 2859 was then towed by the line's Class 08 shunter No. 08195 as the first part of its journey to its new home in Cheshire and a long but welcome restoration.

→ Anyone who would like to help the return to steam of No. 5532 by becoming a share member of the group is invited to contact secretary Charles Cooksley on 01492 548670 or by email at Charles@colwyn.plus.com



Barclay 0-4-0ST Bon Accord brings a service train into Milton of Crathes as Barclay 0-6-0ST Salmon gives brake van rides on October 14 during the Royal Deeside Railway's gala weekend. TREVOR GREGG

Deltics' owner will consider offers

DOUBLE Deltic owner, Martin Walker, is prepared to listen to serious offers from any group or individual who wishes to acquire his locomotives.

However, he has denied that he is actively marketing D9016 *Gordon Highlander* and No. 55022 *Royal Scots Grey*.

He said: "It has been the case for many years now, I have stated that I would love to hear from anyone suitable with the necessary resources, who may wish to take over the care of both my famous locos.

"It is not exactly the case that the locos and components are actively being offered for sale, however, should any suitably serious interest be received I would consider my options."

Both Deltics are currently sidelined while awaiting repairs.

Owing to storage fees at Boden Rail's Washwood Heath works, D9016 was moved next door to Devon & Cornwall Railway's depot on August 31, following completion

of much of the bodywork repairs. The Class 55 is now being stored securely before a planned move to a new home on a heritage line for completion of the bodywork repairs and future operation.

No. 55022 has been based on the North Yorkshire Moors Railway for the past 18 months, and is sidelined with a sheared quill shaft on the No. 2 power unit. Currently disguised as No. 55018 *Ballymoss*, it suffered the quill shaft failure on July 12 en route to Whitby with a NYMR service.

Martin intended to lift out the power unit using the NYMR's steam crane and place the unit on a wagon to begin the repairs using a spare quill shaft, which he has in stock, but the crane is currently out of action. However, he is now planning to move the Deltic to an as-yet-unnamed main line Train Operating Company's base where work on the quill shaft can be speeded up.

Martin said: "I hope to be in a position to announce details regarding both locos soon."

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GWR 2-6-2T No. 4588 at Velverton in February 1962.
COLOUR-RAIL.COM / PETER GRAY BRW913

Farewell to Peter Gray and John Edgington

By Robin Jones

THE railway world has been in mourning following the deaths of John Edgington and Peter Gray, two of the country's best-loved lineside photographers.

Peter, who lived in Torquay, has died at the age of 89 from complications following pneumonia. He was particularly renowned for his colour pictures of main lines and branches in the West Country, particularly in the Beeching era, which were in much demand from publishers over several decades.

He wrote the weekly Rail Trail feature in the *Herald Express* newspaper.

He had also been a volunteer on what is now the Dartmouth Steam Railway, and also on the South Devon Railway.

Peter, who never married, came from a strong railway background. His father worked at Paddington station and then at Torquay, where his mother also worked.

He took his first railway photographs in Iraq while serving in the Army in the late Forties. He saw two British locomotives at Basra and borrowed a camera to photograph them.

He joined the South West Electricity Board when he came home in 1948, and spent his weekends photographing trains.

He once told the BBC during an interview: "You could say I was born into it and it's hardly surprising I've always had an interest in the railways."

Peter had a number of colour photographic albums published by Ian Allan.

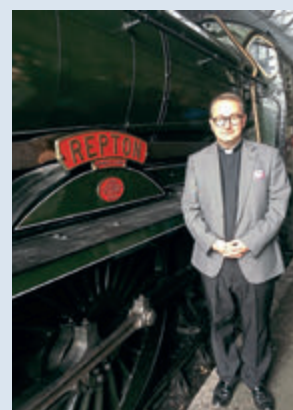
Herald Express editor, Jim Parker, said: "Nobody knew their subject better than Peter did. He was the acknowledged expert on all things to do with railway history."

His funeral was held at Torquay Crematorium at on October 25, when a collection was taken for the South Devon Railway, the Great Western Society and the Railway Mission.

John Edgington, who died aged 92 on September 14, joined the LMS in Birmingham and worked in New Street Control before moving to Euston working in the London Midland public relations department.

He joined the former British Transport Commission museum at Clapham and played a major role in moving the collection to York when the NRM was set up in 1975. He also made the move to York and worked at the NRM until retiring in 1990. After retirement John continued his interest in the museum as a volunteer with the Friends of the NRM. He was also involved in other societies including the Railway Correspondence and Travel Society and the North East Railway Association.

He was active in photography in the 1940s and was best known for his black-and-white photography from the 1950s. Sadly he had not been well for the last few years and was living in a care home in York. His funeral took place at York Crematorium on October 23.



Father Neil Roberts with *Repton* at Pickering. REPTON SCHOOL

Restored *Repton* blessed by clergyman

RECENTLY overhauled SR Schools 4-4-0 No. 926 *Repton* has been formally blessed in the first ceremony of its kind on the North Yorkshire Moors Railway.

Father Neil Roberts, who teaches religious studies at the school in the village of Repton in South Derbyshire, conducted the ceremony at Pickering station.

Originally designed in 1930 by Richard Maunsell for the Southern Railway, *Repton* formed part of a class of 40 named after public schools.

It entered service in 1934 and was withdrawn in 1962, and four years later was restored at Eastleigh before being donated to the Steamtown museum in Vermont, USA.

The museum loaned the engine to the Cape Breton Steam Railway in Canada, where it operated a regular passenger service. In 1989 it was sold again and repatriated.

Repton is one of three survivors from the class.

A 17-strong contingent from Repton School in Derbyshire travelled to Pickering for the ceremony. The group also toured the Grosmont signalling box and sidings.

Father Roberts said: "It is a rare privilege to bless a locomotive and an honour to be asked."

As reported in *Headline News* this issue, the recommissioned WR 4-6-0 No. 7029 *Clun Castle* was blessed by the Reverend Maggy Whitehouse, whose late father Pat bought it from BR.



LMS 'Black Five' No. 45123 pilots another class member on the 3.40pm Inverness-Buchanan Street services in July 1957. COLOUR-RAIL.COM / JOHN EDGINGTON SC575

North Wales provides last blast for Southern steam 50!



Sunday was the best day for weather at Corwen, and trains arriving at the temporary Dwyrain Corwen East platform featured BR Standard 4MT 2-6-4T No. 80072 heading the three suburban coaches. GEORGE JONES

By George Jones

A REPRESENTATIVE roster of five locomotives with an 'Along South-Western Lines' theme was assembled for Llangollen Railway's October 13-15 autumn gala.

Star of the show was undoubtedly visiting Bulleid Battle of Britain Pacific No. 34053 *Sir Keith Park*, representing the Southern Railway, and effectively marking the last gap of this year's headline-grabbing 50 years since the end of Southern Region steam commemorative events.

It was assisted by BR Standard 4MT 2-6-4T No. 80072, with the Western element provided by visiting 2-8-0 No. 2807, prairie tank No. 5199 and pannier No. 6430, recently returned from its summer time wanderings.

The public timetable for each day offered 13 departures from Llangollen, with an additional train starting from Carrog at 9.15am when the pannier-powered auto-train was away at Corwen.

The first departure from Llangollen was the 9.30am, headed by No. 34053, to be followed by No. 5199 on the

suburban set. With topping and tailing of trains between Carrog and Corwen for operational convenience, the former played a central role in the proceedings as engines came on the back of the down trains, or were released from the returning up train to stand in the siding awaiting the next train – a case of Carrog, sub-shed for Llangollen!

Hence the first Down train to arrive at Carrog, where No. 34053 received banking assistance from 2807 through to Corwen East, made perhaps the most powerful locomotive combination seen at Corwen – a 7P with an 8F!

Super power

This first train was formed of the maroon set, supplemented behind the engine with a green-liveried Southern PMV van and an example of a blue and grey BR Mk.1 coach. Other through workings to Corwen saw the three-coach suburban set topped and tailed by No. 5199 and No. 80072, and the chocolate and cream set featured No. 2807 with No. 5199 on the rear. Later in the day super power was provided on the suburbans when No. 2807 tailed the train, topped by No. 80072.



The ramp at Corwen East provides the elevated view of Bulleid Battle of Britain 4-6-2 No. 34053 *Sir Keith Park* about to depart back to Carrog in misty, drizzly conditions on October 13. GEORGE JONES

It was an occasion which offered plenty of variety, although a demonstration freight train was omitted. While Carrog was busy with locomotive changes, the frequency of trains allowed visitors at Glyndyfrdwy to witness the passing of trains in the loop, or spend time at Berwyn to see a procession of trains clambering up the bank from Llangollen, or heading down the grade.

Short workings involved the auto-train terminating at Berwyn, or the three suburbans reversing at Glyndyfrdwy, in the course of a busy day when the last train returned to Llangollen at 5.58pm.

Sir Keith Park made a powerful impression running down the line on the level sections, but on both the Friday and Saturday it had difficulties with the rail head and the exiting of Llangollen station, providing for a slow start.

On the Sunday, arrangements were altered to allow No. 2807 to bank the Bulleid out of Llangollen.

Otherwise the timetable held together well and demonstrated a frequency of service on the 10-mile line which would have been unthinkable in BR days!

The weather for the weekend was

mixed with drizzle or overcast conditions in the west for the first two days, but the sun came out on Sunday when patronage was at its lowest for the number of seats on offer. The gala was a brave attempt at replicating the south-west of England in North Wales, with a maximum effort by volunteers to crew the locomotives and trains and man all five stations and signalboxes.

Successful event

At the end of the show, No. 34053 was all too quickly on road transport for its next engagement, but No. 2807 was active at the Days Out With Thomas event on October 20-21, and will be staying on for the Santa special season.

Interim general manager Liz McGuinness said: "Whilst the Autumn gala was a successful event, the weather and the time of year seemed to deter the large number of guests we are used to, although we had a good number of both enthusiast and families. The gala scene is changing within our world and to this end we are seriously considering holding one larger gala in 2018 rather than the two at either end of the season."

No Llangollen general manager post after senior management restructure

THE Llangollen Railway has decided not to fill the vacant post of general manager following the resignation of Kevin Gooding.

At its October 13 meeting following an internal review, the railway's two boards decided to reorganise the senior management structure into three divisions – commercial,

operations and engineering – with the heads of division reporting directly to the board.

Accordingly, the railway will recruit a chief civil and mechanical engineer to work alongside the commercial division and the operations division.

This change is seen as meeting the railway's strategic and business

requirements in both the short and medium term.

Peter Lund, chairman of the Llangollen Railway Trust Ltd and the Llangollen Railway plc, said: "I would like to thank Kevin Gooding for his hard work over a number of years on behalf of the railway. I wish him well in his new endeavours."

"This is a really exciting time for the Llangollen Railway, with the new Corwen station being constructed which, I hope, will be operational within the next 18 months."

"This new post, following the appointment of the commercial manager earlier in the year, is a key component of our strategic plan."



The Bard on the South Coast: Britannia No. 70004 *William Shakespeare* storms through Folkestone Central station with the Up 'Golden Arrow' at 6.10pm on August 8, 1952; a month prior to the photograph being taken, a pre-war London Transport RT bus had carried an advertisement for the world-famous train. The Standard Pacific was a regular on the express with classmate No. 70014 *Iron Duke*. It was built in 1951 and took part in the Festival of Britain exhibition that year. In the station platform is an unidentified Class H 0-4-4T – believed to be No. 31328 – on the Folkestone Harbour service, complete with an SECR birdcage carriage. NORMAN PREEDY ARCHIVE

London trains and buses: a double-headed dream and delight for transport enthusiasts

By Geoff Courtney

MANY railway enthusiasts of a certain age also have a passion for heritage buses, especially those that plied the streets of London in the 1950s/60s, such as the RTs and Routemasters.

Often the twain – steam and buses – do meet, a fine example being the Epping Ongar Railway.

As a youngster I trod the path that will have been well-used by many *Heritage Railway* readers – starting by collecting bus numbers and moving on to trainspotting – and a book on the former subject is one of my favourite transport publications. It is London's *Classic Buses in Black and White*, written by John A Gray, and published by Capital Transport Publishing.

Within its pages is a photograph that I have always found fascinating – RT51 at Elephant & Castle, close to the River Thames in Southwark, in September 1952. It is nothing spectacular, but the components – including one of only 151 pre-war RTs, which were the Holy Grail for London bus-spotters of the era, a dog standing sentinel at a newsagent's doorway, and a man reading his newspaper outside Hetty's exclusive millinery shop – are compelling.

Since buying the book I have yearned for a reason to submit the photograph for inclusion in *Heritage Railway*, but, as indulgent as editor Robin Jones is to my whims, I have never been convinced I would succeed in my quest. Until, that is, I noticed the side of the bus carried a British Railways' advertisement for the 'Golden Arrow' and 'Night Ferry' trains to Paris.

And so an opportunity has presented itself, appropriately within months of the 50th anniversary of the end of Southern Region steam and the return to the main line of two SR Merchant Navy Pacifics – Nos. 35018 *British India Line* and 35028 *Clan Line*.



Buses and trains: With British Railways' Southern Region advertisement on its side, London Transport's RT51 passes man and dog on route 177 at Elephant & Castle on a September Sunday in 1952. The photograph, by EJ Smith, is from London's *Classic Buses in Black and White*.

Of the two trains advertised on RT51, 'Golden Arrow' was the higher-profile by far. It was introduced by the Southern Railway in May 1929 and initially worked by Lord Nelson class 4-6-0s. Passengers travelled from London Victoria to Dover, where they transferred to a ferry and on arrival at Calais took the 'Flèche d'Or' to Paris.

Through much of the 1950s the train was frequently worked by Britannia Pacifics Nos. 70004 *William Shakespeare* or 70014 *Iron Duke*, immaculately turned out by Stewart's Lane (73A), with such regalia as arrows on the smoke deflectors, a grandiose headboard, and the flags of the UK and France on the buffer beam.

The two 'Brits' were transferred to the London Midland Region in 1958 and the 'Golden Arrow' was placed in the care of Bulleid Pacifics, these in turn being replaced in June 1961 by electric locomotives, the latter bearing uninspiring headboards, which were shadows of those used in the days of steam haulage. The last working of the train was in September 1972.

The 'Night Ferry' was very much the junior partner in the public's conscience, but had one claim to fame – by carrying passengers on the entire journey from London to Paris, it was the groundbreaking predecessor of

the Eurostar service between the two capitals. Launched in October 1936, its French-built sleeping cars were loaded onto a ferry at Dover or Dunkirk for the Channel crossing, thus avoiding the need for passengers to disembark.

The carriages were shunted on to four tracks on the decks of the ferries, loaded on both sides to maintain the ship's balance, and chained to the tracks.

The heavy train, often operated in the post-war steam era between London and Dover by Merchant Navy class Pacifics, and sometimes double-headed, ceased operating in October 1980, 14 years before the launch of Eurostar.

London Transport's RT was an iconic bus of the 1950s and beyond. The engine and chassis were built by AEC of Southall, and the bodies by a variety of companies, including Park Royal, Saunders, Weymann and Cravens.

A total of 4825 were built from 1938 until 1954, and the final run by a member of the class in service was on April 7, 1979, by RT624 of Barking garage on route 62, thus bringing to an end 40 years of service by one of the capital's most popular-ever bus types.

Four decades would be praiseworthy for a class of steam locomotives, but for a class of bus operating on London's overcrowded streets, it was exceptional.

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Gala first for Abergwili Junction

By Phil Budd

THE Gwili Railway's October 7 gala was the first since its southern extension to Abergwili Junction was opened in July – with visitor numbers and the financial return described as 'very healthy indeed'.

The day saw both resident steam locomotives, RSH 0-6-OSTs No. 7849 *Moorbarrow* and No. 71516 *Welsh Guardsman* alternating on passenger and goods trains, alongside the railway's Class 117 DMU. Class 03 D2178 also provided footplate rides in station limits at Bronwydd Arms.

An intensive three-train timetable ran throughout the day, with trains crossing at both Bronwydd Arms and Llwyfan Cerrig. To allow this to happen, a blockpost at Llwyfan Cerrig was open, where searchlight signals protect the station, controlled by a panel in the old crossing keeper's hut at Crundale.

Commemorative programme

To acknowledge this Abergwili gala 'first', passengers received a commemorative programme (with articles about the extension project), while a special photographic display about the extension was held in the station cafe. The demonstration goods train was made up of vehicles from the railway's engineering fleet, to represent construction trains used on the new railway.

The first movement of the day was a symbolic diesel-hauled construction train across the level crossing at Bronwydd Arms, signifying the end of the extension project to Abergwili Junction, as well as the beginning of the gala event.

In addition to a busy timetable on the railway, a number of other attractions were on offer. The West Wales O Gauge group ran a model railway exhibition in Bronwydd village hall on the same day as the gala, to which a connecting bus



Rush hour at Llwyfan Cerrig! On gala day, RSH 0-6-OST No. 7849 *Moorbarrow* departs with an afternoon train, while the three-car Class 117 DMU prepares to follow with the next passenger service. Alongside, RSH No. 71516 *Welsh Guardsman* waits to shunt the yard with a demonstration engineering train – while Taff Vale Railway 01 0-6-2T No. 28 (on loan from the National Collection) can be seen on static display alongside. PHIL BUDD

service was run. The station yard also housed a 5in-gauge miniature railway, vintage buses and display stands from other South Wales-based railways.

A highlight of the gala was the final train of the day – a double-headed 'non-stop' (carrying the 'Carmarthen Express' headboard) from Abergwili Junction to Danycoed. This train is believed to be the first steam-hauled non-stop Down passenger service through Bronwydd Arms for at least the last 35 years.

Non-stops arranged

A supporter recently found evidence that non-stops were arranged through Bronwydd Arms on an ad hoc basis on the railway's first enthusiasts' day (on October 1, 1978 – hauled by 0-4-OST *Merlin*) but no evidence has been found to suggest that it has been done since. Prior to that, the last non-stop is believed to have been the 'Butlins Specials' of the 1950s, taking holidaymakers to the then-new camp at Pwllheli.

The railway is now gearing up for its 40th anniversary celebrations in 2018. This will involve a celebration over the Easter weekend (commemorating the first trains in the preservation era – on March 30-31), followed by 'Gwili 40 – The Party' on June 9-10.

It will be the railway's biggest event of the year and it will be something to remember!

The now traditional end of season gala will be held on Saturday, October 6.



***Welsh Guardsman* departs Bronwydd Arms for Abergwili Junction in a shroud of steam. PHIL BUDD**



The final train of the day – a double-headed non-stop 'Carmarthen Express' heads through the line's Bronwydd Arms headquarters. PHIL BUDD

Couple's 'amazing' DIY change of livery for loco

By Geoff Courtney

LOCOMOTIVE owners Tony and Glynnis Frith are celebrating the return to service of their beloved former Rowntree diesel after the couple carried out an ambitious DIY repaint that returned the 0-4-0 to its original ex-works livery.

Built at Ruston & Hornsby's Lincoln plant in 1960 for Rowntree & Co of York, it operated as the confectionery company's No. 3 until 1987, when it was saved for preservation.

Tony and Glynnis bought it from the North Yorkshire Moors Railway in 2013 when it was under threat of being scrapped, and since then it has become a popular attraction at the Derwent Valley Light Railway in York's Murton Park, within a stone's throw of its former home.

Many hours of work

Standing proudly beside the diesel, Glynnis who, with her husband, is a

DVLR volunteer, said: "We spent a lot of hours repainting No. 3, a task made worse by having to work outside. We did it all ourselves other than the lettering and lining, for which we got a signwriter, as that is a skilled job that we would not have been able to do. She is now in the livery she carried when leaving the Lincoln works in 1960."

The locomotive was named *Ken Cooke* last year in honour of a D-Day veteran who became fond of the 0-4-0 when he worked at the Rowntree factory after the Second World War until retirement in 1989. Ken, who is 91 and a member of the Green Howards regiment, landed on Gold Beach, Normandy, on the first morning of D-Day, June 6, 1944, aged just 18, and returned home to York the following March.

His affection for No. 3, which grew when he hitched rides on the locomotive to move around the Rowntree factory site, was such that when he visited the DVLR in recent



Vet's delight: D-Day veteran and former Rowntree factory employee Ken Cooke in the cab of Ruston & Hornsby No. 3 on the Derwent Valley Light Railway after its recent return to service in ex-works livery. The 0-4-0 is named after Ken in recognition of his association with the locomotive during its days at the confectionery factory in York. JONATHAN STOCKWELL

years he urged volunteers to 'look after my engine.'

Following its recent return in ex-works livery, Ken has wasted no time in viewing Tony and Glynnis's handiwork, leading to Glynnis saying: "He loved it and was taken back by the whole thing and very moved. He also enjoyed a cab ride in 'his' engine. He said the engine looked as he remembered her when he used to hitch a ride around the site when he was blacksmith there."

Very happy

"We also had a visit from a former Rowntree diesel driver who said it looked like she had just arrived from the Ruston & Hornsby factory and he said it had made an old man very happy."

Glynnis said that one volunteer described the diesel as looking 'amazing', while another said it was the pride of the railway's fleet.

The original Derwent Valley Railway opened in 1912 for mainly agricultural traffic, running for 15 miles from York Layerthorpe to Cliffe Common near Selby. It remained in private hands throughout the Grouping era and into BR days, with part of its route surviving until 1981.

Nine years later preservationists formed the DVLR Society and subsequently reopened the current half a mile stretch within Murton Park.



Going green: Tony and Glynnis Frith give a thumbs-up after the return to service of their ex-Rowntree & Co Ruston & Hornsby diesel No. 3 on York's Derwent Valley Light Railway after they repainted it into ex-works livery. TREVOR HUMBEY

Modern rail expert to advise National Railway Museum

PAUL Plummer, chief executive of the Rail Delivery Group, is to join the National Railway Museum's 10-strong advisory board.

The move has further strengthened the museum's connections with the UK rail industry as it prepares for the biggest planned redevelopment since its opening in 1975.

Paul will provide advice and support to the senior management

team covering content for its programme and exhibitions, as well as helping with advocacy and fundraising activities.

"This is a strategically important appointment for the museum that reflects our move to display the present and the future of the railways and to tell the contemporary railway story, as well as the 300 years of its history," said the National

Railway Museum's acting director Judith McNicol.

A trained economist and graduate of the University of York, Paul has spent much of his career working in senior roles within the rail industry, including as group strategy director for Network Rail. The advisory board is chaired by Simon Linnett, who also sits on the trustee board of the Science Museum Group.

IN BRIEF

→ POLICE are investigating the opportunist theft of 84 items of model rolling stock from a van parked outside The Model Railway Club's headquarters in Calshot Street near King's Cross station at 8.30pm on October 15. Volunteers from the Islington club were unloading the vehicle after visiting an exhibition in Peterborough when a thief took a case containing 81 wagons and three coaches from the unoccupied front seat.

→ NETWORK Rail office workers from the Human Resources & Resourcing team for Greater West, Crossrail, Western and Wales regions spent a day helping the Swindon & Cricklade Railway clear its tracks. All staff at Network Rail are offered five volunteer days a year to do community work for their chosen UK registered charity.

→ THE Lincolnshire Wolds Railway station at Ludborough is now equipped with a defibrillator that could save the life of someone who suffers a sudden cardiac arrest. The Lincolnshire Wolds Railway Society has funded the installation of the defibrillator and for a team of volunteers at the heritage line to be trained to use it.

→ THE Darjeeling Himalayan Railway resumed services on an experimental basis on the 21-mile section between Siliguri and Sukna on October 15, following the closure of the line and the damage to the track and stations during this year's Gorkhaland civil disturbances.

Scrooge strikes early at GCR

CALLOUS burglars have stolen 370 Christmas presents earmarked for sick children from one of the Great Central Railway's carriages at Quorn & Woodhouse station.

The presents, which were stolen during mid-October, were to be donated to the Leicester Royal Infirmary children's ward and the Rainbows hospice based in Loughborough.

Spokesman Michael Stokes said: "All of them were wrapped ready for delivery."

"To take that many presents you would really need a van."

"The only good news is that since we discovered the theft we have had a few people prepared to donate replacement toys, so we will at least be able to donate some presents to the children. We are grateful for that."

He believed the thieves could have unlocked the carriage doors with a standard carriage key.

"They are quite common and not too hard to get hold of," he said.

Leicestershire Police have asked anyone with any information to get in touch.

Damage to bridge halts Trawsfynydd revival

TRAWSFYNYDD branch revivalists have become embroiled in a health and safety dispute with Network Rail over a bridge.

For the past 12 months, Blaenau Ffestiniog & Trawsfynydd Railway Society volunteers have been clearing away vegetation from the long-mothballed line from Blaenau Ffestiniog, with a view to starting initial services for a mile from Maentwrog Road station in 18 months' time.

But clearance work on the track has stopped after a bridge near the proposed terminus at Trawsfynydd Lake, near the site of the former nuclear power station the branch once served, was damaged. As a result, a public footpath was closed on safety grounds.

Network Rail engineers are investigating what was described as a "safety-related" incident, but a spokesman for the revivalists said it was "slippage".

He said: "Let's not forget that it's 30 years with no maintenance of the branch and lots of rain."

The closure of the Electric Railway Museum in Coventry, as reported in issue 234, could mean a two-car Class 414 EMU is moved to Trawsfynydd to be hauled on the line by a diesel locomotive. An online appeal has been launched to fund the £6000 move, with donations invited at [Paypal.me/class414](https://www.paypal.me/class414) or www.gofundme.com/class-414-2hap-4311

Matheran Hill Railway returns after derailments

INDIA'S 2ft-gauge Matheran Hill Railway resumed services on October 30, 17 months after being suspended following two derailments in May 2016.

A senior railway official said that the train's hand brakes have been replaced with air brakes, as brake failure was said to be one of the causes for the derailments.

The train initially ran between Matheran and Aman Lodge and covered the full stretch up to Neral a few days later. Its reopening has been welcomed by local traders.

The railway is on the tentative list of UNESCO World Heritage Sites.

New removal threat to classic GWR footbridge

By Robin Jones

COULD St Austell station's landmark GWR Victorian footbridge be found a new home on a heritage railway?

That is the question being posted by St Austell councillor Tim Styles, who is welcoming Network Rail's plans to move the Grade 2-listed bridge despite local opposition.

The covered cast-iron lattice footbridge was built after the GWR took over the section of the Cornwall Railway in 1877, and the date 1882 is stamped on the spandrels. At a glance, it is similar to the footbridge at Bodmin Parkway station, the southern terminus to the Bodmin & Wenford Railway.

The bridge was saved from demolition four years ago after town councillors expressed concern to Network Rail about its deteriorating condition.

Network Rail submitted an application for listed building consent to remove and relocate the footbridge at the station in High Cross Street as part of a multi-million pound project to improve access. However, the proposed removal of the bridge, which would have seen it relocated, came up against a wave of opposition from historians and residents alike.

Substantial harm

Planning permission was refused by Cornwall Council, which said: "The application, if approved, would result in substantial harm to a Grade 2-listed designated heritage asset, both through the direct loss of the footbridge and because this would leave the upside of the station building in isolation, resulting in the loss of the original Z shaped platform and the integrity of the historic station complex as a whole."

At the time, Coun Richard Pears said: "It is a symbol of our town and it's the first thing people see. It's a stunning Victorian structure and we have to preserve it."

Network Rail proceeds to erect a new footbridge at the station while keeping the original one for the present.

However, writing on his website on October 6, Coun Styles said: "There has been much talk recently and a



The classic GWR covered footbridge at St Austell station – might it be found a new home at a heritage venue? GEOFF SHEPPARD/CREATIVE COMMONS

campaign/petition has been started to save the railway footbridge at the station.

"I understand it's Network Rail's intention to remove the bridge and they are actively seeking interested parties to take it away and hopefully resite it somewhere else.

"There is a considerable strength of feeling from those who want to save the bridge. I'm sure many of us have fond memories of the structure and would like to see it retained.

"However, I am of the opinion we should move on and I am not against it being removed. That being said, I would like to see it given a new lease of life somewhere else. I would imagine it would be a fairly complex operation to dismantle and reassemble elsewhere but it is not impossible. Obviously, it will require funding whether it stays or goes and that is the crux of the matter.

"Network Rail has already made a significant contribution to the cost of the new bridge and will be reluctant to spend any more on the old one. Most probably it will be left to a charitable organisation to pick up the tab. For the record I'm not in favour of any further public money being spent on the bridge.

"I can visualise the station without the bridge and it will look clean, modern and, most of all, attractive to our visitors. The old bridge, particularly

in its run-down state, detracts from that. This probably won't chime with many but the removal of the bridge, in my opinion, is the best option for St Austell. That being said, I will fully support any proposals or plans to move it somewhere else, hopefully within our area."

New group formed

Meanwhile, enthusiasts aiming to restore the Victorian canopy to the recently-refurbished Bradford-on-Avon station footbridge have formed a new group for the purpose.

The Bradford-on-Avon Footbridge Canopy Partnership has asked the Bradford-on-Avon Preservation Trust to restore the GWR footbridge to its original appearance.

The station, built in 1848, is an example of the small Gothic station style designed by Isambard Kingdom Brunel.

When it opened in 1857, there was a canopy over the footbridge but BR removed it in the 1960s to save on maintenance.

The group has met with Network Rail project and structural engineers, Train Operating Company Great Western Railway and architects and independent engineers.

Network Rail has agreed to take on the long-term maintenance costs if it approves the final design and the materials used.

More Dartmouth engines to operate at Churnet Valley

WR 4-6-0 No. 7827 *Lyddham Manor* will spend all of February 2019 on the Churnet Valley Railway (CVR) – the longest period it has been away from its Dartmouth Steam Railway home.

The CVR has also agreed to borrow Paignton's GWR prairie No. 4555 for the

winters of October 2018–March 2019 and October 2019–March 2020, the first time it has run on a heritage line outside south Devon.

The October 19–21 gala will see the CVR celebrate 40 years of the North Staffordshire Railway Company, the

line's supporting charity.

Guests include Somerset & Dorset 7F No. 53808 and LNWR Coal Tank No. 1054. The railway is seeking another engine to run alongside 2-8-0T No. 4277 and S160 2-8-0s No. 5197 and 6046 at the February 2018 gala.

THE end-of-season shunt at the Launceston Steam Railway saw Quarry Hunslet 0-4-0ST No. 763 of 1901 *Dorothea* on the platform storage road prior to placing two carriages on the road to give them protection from the elements over winter.
PAUL LEWIN



Christmas at Mynydd Mawr

THE Llanelli & Mynydd Mawr Railway at Cynheidre near Llanelli is holding a Christmas event from 11am to 4pm on Sunday, December 10. The Santa's grotto part will be ticket only via online booking at www.llanellirailway.co.uk but the site will open to the public for payable access to train rides. Providing motive power will be Sentinel diesel No. 10222 with a BR brakevan.

Canadian Pacific is on its wheels again at Eastleigh

BULLEID Merchant Navy Pacific No. 35005 *Canadian Pacific*, undergoing a £1.5 million overhaul, has taken another major step towards returning to steam at the Mid Hants Railway.

On September 26 the frames were lifted back onto the driving wheels at Eastleigh.

Railway engineering firm Arlington Fleet Services provided overhead cranes to complete the preparation work and lifted the frames into place on top of the newly-refurbished wheels.

Canadian Pacific was bought in March 1973 for the former Steamtown Museum at Carnforth. Its restoration began there, and in 1989 No. 35005 was sold to Andrew Naish, who took it to the Great Central Railway, where it steamed in November 1990.

While visiting the Mid Hants in 1996, Andrew raised eyebrows by repainting *Canadian Pacific* into the short-lived BR

express passenger blue livery, which the class never carried in the rebuilt form. It carried this livery when it returned to the main line in 1998, operating out of Tyseley Locomotive Works, from where it hauled the summer Sunday 'Shakespeare Express'.

In January 2001, Steam Dreams supremo Marcus Robertson bought No. 35005, repainted it into BR green and it became a mainstay of 'Cathedrals Express' trips.

However, on October 19, 2002, during an unscheduled stop at Paddock Wood station on a 'Cathedrals Express' from London to Canterbury, one of its small tubes near the firebox crown burst, immediately filling the cab with steam. The footplate crew shut off the steam before they were forced to evacuate the cab, but VIP guest Richard Bowker, from the Strategic Rail Authority, was scalded. The boiler damage left *Canadian*

express passenger blue livery, which the class never carried in the rebuilt form.



Pacific out of service for two-and-a-half years. Marcus sold it to the Mid Hants in 2006 and it ran there until its boiler certificate expired in May 2008.

In 2015 the Mid Hants was awarded £895,000 by the Heritage Lottery Fund towards the total cost of the restoration project cost. The bogie and trailing truck are being worked on at Ropley.

Dr Becky Peacock, the outreach and interpretation officer for the Watercress Line, said: "This is a significant milestone for the staff and volunteers that are working on the restoration of *Canadian Pacific*."

"It hails the start of the long process of reassembly and ultimately seeing the engine back in steam in 2019."

New Whitehead museum opened

THE Railway Preservation Society of Ireland's new Whitehead Railway Museum was officially opened on October 25.

This new attraction, which offers state-of-the-art interpretation and interactive exhibits featuring steam engines and carriages, was made possible by £3 million grant aid from the Heritage Lottery Fund, and the European Regional Development Fund under the European Sustainable Competitiveness Programme for Northern Ireland and administered by Tourism Northern Ireland.

Visitors will be able to observe the restoration work in progress and learn how a steam engine works. The funding package included a new carriage gallery, a new foundry, a new machine workshop for restorative works and the installation of a magnificent 60ft turntable.

Children can dress up in period costumes and interact with exhibits.

The refurbished station building and platform includes a period style signalbox and tearoom. RPSI chairman Canon John McKegney said: "The RPSI started to develop the museum concept back in 2007, and work started on site in 2013. We are delighted to have arrived at the stage of officially opening Whitehead Railway Museum."

"Our key aims were to develop our heritage engineering skills and build a visitor attraction around what is the last surviving traditional railway workshop in Northern Ireland. The museum enables us to show off our hidden treasures and has the potential to turn Whitehead into a major tourist destination."

The museum is currently open to the public on Thursdays, Fridays and Saturdays from 10am-4pm.



On Thursday, October 26 the Bodmin & Wenford Railway and the nearby Cornwall Regimental Museum were hives of activity as the joint hosts for the Royal British Legion's 2017 Poppy Appeal Launch (South West). A special train hauled by GWR 2-8-0T No. 4247 carried invited guests from Bodmin General to Boscarne Junction and back. Before departure, a short ceremony was held on the platform at Bodmin General, with Peter Davies MBE DL, the Vice Lord-Lieutenant for Cornwall, and Bill Dent, vice chairman for the RBL in Cornwall, making the introductory speeches. Serving members of the Royal Navy, the Army and the Royal Air Force, Legion representatives, their guests, and re-enactors in uniforms from the Napoleonic Wars travelled on the train before adjourning to the Regimental Museum for lunch. Bill Dent is seen addressing the crowd, alongside Peter Davies and the suitably adorned No. 4247. JIMMY JAMES/BWR

Haul of Halls joins IoM and West Country at Stoneleigh

A TRIO of GWR Halls joins a Grange, Star, SR West Country, and LMS Patriot and the inevitable Jubilee in the headline nameplate category at Great Central's December 2 sale.

The Halls are *Road Ashton Hall*, *Haydon Hall* and *Kingsthorpe Hall*, from Nos. 4965, 5932 and 6950 respectively, a trio built between 1929 and 1942 and withdrawn in 1962, 1965 and 1964 from Didcot (81E), Bristol Barrow Road (82E) and Cardiff East Dock (88A). The cabside numberplate from No. 6950 is also being sold, separately from the nameplate.

Making up the GWR contingent are *British Monarch* from Star 4-6-0 No. 4021 and *Morfa Grange* from No. 6866. The Star started life in June 1909 as *King Edward* but was renamed *The British Monarch* in June 1927, with the 'The' being removed in October that year. It was withdrawn from Oxford (81F) in October 1952. No. 6866 was a

1939 product withdrawn from Tyseley (2A) in May 1965 after 26 years' service.

The sole SR representative is *Callington*, with West Country Class scroll, from No. 34047, a light Pacific that emerged from Brighton in November 1946 as No. 21C147 and was withdrawn from Bournemouth (70F) in June 1967, a month before the end of Southern steam.

From the LMS come *Isle of Man* with badge, carried by Patriot No. 45511 built in September 1932 and withdrawn from Carlisle Upperby (12B) in January 1961, and *Howard of Effingham*. This latter plate is from Jubilee No. 45670 – built in December 1935 and withdrawn from Stockport Edgeley (9B) in October 1964 – that was named after a 16th century baron who was Lord Admiral and served on diplomatic missions for four monarchs.

Joining 6950 in the cabside numberplate selection is 2468 from a Dean Goods 0-6-0

that served the GWR and BR for 57 years between 1896 and 1953, and there's bunker numberplate A5 from another long-serving locomotive, No. 31005. This 0-4-4T was built at Ashford in May 1907 as South Eastern & Chatham Railway H class No. 5, and withdrawn by BR from Stewarts Lane (75D) in 1963.

Smokebox numberplates include 34047, being sold separately from its nameplate, 6949 from *Haberfield Hall*, and 30783 from SR King Arthur *Sir Gillemere*, and the shedplates Scottish duo 60B (*Aviemore*) – the name of whose subshed Boat of Garten always fascinated me as a young trainspotter – and 63D (Fort William 1950-55, Oban 55-59). Burnham-on-Crouch is an auction first-timer in the station totem sign line-up, and among the SR target signs is Brasted, making only its second auction appearance.

There's an LNER Doncaster 1948 worksplate from A2 No. 60533 *Happy Knight* and a Darlington 1946 example from B1 No. 61014 *Oribi*, and Great Central Railwayana history will be made

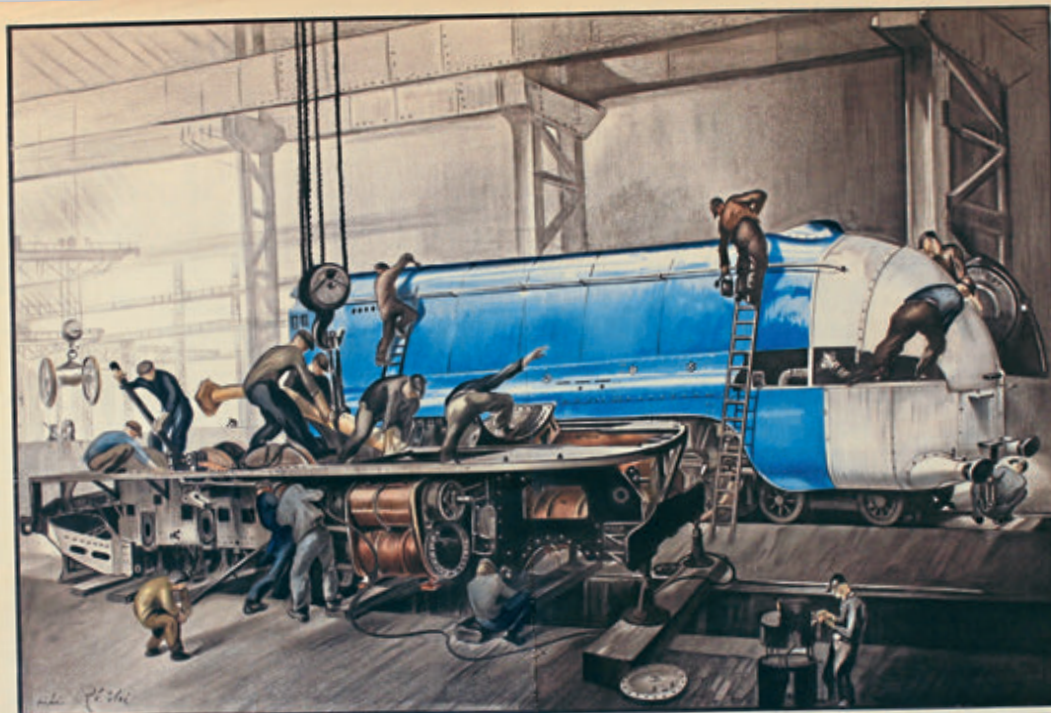


with nameplate *Alfred Paget*, the oldest industrial nameplate – and one of the oldest overall – to ever go under the auction house's hammer.

It comes from a single collection of name and works plates from locomotives that worked at the south Staffordshire coalfields, and was carried by an 0-4-2ST built by Beyer Peacock in 1861 (works No. 204) and scrapped in the early-1950s after a working life of nine decades.

Lord Alfred Paget (1816-1888) was a soldier, Liberal MP and courtier who was also a director of the North Staffordshire Railway from 1854-75.

The auction, at Stoneleigh Park, starts at 10am.



LMS

CREWE WORKS
BUILDING "CORONATION" CLASS ENGINES



AN LMS poster illustrating the construction of the streamlined casing of a *Princess Coronation Pacific* at Crewe works will be one of the highlights of a vintage posters internet auction to be held by Onslows on December 15.

It was the work of Lili Réthi (1894-1969), an Austrian-born artist who, prior to the outbreak of the Second World War, moved to London, during which time she drew the poster. A member of the Royal Society of Arts, she moved to the US in 1939 and applied for citizenship on her arrival, and became renowned for her drawings of large construction projects.

A total of 24 of the 38 members of the *Princess Coronation* class, Nos. 6220-29 and 6235-48, were built in streamlined form between 1937 – the year the Réthi poster, which carries an estimate of up to £4000, was issued – and 1943, but all had lost their streamlining by 1949, the last being No. 46243 *City of Lancaster*.

The auction, which starts at 2pm, also includes an *All the Sights of London* poster by E G Perman, issued by London Underground in 1928.



SR beats GWR to win on points at Poynton

IT WAS a close bout, but the Southern Railway won on points against the GWR at Great Northern's October 7 sale at Poynton, followed by the LNER and a second GWR contender on the undercard.

Top of the quartet was *Robert Blake* from Lord Nelson No. 30855 (£12,800), ahead of the £12,200 for *Diamond Jubilee* from A3 No. 60046, which was built at Doncaster in 1924 and saw a main line life of nearly four decades, which is a stark contrast to some of the newer ECML Pacifics that in some cases didn't achieve much more than a third of that.

In four figures came *Patrick Stirling*, a single-owner plate from A1 Pacific No. 60119 that, although being a BR-built locomotive, emerged from Doncaster in November 1948 in LNER green until being painted blue (£8000). Finally, *Longford Grange* (No. 6878) went to a new home for £6000, this also being a one-owner nameplate, having been bought by the vendor when the 4-6-0 was withdrawn in 1964.

A non-seller in the category was the

heavyweight of the auction, *Royal Irish Fusilier* with regimental badge from LMS Royal Scot class No. 46123, this being the only one of the two off the engine available on the open market, as the other is in the regimental museum in Armagh. *Shirburn Castle* from GWR No. 5030 also failed to sell under the hammer.

Leading the totem station signs was Matlock, opened in 1849 as Matlock Bridge by the lengthily-named Manchester Buxton Matlock & Midland Junction Railway, which, at £2000, was closely pursued by another London Midland Region representative, *Whitefield* (£1800), opened by the Lancashire & Yorkshire Railway in 1879 and now on the Greater Manchester Metrolink system.



The L&Y also made its mark with a Class 31 identification plate that sold for £1300. These plates were fitted to the interior of the cabs of the Class 31 0-8-0 locomotives that had a tractive effort of 34,055lb-ft and were designed by George Hughes for heavy freight work. A total of 155 was built from 1912 and 17 survived into the BR era, numbered between 52841 and 52971.

A GWR Fishguard to Ireland advertising enamel fetched £1150, a gauge one model of Standard 4MT 2-6-4T No. 80079 topped its category at £1050, and at £1000 came a GNR Doncaster 1910 worksplate from N1 class 0-6-2T No. 69452 and a Hull & Barnsley Railway 10in-dial ex-Hemsworth station clock.

Mention should also be made of three unmarked Ian Allan ABC combined volumes of 1950, 1955 and 1957 that sold for £480, £450 and £380 respectively. Prices exclude buyer's premium of 10%.

"It went very well and smoothly and was quite buoyant," said Great Northern's Dave Robinson. "We did exceedingly well with the Lord Nelson plate, and did all right with the totems."

Tickets please, as collectors assemble in London

RAILWAY tickets in literally their thousands hit the heights at a Paddington Ticket Auctions' sale in central London on October 21.

The leading realisation of £1700 was achieved by a collection of 3000 pre-Nationalisation and BR examples, followed at £1500 by a collection of 1000 pre-Nationalisation, pre-Grouping and joint lines tickets.

Another pre-Nationalisation and

BR collection numbering about 2000 and including platform tickets went for £860, and at £820 came a sole example, but a historical one – a York & North Midland Railway monogrammed 6d ticket for a third class single journey from Leamside to Durham.

Dated May 25 but with no year, Paddington Ticket Auctions' Chris Dickerson estimated its issue at 1845,

a year after Leamside station opened. It is believed to have come from the estate of John Marley, a wealthy 19th century mine owner who was also a surveyor for the Stockton & Darlington Railway. Behind this 172-year-old survivor came a collection of about 1000 pre-Nationalisation and BR tickets with a Scottish flavour that fetched £500. Prices exclude the buyer's premium of 12%.

→ RAILWAY history as recorded by photographers has delighted many for decades, and the online and telephone auction of railway collectables, railwayana and photographs held by Justa Clickago in October shows that such enthusiasm is still very much alive, with the leading realisation being £1050 for a collection of 1400 negatives of industrial steam and infrastructure.

Two further large collections of modern traction in a variety of locations, including Class 50s in the West Country, went for £850 and £820, a total of 1150 slides of Irish steam and diesel, also in two collections, sold for £690 and £660, and 600 slides of overseas steam sold for £650.

Other results included £630 for 42 negatives of Isle of Wight steam photographed in the 1930s, Forties and Fifties, and £520 for 50 negatives of King class locomotives in both the GWR and BR eras. Prices exclude buyer's premium of 15%.

→ O-GAUGE models made by London-based Ace Trains achieved three of the top four realisations in a Vectis sale at Thornaby on September 29, including the leading hammer price of £1000 for a blue LMS Princess Coronation No. 46241 *City of Edinburgh*.

This was followed at £750 for Hornby SR L1 class 4-4-0 No. 759 (BR No. 31759) in the same gauge, and two further Ace models, of Britannia Pacific No. 70026 *Polar Star* (£600) and SR Battle of Britain class 4-6-2 No. 21C164 (No. 34064) *Fighter Command* (£520). Prices exclude buyer's premium of 20% (+ VAT).

→ OVERSEAS locos were the hits in a Bristol Railwayana auction on October 1, led at £550 by a numberplate and Krupp 1951 worksplate from Indonesian state railway D52 class 2-8-2 No. 52063, while a 1931 Kitson & Co plate from a Sudan Railways' engine went for £500.

In more familiar territory, a cabside numberplate from GWR-designed, post-Nationalisation built No. 8474 also fetched £500. This 0-6-0PT emerged from the Yorkshire Engine Company's Meadowhall works in Sheffield in October 1951 and was withdrawn from Llanelly (87F) in May 1965.

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A1 and Jubilee plates head Newark line-up

LNER A1 No. 60137 *Redgauntlet*, doubtless no stranger to Newark during its BR days, will once again grace the historic town on November 25 when one of its nameplates will be the star lot at a Talisman auction.

The Pacific, built at Darlington in December 1948 and withdrawn from Tweedmouth (52D) in October 1962, was named after a racehorse, although those of a literary bent will know it as the name of an 1824 Sir Walter Scott novel. The smokebox numberplate from the Peppercorn-designed locomotive will also be going under the hammer.

A second nameplate is *Bellerophon* from LMS Jubilee No. 45694, a March 1936 Crewe product that ended its days at Wakefield (56A) in December 1966. *Bellerophon* was a hero in Greek mythology, whose name was carried by a variety of steam locomotives and ships over many years, with even the US Navy adopting it. Returning to the LNER, a works numberplate from V2 No. 60809 *The Snapper*, *The East Yorkshire Regiment*, *The Duke of York's Own*, will also be on offer. This 2-6-2 was very much at home at Darlington, for it was built there in August 1937 and withdrawn from the town's shed (51A) in July 1964. The auction, at Newark showground, starts at 10am.

Royal Navy favourite sails to the front at Crewe sale

NAMEPLATE *Amethyst*, which replaced the *Britannia* name on LMS Jubilee No. 45700 in 1951 after the latter had been given to new Standard Pacific No. 70000, headed the cast list at Crewe on October 14 with a realisation of £8600. The 4-6-0, which adopted a name that was a favourite of the Royal Navy, was built at Crewe in 1936 and withdrawn in 1964.

In second place at £3800 came a Cambrian Railways' handlamp that carried a number of stampings and brass plates, including 'Portmadoc' and a Defries of London maker's plate, while the chimney cowl from LNER A4 Pacific No. 60024 *Kingfisher* – the last of the class to be cut up, in February 1967 – made £3080.

A 1930 Beyer Peacock worksplate from an LMS Garratt 2-6-6-2T that went for £2900 came from another 'last of' locomotive – No. 47994, the final member of the class to be withdrawn, from Chesterfield's Hasland shed (18C) in March 1958.

A headboard for the King's Cross-Newcastle sleeper 'The Tynesider' sold for £2200, the leading station totem sign was Stockport Tiviot Dale (£1850), an explosives factory GWR sign from Penrhyndeudraeth fetched £1800, and a BR(W) Signal Dept Inspector doorplate, that opened the day's proceedings, £1200.

A group of items just into four figures included at £1150 each the smokebox numberplate from Standard 9F 2-10-0 No. 92223, and a South African Railways cabside numberplate from 1958-built Beyer-Garratt No. 4130. This 4-8-2+2-8-4 was yet another 'last of' engine, for it was one of the final batch

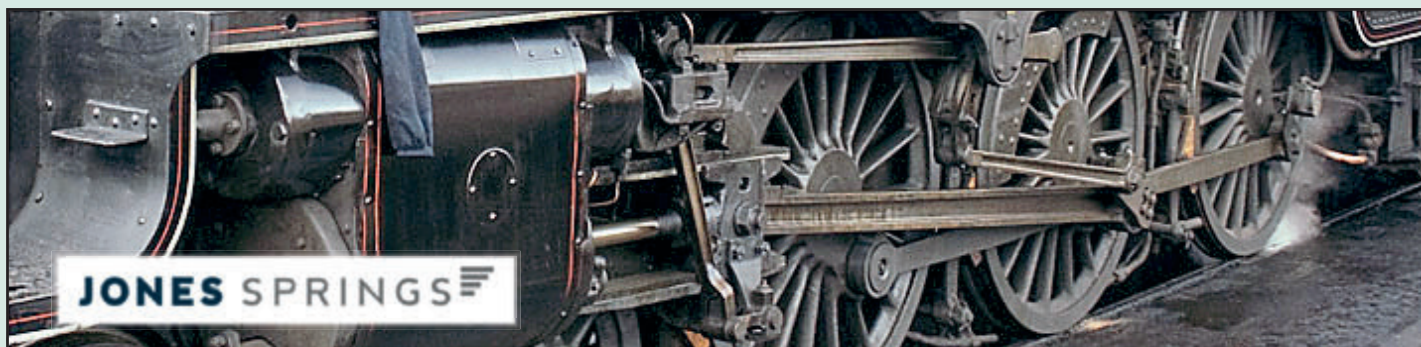


of Class GMAM Garratts that were the last large steam locos to be built by Beyer Peacock.

Others there or thereabouts included LMS hawkkey sign Holywell Junction, a station on the north Wales main line between Chester and Rhyl (£1100), a GNR gas lamp top with name tablets from Burgh-le-Marsh on the east Lincolnshire line (£1050), and a Harper's patent block instrument (£960). Prices exclude buyer's premium of 10%.

The auction marked the retirement from Crewe of Mike White after four years as auctioneer.

Crewe's David Lewis said: "He has done a sterling job and proved to be a popular auctioneer, and we are sorry to see him hang up his gavel. We are in talks sorting out a successor."



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Steam over the fells farewell



The Shap Summit sign at 916ft above sea level is seen in August 1965.

As the clock ticked down to the end of BR steam, operations were now concentrated in the North West. The northern-most outpost was Carlisle Kingmoor, which still supplied steam to work over Shap summit. **Maurice Burns** reflects on his early adventures to Shap and the countdown to the closure of Carlisle Kingmoor, Workington and Tebay sheds, and the end of steam over the fells on December 31, 1967.

As November 1967 arrived, with steam in the West Riding just finished, enthusiasts flocked to the Northern Fells to see what was left of remaining BR steam workings over Shap and, if really lucky, the Settle and Carlisle.

Visiting the area every Saturday, often in typically damp weather, one did not know when the freight trains would run. It was a case of just waiting and hoping. By the autumn of 1967 freight traffic had declined so much there may be only one steam train to photograph all day.

This was a far cry from my first Shap visits when steam operation was so plentiful.

I was first drawn to Shap by the photographic masterpieces taken by the late Eric Treacy and Derek Cross. The superb landscape and sight of steam engines working hard were, after all, the perfect combination especially if the weather was kind, as it always seemed to be for them.

I could only imagine what the sight and sound of a heavy northbound train, with locomotives on the front and banking engine at the back, would be like.

My own Shap memories of BR steam spanned just three years and started on a hot summer's day in August 1964, and left a lasting impression. I had reached there the hard way on my Jack Taylor cycle from my home on Teesside and arrived at the summit cutting just after lunch.

'Filthy Britannia'

There then followed a procession of steam for the next four hours that included a 4F No. 44484 light engine, Duchess No. 46245 *City of London*, filthy Britannia No. 70013 *Oliver Cromwell*, a 9F on a Ford car train, a Jubilee and a large handful of 'Black Five's on freights, and No. 45212 on a passenger train.

I had hoped to see some trains banked, but remarkably none of these on my first Shap visit required a banker. Just my luck.

However, all that was to change on my next visit, another cycle ride, this time to Tebay, a place I had never been to, on a Friday evening after work on November 27, 1964.

Riding the footplate of the Tebay bankers

The weather had been perfect for the cycling over Stainmore, then pausing on the hill climb at Kirkby Stephen West signalbox to watch many freights climbing to Ais Gill. Then it was over the hill to Tebay, where I arrived just before midnight. My first visit to this shed at Tebay would not be forgotten in a hurry with the noise of exhausts and whistling in the darkness throughout the night. There was just so much traffic at that time, either speeding south downhill or freight trains stopping for a banker then restarting their heavy trains with a banker at the rear.

There were two banking engines on duty that night: Fairburn 2-6-4Ts Nos. 42210 and 42110, which were sat outside the shed both ready for action, and with tripod and flash gun in my saddlebag the banking engines and crew were captured in the darkness. Inside the bothy the enginemen made me welcome and as I sat round the coal fire drinking tea I heard a freight slowly



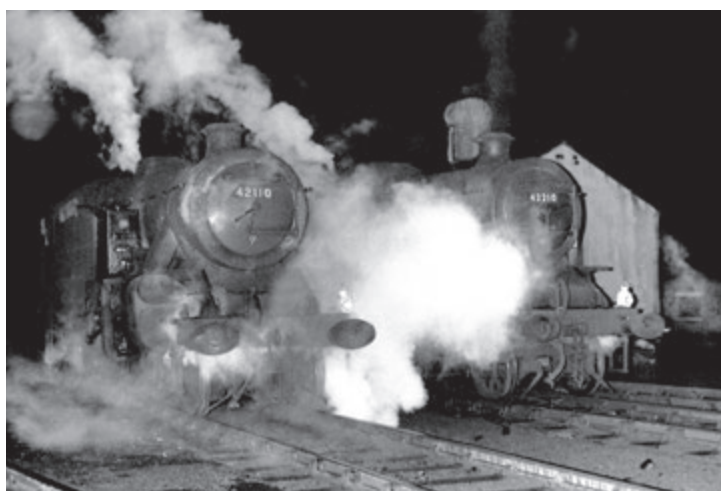
On a snow-covered Shap Wells, an unidentified 'Black Five' heads a mixed freight, banked by Fairburn 2-6-4T No. 42210 on November 28, 1964. MAURICE BURNS



On a hot day in August 1964, Duchess No. 46245 *City of London* nears Shap summit with a northbound parcels. MAURICE BURNS



An unidentified 9F 2-10-0 approaches Shap summit with a Ford car train in August 1964. MAURICE BURNS



Above: Tebay shed's two banking engines – Fairburn 2-6-4Ts Nos. 42210 and 42210 – stand outside the shed bothy ready for duty at 1am on November 28, 1964. MAURICE BURNS



After overnight snow, a surprise sighting of 'Black Five' No. 44931, hauling a dead Duchess Pacific No. 46457 *City of Salford*, pulls away from Tebay station on November 28, 1964. The Duchess was en route to Troon for scrapping after the whole class was withdrawn en bloc the previous month. MAURICE BURNS

plod through the station, then to the foot of the bank, and whistle for a banker.

The driver and fireman went outside and climbed aboard No. 42210 and moved her off the shed and eased up to the guards' van at the rear of the freight.

Following the exchange of whistles the train disappeared noisily up the bank and into the darkness. Just how the people in Tebay ever slept I will never know! Moments later another freight, hauled by one of the last Patriots, No. 45531 *Sir Frederick Harrison*, whistled for assistance and the driver of banker No. 42110 offered me a trip to the summit. After the buffers of the tank engine touched the guards' van and the exchange of whistles it was soon full regulator for the banker.

There was so much exhaust noise, with much shovelling of coal into the firebox by the poor fireman. Looking forward into the darkness at the Patriot at the front of the freight it could not be heard at all. Indeed, we joked he was taking it easy and leaving all the work for the banker.

After the Scout Green 'box we were soon passing the distant lights of Shap Wells Hotel and into the steep-sided summit cutting. As we approached the then Summit signalbox the driver of No. 42110 slammed shut the regulator and slowly the guards' van tail-tight moved away, as if by magic, and now the banker was stationary we could hear in the distance the exhaust of the Patriot at the front end of the freight. A quick descent of the bank followed, but a Class Five, with a freight, was waiting for assistance. I did two more trips up to the summit, but as 3am approached tiredness set in.

I was hoping to find somewhere warm to sleep in the shed buildings, but the facilities were non-existent. The shed was originally constructed in 1861 and modernised in 1947,

Right: 'Black Five' 4-6-0 No. 44886 departs from Tebay with a heavy parcels train, banked by Fairburn 2-6-4T No. 42110, on November 28, 1964. The locomotive shed can be seen on the right. Today, the M6 motorway crosses the West Coast Main Line at this point. MAURICE BURNS



Moments after arriving at Shap Wells from Tebay – note the cycle tracks in the centre of the road – Clan Pacific No. 72007 *Clan Mackintosh* speeds downhill to Tebay with a freight on November 28, 1964. MAURICE BURNS



Standing in for a failed Britannia, 'Black Five' No. 45018 heads the Warwickshire Railway Society's 'Carlisle Railtour' up Shap on November 28, 1964. MAURICE BURNS



The driver of Fairburn tank No. 42210 gets the signal to leave Tebay shed and buffer up to the freight in the distance, waiting at the foot of Shap bank. MAURICE BURNS



Above: Fairburn tank No. 42210 is now on full regulator pushing the freight to the summit of Shap. Halfway up the bank was Scout Green signalbox with its leaning chimney. MAURICE BURNS

Left: Scout Green signalbox was a popular place for obtaining information from the signalman. This picture from the 'box shows a firing shovel used to collect coal from the Shap bankers and keep the signalbox fire burning. Over the wall is the photographer's Jack Taylor cycle that made the photographic trips to Shap possible. MAURICE BURNS

but the office looked to be original and was no more than a bothy to make a cup of tea. The floor of a guards' van became my bedroom. However, with Lilo and sleeping bag I was warm enough, but only getting interrupted sleep because of banking engines passing within feet, and the constant whistling.

It was snowing...

When I awoke the next morning I could not believe my eyes – it was snowing! Freight after freight arrived for a banker then Jubilee No. 45563 *Australia* arrived in Tebay station with the Warrington to Carlisle all-stations stopping train. The next arrival took me by surprise as 'Black Five' No. 44931 was towing dead Duchess Pacific No. 46257 *City of Salford* to Arnott, Young's scrapyard at Troon – the whole class had been withdrawn en bloc six weeks earlier.

By mid-morning the sky had totally cleared and I cycled through Orton up to Shap Wells where I caught several 'Black Fives', a Clan Pacific and freights or parcel trains all banked by the Fairburn tanks. The lighting conditions were perfect, with a combination of snow, sun and steam.

The reason for this November Shap visit was to see a Warwickshire Society Carlisle railtour hauled by a Britannia. However, it was not to be. The rostered Britannia failed on shed, to be replaced by No. 70052 *Firth of Tay*. This Britannia then failed with injector problems near Carnforth. Here, it was replaced by a 'Black Five' No. 45018, which gave a magnificent performance climbing Shap and was most appreciated by enthusiasts on board looking out of the carriage windows the length of the train. While the lack of a Britannia was disappointing the picture of No. 45018 in such brilliant weather conditions was special, considering I had reached the location by bicycle.

In 1965 I made many more return visits, often it has to be said in inclement weather. However, I made a conscious decision to travel on the banking engines in daylight several times to take photographs from the footplate. Getting a footplate ride was easy – one just had to ask. Tebay shed staff were a friendly bunch, and nothing was too much trouble.

In the same year there were only two or three Patriots and Scots left in service, all based at Carlisle Kingmoor. Finding out when and where they were working was impossible without seeing them on shed then looking at the roster board to see what train they may be working.

However, a huge slice of luck occurred when in photographing No. 45626 passing through Kirkby Stephen West, I met Derek Cross. He enquired if I knew one of the last working Royal Scots – No. 46115 *Scots Guardsman* – was passing over Shap at 4pm? How he knew this I did not know, but he was right, of course, and thanks to him I saw the Scot at Shap Wells. Within months it was withdrawn.

Even in 1966 heavy freight traffic always required a banker, but one train stands out that was immense. I do not know its exact weight, but it could have been about 1,000 tons. This train consisted of a riding van, crane and a long train of concrete track panels for relaying the West Coast Main Line. Hauled by two 8Fs at the front, and with a Fairburn tank at the rear, this train passed me at Greenholme cutting at just walking pace, about 5mph, but the crews and engines were in full command of the job as they reached the summit without stopping.

By 1967 the type of banking engines had changed. The 1960s had started with a stud



A chance meeting with photographer Derek Cross led to information that one of the last three operating Royal Scots, No. 46115 *Scots Guardsman*, was working over Shap, which enabled this picture near Shap Wells to be taken in July 1965. MAURICE BURNS



As the end of steam approached, many enthusiasts took to engine cleaning; all done unofficially but accepted by shed staff. Here a group of 'MNA' cleaners spruce up unique 'Black Five' No. 44767 at Carnforth on July 8, 1967. MAURICE BURNS

of Fowler 2-6-4Ts (caught on camera by the late Eric Treacy and others), but these were displaced by the Fairburn tanks in 1964.

As these became worn out they were ultimately replaced by BR Standard 4MT tender engines, which were to become the last steam banking engines at Tebay prior to the end of steam at Carlisle (and closure of Kingmoor) and Tebay sheds from January 1, 1968. While man enough for the job, they proved to be not so popular with the Tebay crews, compared to the Fowler and Fairburn tanks, because of the draughty cabs when descending Shap tender first.

They saw further service at Carnforth until the very end of steam on BR in August 1968. Happily, one Tebay banking engine is still with us today in the form of No. 75027, now preserved on the Bluebell Railway.

The summer of 1967 was the last when enthusiasts could see BR steam passenger services over the Settle and Carlisle and Shap. The S&C had Jubilee haulage on the relief 'Thames - Clyde Express' and Shap had



July 8, 1967: 'Black Five' No. 44767, now looking immaculate, heads the 10.35am Saturdays only Morecambe to Bradford passenger on the climb of Bentham bank. MAURICE BURNS



A break in the clouds on a stormy day in July 1967 sees 'Black Five' No. 45312 hauling a northbound freight over Shap, near Scout Green, banked by Standard 4MT 4-6-0 No. 75032. MAURICE BURNS

NOVEMBER 1967 – END FOR MAIN LINE PRIVATE LOCOMOTIVES?



On November 4, 1967, preserved A4 Pacific No. 60019 *Bittern* is being coaled at Edinburgh Waverley before returning the RCTS 'A4 to Edinburgh' railtour to Leeds. Caught in this picture is *Bittern*'s owner, the late Geoff Drury, talking to fellow A4 owner John Cameron (left). MAURICE BURNS



The return journey of the RCTS 'A4 to Edinburgh' railtour, and *Bittern* pauses at Newcastle on its way back to Leeds on November 4, 1967. MAURICE BURNS

The announcement of a BR steam ban on privately owned engines operating on the national network was another body blow to steam enthusiasts, but more importantly to private individuals, who had spent their own money on saving locomotives.

One such owner I knew well was the late Geoff Drury, who saved Gresley A4 No. 60019 *Bittern*. It became the first preserved A4 to work on BR (beating *Sir Nigel Gresley* by five months) and on July 16, 1967 had astonished enthusiasts by a high-speed, non-stop run from Skipton to Carlisle, passing Ribbleshead viaduct at 50mph, taking water on Garsdale troughs, and reaching a maximum of 85 mph beyond Appleby.

Although the ban was announced by BR in October 1967, it allowed advertised

trips to go ahead for *Bittern* in November of that year.

The first was the RCTS 'A4 to Edinburgh' tour on November 4. This took the A4 from Leeds City to York, Newcastle and a high-speed run to Edinburgh, where fellow A4 owner John Cameron was there to greet its arrival and offer assistance.

The final *Bittern* railtour organised by the Manchester Rail Travel Society was called 'The Mancunian', running from Leeds City to Carnforth and Manchester then back to Leeds City, and was advertised as *Bittern*'s last run.

It took place on November 25, 1967 and became, with the exception of Alan Pegler's *Flying Scotsman*, which had a special contract, the last private engine to run on BR before the steam ban was enforced.



The last run of A4 No. 60019 *Bittern* before the enforcement of the BR steam ban was on November 24, 1967. Here, on a misty wet day, it climbs to Bell Busk, near Hellifield, with the 'Mancunian' railtour. MAURICE BURNS

On October 26, 1968, just two months after the end of BR steam on August 11, preserved Gresley A3 No. 4472 *Flying Scotsman* worked the 'Moorland' railtour over Shap. Owner Alan Pegler sat in the tender coal space as the A3 climbed Shap and approached the summit signalbox, presumably as he wanted to hear the exhaust more clearly than in the noisy cab. MAURICE BURNS



Britannia haulage on regular passenger turns and many excursions.

'Black Fives' were, of course, still doing many passenger turns. Most of these would hardly get a second glance, but one engine in 1967 had almost elevated status. This was No. 44767, which was unique in having outside Stephenson's valve gear.

No. 44767 was allocated to Carlisle Kingmoor, but was found at Carnforth and booked for the 10.35am Saturdays only Morecambe to Bradford Foster Square passenger, and was duly cleaned up by enthusiasts and photographed on Bentham bank.

Less than 12 months to go before the end of BR steam

Such was the level of steam activity in the summer of 1967, at the time it could not be envisaged all steam would soon be gone and be finished on BR in less than 12 months.

Leeds Holbeck (55A) had closed to steam on October 2, 1967. It had gone from having regular Jubilee diagrammed passenger workings over the Settle and Carlisle in August to its two roundhouses now being empty shells just six weeks later.

Jubilee No. 45562 *Alberta* was booked for its last Holbeck working; a freight from Stourton to Carlisle on September 30, 1967. The RCTS had an involvement in this happening as they had an additional guards' van coupled to the train right next to the tender for the climb to Blea Moor.

After this working, steam operations over the Settle and Carlisle were very rare in the last months of 1967, but on Shap there was a



By December 1967, Tebay station – once connected to the North Eastern Railway – was a shadow of its former self. One of the last banking engines returns to the shed, but six months after the locoshed closed so too did Tebay station, in July 1968. All traces of the station have gone. MAURICE BURNS

better chance, though Carlisle Kingmoor shed had a declining number of working engines.

A brighter picture was the operation of privately owned engines in November 1967, but this was short-lived, with BR wanting to ban the activity as it tarnished their modern image.

The last banking engines

In addition to the closure of Carlisle Kingmoor and Workington, Tebay shed was closing too – on December 31, 1967. Tebay had provided banking engines for the climb to Shap summit for more than 100 years, and with its closure the station was closed within months. A town built for the railways and its sole employer, was now cut off from it.

Today, all traces of Tebay locomotive shed and station have been obliterated.

The sounds of those banking engines are unforgettable, but which was the last train to be pushed up the hill to Shap summit, no one is quite sure. The last known train to stop for a banker was a passenger excursion taking Carlisle football supporters home from a match at Blackpool, and was hauled by Britannia Pacific No 70013 *Oliver Cromwell*.

It was to be the last BR passenger train north over Shap and many enthusiasts joined the supporters for this historic run. I was at Scout Green signalbox, half-way up the Shap climb, in the darkness, on Boxing Day evening 1967 just days before Carlisle Kingmoor closed.

What happened when *Oliver Cromwell* stopped its 451-ton train at Tebay for a banker will be revealed in a forthcoming article – Britannia Pacific finale – in the next issue. **HR**



The last Tebay banking engines Standard 4MT 4-6-0s Nos. 75026 and 75032 stand next to the locomen's bothy awaiting their next call of duty. By December 31, 1967 the fires had been thrown out for the last time, and today all traces of the shed are now gone. Only the long line of terrace houses remains as a reminder of an earlier railway age. MAURICE BURNS



HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

LNER K1 2-6-0 No. 62005 crosses Loch nan Uamh viaduct with West Coast Railways' 'Jacobite' from Fort William to Mallaig on October 18. KARL HEATH



Flying Scotsman repaired

By Cedric Johns

ACCLAIMED by thousands of fans worldwide, *Flying Scotsman*, the iconic locomotive which draws crowds wherever it goes, ran into trouble and was reduced to the ranks of also-rans when a hot axlebox stopped the A3 in its tracks.

Working the return leg of a Steam Dreams' dining trip from York to Peterborough on Wednesday, October 18, those on the footplate became aware of a problem when smoke or 'that smell' indicated a loss of white metal.

On reaching Peterborough, the 4-6-2 was taken off its train and moved on to the Nene Valley Railway pending examination, a diesel taking the afternoon train onwards from Ely to Norwich. This examination revealed a hot box on the right hand side of the A3's crank axle.

Without a wheel drop, no less than three mobile road cranes were brought onto site at Wansford on Saturday 21st to enable the wheelset to be removed for remedial treatment.

The tender was detached so that the cranes could move in close to lifting points, one at each end of cab and front bufferbeam.

The front bogie was also detached to avoid unnecessary weight being lifted.

It was quite windy when the lift took place, an eyewitness commenting that the A3 swayed when gusts hit the boiler.

Once the frames were clear of the centre driving wheels, the third crane moved in to lift the centre wheelset which was despatched to Riley Engineering's workshops to enable a suitable repair to be carried out.

On further inspection it was, we understand, decided to renew the white metal in both axleboxes in an effort to reduce the risk of the 'boxes not being balanced.

Having worked over the following weekend, the wheelset was returned to Wansford on Tuesday, November 1 and the cranes employed to allow the wheels to be repositioned in the 4-6-2's bottom end.

That completed, the tender was reunited with the front section and the engine lit up. It was run up and down Nene Valley tracks next day to ensure that all was well.

The A3 travelled light engine to London via the East Coast Main Line on Friday, November 3 in readiness to head the Railway Touring Company's 'Yorkshireman' Ealing Broadway-York excursion via the Midland route over Harringworth on Saturday, November 4, arriving at York five minutes early.

Because of the non-availability of the A3, the Railway Touring Company's 'Cotswold Venturer' from Paddington to Worcester on Saturday, October 28 was worked by LMS 4-6-0 No. 46100 *Royal Scot*.

Three mobile road cranes are used to enable the centre driving wheelset to be returned to the frames at Wansford on November 1. JOHN HENNIS



LNER A3 Pacific No. 60103 *Flying Scotsman* approaches Trowell Junction on the Erewash Valley line with the Railway Touring Company's 'Yorkshireman' on November 4. DAVE GILBERT

Steam Dreams' morning and afternoon dining trips from Norwich booked for October 21, were redated to November 11.

The morning train from Norwich to Ipswich and return via Diss was followed by a 'Cathedrals Express' running from

Norwich and Ely to London King's Cross, diesel-hauled on the return.

In answer to the question about next year's management of *Flying Scotsman* when Ian Riley's agreement runs out in December, a spokesman for the National Railway Museum said that

tenders had been received and were under consideration and that a decision on its future would be made in the coming weeks.

Apparently envelopes containing tenders have been opened but the contents have yet to be assessed.

Duke's future is secured

By Cedric Johns

FOLLOWING protracted discussions which have taken years to reach fruition, the future of British Railway's only example of a three cylinder 8P 4-6-2, No. 71000 *Duke of Gloucester*, has been secured for a period of at least 50 years.

Currently undergoing heavy overhaul at Tyseley, the 4-6-2 is now in the ownership of the BR Class 8 Steam Locomotive Trust.

The official transfer of ownership from the 71000 (*Duke of Gloucester*) Steam Locomotive Trust (the company) was signed off at management meeting at the end of October.

In a letter addressed to members, trust chairman Trevor Tuckley explained that the move to consolidate ownership of the Duke has been finalised following a series of meetings traced back to events which occurred after the engine failed at Eastleigh when working a Bournemouth-Oxford excursion during the summer of 2012.

As a result of the failure the 4-6-2 languished in the open air in a siding inside Eastleigh Works' yard until it was finally transported to Crewe in 2013.

At that time the company was in financial difficulties and unable to raise enough money to carry out the necessary overhaul.

Aware of the situation the trust contacted the company asking for help in securing the Duke's future. This

prompted a series of meetings and discussions which were only finally resolved this October.

Since 2013 detailed and complicated negotiations were entered into led by Steve Wakeland, senior principal of the trust and Ron Mitchell, secretary of the company, both parties committed to finding a solution which would secure the 4-6-2's future and satisfy the rules of the Charities Commission.

To achieve this – in part – Ron Mitchell resigned his position and Steve Wakeland and Trevor Tuckley donated their shareholding back to the company.

This was done to demonstrate that there would be no conflict of interests when decisions were made by the trust on spending charitably donated monies. That said, ownership of the Duke remained as the main difficulty to be overcome to ensure that monies donated towards the engine could not be seen to benefit the company's shareholders.

But now, as reported, a lease of the Duke to the trust has been agreed.

In essence the lease agreement places the engine in the trust's control for 50 years with an option to renew it for a further 50 years.

In effect this means that all monies raised by charitable donations, membership fees, legacies and possible sponsorships will be spent at the sole discretion of the trustees without any benefit to the shareholders.



The refurbished tender of No. 71000 *Duke of Gloucester* with the coal pusher clearly visible. TREVOR TUCKLEY

Meanwhile, work on the engine at Tyseley continues on schedule with both the bogies and rear wheelsets refurbished ready for refitting.

Having secured the Duke's future the trust is now keen to add 11 new members by the end of the year to achieve its target designed to give the

engine's overhaul another push into the new year.

With Christmas not far off a family gift of membership to an interested enthusiast would be mutually welcome.

For full details contact membership@theduke.uk.com or visit the website www.theduke.uk.com

Tornado 'droned', 'aged' and ignored!

SEVERAL stories have recently come to light regarding A1 4-6-2 No. 60163 *Tornado*, one serious, two demonstrating the national media's indifference to the public's continued interest in seeing steam locomotives running on the national network.

Of the three, the first reported a serious breach of the law by a lineside photographer using a drone to obtain pictures of the 4-6-2.

News of this offence was given to Main Line News by Network Rail's media relations officer, Grete Luxbacher.

In summary Network Rail reported that it is working with Essex Police and British Transport Police to detect and penalise unauthorised use of drones along the national network.

The incident involving *Tornado* was reported by Essex Police after a 28-year-old man from Kirkley Cross was charged with breaching the Air Navigation Act 2016 on October 1.

Illegal

It is claimed that he used a drone to photograph the engine when it was working the Liverpool Street-Walton-on-Naze - Colchester shuttles on Saturday, August 12.

According to a police report he also tried to sell images to a local shop, which is illegal if the person concerned is not

certified and cleared by the Civil Aviation Authority.

In a second, non-related incident another photographer was taken to court by the British Transport Police for a similar offence.

Network Rail head of air operations, Wendy Welsh, commented: "If a train collided with a drone it could cause a serious incident.

"A drone could crash into and damage vital equipment such as wires or pylons costing thousands to repair in addition to delaying services.

Specialists

"Only our team of highly-trained and authorised pilots and specialist approved contractors are permitted to fly drones near a railway.

"It is just too dangerous for anyone else to fly a drone near a railway and could result in a fine of up to £2500."

The second story of three serves to demonstrate how little the national press seems interested in recognising and acknowledging the public's fascination with present day steam on heritage and main lines.

On October 12 *The Times* carried a large, five column picture of *Tornado* heading a train through Durham, the shot used to support an editorial criticising Network

Rail's performance related to the length of time being taken to upgrade much of the network's old infrastructure.

The paper's picture editor got it wrong.

In effect the caption claimed that Network Rail had not improved or updated much of its old, inherited infrastructure which it inferred, was older than the steam locomotive in the picture.

In truth, the paper got it right but for the wrong reason!

Ignored

The third story underlines the media's complete lack of interest in the historic aspect of our railways when it totally ignored a rare opportunity to photograph children in the news – and Royalty – grouped alongside the A1 with Paddington the Bear hosting the party on Paddington station's platform one.

It happened – or rather it didn't – at Paddington on Wednesday, October 16 when, heading a rake of Belmond Pullmans, *Tornado* stood ready to work its special taking the young passengers for a short trip.

Instead of using the A1 as a backdrop, photographers from the *Daily Mail* concentrated cameras on shots of the Duchess of Cambridge dancing with the marmalade-eating bear on the concourse at the rear of the train.

Christmas RTC

IN ADDITION to the series of East Coast Main Line festive specials previously announced by the Railway Touring Company using *Union of South Africa* and *Duchess of Sutherland*, the company has a couple of tours in the south during December.

The 'Christmas Sussex Belle' heads out of London Victoria on Tuesday, December 12, bound for Eastbourne and Hastings.

'Black Five' 4-6-0 No. 45305 is the booked locomotive for this trip which runs via East Croydon and the Brighton line via Redhill and Gatwick before turning off at Keymer Junction for Lewes, Eastbourne and Hastings. From Eastbourne the 'Belle' is diesel-hauled to Hastings via Bexhill.

For the return the 'Belle' changes direction, travelling through Crowhurst, Battle, Tunbridge Wells, Sevenoaks, Bat & Ball and Swanley Junction.

The RTC's next outing on December 14, the 'Sherborne Christmas Carol' provides passengers with a choice of destinations.

An expected water stop at Salisbury should allow for the option of alighting to visit the city while Sherborne or Yeovil Junction – for the Railway Centre – are attractive alternatives.

From past experience, the majority will plump for Sherborne and the carol service inside the town's abbey.

The ultimate 12-day steam tour – a snip at £30k a ticket!

By Robin Jones

HALF a century ago, the fabled 'Fifteen Guinea Special' of August 11, 1968, marked the end of BR main line steam haulage.

Next year, a unique marathon steam trip also will similarly hit the headlines – with the lower-priced tickets costing £29,995 each.

As part of its 10th birthday celebrations next year, new-build 101mph Peppercorn A1 Pacific No. 60163 *Tornado* will haul an exclusive Golden Eagle Luxury Trains 12 day charter using the 'Royal Scotsman' carriages from Inverness to Penzance as part of a 2000 mile itinerary.

Tickets have already gone on sale for what is being hailed as Britain's most exclusive steam railtour – and yes, there will be 90mph running on parts of the route.

Tornado builder The A1 Steam Locomotive Trust said that just 38 passengers will be able to travel on this multi-day trip with places costing from £29,995 sharing.

Iconic destinations

Departing from Edinburgh on October 15, and ending there 12 days later, the anniversary railtour will combine some of Britain's most popular tourist destinations including the Highlands, Stonehenge, Bath and Snowdonia. The nights before and after the tour will be spent in Edinburgh's Balmoral Hotel – formerly the North British Hotel – alongside Waverley station.

Accommodation during the tour will mainly be aboard the 'Royal Scotsman' itself, the 10 vehicles of which include a pair of dining carriages and 'State Cars'

fitted out with cabins, based on former Pullman coaches.

As well as *Tornado*, the train will also be headed by GWR Collett 4-6-0 No. 6024 *King Edward I* in the West Country and LMS 4-6-0 No. 46100 *Royal Scot* in North Wales, plus the locomotives of various heritage railways.

Amongst the planned cultural activities are dinners in Cawdor and Peckforton castles, while railway highlights include *Tornado* and *King Edward I* double-heading from Penzance and over the South Devon Banks, and working 'top and tail' over the freight-only branch between Lostwithiel and Fowey.

There will be overnight running behind *Tornado* on October 17/18, while the train makes its way between Edinburgh and Chester. It will be only the second time that *Tornado* has hauled a sleeper train, the first being the Royal Train in July 2012 with Prince Charles aboard.

At different points, the train is expected to stable overnight at Broomhill

(Strathspey Railway), Bridgnorth (Severn Valley Railway) and Minehead (West Somerset Railway).

It will spend the final night at Darlington North Road, adjacent to *Tornado's* Darlington Locomotive Works birthplace and where No. 2007 *Prince of Wales* is now under construction. The itinerary also takes in the Ffestiniog & Welsh Highland Railways, to be reached via the Blaenau Ffestiniog branch behind *Royal Scot*.

Debut tour

The tour marks the UK debut for its promoter, Golden Eagle Luxury Trains, which although based in Altrincham, has its main business in Russia.

The trust's director Graeme Bunker-James said: "The A1 Steam Locomotive Trust and Golden Eagle Luxury Trains have been discussing the possibility of something like this for years, but things have now come together as part of *Tornado's* 10th birthday celebrations.

"Although this is just one part of what looks like being an exciting 10th anniversary year with other things like 90mph running, it's a great honour to be asked to haul such a prestigious trip – and of course it's useful paid work for the locomotive too.

"The challenge of *Tornado* running from Inverness to Penzance is brilliant – as the primary locomotive on the tour we expect to cover 2000 miles in total, albeit with sensible breaks in the itinerary. To that end, we'll 'stop' No. 60163 at the end of September 2018 to make sure it's fully prepared and we've already structured next year's diary accordingly."

Tim Littler, founder and president of Golden Eagle Luxury Trains, said: "We wanted to do something really high-end, putting the most luxurious British train with this amazing new-build locomotive."

➔ For further details and to book on this tour contact Golden Eagle Travel on 0161 928 9410 or www.goldeneagleluxurytrains.com

GOLDEN EAGLE LUXURY TRAINS TOUR ITINERARY

October 15: Edinburgh to Inverness (No. 60163)

October 16: Inverness to Aviemore (No. 60163) for Strathspey Railway

October 17-18: Strathspey Railway to Stirling to Edinburgh to Chester (No. 60163)

October 19: Chester to Llandudno Junction (Class 66); Llandudno Junction to Blaenau Ffestiniog for Ffestiniog/Welsh Highland railways (No. 46100); Holyhead to Crewe (No. 46100)

October 20: Crewe to Minehead via West Somerset Railway (No. 60163)

October 21: WSR; Taunton to Penzance (No. 60163 + No. 6024)

October 22: Time in Cornwall

October 23: Penzance to Lostwithiel (No. 60163 + No. 6024); Lostwithiel to Fowey to Lostwithiel (No. 60163 + No. 6024 'top and tail'); Lostwithiel to Taunton (No. 60163 + No. 6024); Taunton-Yeovil Junction (No. 60163).

October 24: Yeovil Junction to

Salisbury to Oxford to Kidderminster (No. 60163); Kidderminster-Bridgnorth (No. 34027)

October 25: Bridgnorth to York to Darlington (No. 60163)

October 26: Darlington to Edinburgh (No. 60163)

Note: subject to change. The Trust respectfully requests that anyone wanting to see *Tornado* follows the rules of the railway and only goes where permitted.

Deltic D9009 Alycidon was a last minute attendee at a Knottingley depot, which opened its doors to the public on October 28 for a guided tour to raise funds for Cancer Research UK. The request came from DB Cargo, and the Deltic Preservation Society was pleased to support this charity event. When *Alycidon* returned to York next day, the leg from Milford Sidings to Neville Hill saw the loco used by DB Cargo on a freight working, moving 14 empty wagons, with a Class 66 acting as translator for the buckeye couplings. Here the train passes Stourton Freightliner depot.

DAVE RODGERS





LNER A4 Pacific No. 60009 *Union of South Africa* and SR Merchant Navy Pacific No. 35018 *British India Line* head past Micklefield en route from York to Carnforth on October 12. DAVE RODGERS

West Coast ready for a festive feast

FOLLOWING a good season with its 'Jacobite', 'Dalesman' and 'Scarborough Spa Express' summer trains, West Coast Railways has announced an attractive choice of festive excursions including Christmas luncheon trains which cater for diners and a Santa's grotto for children.

That said the main thrust of West Coast's operations involves its Jacobite Festive Specials' running from Fort William to Mallaig.

Tabled to operate Mondays-Fridays from December 4 until December 22, these trains offer passengers a choice of refreshments during each 42 mile leg of their journeys plus time to stretch legs at Glenfinnan station and while visiting the fishing port and ferry terminal at Mallaig.

Not running on Christmas Day or Boxing Day, the trains resume running from December 27 until the 29th.

'Black Five' 4-6-0 No. 45407 is the booked engine for the month.

On festive Sundays West Coast has introduced three circular tours which will appeal to those wishing to enjoy a relaxing lunch – a four course meal plus a half bottle of wine – while sitting back viewing the passing countryside during the train's four hour trip.

For the benefit of children the trains unusually include a specially built-in grotto manned by the 'Man in Red' handing out gifts.

Formed of Mk 1 and Mk 2 coaches, the train starts out from Lancaster diesel-hauled to Carnforth where steam takes over for the remainder of the excursion running via Settle Junction, Hellfield, Clitheroe, Blackburn and Preston, setting down at Lancaster on the return leg.

Departure dates are Sundays December 3/10/17.

Motive power is to be selected from Carnforth's 8F No. 48151, Jubilee 4-6-0s *Leander*, *Galatea* or possibly Merchant Navy 4-6-2 *British India Line*.

Turning to West Coast's 'Spirit of the Lakes' Pullman trains hauled by 'vintage' diesels, a train departs Bridlington for Edinburgh on Saturday, December 2, Lincoln-Canterbury on Saturday, December 9 and Stevenage-Edinburgh on Saturday, December 16.

In the tracks of the 'Green Train'

By Cedric Johns

WHEN Steam Dreams' 'Cathedrals Express' pulls out of Alton on Tuesday, December 5 for Bath, it will follow in the tracks pioneered by the Mid Hants Railway's 'Green Train' 18 years ago.

Then, the history making inaugural run to Salisbury returning by the Berks & Hants Line, Reading and Guildford was composed of green rolling stock and a green 4-6-0 up front.

On December 5 the 'Express' will be formed by maroon coaches with a black 4-6-0 at its head.

Having said that, it is worth recalling that in its formative English, Scottish & Welsh Railways days, the 'Green Train' doubled for the 'Cathedrals Express' hauled by Ropley-based locomotives.

'Black Five'

As it happens on December 5, the 'Cathedrals Express' will be worked by a 'Black Five' – probably No. 45212 – and after calling at Farnham, Aldershot and Guildford, the 'Express' will change direction by taking the Portsmouth line for its final call, Petersfield.

Heading west along the direct line the 4-6-0 and train will bypass Portsmouth at Cosham, proceeding via Fareham, Eastleigh, Romsey and the Salisbury water stop.

From there it's a canter along the Wye

Valley to Westbury and Trowbridge where the train turns left at Bradford Junction to travel along the Avon Valley to Batheaston for the short journey on Brunel's original Paddington-Bristol route to Bath...

Prior to the Bath trip the 'Black Five' reaches Mid Hants metals working a train from Southend East to Winchester via Alton on Saturday December 2.

Routemaster

Calling at Upminster, Barking and West Hampstead the 'Express' travels through Ascot to Woking then Guildford to Alton. On arrival passengers will be able to travel to the capital of Wessex by road coach or for a tenner, on an old London Transport Routemaster red double decker.

Needless to say while the 4-6-0 remains overnight, the train heads back to Southend diesel hauled.

Departing Paddington Sunday, December 10 a 'Cathedrals Express' is booked to head for Stratford-upon-Avon making stops at Slough, Twyford, Reading, Oxford and Warwick.

Passengers have the choice of alighting at Oxford or Warwick or staying for a visit to Stratford and a carol service in Holy Trinity Church.

Motive power is likely to be 4-6-0 No. 45212 or No. 44871.

On Friday, December 15 a train leaves

Ashford International for Salisbury again powered by a 'Black Five' – the one available on the day.

Stopping at Charing, Maidstone East, Borough Green, Bromley South and West Brompton the train arrives at the city of 'New Sarum' by way of Woking and Basingstoke.

Passenger attractions include the city's Christmas market or carols in the Church of St Thomas.

Penultimate

Tuesday, December 19 marks the penultimate Steam Dreams' departure for this year, a 'Cathedrals Express' running from Paddington to Bath with 4-6-2 No. 70013 *Oliver Cromwell* heading the train.

Only calling at Slough and Reading the 'Express' will most likely take the short route to the Roman city travelling along Brunel's main line via Swindon, Chippenham and Box, a historic route being desecrated by overhead gantries.

The year ends with Steam Dreams' annual party train, the 'White Cliffs Christmas Special' which, starting from London Victoria and picking up at Bromley South, does a whistle non-stop tour of Kent and its coast line between Dover and Folkestone.

Depending on which is available, the one up front could be a 'Black Five' or a 'Brit'.

Irish Q class 4-4-0 out on proving run from Whitehead

THE good news for the Railway Preservation Society of Ireland is that the rebuild of its veteran Q class 4-4-0 No. 131 has reached the final stage of completion.

Having passed a boiler examination at Whitehead in September the ex-GNR(I) engine complete with brand new tender has been turned out in a gloss black finish, lined out in red.

Equipped with AWS and TPWS the 4-4-0 is now undergoing main line

proving runs between Whitehead and Belfast with the intention of gaining its ticket from Northern Ireland Railways for main line running.

Santa in demand

Meanwhile having reached the tail end of its main programme of excursions, RPSI officials report that some Santa trains were already sold out by early October!

To the north, the 'Man in Red' is set to

board two trains running from Belfast to Whitehead on Saturday and Sundays December 2/3 until Saturday, December 23, with blue 4-4-0 compound No. 85 *Merlin* playing a leading role.

The Santa season begins in the south on Saturday, December 2 when three trains are scheduled to run between Dublin and Maynooth.

Two trains are tabled for the next day, Sunday, then it's back to three departures

the following Saturday and Sunday December 9/10. In the south, motive power is likely to be shared between 2-6-4T No. 4 – if it is serviceable – and 2-6-0 No. 461, both engines currently based at Connolly.

The final three Dublin Santas depart on Saturday and Sunday, December 16/17 bringing the total to 16 which added to the north's total of a dozen, gives a grand total of 28.

Deltic departure was delayed

By Cedric Johns

PASSENGERS on board Pathfinder's Deltic-hauled 'Swanage Belle' were treated to an extra dose of ozone when the train's return departure from the Dorset coast was held for 50 minutes while a brake failure was identified and put to rights.

This happened Saturday, October 21 after D9009 *Alycidon* had worked a 13 coach excursion from Burton-on-Trent to Bournemouth, Corfe Castle and Swanage.

Because of rainfall during the week and high tide around Holes Bay, the line was checked for possible flooding and although salt water encroaches on both sides of the tracks after the junction, the line was declared clear.

Locked

Preparing for the off later that afternoon, the Class 55's driver discovered that the diesel's brakes had locked in the 'on' position.

The fault – a jammed valve – took some time to be found and rectified, resulting in a late departure, the train joining the main line at Wareham.

Despite being booked to make eight set down stops on its return journey, the 'Belle' made good time arriving back at Burton some 21 minutes late.

Assessing the trip, Pathfinder's general manager, Peter Watts, said: "Considering we had 13 on, Swanage coped well with such a big train."

As an interesting aside, like the days of steam when son followed father onto the railway, Peter's daughter Hannah, led the team of on-board stewards serving passengers.

Torbay dates

Now busy planning next year's tour programme, Pathfinder has released dates and routes for the 'Torbay Express' 2018 season.

Commencing June 3, seven trips from Bristol to Kingswear are posted.

Four trains travel out of Temple Meads via Bath, Trowbridge, Westbury and Taunton, three take the old Bristol & Exeter line running via Weston-super-Mare to Taunton and onwards.

Motive power for the 'Express' programme will be announced early next year.

More details have emerged of



Deltic D9009 *Alycidon* passes Eastleigh with Pathfinder Tours' 'Swanage Belle' on October 21. ALAN HOLDING

Pathfinder's final trip this year when on Saturday, December 30, the 'Trans Pennine Deltic Reprise' leaves York and Leeds late morning to mark the last day of the Deltic-hauled trans-Pennine services to Liverpool, which ended on Sunday, December 27, 1981.

This excursion, 36 years on, recalls the spirit of the last working of No. 55009 *Alycidon* courtesy of the Deltic Preservation Society and after departing Leeds the 'Reprise' heads westwards via

Brighouse, Copy Pit, Blackburn and St Helens arriving at Liverpool Lime Street early in the afternoon.

The return journey is routed exactly as that in 1981, travelling via Manchester Victoria, over Standedge and through Huddersfield and Batley, setting down at Leeds and York.

To release D9009 from the Lime Street buffers an optional hour's mini tour will run via Earlestown and the Ince Moss curve hauled by a Class 68.

Sherwood Forester on test

By Cedric Johns

'BLACK Five' 4-6-0 No. 45231 *The Sherwood Forester* was scheduled to make a test run over the Carnforth circuit on Tuesday, November 7 as part of its return to main line duties.

Stabled at Carnforth following the death of owner Bert Hitchen, the 4-6-0 was purchased by Locomotive Services Ltd and moved to Crewe for fettling and a repaint.

Why the Carnforth circuit? Although granted TOC status, Locomotive Services has yet to establish the various facets of main line operations.

That said, spokesman Peter Greenwood has said that it is intended to make a proving run in December with rolling stock refurbished at Crewe, albeit

with a Class 47 providing motive power.

As previously reported the train will run without members of the public being allowed to purchase tickets; the train will only carry members of Locomotive Services' personnel in order to gain experience of operating railtours.

It is more than likely that a number of trains will be scheduled with steam, *Royal Scot* being the engine initially designated for railtours, before trains are advertised to the public next year.

Routes mentioned are the north Wales coast line and trips south to Cardiff.

News from Crewe is that although attention is concentrated on GWR 4-6-0 No. 5029 *Nunney Castle*, LNER 4-6-2 No. 60532 *Blue Peter* is also receiving priority while Bulleid 4-6-2 No. 34052 *Lord Dowding* should be back shortly.

Hastings Diesels Olympia charter

FOR the ninth consecutive year the St Leonards-based Hastings Diesels Ltd has hired its narrow-bodied, Southern Region DEMU to a private charter operator catering for equestrian enthusiasts.

The charter company says it makes sense to travel up to London by train: "It is the easiest and most sociable way to travel to the International Horse Show. Passengers can leave cars at home and not be hassled by expensive parking in the Kensington area," said a spokesman.

As a bonus, passengers can avail themselves of the on-train buffet,

licensed bar and / or the trolley service in the knowledge that the DEMU will set down almost opposite Olympia.

Departing Hastings at 8.30am the 'Olympia Express' calls at Battle, Robertsbridge, Etchingam, Wadhurst, Tunbridge Wells and Tonbridge, arriving at Kensington Olympia at 11am.

Reviewing its year, Hastings Diesels has thanked all those who supported its main line trips during which the unique unit visited the Fawley branch on May 13, Oxford, May 27, Cleethorpes – a trip encompassing 500 miles – July 1 and the Mid Hants Railway on September 30.

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WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW

TABLE ONE: READING TO OXFORD

Date	Saturday, October 28, 2017					Date	Saturday, August 26, 2017			
Train	0704 Paddington to Worcester					Train	0808 Paddington to Worcester			
Loco	LMS Class 7 4-6-0 No. 46100 <i>Royal Scot</i>					Loco	A4 4-6-2 No. 60009 <i>Union of South Africa</i>			
Load	11 coaches, 402 tons tare 435 tons gross 57.314 on rear, 117 tons, total 552 tons gross					Load	11 coaches 398 tons tare 425 tons gross			
Driver	Pete Roberts					Driver	Pete Roberts			
Recorder	Don Benn					Recorder	David Sprackland			
Position	Third coach of 11					Position	Ninth coach of 11			
Weather	Cold and misty					Weather				
	miles	sched	mins	secs	speed		sched	mins	secs	speed
Reading	0.00	0.00	00	00		Reading	0.00	00	00	
Tilehurst	2.67	3.00	06	24	39	Tilehurst		04	58	56
Pangbourne	5.56		09	58	58	Pangbourne		07	50	63
Goring	8.77	11.00	13	02	68½	Goring		10	46	68½
MP 46	10.02		14	06	71½	MP 46		11	51	69
Cholsey	12.46		16	07	73½	Cholsey		15	00	69½
Moreton Cutting	15.17		18	33	60/55*	Moreton Cutting				
Didcot	17.16	24.00	21	57		Didcot	22.00	22	18	
Appleford	0.00	0.00	00	00		Appleford	0.00	00	00	
Culham	2.11		04	48	50	Culham		04	51	51½
MP 57	3.12		05	58	52½	MP 57		06	02	53
Radley	3.86		06	50	54	Radley		06	54	54½
Kennington Jct	5.35		08	17	61½	Kennington Jct		08	23	61/61½
Oxford	8.02	15.00	10	52	67/12* sigs	Oxford	18.00	14	59	19+
Oxford	10.41	19.00	16	40						

57.314 assisting on initial start from both Reading and Oxford
*brakes or speed restriction

times and speeds to pass Oxford
*brakes or speed restriction

By Don Benn

AS A change from matters Southern, some time back I booked on the Railway Touring Company's 'Cotswold Venturer' on October 28 which was booked to be hauled by LNER A3 Pacific No. 60103 *Flying Scotsman*.

I had not had a run with this engine on the main line since its inaugural trip to York on February 25, 2016 and was looking forward to seeing how it would tackle Sapperton bank on the return journey. Unfortunately it failed with a hot axlebox on October 18 and RTC quickly found an alternative in No. 46100 *Royal Scot*, which though a disappointment was in many ways a worthy substitute.

Despite being assured that I had been allocated a window seat when I boarded the train at Reading I found that I had been given one in the aisle and so quickly found a suitable window seat left vacant by an absentee not wishing to travel due to the non-appearance of the booked engine. As it was leaf fall season and our load was 11 for about 435 tons, West Coast had decided that a 'tail gunner' in the form of diesel No. 57314 would accompany the train all day.

As this brought the gross weight up to about 552 tons it was clear that some assistance would be given at times throughout the day, taking the edge of performance as far as I was concerned. It is difficult to argue with this decision as a train stuck on Sapperton with no help to hand would cause significant problems to GWR, an operator not blessed with the best performance figures in any case. No. 46100 could easily have managed the



LMS 4-6-0 No. 46100 Royal Scot brings the stock of the Railway Touring Company's 'Gtswold Venturer' into Worcester Shrub Hill for the return journey to Paddington on October 28. DON BENN

morning run to Worcester as the gradients are not significant anywhere and I wonder whether the diesel could not have been sent to Worcester or Gloucester for the return trip, saving some hours of duty time for the driver, but at the cost of an additional train path.

However, it wasn't to be... but Pete Roberts was quite frugal in his use of assisting power on the Reading to Oxford section shown in Table One. It is quite difficult to be sure what is actually happening in these situations but apart from a shove at the starts No. 57314 did not appear to be giving any help, although the speed up the misty Thames Valley suggest that the diesel was maybe just opened up enough take its own weight.

We ran well to gain two minutes on the booked time to Didcot where the train picked up another large contingent of passengers and left there exactly a minute late for the short hop to Oxford reaching 67mph at Kennington Junction. I have compared the running of *Royal Scot* throughout the day with A4 Pacific No. 60009 *Union of South Africa* on the RTC trip of August 26, timed by my good friend David Sprackland and I am very grateful for him supplying the information from that day.

At Oxford Pete handed over to Ray Poole and we then ran forward to the down loop to take water.

Our departure was not scheduled until 9.46am so I was not unduly worried when the 8.21 HST from Paddington to Hereford left Oxford four minutes late and passed us at 9.31. However, we set off 13 minutes early at 9.33 just two minutes behind the Hereford train and inevitably sat down just beyond Wolvercote Junction waiting for it to clear.

TABLE TWO: OXFORD TO WORCESTER

Date	Saturday, October 28, 2017					Date	Saturday, August 26, 2017			
Train	0704 Paddington to Worcester					Train	0808 Paddington to Worcester			
Loco	LM Class 7 4-6-0 No. 46100 <i>Royal Scot</i>					Loco	A4 Class 4-6-2 No. 60009 <i>Union of South Africa</i>			
Load	11 coaches, 402 tons tare 435 tons gross 57.314 on rear, 117 tons, total 552 tons gross					Load	11 coaches 398 tons tare 425 tons gross			
Driver	Ray Poole					Driver	Ray Poole			
Recorder	Don Benn					Recorder	David Sprackland			
Position	Third coach of 11					Position	Second coach of 11			
Weather	Sunny spells, west wind					Weather	Overcast, calm and dry			
	miles	Sched	mins	secs	speed		Sched	mins	secs	speed
Oxford DGL	0.00	0.00	00	00		Oxford DGL	0.00	00	00	
Oxford N Jct	0.64		03	18	13½/23	Oxford N Jct				34/23
Wolvercote Jct	2.50	4.00	09	43	17* sigs	Wolvercote Jct	5.00	05	52	34½
MP 66½	2.80		sigs stop		0*	MP 66½				
Yarnton	3.91		18	46	30	Yarnton		07	06	38
MP 68½	4.55		20	45	43	MP 68½		09	00	41½
MP 70	6.30		22	33	57½	MP 70				
Hanborough	6.59		23	03	56½	Hanborough		11	28	51½
Combe	7.69		24	06	63	Combe		12	40	57
Finstock	11.26		27	27	68½	Finstock				
Charlbury	12.88	15.00	28	55	67½	Charlbury	15.00	17	59	61½
MP 78	14.30		30	02	67	MP 78		19	12	61½
MP 80	16.30		sigs stop		0*	MP 80		21	05	66
Ascott Wychwood	16.55	19.00	41	96	17	Ascott Wychwood		21	27	67½
Shipton	17.84		43	44	39	Shipton				
Bruern Crossing	19.31		45	40	52½	Bruern Crossing		22	39	66
Kingham	20.84		47	20	58	Kingham		25	18	68½
MP 86	22.30		48	38	60½	MP 86		26	25	68/69
Adlestrop	23.48		50	01	66	Adlestrop		27	44	61
Moreton in Marsh	27.89	34.00	57	11		Moreton in Marsh	38.00	33	51	
Aston Magna	0.00	0.00	00	00		Aston Magna		0.00	00	00
Blockley	1.96		04	18	49½	Blockley		03	20	54½
Chipping Campden	3.19		05	35	64	Chipping Campden		05	33	65
Campden Tunnel	5.20		07	35	58½	Campden Tunnel				58½
MP 99	5.82		08	14	60	MP 99		08	07	63/76
Honeybourne	7.50		09	39	74	Honeybourne		09	20	69*
Littleton Crossing	9.96	14.00	11	49	66*/73½	Littleton Crossing		11	37	73
Evesham	12.61		14	16	52*	Evesham		13	54	55*
Charlton	14.91	23.00	17	13	42*	Charlton	20.00	16	40	44½*
Wyre	17.40		19	51	52	Wyre				
Pershore	19.69		22	51	57	Pershore				61
Stoulton	20.87		24	12	55	Stoulton		23	07	58½/61
Norton Jct	23.15		26	36	52½	Norton Jct		sigs stop		0*
MP 120	25.56	36.00	30	12	23*/45	MP 120	32.00	33	49	
Worcester SH	28.26		sigs stop		0*	Worcester SH	39.00	40	01	
Worcester SH	28.76	42.00	41	24		Worcester SH				

57.314 assisted from Moreton-in-Marsh to Blockley

*brakes or speed restriction

*brakes or speed restriction



LMS 4-6-0 No. 46100 Royal Scot crosses the River Avon at Eckington, returning to Paddington on October 28.

➔ ALAN WEAVER

TABLE THREE: WORCESTER SHRUB HILL TO GLOUCESTER YARD

Date	Saturday, October 28, 2017					Saturday, August 26, 2017				
Train	1634 Worcester to Paddington					1654 Worcester to Paddington				
Loco	LM Class 7 4-6-0 No. 46100 <i>Royal Scot</i>					A4 Class 4-6-2 No. 60009 <i>Union of South Africa</i>				
Load	11 coaches, 402 tons tare 435 tons gross 57.314 on rear, 117 tons, total 552 tons gross					11 coaches 398 tons tare 425 tons gross				
Driver	Ray Poole					Ray Poole				
Recorder	Don Benn					David Sprackland				
Position	10th coach of 11					Second coach of 11				
Weather	Sunny spells, west wind					Overcast, calm and dry				
	miles	sched	mins	secs	speed	sched	mins	secs	speed	
Worcester SH	0.00	0.00	00	00		0.00	00	00		
M5 Overbridge	2.45		06	35	34				41½	
Norton Jct	3.18	7.00	07	58	29*	9.00	09	02	18*/12½*	
Abbotswood Jct	3.95		09	20	37		11	43	29½	
			stop		0*					
Pirton XC	5.83		15	14	53					
Eckington	9.78		19	08	66½		18	19	67	
Ashchurch	14.66	23.00	23	24	72½	21.00	22	08	75½	
Cleve	18.06		26	25	65		25	02	71	
Cheltenham	21.93	32.00	30	26	39½*	31.00	28	50	33½*	
Churchdown	25.03		34	00	68½					
Barnwood Jct	27.46						34	45	67½	
Gloucester Yard	27.91	41.00	40	16		38.00	35	28	66½/69	

57.314 assisting at start and from the stop to Pirton

*brakes or speed restriction

times and speeds to pass Gloucester Yard Junction

*brakes or speed restriction

TABLE FOUR: STANDISH JCT TO SWINDON

Date	Saturday, October 28, 2017					Saturday, August 26, 2017				
Train	1634 Worcester to Paddington					1654 Worcester to Paddington				
Loco	LM Class 7 4-6-0 No. 46100 <i>Royal Scot</i>					A4 Class 4-6-2 No. 60009 <i>Union of South Africa</i>				
Load	11 coaches, 402 tons tare 435 tons gross 57.314 on rear, 117 tons, total 552 tons gross					11 coaches 398 tons tare 425 tons gross				
Driver	Ray Poole					Ray Poole				
Recorder	Don Benn					David Sprackland				
Position	10th coach of 11					Second coach of 11				
Weather	Sunny spells, west wind					Overcast, calm and dry				
	miles	sched	mins	secs	speed	sched	mins	secs	speed	
Standish Jct**	0.00	0.00	00	00	39*	0.00	00	00	29*	
Stonehouse	1.95		02	48	47		02	44	49	
Stroud	4.75		06	04	52½/50½		05	58	53/56½	
Brimscombe Bridge	7.00		08	42	51½					
St Mary's Crossing	8.10	12.00	10	00	51		09	38	54½	
Chalford	8.90		10	57	43½/40½		10	32	48	
Frampton Viaduct	10.25		12	44	42½		12	16	42	
Frampton Crossing	10.50		13	08	40		12	47	37	
Sapperton Tunnel	11.00		13	58	38		13	37	31½	
Sapperton Summit	12.08		15	32	42		15	45	28	
Sapperton Tunnels East	12.30		15	55	53					
Kemble	15.90	24.00	19	25	67½/52*	21.00	19	59	63/61½	
Minety Crossing	20.00		23	39	57½		23	38	67/73	
Purton	25.45		28	56	67		28	21	71½	
			sigs stop						19*sigs	
Swindon	29.60	35.00	40	37		37.00	34	46	24	

times and speeds from passing Standish Jct to passing Swindon

57.314 assisting from Stroud to Sapperton Short Tunnel

*brakes or speed restriction

times and speeds from passing Standish Jct to passing Swindon

*brakes or speed restriction

TABLE FIVE: DIDCOT TO READING

Date	Saturday, October 28, 2017					Saturday, August 26, 2017				
Train	1634 Worcester to Paddington					1654 Worcester to Paddington				
Loco	LM Class 7 4-6-0 No. 46100 <i>Royal Scot</i>					A4 Class 4-6-2 No. 60009 <i>Union of South Africa</i>				
Load	11 coaches, 402 tons tare 435 tons gross 57.314 on rear, 117 tons, total 552 tons gross					11 coaches 398 tons tare 425 tons gross				
Driver	Ray Poole					Ray Poole				
Recorder	Don Benn					David Sprackland				
Position	10th coach of 11					Second coach of 11				
Weather	Sunny spells, west wind					Overcast, calm and dry				
	miles	sched	mins	secs	speed	sched	mins	secs	speed	
Didcot	0.00	0.00	00	00		0.00	00	00		
Cholsey	4.58		08	14	56½/59		06	38	64½	
Goring	8.28	12.00	12	20	51/49½	12.00	09	50	73/76	
Pangbourne	11.50		16	12	53½		12	27	63½/34*	
Tilehurst	14.39		19	14	55½/9* sigs		16	19	50½/52	
Reading	17.12	25.00	28	08		23.00	23	48		

*brakes or speed restriction

*brakes or speed restriction

After just over five minutes we restarted more or less on time now and with a nice roar from up front No. 46100 got the train moving nicely by Hanborough, where I suspect that No. 57314 was giving some help but then fell silent as speed gradually built up to 68½mph over the undulating stretch to Charlbury before we were stopped once again before Ascott-under-Wychwood as the HST in front was now nine minutes late and once again a GWR service train was delaying a steam-hauled charter.

Presumably our train had to wait until the HST had cleared Moreton-in-Marsh as we stood for over five minutes again before moving off, this time with no assistance at all. *Royal Scot* slipped a little but was then worked very hard causing my notebook to be littered with such phrases as 'utter thrash' and 'superb'. Speed was up to 58 by Kingham and peaked at 66 before Ray shut off for the photo stop at Moreton-in-Marsh, reached 10 minutes late and having lost over 23 minutes on the schedule. By contrast No. 60009 had a good clear run over the 27.89 miles in 33 minutes 51 seconds, a gain of over four minutes. One day I might be lucky enough to enjoy the same. Details of both runs are in Table Two.

At the stop the platforms were so crowded that photography was almost impossible and a police presence suggested that the locals were still expecting to see the absent star of the show although nobody seemed to be concerned to see an imposter, if indeed the majority knew the difference anyway! It was clear that No. 57314 was pushing on the difficult 1-in-294 restart and continued to do so until just before the bottom of the dip at Blockley where speed was 64mph, but then fell silent for the rest of the run to Worcester.

Speed peaked at 74mph after Campden tunnel down the 1-in-100 before brakes were applied to reduce speed through Honeybourne and the rest of the run to Worcester was uneventful though a two minute signal stop outside prevented an on time arrival. However the sectional time from Moreton-in-Marsh had been kept.

Union of South Africa ran in similar fashion but was stopped before Norton Junction and so lost a minute on the tighter 39 minute booking. There seemed to be fewer people to greet us at Shrub Hill although barriers prevented access to the end of the platform to see the engine and for me to talk to Ray Poole. The five hour break gave me ample time to take the train to Droitwich Spa and photograph the magnificent lower quadrant semaphore signals, to return to Foregate Street and photograph the turning manoeuvre of No. 46100 followed by a leisurely lunch before catching an HST back round to Shrub Hill.

With Ray Poole still in charge and now timed from near to the back of the train we left a couple of minutes late but once we had gained the main line at Abbotswood Junction we came to a sudden stand, possible caused by the TPWS. From the restart the diesel pushed until just after Pirton and then at 60mph No. 46100 was on its own until the stop at Gloucester Yard. Table Three shows the details and it can be seen that the A4 had slightly the better of things reaching just over 75mph at Ashchurch compared to our 72. We did, however, gain three quarters of a minute on the schedule.

After waiting nearly half an hour during which time it began to get dark, we set off on time for what would normally be the highlight of the day. Table Four shows the section from Standish Junction to Swindon and the A4 running without assistance produced a good solid climb to Sapperton with a minimum recorded speed of 28mph at the entrance to the long tunnel, though the absolute minimum may have been slightly lower. Good going with 425 tons and comparing well with previous runs behind No. 5043 *Earl of Mount Edgcumbe* and ahead of my only run with No. 60163 *Tornado*, although this was in poor conditions.

No. 46100 went alone to Stroud and then No. 57314 could be felt cutting in and so the 38mph minimum did not make a true comparison with previous runs.

From what I could tell in the train and from a lineside video clip on Nat Pres, the diesel was not working very hard though, so the steam loco was doing most of



Royal Scot shunts its stock at Tunnel Junction, Worcester on October 28. ALAN WEAVER

the work. *Royal Scot* was quite subdued running down to Swindon though No. 60009 ran up into the 70s as is normal.

Both trains were checked approaching Swindon so that we were slightly late which apparently justified rear end assistance to push speed up to 74½mph at Uffington before we went relief line at Challow for an up service train to pass us before we regained the main line prior to being looped again for our water stop at Milton, reached a couple of minutes late. The A4 reached just

over 70mph before Challow but was then stopped to allow an up service train to pass on the main line prior to Milton.

Finally in Table Five I have tabulated the section from Didcot to Reading showing a complete contrast in performance. No. 46100 left a minute down and with no help from the diesel, wandered along with speed in the 50s before crawling into Reading under adverse signals, four minutes late. Even without the checks we would not have kept the 25 minute booking for the 17.12

miles. Maybe the engine was short of steam or perhaps the driver was aware of a stopping train on the relief line ahead. In complete contrast *Union of South Africa* stormed away to reach 76mph before a signal check intervened at Pangbourne.

It had been an interesting and frustrating day and the first time for 10 years that I had been caught out with an unwanted diesel on the back, though I had chosen a charter to Weymouth in 2016 knowing for certain that we would have 'modern traction' attached. **HR**

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MAIN LINE ITINERARY



LMS Jubilee 4-6-0 No. 45690 *Leander* crosses Eskmeals viaduct with the Railway Touring Company's 'Cumbrian Coast Express' on September 30. BEN COLLIER

November

FRI 17: 'Friday Night Diner'

Tyseley, Trent Junction, Leicester, Tyseley.
Steam hauled throughout.

Loco: No. 4965 *Rood Ashton Hall*. VT

SAT 18: 'Cathedrals Express'

Euston, Holyhead and return.
Steam hauled: Crewe, Holyhead 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* or No. 45305. RTC

SAT 25: 'Chester Christmas Cracker'

Euston, Crewe, Chester and return.

Steam hauled throughout.

Loco: No. 60163 *Tornado*. UKRT

THUR 30: 'Bath Christmas Market'

Poole, Bristol and return.

Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. RTC

December

SAT 2: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 2: 'Cathedrals Express'

Southend East, Alresford and return.

Steam hauled throughout.

Loco: No. 45212. SD

THUR 7: 'York Yuletide Express'

Norwich, Peterborough, York and return.

Steam hauled: Norwich, York, Peterborough.

Locos: No. 60009 *Union of South Africa* (out), No. 46233 *Duchess of Sutherland* (return). RTC

SAT 9: 'Lindum Fayre'

King's Cross, Lincoln and return.

Steam hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*. RTC

SAT 9: 'Christmas White Rose'

Tyseley, Leicester, Ilkeston, York and return.

Steam hauled throughout.

Loco: No. 5043 *Earl of Mount Edgcumbe*. VT

SUN 10: 'Cathedrals Express'

Paddington, Stratford-upon-Avon and return.

Steam hauled throughout.

Loco: No. 45212. SD

TUES 12: 'Christmas Sussex Belle'

Victoria, Eastbourne, Hastings and return.

Steam hauled: Victoria, Eastbourne and Hastings, Victoria.

Loco: No. 45305. RTC

THUR 14: 'Sherborne Christmas Carol'

Victoria, Yeovil Junction and return.

Steam hauled throughout.

Loco: No. 45305. RTC

FRI 15: 'Cathedrals Express'

Ashford, Salisbury and return.

Steam hauled: Ashford, Salisbury, Willesden.

Loco: No. 45212. SD

SAT 16: 'York Yuletide Express'

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 16: 'Christmas White Rose'

Tyseley, Derby, York and return.

Steam hauled throughout.

Loco: No. 5043 *Earl of Mount Edgcumbe*. VT

TUES 19: 'Cathedrals Express'

Paddington, Bristol and return.

Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. SD

TUES 19: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

WED 20: 'Christmas White Rose'

Cambridge, Peterborough, York and return.

Steam hauled: Cambridge, York, Peterborough.

Locos: No. 60009 *Union of South Africa* (out), No. 46233 *Duchess of Sutherland* (return). RTC

FRI 22: 'Cathedrals Express'

Victoria, Dover and return.

Steam hauled throughout.

Loco: No. 45212. SD

Regular Steam

Dec 4-8, 11-15, 18-22, 27-29: 'Festive Jacobite'

Fort William, Mallaig and return.

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Loco: No. 45407. WCR

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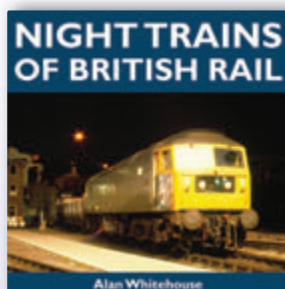
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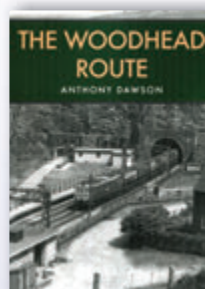
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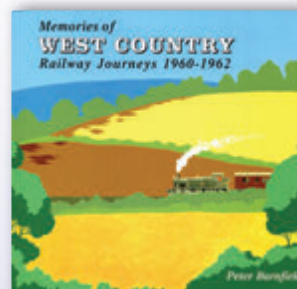
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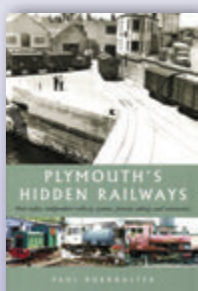
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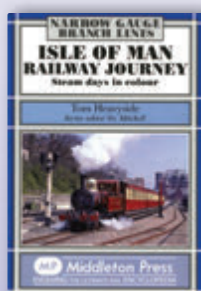
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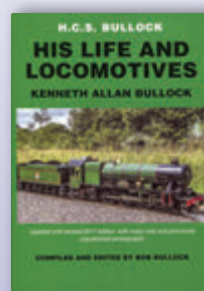
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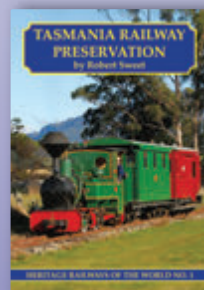
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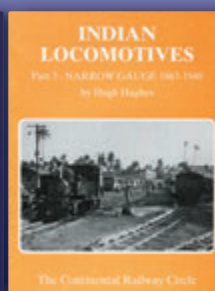
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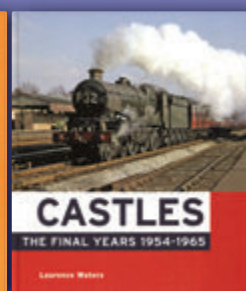
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Norwegian State Railways 21C 2-6-0 No. 376 takes water just outside Rolvenden station.

GWR 1600 class 0-6-0PT No. 1638 undergoing maintenance in the workshops at Rolvenden.



GOING BEHIND THE SCENES



Most visitors to heritage lines see only their train, the buffet, shop and toilets, but there's far more to see on an organised tour behind the scenes. Peter Brown enjoyed such an experience on the Kent & East Sussex Railway.

At the start of the year I passed a certain milestone in my life. It was one of those birthdays which are considered to be ultra-special, but also one some would usually rather forget – and I must admit that I fell into that latter category.

But, knowing my family, I knew I would not get away with letting such a birthday pass by. Firstly, it was a birthday tea with my two grandsons and the following day, which was my actual birthday, close family took me for a marvellous meal where they presented me with a voucher to take part in a behind the scenes event on the Kent & East Sussex Railway.

As this was a heritage railway I had not visited before, I was very excited at the

thought of going there for the first time, I was also delighted to realise that the KESR had, like many others, looked at ways of boosting its income with novel ideas of enticing visitors.

The behind the scenes offer only takes place on a limited number of days each year and being quite a busy person, it wasn't until we were well into the year that I was nagged by my daughter into selecting a date. In the end I put the onus on her to book it.

That date was Thursday, August 31 and after a journey around the ever-busy M25 and through the contrasting winding lanes of rural Kent, I found myself in a world long gone on the approach to Tenterden station. A pall of smoke hung over the level crossing as a shrill whistle blasted through the air.

I had arrived for my day behind the scenes on the KESR, but I still didn't know what to expect.

It is true to say the organisers did send me a sheet in advance explaining the event, but so many times in the past I have visited places and events where expectations have not been met.

"An exclusive opportunity for railway enthusiasts to spend a day with a knowledgeable guide behind the scenes at England's finest rural light railway," the information sheet enthused. "Upon arrival at Tenterden station you'll meet up to five like-minded enthusiasts and your guide for the day. Starting with introductions and a safety briefing, high visibility vests will be issued for appropriate use during the day."



Looking through the window at a vintage Third Class carriage from the inside of *Petros*, the coach which in 1982 became the first to be converted on British Railways for use by disabled passengers. This was forming part of the KESR 10.45am Tenterden to Bodiam service on August 31.



An appeal notice in the carriage and wagon workshop on the KESR at Tenterden, in an attempt to raise money for the restoration of GWR railcar No. 20.



On track with historical notes of exhibits at Tenterden on the Kent & East Sussex Railway.



BR Class 08 shunter No. 08 888 at Tenterden station.

“Following this, there’s a visit to the Tenterden-based carriage and wagon workshop. Here, you’ll see craftsmen at work on the current restoration projects together with regular maintenance and ongoing repairs. In November 2010 the workshop benefited from a large extension, so you’ll be one of the first to inspect this new facility.”

It continues: “The first train departure of the day will take you to Rolvenden station, home to the railway’s locomotive engineering facility. Here you’ll get up close and personal with our fleet of locomotives and have unique access to see staff working with heavy engineering that keeps the railway’s locos rolling.”

The sheet goes on to say that a tour of the site at Rolvenden includes the loco yard and a visit to the signalbox, culminating in a timely fashion to enable the watering of the 11.42 ex Bodiam steam service before catching a train back to Tenterden for lunch, which is included in the price.

“A visit to the Colonel Stephen’s museum is straight after, whereupon we take you on the 2.20pm departure from Tenterden to experience the whole 21-mile round trip,” the information sheet states. “Arriving back at 4.15pm there’s time for questions and a debriefing over a cup of tea or coffee before the day ends at approximately 4.45pm.”

With this information came the timetable which listed 9.30am meet at Tenterden buffet for introductions, safety briefing and beverages; 10-10.30am Visit to C&W shed; 10.35 Board; 10.40 ex-Tenterden. Detrain at Rolvenden; 10.50-12.15 Visit Rolvenden ’box once train has departed. Visit loco shed, tour Rolvenden site. Watch arrival and watering of 11.42 ex-Bodiam from Rolvenden yard; 12.21 Board; 11.42 ex-Bodiam. Detrain at Tenterden; 12.35-1.25pm Lunch in Tenterden restaurant; 1.30 Visit museum; 2.15 Board 2.20 ex-Tenterden for full line train ride; 4.15 arrive Tenterden. To restaurant for beverages and review; 4.45ish course ends.

Looking at those times and the way the day was planned you would think that this was going to be a strict military-style operation. In reality, it was far from it, although being a working railway, certain safeguards had to be observed. But the management here made sure that regulations were not thrown in one’s face. It was civility at its best, for grown-ups in an adult world.

My fellow participants were a married couple of seniors from Essex; a 75-year-old gentleman from Hampshire, who admitted to normally visiting and taking part in preservation of sea vessels and aircraft and the other member of our team of participants was an administrator for a train operating company on Britain’s national network.

But how did all this pan out in reality you might well be asking. The answer is very well. Even though this was my very first visit to the KESR, it took no time at all to realise this is a railway run on very professional lines (no pun intended) while at the same time upholding safety standards in full.

Our first main visit was to the carriage and wagon shop where we could see first-hand the restoration of several carriages by some very skilled craftsmen. However, it was not long before we were out in the fresh air heading for our train, the 10.45am service for Bodiam, but our journey on this occasion was only as far as Rolvenden. We certainly felt rather honoured to be travelling in *Petros*, the carriage which in 1982 became the first to be converted on British Railways for use by



Above: Watched by the signalman at Rolvenden, LBSCR A1X 'Terrier' 0-6-0T No. 32678 heads towards Bodiam with the 11.45am from Tenterden on August 31.
Left: The track diagram inside Rolvenden signalbox.



Rolvenden signalbox.

disabled passengers.

Our locomotive for this service was Norwegian State Railway 21C class 2-6-0 carrying its number of 376, although the KESR stock register number is 19. This engine arrived on the railway in 1971 having been purchased privately and transported from Oslo. It was built by Swedish firm Nydquist & Holm in 1919 for use on the Kongsvinger line in South Norway. On arrival on the KESR it was fitted with a vacuum brake and retubed while retaining the air brake for its own use.

Anyway, it was this locomotive that took us to Rolvenden where we were shown around the works where more locomotives were being brought back to life, some owned by the railway, others by groups and societies.

As we waited to cross the line to the signalbox, the former London Brighton & South Coast A1X 'Terrier' 0-6-0T No. 32678 (KESR stock register No. 8) hauling the 11.45am service from Tenterden to Bodiam came through with a train comprised of vintage carriages.

However, we still could not get over to



Tenterden signalbox.

the signalbox. This time it was because the Norwegian 2-6-0 was returning to Tenterden with the ex-Bodiam 11.43am service which topped up with water from the pump opposite the signalbox. A good view was gained from the viewing platform of Rolvenden station.

At last arriving in the 'box we were given a thorough insight into how the signals are controlled on the KESR which enthralled everyone on the tour who were all given a chance – under strict supervision of course – to steer the levers into position.



Diesel-electric shunter, BTH No. 40 at Rolvenden. Now being restored, it was built in 1931 for the Ford Motor Company to use in what was then its plant at Dagenham, Essex.

As our train entered Rolvenden with the 12.48 ex-Bodiam service we had the chance to get reacquainted with No. 32678 which is one of ten survivors of the original 50 of this class of small six-coupled LBSCR engines that worked there between 1872 and 1880.

No. 32678 has the distinction of working on the final KESR passenger train on Tuesday, January 2, 1951 with sister locomotive No. 32655, which is probably better known as *Stepney*, which is now at the Bluebell Railway.

After lunch, we visited the museum dedicated to Colonel Holman Fred Stephens who funded the KESR along with being associated with 15 other light railways. Its contents are truly amazing, covering just about every aspect of his life right through

until his death at the Lord Warden Hotel, Dover, in 1931 aged 63.

We all found this museum very interesting and if there was one point to come out of it for me, it was the fact that for all his wealth and close associations with high society, he never once owned a property.

After that it was time to catch the 2.20pm service from Tenterden, hauled by our dear friend the 'Terrier' – No. 32678. But this was no ordinary train. The rolling stock on this one was formed of vintage carriages, including one from the Metropolitan Railway. Our carriage was a semi self-contained compartment with window opening by an arduous heavy strap. At least in those days you could open and close the

windows, assuming you had the stamina! That took us to Bodiam and back, after which it was almost time to say goodbye.

Our guide for the day had been Bradley Bottomley, an amazingly knowledgeable young man who has been with the KESR for the past seven years, the first three being as a volunteer. During the past four years, as well as working on the behind the scenes feature, he also looks after participants on driving experience events and guarding.

We know he makes a good guard because he was actually doing that on the 2.20pm return trip from Tenterden to Bodiam and back. His own trip was from education to working on the KESR. Oh how lucky the railway is and the visitors too.

HR



Former BR London Midland Region Class 108 DMU, with car M50971 nearest the camera at Tenterden.

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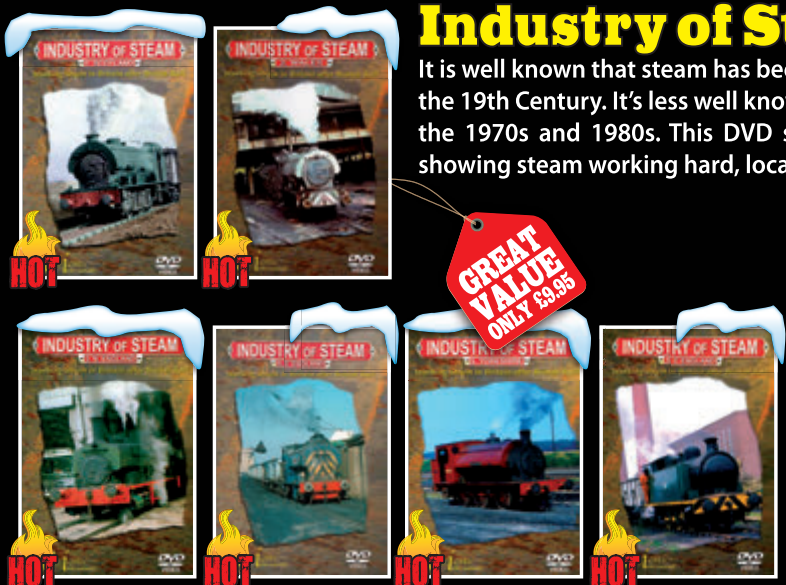
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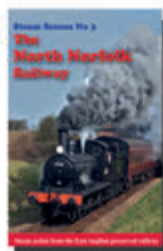
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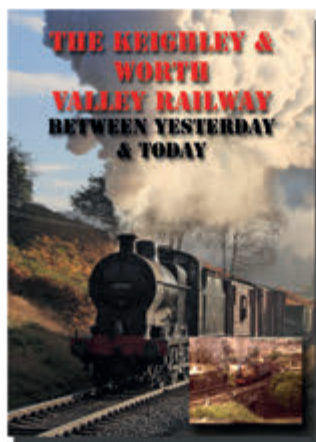


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A Lincolnshire PHOENIX

It seems inconceivable that a steam-worked narrow gauge railway would be built in the 1960s to fulfil a real passenger transport need. It lasted remarkably well but as **Mark Smithers** reports, its new incarnation at the opposite end of the Lincolnshire coast is now more orientated towards preservation.

Britain's preservation-era steam railway history has seen some important instances of contrasting fortunes for individual lines, with projects at one end of the scale, such as the Ffestiniog and Welsh Highland railways having become national institutions, whereas others, such as the scheme to save the Longmoor Military Railway, having now faded into fairly distant memory.

The story of the Lincolnshire Coast Light Railway, however, is of a narrow gauge line that was to gain a unique place in the affections of enthusiasts over a quarter of a century before 'falling to rise again' several years later at another location.

The original line was situated in Humberston, three miles south of Cleethorpes and ran from North Sea Lane station to a terminus close to the Fitties Holiday Camp. Part of the line's unique character was inherent in the fact, recorded by the late Ken Hartley, that the original scheme, laid down by its promoters in 1958, did not set out to preserve an existing railway supported by the subscriptions of its society members, but to create from scratch a new railway supportive of reasonable commercial success.



Aided by the availability of suitable second-hand diesel locomotives and rolling stock, obtained from the recently-closed 2ft gauge Nocton potato estates railway, the line was able to open on August 27, 1960, but apart from being covered by the *Grimsby Evening Telegraph*, the opening went largely unnoticed by the press at large.

Smith's Crisps Ltd

The Nocton system was owned from 1936 onwards by Smith's Crisps Ltd and its stock consisted of surplus ex-War Department Light Railways 20hp Simplex locomotives, fitted with diesel engines in lieu of the original petrol variety, and ex-WDLR 'D', 'E' and 'P' class wagons and ambulance cars, in many cases extensively modified (in the case of four of the 'P' class wagons into unbraked guards/postal vans) to suit their new purposes.

By 1960 the system had been superseded by road transport and early passenger traffic on the Lincolnshire Coast Light Railway was being worked by one of two ex-Nocton Simplex locomotives acquired by the line accompanied by one or two open carriages constructed on 'D' class wagon chasses.

During 1961, two more locomotives were



Much of the equipment currently to be found on the LCLR owes its survival to being utilised on the Nocton Estates Railway and the oldest locomotive from this source is Motor Rail No. 1935 of 1920, a 20hp bow-framed 'Simplex' unit of similar pattern to those employed on the WDLR during its career at Nocton, however, the original Dorman petrol engine was replaced by a diesel. The name now carried by the locomotive commemorates its place of work, while the wooden body, fitted at Humberston, was removed in time for the September 2011 open day.

purchased from another source, namely Rugby Portland Cement Co Ltd's Southam works in Warwickshire. One of these, a Ruston Hornsby 30hp four-wheel diesel (No. 168437 of 1933) was scrapped in 1968, with its engine going to the Talyllyn Railway, but the other, Peckett 0-6-0ST No. 1008 of 1903 *Jurassic*, was destined to become the railway's flagship locomotive, entering service almost immediately after its arrival on the line.

In addition to 'D' class wagons, representatives of the 'P' class wagon and bogie ambulance van had been acquired and during the next few years, other locomotives and rolling stock appeared on the LCLR from a variety of sources.

Two of the four bogie carriages ordered from the Gloucester Carriage & Wagon Co on July 11, 1924 and delivered on January 3

the following year to Derbyshire's Ashover Railway were retrieved from their sojourn as sports pavilions and transferred to the LCLR in 1961, entering service, initially in a maroon and cream colour scheme and fitted with ex-Liverpool Corporation tramway seating, on April 4, 1962 and November 2, 1963.

Second steam locomotive

Attempts to find a suitable second steam locomotive proved to be more problematic, however, largely as a consequence of the use of original ex-Nocton 20lb/yd rail. The first attempt to satisfy this requirement came in the form of ex-Cliffe Hill Granite Co 'Bullhead' Bagnall 0-4-0ST No. 2067 of 1917 *Peter*. Although of similar cylinder dimensions (7in by 12in) to *Jurassic*, Peter's axle loading was spread over two axles rather than three and the



Jurassic with a train consisting of accessible 'D' class vehicle WDLR No. 2572 and Gloucester bogie carriage No. 2.



In order for *Jurassic* to be able to haul public passenger trains, its air-braking system needed to be put into working order during the late summer of 2017. Once this had been undertaken, the engine ran some trial trains in the presence of LCLR staff on September 16, prior to its full re-entry into passenger service the following day. The locomotive is seen making its first run of the weekend at Walls Lane shed prior to the attachment of rolling stock. The ashpan had been slotted in place by this stage.



Motor Rail No. 8622 of 1941 *Gricer* is one of three of the more modern pattern of 'Simplex' 20hp diesel with a straight (as opposed to bow) profile mainframe structure represented on the LCLR.



'The one that got away.' Although plans to restore and use Bagnall 0-4-OST *Peter* on the LCLR came to nothing, the engine has since become an important part of the 2ft-gauge operational fleet at Amberley Chalk Pits Museum. *Peter* is seen here during the summer railway gala at Amberley on July 9, 2016.

engine also required a considerable amount of restoration work to return it to working order. Transferred to Brockham Museum, Surrey in 1963, this locomotive is now an important part of the 2ft-gauge operational locomotive fleet at Amberley Chalk Pits Museum in Sussex, having migrated to the site with the remainder of the Brockham collection in 1982.

In 1962 LCLR director JR Burdett bought another 'seven-inch' locomotive, ex-Penrhyn Railway Hunslet 0-4-OST *Elin*, and it was overhauled locally prior to its first appearance on the railway on November 2, 1969. Once



Unlike *Gricer*, which was constructed to a War Department order, *Wilton* (Motor Rail No. 7481 of 1940) was originally built for use at Wilton Road brickworks. The pillar cab and rectangular bonnet were fitted in 2015, replacing an earlier body that appears on photographs taken while the engine was at Humberston.

again, this locomotive (which had been fitted with a non-standard Marshall boiler of 1928 vintage approximately a decade later) proved to have too great an axle loading for frequent use on the line, and there were also problems with check-rails caused by the method of machining of the 1ft 1¼in-gauge tyres to suit 2ft gauge track. *Elin* stayed on the railway throughout the remaining years of operation at Humberston, passing in 1986 to the Yaxham Light Railway and, more recently, the Richmond Light Railway in Kent.

The ex-Ashover carriages were a boon to

passenger operation on the LCLR, enabling one of the open carriages to be withdrawn from service (incorporating one of three 'D' class chassis units to be scrapped during the Humberston years). Passenger capacity was further boosted on June 17, 1967 with the acquisition from a southern-based enthusiast of the 1924-vintage Robert Hudson bogie coach body originally constructed in 1924 for the 18in-gauge Sand Hutton Light Railway, situated between York and Hull.

Use as a pavilion

Following closure of the SHLR in 1932, the body was purchased by a local farmer, a Mr Lockwood for use as a pavilion for Harton Ladies' Cricket Club, a function it fulfilled for several years. Restoration of the body involved replacement of plywood panelling and the replacement of the missing ironwork at both ends, together with the insertion of 'infill' pieces to make what was originally a 'well-chassis' body suitable for a 'single floor level' chassis made out of two 'D' class wagon chassis shortened and butt-jointed together.

Over a decade later, the body of the Nocton system's only passenger carriage was retrieved from a local taxi firm, but its peculiar design rendered it unsuitable for return to ordinary passenger traffic.

During its early years of operation, the LCLR did indeed fulfil a commercial transport need, but clouds were on the horizon as early as 1962 when the local authority, Grimsby Rural District Council, introduced a rival bus service, which resulted in a drop in the railway's revenue of over 60%. Nonetheless, operation continued and by the end of the 1960s, North Sea Lane terminus had been rebuilt in enlarged form (equipped with ex-GNR 'somersault' signalling and platform railings) and the line was re-aligned south of the original formation and extended (via a new Beach station) to a new eastern terminus at South Sea Lane to serve the camping site there.

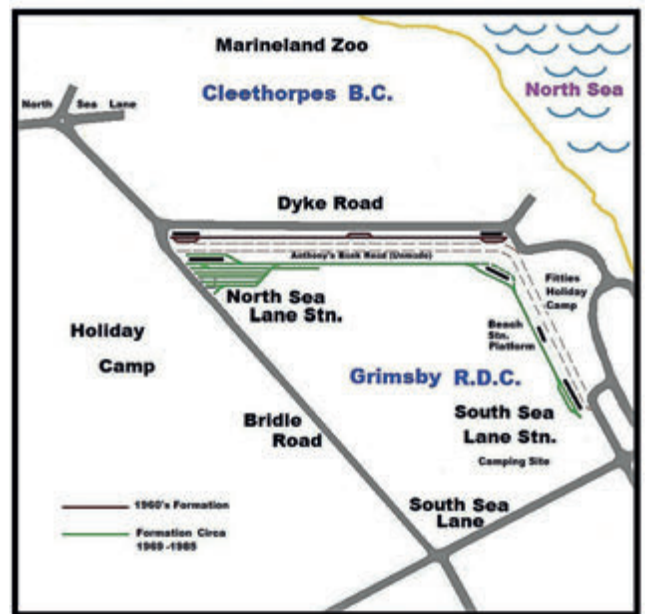
More rolling stock and locomotives had been



Jurassic and its train are seen from the right-hand side as they approach the Walls Lane area. The air hose, a part of the braking system, can be seen on the right-hand side of the locomotive, immediately behind the bufferbeam, while the steps (for accessibility) on WDLR No. 2572 are visible.



The LCLR is also now home to a similar locomotive to *Nocton* from the same source, No. 3995 of 1926 *Paul*. At an early stage during its spell at Humberston, this locomotive was fitted with a 'body' fashioned by a Grimsby boat builder. Note the ex-WDLR 'D' class bogie wagon and bogie ambulance van in the background.



This digital map of the two formations used by the LCLR during the Humberston era has been prepared from copyright information supplied by the company, originally prepared by the late Ken Hartley in 1970. The close proximity of the old location to the seashore is readily apparent.



In 1962-63 the LCLR acquired two of the Gloucester carriages originally delivered to the Ashover Railway in Derbyshire in January 1925. These vehicles were returned to working condition, having been latterly in use as sports pavilions, and initially painted in a maroon and cream colour scheme before adoption of the blue and white livery familiar from many of the Humberston-era photographs. More recently, following its move to Skegness, one of the carriages has been overhauled and repainted in an umber brown with white interior colour scheme, while its classmate currently retains the blue and white external colour scheme.

acquired from various sources and during the 1970s and early 1980s three of the 'P' class wagon chasses inherited from *Nocton* departed from the LCLR, with two going to a trout fishery at Louth (in conjunction with a Robert Hudson skip chassis) and one to Brockham Museum and thence to Amberley, being the only item among this group still believed to exist. In addition, one of the two bogie ambulance vans departed to the South Tynedale Railway, with its remains passing (as a long-term restoration project) to the Moseley Railway Trust in 2010.

A charity, the CLR Historical Vehicles Trust, with a constitution based on that of the Vintage Carriages Trust, was formed in 1981 to take ownership of and restore the most important of the vehicles on the railway and, as will be seen, its activities were to have an important bearing on subsequent events.

The final five years of operation at Humberston were widely regarded as a golden

age of the LCLR, with the railway able to fulfil its operational demands, yet present a splendid none-too-pristine 'Colonel Stephens' aura that other British narrow gauge steam railways of the era found difficult to faithfully replicate (the presence of the ex-Ashover and second-hand WDLR equipment was the major contributory factor to this property).

Six-foot fence

The Sunday market at Beachholme Holiday Camp provided an important boost to revenue during this period, but other factors were conspiring to bring an end to the Humberston line. Holidaymaker's tastes were changing: the Spanish resorts with vastly superior weather conditions to those found in Lincolnshire, were now becoming more accessible and this was eating into the railway's customer base. Matters were made worse by the 1984-85 miners' strike, which further depressed revenue.

The lease on the line's formation was also



Carriage No. 2 also contains three plaques honouring the work of the LCLR and Historic Vehicles Trust. They were presented by the Transport Trust for the restoration of the ex-WDLR wagons displayed at Beverley, the Heritage Railway Association (during 2009, the year of reopening of the revived railway), and the Heywood Society more recently during the current year.

becoming due for renewal by Grimsby RDC and this was subject to potentially onerous conditions, including the erection of a six-foot high lineside fence, which would have totally ruined the line's atmosphere and also its photographic potential.

At the end of the 1985 season the railway company was forced to bow to the inevitable and cease operations at Humberston, with *Jurassic's* last steaming on the line taking place during August that year. The LCLR, although down, was not out and destined to rise again in another form and location.

Following the closure of the Humberston line, the company-owned stock was put into open storage next to the now-defunct Lincolnshire Railway Museum at Burgh-le-Marsh in late 1985. As *Jurassic* still had some time left on its boiler ticket, it was loaned to the Leighton Buzzard Narrow Gauge Railway for its 1986 gala prior to returning to storage.



One of the most important features of the resurrected LCLR is the collection of items owned by the LCLR Historic Vehicles Trust, the nucleus of which was a group of ex-WDLR vehicles acquired from the Nocton Estates system. This view shows the restored interior of a bogie ambulance van, complete with stretchers, helmets and other details.

The trust-owned ex-First World War equipment (at this stage a 'P' class wagon; two 'D' class wagons and the remaining ambulance van) was renovated with Science Museum grants, receiving a Transport Trust Award and initially put on display at the Museum of Army Transport at Beverley before being put into private storage near Mablethorpe during the early 1990s following early signs of financial failure of the MAT, which closed in 2003.

In 1995, however, a new site for a resurrected LCLR was offered at Skegness Water Park, Winthorpe, near Skegness and work began on the construction of a new line and a five-road locomotive and rolling stock shed. In September 2003, the ex-Beverley items were moved onto the site, while the company-owned items were transferred from storage as and when needed for construction work, or when it proved convenient to do so.

Construction of the new line's infrastructure, which includes a platform at the Walls Lane terminus (incorporating 1898-vintage ramp edging bricks salvaged from Wainfleet goods shed and the GNR railings previously used at Humberston) continued slowly but steadily

during the first decade of the new millennium, with the first open day held during the weekend of September 10 & 11, 2005. During this occasion, Simplex motive power was the order of the day, while all of the line's then-available passenger rolling stock and *Jurassic* were on display, but the foundations for the future had clearly been laid.

Reopening to the public

On May 3, 2009, the LCLR reopened to the public in the presence of the then-Mayor of Skegness, Coun Neil Pimperton using Simplex locomotive No. 8874 of 1944 *Major* (now *Major J A Robbins RE*) and one of the ex-Ashover carriages, still in blue and white livery. The train was driven by Historic Vehicles Trust secretary Jim Smith and it worked the entire length of the new line between Walls Lane (then known as Lakeview) and South Loop on a formation skirting the site's airfield.

Jointly with the Lincolnshire Wolds Railway, the resurrected line was awarded the Heritage Railway Association Small Groups Trophy in 2009 as a consequence of its reopening.

The importance of the Historic Vehicles



The sole surviving item of rolling stock from the 18in-gauge Sand Hutton Light Railway is the bogie carriage body constructed in 1924 by Robert Hudson & Co. This was acquired by the LCLR in 1967 and mounted on a 2ft-gauge chassis made from two 'D' class underframes. More recently, the carriage suffered from deterioration while in open storage and it has now been moved under cover for remedial work and eventual return to working order.

Trust has been mentioned and it must be emphasised that from the nucleus of four restored vehicles that were surplus to the company's requirements, its collection has grown to three 'D' class wagons: the two ex-Beverley items of Gloucester Carriage & Wagon Co manufacture plus an additional specimen (adapted from the open carriage surviving in 1985 and known as 'the tub') built by Clayton & Shuttleworth, which has been adapted with the aid of a National Lottery grant as an accessible open carriage by means of a set of steps and a supplementary door in one of the dropsides. This wagon also bears artillery damage from its period in use with the WDLR.

The ambulance van and 'P' class ration wagon restored to original state are also still trust property. There are several other vehicles from various sources, including a pump trolley from Killingholme Pier.

From the locomotive point of view, the trust owns a Simplex 20hp diesel No. 9264 of 1947 from Skegness brickworks, while acting as the curator for the privately-owned 40hp (Deutz-engined) ex-Bolton Fell peat works *Sark* (Motor Rail No. 8825 of 1943). More importantly, it now owns *Jurassic*.

Still in the ownership of the railway company are five 20hp Simplex diesels: two 'bow frame' examples from Nocton: *Nocton* (No. 1935 of 1920) and *Paul* (No. 3995 of 1926), and three 'straight framers': Nos. 7481 of 1940; 8622 of 1941, and 8874 of 1944, respectively *Wilton*, *Gricer* and *Major J A Robbins RE*, together with the four 'closed' passenger carriages, two 'P' class wagons as adapted for use on the Nocton system and a 'pool' of spare 'D' class wagon bogies.

Following the 2009 re-opening, the September gala became an important highlight of the operating season over a period of nearly two decades that saw *Nocton* lose its Humberston-era wooden body during the winter of 2010-11; a visit by Mark Simmonds (MP for Boston and Skegness) in 2013; the fitting of a new all-metal body to *Wilton* in 2015; the overhaul and repainting of one of the ex-Ashover carriages in 2016; the death of LCLR founder and company secretary William Woolhouse on March 16, 2017; an official visit by the Princess Royal on April 25, 2017 and the ongoing construction work on an extension incorporating a longer South Loop, capable of accommodating a locomotive and two-coach passenger train.

Throughout this period, the line's main limitation from the point of view of customer



The solitary passenger carriage on the Nocton system, known as the 'Queen Mary', was sometimes used for shooting parties and was built with swivelling seats and gun-racks. Following withdrawal from ordinary usage, it was taken off its bogies and passed through the hands of a taxi firm in Boston, initially in use as a site office and latterly as a spare parts store, until acquired by the LCLR in winter 1978-79 and mounted on two ex-WDLR 'D' class bogies, one of which is braked. Owing to the lack of adequate step provision at either end, it cannot be used for ordinary passenger service and current proposals exist for its use as a mobile exhibition vehicle for display at the South Loop end of the line during public operating days.



Jurassic and its train (with *Wilton* just visible at the rear) at Walls Lane. The shed road is visible on the extreme right of the picture.



This 1917-vintage Clayton & Shuttleworth 'D' class bogie wagon is owned by the Historic Vehicles Trust and has been given certain modifications (with the aid of National Lottery funding) to enable its use as an accessible open passenger carriage (note the steps and subsidiary door cut into the right-hand portion of the left-hand 'dropside'; also the uppermost safety boards added to the superstructure). Close examination of the solebar and truss-rod areas beneath the centre-left portion of the right-hand 'dropside' reveals ordnance damage received in action during the First World War).

potential remained its lack of operational steam motive power. Thoughts eventually turned to remedying this problem and in June 2014, work began on dismantling *Jurassic* (starting with removal of the saddle tank and cab) in order to assess the locomotive's condition prior to its restoration to working order.

By January 25, 2015, the boiler had been lifted from the chassis and during the following month it was moved to the North Norfolk Railway's workshops at Weybourne for overhaul. During the succeeding 14 months, the inner firebox was removed as scrap, along with the foundation ring and much of the wrapper.

On June 8, 2016, the LCLRHVT announced that the Heritage Lottery Fund had awarded a grant of £43,600 to assist with the restoration and display of *Jurassic*. Throughout the remainder of 2016 work continued on the boiler at Weybourne, with the fitting of the new inner firebox and foundation ring, wrapper side sheets, smokebox and other sundry repairs and component replacements. Meanwhile, at Skegness, work proceeded on a general refurbishment of the mainframes including cleaning, sanding, painting and the

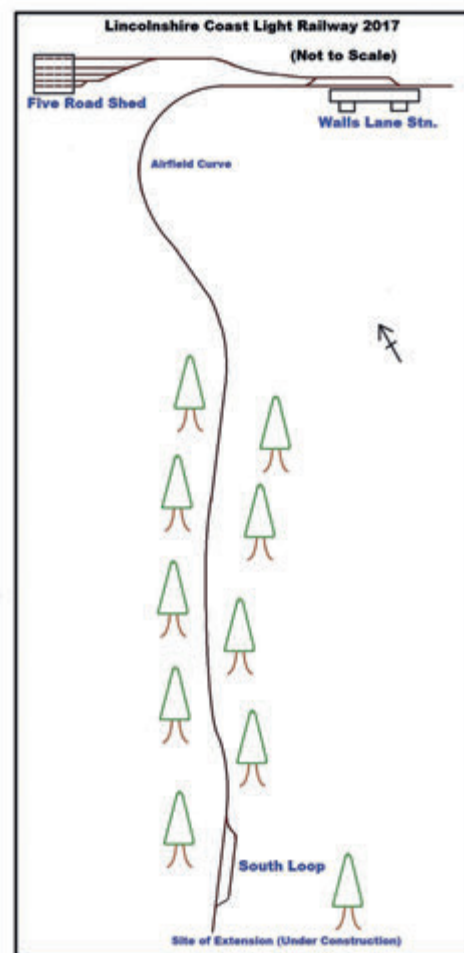
fitting of a compressor (driven from the rear axle) for the air braking system.

Initial hydraulic and steam tests were carried out on the boiler at Weybourne on January 10 and 19, 2017 respectively, and the boiler returned to Skegness on January 25. Within four months the re-assembly work had proceeded to the stage where initial steaming could tank place, and on June 10, *Jurassic* passed its steam test to enable the locomotive to obtain its 10-year boiler certificate.

Public relaunch

During the remainder of the summer season, final re-assembly work was completed and more running tests undertaken, during which time the air braking system was connected up to enable safe passenger operation.

Finally, the date of the locomotive's official public relaunch was set for September 17, 2017 to coincide with the Skegness Water Park's 'Classic Wheels' show, following final operating tests in the presence of company and trust members during the previous day. *Jurassic*'s official public operating debut at Skegness was a success and well justified the effort and resources involved in the restoration process.



This digital map shows the LCLR formation as at 2017 (not to scale) and is prepared from information supplied by Jim Smith and the company.



This company-owned 'P' class wagon has been restored in its later condition, as used at Nocton.

Despite the reputation of Skegness for its 'bracing' weather, the area remains a popular destination for seaside campers in tents and caravans, particularly from the East Midlands and this should ensure a healthy footfall for the LCLR in the years to come.

In several aspects the resurrected and relocated line is very different in character from the original LCLR of the 1960s, given that it now has a dedicated preservation arm in the Heritage Vehicles Trust, greater historical authenticity in its restoration policies and woodland scenery for much of its current route that is more reminiscent of the Sand Hutton Light Railway than Rye and Camber Tramway.

On balance, however, the advantages of the reconstructed line would appear to outweigh the loss of the original site, and the return of steam motive power will ensure that both the LCLR company and Historic Vehicles Trust can look forward to the future with confidence, especially when the new extension is completed.

I would like to thank Chris Bates, Paul Wilkinson and other members of the LCLR company and Heritage Vehicles Trust for the information they supplied during the preparation of this feature.

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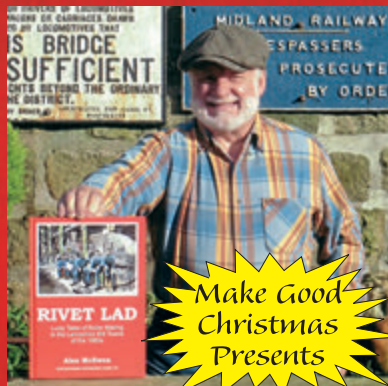
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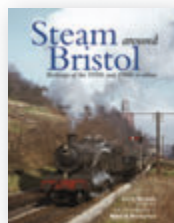
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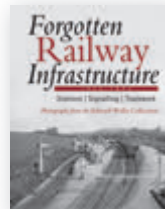
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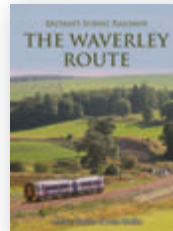
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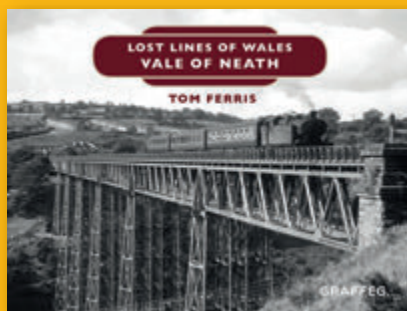
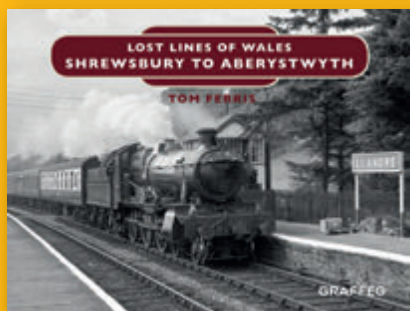
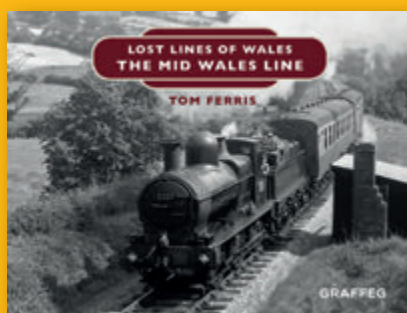
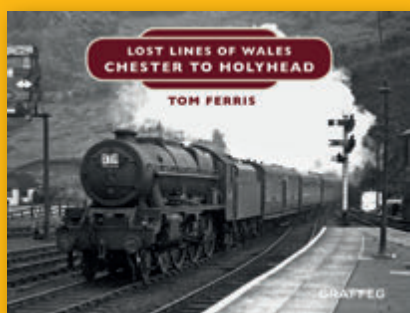
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TRACK TALK

→ Whessoe Road engine shed will be a winner

I HAVE just read with surprise and delight about The A1 Steam Locomotive Trust's plans for a new base in Darlington. This surely is the third chapter in the A1SLT epic that is a paradigm shift in the steam movement.

It is fortuitous that it is on the site of the first public steam railway – what a provenance! It is more remarkable for the survival of the Whessoe Road engine shed and that there is sufficient space for extensive and meaningful development.

It will be hard for people in the acquisitive, land-hungry south to understand how such an area has remained practically unregarded and perhaps unimaginable is not too strong a term.

There are other features that seem almost too good to be true; the putative painless relocation of an existing tenant, an established rail connection (for a miracle) and the encouraging relationships with both the Darlington Borough Council and Network Rail. All these factors bode well for a promising and successful future.

No doubt it will be hard, expensive work (rarely is anything worthwhile easily achieved) but a hugely valuable opportunity not to be missed, especially with the steam-hauled shuttle between Darlington and Bishop Auckland under active consideration – the icing on an already lavish cake.

Regular articles on the progress will doubtless be forthcoming and greatly appreciated.

Martyn McGinty, Frome, Somerset

→ Museum 'gifts' will become working machines again

THERE seems to have been some hysteria whipped up over the National Railway Museum's "giveaways". I have some concern too, but it is good to see that some of the locomotives are going to good homes.

GWR 2-8-0 No. 2818 is not in, my mind, one of those. The others will be taken care of and valued for what they are – working machines. As such, they will be more educative than No. 2818, in that they will be seen to be doing what they were designed to do – work. Sadly, STEAM is like the NRM, a stuffed exhibit depot.

There is comfort in that all are under stringent control. Long may we see locomotives working.

In reply to Clive Thompson's comment in Platform, issue 233, on my previous letter – if I had been related to the Cashmores of South Wales, then, rest assured, I would have done whatever I could to save many more locomotives for preservation. I only wish that I had been.

Tony Cashmore, email

STAR LETTER

Build more replicas for the main line

I HAVE no doubt that I may court controversy with this but I will still say it. I recall being at the National Railway Museum's Shildon outpost and having a conversation about LNER V2 No. 4771 *Green Arrow*. The subject was about how great it would be to see it back on the main line.

My opinion is that the old lady deserves to be loved and cherished under cover in a museum while a replica is built to work hard out on the main line in all weathers. With A3 *Flying Scotsman* approaching the 1922 centenary of its birth as a short valve travel A1 Pacific, I feel that it is time that the heritage business really took on board the concept of new builds for the demanding top link environment of main line 90mph operations.

Would there be a market for trains

hailed by a new-build replica A3? Perhaps. It would be quite a financial risk for an individual or group, but the A1 Trust has taken it once with *Tornado* and they are taking it for a second time with the P2. Providing a replica locomotive with a new-build boiler and modern design features such as high performance brakes and high capacity electrical power generation could mean a main line steam experience for more generations of enthusiasts. I believe that others need to follow the lead of the A1 Trust and start buying up Mk.3 coaches to be hauled behind whatever heritage motive power will be running on the main line from the 2020s.

All it would take would be a fatal accident on the main line involving a heritage locomotive or Mk.1 coaches

and the authorities might be forced to completely pull the rug from under the business. I feel the way ahead would be to mitigate any such temptation by building locomotive replicas that are able to meet the operational challenges ahead and hauling the very best quality rolling stock that can be afforded.

Regarding locomotives, the sector still has some time to bring forward some more new-build projects. However, concerning coaches, the fast approaching cull of the High Speed Train sets and their Mk.3 coaches might be the last opportunity to invest in a high number of modern coaches to see the heritage main line business through to the middle of the century.

Frank Routledge,
Lanchester, Durham

Nameplates sold, not melted down

IN his Railwayana column in issue 234, Geoff Courtney said that Metropolitan Railway alloy nameplate *Sir Ralph Verney*, which was one of the items being sold at a Transport Auctions of London sale, was a replacement for the locomotive's original that, with other plates from the class, was melted down for the Second World War effort.

It is correct that the ornate brass plates from all 20 of these Bo-Bo electric locomotives were removed en bloc, but my understanding is that they were in store at Stratford in the 1950s. This information came from a Stratford railwayman who told me that, at the time, he enquired whether he could buy one, but he was told that they were all accounted for as having been sold to various employees.

Instead, he was offered, and duly purchased, *Burnham Thorpe* from



London Transport electric locomotive No. 3 *Sir Ralph Verney* awaits its next turn of duty at Neasden depot on August 8, 1957. The former Metropolitan Railway Bo-Bo carries alloy nameplates that replaced brass versions some years before – but were those originals melted down for the war effort or sold to Stratford employees? MIKE MORANT COLLECTION

B17 No. 61605, which had been renamed *Lincolnshire Regiment* in 1938. Presumably the 4-6-0's original nameplates had been in store at Stratford since their replacement in 1938.

I have always felt that the melted down story of the Metropolitan Railway's electric locos' brass nameplates was

inaccurate, and my conversation with the ex-Stratford man back in the 1980s seems to confirm this.

Can anyone shed further light on this matter, or confirm whether any of the original plates are still in existence?

Paul Tilley,
Hatton, Warwicks

Is Crowcombe too far down the 'picture postcard' path?

AM I alone in thinking that Crowcombe Heathfield station on the West Somerset Railway has pushed the boundaries some way beyond the typical steam-era period station towards a 'Best Kept Village' contender?

Not so long ago, using embankments for photography was quite appropriate, but not now. Red and white tape abounds with 'keep-off' instructions.

The place is so well manicured you'd anticipate that standard issue staff 'kit' might soon demand nail clippers? It's almost so meticulous and precious, one wonders whether Joe Public dare enter, walk upon or touch a thing. My observations bear out that there's more than a hint of that subliminal message evident. I contend that climbing the gradients either side of Crowcombe to go 'over the top' has a smidgen of analogy in it! If this progression continues unabated, logic concludes it might all become too fragile and delicate to sustain.

John Moore, email

Name an engine after Wally

It was great to read in issue 234 that a memorial stone is to be provided for Wally Oakes' grave and that his medals will be displayed at the National Railway Museum.

Can I suggest another way that his heroism can be remembered and in a way that will make many more people aware of what he did?

To name a heritage steam locomotive after Wally with a suitable plate on the loco side recording his story would be seen by many people and I am sure his family and today's professional and volunteer railwaymen would appreciate it.

Ideally it would be a Britannia but obviously this would mean changing the current name and it would be controversial.

The closest type would be a 9F, but I am sure any suitable engine would be appropriate. Perhaps your journal could help make this happen?

Dave Turner, Derby



Deltic prototype DP1 of 1955 approaches Crewe with 'The Manxman'. JOHN DYER

Deltic days in the Fifties

REGARDING the article "Forty years of Deltic Delight" in issue 234, as a youngster in the 1950s and early 1960s my main interest was in steam locomotives but, as diesel locomotives began to be introduced, I took a passing interest in them and photographed a few.

Two such photographs of Deltics may be of interest to you. The first is of the Deltic prototype working 'The Manxman' Liverpool Lime Street to Euston express at Crewe in the summer of 1958.

The beginnings of electrification work are evident in this photo. I was fortunate enough to be given a footplate ride on this locomotive (but only along the length of the platform at Liverpool Lime Street) in about 1956 or 1957 – a real treat for a young lad.

The second photo is of D9002 at York on April 12, 1962 on boiler blow-down prior to taking out an express to Kings Cross station.

John Dyer,
guard,

Gloucestershire Warwickshire Railway



At York, D9002 blows off steam from its train heating boiler. JOHN DYER

Warwickshire to resteam for its 2026 centenary

AS secretary of both the Warwickshire Industrial Locomotive Preservation Group (which owns Manning Wardle No. 2047 *Warwickshire*) and the Warwickshire Industrial Locomotive Trust (a registered charity that has raised more than £120,000 towards the cost of restoration) I wish to reply to the letter from Mr Moules that appeared in issue 234.

The owning group (which incidentally purchased the locomotive 50 years ago in 1967) has always had the aim of restoring No. 2047 to working order to be able to celebrate its centenary in 2026. This aim is to be achieved with the financial support of WILT, which is how the project is being funded. The Severn Valley Railway may be undertaking some of the work, but not at its expense.

We (WILPG & WILT) already have another locomotive, Hunslet 0-6-0T

No. 686 *The Lady Armaghdale*, which has already been cosmetically restored and since 2010 has been on static display in the Engine House at Highley on the SVR.

Once restored, it is our intention to use No. 2047 on footplate experience duties while on the SVR and the locomotive will also be hired out to other railways when it is not required on the line.

Finally, the other Manning Wardle locomotive mentioned, *Charwelton*, has also been withdrawn from service with similar cylinder and boiler problems to that suffered by No. 2047.

Although both Manning Wardle locomotives are similar (0-6-0ST), they differ in the size of their cylinders, driving wheel diameter and boiler dimensions.

David Cooke,
secretary,
WILPG and WILT

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At last: a truly accessible text compounded by a brilliant selection of colour and black and white archive pictures of the one of the most important and indeed domineering steam locomotive classes of Europe.

Beginning with a chapter on German express passenger locomotives at the start of the 20th century, separate chapters deal with the Baden, Maffei, Saxon and Deutsche Reichsbahn, Pacifics.

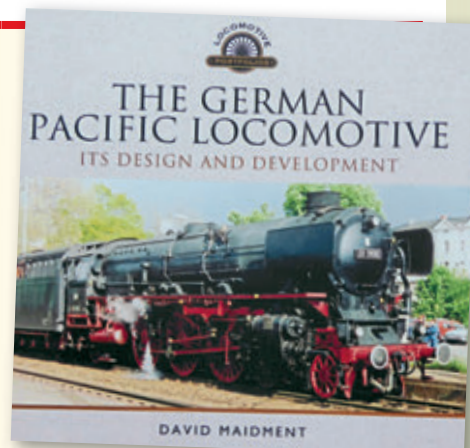
The author also looks at further developments of the German express passenger steam locomotive and

foreign Pacifics and other express locomotives on the nation's railways.

The volume is lavishly illustrated, Pacifics both in the service of state railways and preservation being portrayed.

All profits from the book go towards the Railway Children charity which David set up in 1995 to support street children living around stations across the world.

Sadly, we never got to see a German Pacific running in Britain: the failed attempt to revive the Waverley Route



EDITOR'S CHOICE

soon after closure involved a company under the banner of the Border Union Railway planning to import several to run between Edinburgh and Carlisle.

For many readers here in the UK, this volume therefore will be a voyage of discovery.

DEFINITIVE VOLUME ON A MAGNIFICENT TYPE

Railway Art and Times Past 2018 calendars

By Malcolm Root and other artists (Malcolm Root, 38 Churchill Avenue, Halstead, CO9 2BE. Tel: 01787 475402), £11 + £2.50 p&p per calendar.

Cheques payable to M Root.

BEAUTIFULLY-CRAFTED paintings across the UK spectrum, including Wolferton in the east, Weymouth in the south, the west country, up to Cumbria, and finally to Gleneagles in Scotland, adorn the 2018 Railway Art calendar by Malcolm Root, a fellow of the Guild of Railway Artists and one of the finest transport painters of the current generation.

The LNER/BR Eastern Region dominates with six of the 12 monthly scenes, comprising B17 No. 61600 *Sandringham* simmering at Wolferton station, B5 class No. 5181 at the busy location of March, GCR 9P/LNER B3 No. 1165 *Valour* at Neasden, majestic A4 No. 60024 *Kingfisher* at the golfing mecca of Gleneagles, a J15 class 0-6-0 on freight duty at Wrabness in Essex, and D16 4-4-0 No. 62564 at a foggy Norwich Thorpe.

From the LMS comes thirsty Princess Coronation No. 46233 *Duchess of Sutherland* wreathed in water as it scoops up from a trough, and Class 2MT 2-6-0 No. 46491 crossing the River Greta on the Cockerthorpe-Penrith line at the foot of Blencathra in Cumbria, while the Southern Railway has its say with Merchant Navy No. 35017 *Belgian Marine* on the turntable at Weymouth and Lynton & Barnstaple Railway 2-6-2T No. 761 *Taw* approaching Lynton.

For enthusiasts of the Standard classes

there is Britannia No. 70016 *Ariel* in the familiar setting of Sonning cutting on its final stretch into the capital, and diesel aficionados will enjoy 45 class 1Co-Co1 D21 in the glorious setting of the Nith Valley north of Dumfries.

Two of Malcolm's Railway Art paintings – Nos. 61600 *Sandringham* and 46491 – are featured in a second calendar, *Times Past*, alongside works by other artists and a variety of wheeled – and winged – transport. The wings also come from Malcolm, in the form of a painting of a pair of RAF Lightning F6 supersonic fighters above their base of Leuchars in Fife, Scotland as a Deltic diesel passes far below on an express.

There's buses, cars, lorries – from an era before they became known as HGVs – vans and tractors, enough to satisfy the visual desires of transport enthusiasts young and old.

STEAM, DIESEL AND TRANSPORT MEMORIES EVERY DAY

Branch Line to Wirksworth Through the Ecclesbourne Valley

By Vic Mitchell and Keith Smith (hardback, Middleton Press, 96pp, £18.95, ISBN 978 1 910356 10 4)

THE MP encyclopaedic coverage of the UK network now extends to cover one of the heritage movement's biggest, though often unheralded achievements, in the restoration of a complete standard gauge branch line plus the industrial spur at the northern end.

The Midland Railway branch opened on October 2, 1867, but the passenger services did not even make it into nationalisation, ending on June 16, 1947. December 4, 1989, saw the last mineral train.

Revivalist company WyvernRail was formed in the autumn of 1992, and faced

a forestry clearance job if the rails were to be seen again. August 2004 saw the initial modest Ecclesbourne Valley Railway services run from Wirksworth, finally reaching the main line station at Duffield on April 6, 2011. All 8½ miles were sold by the Government to WyvernRail in October 2015.

For long in the shadow of its near neighbour Peak Rail, the EVR, renowned for its vintage DMUs and railcars, has built up a following of its own.

The volume follows the usual MP format, using archive black-and-white photographs and vintage plans to unfold and illustrate the route step by step.

ESSENTIAL HISTORICAL GUIDE

Festiniog Railway: from slate railway to heritage operation 1921-2014

By Peter Johnson (hardback, Pen & Sword, 352pp, £40, ISBN 1473896258).

Not only is this a splendid history of one of the world's greatest narrow gauge systems, containing rare and previously-unseen archive photographs, but it is a beautiful presentation book.

The hefty but superbly-illustrated volume begins with the post-First World War decline of the FR, its takeover of the ill-fated original Welsh Highland Railway and the withdrawal of passenger services in 1939 and freight in 1946.

In normal circumstances up to then, there would have been no hope for a glorified quarry railway, but enthusiasts had different ideas, and drew much inspiration from the



contemporary revival of the Talylyn Railway.

History showed it was by no means plain sailing: the construction of the Llyn Ystradau deviation around a lake built for a hydro-electric power scheme is considered to be one of the greatest achievements of the heritage sector, anywhere.

The modern-day history is all there: the building of new locomotives to a traditional design at Boston Lodge, the triumphant return to Blaenau Ffestiniog, the controversial rebuilding of the Welsh Highland in opposition to a longer-established revivalist group and much, much more.

Appendices contain lists of directors and trustees, debt levels over the years and passenger journeys from 1956 to 2014. A veritable mine of information!

EXCELLENT AUTOBIOGRAPHY OF A BRILLIANT LINE



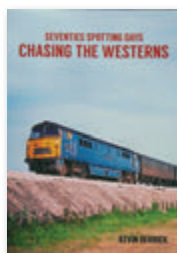
and the experimental yellow ochre was no more. Yet the Rail Blue-liveried yellow-fronted Class 52 Western Region diesel hydraulics were among the modern traction that steam-started enthusiasts came to love.

This splendid photographic album includes scenes of the 52s in action all over the Western Region, on both passenger and freight, at locations including Old Oak Common, Bristol, King's Cross, Waterloo, York, Reading, Westbury and of course Brunel's Dawlish sea wall.

There are also views of the sad scenes of scrapping as the final withdrawal of the type edged closer in 1977.

The biggest achievement of the book is that it makes you glad that seven out of 74 survived, at a time when diesel enthusiasts were comparatively thin on the ground.

WHEN ALL THE WORLD WAS BLUE



Seventies Spotting Days Chasing the Westerns

By Kevin Derick (softback, Amberley Publishing, 96pp, £14.99, ISBN 978 1 4456 6097 4).

THE green and maroon liveries had gone,

The Last Year of Steam in Shropshire and the Severn Valley

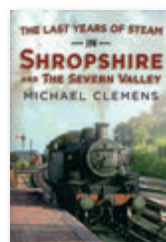
By Michael Clemens (softback, Fonthill Media, 128pp, £18.99, ISBN 978 1 78155 613 9)

WHILE the Severn Valley Railway is celebrating its last-minute £2.5 million share issue success, which will take the heritage line into a new dimension as a visitor attraction, the fascination for the line's past as a cross-country route remains unabated.

This volume used previously unpublished colour and black and white photographs to illustrate both the county's railways and the whole Severn Valley route from Shrewsbury to Hartlebury Junction as they were in the latter days of steam and early diesels.

By no means a definitive collection, it is nonetheless a browser's delight. There are many views of relatively-obscure backwaters, such as the cable-worked Ludlow and Cleve Hill Railway, Ifton Colliery and the Shropshire & Montgomery Railway, while the main line coverage offers several gems such as GWR 4-6-0 No. 7029 *Clun Castle* heading the Locomotive Club of Great Britain's 'Severn & Dee' tour of February 26, 1967.

However, I suspect that the biggest appeal of this book will be the fresh selection of archive photographs of what became Britain's second-biggest heritage railway in terms of passenger numbers.



Quite poignantly, we see a green-liveried whiskered DMU arriving at Arley in a snowstorm in March 1963, a few days before Dr Beeching's infamous report brought perpetual winter to much of the national network's rural routes. There are also rare pictures of diesel-hauled demolition trains on lines like that to Tenbury Wells and Woofferton.

TIMEWARP TIME

The Somerset & Dorset Railway 2018 calendar

(Somerset & Dorset, Railway Trust, The Railway Station Washford, Somerset TA23 0PP, www.sdrtr.org – £5.95 plus £1.50 p&p).

THIS all-colour calendar features further photographs from the John Woods collection of classic scenes from the final years of this legendary line. It has a separate page for every month and space for entries. Profits go to all three S&D revivalist groups, including the Somerset & Dorset Railway Heritage Trust based at Midsomer Norton and the North Dorset Railway Trust at Shillingstone.

WINDOW ON THE SIXTIES



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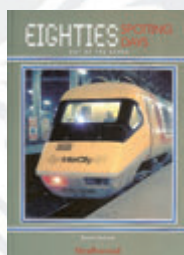
- Looking back at Class 37 Locomotives
- Looking back at Class 50 Locomotives
- Looking back at English Electric Locomotives
- Looking back at Deltics
- Looking back at Warships



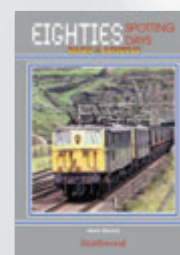
- Sixties Spotting Days around the Midlands
- Sixties Spotting Days around the Western Region
- Sixties Spotting Days around the Eastern Region
- Sixties Spotting Days around the Scottish Region



- Seventies Spotting Days around the Midlands
- Seventies Spotting Days around London & the Home Counties
- Seventies Spotting Days around Yorkshire & the North East
- Seventies Spotting Days around the North West
- Seventies Spotting Days around the West Country



- Eighties Spotting Days Out of the Ashes
- Eighties Spotting Days Back to the Ashes
- Eighties Spotting Days Back to the Ashes II
- Eighties Spotting Days Back to the Ashes III



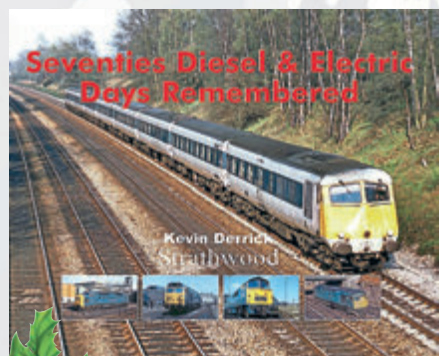
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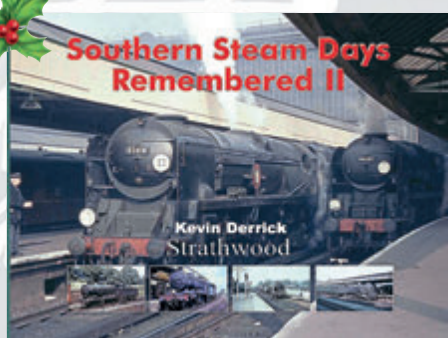
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GWR 4-6-0 No. 7812 Erlestoke Manor departs from Bewdley with a photo charter on the Severn Valley Railway on October 3. ALAN CORFIELD



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: Dec 2, 3, 9, 10, 16, 17, 21.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park, East Sussex TN22 2QL.
Tel: 01825 720800.
Engines: 178, 323, 592, 65, 847, 30541, 73082.

Running: Nov 25, 26. Santa Dec 2, 3, 9, 10, 16, 17, 22-24.

East Kent Railway

Standard gauge, two miles, Shepherdswell, Dover.
Tel: 01304 832042.

Running: Dec 2, 3, 9, 10, 16, 17, 22-24.

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 Railway

Narrow gauge, one mile.
Hayling Island, Hants.

Running: Nov 25, 26, Dec 2, 3, 9, 10, 16, 17, 22-24.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Engines: 8, 11, 24, 41298, 41313.

Running: Dec 2, 3, 9, 10, 16, 17, 21-24.

Kempton Steam Railway

Narrow gauge, ½ mile, Hanworth.
Tel: 01932 765328.

Running: Nov 18, 19.

Kent & East Sussex Railway

Standard gauge, 10½ miles, footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.
Engines: 32670, 30065, 1638.

Running: Dec 2, 3, 9, 10, 16, 17, 22-24.

Lavender Line

Standard gauge, one mile, footplate experience, wine and dine. Isfield, East Sussex. Tel: 01825 750515.

Running: Suns to Dec 17.

Mid Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine.
Alresford, Hants SO24 9JG.

Tel: 01962 733810.

Engines: 45379, 92212, 41312, 925.

Running: Dec 1-3, 8-10, 15-17, 21-24.

Romney, Hythe & Dymchurch Railway

Narrow gauge, 13½ miles, footplate experience. New Romney, Kent.

Tel: 01797 362353. Running: Nov 18, 19.

Santa 25, 26, Dec 2, 3, 9, 10, 16, 17, 19-24.

Royal Victoria Railway

Narrow gauge, one mile.
Netley, Southampton.

Tel: 02380 456246.

Running: W/Es. Santa Dec 9, 10, 16, 17.

Sittingbourne & Kemsley Railway

Narrow gauge, 1¼ miles. Sittingbourne, Kent. Tel: 01795 424899.

Running: Dec 2, 3, 9, 10, 16, 17, 23.

Spa Valley Railway

Standard gauge, five miles, footplate experience. Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: Dec 2, 3, 9, 10, 16, 17, 21-24.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine.
Bitton, Bristol.

Tel: 0117 932 7296.

Running: Nov 26, Dec 1-3, 9, 10, 16, 17, 21-24.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine.
Bodmin, Cornwall.

Tel: 01208 736666.

Engines: 4612, 4247, 30587.

Running: Dec 2, 3, 9, 10, 16, 17, 21-24.

Dartmoor Railway

Standard gauge, seven miles.
Okehampton, Devon.

Tel: 01837 55164.

Running: Dec 1-3, 6-10, 12-23.

Dartmouth Steam Railway

Standard gauge, seven miles, wine and dine. Paignton, Devon.
Tel: 01803 555872.

Engines: 7827, 75014.

Running: Dec 3, 9, 10, 16, 17, 21-24.

Devon Railway Centre

Narrow gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: April.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Engines: 46447, 5637.

Running: Dec 2, 3, 9, 10, 16, 17, 22-24.

Gartell Light Railway

Narrow gauge, ½ mile. Common Lane, Yenston, Templecombe, Somerset BA8 0NB. Tel: 01963 370752
www.newglr.weebly.com

Running: April.

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: Nov 21, 28, Dec 5, 12. Santa 9, 10, 16, 17, 22-24.

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: Nov 19, 26. Santa Dec 3, 10, 16-18, 20.

Seaton Tramway

Narrow gauge, three miles. Harbour Road, Seaton, Devon. Tel: 01297 20375.

Running: Dec 1-3, 8-10.

Somerset & Dorset Railway

Standard gauge, ½ mile. Midsomer Norton station, Silver Street BA3 2EY.

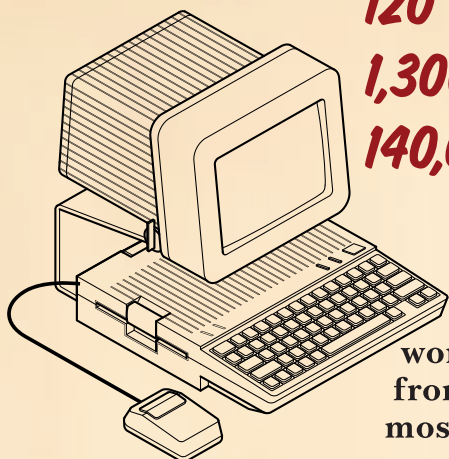
Tel: 01761 411221 (Sun, Mon). Open Sun, Mon. Running: Dec 3, 10, 17

Many Santa Special and Polar Express services are fully booked well in advance. We strongly advise that you confirm details with the railway concerned.

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'Summer Saturday At Snow Hill'

The demise of Birmingham Snow Hill station was slow and undignified, main line services ceased in 1967 and local trains gradually disappeared until the last single railcar left for Wolverhampton in 1972. This painting beautifully portrays the station during the 1950's when Brummies and Black Country folk would travel in their thousands by train to enjoy their annual holidays by the seaside. 'The Cornishman' headed by a 'Castle' class 4-6-0 No.5070 'Sir Daniel Gooch' arrives at a packed platform 7. A 'Prairie' tank slides into platform 5 with a northbound local train.

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Stanier's masterpiece No.46256 at Crewe North engine shed.

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'Castle' No.7027 at Wolverhampton Stafford Road engine shed.

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To learn more about the artist, his paintings, books and how to go about commissioning work visit www.philipdhawkins.co.uk

2018 'Footplate' Calendar



'Crossing The Dart'

Another wonderful collection from original paintings by Philip D. Hawkins FGRA. Titles included are:- 'Waiting For The Shed Cat', 'Tamworth High Level', 'Rushing Through Bilton', 'Crossing The Dart', 'Slumbering Giant' and 'Duchess of the Night'.

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UP & RUNNING

South Devon Railway

Standard gauge, seven miles, footplate experience, wine and dine. Buckfastleigh, Devon. Tel: 01364 644370.

Engines: 5542, 5526.

Running: Dec 3, 9, 10, 16-24.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.

Swanage, Dorset. Tel: 01929 425800.

Engines: 34070, 80104, 31806.

Running: Dec 2, 3, 9, 10, 17-22.

Swindon & Cricklade Railway

Standard gauge, three miles, footplate experience.

Blunsdon, Wiltshire.

Tel: 01793 771615.

Running: Nov 26, 27, Dec 2, 3, 9, 10, 16, 17.

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: Dec 1-3, 9-12, 16, 17, 19, 20, 22-24.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.

Tel: 01379 686900. Engine: 662

Running: Dec 2, 3, 9, 10, 16, 17, 21-24.

Bure Valley Railway

Narrow gauge, nine miles, footplate experience.

Aylsham, Norfolk.

Tel: 01263 733858.

Running: Dec 2, 3, 9, 10, 16, 17, 20-24.

Colne Valley Railway

Standard gauge, one mile, footplate experience, wine and dine. Castle Hedingham, Essex.

Tel: 01787 461174.

Running: Dec 9, 10, 16, 17, 20.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Running: Dec 9, 10, 16, 17, 23.

Mangapps Railway

Standard gauge, one mile. near Burnham-on-Crouch, Essex.

Tel: 01621 784898. Engine: 80078

Running: Dec 2, 3, 9, 10, 16, 17, 23, 24.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.

Tel: 01362 690633. Engine: 9466.

Running: Dec 1-3, 8-10, 15-17, 19-23.

Mid-Suffolk Light Railway

Standard gauge, ½ mile. Brockford, Suffolk.

Running: Dec 3, 9, 10, 16, 17

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience. Wansford, Peterborough, Cambs.

Tel: 01780 784444. Engines: 34081, 78019.

Running: Nov 25, 26, Dec 2, 3, 6, 9, 10, 13, 16, 17, 20, 22-24.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience. Sheringham, Norfolk NR26 8RA. Tel: 01263 820800.

Engines: 564, 8572, 92203, 76084, 1744.

Running: Nov 18, 19, 25. Santa Nov 26, Dec 2, 3, 9, 10, 16, 17, 20-24.

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Clayton Class 17 Bo-Bo D8568, Class 31 No. 31466 and Class 20 D8059 near Norchard during the diesel gala at the Dean Forest Railway on September 17. JAMIE SQUIBB

Wells & Walsingham Railway

Narrow gauge, four miles.

Wells-next-the-Sea, Norfolk.

Tel: 01328 711630

Running: Dec Santa.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.

Reepham, Norfolk. Tel: 01603 871694.

Running: Dec 15-22.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience. Quainton Road, Bucks.

Tel: 01296 655720.

Engine: 30585.

Running: Dec 2, 3, 9, 10, 16, 17.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.

Chinnor, Oxon.

Tel: 01844 353535. Engine: 6412.

Running: Dec 2, 3, 9, 10, 16, 17, 21, 23, 24.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067.

Running: Dec 2, 3, 9, 10, 16, 17, 23.

Didcot Railway Centre

Standard gauge, footplate experience.

Didcot, Oxon.

Tel: 01235 817200.

Engines: 93, 6023, 4144.

Open: W/Es.

Running: Dec 2, 3, 9, 10, 16, 17, 22, 23.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200. Engine: Met 1.

Running: Dec 2, 3, 9, 10, 16, 17, 21-24.

Leighton Buzzard Railway

Narrow gauge, 2¼ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Dec 2, 3, 6, 9, 10, 13, 16, 17, 19-24.

MIDLANDS

Amerton Railway

Narrow gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: Dec 2, 3, 9, 10, 16, 17, 23, 24.

Apedale Valley Railway

Narrow gauge, ½ mile. Apedale, Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: Dec 9, 10, 16, 17, 23.

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: Nov 25, 26, Dec 2, 3, 9, 10, 16, 17, 22-24.

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.

Running: Dec 3, 10, 17, 23, 24.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine. Cheddleton, Staffs.

Tel: 01538 750755. Engines: 5197.

Running: Dec 2, 3, 6, 9, 10, 13, 16, 17, 20-24.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate experience, wine and dine.

Norchard, Lydney, Glos.

Tel: 01594 845840. Engine: 5541, 4277.

Running: Dec 2, 3, 8-10, 16, 17, 20-24.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: Nov Sat, Tues. Santa Dec 9, 10, 16, 17, 19-24.

Evesham Vale Railway

Narrow gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: Nov W/Es. Santa Dec 2, 3, 9, 10, 16, 17, 20-24.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Nov 25, 26, Dec 2, 3, 9, 10, 16, 17, 23, 24.

Gloucestershire Warwickshire Railway

Standard gauge, 12 miles, footplate experience. Toddington, Glos.

Tel: 01242 621405.

Engines: 2807, 4270, 35006, 7903.

Running: Dec 2, 3, 9, 10, 16, 17, 20-24.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. Engines: 47406, 48624, 46521, 92214, 6990, 73156.

Running: Nov 18, 19. Santa 25, 26, Dec 2, 3, 6, 9, 10, 13, 16, 17, 20, 23, 24.

Great Central Railway Nottingham

Standard gauge, four miles.

Ruddington, Notts.

Tel: 0115 940 570. Engine: 8274

Running: Nov 26, Dec 2, 3, 9, 10, 16, 17, 23, 24.

Midland Railway – Butterley

Standard gauge, 3½ miles, footplate experience, wine and dine. Ripley, Derbyshire.

Tel: 01773 570140. Engine: 5619.

Running: Dec 2, 3, 9, 10, 13, 16, 17, 20-24.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants. Tel: 01604 820327.

Running: Nov 26, Dec 2, 3, 9, 10, 16, 17, 23, 24.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire. Tel: 01629 580381.

Running: Dec 2, 3, 9, 10, 16, 17, 20-24.

Perrygrove Railway

Narrow gauge. B4228, Coleford, Glos.

Tel: 01594 834991.

Running: Nov W/Es. Santa Dec 2, 3, 9, 10, 16, 17, 22-24.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Tues, Thur, Sun.

Running: TBA.



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Orenstein & Koppel 0-4-0WT *PC Allen* and Barclay 0-6-0T *Doll* depart from Page's Park with a freight train on the Leighton Buzzard Railway, while Orenstein & Koppel *Elf* and *Pedemoura* are prepared for service on shed. CHRIS KENNEDY

Rudyard Lake Railway

Narrow gauge, 1½ miles.
Leek, Staffs. Tel: 01995 672280.

Running: Dec 9, 10, 16, 17.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es. Running: Dec 9, 10.

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, 34053, 80072.

Running: Dec 2-24 except 4, 8, 11, 15, 18.

Steeple Grange Light Railway

Narrow gauge, ½ mile, footplate
experience.

Wirksworth, Derbyshire.

Running: Dec 9, 10.

Telford Steam Railway

Standard gauge, one mile, footplate
experience. Telford, Shropshire.

Email: sec@telfordsteamrailway.co.uk

Tel: 01952 503880.

Running: Dec 1-23.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.
near Ulverston, Cumbria.

Tel: 01539 531594. Engines: 42073, 42085.

Running: Dec 2, 3, 9, 10, 16, 17.

Ravenglass & Eskdale Railway

Narrow gauge, seven miles.

Ravenglass, Cumbria.

Tel: 01229 717171.

Running: Dec 2, 3, 9, 10, 16-23.

Ribble Steam Railway

Standard gauge, one mile.

Preston, Lancs.

Tel: 01772 728800.

Running: Dec 2, 3, 9, 10, 16, 17, 22, 23.

Stainmore Railway

Standard gauge, ½ mile.

Kirkby Stephen East Station,

Kirkby Stephen, Cumbria CA17 4LA.

Open: W/Es.

Running: Dec 2.

West Lancashire Light Railway

Narrow gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Dec 16, 17, 23, 24.

Cleethorpes Coast Light Railway

Narrow gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: Nov W/Es. Santa Dec 2, 3, 9, 10,
16, 17, 20-24.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,
Laythorpe, York. Tel: 01904 489966.

Running: Dec 2, 3, 9, 10, 16, 17, 23, 24.

Elsecar Railway

Standard gauge, one mile. Footplate

experience. Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: Dec 9, 10, 16, 17, 22, 23.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Engine: 5643.

Running: Nov 19. Santa 26, Dec 2, 3, 9,
10, 12, 16, 17, 22-24.

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, 44871.

Running: Nov 18, 19. Santa 25, 26, Dec 2,
3, 9, 10, 16, 17, 23, 24.

Kirklees Light Railway

Narrow gauge, four miles. Huddersfield,
West Yorks. Tel: 01484 865727.

Running: Nov W/Es. Santa Dec 1-3, 8-10,
15-17, 20-24.

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: Dec 9, 10, 16, 17.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Engine: 1310.

Running: Dec W/Es.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106

Running: Dec 2, 3, 9, 10, 16, 17, 23.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.
Grosmont, North Yorks.

Tel: 01751 472508.

Engines: 76079, 80136, 44806, 61264, 926.

Running: Dec 2, 3, 9, 10, 16, 17, 19, 20.

South Tynedale Railway

Narrow gauge, 3½ miles. Alston, Cumbria.

Tel: 01434 382828/381696.

Running: Dec 9, 10, 16-19.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Dec 2, 3, 9, 10, 16, 17, 22-24.

Weardale Railway

Standard gauge, five miles.

Stanhope, Bishop Auckland, Co Durham.

Tel: 01388 526203.

Running: Nov 18, 19, 23-26, 28 - Dec 3,
5-23.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 0845 450 5474.

Engine: 69023.

Running: Nov 18, 19. Santa Dec 2, 3, 9,
10, 16, 17, 21-24.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate
experience. Bury, Lancs.

Tel: 01617 647790.

Engines: 13065, 52322, 34092.

Running: Nov 18, 19. Santa 25, 26, Dec 2,
3, 6, 9, 10, 13, 16, 17, 21-24.

Eden Valley Railway

Standard gauge, two miles.

Warcop, off A66, Cumbria CA16 6PR

01768 342309. www.evr-cumbria.org.uk

Running: April.

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: TBA.

98 Heritagetrain.co.uk

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.

Lionheart station, Alnwick,
Northumberland.

Running: Dec 9, 10, 13, 16, 17.

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: Dec 2.

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STEAM VIDEO 155

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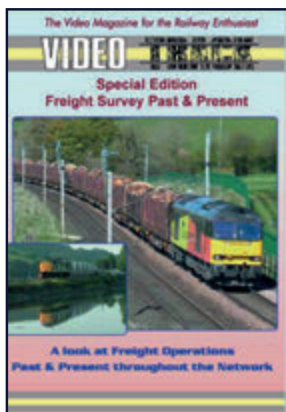
■5043 'Earl of Mount Edgcombe' 'Shakespeare Express', 'The Shropshire Express' ■Pannier 9600 Doubleheading with 5043 on the 'Melton Rambler' and 'Harringworth Shuttle' ■35018 'British India Line' loaded test run & 'Lune Rivers Trust Special' ■35028 'Clan Line' VSOE Surrey Hills circuit, the Torbay Express, VSOE to Bristol, 'Golden Arrow' to Folkestone & 'Atlantic Coast Express'. ■45407 'Forth Bridge and Borders Steam Special' ■45690 'Leander' 'The Fellsman', 'The Waverley', Cathedrals to Carlisle & 'Cumbrian Mountain Express' ■45699 'Galatea' 'Scarborough Spa Express', 'The Waverley' & Lune Rivers Trust Special ■46100 'Royal Scot' on VSOE Surrey Hills Circuit ■46115 'Scots Guardsman' on 'Dalesmans' ■46233 'Duchess of Sutherland' 'Cumbrian Mountain Express', Cathedrals Crewe to Paddington, Cathedrals Victoria to Worcester, Moors & Dales Express, Cathedrals to Salisbury. ■48151 'The Fellsman' & 'Scenic Carlisle Explorer'. ■60009 'Union of South Africa' 'Dorset Coast Express's, 'West Somerset Steam Express', 'Cotswold Venturer', 'The Cheshireman', a VSOE to York. ■60103 'Flying Scotsman' 'The Waverley' to Carlisle, Moors & Dales Express ■70013 'Oliver Cromwell' 'Cathedrals' to Yeovil & 'Peak Forester' to Peak Rail. ■60163 'Tornado' 'Walton Pier Explorer', 'The Easterling' to Yarmouth, the 'Border Raider'.

NEWS AND EVENTS Embsay GWR Tank - 34072 Overhaul - 34017 Bideford at Dorset Steam Fair, Steam on the Met with 9466 & Met No 1, Swanage M7, Flying Scotsman on WSR - Old Oak Common Open Day - Great Central 'Bridging the Gap', Barrow Hill re-opening with 'Flying Scotsman'. **INDIAN SUMMER FOR AN A4** 60009 'Union of South Africa' on specials around the network in the late Summer/early Autumn including climb of Sapperton Bank, on the Midland Main Line and in the Midlands. Plus the Nene Valleys Pacific event and a brief history of the locomotive. **STEAM GALAS** with the North Norfolk Railway, the North York Moors Railway, the Severn Valley Railway and the Great

Central Railway. Includes visiting locomotives and freight workings plus a range of resident power. **STEAM ON TOUR** 'Duchess of Sutherland', 'Flying Scotsman' & 60163 'Tornado' on the shuttles to Walton Pier, 'The Easterling' and 'The Border Raider' on the climb of Shap.

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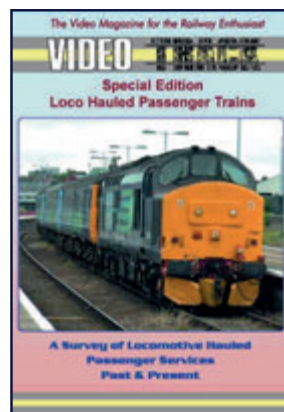
FREIGHT SURVEY

Freight Operations throughout the National Network in recent months plus a look back to the 1990s

The following traffic flows are explored with a wide variety of operators and motive power - Coal - Steel - Oil - Cement - Stone - Freight Variety - Container Traffic - Departmental - Clay - Alumina - Flask Traffic - Timber

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In addition archive film from the 1990s is included



LOCO HAULED PASSENGER SERVICES

A Survey of Loco Hauled Workings from recent months plus a look back to the 1990s

The West Country -South West Wales - The Midland Main Line - The East Coast Main Line - Cross Country HSTs - Class 37s - Sleeper Services - Push-Pull to Norwich - Class 68s on Loco Haulage - Through to Wareham - Holyhead to Cardiff - Veteran Units.

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VIDEO TRACK 181

NEWS AND EVENTS *Extended News from around the Network.* COLAS 56s on Grangemouth to Lairg and Prestwich tanks - 50 008 'Thunderer' on main line - Embsay Class 37 - Class 60 to Barry Docks and COLAS 60 to South Wales - Breich Station closure - Class 37s in action - Class 68 demise on Wherry Lines - Stock moves to Long Marston and Doncaster - Cumbrian Coast loco haulage - 86 101 on 'The Absent Shunter' - HST News with Pembroke Dock branch, diversions via Bicester and new livery and 'Old Oak Common' naming - COLAS 37s to Kyle of Lochalsh - Class 67 to the rescue of 91 115 - 37s on Scarborough Spa - '565 Special' - 'Lakeland Coast Statesman' - 'Northern Belle' on tour - Swanage Belle - Ely freight derailment and diversions via Welwyn - 47 813 in new livery - Freight News - COLAS Coal to Aberthaw Power Stn - TEA tanks from Fawley - 66 723 'Chinook' - New COLAS East Coast freight - Fimmere Station Class 73 - Rail Operation Groups 47s on Marylebone to Birmingham reliefs. - RHTT stock moves - New Freight flow on Humberside - COLAS 37s on Highland test train - **PLUS MUCH MORE.**

The Railways of Yeovil. Past & Present on the line through Penn Mill and Junction with HSTs and loco haulage plus Class 67s on test train and the line to Maiden Newton. Includes Class 37s to Weymouth. **Deltics on the Bluebell** Deltic Preservation 40th Anniversay Gala with D9002 'Kings Own Yorkshire Light Infantry', 55 009 'Alycidon' & 55 019 'Royal Highland Fusilier' plus the convoy to the event. **Cornish Railways** with a look at the main line through Par & Lostwithiel, freight on the Fowey Branch and the Newquay Branch. Includes China Clay workings in 2017 and in the 1990s, loco hauled passenger duties and HSTs on the Newquay Branch. **Area Profile - Stockport** Freight and Passenger traffic on a busy week-day against a backdrop of veteran signalboxes. **Galas in the West** with action from the Gloucestershire Warwickshire Railway and the Dean Forest Railway featuring freight and passenger workings. Includes Class 20s & 37s and visiting Class 17 'Clayton', Class 14s, Class 25, Class 31, Class 73 and more! **Old Oak Common Open Day** The 2nd of September event with the 8 train line up, and Class 50s on the move to and from the event. Includes full coverage of one of the most widely anticipated events of the year. **Class 50s on Tour** 50 007 'Hercules' and 50 049 'Defiance' on the Torbay and Dart Explorer plus 'The Caledonian' from Crewe to Glasgow.

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UP & RUNNING

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: Tues - Sun Nov 25 - Dec 23.

Cambrian Heritage Railways

Standard gauge, ¾ mile. Llyncllys station & Oswestry station (museum open Tues-Sun). Tel: 01691 728131.

Running: Dec 3, 10, 17 (Llyncllys) 2, 9, 16, 23 (Oswestry).

Corris Railway

Narrow gauge, ¾ mile.
Corris, Machynlleth. Tel: 01654 761303.

Running: Dec 9, 10.

Fairbourne Railway

Narrow gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: Dec 16, 17.

Ffestiniog Railway

Narrow gauge, 15 miles, Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Dec 9, 10, 16, 17, 22, 23.

Gwili Railway

Standard gauge, 2.5 miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: Dec 2, 3, 9, 10, 16, 17, 22-24.

Llanberis Lake Railway

Narrow gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Dec 3, 9, 10, 16, 17.

Llangollen Railway

Standard gauge, 10 miles, footplate experience, wine and dine.
Llangollen, Denbighshire.
Tel: 01978 860979.

Engines: 5199, 45337, 6430, 2807.

Running: Dec 2, 3, 9, 10, 16, 17, 22-24.

Pontypool & Blaenavon Railway

Standard gauge, two miles.
Blaenavon, Torfaen. Tel: 01495 792263.

Running: Dec 2, 3, 9, 10, 16, 17, 23.

Rhyl Miniature Railway

Narrow gauge. Rhyl, North Wales.
Running: Dec 16, 17, 23, 24.

Snowdon Mountain Railway

Narrow gauge, 4½ miles.
Llanberis, Gwynedd. Tel: 01286 870223.
Running: March.



Visiting GWR 0-6-2T No. 5643 heads a photo charter mixed train on the Bo'ness & Kinneil Railway. IAN LOTHIAN

Talylyn Railway

Narrow gauge, 7½ miles, footplate experience. Tywyn, Gwynedd.
Tel: 01654 710472.

Running: Dec 9, 10, 16, 17, 23, 24.

Teifi Valley Railway

Narrow gauge, ½ mile. Henllan, Ceredigion SA44 5TD.

Tel: 01559 371077. Running: TBA.

Vale of Rheidol Railway

Narrow gauge, 11¾ miles.
Aberystwyth, Ceredigion.

Tel: 01970 625819. Engines: 8, 9.

Running: Nov W/Es. Santa Dec 16, 17, 20-23

Welsh Highland Heritage Railway

Narrow gauge, one mile.
Porthmadog, Gwynedd.
Tel: 01766 513402.

Running: Dec 9, 10.

Welsh Highland Railway

Narrow gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.

Running: Nov Sat, Wed, Thur. Santa Dec 9, 10, 16, 17, 22, 23.

Welshpool & Llanfair Light Railway

Narrow gauge, eight miles.
Llanfair Caereinion, Mid-Wales.
Tel: 01938 810441.

Engines: 822, 823.

Running: Dec 9, 10, 16-18.

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: Nov 25, 26, Dec 2, 3, 9, 10, 16, 17, 23.

Caledonian Railway

Standard gauge, four miles.
Brechin, Angus.

Tel: 01356 622992.

Running: Dec 9, 10, 16, 17, 23.

Keith & Dufftown Railway

Standard gauge, 11 miles.
Dufftown, Banffshire.

Running: April.

Leadhills & Wanlockhead Railway

Narrow gauge, one mile. Leadhills, South Lanarkshire.
Tel: 0141 556 1061.

Running: Dec 2, 3.

Royal Deeside Railway

Standard gauge, one mile.
Milton of Crathes, Kincardineshire.
Running: Nov 25, 26, Dec 2, 3, 9, 10, 16, 17, 22-24.

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: Nov 25, 26, Dec 2, 3, 9, 10, 16, 17, 22, 23.

Many Santa Special and Polar Express services are fully booked well in advance. 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 Yorkshire. 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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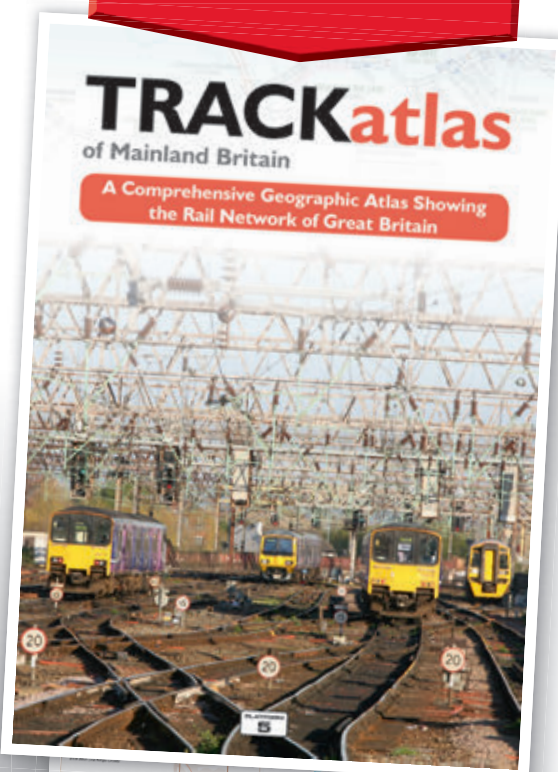
The new edition of Britain's most detailed railway atlas, showing the entire national railway network with track level detail. As well as being completely revised and updated, this keenly awaited volume has been further enhanced by the inclusion of nine major light rail & metro systems, and a further seven heritage railways; all major standard gauge heritage lines over 3 miles in length are now included, together with several narrow gauge lines.

Other enhancements include new lines (the Borders Railway and Crossrail), new stations (too many to list here), re-modelling (Reading and London Bridge) and electrification (the North West and, slowly, the Great Western Main Line) as well as many other local developments including new depots and traincare facilities.

Some major changes due to come into effect between the date of publication and the end of 2017 have been included. For other significant works on Thameslink and Crossrail which do not come into service until 2018, the final layouts, as presently anticipated, have been mapped.

A greater number of locations now benefit from inset maps. 16 pages have been added and the total number of map pages is now 159. The index now extends to over 10,000 locations.

- All passenger and freight routes are shown with their track formations including connections, crossovers and primary sidings.
- All stations are shown with platform detail and with railway mileages denoted in miles and chains.
- Most signal boxes, junctions and tunnels are shown including their names and railway mileages.
- Most level crossings are included together with information describing their type.
- Complex areas are shown as larger scale insets.
- Different colours are used to denote electrification type and voltage.



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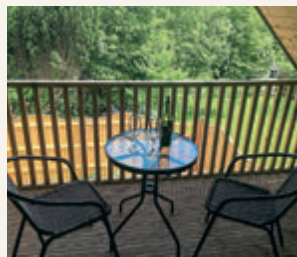
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RATING ★★★★★

Station Lodge

Tondu, near Bridgend,
South Wales CF32 9DY

STATION Lodge is a spacious, modern lodge set in the owners' garden with its own pretty, private garden and entrance and is not overlooked.

With only a 15 minute drive to the Welsh coast; five to McArthurGlen Retail Outlet, Bridgend; 30 mins drive/train ride into Cardiff; 20 mins drive to Swansea and five mins to

the Park Slip Nature Reserve and Brynagarw Park for lovely country walks, the lodge is an ideal base for exploring the South Wales area.

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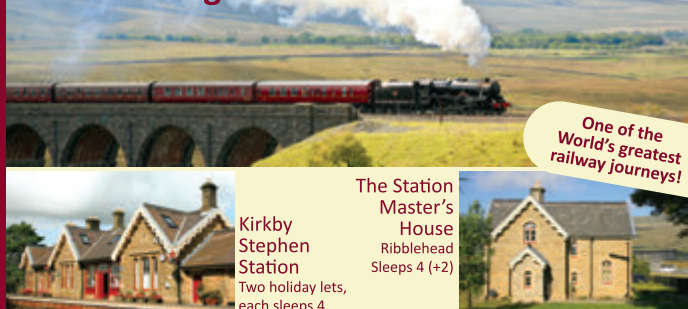
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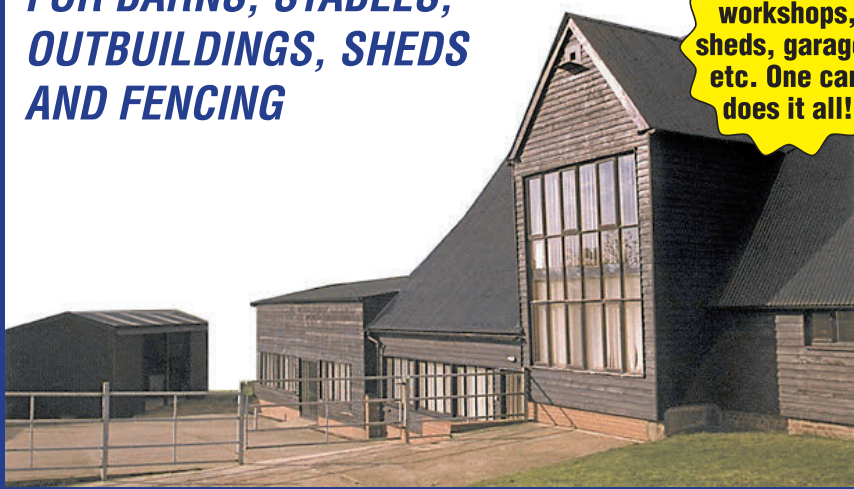
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Vol 212 SOUTHERN STEAM MISCELLANY No. 2

The second in our miscellany series covering the Southern steam. This volume features much unseen film from the Jim Clemens collection, is largely assembled in the order the film runs off the original cine reels, and features a wealth of mainly South Western Division Steam. The first 10 minutes or so takes us on a journey over the Lynton & Barnstaple Railway in the 1960s Jim Clemens purchased two 16mm reels covering this much missed line and both are included. The main body of the film begins at London Waterloo, there is coverage around Clapham Junction, Hook, Basingstoke, Micheldever, Bentley, Bordon, 'The Alps', Eastleigh Station plus the Sheds & Works, and Southampton Central (including Queen Mary and Queen Elizabeth). The Warwickshire Railway Society's Farewell to Steam on the LSWR rail tour on 11th June, 1967 is covered in some detail. On the Isle of Wight a journey is made from Cowes through Newport to Ryde Pier Head. Time is spent on New Years Day 1967 watching the Lymington branch (the last steam operated branch line in the country) plus main line activity at Lymington Junction and Brockenhurst. Jim Clemens married in February 1947, honeymooned at Bournemouth and often visited this popular seaside resort for an anniversary break. Thus there is a considerable amount of film around the area covering the last years of steam that includes Christchurch, Bournemouth Central and Bournemouth West. A journey is made over the old Salisbury & Dorset Railway in the snow during February 1963 and time is spent around Salisbury itself. An M7 propelled trip is taken from Wareham via Worgret Junction to Corfe Castle and Swanage. There is coverage at Dorchester, Upwey & Broadwey, Weymouth plus film of Weymouth shed. A cross section of 1960s SR motive power is seen including M7, 02, Q, S15, U, USA, West Country and Merchant Navy. BR Standards put in an appearance of course: 73xxx, 75xxx, 76xxx, 80xxx, and 82xxx plus not forgetting a sprinkling of LMS class 2-2-6Ts - even a 'Warship' diesel. Filmed in colour and black & white it dates mostly from about 1963 to 1967. A commentary plus sound track complement this nostalgic look at the last years of Southern Steam.
Running time: 83 minutes.



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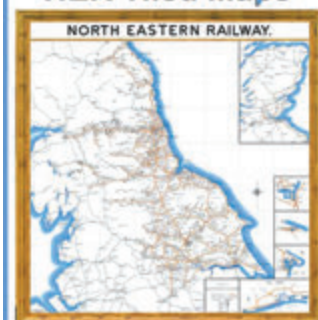
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GWR 4-6-0 No. 6990 *Witherslack Hall* rounds the curve at Kinchley Lane on the Great Central Railway on October 29. ROBERT FALCONER

The festive season is upon us

By mid-November, the autumn gala season is over. With the short days, virtually all heritage lines will be operating a very limited service, if at all.

Most will be preparing for the busy festive season when it will be all hands to the pumps to entertain

the crowds in the build-up to Christmas. There's a lot of work involved and little time for the distraction of multi-engine enthusiasts' events during November.

That's with one exception – the Great Central

Railway will turn out all its available engines and most of its rolling stock for one last spectacular, which is now proving to be a popular annual event.

Heritage Railway will be covering this and other events over the coming month.

HERITAGE RAILWAY

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SPECIAL EVENTS

November

18, 19: Great Central Railway:
Last Hurrah of the Season ■

The GCR stages its now-customary end of season event to keep the enthusiasts interested before it joins every other heritage line in preparing for the busy festive season. Expect the double track to reverberate to the passage of an intensive service of passenger, goods and TPO trains hauled by the line's varied home fleet.

KEY ■ Major or featured galas

25, 26: National Exhibition Centre:
Warley Model Railway Exhibition

December

2: East Anglian Railway Museum:
Festive Day Out with Thomas ■

9, 10: East Anglian Railway Museum:
Festive Day Out with Thomas ■

6, 17: East Anglian Railway Museum:
Festive Day Out with Thomas ■

26, 27: Mid Hants Railway:
40s Christmas Leave

■ Diesel and/or electric galas

28: Swanage Railway:
Winter Warm-Up

29, 30: Gloucestershire Warwickshire
Railway: Christmas Cracker

29, 30: West Somerset Railway:
Winter Steam Festival

30: Bodmin & Wenford Railway:
Winter Steam Up

30, 31: Llangollen Railway:
Winter Warmer

30, 31: Mid-Norfolk Railway:
Winter Warmer Diesel Gala ■

■ Thomas and family event

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NAMEPLATES: British Monarch, Callington, Haydon Hall, Howard of Effingham, Isle of Man, Kingsthorpe Hall, Morfa Grange, Rood Ashton Hall, Wamia (EAR), Dauntless (CI 50), NRM 1st Ten Years, York Festival '88, Alfred Paget, Austin II, Barabel, Foggo 1946, Newcastle. **CABSIDE NUMBERPLATES:** 1417, 2468, 2879, 3406, 3816, 4236, 6126, 6317, 6651, 6946, 6950, 7010, 7412, 9658, 9778. **SAR CABSIDES:** 930, 1006, 2063, 2353, 2543, 3268. **SMOKEBOXES:** 2184, 5182, 6648, 6949, 8487, 9462, 30783, 34047, 44137, 45116, 45374, 47513, 48108, 61115, 61348, 62032, 63806, 67632, 67735, 68959, 84002, 90195. **WORKSPLATES (STEAM):** Andrew Barclay, Avonside, Bagnall, Baldwin, Beyer Peacock (31247), (SAR 4010), Cannock Chase Colliery Eng Dept, Dubs (LSWR 700), GCR Gorton (Prince Henry), Hawthorn Leslie, Hudswell Clarke, LNER 61014, 61218, 65720, 65792 Gateshead, 69101, Doncaster 2024 Happy Knight, Darlington Amadis, Manning Wardle, Nasmyth Wilson, NBL (48273), Peckett, Suisse Winterthur 731 1892, Super-Sentinel 5471, Swindon (77009), Tasmanian Railways B No.15. **WORKSPLATES (DIESEL):** BR Crewe (CI 45), BRCW Cab (26 015), (27016), (33 118), BREL (56 045), Brush Sulzer (47 501), English Electric (37062), (37520), (40127), (40080), (40172), (73209). **SIGNAL BOX NAMEBOARDS:** Ashbury, Barnhill, Broadstone, Clenchwarton, Dutch River, Esher, Harpenden, Keynsham & Somerdale, Newton Longville, Rudgwick, Temple Meads Goods Yard, Vicarage Crossing, Winning. **TOTEMS:** Balgreen Halt, Baptist End Halt, Bath Spa, Beltring and Branbridges Halt, Blantyre, Bootle, Bristol Stapleton Road, Burnham-on-Crouch, Charing Cross, Chislehurst, Clapham Junction, Dagenham East, Devonport Kings Road, Eastbourne, Frinton-on-Sea, Heriot, Hope Village, Ilfracombe, Kilpatrick, Kingston, Knaresborough, Landore, Maghull, Miles Platting, Mirfield, Morden Road Halt, Morden South, Newbury, Oxford Road, Oxshott, Parson Street, Radlett, Rowfant, Risca, Rugeley Town, Sevenoaks, Sittingbourne and Milton Regis, South Shields, St Helier, Stirling, Stretton, Walmer, West Ealing, Weston Milton, Weymouth, Whitland, Willesden Junction, Withyham, Yatton. **TARGETS:** Ardingly, Barnstaple Junction, Betchworth, Billingshurst, Boxhill, Brasted, Crawley, Fremington, Hampton Court, Horley, Horsted Keynes, Maidstone Barracks, St Helier, Tisbury, Waenavon. **STATION SIGNS:** Ammanford and Tiryddail, Bideford, Dunland Cross, Hertford North, Hoe St, London Trains, Long Melford, Lowthorpe, Wanborough. **SHEDPLATES:** 1E, 1F, 2C, 2E, 3A, 5E, 6D, 9B, 14D, 16A, 18A, 31B, 40A, 50D, 55G, 60A, 60B, 63D, 65B, 65E, 67C, 68A, 75D, 81A, 82B, 82C, 83H, 84G, 86B, 88B, 88J 89C. **SINGLE LINE TOKENS:** Bloxham-Adderbury, Chipping Norton-Hook Norton, Corroor-Tulloch, Crianlarich-Dalmally, Dalmally-Taynuilt,



Emneth-Middle Drove, Garve-Achnasheen, Halwill Jc.-Launceston, Harvington-Broom North, Helmsdale-Forsinard, Port Isaac Road-St. Kew Highway, Taynuilt-Oban, Thetford-Barnham, Whitchurch Town-Burghclere. **SINGLE LINE TABLETS:** Ashwater-Tower Hill, Barnstaple Junc.-Barnstaple Town, Camelford-Port Isaac Road, Cross Keys Bridge, Dava-Grantown on Spey West, Eggesford-Kings Nympton, Long Sutton-Gedney, Shelford Jct-Linton, Snettisham-Heacham, Tisted-West Meon. **SINGLE LINE STAFFS:** Aberayron-Felin Fach, Ardee-Dromin, Barnstaple South-Barnstaple Jc S.R, Bridgnorth-Coalport, Castlebar-Manulla Junc, Cherryville Junction-Athy, Clonakilty Junc-Ballineem, Crossdoney Junc-Cavan, Croxley Green Jct-Rickmansworth, Glasslough-Monaghan, Hailsham-Horam, Kilmessan Junc-Naven Junc, The Mound-Dornoch, Watford-St Albans, Wicklow-Newcastle. **SIGNAL BOX INSTRUMENTS:** Caledonian Rly Block, GWR Permissive Block, LBSCR Tyers Block Cray Lane, SR Bridestowe & Andover Plungers, Sykes LB&SCR Block. **SEAT BACK PLATES:** Morningside Road, Ramsgate, Thorpeness. **POSTERS:** Bath (Watkiss), Boston (Marston), Bristol (Burton), Buxton (Canning), Colwyn Bay (Wilson), Cornwall (Sherwin), Dorset (Durman), Lincoln (Lee), London (Berry), Mablethorpe (Brian), Norfolk Broads (Purvis), Norwich (Hilder), Paris (Nathan), Sidmouth (Sykes), Somerset (Wootton), South Downs (Brown), Teesdale (Merriott), Weymouth (Broadhead). **SILVERWARE:** Caledonian Drinks Salver, GNSR Candle Stick, LMS Reception Bell, LNER Marylebone Cake Stand, Midland Grand Nutcrackers, NER Darlington Coffee Pot. **SIGNAL BOX DIAGRAMS:** Ashbury, Bartlow, Didsbury Goods, Horsted Keynes, Massingham, Priory, Wryde, Yeoford. **CAST IRON SIGNS:** GC&NS Trespass, GWR (Cam Sec) Cross on Level, GWR Bicycles on Towpath, GWR Loco Cleaners, GWR Manor House Fishing, LB&SCR Trespass, Met & G.C. Trespass. **HANDLAMPS:** GNR County School, GNR Luton, LBSCR Pulborough, LNER Huntingdon, LNWR Bodorgan, LSWR Wadebridge. **LAMPS (MISC):** GER Buxton Lamas. **LMS:** 100 Irish Cabside, Caledonian Trespass, MR Dropcase Clock, Walsall Wood MR Lever Plate. **LNER:** GNR 12" Clock Belgrave Road, GNR Moreton Cashbag, M&GN Sutton Bridge Seal, NBR Trespass. **GWR:** Canopy Lion's Head, M&SWJR Weyhill Cashbag, Pre-Group Watch, Roath Branch Lever Plate, Splasher Coat of Arms, Steamrollers Enamel. **SR:** Bramber LB&SCR Seal, IOW Central Transfer, Isle of Wight Plate, SE&CR Watch, Southern Railway A5 (31005) Cabside. **GENERAL:** Class 37 Eurotunnel Rings, Door Lock Metro-Land, E3034 Electric Cabside, Immingham Star & Garter, Lion & Wheel (AC Electric), Pullman Car Plaque & Lamp Daisy + Aurelia, Pullman Car Vera Clock, Thornaby Kingfisher, Tramway Station Enamel.

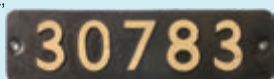


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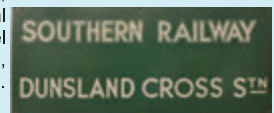
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Visit Dresden's 10th Steam Engine Festival and enjoy lots of steam content before a journey on the newly extended Weisseritztalbahn, a return trip on the Loessnitzgrundbahn and a day trip down the Elbe on a historic paddle steamer.

- ❖ Dresden Steam Engine Festival, including evening photographic session at Roundhouse I
- ❖ Return journey on Kirnitzschtal tramway
- ❖ Return journeys on the Weisseritztalbahn & Loessnitzgrundbahn steam railways
- ❖ Travel by paddle steamer on the Elbe River
- ❖ Public transport ticket for central Dresden



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