

NEW GRESLEY P2 'WHEELED BY SPRING'

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 237
January 12 –
February 8, 2018

FIRST TRAIN RUNS INTO BROADWAY

**LOTTERY PULLS
PLUG ON GCR
MUSEUM
FUNDING**

**RYDE-NEWPORT
STEAM SERVICES
COULD RETURN**

**STEAM BACK
ON ALNWICK
BRANCH**



**FREE
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**Guide to
Special
Events
2018**

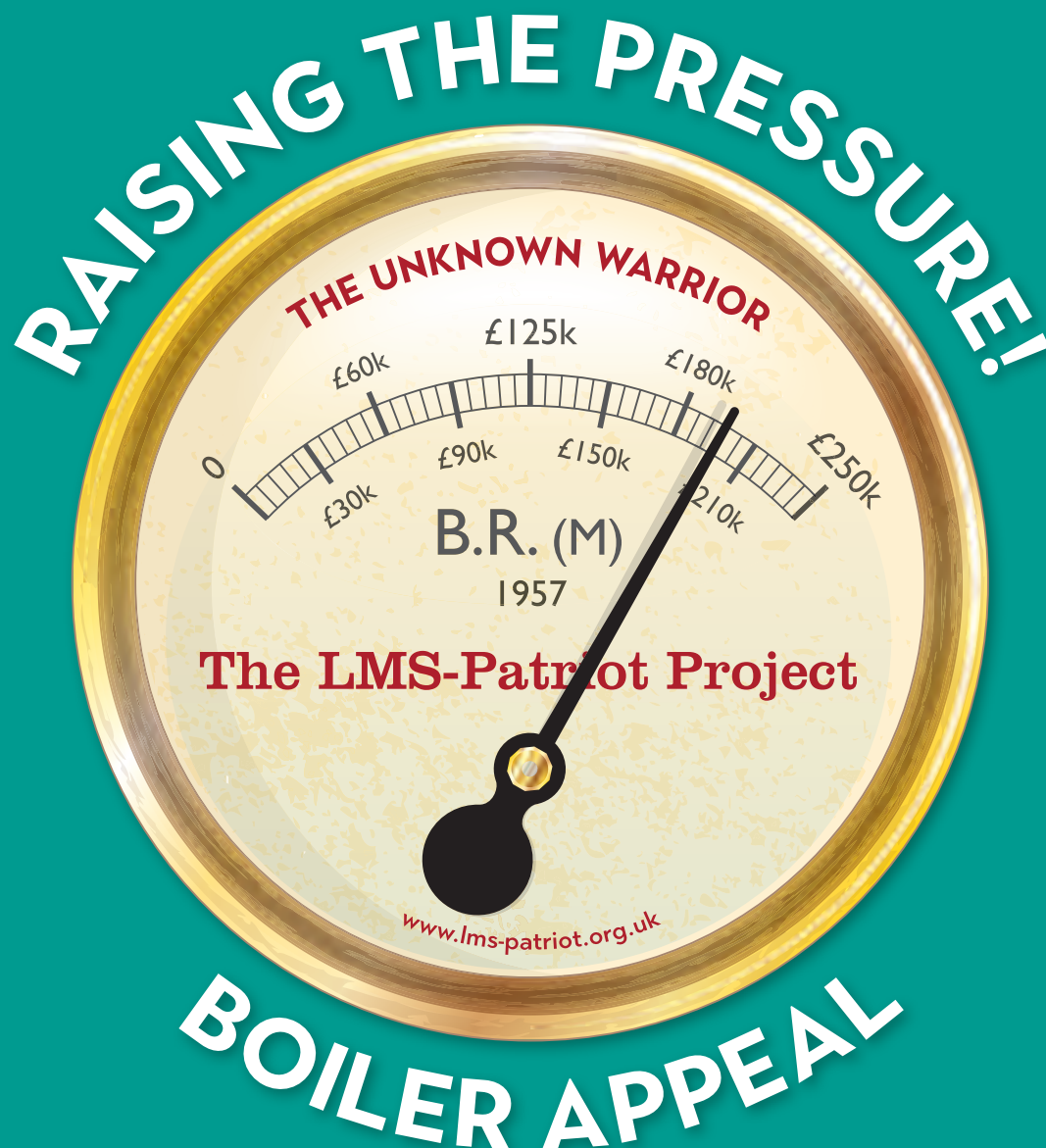


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- **SEVERN VALLEY TO BUILD FIVE MANX BOILERS**

**ROYAL SCOT TO HEADLINE
WORTH VALLEY 50 CELEBRATIONS**

The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE



THE PRESSURE IS RISING

In September we set out to raise £250,000 to complete the boiler construction, manufacture of the cladding and installation of the finished boiler into the chassis of The Unknown Warrior.

Thanks to readers of this magazine, project members and railway enthusiasts we have now raised almost £200,000.

The boiler barrel, firebox and firebox outer wrapper have now been delivered to our new supplier, Heritage Boiler Steam Services, based at West Shed, Ripley. We now need one final push to raise the remaining £50,000 and with your help we could soon be **Raising the Pressure!**

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 Crown Stays at £50 each up to Safety Valves at £5,000 each, 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 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.



LMS 'Black Five' 4-6-0 No. 45407 passes Polish with a West Coast Railways' Santa 'Festive Jacobite' from Fort William to Mallaig on December 8. KARL HEATH

2017: the year of the achievers

It is now 20 years since I moved sideways from an evening newspaper newsdesk into the world of railway magazine publishing. It was tougher than expected but a quickly very rewarding learning curve, and in those two decades so much has changed in the sector.

Having followed the railway revival movement since my childhood, I recall so many schemes that set up with the avowed intention to restore public services on their chosen closed branch line. However, such early optimism was quickly edited into the setting up of a heritage railway, to run enthusiast and tourist trains only on high days and holidays. A prime example was the Keighley & Worth Valley Railway, which this year celebrates its 50th anniversary.

Back in 1997, as today, news pages can easily be filled with the aspirations of revivalists. However, in 2017, we saw many of those dreams turn into hard reality.

The Swanage Railway achieved its long-held goal of running 'real' public services along the complete length of the restored branch and over the main line into Wareham, with West Coast Railways as train operator. Back in the mid-Seventies, the revivalists started out without a single track panel laid, and I first visited Swanage station with my future wife in the spring of 1984, all I saw was an industrial tank engine running short trips to the first bridge and back.

A similarly amazing story can be told by the Gloucestershire Warwickshire Railway, which just before Christmas ran its first train into the rebuilt Broadway station. I recall my first visit to Toddington in 1983, when the only track laid was there to store the line's first rolling stock. Like the Swanage Railway, it too has been built from scratch, and I long for the day when it finally has a main line connection, at Honeybourne, or if the burghers of Cheltenham show a few sparks of imagination, at the southern end of the line.

Now Broadway has been reached, let's all help the Llangollen Railway get into Corwen town centre and likewise the Bala Lake Railway reach a new core audience.

When I first drove into Woody Bay station in 1998, I was met by an army of enthusiast volunteers but no sign of

track or trains... apart from my four-year-old son playing with a diecast push-along model on a platform edge! This year, we have seen a replica of one of the legendary line's original locomotives hauling a rake of restored coaches, underlining my long-held belief that once it breaks out of its strait jacket and reaches Blackmoor Gate or Lynton and preferably both, it will become a major West Country tourist destination in its own right.

It certainly is the one to watch.

For two decades in the job, I have regularly heard the phrase "it will never happen" in relation to the Great Central Railway's bridge over the Midland Main Line at Loughborough. However, on a freezing September night, I was overjoyed to see the first beams being lifted into place.

I am greatly saddened by the Heritage Lottery Fund's shock withdrawal of its indicated multi-million grant for the GCR's planned museum at Leicester North, which has also angered fellow backer Leicester City Council. I believe the Lottery has got it wrong big time – however, I can see that there is even greater determination to succeed, and hope that the funding shortfall can quickly be sourced elsewhere. As a project it too richly deserves to succeed.

Over my two decades in the job, I have regularly by necessity recounted the great tales of the setting of British steam speed records by the likes of *City of Truro*, *Mallard* and *Flying Scotsman*. Therefore I felt honoured when the A1 Steam Locomotive Trust invited me to take part in one such run in 2017, featuring No. 60163 *Tornado*.

Unlike the timers of old, I had GPS technology to record a heritage era record of 101mph between Newcastle and Doncaster, where instead of having to wait until the next edition of a newspaper went to press, I was able to jump straight into my car and drive to the nearest wi-fi hot spot to tell the world all about it minutes later via our market-leading www.facebook.com/heritagerailway page.

Landmarks have been coming thick and fast, and let's hope to see more in the coming year!

Robin Jones Editor

Heritagerailway.co.uk **3**

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The Aln Valley Railway – A Northumberland railway revival

Fifty years ago, on January 27, 1968, the Alnmouth to Alnwick branch line in rural Northumberland closed to passengers. Trevor Gregg reflects on that final day, the history of the line and upon the superb efforts of the Aln Valley Railway Society to resurrect the line.



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MIKE HUCKFIELD

COVER: GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* passes Daw Mill with Vintage Trains' 'Christmas White Rose' from Tyseley to York on December 9. ROBERT FALCONER



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Next stop Chilcompton!

It is said that good things come in small packages, and as Stephen Roberts outlines, this could easily apply to the heritage railway at Midsomer Norton, the only place where standard gauge steam rides are available over Somerset & Dorset Joint Railway track.

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China Railway Museum

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Above: Cutting the last rail of the link on December 23. NIGEL BLACK/ G/WR

Right: The first heritage era train in Broadway station, headed by Class 73 electro-diesel E6036 on December 23. This superbly-recreated period scene includes a replica signalbox based on the demolished one at Shirley on the north Warwickshire Line, a GWR running-in board and replica lampposts, bullhead rail on wooden sleepers, spearhead fencing, the Henley-in-Arden footbridge and a station building with a rivetted, faithful reproduction of the original canopy. JO ROESEN/G/WR



History is made as trains return to Broadway station

By Robin Jones

CHRISTMAS came two days early for the Gloucestershire Warwickshire Railway when a 35 year dream of returning trains to the Cotswold tourist honeypot of Broadway finally came true.

On December 23, the last rail on the line's northern extension was fixed into position, linking it to the rails already laid between the platforms of the new GWR-style Broadway station.

Volunteers celebrated with a cup of tea as the connection extended the line to 15 miles, linking Broadway station with Cheltenham Racecourse.

Shortly afterwards the first train, comprising the permanent way

department's ballast and engineering wagons, was carefully propelled into the platforms, alongside the brand new station building.

It was the first train to stop at Broadway station since BR closed this and other stations on the line on March 7, 1960. Broadway station itself was demolished in November 1963.

Volunteers then discharged ballast from the wagons on to the track in the platform.

A delighted Chris Bristow, finance director of the volunteer-run railway, issued an announcement to the railway's supporters which said: "Christmas came early for our railway today!

"Our permanent way gang put in place

the last panel of track today and then their ballast train crossed Station Road bridge and slipped into Broadway station.

"What an achievement... for today's 900-plus volunteers and also for all those who had the vision to recreate this railway back in 1983."

The work carried out was thanks to the huge success of the railway's Broadway: The Last Mile share offer, launched by the railway's president, pop mogul Pete Waterman, in 2016. The offer raised more than £1.3 million which has enabled materials including brand new rail to be purchased, as well as allowing work on the station building to be finished.

A symbolic 'golden fishplate' ceremony is now planned to mark the linkage,

possibly in early January. However, there is much ballasting and fettling to be done on the track before Broadway station opens to the public on March 30.

Diesels first

THE historic first train to enter Broadway was headed by BR corporate blue-liveried Class 73 electro-diesel E6036 (73129) backed by BR green-liveried Class 20 D8137 (20137).

While steam remains by far the predominant image of the heritage sector, history records that 'modern traction' has made preservation history without a whiff of smoke around.

On the Ffestiniog Railway, the first public heritage era passenger train, from



GWR Collett auto-tank No. 1424 calls at Broadway station in 1960, the year in which it was closed. G/WR



Class 20 D8137 heads a permanent way train laying ballast at Broadway station on December 23. G/WR



Volunteers pose with the first train to call at Broadway station since 1960, on December 23. JO ROESEN/G/WR



The connection in place: the unballasted line past the former Broadway goods shed on December 23. NIGEL BLACK/ G/WR

Porthmadog to Boston Lodge, ran on July 23, 1955, behind First World War Simplex petrol tractor *Mary Ann*.

The Middleton Railway has claimed it ran the first standard gauge trains in preservation, when it ran a week of services in June 1960, a Hunslet diesel shunter towing a Swansea & Mumbles Railway double-deck tram, which sadly, was later scrapped. So in many ways, the G/WR was keeping up a great heritage tradition.

Passenger duties

E6036 was built in 1962 at Vulcan Foundry for use on the Southern Region. It was withdrawn in 2002 after spending the previous 20 years carrying the name *City of Winchester* working initially for London & South Eastern and then Network SouthEast. It spends most of its time hauling the G/WR permanent way train, although it also takes its turn on passenger train duties.

D8137 is privately owned and is a permanent resident on the G/WR. It was purchased from BR at Wigan in 1994 and moved to the G/WR, where it was returned to working order the following year.

The line was originally part of the Great Western Railway's Cheltenham-Stratford-upon-Avon-Birmingham cross-country route, built in 1900-06. It lost its passenger services south of Honeybourne in 1960 – when Broadway station was closed to passengers. The

line was run down over the years and finally closed after a derailment near Wincombe damaged a stretch of track in 1976, with the double track being lifted from 1979.

In the early Eighties, a group of revivalists moved into Toddington station which they chose as their base, and the following year began steam train operations there over 700 yards of relaid track. The trackbed between Broadway and Pittsville Stadium in Cheltenham was later bought from BR.

The G/WR differs from many other major heritage lines in two respects. Firstly, unlike the Severn Valley and Dartmouth Steam railways, for instance, it did not inherit a track and had to relay it all from scratch. Secondly, the revivalists pursued a policy of not running up huge debts by borrowing money to fund their scheme, but spending only what they raised.

Therefore, it took 34 years from those first passenger trains in the confines of Toddington to the point where Broadway was reached.

The revivalists originally planned to restore the entire Stratford to Cheltenham route, and after many years the Stratford & Broadway Railway Society was formed to extend the line further. However, the group has since folded, but the G/WR aims to extend in future years to Honeybourne, where it will have a main line connection, and maybe south into Cheltenham town centre.

Three locomotives to return for Whitby trains

SR SCHOOLS 4-4-0 No. 926 *Repton* has yet to undergo the main line test run it needs prior to resuming to work on the North Yorkshire Moors Railway's Whitby services.

With the NYMR essentially closed until Easter and with no services to Whitby scheduled until April there is no rush, and it is rumoured that the railway is waiting until 'Black Five' 4-6-0 No. 5428 is also ready to undergo similar testing, to reduce costs.

There is also the intriguing possibility that S15 4-6-0 No. 825 might make up a trio of engines for test, if it can be ready in the same timeframe. It is probably unlikely but not impossible!

Repairs to the boiler of No. 825 are nearing completion; new crown stays riveted over and new superheater flues delivered and being made ready for fitting – the boiler is expected to be

returned to Grosmont before Easter for refitting to the chassis.

Work on the chassis is also proceeding at Grosmont with the last of the driving wheels refitted to the chassis, with the next job being to overhaul and refit the valve gear.

The tender has already been overhauled and painted in matching olive green livery to that carried by *Repton*. The reassembly of *Repton* took just three weeks from the boiler being fitted to the locomotive being steamed so there is a very good chance that No. 825 will return to NYMR service in time for the peak season, if not well before.

Once it is in full working order it will rejoin the railway's fleet of Whitby-capable engines, which in 2018 should consist of Nos. 76079, 61264, 926, 5428 and 825.

Massive water fountain to herald *Rocket's* North East homecoming

A 260ft water fountain on the River Tyne will form the centrepiece of the launch of the £5 million Great Exhibition of the North, which will see the original Stephenson's *Rocket* return to its birthplace.

The fountain will be situated between the Tyne and Millennium bridges, which span Newcastle and Gateshead quaysides, with the first display on June 22. It will be soundtrack by three specially-commissioned pieces of music.

After the launch, the fountain will

run several times each day with evening performances including a light display.

Rainhill Trials winner *Rocket* will return from the Science Museum in London especially for the event. Other star exhibits include John Lennon's piano and the spacesuit of Britain's first astronaut, Helen Sharman.

It is anticipated that three million people will visit the exhibition.

The full list of events will be published at the end of February.

Protest group aims to save Newton Abbot shed from redevelopment

A CAMPAIGN group has been formed to stop a Victorian brick railway shed at Newton Abbot being demolished to make way for an Aldi supermarket.

The group wants to raise money to force a judicial review of Teignbridge

Council's recent granting of planning permission for the store at the entrance to the Brunel Industrial Estate.

It claims that the shed off Torquay Road is an architectural treasure and a core part of the town's heritage.

Help *Erlestoke Manor* return in 2020

THE Erlestoke Manor Fund has appealed for £35,000 to complete the restoration of the popular GWR 4-6-0, which was withdrawn from Severn Valley Railway traffic on December 31.

The fund has contracted Tyseley Locomotive Works to carry out the overhaul of 1939-built No. 7812, which is expected to take two years.

However, while it has the funds to start the overhaul, more money will be needed to complete it.

Fund officials have appealed to supporters to help cover the shortfall, either by buying products from its shop or by making a direct donation.

More details can be found at www.erlestokemanorfund.co.uk

New Gresley P2 set for wheeling in the spring

By Robin Jones

THE £5 million new-build Gresley 2-8-2, No. 2007 *Prince of Wales*, is set to become a rolling chassis this spring.

Three new plain coupled axles were expected to arrive at Darlington Locomotive Works from South Africa via Unilathe at Stoke-on-Trent, where they have been finish machined, in early January. They are the replacements for those that were manufactured in early 2017, but had their keyways machined incorrectly by the supplier.

The assembled crank axle is already at Darlington, along with all of the engine's axleboxes. The final frame stay consisting four spring brackets has also recently been delivered and permanently fitted, paving the way for the wheeling of the frames in the spring.

Roller bearings

In a modification to the original class P2 design, the new locomotive, the seventh member of the class, is to receive roller bearing axleboxes as fitted to Peppercorn A1 Pacific No. 60163 *Tornado*. However, unlike No. 60163, whose wheelsets were complete before they were placed under the frames, the opportunity will be taken to trial-fit the axles and axleboxes into the horn guides to check clearances, before the axles are sent to South Devon Railway Engineering at Buckfastleigh for the wheels to be pressed on.

The trailing Cartazzi wheelset has already been assembled by SDRE and is at Darlington, along with the pony

truck axle, while the tender axles have been manufactured by Firth Rixson of Rotherham and delivered to Unilathe for machining.

A representative of Timkin visited Darlington on January 3 to oversee the fitting of the axleboxes to the bearings on the crank axle and the bearings and axleboxes to the Cartazzi axle.

The tender tyres have been delivered from Ringrollers in South Africa and all of the tender castings, including the axleboxes, have now been completed and are expected to be delivered in the next week.

Two Finnish air pumps of a similar type to the German and Swedish ones on *Tornado* have also recently been acquired as part of a batch of components sourced from David Buck, owner of B1 4-6-0 No. 1306 *Mayflower*, which includes a set of Gresley V4 class tyres for The A1 Steam Locomotive Trust's proposed third new-build project.

These air pumps were obtained from stock in Finland and have not suffered the deterioration experienced with pumps removed from locomotives in scrapyards. They will be sent to Meiningen in Germany for overhaul in the near future and on their return they will be part of a pool of air pumps used on all of the trust's locomotives.

Fundraising for No. 2007 continues to make good progress, with 840 'P2 for the price of a pint of beer a week' covenantors now on board.

The Mikado Club fundraising campaign to raise £200,000 for the wheeling of the engine and tender has

now reached 180 of its 200 member target with each member pledging £1000 plus Gift Aid.

Cylinder block

The Cylinder Club, launched at the Trust's 2017 convention to raise £100,000 to pay for the new cylinder block, has already reached two-thirds of its 100 member target (with each member pledging £1000 plus Gift Aid) and the order for the first components for the cylinder block is expected to be placed in the first week of January 2018. To date, over £1.3 million has been spent, £1.7 million raised and £2.7 million pledged of the required £5 million to complete *Prince of Wales*.

The project's objectives for 2018 are to complete No. 2007's wheelsets, continue the boiler procurement, order the cylinder block, design and order the first motion part, progress work on the tender and commence the electrical design.

P2 project director Mark Allatt said: "The past four years have seen dramatic progress toward completing new Gresley class P2 No. 2007 *Prince of Wales* by 2021. No. 2007 is already at the stage *Tornado* was nine years into the project.

"We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £2.7 million has now been donated or pledged. I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to



Bill Drumm applies grease to one of the bearings of No. 2007 on December 13. A1SLT



The P2's spring brackets and frame stay combined, as seen on December 21. A1SLT

meet these deadlines by becoming a monthly 'P2 for the price of a pint of beer a week' covenantor or supporting one of our targeted fundraising clubs.

"It's time to get on board! 2018 will see further major announcements as the construction of new Gresley class P2 No. 2007 *Prince of Wales* gathers pace."

➔ For details of how to become a covenantor plus membership of the Mikado, Cylinder and Boiler Clubs, and other components to sponsor, email enquiries@p2steam.com, visit www.p2steam.com call 01325 460163.

Bridgnorth to build five new boilers for Isle of Man Steam Railway

By Paul Appleton

SEVERN Valley Railway Engineering has successfully tendered for the work to build five all-new boilers for the Isle of Man Railway.

The order guarantees work for the SVR's boiler shop over a three-year period, with work on the first of four of the 'Manx Peacock' large type boilers, and one medium type, due to start immediately, with fulfilment of the last contracted by the end of 2020.

The SVR's first all-new boiler contract was for Tallylyn Railway's Fletcher Jennings 0-4-0WT No. 2 *Dolgoch*, which was delivered in April 2011 in time for the 1866-built locomotive to mark the 60th anniversary of railway preservation, when it hauled the Tallylyn Railway's reopening train on May 14, 1951.

SVR Engineering has also

completed a number of boiler overhauls for the Isle of Man Railway, including, most recently, those from Beyer Peacock 2-4-0T No. 13 *Kissack* and unique Dübs 0-6-0T No. 4 *Caledonia*.

Good business

Writing in the winter edition of the SVR's house journal, Neil Taylor said: "I would suggest this is good business from a financial point of view, in that governments are good people to deal with. They have robust processes and have approved finances in place."

Often it is the case that work is undertaken for locomotive owning groups on a 'progress as funds permit basis', which makes long-term planning difficult, both financially and in terms of workflow.

As well as giving the railway a solid income stream over the three years, it guarantees a workflow for its paid

workforce, in particular its developing apprenticeship programme, "allowing the retention of a core skill base into the future," continued Neil. The workforce is almost back to full strength after a period that has seen shortages due to a number of factors.

Neil's own role at the SVR has also changed as of January 1, taking up the newly created post of engineering services manager. He will have responsibility for the engineering services and the carriage and wagon department, as well as motive power.

SVR general manager Nick Ralls said: "This brings our engineering teams at Bridgnorth, Kidderminster and Bewdley under one senior management lead and enables further collaboration and co-operation across paid and volunteer colleagues who jointly are responsible for the overhaul and

running of our entire fleet of steam locomotives and carriages."

Problem-hit diesel

Neil Taylor is a chartered engineer and a Fellow of the Institution of Engineering and Technology and has over 30 years of engineering experience in the aerospace and defence sectors. He joined the SVR in November 2016.

Meanwhile, there have been further delays in fixing the problem-hit diesel locomotive on the Manx steam railway. Bought from the USA for £420,000 in 2013, it has not worked since June 2015.

Repairs to its bogies are being carried out in the UK, but their return has been delayed because there is no space in the workshop until the New Year. A return date will be agreed at the beginning of the year when final tests will be undertaken.



WD Austerity 2-10-0 No. 3672 *Dame Vera Lynn* passes Green End on the North Yorkshire Moors Railway on May 27, 1996.
DAVID IDLE/NYMR

New trust to be formed for *Dame Vera Lynn*?

THE North Yorkshire Moors Railway is considering setting up a subsidiary trust to take on the long-term overhaul and management of Riddles WD 2-10-0 *Dame Vera Lynn*.

However, it is understood that its ultimate ownership will be retained by the North Yorkshire Moors Historical Railway Trust, in accordance with the wishes of the late Clifford Brown, who donated the locomotive to the NYMR.

The new trust is likely to be formed around the nucleus of the support group who have already raised around £100,000 towards the projected £750,000 cost of overhauling the engine, which ran over 100,000 miles on the NYMR in the course of its first 10-year boiler certificate after restoration but has been stored ever since.

The move is felt to be necessary for a number of reasons. One is that the NYMR's focus on its 'Yorkshire's Magnificent Journey' appeal means that all other fundraising activities by the trust have to be suspended, but independent groups are exempt from this restriction.

It is also the case that the NYMR management can see no case at present

for including the engine in its overhaul programme, preferring to focus on class 4/5 locomotives that are capable of running to Whitby, which No. 3672 is unlikely to be able to do, with its long coupled wheelbase and its rigid eight-wheel tender. Although BR had some Austerity 2-10-0s, there is no evidence that either these or the much more common 2-8-0 version ever worked to Whitby.

Popular attraction

Presumably there will be an arrangement that will guarantee No. 3672 a certain level of mileage on the NYMR, but also leave it free to visit other railways and maintain its earnings that way, as it is bound to be a popular attraction at wartime events.

Encouraged by Mid Hants Railway director Ken Woodroffe, in 1984, the Watercress Line's then locomotive superintendent John Bunch led a group of locomotive engineers to Greece to inspect out-of-service engines previously provided by the War Department to the Greek national railway in the aftermath of the Second World War.

The visit led to the repatriation of several locomotives including No. WD73672, which first went to the Lavender Line. After restoration it was renumbered No. 3672 and in honour of the 'forces sweetheart', named *Dame Vera Lynn*, being commissioned on August 6, 1985 by the Dame herself.

Considered too long for the short Lavender Line, it was bought by Clifford Brown, a British-born businessman living in Virginia. After visiting several British preserved railways, Mr Brown decided that he wished the locomotive to be based on the NYMR, along with his other locomotive, SR Schools 4-4-0 No. 30926 *Repton*.

It arrived at Pickering in December 1986 and entered traffic in 1989.

Over the next decade it clocked up more than 100,000 miles in traffic, and was a hugely popular performer. However, its boiler ticket ran out in October 1998, leaving it to await its place in the overhaul queue.

In 2014, a £750,000 nationwide appeal was launched to pay for its overhaul under the banner of the Fight for Vera Fund, with the aim of having it back in steam by 2019, its 75th anniversary.

Q6 to get new 10-year certificate

THOSE who enjoy the sight and sound of a genuine North Eastern Railway engine hard at work on a former NER line will be delighted by the granting of a new 10-year boiler certificate for Q6 0-8-0 No. 63395.

The boiler inspector visited the North Yorkshire Moors Railway's Grosmont shed on September 8, and completed the last part of the 2014 10-yearly examination, an internal inspection of the upper part of the boiler. His report confirmed that the next 10-yearly examination would be in 2024.

In the light of this report, it has been decided to remove the small tubes to enable a full internal examination to be carried out, followed by a boiler lift and external examination at a later date, which could, for example, be during the winter of 2018-19.

This would mean that the next 10-yearly exam would be due in early 2028, meaning a full 10-year extension to the boiler ticket.

Meanwhile, No. 63395 should be back hauling trains on the NYMR in time for the peak season.

Could Dinting Railway Centre be revived?

A GROUP has been looking into the possibility of reviving the long-closed Dinting Railway Centre, possibly as a replacement for Coventry's Electric Railway Museum.

The Friends of Guide Bridge Station have been given permission by Network Rail to open the station building as a railway museum, mainly to be dedicated to the history of the Woodhead route.

However, they have also been looking at reopening the nearby Dinting Railway Centre, according to Manchester alderman Keith Whitmore, the new chairman of the Bahamas Locomotive Society (News, page 24)

They have been in discussion with the landowner, the local authority and the residents group, as well as Network Rail, about possible reconnection of the site.

The centre was formed by the BLS after it bought LMS Jubilee 4-6-0 No. 45596 *Bahamas* in 1967. It closed in 1991 and the collection moved to Ingrow West on the Keighley & Worth Valley Railway.

'World's longest serving' steam driver dies

By Robin Jones

THE South Devon Railway has been in mourning following the death of the man believed to be the world's longest-serving steam driver who, in 2017, clocked up 63 years' continuous footplate service.

Dave Knowling, who had just celebrated his 78th birthday, was one of the original members of staff to join the Dart Valley Railway after leaving BR, and he worked on the Buckfastleigh line for many years as the full-time driver right into the time when it was taken over by the South Devon Railway.

Even to the end of the 2017 season, he undertook his regular Monday driving turn. This year he had clocked up 63 years of continuous footplate work, making him probably the longest-serving footplateman ever.

A native of Holne in south Devon, Dave began his BR career at Plymouth's Laira depot in June 1954 as a cleaner at the age of 15 years.

Meeting Dr Beeching

He worked on thousands of now scrapped steam locomotives over many long-closed railway routes across the West Country and around London.

With steam disappearing he was made redundant from BR in 1967 and briefly went to work for china clay producer ECLP in Plymouth where he assisted with some stationary boilers they used.

That year he joined the Dart Valley Railway Association and became the line's first full-time employee in June 1968.

A South Devon Railway spokesman said: "Dave was involved in crewing the railway's reopening trains at Easter in 1969, including the official reopening

carried out later on by Sir Richard Beeching, whose infamous 'axe' fell on many West Country branch lines.

"In a twist of irony, Dave shook hands with Dr Beeching – the man who had made him redundant."

He was passed as a driver to BR main line standard in 1970 by Inspector Bill Andrews, and went on to drive locomotives on the newly-acquired Paignton to Kingswear line.

Dave once said: "I'm content with life and feel at home on a steam engine. I've never owned a train set and been lucky enough to enjoy the real thing."

One day a week

Dave retired in 2004, but he continued to drive one day a week until last October.

Dave died at home late on the evening of Saturday, December 23, following complications from his recent treatment for oesophageal cancer. Due to complications, he suffered lung problems and he was brought home the day before to be cared for by his family.

The final Santa special service left Buckfastleigh on Christmas Eve around 12.30pm, and instead of the customary 'Santa by Steam' headboard, it carried a wreath in memory of Dave.

He leaves a wife, Sue.

The spokesman said: "Our thoughts and condolences are with Dave's family and friends and I'm sure everyone will agree that the SDR really won't be the same without him."

"Dave's knowledge and experience of steam locomotives was unrivalled, but he also had a passionate interest in the history of Dartmoor and industrial archaeology."

"He leaves a huge gap in the ranks of South Devon Railway volunteers and will be very greatly missed."



GWR 2-6-2T No. 5199 leads 2-8-0 No. 2807 out of Berwyn on the 1.15pm from Llangollen on December 31. GEORGE JONES

Winter Warmer fills gap as local attractions close

THE Llangollen Railway's December 30-31 Winter Warmer weekend provided entertainment when all other tourist attractions in north east Wales were closed.

The timetable offered a 45-minute frequency service, starting at Llangollen at 9.30am with a mix of steam and diesel haulage for the return journey to Carrog.

First away was GWR pannier No. 6430 with the popular three-coach suburban set, followed by a three-car DMU formation with the Class 104 being strengthened with a Class 108 single car.

Visitor GWR 2-8-0 No. 2807 from the Gloucestershire Warwickshire Railway took the 11am service out from Llangollen, by which time the suburban set had returned and made a second sortie, with Class 26 D5310 assisting, to add variety at 11.45am.

The Class 26 returned from Carrog assisting the DMU formation, before

the spectacle of the day departed Llangollen at 1.15pm with prairie No. 5199 double heading with No. 2807.

So it continued until 4.15pm when D5310 was on the last train brought back from Carrog by No. 5199 at 5.15pm for end of play at 5.44pm.

Despite the wet and blustery conditions on Saturday, a good crowd turned out to support the event, many family groups finding the occasion a different sort of festive activity to visit. They saw how the railways operated in the 1960s changeover era.

Sunday brought some blue skies before lunch and the train sequence continued as Saturday, but with some better photographic opportunities at Berwyn.

A final 'Mince Pie Special' day on Monday, January 1 preceded the annual shutdown for permanent way engineering work prior to reopening on February 10, back to Corwen East.



Dave Knowling at home in his element on the footplate in 2012.

JOHN BRODRIBB/SDR

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Richboro starting the ascent of the gradient and passing one of the farm level crossings. PAT MURPHY/AVR

Steam back on the Alnwick branch

STEAM passenger trains have returned to the Alnwick branch after two decades of effort by revivalists.

The last BR steam passenger trains ran from Alnmouth to Alnwick on June 18, 1966 when the Standard 9F 2-10-0 No. 92099 hauled two-coach trains on the branch.

However, the clock was put back on Thursday, December 28, when revenue-earning steam trains returned to part of the line.

Around 11am, the Aln Valley Railway's Hudswell Clarke 0-6-0T No. 1243 of 1917 *Richboro* propelled its train of two well-laden carriages, plus the line's shark brake van *Olive* out of Lionheart station, around the newly-installed curve and down the incline onto the original Alnwick-Alnmouth line trackbed.

This newly laid and ballasted track had been awaiting the completion of necessary fencing and signposting at

farm level crossings before passenger trains could start.

Once this task was completed the go-ahead for the first passenger trains could be given. The AVR had advertised that the first trains over the extension would be the three days of 'Mince Pie Specials'.

The train stopped at the temporary terminus at Bridge 6 before making a spirited return towards Lionheart. A stop was made near to the top of the gradient to give the engine crew some practice at restarting the train on the steep and curved gradient, before it re-entered Lionheart's platform 1.

Some visitors had travelled from as far away as County Durham, South Tyneside and the Scottish Borders. The weather was exceptionally good with bright sunshine and a cloudless sky for much of the day giving superb opportunities for photographers.

The railway's Buffet Stop café was busy issuing complimentary mince pies and hot drinks to the visitors. Numerous passenger trains were run in 'push-pull mode' until dusk, with many of the visitors enjoying several rides.

Friday, December 29, opened up different photo opportunities as over two inches of snow had fallen, transforming the appearance of Lionheart and the lineside.

Saturday, December 30 proved to be the most popular day in terms of visitor numbers. The three days of 'Mince Pie Specials' proved to be a great success.

The AVR's Santa trains earlier in the month had, once again, been fully booked, all spaces being taken very soon after they were advertised. These trains were diesel-hauled by the railway's Barclay 0-6-0DH No. 6719 of 1977.

→ **Northumberland Railway Revival - pages 40-45.**

Fairbourne gala visitors announced

THE Fairbourne Railway has announced its line-up for the July 28-29 "Little to Large" gala.

In a break with recent tradition it will feature a visiting 12¼in gauge locomotive in the form of 0-6-2 tender engine *Naomi* from the Exbury Gardens Railway.

On the 15in gauge length of dual-gauge track, the two visitors will be 0-6-0 diesel *Rachel*, built by Guest Engineering and a former Fairbourne engine, now based at the Windmill Farm Railway.

Maintaining a steam presence on the 15in gauge will be 0-4-0T *St. Egwin*, built by Tony and Trevor Stirland and based at the Evesham Vale Railway.

Its connection with Fairbourne is real and tangible – owner Steve Bell is a former volunteer at Fairbourne and he used his experience with Fairbourne 0-4-0ST *Sherpa* when commissioning *St. Egwin*.

Raid blow for Canberra museum

THIEVES who raided Australia's Canberra Railway Museum in Kingston on Boxing Day afternoon stole several key components from steam locomotive 1210, which brought the first train to Canberra 100 years ago.

No. 1210 is one of the oldest operational main line steam locomotives in the world, being one of the 'Australian eight wheeler' locomotives built by Beyer Peacock in Manchester in 1878.

Volunteers to spend weeks restoring vandal-hit Severn Valley coaches

By Robin Jones

VANDALS covered two historic coaches in graffiti when they staged a Christmas raid on the Severn Valley Railway's Kidderminster Town station.

The two coaches were parked up after the last Santa train on Christmas Eve and the damage was only discovered when staff arrived on the morning of Boxing Day.

The culprits had defaced the woodwork on the 1922-built GNR teak corridor composite No. 2701 – used as part of the line's 'Flying Scotsman' set – with pink and green graffiti.

They also sprayed white paint on the side of 1938-built GWR corridor third No. 1146 and added the word 'Banksy' in black.

The affected coaches were removed from service leaving shorter trains for the post-Christmas period.

However, a railway statement posted on Boxing Day said: "In true Severn Valley Railway spirit, we will continue with smiles on our faces and ensure the much-loved and painstakingly-restored vehicles are returned to service as quickly as possible for our passengers to enjoy."

An investigation into how the vandals broke into the station was underway.



The damaged GNR coach at Kidderminster. SVR

However, railway officials believe that the repairs will not be an expensive as first feared.

Volunteer labour will be used throughout January to rectify the mindless damage, with the knock-on effect that it will set back the line's winter maintenance programme.

Severn Valley Railway Holdings



The graffiti-covered GWR corridor third. SVR

vice-president Mick York said: "It was a sickening thing to happen but fortunately it's a problem that can be solved. It will take three to four weeks but it's not serious damage."

"It will take volunteers away from work which they would otherwise have been doing on the rest of the fleet of over 60 coaches."

Major push for new Doncaster heritage centre includes P2 trust

A CONVENTION promoting plans by Doncaster Metropolitan Borough Council for a new railway heritage centre in the town is to be held in the town's museum and art gallery at noon on February 18.

The event in the Chequer Road venue is being jointly held by Doncaster Council and Doncaster P2 Locomotive Trust, which is building a working replica of the prototype No. 2001 *Cock O' The North* as modified in 1938. The frames were cut in April 2014 at Tata Steel in Wednesfield.

Five eminent guest speakers will talk about the council's plans.

Nick Stopforth, the council's head of libraries and culture, will outline the scheme for the new centre highlighting the town's unique railway history.

Roger Hallett, joint managing director of Peak Rail, will discuss motivating volunteer support for heritage projects

Paul Abell of the trust will discuss building *Cock o' the North* in the railway heritage centre.

There will also be a speaker from the HS2 College – to be announced – to talk about new developments in the Doncaster rail industry.

The speakers will all be available for a question-and-answer session towards the end of the talks.

The convention is open to all. A spokesman said: "Come along and enjoy an hour or two in our company and savour the thrilling prospect of a railway heritage centre to celebrate Doncaster's rich history in which a streamlined P2 locomotive will be built."

S160 in June at Epping Ongar

CHURNET Valley-based USATC S160 2-8-0 No. 5197 is to visit the Epping Ongar Railway in June and will take part in the June 8-10 steam gala.

The locomotive was built as works number 8856 by the Lima Locomotive Company based in Ohio, in June 1945. In January 1946 it was exported to China.

Offered for sale in 2001, it was bought by CVR backer Greg Wilson.

Final tribute to ensure hero steam train driver's memory will live on

By Geoff Courtney

TWO medals awarded to hero steam train driver Wallace Oakes, who died saving his passengers on a Euston-Carlisle express, have been put on permanent display by the National Railway Museum, while a memorial at his grave, which has been unmarked since his burial 52 years ago, is to be dedicated at a ceremony on February 1 following a campaign by *Heritage Railway*.

Oakes was on the footplate of Britannia No. 70051 *Firth of Forth* on June 5, 1965 when its fire blew back as the Pacific was passing through Winsford station, north of Crewe, at 55mph, engulfing Oakes and his fireman Gwilym Roberts in smoke and flames.

Roberts managed to climb out of the cab and cling on to the locomotive, but Oakes remained at the controls as, enveloped in fierce flames, he brought the train to a stop. Only then did he fall off the footplate, and Roberts found him on the embankment alive but suffering from 80% burns.

Despite his own injuries, Roberts managed to telephone a signalman to raise the alarm, and the southbound 'Royal Scot' was stopped to pick up the two stricken men. Sadly Wallace, who was 33 and had become a railwayman with the LMS in 1947, died from his burns a week later.

Four months after his death he was posthumously awarded the George Cross – the highest civil award in the honours system – in recognition of his heroism, with the citation saying that "he set an outstanding example of devotion to duty and of public service."

The following year he was awarded a Carnegie Hero Trust medal – the only

railwayman to ever receive this honour – and in 1981, Class 86 electric locomotive No. 86260 (formerly E3144), was named *Driver Wallace Oakes G.C.*

The George Cross, Carnegie medal, and a BR citation became part of a private collection in the mid-1990s, and all three were bought by the NRM for £60,000 at a Great Central Railwayana auction at Stoneleigh Park, Warwickshire, on September 2.

They were placed on permanent display in the museum's Great Hall last month, and Andrew McLean, assistant director and head curator, said: "I feel immensely proud we were able to acquire the medals for the nation, and that we are helping ensure that the story of Wallace and his great act of bravery should not be forgotten."

Unmarked grave

The Wallace Oakes story, however, has one final act to perform. During research for an article on the sale of the medals, *Heritage Railway* discovered that he had laid in an unmarked grave at St Matthew's Church, Haslington, near Crewe, since his burial 52 years ago.

This led to journalists on the magazine launching, with the support of senior management, a public appeal to raise fund for a headstone, and this bore instant success, with enough being raised within weeks to pay for an appropriate memorial.

In addition to Mortons Media Group – publisher of *Heritage Railway* – Great Central Railwayana, and an anonymous railwayana collector, among those who contributed were Jean Hoskins, her husband Rob and their daughter Gemma.

Jean is, with her siblings, the closest surviving relative of Wallace, who

had no children, and she has given enthusiastic support to the campaign for a headstone. Indeed, some years back she tried to track down Wallace's George Cross, and although her quest was unsuccessful, she did establish it was in a private collection.

She also attended the auction on September 2 when it was bought by the NRM.

Another act of generosity came from Oxley's Funeral Services of Crewe, as the company offered to supply a headstone at a favourable rate, and this will be unveiled at a dedication service at Wallace's grave in St Matthew's Churchyard on February 1.

The service will be led by the church's vicar, the Rev Jules Walker, and among those expected to attend are Jean and her family, the north-west area railway chaplain Rev Richard Cook, current and former Crewe railwaymen, and representatives of Crewe Helping Hand Committee, the NRM, and Mortons Media Group.

"It will be a fitting occasion that will rectify a long-standing omission," said the National Railway Museum's Andrew McLean. "How good it is to bring the story of Wallace Oakes back to proper prominence."

Heritage Railway editor Robin Jones said: "The response of our readers and others to the appeal has been marvellous, and so too Oxley's Funeral Services for its generous offer."

"Wallace Oakes is at last to be given a memorial headstone that will tell future generations of his bravery and ultimate sacrifice, and we are also delighted that Jean and her family have been so involved in such a supportive and helpful way. They have every right to be extremely proud of Wallace's heroism."



Hero honoured: The medals awarded to steam train driver Wallace Oakes that are now on display in the great hall of the National Railway Museum at York. On the left is the Carnegie Hero Trust medal, in the centre the George Cross, and on the right a BR citation. ISABEL DONEY



After a long-winded journey from York to Bury via Carnforth on December 21, LNER A4 Pacific No. 60009 finally arrived in Platform 3 at the East Lancashire Railway's Bolton Street station late at night. Having got the road to move down to Baron Street, it was checked over by the support crew after a day on the main line. MATT LOWCOCK

Bahamas on way back in 2018

THE boiler of LMS 'Jubilee' 4-6-0 No. 45596 *Bahamas* passed its steam test at Tyseley Locomotive works on December 21.

The rolling chassis is in the final stages of a bottom-end overhaul, while the tender is complete barring a final coat of paint.

Most of the overhaul – backed by a £776,000 Heritage Lottery Fund grant – has taken place at Tyseley, with smaller tasks undertaken at the Bahamas Locomotive Society's Ingrow West base on the Keighley & Worth Valley Railway.

Bahamas is unique in that it was the only class member to receive a double chimney and blastpipe. This modification was installed very late in the engine's life, in May 1961, but despite its success in BR trials, it was not applied to other locomotives as by then steam was on its way out.

The boiler has not been steamed since December 1997.

It is hoped that the locomotive, which paid a visit to *Heritage Railway* publisher Mortons' office in November 2013 –



Bahamas' boiler passes its steam test at Tyseley on December 21. BLS

when it was viewed by hundreds of local people as well as the Emmerdale soap actor Patrick Mower, en route to Tyseley – will be steamed in the KWVR's 50th anniversary year.

British Railways wanted to improve the class's performance, the trial with *Bahamas* proved successful, but by the early 1960s steam was starting to be phased out, meaning No. 45596 was the only member fitted with this equipment.

Two campaigns to save historic locomotive sheds underway

THE recently-formed Gloucester Railway Carriage and Wagon Museum has appealed for help to save the Gloucester Horton Road Motive Power Depot from demolition.

Known as 85B, the brick-built shed is under threat from being demolished with the site used for housing.

After being formed in 2016 by a group of local enthusiasts, the museum has held several meetings with site owner Network Rail with a view to buying it.

At first, Network Rail seemed happy to sell if the museum could raise the purchase price and get planning permission.

Development

However, Network Rail has since said that the site is only available for residential redevelopment.

The associated Gloucester Railway Carriage & Wagon Company has drawn up plans for the manufacture and restoration of carriages and wagons for heritage railways. It also hopes to work with main line tour operators to offer a servicing point for their locomotives.

A petition to save the site can be accessed at www.change.org/p/goucester-city-council-save-85b-for-reborn-carriage-and-wagon-company-museum-and-steam-centre

Elsewhere, the Reigate Society wants to save the locomotive shed at the original Redhill station. The shed is scheduled for demolition in 2018.

The society says that it should be



The north end of the Redhill locomotive shed. REIGATE SOCIETY

saved because it is one of the few remaining railway buildings of that age and type, dating from the mid 1850s when it was built by the LBSCR as a goods warehouse.

The original planning permission for the site's redevelopment by Nordhus Properties was refused by Reigate & Banstead Council, but the demolition was approved on appeal and against the wishes of the town.

A society spokesman said: "This historically important building has a number of important architectural features and is one of the earliest buildings in Redhill and deserves to be preserved. We are therefore appealing for its retention."

"Redhill is a railway town and the potential demolition of the earliest railway building in the Borough amounts to an act of heritage vandalism. This building is part of the proposed Redhill Heritage Trail."

→ Further details are available at www.reigatesociety.org.uk

Bury Warship for SVR diesel gala

WR diesel hydraulic Class 42 Warship D832 *Onslaught* is to star in the Severn Valley Railway's May 17-19 spring diesel festival.

There, it will meet its sole surviving classmate, D821 *Greyhound*.

D832 was built at Swindon and entered traffic in February 1961.

It had just under 12 years' service, and ended up in the hands of the East Lancashire Railway-based Bury Hydraulic Group.

As previously reported, the event will also feature visiting Class 55 Deltic No. 55019 *Royal Highland Fusilier*.

Bid to save £18m GCR museum underway after Lottery funding bombshell

By Robin Jones

GREAT Central Railway directors have spent the festive season investigating the possibility of saving the scheme to build an £18 million national-standard landmark museum at Leicester North, after the project was delivered a pre-Christmas 'body blow' by principal backer the Heritage Lottery Fund.

On December 13, both the railway and the heritage sector in general were left stunned when the Lottery pulled the plug on the project, announcing that it would not be giving it £9.5 million as earlier indicated.

However, both the railway and partner Leicester City Council have said they are determined to explore all options for alternative funding so that the prestigious project can be saved.

In 2015, the GCR secured a Stage One pass from the Heritage Lottery Fund as part of the grant allocation to build a museum to house locomotives, carriages and other significant items from the National Collection alongside the running tracks at the Leicester North terminus. The museum was designed to tell the story of how the GCR and other railways contributed to the social and economic history of Leicestershire.

The scheme was prepared as a partnership between the heritage line, Leicester City Council and the National Railway Museum. Architect WilkinsonEyre's radical design for the new museum was chosen from a shortlist of six candidates following extensive public consultation in early October 2016. The museum was due to open in 2021, and it was hoped that it would help the GCR attract 230,000 visitors a year and provide Leicester, home of the National Space Centre, with another tourist attraction of national significance.

However, the Lottery has now said that because of concerns about the stage of the development of the project, and the



An artists' impression of the proposed museum at Leicester North for which the Heritage Lottery Fund has now withdrawn £9.5 million of finance. WILKINSONEYRE

perceived delivery risks, it would not be providing the funding requested.

The Lottery's decision has been especially disappointing in view of the progress being made by the GCR in bridging the Midland Main Line at Loughborough so it can both connect to the GCR (Nottingham) and also accept main line charters – many of which would have brought visitors to the new museum.

GCR managing director Michael Gough said: "We were genuinely astonished to hear the news about the HLF's decision on our round two funding and I have to question their rationale. Since joining the GCR, in July of this year, I have been highly impressed by the support that the project had from the city mayor and his team and I was confident that the strength of our combined proposal would be a winning solution.

"Our proposal to HLF Nottingham consisted of, as requested by them in October 2017, a comprehensive strategy and action plan from the city council, and a detailed business plan from the railway. Taken together this provided an approach that had almost zero risk.

"We will now explore a number of alternative plans. In the meantime, I can't

help but feel hurt that Leicester appears to have been overlooked yet again."

Furious Leicester City Mayor Sir Peter Soulsby said: "The Great Central Railway has been very badly let down by the Heritage Lottery Fund.

"We are obviously very disappointed, but this is not the end of the project. We remain committed to it, and the challenge now is for us to find a Plan B and an alternative source of finance.

"The project has been enormously strengthened since the first submission was made, and with the city council's experience of managing such projects this would be a very low-risk for the HLF.

"It has the potential to be of great economic benefit to the city and the region and I can only imagine that the HLF is over-committed elsewhere and needs to claw this money back for other projects."

Since 2011 Leicester has been awarded just over £9 million from the HLF, compared with £25.5 million to Nottingham, almost £18 million to Lincoln and just over £13 million to Derby. Sir Peter added: "If this museum had been at the Nottingham end of the GCR I have no doubt it would have flown through the approval process.

"The final insult delivered by the HLF in its letter is to say the Great Central Railway is so successful it did not need the museum to secure its future. Nobody ever said it did."

Sir Peter claimed every time the GCR had answered questions posed by the Lottery, it had invented new concerns.

However, Sir Peter said: "This is not the end of the project. We remain committed to it, and the challenge now is for us to find a Plan B and an alternative source of finance.

"Nottingham has had nearly three times as much HLF money as Leicester. Even little Derby has had half as much

again as we have. The imbalance is clear to see."

The head of HLF East Midlands, Jonathan Platt, said: "We have worked closely with the GCR and partners over the last two-and-a-half years in the development phase of this large and complex project.

"During this time, the project has experienced a number of difficulties and delays.

"The HLF Board recognised that Leicester City Council and other partners were now proposing to take over the project and to provide support, both financial and other expertise.

Bridging the gap

"However, the board had ongoing concerns about outstanding risks including continuing extended timescales, future operational costs and management arrangements, and the potential for costs to increase further.

"It is with regret that HLF Board has decided to withdraw from this project."

He added: "We realise this will be disappointing news for all partners, but we have a responsibility for distributing money raised by National Lottery players and the projects we invest in must be able to demonstrate that they offer best value for money and have the ability to survive in the long term."

The HLF said that the GCR said in July it would be unable to deliver a complex project of this size and proposed that the city council become the lead partner in the venture. Furthermore, it claimed that the scheme has been delayed for over a year, which would increase the cost of the project, and that an expected phase to bid for funding was six months overdue. Sir Peter described those claims as "nonsense".

He added: "The way they have handled this is a disgrace."



A view of the proposed new museum looking north. It would have been seen on the skyline from all over Leicester. WILKINSONEYRE



RSH Austerity 0-6-0ST No. 71515 departs from a snow-covered Furnace Sidings with a Pontypool & Blaenavon Railway Santa special on December 9. ALISTAIR GRIEVE

Facelift for Queen Victoria's coach in time for spring royal wedding

A BIG-hearted benefactor has funded the restoration of the exterior of Queen Victoria's historic royal carriage for the first time in 50 years.

Set to last 18 months, the project will involve a complete overhaul of the saloon carriage sides and roof and restoring it fit for a queen. The benefactor, who has not been named, was said to be a private supporter of the museum, and it is hoped to have the first side finished before the royal wedding of Prince Harry and Meghan Markle in May.

The carriage was the queen's favourite and was lavishly finished in teak with precious silks, satin wood and bird's eye maple inside the carriage. The interior was last restored in 2003 to preserve the delicate fabrics, although the exterior has remained untouched until now.

Helen de Saram, conservator and collections manager at the National Railway Museum, said: "Queen Victoria's saloon is loved by visitors from all over the world and is undoubtedly one of the museum's most popular attractions.

"However, despite being well cared for, the years are beginning to show, and cracks were appearing in the panelling, Shellac is peeling and yellowing, and the paint had faded.

"It is very exciting to be able to restore this royal treasure back to its former glory, using a combination of the latest materials and techniques as well as traditional craft skills.

"We are also very grateful to our generous donors, without whom we would not be able to embark on restoration projects of this scale. We plan

to finish the first side in time for the royal wedding."

The project is open for the public to view, and members of the conservation team will be on hand to answer questions, although access to the carriages is not permitted.

The museum has nine royal carriages, many of which are on display in the Station Hall.

Built in 1869, originally as two separate carriages which were linked by a corridor connection, one of the first of its type, the saloon was adapted into one carriage in 1895. It is the most lavishly decorated of the carriages on display and originally cost £1800 – the queen personally contributed £800. It featured the latest onboard comforts including lavatories, although the queen preferred to use the facilities at stations on route. That also explains why many railway stations of the day had very grand toilets, in case the queen happened to stop there.

The carriage also features original attendant buttons which she would press to order the train to stop. She was fond of doing this on the way to Balmoral to admire the view, although it caused havoc with the scheduled timetable, as did her meal stops – for she refused to eat on the move.

Similar techniques and materials recently used to restore the museum's NER Dynamometer Car which recorded *Mallard's* world record-breaking run in 1938 will be employed in the project. The overall project is set to take 18 months.

The National Railway Museum has nine royal carriages, many of which



Prince Charles inspects the interior of his ancestor's saloon during his visit to the York museum on July 22, 2013 as part of the *Mallard 75* celebrations. ROBIN JONES

are on display at the museum's Station Hall. However, this one is still owned by the palace.

Meanwhile, the public has been invited to a 'behind the scenes' tour of three royal carriages on May 21 including Victoria's 'Palace on Wheels'. The curator-led visit will be followed by afternoon tea in the Countess of York restored Edwardian-style dining car.

Tickets are £150 per person and bookings can be made by visiting www.nrm.org.uk

IN BRIEF

→ **THE Poulton and Wyre Railway Society**, which seeks to reopen a rail link between Blackpool & Fleetwood as a heritage line, has been given three sections of 30ft long rail track each complete with a full set of concrete sleepers, by Matt Lodge, a member of the **Tram Preservation Society**.

→ A milestone for the Bluebell Railway's Operation Undercover was passed on November 30 when the first carriages were moved into the new shed at Horsted Keynes. The first carriages placed undercover were LBSCR Director's Saloon No. 60, Maunsell corridor brake composite No. 6575; and Bulleid semi-open brake third No. 4279.

→ **THE Bluebell Railway has won the Leisure and Tourism category at the 29th Annual Sussex Business Awards. More than 400 people attended the November 30 presentation evening at the Grand Hotel in Brighton hosted by comedian and author Ian Moore.**

→ **THE 15in gauge Lappa Valley Railway**, which runs over part of the trackbed of the GWR Newquay to Chacewater line, has won the silver award in the Small Attraction of the Year category at the 2017/18 Cornwall Tourism Awards.

→ **THE twin tram carriages on Saltburn-by-the-Sea's Victorian cliff lift were winched off the rails on December 13 and removed for overhaul and repainting while the track is also being refurbishment under a £400,000 scheme. The funicular railway is due to reopen in May.**



The Wootton western terminus of the steam railway on a snowbound January 18, 2013. PHIL MARSH



Isle of Wight Steam Railway chairman Stephen Oates speaking at the meeting in Shanklin Theatre on December 14. PHIL MARSH

Ryde-Newport steam services could return under new plan

By Phil Marsh

THE Isle of Wight Steam Railway could be extended at both ends, to provide a new link between Newport and Ryde St Johns Road, if plans for the Isle of Wight's rail network come to fruition.

A public meeting in Shanklin Theatre on December 14 was billed as what the future shape of the Isle of Wight railways might be and how the 8½ mile Island Line operating the 1938 London Underground tube stock between Ryde Pierhead and Shanklin might be operated in the future.

Advance publicity suggested that potential line reopening would be on the agenda, assumed to refer to the four-mile section between Shanklin and Ventnor which would bring back into use the famous 1300 yard Ventnor Tunnel.

The meeting was held as a result of the Department for Transport's South Western rail franchise being let to South Western Railway and which contained an Island Line consultation condition. Should the plans unveiled on the night come to fruition, the meeting will be looked back upon as a genuinely historic event in years to come.

The consultation decreed by the DfT was to look at how the line's financial losses could be reduced and following a change of the island's MP and the threat of judicial review by the pressure group Keep Island Line in Franchise (KILF), Island Line looks not only to have been saved but expansion is very much on the cards.

The threatened legal action against the DfT was prompted by the result of the pre-franchise tendering consultation when the DfT and the then rail minister Claire Perry announced their preferred option for removing Island Line from the South Western franchise, becoming a financially self-sustaining operation. That option, which would have brought closure or a tram or guided busway transport system, was supported

by the previous MP Andrew Turner.

KILF's membership included pro-rail IoW councillors who passed a binding motion stating that the IoW Council's position was that Island Line should remain within a franchise. Despite a change in council political colour a year ago, this policy remained.

The Beeching closures left a legacy of trackbeds which are now used for leisure activities and the award winning debt-free Isle of Wight Steam Railway operates over five miles of these between Smallbrook Junction and Wootton, carrying 115,000 passengers a year.

The DfT nominated the IoW Council as the SWR consultation partner (and not the public) so KILF worked with Bob Seely, the new IoW Conservative MP, the steam railway and the IoW Bus and Rail User Group to develop a strategy on the future shape of railways on the island.

Island Line staff were also included in this work which took place between June and December 2017.

More than 200 people attended the public meeting where KILF's David Pugh presented the proposals for consideration by the audience. He was followed by steam railway chairman Stephen Oates who outlined the benefits of his outfit

and Island Line working more closely together.

Such cooperation would be dependent on connecting the two lines at Smallbrook Junction, enabling steam services to serve Ryde St Johns Road on the double-track section of railway, a long held publicly-aided IoWSR strategic ambition. Tamping machines and other infrastructure plant and machinery could then operate on both lines bringing huge financial savings for both organisations. HGV access at Ryde St Johns Roaddepot is difficult, but Havenstreet has a bespoke HGV road/rail loading facility close to the ferry port at Fishbourne.

The connection would allow Smallbrook Junction to close as the new rail interchange would be at Ryde St Johns Road, bringing a full-car park for 200 days a year for steam railway passengers. This would generate a large revenue for Island Line as owners of the car park which sees only minimal use now. Steam could not run through the twin single-bore Ryde tunnels as the trackbed was raised when electrified in 1967 to reduce flood risk.

However, the trackbed could be lowered to mainland train gauge to accommodate a change of rolling stock

(when the 1938 stock is replaced) and modern pumps and drainage methods installed to combat flood risk.

Another change that the connection could bring is a different location for Island Line train servicing currently carried out at Ryde St Johns Road using the Victorian Grade II listed two-road engine shed. Some maintenance could take place at Havenstreet, potentially freeing up space in the steam shed for steam servicing.

The day prior to the meeting, an IoW delegation visited Long Marston to see Viva Rail's converted 1978 D stock which has a modular engine design which would make servicing by Island Line staff at Havenstreet a strong possibility. Stephen Oates asked *Heritage Railway* to emphasise that: "Island Line staff would be carrying out any maintenance and that the IoWSR has absolutely no ambitions or plans to expand away from their heritage line operation."

He also said that: "Ensuring the success of the IoWSR was their absolute focus and not expanding into Island Line operations and we are a preservation and restoration organisation but they wanted Island Line to be a success for obvious reasons."

Reopenings to Newport and Ventnor

As the meeting turned to reopening sections of line and in addition to the expected Shanklin to Ventnor section, it was announced that serious studies had commenced to extend Island Line services from Wootton to Newport using the IoWSR line at peak times before 10am and after 5pm for commuters. Such services would not interfere with steam tourist services. "Island Line would pay track access charges to the IoWSR," said Bob Seely.

Three routes had been looked at and given the famous Newport viaduct had been demolished and some of the route built on in Newport, a new alignment



Inside Ventnor Tunnel. Could it be reopened as an extension of Island Line? PHIL MARSH



Hunslet Austerity 0-6-0ST WD198 Royal Engineer, built for the Ministry of Defence in 1953, stands at the point where the Isle of Wight Steam Railway meets Island Line at Smallbrook Junction, on September 11, 2009. PHIL MARSH

was announced, diverging from the old route a mile out of Newport and run into Newport Harbour and in a loop back to Wootton via the quayside.

Newport Harbour is the subject of a council regeneration scheme and Bob Seely said that as it has been proven railways act as a catalyst for regeneration, he was already in consultation with the Transport Secretary Chris Grayling about the funding rules based on population levels for reopening closed lines in his recent announcement for this proposal, as reported in issue 226 of *HR*.

Following an Island Line employee voicing strong doubts about volunteers taking work away from paid staff, IoWSR's Stephen Oates said that they would not initially be operating trains to Newport if that extension happened and that their 30 paid staff and 400 volunteers would not take over Island Line's work. He reiterated that running into Ryde St John's Road was a long-held ambition in the heritage line's strategic plan. However, running steam services to Newport on occasions would be possible if the line was reopened subject to all the regulatory and Office of Rail and Roads conditions being met. The IoWSR has no ambition to operate to Shanklin or Ventnor.

Ventnor Tunnel now carries water and telecoms services, while the long-demolished Ventnor station, now an industrial estate, is seen to have been built in the wrong place, 300ft above sea level. The trackbed at Wroxall has been built on which would mean some compulsory purchase may be required if that line was to be reopened. This reopening was subject to a Millennium Fund bid 20 years ago but despite detailed work being carried out, it is understood funds were allocated to help build Portsmouth's Spinnaker Tower instead.

Bob Seely said that the success of the steam railway was essential for the future of Island Line. He would be taking the

proposals to the Transport Secretary in the new year as he had already asked him to write regarding funding and part of this submission would be to point out that the Island's two largest towns could once again be rail connected. In December, the proposals were also formally placed before the IoW council, which, it was anticipated would submit these to the DfT as the only consultee to South Western Railway.

Steam must come first

IoWSR general manager Peter Vail said: "As a stakeholder in Island Line, the IoWSR will submit to South Western Railway a detailed response to their ongoing consultation process. "Our focus will be on essential short-term solutions that will see the Island Line service updated, improve and become more sustainable.

"We will be suggesting a number of initiatives where it may be possible to share use of our facilities and resources here on the island. The steam railway has always made it clear that we do not have the resource or desire to take any level of responsibility for Island Line. Our focus must remain on continuing the successful operation of the steam railway.

"We do however, see an immediate opportunity to extend our line into Ryde St John's Road, alongside Island Line. Many benefits have been identified for the Island Line, Island tourism, the local community and the steam railway.

"If the opportunity arose, it is in our long-term vision that we would also like to see our line extended into Newport. However we are very mindful of the costs, technical and regulatory challenges. For this reason our present focus is firmly on our Ryde St John's Road ambition."

It seems the political will is now in place so far as the IoW is concerned to mix main line and steam services across a wider network in years to come, something not envisaged just three years ago.

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Class act: Southern Railway USA No. 70/BR No. 30070 passes through Rolvenden on the Kent & East Sussex Railway with a Tenterden-Northiam Santa Special on December 9. The 0-6-0T had returned to service the previous weekend after a five-year overhaul that saw it emerge to traffic in a striking blue livery as Longmoor Military Railway No. 300. In the background, GWR 0-6-0PT No. 1638 takes on water as it prepares to tackle the challenging 1-in-50 Tenterden bank with another Santa Special. GEOFF COURTNEY

Blue livery USA tank wows KESR visitors on return to service

By Geoff Courtney

PASSENGERS of all ages loved it, staff and volunteers were delighted, and doubtless Father Christmas thought it pretty special too. A humble 0-6-0T had returned to service in time for the Kent & East Sussex Railway's Santa Specials, resplendent in blue livery enhanced by red lining that drew admiring glances and approving comments whenever it steamed into view.

The engine, a member of the

distinctive Southern Railway USA class, has appeared in a number of guises in its 75-year life, including Nos. 1960, 70, 30070, DS238, and now, 300.

Built in 1942 by Vulcan Iron Works of Pennsylvania for the United States Army Corps of Engineers, the 0-6-0T was shipped across the Atlantic in 1943, one of 382 in the class that saw service variously in the UK, western Europe, the Middle East and North Africa.

It operated in the UK as War Department No. 1960 until the end of

hostilities, when it was stored at Newbury Racecourse station with 41 other members of the class, and subsequently became one of 15 bought by the Southern Railway for £2500 each, and numbered 70.

The Southern Railway retained one of the engines for spares, and put the other 14, including No. 70, to use at Southampton docks, where their short wheelbase was ideal for the line's sharp curves. It became No. 30070 after Nationalisation in 1948 and remained shedded at Southampton (711) until August 1963, when it was transferred to departmental stock.

Such a move may be considered by some to be a demotion, but for No. 30070 it was the start of a bright new era, for its was sent to Ashford wagon works, painted in Southern Railway malachite green, renumbered DS238, and named *Wainwright* after Harry Wainwright, locomotive superintendent of the South Eastern & Chatham Railway from 1899-1913.

Pensioned off by the works in June 1967, DS238 was stored at Tonbridge until August 1968, when it was saved for preservation by the embryonic Kent & East Sussex Railway and listed in the stock register as No. 21. The line partially reopened as a heritage railway in February 1974, but restoration work on DS238 did not start until 1988, and six years later it entered service carrying its departmental livery, name and number,

and remained a stalwart of the railway for 10 years.

With its ticket expiring in 2005, the tank waited in the restoration queue until 2012, when work started and a decision was made to return it to service in the livery of scrapped classmate No. 300, which in the 1950s was the sole representative of the class operating on the Longmoor Military Railway in Hampshire.

Its return on the first weekend of the KESR Santa specials at the beginning of December was greeted by general approval all round, thanks to its stunning LMR livery which it was generally agreed was a credit to everyone who had worked on the 0-6-0T.

The original LMR No. 300 was named after Major General Frank S Ross, a distinguished member of the US Army who was chief of transportation in the European theatre of operations in the Second World War, and the KESR plans to add the name to the engine early this year in time for the 2018 season.

Helen Douglas, product & reservations manager at the KESR, said that with No. 30070 now in the guise of Longmoor Military Railway No. 300, consideration was being given to the creation of an LMR train, as its stocklist included some original LMR rolling stock. She also said that the KESR's second USA 0-6-0T, BR No. 30065, was waiting for the start of an overhaul that was due to be completed by 2022.



Military service: No. 300 Major General Frank S Ross at the Longmoor Military Railway shed on September 3, 1955. Fellow USA classmate No. 30070, which operated on the SR and BR, has returned to service on the Kent & East Sussex Railway in the guise of No. 300, to the delight of Santa Special passengers.

HUGH BALLANTYNE/RAIL PHOTOPRINTS



Could it steam again? *Columbkille* on display at the Foyle Valley Railway Museum.
HUGH DOUGHERTY

Whitehead makeover for County Donegal *Meenglas*

A COUNTY Donegal Railways 2-6-4T has left the north west of Ireland for the first time since it was delivered by makers Nasmyth Wilson in 1907. No. 4 *Meenglas*, has been moved from outside Derry's Foyle Valley Railway Museum, where it had been on static display since 1992, to Heritage Engineering Ireland at Whitehead, for cosmetic restoration.

Heritage Lottery Funding for the facelift was sourced by charity Destined, which is leasing the museum from Derry and Strabane District Council. When work is complete, *Meenglas* will be returned to the museum in May for display on a newly-built plinth closer to Foyle Road itself.

Destined manager Dermot O'Hara said: "The locomotive had been deteriorating badly, despite some painting by the council over the years. We decided to have it fully restored cosmetically and to really use it to put the museum on the map.

"This is the first part of our plans to revive the Foyle Valley Railway, which we hope to return to working order as part of our work in providing training, opportunities and jobs for our disabled service users and to boost tourism."

Dermot added that he will call for interested enthusiasts and societies to become involved with the centre's plans by forming a railway society after *Meenglas* returns, while he has also pledged to fully explore the possibility of returning sister Class 5 2-6-4T No.6 *Columbkille*, to full working order and steaming it on the revived Foyle Valley Railway.

Columbkille, like *Meenglas*, was bought by American dentist, Dr Ralph Cox, after

the CDR closed in 1959, but it was under cover in the CDR stores department at Stranorlar, which was still used by the company bus and lorry services until takeover by CIE in 1971. The locomotive was subsequently brought to the North West of Ireland Railway Society's site at Victoria Road Station, Derry, moved subsequently to the former Shane's Castle Railway, and brought back to Derry in 1989, with the opening of the Foyle Valley Railway Museum.

"It has been exhibited there, under cover, since," said Dermot. "It has been well maintained, and we know that a survey done when it was moved from Stranorlar, showed that it was then almost in steaming condition, as the CDR staff had painted and lubricated it when it was taken out of service and stored. Our plan is to reopen the railway and having *Columbkille* in steam would be a wonderful tourist attraction."

Meenglas was heavily used across the CDR system on passenger, freight and excursion trains until the closure of the railway. It was used on a temporary freight service on the Finn Valley section before being involved in track lifting on the Stranorlar to Donegal line in 1960, and subsequently worked a train of coaches up to Strabane in 1961.

The locomotive was then left in the open at Strabane with sister No.5 *Drumboe*, becoming increasingly vandalised when it became clear that owner, Dr Cox, was unlikely to be taking his purchases to the United States. The two locomotives were submerged in greenery and became included in the perimeter fence of a British Army border checkpoint, until 1987, when they were rescued by the society. *Meenglas* then spent time in the museum sidings, before being given its first cosmetic restoration in 1992 and was subsequently displayed outside the venue.

Left: *Meenglas* stored in the open at Strabane in 1965.



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Top civic honour for *Samson* recreator

By Robin Jones

A COUNTY Durham pensioner who built a replica steam locomotive from scratch has received the county's highest honour.

David Young, 80, from Fatfield in Washington, spent more than 6000 hours over three years creating a working replica of a long-lost narrow gauge locomotive with only one surviving photograph of the original, engravings and some wheel measurements to guide him.

On January 10, 2016 a fire was lit in the replica of Stephen Lewin 0-4-0WTG *Samson* for the first time.

Lewin's Poole Foundry, one of the more obscure British locomotive builders, supplied its second railway engine in 1874 to the London Lead Company for use on the mile-long Cornish Hush Mine tramway to the south of Weardale. It is believed that *Samson* was scrapped in 1904.

The new *Samson*, now based at Beamish Museum, has been built to 2ft gauge rather than the 1ft 10in of the original.

David's great-great grandfather, Thomas Young, worked at Hetton Colliery Engine Works and was involved in the building of pioneer locomotive *Hetton* *Lyon* No. 2. The remains of that locomotive



David Young and Paul Jarman, Beamish assistant director, with *Samson* at the museum. BEAMISH

are incorporated in the 1822-built Hetton *Lyon* engine, also displayed at Beamish.

David trained as a draughtsman at Washington Chemical Company. He later went to work in the coke work industry, before retraining as a safety engineer and eventually lecturing. In his spare time, he made models, restored old cars and built a fully-working 21ft steam launch, which he used in the Lake District. He joined the museum in 2005 and worked on the restoration of 1871-built Head Wrightson 0-4-0VB *Coffee Pot*.

Samson has been built mainly in the museum's Regional Heritage Engineering Centre. The chairman of Durham County Council, Coun Bill Kellett, has given official recognition to David's dedication to recreating the past by awarding him the Chairman's Medal.

Coun Kellett has also honoured the thousands of people past and present who have given up their spare time to volunteer at Beamish since its launch in the Seventies with a separate award.

He said: "David's reconstruction of an 1874 steam locomotive is a marvel of engineering expertise. A fantastic achievement indeed – it would be very difficult in this day and age to find anyone else with his ability and technical expertise."

"The museum's volunteers have built Beamish up into the amazing, world renowned attraction it has now become."

Beamish director Richard Evans said: "*Samson* now has pride of place in our colliery at Beamish – a working tribute to David's incredible skill and passion for North East engineering."

The boiler for the new LMS Patriot 4-6-0, No. 5551 *The Unknown Warrior*, stands in the West Shed at the Midland Railway-Butterley, following the takeover of its construction by newly formed Heritage Boiler Steam Services. When LNWR Heritage Services at Crewe ceased sub-contract work, two of its employees, Andy Wilcock and Rob Adamson, formed their own company to undertake boiler work. When completed, it will be the first large traditional boiler to be built for a British operator since 1962.
LMS-PATRIOT PROJECT

Get in touch

editor@heritagerailway.co.uk

Farewell to Yorkshire Moors 'Black Five' – for now

By Roger Melton

NORTH Yorkshire Moors Railway-based LMS 'Black Five' 4-6-0 No. 44806 reached the end of its current boiler certificate on January 1 and was withdrawn from traffic pending overhaul.

For its last day of running it had one of its *Magpie* nameplates reapplied, which date back to when it was based on the Lakeside & Haverthwaite Railway.

No. 44806 was built at Derby in 1944 as LMS No. 4806. The locomotive was based at many sheds on the London Midland Region, most notably at Lostock Hall (10D) until it was withdrawn in 1968. In preservation, it was unusually well-travelled between museums and lines, although staying in the North West of England.

Some years were spent stored at Accrington, before it moved in 1973 to the newly-reopened Lakeside & Haverthwaite Railway. While there, No. 44806 was adopted by the ITV children's TV series *Magpie* and named after it. The *Magpie* show was always in competition with the BBC's comparable *Blue Peter* programme, which had earlier adopted the LNER Peppercorn A2 No. 532 *Blue Peter*, conveniently built under that name.

After a crack was found in the outer firebox of No. 44806, which Haverthwaite did not have the workshop facilities to repair, it was moved, this time to the former Steamport in Southport, moving on again in 1983 to Manchester's Museum of Science and Industry as a static exhibit.

In 1993, No. 44806, with its 20-year-old firebox crack, travelled to the Llangollen Railway, where repair work began. This took almost three years to complete and it returned to steam in September 1995. It worked on the Llangollen for nearly 10 years.

The expiration of the locomotive's 10-year boiler certificate prompted another rebuild. The work this time was less serious, being mostly wear items such as boiler tubes, firebox stays and worn tyres. The work was completed successfully and No. 44806 returned to steam in August 2007.

Since its initial preservation, No. 44806 had been privately owned by one man, Ken Aldcroft, who died in 2003. No. 44806 passed to his daughter, Ms Renee Wyatt. To commemorate Aldcroft's 35 years of preservation (he owned No. 44806 for 10 years longer than the original owners), No. 44806 was named *Kenneth Aldcroft*,



'Black Five' No. 44806 and SR Schools 4-4-0 No. 926 *Repton* at Goathland on December 19. LUKE TAYLOR

but in 2013 it was offered for sale and purchased by a benefactor associated with the NYMR.

It has been a stalwart of services ever since, latterly running with No. 45428's tender while its own tender was being rebuilt with a new tank.

Its place will be taken by No. 5428,

which is nearing the completion of its overhaul and is expected to be back in service by Easter. It is likely to be a while before work starts on No. 44806 but it is highly probable that it will be equipped for running on the Esk Valley line to Whitby and Battersby, giving it the opportunity to work at main line speeds.

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The last steam at Wolverton works: BR Standard Pacifics Nos. 70000 *Britannia* and 71000 *Duke of Gloucester* on September 25, 1993. The chimney was demolished just afterwards. PHIL MARSH



Wolverton Works disappears from view behind the new Lidl shop as Class 319 EMU 319386 is shunted by Class 08 No. 08629 on December 20. PHIL MARSH

Council sounds death knell for historic Wolverton Works just days before Christmas

By Phil Marsh

WOLVERTON Works, the longest continuously-open standard gauge railway works in the world, was legally consigned to history on December 20 by Milton Keynes Council.

That was the date which will go down in history as the formal signing-off of the planning application by its owners, property development company St Modwen. The company's plans say that up to 375 dwellings will be built on half of the site, with the other half destined to be retained for industrial use possibly including a smaller but brand new railway works.

It was understood, but not confirmed by either party, that Wolverton Works' tenant Knorr-Bremse recently signed a new lease with site owner St Modwen running for a maximum length of 25 years.

The initial lease was for five years signed when the company took over the works in September 2013 buying the business from Railcare's administrator.

The 38 acre works, dating from 1838, is contained within a Conservation Area as is the surrounding Victorian housing estate which legally should provide protection from demolition. A local referendum resulted in overwhelming

support to retain the Victorian and Edwardian buildings on the site dating back to 1860s when the famous LNWR Wolverton 'Bloomers' were being erected, irrespective of whether in railway use or not.

Data requests

The planning application has proved to be extremely controversial and following what were described as 'irregularities' by Milton Keynes Council uncovered by Freedom of Information requests, backed up by further evidence from data requests to St Modwen, its agent GL Hearn and Knorr-Bremse brought a total of three planning hearings. The last one, on September 25, was held after the previous two were annulled due to the irregularities highlighted by Historic England.

Historic England has consistently and strongly opposed the proposals to demolish so much of the works, which it has described as 'deeply flawed' and 'unsustainable' and is now considering whether to trigger a judicial review following the refusal of Communities and Local Government Secretary Sajid David to use his powers to call for an inquiry into the whole affair.

The local Conservative MP Mark Lancaster declined to add his name

requesting an inquiry to Mr David.

In addition to this, on December 19 by email, St Modwen's acting general counsel and company secretary Andrew Eames threatened to sue one objector, Phillip Webb, following various claims including one alleged that asbestos is present on the site. Mr Webb launched an online petition against the demolition plans which had attracted over 1400 signatures by Christmas.

The same day, St Modwen completed a refinancing package, arranging a five-year £475 million unsecured credit facility. This package replaced the previous arrangement of a £488 million secured debt arrangement and the new arrangement enables the company to meet its 2019 deadline to meet a £180m debt deadline. Objectors cannot match a fraction of this amount of finance for legal challenges.

On behalf of St Modwen, Green & Partners has also offered for sale the still under construction Lidl supermarket on two acres of former Wolverton Works land for a minimum of £7,150,000 plus VAT. The supermarket is offered on a 25 year lease at £400,000 a year rent and this development is scheduled to be ready from February.

The overall Wolverton Works scheme has been valued at £100 million but only

12% of the dwellings will be designated as affordable against a national planning guideline of 30%. It was this that triggered the angry exchanges in the planning hearings.

It is only permissible to cause what has been defined as substantial harm to the Wolverton Conservation Area if there is a substantial benefit to the community. Many consider the 12% level as a derisory settlement by Milton Keynes Council that has a huge homeless population living in tents around the town.

Last chance

There is now just one slim chance that the buildings can be saved. It is down to Historic England to launch a judicial review but this body has limited funds and so perhaps the chances of success are low and it has just 42 days to lodge the paperwork.

The decision was ratified at the end of the town's 50th anniversary year, billed as a year to celebrate its culture and history but ignoring and seemingly consigning the rich royal and railway history of Wolverton to history.

→ The author is embarking on a series of talks about Wolverton Works in 2018, details of which can be found at www.wolvertonworksonline.co.uk

Fight continues to help revive GNR longest tunnel

CAMPAIGNERS are battling to turn one of Britain's longest railway tunnels into a cyclepath rather than see £3 million spent on closing it forever.

Disused Queensbury Tunnel, which links Holmfild and Queensbury in West Yorkshire, was built by the GNR and, at 2501 yards was the longest on the company's network at the time of

its opening in 1878. Closed in 1956, the tunnel is owned by the Department for Transport and maintained on its behalf by Highways England's Historical Railways Estate.

However, the DfT wants to close it permanently this year, filling in key sections with concrete in a project campaigners say will cost around

£3 million – the same amount they claim it would cost to carry out repairs and convert the tunnel into a cycling route as the centrepiece of a new cycle network connecting Halifax with Bradford.

A report by cyclepath promoter and sustainable transport charity Sustrans claims that the Queensbury cycle route

could deliver £37.6 million worth of economic, health and tourism benefits over 30 years. But a 2016 report said it would cost £35 million to upgrade the tunnel and five ventilation shafts to turn it into a cyclepath.

The Queensbury Tunnel Society has called on Bradford City Council to take over ownership of the tunnel.



Robert Stephenson & Hawthorns 0-4-OST No. 15 shunts at Dilhorne Park on the Foxfield Railway during a photo charter on December 29. KARL HEATH

New world record set by miniature locomotive team in South Africa

A SOUTH African engineer and his team have smashed the world record for the longest distance covered by a coal-fired miniature steam locomotive in a 24 hour period.

On December 10, Andries Keyser, from Pietermaritzburg, and nine friends set a new record of 205 miles – beating the one set in the UK in 1994 of 167 miles.

The 30-year-old's attempt to break the world record started the day before at 3pm at the Pietermaritzburg Model Engineering Society's multi-gauge track.

His team reached 167 miles four hours ahead of time, completing 881 laps and

averaging about one minute and 49 seconds per lap.

The team used a one-third scale replica of a locomotive that ran between Beira, Mozambique and Rhodesia (Zimbabwe) in 1895.

Andries, a professional miniature train maker, built the 400kg locomotive over five years.

He is now compiling paperwork and video footage to submit his team's feat to the Guinness Book of World Records.

Andries said he believes that a team in Britain is planning an attempt to take the record back.



The locomotive which set a new world record. PIERRE RETIEF/ANDRIES KEYSER

New brakes for Manx mountain trams

NEW failsafe brakes are to be fitted to all Snaefell Mountain Railway trams to prevent further runaway incidents.

The move follows a Health and Safety at Work Inspectorate investigation into a runaway tram on August 4 after a brake failed on its downwards journey.

It sped across Mountain Road at

The Bungalow before the crew finally managed to stop it using the traditional hand-operated Fell brake. Nobody was injured.

The line has since been closed for safety reasons.

The island's director of public transport Ian Longworth said that the

new equipment will be fitted on the veteran trams over the winter.

Along with two railway engineers, he travelled to Switzerland in December to check out safety equipment used on mountain railways there and see if they could be adapted for use on the island.

Overtaken car blocks Chinnor line

A CAR crashed onto the Chinnor & Princes Risborough Railway's tracks in Chinnor on the morning of December 14 – startling local residents with a massive 'bang'.

The car broke through a fence in Hill Road and rolled down an embankment onto the line at Chinnor Railway at around 6am. A man was seen crawling out of the upturned wreckage.

Railway staff said it was lucky that no passenger trains were running, although works trains were being run for the Risborough extension.

The wreckage was craned out of the way before staff rectified the damage to the tracks so that Santa trains could run the following weekend.

The Office of Rail and Road was informed.



The wreckage of the car as seen after daybreak. PHIL MARSH

IN BRIEF

OBE for community rail pioneer
NEIL Buxton, the retired general manager of the Association of Community Rail Partnerships, was made an OBE in the Queen's New Year's Honours.

Whitby-born Neil, who retired in 2016, received the award for services to local and rural railways. He was general manager with ACoRP for 16 years and expanded the organisation. He was heavily involved in restoring the Esk Valley Line over which North Yorkshire Moors Railway trains run.

→ THE Terrier Trust has signed new hire agreements with the Kent & East Sussex Railway for both its LBSCR 'Terrier' 0-6-0Ts, No. 3 *Bodiam* and No. 32678 *Knowle*. Key features of the new agreements are the increased term (initially 20 years with an automatic renewal every 10 years) and a longer break clause – 10 years in the new agreements compared to just one year in the old ones, which will provide additional security for the KESR, which will remain responsible for maintenance and overhauls.

→ THE North British Locomotive Preservation Group's vice president, Joan Quinn, visited Glasgow's Riverside Museum recently to present it with an ornate silver gilt casket that was given to her grandfather, Sir Hugh Reid when he was awarded the freedom of the city for services to industry in 1917. Sir Hugh was NBL's chief managing director and formerly a senior director of Neilson Reid, one of the three firms that combined to form NBL in 1903.

→ ROSSENDALE Borough Council has granted planning permission for the £600,000 redevelopment of the East Lancashire Railway's Rawtenstall station. The proposed development, which is being led by Bury-based Equilibrium Architects, will see the station redeveloped to provide enhanced facilities for not only railway visitors but the local community too.

→ CHILDREN'S Christmas presents worth hundreds of pounds were stolen from the Battlefield Line in early December. Thieves smashed several windows and damaged an access door as they raided a store at Market Bosworth, taking hundreds of pounds worth of tools and equipment, including a quad bike.

→ MIKE Little's Severn Valley Railway-based GWR 0-4-2T No.1450 has been repainted into GWR livery to see out the rest of its boiler ticket. It has GWR lettering on its tanks.

→ THE Lincolnshire Coast Light Railway is completing a 220 yard extension at its Skegness Water Leisure Park home in Skegness.



LMS 4-6-0 No. 46100 *Royal Scot* heads the northbound 'York Yuletide Express' near Souldrop on Saturday, December 16. The Railway Touring Company trip began at Ealing Broadway and returned from York behind A4 Pacific No. 60009 *Union of South Africa*. *Royal Scot* replaced No. 46233 *Duchess of Sutherland* which was not available. PETER FOSTER

Royal Scot to headline June's Worth Valley 50 celebrations

By Robin Jones

ROYAL Scot is to head the Keighley & Worth Valley Railway's 50th anniversary celebrations this summer.

LMS 4-6-0 No. 46100 will be running on the line from the start of the celebrations on Monday, June 24, for three days.

The railway is offering a special return trip behind 1927-built *Royal Scot* at a cost of £20 per person or £45 per person in the line's Pullman carriage.

The journey will begin with a KWVR locomotive which will take *Royal Scot* to Keighley. Then *Royal Scot* will haul the passenger train between Keighley and Oxenhope or Haworth.

The tickets will include unlimited travel throughout the day and entry to the Rail Story Museums at Ingrow.

Selected to represent the LMS, the locomotive was made famous for a tour around North America in 1933. It

was rebuilt by BR in 1950 with modern modifications, and was retired to display at Butlins holiday camp in Skegness in October 1962.

For long a resident at Bressingham Steam Museum after being acquired by the late horticulturalist Alan Bloom, its last overhaul was completed in September 2015.

It made a successful main line debut on December 22 and 23 that year with test runs from Crewe to Carnforth and return, and hauled its first main line passenger train for over 50 years on February 6, 2016 from Crewe to Holyhead.

To book tickets for the one-off trip online, visit www.kwvr.co.uk/RoyalScot

It was on Saturday, June 29, 1968, that a six-and-a-half year campaign to open the 4 ¾-mile Worth Valley branch between Keighley and Oxenhope ended, and the Keighley & Worth Valley Railway became the third standard gauge heritage line to offer

public services, after the Bluebell and Middleton railways.

At 2.35pm on that day, Ivatt 2-6-2T No. 41241 and USA 0-6-0T No. 30072 double headed the reopening special out of Keighley before running nonstop to Oxenhope.

As reported in our last issue, the contract overhaul of the boiler from the Keighley & Worth Valley Railway's Ivatt 2-6-2T No. 41241 has been completed at the Severn Valley Railway, Bridgnorth Works, paving the way for the locomotive to reprise its place on the opening train half a century ago.

It will appear in the non-authentic LMS (KWVR) red livery it carried on the day.

This year is also the 50th anniversary of the BBC production of the Edith Nesbit classic *The Railway Children*, which was filmed on the KWVR and starred Jenny Agutter.

Two years later, the line was chosen by Warner Brothers for location filming of

a big screen version directed by Lionel Jeffries, and again starring Jenny along with Dinah Sheridan, Sally Thomsett and Bernard Cribbins in leading roles.

The film springboarded the KWVR to worldwide fame and permanently established it as a major visitor attraction. Many believe that the movie also had the same positive impact on the entire still-embryonic preservation movement, as did *The Titfield Thunderbolt* in 1953.

As highlighted in our special feature last month, 1968 also saw the saving of the first steam locomotive from Dai Woodham's scrapyards at Barry, in the form of Midland Railway 0-6-0 No. 43924, which was taken to the KWVR that October.

As previously reported, *Royal Scot* will also visit the North Yorkshire Moors Railway from Saturday, March 25 to Sunday, April 2, excluding March 27 and 31.

A year of roadshows ahead for new P2 project

THE £5 million project building Britain's most powerful steam locomotive, Gresley P2 2-8-2 No. 2007 *Prince of Wales*, will be holding several roadshows in 2018, in a bid to boost publicity and recruit support.

The first will be held at the London Transport Museum in Covent Garden on Saturday, January 13.

Following on from the roadshow, there will be a showing of *Tornado* – the 100mph steam engine and *Absolutely Chuffed: The Men Who Built A Steam Engine*, along with

guest presenter Tom Ingall, who was the director, producer and narrator of these documentaries. Entrance to the roadshow and the special viewing is free.

The A1 Steam Locomotive Trust will stage further Saturday roadshows on: February 10, at the Great Northern Hotel, Peterborough; March 3, at the Principal Hotel, York; April 7, at Darlington Locomotive Works; May 19, at Sheffield Hallam University; June 9, at Glasgow Royal Concert Hall; September 8, at Derby Conference

Centre; November 3, at a Manchester venue to be confirmed and December 8 at the Hilton Leeds City Hotel.

Each presentation will feature key personnel from builder The A1 Steam Locomotive Trust including Mark Allatt (P2 project director) and David Elliott (director of engineering) and will cover the background to the project, progress to date, future plans and details of how to get involved.

Each presentation will start promptly at 11am and run until 1pm. They are open both to existing supporters and

interested members of the public.

Mark Allatt said: "The past four years have seen dramatic progress toward our aim of completing *Prince of Wales* by 2021. No. 2007 is already at the stage *Tornado* was nine years into the project.

"Now is the time to get on board this ground breaking project and help the trust to raise the £5 million needed to ensure its completion in 2021."

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



A rail from the Totnes Quay branch uncovered during flood prevention works. TOTNES TIMES



The branch running tramway-style across The Plains in the lower town in 1910.

Totnes Quay branch found beneath the streets

By Robin Jones

PART of GWR's Totnes Quay branch – which featured in the early days of standard gauge preservation – has been unearthed.

In late November, a section of rail was found buried a foot beneath the roadway, by workmen who dug down to install a new floodgate just a few feet from the Mill Tail near the junction of The Plains and New Walk.

The work was part of a £3.8 million Environment Agency flood prevention scheme, which has involved raising the town flood walls and slipways along a mile-long stretch of the Dart. The scheme is intended to protect 213 homes and 204 commercial premises considered at risk from flooding in the town, with higher flood walls stretching from the railway bridge over the Dart to the Steam Packet pub.

It appeared that the track was buried after the line closed, rather than lifted, as had been the case on the locomotive-hauled section on the far side of the level crossing.

However, how much more of the track

survives below the street is not known.

The three-quarters-of-a-mile freight-only line ran from a junction with the main line just north of Totnes station to a level crossing at The Plains in the centre of the lower town, before running tramway-style along the streets to the quay of the River Dart.

Locomotives were banned from the level crossing onwards – the branch's enabling Act of Parliament forbade the use of 'atmospheric agency' – and so horses were used to pull the rakes of wagons to and from the quay from that point. In latter years tractors did the job.

The quay line opened in November 1873, and closed in December 1969, after which the section through the town was believed to have been lifted. The branch never made any money for investors. Traders complained that the charges were too high and it was cheaper and easier to take their goods by horse and cart to the main line station.

It is not certain when the branch was last used but apparently it was still working when the Queen opened a new town market in Totnes in 1962. I also saw a locomotive in steam by the

level crossing in July that year, and there are pictures of short freights running over the locomotive-hauled section around that time, including one headed by a Class 42 Warship diesel hydraulic.

In the Sixties, the quay branch provided accommodation for steam locomotives and stock bought out of BR service for preservation, and became, like Bodmin General, a temporary base for a branch of the Great Western Society before its collection was rehoused on a central site, Didcot locomotive depot, which it took over on a leasehold basis in 1967 and which became Didcot Railway Centre.

The first GWS locomotive based there, Collett auto-tank No.1466, which was withdrawn on December 28, 1963 was purchased by the 14XX Preservation Society (later becoming the GWS) for £750. The price included movement in steam from its final shed at Taunton to the society's base at Totnes Quay three months later. Previously always a West Country-based engine, No.1466 steamed out of Devon in December 1967 to Didcot.



Keith Whitmore and the 2016 Lord Mayor of Manchester Coun Paul Murphy at Blackpool Pleasure Beach Express Railway.

City transport expert is new Bahamas chairman

KEITH Whitmore has been appointed as the new chairman of the Bahamas Locomotive Society, following the decision of Mark Winderbank to stand down after nearly eight years in the job.

Keith has been a member of the society, which preserved LMS Jubilee 4-6-0 No. 45596 *Bahamas*, since his teens and spent weekends at the former Dinting Railway Centre near Glossop before the society was forced to move in 1990 and relocate to Ingrow at the Keighley & Worth Valley Railway.

Keith, a former Manchester city councillor for 33 years, former chairman of the Greater Manchester Transport Authority, and now an honorary alderman of the city, also chairs Manchester's Heaton Park Tramway, is vice-president of the East Lancashire Railway and chairs the Greater Manchester Transport Heritage Partnership.

Keith said: "I am absolutely thrilled to be taking on this role at such an exciting time for the society with *Bahamas* on the eve of a return to the main line after a gap of more than 20 years. *Bahamas* is loved by so many enthusiasts and was a major player in the 25th anniversary commemorations of the end of steam and will now play a part in both 50th anniversary events for the end of steam and 50 years of the Keighley & Worth Valley Railway."

The position of Bahamas Locomotive Society vice-chairman has been reintroduced after a gap of over 30 years and director Frank Galvin, former curator of Stockport Museum Service, has taken on this position.



The wharves on the River Dart at Totnes were the destination of the quay branch. Most of the warehouses have long since been converted into homes. ROBIN JONES

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Doubling up: *Spirit of Adventure* and *Anne* are determined that a mere nine inches of snow will not get in the way of the festive spirit. DAVID NELSON-BROWN

As Perrygrove steams ahead it's snow-go for others!

By Robin Jones

MANY heritage railways across the country were hit hard by the heavy snowfalls over the weekend of December 9/10, with several cancelling their money-spinning Santa services.

The Severn Valley Railway called off all of its services on Sunday, December 10, after the line experienced its heaviest snowfall in years.

Volunteers worked round the clock to clear the line, several sleeping overnight at stations so they could start clearance operations at daylight – but with snow still falling it was all in vain.

Following a power failure at Arley, the railway's management decided that it was unsafe to go ahead with the services. Staff and volunteers were left to

contact the thousands of passengers who had booked tickets, offering them alternative options, including the chance to meet Father Christmas at Kidderminster and enjoy a Freedom of the Line travel ticket for 2018.

The railway organised an extra day of its Santa Herald services on Monday, December 18.

SVR marketing and communications manager Clare Gibbard said: "Cancelling the Sunday's Santa steam specials was one of the hardest things we have ever had to do – as we know how much families look forward to the experience, with many coming along year after year."

The Gloucestershire Warwickshire Railway also called off its complete Santa timetable on the same day, as volunteers were unable to reach the Cotswold line.



The perfect steam railway Christmas card: the snow lies deep and crisp and even in this woodland setting, but proves no problem for *Spirit of Adventure*, the first locomotive in the fleet when the Perrygrove Railway opened 24 years ago. DAVID NELSON-BROWN

The Llangollen Railway also called off its services for safety reasons as the town suffered a white out.

However, the heavy snow caused few problems for the 15in gauge Perrygrove Railway near Coleford in the Forest of Dean.

Despite being under nine inches of snow, the railway ran every one of its advertised services, although three trains were double-headed on the Sunday due to adhesion problems.

The locomotives in service were 1994-built 0-6-0T *Spirit of Adventure* and 0-6-0T *Anne*, which was built in 2004 and arrived at Perrygrove two years ago. Both locomotives were built by the Exmoor Steam Railway.

The line offers a round trip of 1 1/2 miles between four stations with severe gradients up to 1-in-26 and sharp curves.

Normal loadings are up to four bogie coaches, but on this day, some services ran with just three.



In freezing temperatures under an azure sky, *Anne* heads a Santa special past the snow-covered woodland. DAVID NELSON-BROWN

26 HeritageRailway.co.uk



***Spirit of Adventure* carries a headboard conveying seasonal greetings as twilight fades.** DAVID NELSON-BROWN

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Government boost for Stockton & Darlington Railway heritage

By Robin Jones

A multimillion pound project to turn the route of the world's first public steam-operated railway into a major tourist attraction is set to be launched.

The Stockton and Darlington Railway is one of eight heritage sites across the country to be chosen for a high-profile Heritage England revival scheme.

Under the Heritage Action Zone scheme, historic bridges and buildings along the 26-mile route of the railway which opened in 1825, will be restored in time for its bicentenary in 2025.

Another site chosen for a similar project is the nearby market town of Bishop Auckland. Again, the aim here is to bring neglected buildings back into use to rejuvenate the town centre and to turn Auckland Castle into a faith, art and heritage destination.

The announcement was made by John Glen, Minister for Arts, Heritage and Tourism, who said: "Our heritage not only tells the story of our past. It creates great places to live, work and visit."

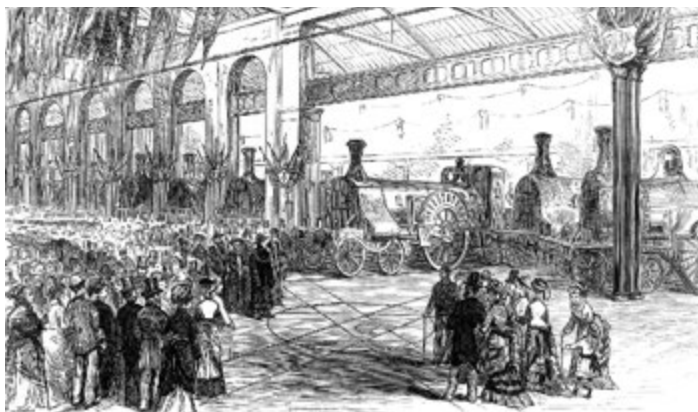
"The Heritage Action Zone scheme will make the most out of the Stockton and Darlington Railway project and Bishop Auckland's historic environment to kick-start regeneration, increase tourism and boost investment."

World-class

Carol Pyrah, planning director for Historic England in the North East, said: "The Stockton and Darlington Railway and Bishop Auckland both have much to be proud about – from links to the Prince Bishops to world-class railway heritage."

"Some of their historic sites and buildings are showing signs of neglect but with a little investment and imagination they can become assets to enjoy and benefit from again."

"We are looking forward to working



The Jubilee celebrations of the Stockton and Darlington Railway in 1875 featured this exhibition of the company's locomotives. Now a Government-backed project will highlight the ground-breaking line's heritage for its bicentenary in 2025.
ILLUSTRATED LONDON NEWS

with local partners to increase awareness of what these places have to offer."

One of the aims is to revamp neglected listed buildings to use as housing, retail or community spaces, improving conservation areas to kick-start regeneration and developing historic sites as visitor attractions.

Historic England – full title the Historic Buildings and Monuments Commission for England – is an executive non-departmental public body of the Government, sponsored by the Department for Culture, Media and Sport.

A statement from Historic England said: "Working with local people and partners, including local authorities, Historic England is helping to breathe new life into old places that are rich in heritage and full of promise – unlocking their potential and making them more attractive to residents, businesses, tourists and investors. We are doing this through joint working, grant funding and sharing our skills."

"Historic buildings that have deteriorated through decades of neglect

will be restored and put back into use; conservation areas improved to kick-start regeneration and renewal; and unsung places will be recognised and celebrated for their unique character and heritage, helping instil a sense of local pride wherever there's a Heritage Action Zone."

Immeasurable impact

The Stockton and Darlington Railway project will be led by a partnership including: Darlington Borough Council, Durham County Council, Stockton-on-Tees Borough Council, the Tees Valley Combined Authority, Friends of Stockton Darlington Railway and Historic England.

Tees Valley Mayor Coun Ben Houchen said the Stockton and Darlington Railway Heritage Action Zone will boost the area's economy through tourism: "This is not only an opportunity to highlight the immeasurable impact that the Tees Valley has had on the global stage in the past, it will also help secure our tourist trade and boost the area's economy

in the present, and it will undoubtedly act as an inspiration for future industry, development and innovation in the region."

The Tees Valley Combined Authority is one of several partners in a Rail Heritage Steering Group, which is now separately seeking £4 million from the Government's Northern Cultural Regeneration Fund to help develop the first phase of a Rail Heritage Quarter in Darlington.

That project is focusing on the North Road area of the town and also involving Darlington Borough Council and The A1 Steam Locomotive Trust, builder of A1 Peppercorn Pacific No. 60163 *Tornado* and new P2 2-8-2 No. 2007 *Prince of Wales*.

However, the newly-bestowed Heritage Action Zone status has been described as the "first piece in the jigsaw" leading up to the bicentenary celebrations.

The Stockton and Darlington Railway was the world's first public railway to use steam locomotives and initially linked collieries near Shildon with Stockton-on-Tees and Darlington. It officially opened on September 27, 1825, and to expand its coal-carrying business, was soon extended to a new port and town at Middlesbrough. While coal wagons were hauled by steam locomotives from the start, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

The railway was involved in the building of the East Coast Main Line between York and Darlington. In 1863 it became part of the NER.

The other six new Heritage Action Zones announced for 2018 are Dewsbury Living Market Town, West Yorkshire, Greater Grimsby, Lincolnshire, North Lowestoft Heritage Quarter, Suffolk, Rochdale Town Centre, Greater Manchester, Stoke-on-Trent Ceramic, Staffordshire and Walworth in London.

IN BRIEF

→ **THE restoration of Neilson 0-4-0ST No. 2937 of 1882 *Alfred Paget* at the Chasewater Railway is set to begin. The locomotive started its working life with William Baird & Co at Bedlay Colliery near Glenboig and survived in various industrial ownerships until the Sixties when it was preserved.**

→ **WORK has begun on a project to convert the Grade II listed goods shed at Meliden station on the LNWR Prestatyn to Dyserth line into a £1.2 million community hub and tourist attraction with a shop, cafe, heritage centre, bike hire facility, allotments and artists' workshops. The line closed in 1957.**

→ **THE Downpatrick & County Down Railway has announced that it has received a former Travelling Post Office. The vehicle, No. 2977, has now been moved to the railway's workshops.**

→ **THE Bluebell Railway's Track Action Appeal 2017 has raised nearly £130,000. The target for the appeal is £250,000 to replace more than half a mile of track north of Freshfield Halt. If the target is met, the work will take place in February.**

→ **POLICE are appealing for witnesses after thieves stole power and agricultural tools from the Severn Valley Railway's Bewdley station on December 9.**

Gwili makes new bearings

WHEN the Gwili Railway found that it needed new bearings for its Class 03 diesel shunter D2178, it decided to make them itself.

It was decided that the bearings needed changing due to excess wear. Checking the unit's history it was found they were last changed at the last major overhaul of the 1962-built locomotive, at Swindon Works in 1980.

Tony Hancock, who works with Stephen Caws as the line's employed motive power department crew, and who has over 35 years' experience in turning and machining, decided he would do the repairs and make the bronze bearings himself in the line's workshop.

The job took three weeks with the



One of the bearings being fitted to Class 03 D2178. GWILI RAILWAY

cost of the bronze blanks totalling over £2000.

Stephen said: "As a professional team we are able to help other railways in the production of turned fittings and bearings. They only need to ask and we will give them a quote."



SR Battle of Britain Pacific No. 34053 *Sir Keith Park* approaches Foley Park on the Severn Valley Railway with a short train of GWR stock and GWR 4-6-0 No. 7802 *Bradley Manor* on the rear on December 16, 2017. SIMON WEBB

Heroic railwayman commemorated by Glasgow plaque

By Hugh Dougherty and Robin Jones

A HEROIC railwayman, who died trying to fight off armed robbers intent on stealing the Christmas payroll for Glasgow Works on December 21, 1973, has been honoured more than 40 years later, after a plaque to his memory was unveiled at the railway works, thanks to the Railway Heritage Trust.

Security guard James Kennedy, 43, tackled the first man and prevented him leaving the yard. The intruder was then released by his companions who attacked Kennedy and stunned him by hitting him about the head with the barrels of their shotguns.

At this point the raiders climbed into a van, driven by one of the gang.

Having regained consciousness and, undeterred by his injuries, Kennedy made another attempt to prevent the criminals escaping, by running towards the front passenger door of the van.

He was killed by two shots fired from the front passenger seat and the raiders escaped with £9854.73 in a crime which shocked the nation.

James Kennedy, from Bearsden in Glasgow, later died at the city's Royal

Infirmiry, leaving behind his wife Ellen and three daughters.

He was posthumously decorated with the Glasgow Corporation Bravery Medal in 1974 and the Queen presented the George Cross to his widow and children at Buckingham Palace in 1975.

Class 86 No. 86242 was later named *James Kennedy GC* in his honour, and a street, close to the works, was named Kennedy Street. The locomotive was withdrawn by Virgin Trains in 2002 and was subsequently sold for service in Hungary, with Kennedy Street being demolished as part of local redevelopment.

Glasgow Works in Springburn, formerly the Caledonian Railway's St Rollox Works, is now operated by Knorr-Bremse and continues to maintain and refurbish rolling stock.

Andy Savage of the Railway Heritage Trust recognised that James Kennedy was one of seven railwaymen George Cross holders who are not commemorated by plaques, so he arranged for the plaque to be made, installed and unveiled on Thursday, December 21, 44 years to the day that James was



Pictured after unveiling the plaque to James Kennedy GC, are Leila, Shona, Lord Provost Evan Bollander and Elspeth, who is holding her father's George Cross and Glasgow Corporation Bravery Medal. GLASGOW CITY COUNCIL

killed in the line of duty.

The unveiling was attended by James's daughters, Shona, Elspeth and Leila, who were aged eight, six and four at the time of their father's death, with Glasgow's Lord Provost, Coun Evan Bollander, unveiling the plaque.

Provost Bollander said: "It is right that, nearly half-a-century on from James Kennedy's heroic actions, we remember the story of how he acted so bravely to give his life for others."

Daughter Elspeth said: "I'm extremely

proud of my dad. He died a hero. I am delighted to have this opportunity to celebrate his bravery."

After an 18-day trial at the High Court in Glasgow, at that time the longest in Scottish criminal history, Sydney Draper and Alan Brown were convicted of James Kennedy's murder in 1974, with other gang members also convicted of lesser offences.

The late Lord Kissen recommended that Draper and Brown, who fired the fatal shot, should each serve a minimum of 25 years.

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GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* passes Daw Mill with Vintage Trains' 'Christmas White Rose' to York just after sunrise on December 9. BEN COLLIER

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Great Central tunnel now being converted

A SCHEME to convert a disused Great Central Railway London Extension tunnel into a world-class aerodynamic testing facility is now underway.

Brackley-based firm Aero Research Partners has begun building work in the 2997 yard Catesby Tunnel.

The tunnel will be remodelled into a smooth asphalt roadway, with lighting and end closures. A 4.5 acre science park, the Catesby Aero Research Facility, with offices, workshops and a research facility, will be built next to it.

The project received £4.2 million from the government's Local Growth Fund via the South East Midlands Local Enterprise

The converted tunnel will be made available for hire and is set to generate global interest from cycling and motorsport teams to major vehicle manufacturers.

Originally planned as a cutting, the tunnel owes its existence to Henry Arthur Attenborough, owner of the Catesby Estate, who did not want steam trains spoiling his landscape.

Despite his costly stipulation that a tunnel was built instead, he was rewarded with the naming of a bridge after him. The first crossing of the railway north of the tunnel is called Attenborough No.1.

Dr Rob Lewis, managing director of ARP and Brackley-based TotalSim, said: "We have investors ready to become part of the project early in 2018 and we expect to open the facility to customers in late 2019. Testing vehicles in Catesby tunnel will give the UK a unique tool in automotive and race car development."

"As the project matures we intend to explore academic collaborations as well as using the facility to engage with schools and work to inspire children into the world of science, technology, engineering and maths."

With the closure of the London Extension under the Beeching Axe, the tunnel was taken out of railway use on September 3, 1966, after which the track was removed. It has since suffered from flooding in places.

Carriage park to open all year

PLANS for the former GWR Staff Association caravan park at Dawlish Warren to open all year round as a holiday destination have been approved.

The Brunel Camping Carriages site has eight converted coaches named after UK cities.

Last year, plans were approved to allow use of the site as holiday accommodation only between March 1 and October 31. However, the new owner wants to make it an all-year attraction.

LMS painting sells for £5200 within days of enthusiast artist's death

By Geoff Courtney

BARRY Freeman, one of the country's top railway artists who was noted for his unwavering attention to detail, has died at the age of 80, poignantly just days before one of his paintings sold for £5200 at a top railwayana auction.

Barry, who was born in Northampton, educated at the town's grammar school, and was living in the town on his death, was a childhood trainspotter and, due to his roots, a committed LMS enthusiast.

After completing his education he served in the Royal Navy for 10 years, following which he had several years in the electronics and aviation industries before becoming an art teacher in 1971. Eighteen years later he took early retirement and became a professional artist, painting mainly railway, but also aviation, subjects.

Tony Digby, who had been a friend for 10 years, said: "I first got to know him when I sold him a Volvo estate car, and we discovered we had many things in common, including a love of railways. He told me his first recollection of trains was going on a family holiday to north Wales in 1946, when he would have been eight or nine."

"As an artist he was very keen to get the details correct, and he once told me he spent as much time researching his subjects as painting them. We attended model train exhibitions, and he used to comment when modellers got the valve gear wrong."

Barry was a full member of the Guild



Fitting memorial: The painting by Barry Freeman of LMS Princess Royal No. 46207 *Princess Arthur of Connaught* taking water at Bushey troughs that sold for £5200 at a Great Central Railwayana auction on December 2, eight days after Barry had died at the age of 80.

of Railway Artists, and his attention to detail is remembered by Malcolm Root, a fellow of the guild who is himself respected for his accuracy when portraying steam locomotives.

"He was very precise and clinical, and his knowledge of locos was second to none," said Malcolm. "He spent a lot of time on the technical side of things, and put a lot of research into his paintings. He was an enormously talented artist, and his work was extremely popular and well regarded."

Mike Soden was the auctioneer who put one of Barry's works under the

hammer at a Great Central Railwayana auction at Stoneleigh on December 2, eight days after he had passed away. By coincidence the painting, of LMS Princess Royal Pacific No. 46207 *Princess Arthur of Connaught*, featured on the cover of the sale's catalogue.

Mike was another admirer of Barry's work. "They were always appreciated, and he was a really nice guy," he said.

Barry died on November 24, leaving a widow Mary, who is 86, and a son Mark. His funeral was held at Nene Valley Crematorium, Wellingborough, on December 12.



LMS Ivatt 4MT 2-6-0 No. 43106 heads a Severn Valley Railway Santa special towards Foley Park tunnel on December 9.
SIMON WEBB



Working electric: Metropolitan Railway No. 1 *John Lyon* at London Transport's Neasden depot in 1963, two years after the Bo-Bo was switched to departmental use following its withdrawal from passenger service. In November 1972, one of the locomotive's nameplates was presented to The John Lyon School at Harrow-on-the-Hill, where it is on display.

Top marks for veteran electric loco's nameplate as debate continues

By Geoff Courtney

WHILE the debate continues in *Heritage Railway* about the fate of the original Metropolitan Railway electric locomotive brass nameplates that were replaced by alloy plates in 1953, one of the replacements fitted to the class leader has for several generations fascinated – and doubtless intrigued – pupils at a top independent school, where it is on permanent display near the head's study.

The plate, *John Lyon*, was carried by No. 1, the first of 20 Bo-Bo electrics ordered by the Met from Metropolitan-Vickers and delivered to the railway in 1922-23 for operating the City and Baker Street to Aylesbury services as far as Rickmansworth, where electrification ended and steam took over.

In 1933 the Metropolitan Railway became part of the new London Passenger Transport Board which introduced the London Transport brand, and the Bo-Bo electrics operated in this livery until the electrification of the line beyond Rickmansworth to Amersham in 1961.

This led to the withdrawal from service of the remaining 16 members of the class, but No. 1, one of four retained by London Transport for departmental use, was used for shunting at Neasden depot until 1972, when it was finally withdrawn due to frame fractures, and cut up two years later.

Wealthy farmer

John Lyon, the man whose name No. 1 carried, was a wealthy farmer in Harrow, north-west London, and the founder in 1572 of what was to become Harrow School, now one of the country's most famous public schools.

His original intention was for the school to provide education for local boys, but as an increasing number of youngsters from outside the parish became pupils, the Lower School of John Lyon was opened nearby in 1876 to address this issue. Subsequently renamed The John Lyon School, it is part of the foundation that also governs Harrow

School, and has become one of the top independent day schools for boys in the country.

After the withdrawal of No. 1 in 1972, one of its *John Lyon* alloy nameplates was donated to the school at a ceremony at Neasden depot on November 10 that year. The presentation was made by R M Robbins, managing director of London Underground, to Gordon Surtees, the school's head, and was attended by staff and a group of 15 pupils. The head was also presented with a framed colour photograph of the locomotive, and the ceremony took place against a backdrop of another member of the class, No. 5 *John Hampden* which, with Nos. 1, 3 *Sir Ralph Verney*, and 12 *Sarah Siddons*, was one of the four members of the class retained after 1961 for departmental use. Both Nos. 5 and 12 survive in preservation.

Miss Katherine Haynes, the school head, said: "We are proud of the school's distinguished history and heritage, and the *John Lyon* locomotive nameplate has been sheltered in the portico of the school for many years. It is of great interest to our budding historians, and I am glad to know more of its story."

It was a *Sir Ralph Verney* nameplate from No. 3 that started the current debate about the original nameplates after it was entered in a recent Transport Auctions of London sale. The plate in the sale was one of the 1953 alloy replacements, but it did ignite the belief in most railwayana circles that the original brass versions were melted down for the World War Two effort.

However, this view was challenged in issue 235 by railway nameplate specialist Paul Tilley, who said he was told some years ago by a Stratford railwayman that the brass versions were removed en bloc but survived in store at Stratford into the 1950s, when they were sold to employees.

Whatever theories surround the originals, an alloy replacement from the class leader that gave service to the Metropolitan Railway and London Transport for exactly half a century survives in a good home to be admired by generations of school students.



Fellow enthusiasts: John Lyon School pupils Max Wilkinson (left) and Patrick Colson beneath the *John Lyon* nameplate from Metropolitan Railway electric locomotive No. 1. Max, 13, who is holding a model of No. 5 *John Hampden*, has been a railway enthusiast for many years, and has at home a fully-working model railway which he has built in conjunction with his dad, while 14-year-old Patrick is holding a photograph of the ceremony in November 1972 when the nameplate was presented to the school by London Underground.

He has a long family connection with the railways, extending back five generations to ancestors who were employed at Swindon works. CHRISTIAN ANDERSON



Cabbed it: Pupils from The John Lyon School enjoy themselves with Metropolitan Railway Bo-Bo electric No. 5 *John Hampden* during a ceremony at Neasden depot on November 10, 1972, at which a nameplate from No. 1 *John Lyon* was presented to the school. THE JOHN LYON ARCHIVE

Woodstock era star's model railway fetches \$300,000

AROUND 230 items from singer-songwriter Neil Young's extensive Lionel model railway collection sold at Julien's Auctions in Los Angeles for nearly \$300,000 on December 9.

The 72-year-old former member of Buffalo Springfield and Crosby, Stills, Nash & Young has promised to give

some of the proceeds of the auction to the Bridge School in California, a school for children with severe speech and physical impairments, which his former wife Pegi jointly founded in 1986.

He said that the expansive layouts at his California ranch helped him

connect with his son Ben, who suffers from cerebral palsy.

Several cars that Young owns were also sold at the auction. A 1953 Buick code 76X Roadmaster Skylark convertible with a steering wheel hub that reads "Customized for Neil Young," fetched \$400,000.

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A link with steam age lost as eldest Gresley grandson dies

By Robin Jones

TRIBUTES have been paid to Tim Godfrey, the eldest grandson of Sir Nigel Gresley, who has died at the age of 79, ending a link between the golden age of steam and today.

Tim, one of the Gresley Society Trust's vice-presidents, died on December 7 after a short illness.

He was born Timothy Dan Godfrey on January 13, 1938, the first child of Violet and Geoffrey Godfrey.

Violet was Sir Nigel's eldest daughter and had taken care of her father after the premature death of her mother.

Not wishing to live alone, when the Godfreys set up home at Watton-at-Stone after their marriage, Sir Nigel joined them.

Therefore Tim lived with his grandfather in the family home until the LNER chief mechanical engineer's own untimely death in 1941.

Gresley's biggest rival, LMS CME Sir William Stanier, was Tim's godfather – highlighting the closeness of the two families.

As a direct descendant of the man hailed by many as Britain's greatest steam engineer, who designed the great East Coast Main Line Pacifics including world record holder *Mallard* and *Flying Scotsman*, Tim carried on the great family tradition by starting the cutting of the frames of two new-build Gresley locomotives.

On May 21, 2014, he and his brother Ben pressed the green button at Tata Steel in Scunthorpe to begin the profiling of the 21 ton frames of The A1 Steam Locomotive Trust's £5 million P2 2-8-2 No. 2007 *Prince of Wales*.

April 15, 2015, saw Tim perform the start-up ceremony for the cutting of the main frames for the B17 Steam Locomotive Trust's new-build 4-6-0 No. 61673 *Spirit of Sandringham* at Tata Steel in Wednesfield, West Midlands.

Tim also became involved in controversy surrounding the design of a statue of his grandfather, which in 2016 was erected on the concourse of King's Cross station to mark the 75th anniversary of his death.

The Gresley Society commissioned award-winning Brighton-based portrait sculptor Hazel Reeves, a Fellow of the Royal Society of Arts, to design and make the statue.

Her design included a mallard duck next to the great man himself, symbolising his interest in wildfowl and the locomotive which set the 126mph speed record.

However, Tim and his brother Ben Godfrey argued that the inclusion of the duck walking alongside Sir Nigel would make him look ridiculous.

The society acceded to their wishes and removed the mallard. The decision led to a walkout of three senior society members and the launch of a petition to save the duck. The statue, however, remains without the bird.

A spokesman for the society said: "Tim was an enthusiastic supporter of the Gresley Society and a great advocate for the works of his grandfather. He was actively involved for many years, always willing to participate in events connecting with Sir Nigel and his achievements.

"In addition he was vice-president of the Severn Valley Railway Carriage Group and Coach Fund. A gentleman



Tim Godfrey pictured in the cab of A4 Pacific No. 60007 *Sir Nigel Gresley* which was named after his grandfather. GRESLEY SOCIETY

and man of great culture, he will be very much missed by us all.

"Our thoughts and sympathy are with Tim's wife Ann, son Nick, daughter Selina, brother Ben and all the family."

Tim's funeral, which is set to be a family affair, is to be followed by a service to include friends and well-wishers in the village church at Claverley, Shropshire, on Friday, January 26.

Dudley tram back in service as it approaches century

FOLLOWING a five-year restoration project, Dudley's Black Country Living Museum's 99-year-old tram No. 5 is now back in service for its visitors after a £120,000 restoration.

The 32-passenger tram was built in 1919 in Tivdale at the works of the Electric Traction Company and operated in the Dudley and Stourbridge area.

In the 1970s, No. 5 was discovered in a garden in the Kate's Hill area where it was being used as a shed. The tram was donated to the museum in 1974 and, after a lengthy restoration, started operating at the museum in 1980.

The restoration was funded by donations from individuals, businesses and trusts and foundations, including sums from the Friends of Black Country Living Museum and the Black Country Living Museum Transport Group.

The project saw elements of the tram's bodywork and structure being rebuilt and specialist teams have also worked on its motors, brake rigging and paintwork.

Tim Shields, the museum's curator of industry and

transport, said: "Restoring Tram No. 5 back to its former glory has been a challenging and rewarding project. Seeing it operating as it would have a century ago has been a fantastic experience and we're delighted that visitors will once again get to ride on this fascinating piece of Black Country history."

Meanwhile, Derbyshire's Crich Tramway Village has been carrying out a major refurbishment of its tram depots since closing to the public on November 6, for winter maintenance.

Improvements including reroofing will facilitate the storage of the tramcars in a far better environment, removing the problems related to the accumulation of mould, which has previously set in over recent years due to the inefficient insulation. The new roofs will also screen out harmful ultra-violet light.

Bailey Construction is the main contractor and has responsibility for the overall control of the project. Working for the firm are several sub-contractors for the individual areas such as roofing, partitions and electrics.

Curator Laura Waters said: "The beginning of the



Tram No. 5 restored and raring to go again on the museum's internal line. BCLM

new year will also see the fittings for our new bespoke pivot doors installed. The design of which has been inspired by archive photos of some of the original depot doors that featured on various tramway systems depot buildings."



December 20 saw Bodmin & Wenford Railway-based 1944-built Bagnall Austerity 0-6-OST WD No. 75178 run into Bodmin Parkway for the first time ever. Bought by the Cornish Steam Locomotive Preservation Society in May 1995 and moved to Bodmin, it steamed for the first time in the heritage era on April 21. It completed its test runs by hauling a three-coach 105 ton train to Bodmin Parkway and return. That included two standing starts on the 1-in-40 gradient at Dreason and Charlie's Gate on slightly wet rails. DAVID LETCHER/BWR

'Fifteen Guinea Special' on Mid Hants Watercress Line

THE Mid Hants Railway is planning to recreate the last main line steam train on British Railways at its February 9-11 gala.

Jeremy Hosking's LMS 'Black Five' No. 45231 will star in a unique gala to commemorate 50 years since the end of steam on the network on August 11, 1968.

'Black Five' 4-6-0s were by far the most numerous steam class engine in the final years of steam, and No. 45231 is a former resident of the Watercress Line. A pair of them headed the 'Fifteen Guinea Special' on its Carlisle to Manchester leg.

The MHR is set to recreate this spectacle by pairing No. 45231

with home-based sister No. 45379.

Both engines were built by Armstrong Whitworth in 1937 and are two of only 18 survivors from a class of 842 locomotives.

Mid-Hants managing director Colin Chambers said: "We're delighted to welcome No. 45231 back to our railway for this special gala. The steam age is such an important period for rail transport and the end of steam on British Rail really was the end of an important era."

The Watercress Line is negotiating for another guest locomotive for the gala. Further details about the showpiece event can be found at www.watercressline.co.uk

'S&D' line station closes through lack of passengers

A PLATFORM and footbridge standing on the original route of the Stockton & Darlington Railway, which now serves one of the least-used stations in the country, will be permanently closed to save £6 million over the next four years. Only 30 people got off at Teeside

Airport station between April 2016 and March 2017, making it the second most unpopular stop in Britain.

Now airport officials have agreed with Northern Rail to operate the station's current once-a-week 'parliamentary' service in only one direction.

Friends group in £500k bid to save 'last' wooden footbridge

By Robin Jones

THE Friends of Alton Station group has launched a £130,000 appeal to fund the first phase of a £500,000 project to save its Victorian wooden footbridge – believed to be the last of its kind on the national network.

The future of the 1892-built footbridge has looked bleak ever since Network Rail, working in partnership with South West Trains, installed a replacement with lifts in 2013.

So far, the Friends group, which was formed in 2014, has failed to get listed building protection for the footbridge, used by visitors to the Mid Hants Railway which has its eastern terminus at Alton.

The heritage line has distanced itself from the project because of the potential financial burden of upkeep, said a group spokesman.

However, the friends group recently received a supporting letter from Paul Maynard MP, the Parliamentary Under Secretary of State at the Department of Transport, saying: "My department believes that historical structures should be restored where practical, since they contribute to the unique identity of our railways."

"I recommend the Friends of Alton Station group carry on with their diligent approach and continue to co-operate with Network Rail."



The footbridge at Alton station is said to be the last of its kind on the network. FAS

The friends spokesman added: "It is also pleasing to have Save Britain's Heritage and our local MP on our side, so we do have supportive voices behind the scenes."

"Over time we have been able to amass a number of relevant professionals including a retired bridge engineer, a retired Transport for London structural engineer, two historians and a timber buildings expert."

"Together, we have drawn up an engineering report, with professional

input from Integral Engineering Design, allowing us to have a fuller picture of what work needs doing to restore the footbridge. We have used this information to create a restoration prospectus, for the benefit of potential donors and interested parties."

"The result of our technical report is that Network Rail can see that there are practical solutions and it has been receptive to our ideas for restoration."

"In November, Network Rail offered to give the friends more time, moving

the proposed removal date for the footbridge from April to October 2018. This generous offer means that we have a window of opportunity to raise the required funds."

The spokesman added: "We have split the project into three phases we are calling: Rescue, Refurb, Restore. We think the whole project will cost in the region of £500,000, but we have budgeted the first removal phase at £130,000."

"We are looking for people who can help us reach this target. We are also seeking legacies to help provide ongoing income for the future upkeep of the structure."

"At present Friends of Alton Station is an unincorporated membership association, but soon we are going to convert it into a company limited by guarantee, with the intension of applying for charity status."

➔ More details about the group and its project can be found online at www.friendsofaltonstation.org.uk Anyone who needs further details or who would like to make a donation is asked to contact group chairman Stephen Lewis by email at donations@friendsofaltonstation.org.uk or by telephone on 01420 544881 or by post: Friends of Alton Station, c/o Alton Community Centre, Amery Street, Alton, GU34 1HN. Cheques or postal orders should be made payable to Friends of Alton Station.

Charity railway banknotes auction in late hitch, but collectors rally to the cause

By Geoff Courtney

DESPITE an unexpected late change that saw the sale of unique railway-themed banknotes in aid of charity switched from a specialist railwayana auction house to one of London's top houses, more than £25,000 was raised for Mental Health UK as enthusiasts and currency collectors vied with each other in online bidding.

The sale was held to celebrate the launch of the Bank of Scotland's polymer £10 banknotes, and comprised 18 special edition notes that were each given different serial numbers matching the BR numbers of the 18 preserved LMS 'Black Fives' and featured an image of No. 45407 crossing Glenfinnan viaduct on the Fort William to Mallaig line.

Another 18 notes also featured the image of the 'Black Five' on the viaduct, but the serial numbers were the LMS numbers of the preserved 4-6-0s and images of different totem signs that adorned some of the West Highland Line stations were included.

Jamie Black, one of the Bank of Scotland team that had overseen the creation and printing by De La Rue of the notes, said: "These are quite literally unique items – there is only one of each note and they will not be reproduced," adding that each could thus be guaranteed to be the only one in the world.

It was initially announced by Bank of Scotland that Railwayana.net – part of

the Great Central Railwayana group – would auction the notes at the end of November, following a recommendation to Great Central by the NRM, and indeed it was the auction house's director, Dave Jones, who came up with the idea that a selection of the notes could feature West Highland Line totem station signs.

However, after this sale had been publicised, Lloyds Banking Group, of which the Bank of Scotland is a subsidiary, stepped in and instructed that the notes be sold by London auction house Spink.

Following the last-minute change, Cat Rintoul of the Lloyds Bank and Bank of Scotland communications department told *Heritage Railway*: "The auction will now be hosted online and by telephone by Spink UK, and Railwayana.net will provide a link to the auction. All auctions on behalf of Lloyds Banking Group are held via an approved supplier which in this instance is Spink, and Bank of Scotland acknowledges the support and contribution of Dave Jones in the design of these limited edition notes."

Cat said she was unable to comment on the reason for the mix-up with Railwayana.net but added: "The project team has spoken to them and they are comfortable with the situation."

Asked for his view on what had happened, Great Central's Dave Jones said: "We support the sale of these notes in aid of charity and we wish them good luck. The totem idea was completely



Taking a breather: Fort William-bound LNER K4 class 2-6-0 No. 61994 *The Great Marquess* pauses with its support coach at Spean Bridge on the West Highland Line in October 2011. A totem sign from the station featured on a Bank of Scotland £10 note that sold at a banknote auction held in aid of Mental Health UK. BRIAN SHARPE

mine, and it was a fun thing to come up with. I spent quite a bit of time on it, especially researching which stations had carried totem signs."

The 36 notes carrying the 'Black Five' numbers, including those 18 that additionally featured totem station signs, sold for between £250 and £1820 each, but two further notes, not listed in the original Railwayana.net catalogue, sold for £3650 and £3950.

These also featured the Glenfinnan viaduct, but their appeal to banknote collectors was enhanced by the fact that

the successful bidders were able to have the notes printed with serial numbers of their choice, up to eight characters.

The total raised at the auction, which was held between November 24 and December 1, was £25,640 (excluding buyer's premium of 20% + VAT).

"We were delighted with the amount raised, and every penny of the hammer prices will go directly to Mental Health UK," said Cat. "The winning bidders now own notes that are each individually unique and will likely be coveted for years to come."

Darjeeling finally back on line

THE Darjeeling Himalayan Railway resumed its full operations on Friday, December 15, after 188 days of service suspension due to civil unrest in Gorkhaland.

The Gorkha Janmukti Morcha rebel movement had called for an indefinite shutdown in the hills in June, demanding a separate state. The British-built 2ft gauge railway was vandalised at several points.

Very few passengers travelled on the comeback train, but railway officials were hoping trade would pick up once it became common knowledge that it was running again and the political crisis had subsided. One of the first passengers, Naina Mansika from Ahmedabad said: "We felt like royalty as we had the entire coach to ourselves."

Part of the line, between Siliguri and Darjeeling, was operational on October 15, but the trains could not run the full distance due to landslides blocking the route,

The railway was made a UNESCO World Heritage site in 1999.

**Visiting Taff Vale Railway
0-6-2T No. 85 pilots Hunslet
Austerity 0-6-0ST *Norman*
away from Bolton Abbey
with an Embsay & Bolton
Steam Railway Santa special.
TOM NOBLE**



Raising a glass – the intensive timetable as beer workers flocked to the seaside

By Geoff Courtney

AN INTENSIVE timetable of 15 trains jam-packed with excited families departing every 10 minutes, and their arrival at a station 182 miles away that allowed only two minutes for each train of more than 500 passengers to be emptied and shunted into a siding, would be fraught enough with today's modern traction and sophisticated rail network.

Throw in 10 minute stops for locomotive and crew changes at Peterborough en route which also allowed passengers to pop into the loo and/or buy refreshments from counters on the platform, and also a second stop to replenish the water of thirsty steam locomotives, and the exercise becomes even more of a challenge.

But this wasn't a scenario from the days of BR or even the Big Four. It dates way further back than that, to 1893 and thence every four years until 1913, by which time the number of passengers had increased from 8000 to 10,000 and the number of trains to 16.

The occasion was free day excursions laid on by the Burton-on-Trent brewer Bass, Ratcliff & Gretton – then the world's largest brewery – for its employees, which became an annual event from 1884 until 1914. Destinations over a four-year cycle were Blackpool, Liverpool, Scarborough and, from 1893, Great Yarmouth, and it was the first visit to the Norfolk resort that year that has been highlighted in fascinating detail by Geoff Ashton, in the Great Eastern Railway Society's quarterly journal, of which he is co-editor.

The excursions started in 1865 as relatively modest affairs requiring just two trains and were restricted to employees. But on later trips wives and children were allowed on payment of the extra fares, and as the occasions became larger the firm's customers were invited, resulting in them becoming the world's largest such events run by a private company.

The day for the 1893 trip to Great Yarmouth on June 16 started early for the passengers, who were woken by buglers patrolling the streets. The first train departed from Burton station at 3.50am, and the last, the 15th, at 6.10am. It was no free-for-all – everyone had been allocated a seat on certain trains, ranging from "foremen and men employed under Mr Couchman at Shobnall with their wives" on the 3.50am departure to "friends and all persons who have received tickets from Mr Walters' office, with their wives" on the final train at 6.10am.

The trades of the employees included blacksmith, joiners, wheelwrights, bricklayers, cloggers, tailors, wireworkers, excavators, platelayers, coppersmiths, clerks, painters, plumbers, trimmers,



Boaters, caps, bowlers and decorative headgear: July 23, 1909, saw the fifth Bass excursion to Great Yarmouth, and on that day passengers are seen alighting at 10.30am from train No. 13 after a 182 mile journey from Burton-on-Trent. But they have no time to waste, as another train will be arriving within 10 minutes. GEOFF ASHTON COLLECTION

fitters, farmworkers, gardeners, and gas works and stables staff, a list which offers an intriguing and compelling insight into the world of a thriving business in Victorian Britain.

The "Mr Walters" whose friends were on the 6.10am departure was William Walters, assistant to the traffic manager at the brewery and the lynchpin of the whole exercise. A man of considerable organisational skills who paid great attention to detail, he joined Bass in 1865, and within two years was handling the brewery's small but growing bi-annual excursions that were the predecessors of the later more ambitious yearly trips.

Long rail journey

The Great Yarmouth events that ran every four years from 1893 were the biggest logistical exercise, involving the longest rail journey of all at 182 miles, comprising 82 miles on the Midland Railway line to Peterborough and 100 miles on the GER network to Great Yarmouth via March, Ely and Norwich. The 250 carriages needed to transport the thousands of trippers were provided by the Midland Railway.

William Walters' thoroughness is illustrated by the fact that every passenger was given an excursion guide and a Great Yarmouth guide book, and he even made the arrangements for a full programme of free entertainment and food in conjunction with caterer John Nightingale, who was proprietor of the town's Theatre Royal and said to be capable of providing dining and refreshments for 2000 people at a time "without turning a hair".

As with the employees' various trades at the brewery, the entertainment provided a reflection of Victorian life.

There was music and concerts by the Burton-on-Trent Volunteer Band and

the bands of the 2nd Norfolk Volunteers and the 8th King's Royal Irish Hussars, daylight fireworks, steamer trips, donkey rides, a switchback railway, lawn tennis, trams to nearby Gorleston-on-Sea, brakes and carriages from the jetty, and a show by Professor Crocker's horses, ponies, donkeys and mules.

While all the festivities were being enjoyed, the town's Vauxhall railway station was a hive of activity from early morning to the evening, and in this regard Walters had considerable help from GER staff, particularly Brian Bell, the stationmaster, who was praised for being a "most genial and obliging official".

More than two miles of sidings were required to stable the 15 trains during the day, and while Vauxhall station had 19 goods sidings, not all were long enough to hold a complete train, requiring several to be split for stabling and two to be left in the station's platforms, leaving just two platforms for non-excursion traffic.

On arrival each train averaged just two minutes for every passenger to alight and the empty carriages shunted into a siding, and as on the outward journey, each carriage was clearly labelled for the return to Burton to ensure fast embarkation. The first departure home left at 7.30pm and the last at 9.50pm, this train being timetabled to arrive at Burton at 2.35am the following day.

There were a number of further excursions to Great Yarmouth at four-yearly intervals into the 20th century, but in December 1915 William Walters retired after 50 years with the brewery, and there was to be no more to Yarmouth or any other destination after the end of the First World War. Perhaps the Bass directors felt that, with his going, the trips had run their course.

'Swedish' WD bows out at Keighley

THE Keighley & Worth Valley Railway is planning the last appearances for repatriated sole surviving WD 2-8-0 No. 90733 before its boiler ticket in expires in April.

Built in January 1945 by the Vulcan Foundry at Newton-le-Willows, for the war effort, the locomotive was shipped to the continent on completion to aid troop and supplies movement across Europe, and ended up in Sweden from where it was brought back to the UK.

A heavy repair was started in 1993 to rebuild it to as-built form and renumber the engine by continuing the series of numbers for repatriated engines on BR. The chassis of an original eight-wheel tender was purchased to replace the Swedish six-wheel tender and a new tender tank constructed.

The locomotive returned to Haworth on April 16, 2007 and officially re-entered traffic on July 23, 2007 as No. 90733.

Named *Remembrance* during November each year, it has once again played its part in remembering the fallen.

Andy and Alex Simkins are the father and son volunteer team that maintain the engine. Andy said: "This time, although not a complete rebuild like the previous overhaul, it will come with its own challenges."

"These locomotives were not built to last and this shows when trying to operate them far in excess of what they were originally designed for. We are looking forward to the challenge and once again in the future seeing No. 90733 running at the Worth Valley."

Its finale will be staged during the Easter holidays.

Full details of running days will be available at kwvr.co.uk

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Leighton Buzzard needs just £59k to reach Double Arches

By Robin Jones

THE Leighton Buzzard Railway has entered its 50th anniversary year with a vital new lease – and is going full steam ahead with its extension plans.

However, it needs another £59,000 to see trains running again to the proposed new destination of Double Arches.

As part of its plans to extend beyond Stonehenge Works, the 2ft gauge former sand-carrying line has been working closely with Arnold White Estates, owner of the sand quarries and much of the land on which the railway operates.

The result of these discussions is a new partnership that will deliver a new 250 year lease for the whole line, including the extension, an immediate cash injection and the promise of additional investment as and when the quarries are worked out and redeveloped.

The line has secured a £47,000 Leader funding award for its extension project. The grant includes a £34,000 contribution towards the costs of the extension, plus a new coach and improvements to facilities at Stonehenge Works.

Benefit the economy

The Leader fund is an EU programme worth a total of £138 million for funding of projects that create jobs, help businesses to grow and benefit the rural and tourism economy.

The railway's own appeal for funds for the £150,000 extension project, launched last summer, has so far realised £57,000, well above the £24,000

of matched funding required under the Leader bid. The money includes a significant donation from a benefactor which has enabled the track required to be secured. However, the balance of £59,000 still needs to be found.

Executive committee member Nick Burton said: "The new lease with Arnold White Estates has secured the offer of Leader funding, while the generosity of our members has ensured that we can deliver our side of the financial commitment.

"We still have a lot of work to do to raise the balance of the funds we require, but we can now start work with confidence that the way ahead is clear and with enthusiasm for what the future holds for us."

Historic moment

Railway chairman Terry Bendall added: "This is an historic moment for the railway as the way forward is now clear."

The Leighton Buzzard Light Railway opened on November 20, 1919, linking the sand quarries (Double Arches at the far end of the line) with the LNER south of the town at Grovebury sidings. The line was built using surplus stock and equipment from the War Department Light Railways and was one of the first lines in Britain entirely operated by internal combustion.

However, by the mid-Sixties only one sand quarry, Arnold's, still used the light railway, most of the sand traffic having by then switched to road.

By 1968 the line was only lightly used by the remaining sand trains and volunteers, under the banner of the Iron Horse Railway Preservation Society, took



Trains could soon be running over this section of overgrown track en route to the original terminus of Double Arches if the latest appeal for funds proves successful. STEVE DOUGHTY/LBR

it over on weekends to run it the first formal passenger services.

The extension will also feature a section of line with a gradient of 1-in-27, providing new opportunities to see and hear locomotives working hard, and also a section of unique British narrow gauge double track. Work to accommodate the new line has already begun at Stonehenge Works.

In 2016 it carried off Britain's top heritage sector award, the Heritage Railway Association's Peter Manisty

Award for excellence after opening its new £386,000 station at Page's Park.

→ Anyone willing to support the extension project is invited to donate on line at www.buzzrail.co.uk or you can send a cheque payable to the Leighton Buzzard Narrow Gauge Railway Society to Pages Park Station, Billington Road, Leighton Buzzard, LU7 4TG. If you are a UK taxpayer, you can increase the value of your donation at no cost to yourself by completing the Gift Aid form.

Nene Valley seeks new engineering manager

THE Nene Valley Railway is to recruit a new manager to motivate and lead its engineering staff and volunteers

The candidate will need the experience to manage the railway's heritage workshops at Wansford and must possess the engineering skills necessary to maintain the locomotives and rolling stock in a challenging but fulfilling environment.

For more information, job description and details of how to apply, candidates should telephone the general manager on 01780 784444 or email: generalmanager@nvr.org.uk

Get in touch

editor@heritagerailway.co.uk

Snowy Christmas first for 'oldest' railway

SNOW covered the Llanelli & Mynydd Mawr Railway when it held its first-ever Christmas event at the site of the former Cynheidre Colliery on Sunday, December 10.

Train rides ran every 15 minutes over a recent running line extension and the event proved extremely popular with visitor numbers hitting over 200 over the course of the day.

Santa himself and the chairman of Llanelli Rural Council, Coun John Evans, opened the event by arriving into Cynheidre station just before 11am, before heading to the on-site grotto, ahead of a day of lots of mince pies, presents and plenty of Christmas cheer along the way. Nia Griffith MP also lent her support to the event with a visit during the course of the day.

Project director Des Thomas said: "The feedback received from our first

open day in September gave us a real motivation to make a Christmas event a reality.

"It has been a huge team effort since then to get everything into place. What a fantastic day it has been and we've even managed to pick a day where snow arrived.

Tremendous support

"Yet again the people of Carmarthenshire and beyond have completely exceeded our expectations with their tremendous support and I would like to place on record my sincere thanks to them and to our fantastic volunteers."

The charity hopes to announce further events over the coming months as the revival scheme continues to grow. There is also a hope to increase public interaction in other

ways, such as introducing a summer café to serve both the local community and users of the adjacent cyclepath as well as opening a picnic area.

The railway is a heritage era successor to what is claimed to be Britain's first public railway, the 4ft gauge Carmarthenshire Railway. The first section of line was opened for traffic from the ironworks at Cwmddyche to the water's edge at Llanelli in May 1803.

While the Surrey Iron Railway, a popular contender for the title, was authorised by Parliament earlier, it was not ready for traffic until July that year.

→ Anyone interested in learning more about the project is invited visit the company website at www.llanellirailway.co.uk and its Facebook page at www.facebook.com/llanellirailway



A delighted Anne Urquhart and Iain Robertson, directors of the Loch Lomond Steamship Company Limited, with *Maid of the Loch's* builder's plate, returned under the amnesty. LOCH LOMOND STEAMSHIP COMPANY LIMITED

Amnesty launched for railway steamer parts

By Hugh Dougherty

AN AMNESTY has been launched by the Loch Lomond Steamship Company to help retrieve vital parts of Britain's last railway-built paddle steamer, *PS Maid of the Loch*, as the push goes on to raise steam in it once again.

Chairman John Beveridge said that anyone returning any relics of the ship, whether in person or anonymously, will be made most welcome.

"After the ship was taken out of service in 1981, and until we took over her restoration in 1996, literally hundreds of parts were taken off the ship as she lay semi-derelict," he said.

"While we accept that many will have been sold for scrap, we also know that other parts were kept as souvenirs and that many parts, given that she was a British Railways steamer, are likely to have entered the railway memorabilia market. It's those items that we're appealing for to be returned."

Already, the ship's bell, maker's

plate and original wheel have made their way back to the ship at Balloch Pier, no questions asked, and now John is appealing to *Heritage Railway* readers, for help in tracking down, or surrendering other items, large or small.

"If any reader has parts of the ship, fittings or paperwork in their possession, or know of their whereabouts, we would be most grateful for their safe return," he added.

"That will help us to fit out the ship in anticipation of us accessing promised Heritage Lottery funding which will allow her to sail again."

Commissioned by the British Transport Commission, *Maid of the Loch* was built by A & J Inglis of Glasgow on March 5, 1953. Operated by the Caledonian Steam Packet Company, it was Britain's largest-ever inland waterway vessel in Britain. It was laid up after a last commercial sailing on August 31, 1981.

→ Full details of how to answer the amnesty appeal are at www.maidoftheloch.org



Sentinel diesel hydraulic shunter No. 10222 *Peter J Griffiths* was donated to the Llanelli & Mynydd Mawr Railway by Hanson Aggregates of Machen quarry in 2001. It had previously worked at Hirwaun stone quarry. Named after a local historian who has supported the railway's revival, it headed the line's first-ever Santa specials, coupled to a brakevan. LMMR

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THE ALN VALLEY RAILWAY

A Northumberland railway revival

50 years ago, on January 27 1968 the Alnmouth to Alnwick branch line in rural Northumberland closed to passengers. **Trevor Gregg** reflects on that final day, the history of the line and upon the superb efforts of the Aln Valley Railway Society to resurrect the line.

In 1844 a rail route linking London to Tyneside was opened and at the same time the Edinburgh-based North British Railway Company submitted plans to build a railway from Edinburgh to Berwick. The Newcastle and Berwick Railway Company was formed with the intention of bridging the remaining gap between Newcastle and Berwick enabling rail passengers to then travel from London to Edinburgh.

The Newcastle and Berwick Railway Company had the backing from the 'Railway King', George Hudson, together with technical support from George Stephenson. The

plans were submitted to Parliament for the construction of this main line together with a number of branch lines.

The request for these branch lines had resulted from pressure from local traders such as those in Alnwick and those in Kelso who saw the potential for increased trade which these connecting rail links could bring.

Final link

Royal Assent was given for the construction of the main line to Berwick in 1845 together with a branch line from Tweedmouth to Kelso. A branch line to Alnwick was given

Royal Assent a year later, however, the local landowner, the Duke of Northumberland, insisted that the route of the railway could not come anywhere near his stately home of Alnwick Castle.

Construction work on the main line started almost immediately and the Newcastle to Berwick Railway opened the first section from a junction at Heaton, on its existing line from Newcastle to North Shields, to as far north as Morpeth on March 1, 1847.

A section from Chathill to Tweedmouth was opened on March 29, 1847 and the final link between Morpeth and Chathill on July 1, 1847.





LNER V2 2-6-2 No. 60836 arrives at Alnmouth on the 4.32pm from Alnwick to meet the 2.25pm Edinburgh to Newcastle stopping train on May 30, 1966.

In August 1847, the Newcastle and Berwick Railway merged with the York and Newcastle Railway to create the York, Newcastle and Berwick Railway, and it was this company which then bridged the gap between Tweedmouth and Berwick with Stephenson's magnificent Royal Border Bridge which was opened by Queen Victoria on August 29, 1850.

Branch lines

After the creation of the new company, work commenced on the construction of the branch lines with the one to Alnwick starting from a junction on the main line called



Dundee's LNER V2 2-6-2 No. 60836 at Alnmouth sheds on May 30, 1966.



Hudswell Clarke 0-6-0T Richboro at Lionheart station with a steam passenger shuttle on May 27, 2017.



Alnwick station entrance on the morning of the final day of passenger services – January 27, 1968.

Bilton (renamed Alnmouth from 1892). The branch was just under three miles long and constructed with double track throughout.

At Alnwick it terminated on the south side of the town and was sufficient distance from the castle to satisfy the requirements of the Duke of Northumberland. The line opened for freight on August 5, 1850 and for passengers two weeks later.

The station at Alnwick was very small and quite unimpressive, simply comprising of a single storey building with a single platform.

The York, Newcastle and Berwick Railway became part of the North Eastern Railway Company on August 31, 1854. There was considerable rivalry between the NER and the North British Railway Company with the latter gaining lines in Northumberland with the Border Counties line from Riccarton Junction to Hexham and the Wansbeck Valley Line from Reedsmouth Junction to Scotsgap, Rothbury and Morpeth.

In 1881 the North British Railway Company

proposed a Northumberland Central Railway from Rothbury to Wooler and Coldstream.

This created considerable concern with the businessmen in Alnwick who were worried that Rothbury would take over from Alnwick as the agricultural railway centre of Northumberland. They pressed the North Eastern Railway Company to extend its branch line from Alnwick northwards to Wooler and on to Coldstream where it would join the Berwick to St Boswells Railway.

Delight of the townsfolk

They considered this would ensure Alnwick remained the railway agricultural centre of Northumberland. The NER succumbed to this pressure and drafted a proposal to extend the branch to Wooler and Coldstream. This proposal, together with the one from the North British Railway, was submitted to Parliament and to the delight of the townsfolk of Alnwick it was the North Eastern Railway proposal that was successful.

Passenger traffic between Alnmouth and Alnwick started modestly with four trains in each direction daily, but by 1863 this had increased to 11. Freight traffic was also increasing, principally with the movement of cattle from Alnwick. With this increasing traffic, the townsfolk of Alnwick asked the North Eastern Railway to improve the facilities at Alnwick, particularly with a new station. The NER was reluctant and resisted the pressure until there was a surprise change of heart in 1885 when it agreed to the building of a new station. It is probable that the Duke of Northumberland was instrumental in this change of heart.

The new station that was built far exceeded the expectations of the Alnwick townsfolk, being of a very impressive structure more suited to a main line station than one on a branch line. It was of the typical NER train shed design very similar to Darlington station but on a smaller scale. It had two platforms with a ticket office, waiting rooms and toilets in the middle between the platforms. There were two large arches, each covering one platform and tracks and a smaller central arch covering the buildings in the centre.

The station was opened on September 5, 1887 on the same day as the single line 35 mile branch extension to Cornhill (later named Coldstream) was opened. Surprisingly the stations on this branch were also impressive structures, all were built in stone and they were probably the grandest stations ever built on a branch line in the UK.

Sadly, this branch proved to be very uneconomic, not helped by the stations being located some distance from the villages they were designed to serve. By 1911 there were only three daily passenger trains in each direction and the line closed to passengers in 1930.

To enable locomotives to be serviced for both the Alnwick branch and the branch to Cornhill a two-road engine shed was built at Alnmouth in 1875. This was on the western side of the station. There was also a row of houses built next to the sheds for the railway workers. Initially the sheds only provided cover for at the most four locomotives, but this was extended in 1887 to allow a further two



Alnwick station on the final day of passenger services – January 27, 1968.



The 08.43am from Newcastle stands inside Alnwick station on the last day of services January 27, 1968.



The derelict Alnwick East signalbox and the partially-lifted second track.



The 9.52am Alnwick to Newcastle DMU leaves Alnwick station on January 27, 1968.

locomotives to be accommodated. A small 42ft long turntable was also provided together with a number of water cranes. Locomotive coaling facilities were very limited, comprising a ramp onto which three coal wagons could be positioned. Coal was then moved by hand from the wagons and onto the locomotives. A larger 50ft turntable was installed at Alnwick and located in the yard just outside the station

45 trains a day

Passenger and freight traffic increased on the Alnmouth to Alnwick branch after the opening of the new station and the improvement of goods facilities at Alnwick.

By 1910 passenger services had increased to 45 trains a day, added to which large numbers of livestock trains ran from Alnwick. This boom did not last long as the growth in road transport started to have an effect. By 1930 the passenger service had been reduced to 14 trains a day in each direction and some of these were direct trains to Newcastle.

Some of the first locomotives to work on the branch were the NER Fletcher 0-4-4Ts which later became LNER G6. When the LNER was formed in 1923, Alnmouth was allocated a total of 12 locomotives, eight for the

passenger workings and four for freight. The passenger locomotives were normally old NER locomotives which had become surplus at other depots.

The LNER D20 4-4-0s (NER Class R) were the most common and became the longest serving class of locomotives to work on the branch. The first of these locomotives arrived in 1938 and the final one was withdrawn



The two parts of my ticket from Cramlington.

from Alnmouth shed in 1957, they had been progressively replaced by the LNER J39 0-6-0s.

When British Railways was formed, Alnmouth became a sub shed of Tweedmouth (52D) to which locomotives would be sent when they required repairs. Diesel multiple units arrived in 1958 and these worked the through passenger services between Newcastle

and Alnwick. The services which ran only between Alnwick and Alnmouth continued to be steam operated and this continued until Saturday, June 18, 1966.

On the afternoon of that final day, surprisingly a BR 9F 2-10-0 worked the passenger service. Tyne Dock's normally grubby 9F No. 92099 had been cleaned up for the occasion and was sent up to Alnmouth to mark the end of steam passenger services on the branch.

On the next day Alnmouth shed closed.

The final class of steam locomotives allocated to Alnmouth were the LNER K1 2-6-0s; six had arrived in 1963 and remained there until the end. On the day of closure – Sunday, June 19, 1966 – Nos. 62011, 62025 and 62050 were transferred to North Blyth (52F) and Nos. 62006, 62021 and 62023 were transferred to Sunderland (52G).

Alnmouth shed

My first visit to Alnmouth was not to travel on the branch but instead to visit Alnmouth shed. Although Alnmouth was not that far away from my home in Blyth it was one of the few North Eastern steam sheds that I had not visited. This was remedied on the afternoon



The 12.40pm from Alnmouth heads towards Alnwick just after crossing Cawledge viaduct on January 27, 1968.

With a union flag in the cab window, the Alnmouth to Alnwick shuttle at Alnmouth with the railway workers' terraced houses behind on January 27, 1968.



of Wednesday, May 30, 1966 when after a morning of trainspotting at Morpeth station I hopped onto the 2.20pm train from Newcastle to Alnwick when it stopped at Morpeth.

Getting off the train at Alnmouth I got a surprise as I looked across from the station platform to the small sheds. There was only one locomotive standing outside but it was not a K1 as I had expected, but instead a V2 2-6-2. Leaving the station and briskly walking the short distance to the sheds I found it was No. 60836 from Dundee Tay Bridge. I was told this locomotive had been given in exchange to the crew of an Alnmouth K1 when they had taken their locomotive up to Tweedmouth for repairs.

The V2 stayed at Alnmouth for a few more weeks before it was sent back to Tweedmouth when the repairs to the K1 had been completed. It then made its way back north of the border to its home at Tay Bridge and on to eventual fame as it was to become the last Gresley V2 to operate in BR service, finally being withdrawn in December 1966.

At Alnmouth it was employed principally to work the passenger services to Alnwick but I have read that it also worked some coal trains

including at least one on the Amble branch, which would certainly have been without the approval of the civil engineering department. At Alnmouth sheds I took a few photographs of the V2, then just before 4pm it set off light engine along the branch to Alnwick.

I had decided to return to Morpeth on the 2.25pm Edinburgh to Newcastle stopping train. I was standing on the platform taking a photograph of my train arriving with a Peak diesel on the front when No. 60836 running tender first with two coaches came in on the other platform hauling the 4.32pm connecting train from Alnwick.

Final day

My next visit to Alnmouth was on January 27, 1968, the final day of passenger services and this time I was planning to travel along the branch. I joined the 8.43am Newcastle to Alnwick train at Cramlington which got me into Alnmouth at 9.37am. After the brief stop at Alnmouth we set off along the branch for Alnwick.

We first ran parallel with the main line before turning north-westwards. This was now a single track but I could see the remains of the

second track which had been removed in early 1965 to reduce costs. At the same time, the two signalboxes at Alnwick Station and Alnwick East has been closed. All train movements were then controlled from the Alnmouth signalbox with the system allowing only one train on the branch at a time.

My train then continued on through a cutting before passing under an overbridge carrying a narrow road down to Bilton Mill on the River Aln. It was then over Cawledge Burn viaduct, which gave the traveller superb views over the surrounding countryside. This viaduct is a smaller version of the impressive Stephenson viaduct on the main line just north of Alnmouth station which is often known as the 'Eighteen Arches' viaduct. Next it was on through some more cuttings before passing the Alnwick East signalbox, then crossing over the busy A1 road. The DMU started to slow down as we went under a road bridge alongside the towering Alnwick Station signalbox before entering Alnwick station. It had been a very short journey of just three miles which had taken no more than seven minutes.

Getting off the train at Alnwick I was immediately struck by the grandeur of the station building, certainly more like a main line station than a rural branch line. My plan was not to take the train back to Alnmouth but to walk back along the route taking some photographs on the way. However, the first thing I wanted was a souvenir ticket, so at the ticket office I bought a single ticket from Alnwick to Alnmouth.

Walking out of the station I decided that my first photograph would be of the station entrance, this was a winding footpath which passengers would take when walking from the town centre. I thought this entrance was most attractive as over the top of the footpath was a large sign with 'British Railways Alnwick' marked on it. Going back into the station it was a photograph of the DMU standing at platform 2 which had brought me from Cramlington and was now forming a returning service to Alnmouth and on to Newcastle.

It was then a couple of photographs of the station showing the two large arches before a photograph from the end of the platform of



The first passenger rides were with the Wickham trolley Buzz sporting a Tweedmouth and hence Alnmouth shedplate at Easter 2013.



In 2013 with the station and sidings under construction at Lionheart, brakevan rides had started using an ex-Bates colliery Barclay 0-6-0 diesel.

the DMU departing with the famous Percy Lion Tower in the background. This had been erected in 1816 by the townsfolk of Alnwick as a thank you to the Duke of Northumberland for him not raising their rents during a difficult period in farming.

Leaving the station, I walked on past the tall Alnwick signalbox which must have given the signalman excellent views of the station, the goods yard and the branch heading off to Cornhill. Just after the signalbox I found the site of the Alnwick turntable, which apart from turning the steam locomotives working the branch was occasionally used by visiting locomotives arriving at Alnmouth that were too long to be turned on the shorter Alnmouth turntable. The Alnmouth turntable had been removed a number of years before the end of steam services but the one at Alnwick survived until they ceased operations.

Union flag

Continuing on my walk I came to the Alnmouth East signalbox which had controlled the sidings alongside Alnwick town gas works. It was here that wagons full of coal would arrive for the gasworks where the gas would be extracted from the coal and then used for heating and lighting in the town. There was now no trace of the gasworks and the sidings had long since been removed.

Walking further east I arrived at the seven-arch viaduct which crosses Cawledge Burn and going down into the fields opposite allowed me to get a photograph of the 12.18pm Alnwick to Alnmouth train crossing the viaduct.

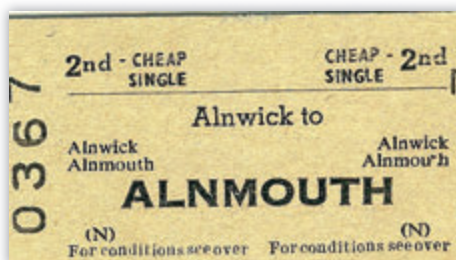
On this final day of passenger services the DMU working the Alnmouth to Alnwick shuttle services had a large union flag displayed on the cab windows alongside the driver's window.

It was not long before my walk brought me back at Alnmouth where I took a few more photographs of the DMU working the shuttle services which was standing in the station. In the background was the row of terraced houses built behind the engine sheds for the railway workers. The light was now starting to fade so my final photograph was of the 3.35pm Alnwick to Newcastle train coming off the

branch and crossing over onto the southbound mainline at Alnmouth. A commemorative wreath had been fitted onto the front buffer beam of the DMU.

It was a quick photograph before I dashed across the station footbridge to join the train which would take me back to Cramlington. Later that night the final train, which was the 11.35pm Alnwick to Newcastle, departed a crowded Alnwick station to the traditional sounds of exploding detonators.

Freight services continued until October 7 of that year when the branch was closed completely. Contractors quickly started on the lifting of the track which then allowed the construction of the A1 Alnwick bypass. Many considered this was the main reason for the closure of the branch as it avoided the considerable costs of building a road bridge to carry the bypass over the railway line.



Souvenir ticket from the final day of services.

Today Alnwick station still survives and part of it is occupied by Barter Books. This second-hand book business was started in 1991 and is now one of the largest in the UK... and well worth a visit. Many of the original features of the station remain and have been restored to a very high standard. The visitor can peruse the rows and rows of books or relax in one of the comfortable armchairs reading a book while drinking coffee. On cold winter days, the heat from the glowing fire in one of the original station fireplaces adds to the charm.

The Alnwick station goods shed also survives but not at Alnwick, instead at the Beamish Open Air Museum after it had been dismantled, transported and rebuilt. The remainder of the railway would have

disappeared forever if it had not been for a group of local enthusiasts who formed the Aln Valley Railway Society in 1995.

Their plans for the railway were published in 1997 and this included the reuse of Alnwick station with a bridge over the A1 Alnwick bypass. This was an ambitious plan considering the huge cost of the bridge and although some funding was achieved it was insufficient. The dedicated group did not give up and decided on a plan to build a new Alnwick station and facilities to the east of the Alnwick bypass near to the Lionheart industrial estate.

Rapid progress

In 2011 the railway received a grant of £129,000 from the Department for Environment, Food and Rural Affairs together with financial contribution from the Duke of Northumberland. This enabled construction work to commence in March 2012 and the progress has been rapid. There are now workshops and sidings, together with facilities to cater for the growing numbers of visitors. The new station, named Lionheart, is now in operation and has been superbly constructed to represent a North Eastern Railway station in early British Railway days.

Initially passenger trips were provided using a Wickham trolley over a short length of track before the Lionheart station was completed. Then in 2015 brakevan rides were provided using an ex-Bates Colliery Barclay 0-6-0 diesel. In 2017 passengers were able to travel in two superbly-restored Mk.1 coaches over a section of track from Lionheart station hauled by Hudswell Clark 0-6-0T No. 1243 *Richboro*.

Tracklaying is continuing and it has now reached the original trackbed, and when the passenger service was extended onto this track on December 28, 2017 it allowed passengers for the first time in 50 years to travel over part of the original Alnmouth to Alnwick railway route.

Hopefully it will not be too long before the society's ultimate goal will be achieved, when passengers can once again alight from a train at Alnmouth, walk over to the adjoining platform, and join a train to take them onwards to Alnwick.

**MANUFACTURES OF LIVE STEAM
LOCOMOTIVES IN GAUGE 1**



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Railway Employees & Public Transport Association

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HERITAGE
RAILWAY

Galas

and Special Events Guide

INCLUDING RAILWAYANA AUCTIONS



LMS 4MT Fairburn 2-6-4T No. 42073
emerges from Haverthwaite tunnel
on the Lakeside & Haverthwaite
Railway on November 19, 2017.
ROBERT FALCONER

2018

2018 GALAS AND SPECIAL EVENTS GUIDE

INCLUDING RAILWAYANA AUCTIONS

The complete 2018 *Heritage Railway* guide to special events at preserved lines and museum centres.

EVENTS are listed here in chronological order, concentrating on those of interest to the enthusiast.

All railways will be holding

additional events to those listed here, which are aimed more towards the family market, details of which can be obtained direct from the

railway, but Thomas and similar events are included in the listing.

The information was correct at the time of going to press,

however we strongly advise that you confirm details of a particular event with the railway concerned to avoid disappointment.



JANUARY

26-28: Great Central Railway: Winter Steam Gala ■

FEBRUARY

3, 4: Churnet Valley Railway: Steam Gala ■

4: Tanfield Railway: Coals to Newcastle

9-11: Mid Hants Railway: Pre-Spring Gala ■

11: Tanfield Railway: Delivered by Diesel ■

14, 15: Keighley & Worth Valley Railway: Paddington ■

18: Tanfield Railway: Branch Line Day

25: Tanfield Railway: On the Waggon

MARCH

2, 3: East Anglian Railway

Museum: Beer Festival

2-4: East Lancashire Railway: Spring Steam Gala ■

3, 4: North Yorkshire Moors Railway: *Tornado* ■

4: Leighton Buzzard Railway – 50th Anniversary of Passenger Services

6-8: North Yorkshire Moors Railway: *Tornado* ■

9-11: Keighley & Worth Valley Railway: Spring Steam Gala ■

10, 11: North Yorkshire Moors Railway: *Tornado* ■

10, 11: Spa Valley Railway: Diesel Gala ■

11: Great Central Railway: Swapmeet

16-18: Severn Valley Railway: Spring Steam Gala ■

16-18: South Devon Railway: Half Price Weekend

17, 18: Bluebell Railway:

60th Anniversary of Closure ■

17, 18: East Lancashire Railway: Diesel Gala ■

17, 18: Ecclesbourne Valley Railway: Diesel Locomotive Weekend ■

17, 18: Chinnor & Princes Risborough Railway: Vintage Diesel Gala ■

17, 18: Kirklees Light Railway: Days Out with Thomas ■

22-25: West Somerset Railway: Spring Steam Gala ■

23-25: Bluebell Railway: Diesel Gala ■

23-25: Swanage Railway: Spring Steam Gala ■

24: Statfold Barn Railway: Open Day ■

24, 25: East Somerset Railway: Steam Gala

24, 25: Ribble Steam Railway: Industrial Steam Gala

29-Apr 2: East Lancashire Railway: *Tornado* ■

30-Apr 2: Gloucestershire Warwickshire Railway: Opening to Broadway ■

30-Apr 2: Isle of Man Steam Railway: Rush Hour on the Railways

30-Apr 2: South Devon Railway: Easter Gala ■

30-Apr 8: Mid Hants Railway: Days Out with Thomas ■

APRIL

1, 2: Crich Tramway Village: Home Front 1940s

5-8: Beamish Museum: Great War Steam Fair

7, 8: Severn Valley Railway: Open House

13-15: East Lancashire Railway: Class 40 Gala ■

13-15: Llangollen Railway:

SDJR 7F 2-8-0 No. 53808 passes Pixford Farm during the West Somerset Railway's Winter Steam Festival on December 27, 2017. STUART CHAPMAN





GWR 4-6-0s at Tyseley with Nos. 4965 *Road Ashton Hall*, 5043 *Earl of Mount Edgcumbe* and 7029 *Clun Castle* on October 29, 2017. ROBERT FALCONER

Spring Steam Gala ■

14: Ffestiniog Railway: The Snowdonian Limited

14: North Norfolk Railway: Peppa Pig ■

14, 15: Avon Valley Railway: Diesel Gala ■

14, 15: Great Central Railway: Diesel Gala ■

14, 15: Ribble Steam Railway: Diesel Shunters Gala ■

15: Amberley Museum: Spring Industrial Trains Day

20-22: North Norfolk Railway: Spring Steam Gala ■

20: Midland Railway - Butterley: *Tornado*

21: Romney Hythe & Dymchurch Railway: *Relaunch of No. 6 Samson*

21, 22: Hampton & Kempton Railway: Railway Open Day

22: Colne Valley Railway: Colne Valley at War

28: Welshpool & Llanfair Railway:

50 HeritageRailway.co.uk

Sierra Leone Independence Day

28, 29: Epping Ongar Railway: Spring Diesel Gala ■

28, 29: Gloucestershire Warwickshire Railway: Wartime in the Cotswolds

MAY

5, 6: Foxfield Railway: Diesel Gala ■

5-7: Great Central Railway: Meet Peppa & George ■

5-7: Nene Valley Railway: *Tornado* 10 ■

5-7: North Norfolk Railway: Days Out with Thomas ■

5-7: North Yorkshire Moors Railway: Behind the Scenes

5-7: Ribble Steam Railway: Friendly Engines ■

5-7: Nene Valley Railway: *Tornado* 10 ■

5-7: Rushden Station: Cavalcade of Historical Transport

6: Nene Valley Railway: *Tornado*

and Paddington

6, 7: Buckinghamshire Railway Centre: Steam Gala

6, 7: Mid-Suffolk Light Railway: Middy in the War Years

10-13: Swanage Railway: Diesel Gala ■

12, 13: Epping Ongar Railway: London Transport Weekend

12, 13: Great Central Railway: Goods Galore ■

12, 13: Kent & East Sussex Railway: Colonel Stephens 150

12, 13: Kirklees Light Railway: Days Out with Thomas ■

12, 13: Llangollen Railway: 1940s Weekend

12, 13: Lynton & Barnstaple Railway: Spring Gala

12, 13: Romney Hythe & Dymchurch Railway: Steam and Diesel Gala ■

12, 13: Statfold Barn Railway: Giant Miniatures Weekend

17-19: Severn Valley Railway: Spring Diesel Festival ■

18-20: Bluebell Railway: Branch Line Weekend ■

19, 20: Kent & East Sussex Railway: 1940s Weekend

19, 20: Swindon & Cricklade Railway: Diesel Gala ■

20: Nene Valley Railway: Thomas Big Adventure ■

20: Severn Valley Railway: Mixed Traffic Day

25-28: South Devon Railway: Spring Beer Festival

26-28: Bure Valley Railway: Everything Goes

26-28: Gloucestershire Warwickshire Railway: Cotswold Festival of Steam ■

26-28: Isle of Wight Steam Railway: Ivatt Gala ■

26-28: Lincolnshire Wolds Railway: Steam Punk

27: Corris Railway: Special Gala Day

KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event



WINTER STEAM GALA

3 & 4 FEBRUARY 2018



- Final appearance of visiting locomotive Ex GWR 42xx No. 4277 before expiry of its boiler certificate
- USATC S160 No. 6046
- USATC S160 No. 5197
- Locomotive Workshops open to view progress on TKH No. 2944 & 8F No. 48173
- Selection of Trains along steeply graded Caudon Lowe Branch
- Frequent service along the Churnet Valley Railway



All locomotives and services are subject to availability. Photos courtesy of Dave Gibson & Fred Kerr

For more info call **01538 750755** or visit **churnetvalleyrailway.co.uk**

GALAS & SPECIAL EVENTS GUIDE



On loan from the North Norfolk Railway, Hunslet 0-6-0ST *Ring Haw* (1982 Of 1940) departs from Rowsley with a Peak Rail Santa Special on December 23, 2017.
MICHAEL ANDERSON

Rushden Historical Transport Society

**40TH RUSHDEN CAVALCADE
OF HISTORICAL TRANSPORT**

5TH MAY - 7TH MAY 2018

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For more information and other events go to www.rhts.co.uk

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or email cmarshman@btinternet.com**

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27, 28: Epping Ongar Railway:
Peppa Pig & George ■

JUNE

1-3: Mid Hants Railway: Diesel Gala ■

2, 3: Severn Valley Railway: Goods Train Gala

8-10: Epping Ongar Railway: Steam Gala

8-10: West Somerset Railway: Diesel Gala ■

9: Ffestiniog Railway: The Snowdonian Limited

9: Statfold Barn Railway: Open Day

9, 10: Gwili 40 – The Party

9, 10: Stapleford Miniature Railway: Open Weekend

10: GCR Nottingham: - English Electric Day ■

10: South Devon Railway: Trains & Triumph

15-17: North Norfolk Railway: Diesel Gala ■

15-17: South Devon Railway: 60s Weekend

16, 17: Tanfield Railway: Legends of Industry Gala ■

16-18: Mid Hants Railway: War on the Line

17: Isle of Wight Steam Railway: Workshops Open Day

22-25: Ffestiniog Railway:
Hunslet 125 ■

23, 24: Didcot Railway Centre –
Opening of the Signalling Centre

23, 24: Epping Ongar Railway:
London Transport Weekend

23, 24: Gloucestershire
Warwickshire Railway: Days Out
with Thomas ■

23, 24: Romney Hythe &
Dymchurch Railway: Paddington
Visit ■

23, 24: Tyseley Locomotive Works:
Summer Open Weekend ■

23, 24: Welshpool & Llanfair
Railway: Welshpool Transport
Festival

24: Great Central Railway:
Swapmeet

24-Jul 1: Keighley & Worth Valley
Railway: 50th Anniversary ■

30, Jul 1: GCR Nottingham:
Summer Diesel Extravaganza ■

30, Jul 1: Severn Valley Railway:
Step Back to the 1940s

JULY

1: Leighton Buzzard Railway –
Chaloner's 50th Anniversary

6-8: East Lancashire Railway:
Diesel Gala ■

6-8: South Devon Railway:
30s Weekend

7: Statfold Barn Railway: Families
Day ■

7, 8: Isle of Wight Steam Railway:
1940s Experience

7, 8: Severn Valley Railway: Step
Back to the 1940s

7, 8: Welshpool & Llanfair Railway:
Vintage Trains

13-15: Apedale Valley Railway:
Tracks to the Trenches

14: Romney Hythe & Dymchurch
Railway: 90th Anniversary of
Dungeness Extension

14, 15: Amberley Museum: Railway
Gala Weekend

14, 15: Cleethorpes Coast Light
Railway: 70th Anniversary Weekend

14, 15: North Yorkshire Moors
Railway: 1960s Festival

14, 15: Strathspey Railway: Gala
Weekend

21, 22: Great Central Railway: TPO &
Mountsorrel Branch Weekend ■

21, 22: Kirklees Light Railway: Days
Out with Thomas ■

21, 22: Strathspey Railway:

40th Anniversary Event

25-29: Isle of Man Steam Railway:
Manx Heritage Transport Festival

27-29: Gloucestershire
Warwickshire Railway: Heritage
Diesel Gala ■

28, 29: Caledonian Railway: Days
Out with Thomas ■

28, 29: Darlington: *Tornado's* 10th
Birthday Party

28, 29: Fairbourne Railway: Steam
Gala

28, 29: London Underground:
Steam on the District Line

AUGUST

3-5: Spa Valley Railway: Summer
Diesel Gala ■

4: Severn Valley Railway: End of BR
Steam ■

4, 5: Great Central Railway: 50th
Anniversary of End of BR Steam ■

4, 5: Llangollen Railway: 1960s
Weekend

4-12: Mid Hants Railway: Days Out
with Thomas ■

11, 12: Bluebell Railway: Steam
Through the Ages

11, 12: Crich Tramway Village:
Home Front 1940s

11, 12: Epping Ongar Railway:
Vintage Steam Rally

11, 12: Great Central Railway: 50th





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

LSWR T9 4-4-0 No. 30120 crosses Corfe Common during the Swanage Railway Winter Warmer event on December 28, 2017. ANDREW BELL



GALAS & SPECIAL EVENTS GUIDE



Hunslet 0-6-OST No. 1873/1937 masquerades as 0-6-0T Thomas at the head of a Buckinghamshire Railway Centre Santa Service on December 16, 2017.
GRAHAM NUTTALL

Anniversary of End of BR Steam ■
11, 12: Swindon & Cricklade Railway: Vintage & Sensational 60s Weekend

18, 19: Caledonian Railway: Diesel Weekend ■

18, 19: Kirklees Light Railway: Days Out with Thomas ■

19: Amberley Museum: Petrol Locomotive Day ■

24-27: Isle of Wight Steam Railway: Island Steam Show ■

24-27: Mid-Norfolk Railway: Steam Weekend ■

25, 26: Caledonian Railway: Days Out with Thomas ■

25-27: Stapleford Miniature Railway: Open Weekend

25-27: Telford Steam Railway: 1940s Weekend

26, 27: Sittingbourne & Kemsley Railway: Ivor the Engine Weekend

31-Sep 2: North Norfolk Railway: Autumn Steam Gala ■

31-Sep 2: Welshpool & Llanfair Railway: Steam Gala ■

1, 2: Lincolnshire Wolds Railway: 1940s Weekend

1, 2: West Somerset Railway: West Country Railways Weekend

1-8: Manx Electric Railway: 125th Anniversary ■

8: Statfold Barn Railway: Open Day

8, 9: Great Central Railway: Diesel Gala ■

8, 9: Mid-Suffolk Light Railway: Country Railway Gala

8, 9: Kent & East Sussex Railway: Hop Festival Weekend

8, 9: Kirklees Light Railway: Steam & Diesel Gala

14-16: Pontypool & Blaenavon Railway: Steam Gala

14-16: Welsh Highland Railway: Super Power ■

15, 16: Epping Ongar Railway: Autumn Diesel Gala ■

15, 16: Leighton Buzzard Railway - Steam Gala ■

15, 16: North Norfolk Railway: The Forties Weekend

20-23: Severn Valley Railway: Autumn Steam Gala ■

22, 23: Didcot Railway Centre: Delivering the Goods

22, 23: East Lancashire Railway:

SEPTEMBER

1: Crich Tramway Village: Simply Trams

1ST - 8TH SEPTEMBER 2018

1893 2018

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125th Anniversary of the Manx Electric Railway

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Diesel Locomotive Weekend

Saturday 17th & Sunday 18th March 2018
plus "Hymek" running weekend 24th & 25th March

Class 35 "Hymek" D7076
with Class 31 31206 & Class 33 33103 "Swordfish"

Fearsome Ravenstor Incline - On Board Bar
Evening special with Fish and Chips (pre-bookable)

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RH&DR SPECIAL EVENTS *January to July* 2018

January

Monday 1st New Years Day

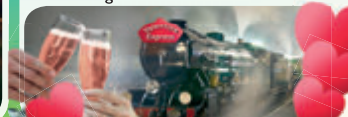


February

Saturday 10th - Friday 16th
Children's Week on the Railway Members of The Bug Club travel free. Plus free activities for all Romney Rover ticket holders.



Saturday 17th Valentine's Evening Diner
Pre-booking essential.



March

Sunday 11th Mothering Sunday
Includes our popular 'Mum's Drive a Train'.



Saturday 24th - Sunday 25th
The Kent Big Weekend Win tickets here:
kentbigweekend.co.uk



April

Tuesday 3rd Discover Dungeness Day.
Pre-booking essential.



Saturday 21st Relaunch of Samson
Samson is now back from a full overhaul after last riding the rails in 2013



May

Saturday 12th - Sunday 13th
Steam and Diesel Gala



Saturday 19th
Dungeness Diner Pre-booking essential.

Tuesday 29th Discover Dungeness Day.
Pre-booking essential.

June

Saturday 9th Company & RH&DR AGMs.

Friday 15th Discover Dungeness Day
(Adults only) Pre-booking essential.

Sunday 17th Father's Day: Model Trains & Beer Festival. Enjoy an array of model trains plus locally brewed ales and ciders.

Saturday 23rd & Sunday 24th
PADDINGTON

Come and meet Paddington at intervals on each day.

Pre-booking train tickets is essential for our VIP departures.
www.rhdr.org.uk

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Saturday 30th Dungeness Diner
Pre-booking essential.



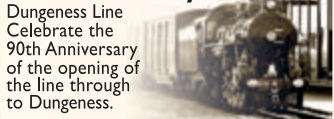
July

Saturday 7th - Sunday 15th

Hythe Festival. Town celebrations including RHDR special events see www.hythefestival.co.uk

Saturday 14th
90th Anniversary:

Dungeness Line Celebrate the 90th Anniversary of the opening of the line through to Dungeness.



Saturday 28th New Romney
Country Fayre

Board one of our early morning diesel hauled services to New Romney in time for the parade.

RH&DR reserves the right to cancel or alter any of the events listed without reference or notice

The Railway's photographer will be on-site for some of the Special Events listed above. The photographs taken may be used for RH&DR promotional material and on our website.

Where **PRE-BOOKING** is essential please visit our website:

www.rhdr.org.uk

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RH&DR
ROMNEY, HYTHE & DYMCHURCH
RAILWAY

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Bagnall 0-4-OSTs Dunlop No. 6 (2648 of 1941) and Kent No. 2 (2842 of 1946) depart from Brownhills West on the Chasewater Railway on January 1. MARTIN CREESE

KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event



GWR 4-6-0 No. 7802 *Bradley Manor* approaches Foley Park tunnel with a Severn Valley Railway Santa Special returning from Arley on December 16, 2017. JOHN TITLOW

Diesel Gala ■

22, 23: London Transport Museum: Acton Open Weekend

27-30: West Somerset Railway: Autumn Steam Gala ■

28-30: Isle of Wight Steam Railway: Diesel Gala ■

28-30: North Yorkshire Moors Railway: Autumn Steam Gala ■

29, 30: Llangollen Railway: Diesel Weekend ■

29, 30: Lynton & Barnstaple Railway: Autumn Gala

29, 30: Ribble Steam Railway: Autumn Steam Gala ■ **29, 30:** Severn Valley Railway: Small Engines Gala ■

29, 30: Sittingbourne & Kemsley Railway: End of Season Gala Weekend

30: Lincolnshire Wolds Railway: Diesel Day ■

OCTOBER

4-7: Great Central Railway: Autumn Steam Gala ■

5-7: Ffestiniog Railway: Victorian Weekend

6: Gwili Railway: End of Season Gala

6, 7: Apedale Valley Railway: Diesel Delights ■

Winter Steam Gala

Featuring an intensive passenger and goods timetable



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locos



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Further details at: **www.gcrailway.co.uk**

E&OE. All train services, locomotives, exhibits and other attractions appear subject to availability and are subject to change without prior notice.

We plan to make 2018 our best year yet!

SEE OUR GREAT SELECTION OF EVENTS:

Steam Gala 8,9,10 June

Spring Diesel Gala	28, 29 April
London Transport Weekend including Bus Rally	12, 13 May
Fathers' Day Classic Car Show	17 June
Real Ale Weekend	20, 21, 22 July
Vintage Steam Rally	11, 12 August
Autumn Diesel Gala	15, 16 September



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West Somerset Railway

Gala Planning Team



Galas 2018



22nd to 25th March 2018

Spring Gala
Great Western
Routes & Branches

8th to 10th June 2018

Diesel Gala
Vintage Diesels
to the Seaside

1st & 2nd September 2018

Late Summer Weekend
West Country
Railways Weekend

27th to 30th September 2018

Autumn Gala
Cross Country Rail Routes

29th/30th December 2018
Winter Gala

A branch line in Winter

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19-21: Churnet Valley Railway: Autumn Steam Gala ■

19-21: East Lancashire Railway – Autumn Steam Gala ■

19-21: Mid Hants Railway: Autumn Steam Gala ■

19-21: Spa Valley Railway: Diesel Gala ■

21: Amberley Museum: Autumn Industrial Trains

27, 28: GCR Nottingham: Anything Goes Gala Weekend

27, 28: Romney Hythe & Dymchurch Railway: End of Season Parade ■

29: Crich Tramway Village: Starlight Spectacular

NOVEMBER

2-4: South Devon Railway: Diesel Gala ■

KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event



LNER A4 Pacific No. 60009 *Union of South Africa* departs from Ramsbottom on the East Lancashire Railway. BRIAN DOBBS

10, 11: Kirklees Light Railway: Days Out with Thomas ■

10, 11: Apedale Valley Railway: World War One Armistice Centenary

17, 18: Great Central Railway: Last Hurrah of the Season ■

24, 25: National Exhibition Centre: Warley Model Railway Exhibition

DECEMBER

29, 30: Gloucestershire Warwickshire Railway:

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29, 30: West Somerset Railway: Winter Steam Festival ■

30: Great Central Railway Nottingham: End of Year Mixed Traffic Gala

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17: GW Railwayana, Pershore

24: Talisman Railwayana, Newark Showground

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JULY

1: Transport Auctions of London, Croydon

14: GW Railwayana, Pershore

21: Paddington Ticket Auctions, central London

AUGUST

4: Great Central Railwayana, Bloxham

11: Talisman Railwayana, Newark Showground

18: Lacy Scott & Knight, Bury St Edmunds.



SEPTEMBER

1: Great Central Railwayana, Stoneleigh Park

OCTOBER

6: Great Northern Railwayana, Poynton

27: Paddington Ticket Auctions, central London

27: Transport Auctions of London, Croydon

NOVEMBER

17: GW Railwayana, Pershore

17: Lacy Scott & Knight, Bury St Edmunds

24: Talisman Railwayana, Newark Showground

DECEMBER

1: Great Central Railwayana, Stoneleigh Park

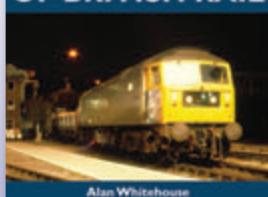
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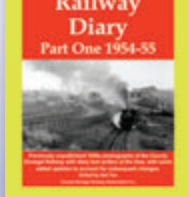
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LNER A4 Pacific No. 60009 *Union of South Africa* speeds through Alferton with the Railway Touring Company's 'York Yuletide Express', returning from York to Ealing Broadway on December 16. SIMON LATHLANE

Hosking announces bargain steam tours programme

By Cedric Johns

THE UK's country's newest Train Operating Company, Locomotive Services (TOC) Limited, part of Jeremy Hosking's growing influence in the world of charter train operations, has announced details of its main line tour programme for 2018.

Operating under the name of Saphos Trains – a division of Locomotive Services – 12 steam hauled railtours have been named for the coming year.

Locomotives designated for the trains are 4-6-0 No. 46100 *Royal Scot*, West Country 4-6-2 No. 34046 *Braunton* and BR 7P 4-6-2 No. 70000 *Britannia*.

Trains will be formed of highly refurbished Mk. 1 and Mk. 2 coaches finished in carmine and cream, original British Railways-style livery.

This year's tour programme begins on April 14 when the inaugural 'North Wales Coast Express' departs Crewe heading along the north Wales coast to Holyhead calling at Chester en route.

This trip is repeated on June 2 and is then followed by two trains running as the 'Welsh Border Explorer'. These are

dated to leave Crewe on April 29 and June 10, running via Chester, Wrexham and Shrewsbury.

In a change of direction the 'Welsh Marches Express' starts from Crewe on May 12 heading for Cardiff routed by way of Shrewsbury and Hereford. The itinerary is repeated on June 16.

Logistically it might be expected that Saphos Trains' operations would basically remain close to Crewe, but that is not the case.

On June 24, the 'English Riviera Express' departs Bristol Temple Meads for Kingswear via Bath, Trowbridge, Westbury, Taunton and Exeter St David's.

A second 'Express' travels from Temple Meads on July 1 taking the old Bristol and Exeter route via Yatton and Taunton to Exeter and Newton Abbot. Both trains follow the tracks of Riviera Trains' well-established 'Torbay Express' operation.

Preston is the next point of departure when on July 21 the 'William Shakespeare' heads for Stratford-upon-Avon picking up at Wigan North Western, Warrington Bank Quay, Hartford, Crewe and Stafford.

On August 4 the train heads for the

same destination but starts from Bangor calling at key stations along the Welsh coast line, Crewe and Stafford.

Following this initial activity, Saphos Trains' operations takes a break until the end of the year when on December 2 the 'Welsh Borders Christmas Explorer' starts out from Crewe for a circular tour via Chester, Wrexham, Shrewsbury and Telford before joining the West Coast Main Line at Stafford for a speedy run back to Crewe.

On December 8 the 'Pennine Moors Christmas Explorer' departs Crewe stopping at Hartford, Warrington Bank Quay then over Chat Moss and the climb out of Manchester Victoria to Miles Platting and on through Rochdale, curving northwards round the new Todmorden curve for a 'pop' at Copy Pit, subject of course to gauging.

From Blackburn the 'Explorer' joins the West Coast Main Line at Farington Curve Junction then runs directly to Crewe.

In terms of ticket prices the promoter says that although fares will be priced competitively with other promoters – with Standard class around £95, First Class £145 and Premier Dining at around

£250 – for its opening year 2018, all fares will be significantly reduced by around 50% for Standard and First Class passengers and an attractive discount for diners.

As a result Saphos anticipates that its fares will be the cheapest main line steam hauled prices this year, with for example £45 Standard Class on trips from Crewe to Holyhead and Stratford-upon-Avon.

Bookings can be made by visiting www.saphostrains.com

Turning to motive power, South Devon Railway workshops says that reassembling the wheel sets for *Britannia* will be a new year priority project.

At Southall *Braunton's* annual examination is well under way and it should be back in traffic by mid-February.

Of the three, *Royal Scot* remains active and apart from being checked over before events, will probably take the first charter out of Crewe.

Surprisingly 'Black Five' No. 45231 has been left out of the reckoning and has been sent on hire to the Mid Hants Railway until the end of February.

Tornado set to mark 'Fifteen Guinea Special'

By Cedric Johns

FIFTY years ago – on Saturday, August 11, 1968 – the glorious history of British steam ended when a 'Fifteen Guinea Special' running over the Settle & Carlisle line brought down the curtain on steam on the national network.

For the record, the special involved no less than four locomotives; 'Black Five' No. 45110 worked the first leg from Liverpool Lime Street to Manchester Victoria where Britannia 4-6-2 No. 70013 *Oliver Cromwell* took over for the run to Carlisle via the S&C.

Three 'Black Fives' assisted on the return journey – No. 44781 and No. 44871 formed a double header from Carlisle back as far as Manchester where No. 45110 coupled on for the final leg, back to Liverpool.

With that standard gauge steam became extinct on the national network where diesel and electricity now fuelled British Railway's modernisation plan...

To mark the occasion Pathfinder Tours has arranged to run two trains, the 'Settle & Carlisle Golden Express' – the first on Saturday, August 11, the very day that it happened 50 years ago, the second train on Wednesday, August 15.

Modern flavour

On the Saturday the 'Express' departs diesel-hauled from Bristol Temple Meads calling at Bristol Parkway, Cam and Dursley, Cheltenham, Bromsgrove and after tackling the Lickey, Birmingham New Street, Stafford and Crewe.

Unfortunately none of the 'Black Fives' are available nor is the 'Brit', but very much post 'Fifteen Guinea Special' LNER A1 4-6-2 No. 60163 *Tornado* is adding a modern flavour on both days.

So, on Saturday, August 11 the 'Settle

& Carlisle Golden Express' gets away from Crewe with A1 ringing the echoes as it heads the train out via Lancaster and Morecambe Bay, before climbing up through Oxenholme to the summit at Grayrigg.

After easing through Lune Gorge the 4-6-2 will be opened up for its attack on Shap before descending through Penrith towards Carlisle, but taking the avoiding line past Upperby then up through the Eden Valley to Appleby and a two hour break.

Steepest climb

Now following the route of '1T57', the return journey takes in the Settle and Carlisle line – Ais Gill, Blea Moor, Ribbleshead and the descent to Hellifield. By taking the cross-country route to Clitheroe and the steepest climb of the day, Wilpshire, should raise a few more echoes then it's on to Blackburn and the West Coast Main Line to Crewe. On arrival the A1 comes off giving way to diesel power for the remainder of the trip back to Bristol, setting down as appropriate on the way.

The second outing, Wednesday August 15, starts from Didcot, the 'Express' stopping at Oxford, Banbury, Leamington, Coventry, Birmingham International, Tame Bridge Parkway and Crewe.

As before *Tornado* backs onto the train which takes the reverse of Saturday's route running by way of Preston towards Blackburn, Clitheroe and Hellifield...

After a two hour stop at Appleby the 'Express' takes the Carlisle avoiding line and joins the West Coast Main Line where the man on the shovel will be keeping his eye on the needle as the 4-6-2 faces some seven miles of rising gradients leading to Shap.

The redevelopment work being undertaken around the former Battersea power station is clear as BR Britannia Pacific No. 70013 *Oliver Cromwell* passes with the Railway Touring Company's 'Christmas Sussex Belle' from Victoria to Eastbourne on December 12, 2017. STUART CHAPMAN



Engineering, signalling and the British weather... main line steam charter

A COMBINATION of engineering work, signal failures, a breakdown and severe weather conditions all conspired to adversely affect several main line charters over the period December 2-10, Steam Dreams bearing the brunt of the disruptions.

On Saturday, December 2 a 'Cathedrals Express' running from Southend to Alton and Winchester via Upminster and Barking was the victim of Network Rail engineering blocks on the West Coast Main Line which resulted in the train being diverted across London and eventually held in south west sidings, two hours

down on its scheduled timing.

Late arrival

According to Network Rail the problem was caused by an emergency possession to repair overhead line equipment at North Wembley resulting in the empty stock from Southall to Shoburyness being delayed by 126 minutes.

Given a green the 'Express' – worked by 'Black Five' 4-6-0 No. 45212 – made up some time but was still 90 minutes adrift arriving at Alton.

The late arrival denied passengers for Winchester the opportunity of

visiting the city (by road). They and the remaining passengers travelled on by train to Alresford where a carol service was held in a nearby church.

Interestingly on arrival at Alton the 'Black Five' came off its train which was worked forward by the National Railway Museum's loaned 4-4-0 No. 925 *Cheltenham*, the 'Black Five' making for Ropley where it was stabled in readiness to work another 'Cathedrals Express' to Bath.

Because the return journey's pathing was non-flexible and a request for additional time to allow passengers to visit Winchester was refused, the

'Express' returned to Southend diesel-hauled where it arrived on time thanks to Network Rail which delayed part of another possession to allow the train access.

Signal failures

Three days later, on Tuesday December 5, No. 45212 set off from Alton heading a 'Cathedrals Express' for Salisbury, Bath and Bristol calling at Farnham, Aldershot, Guildford and Petersfield.

Timed to depart Temple Meads at 6.30pm on its return journey, the train was held by signal failures between



trains suffer during early days of December

Bristol and Bath.

As time ticked by there was talk of rerouting the 'Express' via Swindon – taxis for passengers to Salisbury – the train continuing by way of Didcot, Reading West, Basingstoke, Eastleigh and the Portsmouth direct line.

Chorus of cheers

Then, as it happened, the idea was dropped as signals turned to green.

Passengers at Bath greeted the train with a chorus of good-humoured cheers. Nevertheless the train was two hours late at Salisbury.

RTC was hit on Thursday, December

7 when its 'York Yuletide Express' was seriously delayed because of the failure of a Hull Trains 180 unit.

Apparently the unit struck debris on the track at Helpston which damaged its fuel tank and resulted in a fuel spillage.

Already running late, the 'Express' – hauled by A4 Pacific No. 60009 *Union of South Africa* – was held at Peterborough for an hour and further delayed when looped at Claypole for six Down ECML expresses to pass.

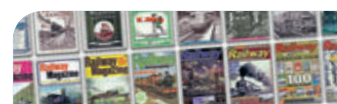
Passenger leisure time at York was halved to just over an hour.

On Sunday, December 10 a

'Cathedrals Express' booked to run from Paddington to Stratford-upon-Avon with No. 45212 had already been rescheduled to start its journey from Slough.

Points failure

It set off but on arrival at Reading the train was terminated because of a points failure at Didcot and adverse weather conditions – snow-falling in Oxfordshire. To cap an unhappy sequence another 'Cathedrals Express' running from Ashford (Kent) to Salisbury was heavily delayed in departing from its starting point.



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Vintage Trains' dates remain in limbo

By Cedric Johns

WHEN Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* worked Vintage Trains' 'Christmas White Rose' from Warwick Road to York via Burton-on-Trent on Saturday, December 16, it signalled the end of the season for the West Midlands railtour promoter's year's activities.

More than that it also threw doubt on Vintage Trains' immediate operational future following West Coast Railways statement that it could not provide footplate crews after the trip to York on December 16. Although discussions are ongoing between the two parties in the

hope that West Coast's decision might be reversed, Vintage Trains' spokesman Ben Mason said that nothing had been finalised as we closed for press hours before the festive break.

Taken off

As it is, Vintage Trains' February Valentine's Day trip has been taken off its website, the first excursion of the new year now begins with details of the promoter's 'Red Dragon' advertised to run on March 10 with 4-6-0 No 4965 *Rood Ashton Hall* providing the motive power.

The situation is also coloured by last month's announcement by Michael

Whitehouse offering shares in the company which is currently seeking Train Operating Company status.

When the subject was first discussed some months ago he said that if a train operating licence was gained, employment of full time footplate staff would be essential to guarantee the timely operation of railtours.

Discussions with the Office of Rail and Road (ORR) are underway and could be formalised in the coming weeks.

That and a public response leading to the first £800,000 of shares being subscribed could quickly change the situation in Vintage Trains' favour.

'New' Irish 4-4-0 in traffic for three-day tour

THE Railway Preservation Society of Ireland gained a 'new' locomotive when Q class 4-4-0 No. 131 was outshopped from Whitehead works and is currently undergoing running in and braking tests on the main line.

Now 116 years old, the 'new' express passenger engine, built by Neilson Reid (Glasgow) in 1901, was delivered initially to the Great Northern (I) Company and subsequently saw service with the Great Northern Railway Board and Coras Lompair Eireann before being rescued by the RPSI.

Unless changes are made to the 4-4-0's running-in programme the

engine will make its debut on Tuesday, May 15 during the society's annual enthusiasts' steam weekend May10-15.

The event begins on Thursday, May 10 with a one way trip from Belfast to Dublin probably with 4-4-0 No. 85 *Merlin* providing the motive power.

Three days of steam

On Friday, May 11 a day trip – diesel hauled – departs Dublin for Rosslare and Wexford and return.

A three day steam excursion from Dublin takes in Killarney, Tralee and Cork returning to Dublin. The train may be hauled by Connolly based 2-6-4T

No. 4 or 4-4-0 No. 85... or a combination of both engines.

The event concludes with No. 131 working a day trip out of Belfast to a destination yet to be announced.

Although the month of May is some way off the RPSI says that the trip is now open for reservations.

But that is looking ahead of Easter. On April 2 an 'Easter Eggpress' makes two trips from Belfast to Whitehead, the train's itinerary being repeated on April 3.

In the south the 'Branch Line Wanderer' departs Dublin diesel hauled for Waterford and Limerick April 7.

It's a relief! – Victoria tops the 'Loos League'

LONDON'S Victoria station, a regular starting point for railtours, has topped an unofficial league table of major British stations whose lavatories have contributed large sums of extra income for Network Rail.

In the year 2016-17 Victoria proved to be the most lucrative source of cash,

earning some £911,528 from passengers seeking relief from pressures of day to day rail travel.

Other productive stations charging fees for the use of their facilities include King's Cross, Paddington, Manchester Piccadilly and Edinburgh Waverley – all of them pick up or set down points used

by railtour promoters.

Commenting, a Network Rail spokesman said: "A small charge for the use of our toilets helps to maintain them. The money raised is reinvested in the railway".

Total funds raised during 2015-17 amounted to more than £4.8 million...



GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* crosses the River Aire at Brotherton with Vintage Trains' 'Christmas White Rose' from Tyseley to York on December 16. MICHAEL ANDERSON

Riley and National Railway Museum close to agreeing new Scotsman deal

FOLLOWING weeks of speculation about the future management of A3 4-6-2 No. 60103 *Flying Scotsman* it is understood that Riley & Son has been offered a new contract to operate and maintain this popular, crowd-pulling locomotive for the next six years.

Overhaul clause

According to the National Museum's press office, the contract includes a clause which requires the 4-6-2 to be overhauled during the period of the locomotive's management.

Scotsman returned to the main line to a public fanfare, working a

train from King's Cross to York on February 24, 2016 – 22 months ago. A new six year contract will include the option of overhauling the 4-6-2 at seven years or carrying out an earlier intermediate five year overhaul to extend *Scotsman*'s life to 10 years.

Scrutinise

The contract has been drawn up and awaits Ian Riley's signature.

A meeting – undated – is to be held this month (January) to scrutinise the detail and agree the contents of the document.

Such has been the general public's

interest in *Scotsman* since its return to traffic, its right time availability to railtour promoters is very important commercially.

Centenary

Outshopped from Doncaster in 1923, *Scotsman* will be celebrating its centenary in 2023, another good reason for keeping the engine in first class running order.

Quick off the mark, Steam Dreams was already advertising a 'Cathedrals' trip from York to Edinburgh behind the A3 on May 19 – part of a four day visit to the Scottish capital –

as early as December 21. Having acknowledged that Riley & Son is preferred bidder, Steam Dreams' website stated: "Rileys have already confirmed it would be happy for *Flying Scotsman* to haul a 'Cathedrals Express' to Edinburgh from York on May 19 and on the return trip to England on May 22."

Going Forth

Steam Dreams is also planning to use the A3 to haul lunchtime and evening trips from Edinburgh Waverley across the Forth Bridge and along the Forth Valley.



Steam Dreams plans for *Scotsman* in Scotland again for coming year

By Cedric Johns

FOLLOWING the announcement that Riley & Son is likely to remain the custodian of the 'world's most famous engine', A3 4-6-2 *Flying Scotsman*, for the next six years, Steam Dreams plans to take the engine to Edinburgh for the third year in succession in the coming months.

When the A3 returned in 2016, the highlight of its itinerary was to return to Scotland at the head of a 'Cathedrals Express'. It was the first time that *Scotsman* had pulled a

train north of the border since the turn of the century and wherever it went masses crowded every vantage point.

This of course was when as the first Steam Dreams 'Flying Scotsman' was on its way to Edinburgh on May 14, Network Rail caused uproar by declaring the A3 out of gauge.

Only last minute intervention by the Scottish government's minister for transport and Network Rail chief executive Mark Carne reversed the issue.

The following day *Flying Scotsman* made its historic run from Edinburgh

Waverley along the Borders line to Tweedbank.

In 2017 Steam Dreams repeated the itinerary which was a huge success and now in 2018 the A3 is due to make yet another visit.

Steam Dreams' founder Marcus Robertson said he is delighted to be working with Ian Riley's team especially Clive Goult, the man responsible for the day to day well-being of the 4-6-2.

"They did a fantastic job he said, the experience they have gained over the past two years can only help them plan for the next six years.

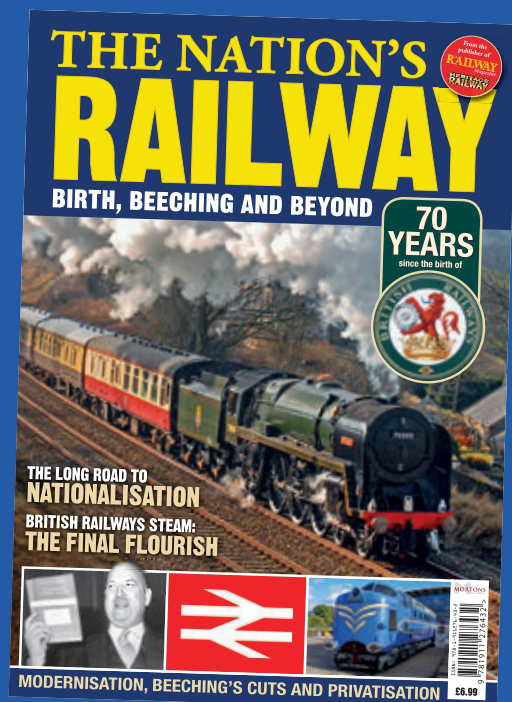
"Even though we have taken the engine to Edinburgh twice, it is hard to think of a more marquee image than steaming over the Royal Border Bridge then over the Forth Bridge again," he added.

"Our plans are for *Scotsman* to haul legs from York to Edinburgh then back to York or Crewe, with the added bonus of lunchtime and evening circular tours from Edinburgh during the middle of the tour.

"Discussions are also taking place for trips based in the south and possibly taking the 4-6-2 on the 'Lakes Express' in June".

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Duchess set to visit Yeovil

By Cedric Johns

THE Yeovil Railway Centre is set to enjoy a memorable start to its new season of operations when Stanier 4-6-2 No. 6233 *Duchess of Sutherland* is booked to make four visits to the junction between March 8 and April 5.

It will be the first – and only recorded – visit by the 4-6-2 to Yeovil Railway Centre since August 18, 2008.

Providing that the 4-6-2's current winter maintenance programme goes according to schedule, the engine will be outshopped from Butterley in a new coat of shiny LMS maroon on March 3, ready to run light engine to Southall.

Five days later, Thursday, March 8, the Duchess departs Horsham for Salisbury and Sherborne with a 'Cathedrals Express' which is booked to stop at Holmwood, Dorking, Leatherhead, Cheam and finally, Yeovil Junction.

On Thursday, March 22, an 'Express' leaves Rainham calling at Gravesend, Dartford and Bexleyheath setting down at Salisbury, Sherborne and Yeovil Junction. Diesel hauled to west London, the Duchess couples on at Hanwell.

Tuesday, March 27 sees a 'Cathedrals Express' departing Southend East for

the same destinations, picking up at Upminster en route to west London where diesel traction gives way to steam and the red 4-6-2.

After the Sherborne stop the train runs on – with passengers – to Yeovil Junction for engine turning and carriage servicing.

The Duchess completes the month's schedule of busy activities by working a train from Hanwell to Salisbury, Sherborne and Yeovil on Thursday, April 5.

Another 'Cathedrals Express', this time it starts from Ipswich stopping at Colchester and Shenfield then it's a change of motive power on the main Paddington-Reading line at Hanwell, west of Southall.

As reported in *HR*'s last issue, the Duchess is to be based at Southall semi-permanently this year because of a lack of demand for the big engine in the north. Indeed, the 4-6-2's chief mechanical engineer, Simon Scott, was reported as saying the engine would spend 95% of its time in the south, a fact which will no doubt please lineside enthusiasts or those keen to travel and experience the Duchess' effect' on testing south-western gradients.

Doubt over King's big ticket date

TALK of Great Western 4-6-0 No. 6024 *King Edward I* double-heading the five figure ticket tour extravaganza in the autumn has been tempered by the fact that the King's lengthy heavy overhaul may not be completed when the 'Golden Eagle Luxury Tour' departs from Edinburgh for Inverness on Tuesday, October 16.

6024 Preservation Society spokesman Dave Fuszard said he and members were surprised when the announcement of the luxury tour was first made, bearing in mind the King's open ended heavy overhaul completion date.

Highly-finished

"It has always been said that the no completion date was deliberately set by West Somerset driver and the King's chief mechanical engineer Colin Henderson to relieve the pressure on those involved in order that they could concentrate on producing a highly-finished end product."

It has been said before but to recap, 6024 Society members reckon that when the King is returned to traffic it will be in ex-

Swindon works condition.

Having said that, work is progressing steadily towards final assembly at Minehead.

The tender is finished and only requires piping up at Highbridge, wheelsets have been delivered from Tyseley, the modified outside cylinders are completed apart from cladding and a new back plate has been fitted.

A major item, the boiler, is currently in the hands of Riley & Son.

Rewheel close

"Axleboxes and the bogie had been delivered indicating that the frames will be rewheeled sometime early in the new year.

As Dave Fuszard pointed out, although the King is in the ownership of the Royal Scot Trust – and the overhaul funded by Jeremy Hosking – the society continues to be responsible for operating the engine over a period of 10 years once the boiler ticket begins to tick.

When the King is finally rebuilt it will no doubt be given a thorough series of proving runs on West Somerset metals before entering main line traffic.



BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* approaches Taplow with Steam Dreams' 'Cathedrals Express' from Victoria to Bath on December 19. EDWARD DYER

January

SAT 27: 'Winter Cumbrian Mountain Express'

Manchester Victoria, Shap, Carlisle and return via Settle
Steam hauled throughout.
Loco: No. 45690 *Leander*. RTC

February

SAT 10: 'Cotswold Venturer'

Paddington, Evesham, Worcester and return via Stroud.
Steam hauled throughout.
Loco: No. 70013 *Oliver Cromwell*. RTC

SAT 10: 'King Alfred'

Victoria, Eastleigh, Haslemere, Woking, Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

WED 14: 'Cathedrals Express'

Victoria, Dover and return and Victoria, Windsor and return.

Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. SD

FRI 16: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.
Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

THUR 22: 'Cathedrals Express'

Liverpool St, Norwich and return.

Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. SD

SAT 24: 'North Briton'

Cambridge, Settle, Carlisle and return via York.

Steam hauled: Doncaster, Carlisle, Tyne Yard.

Loco: No. 60163 *Tornado*. UKRT

WED 28: 'Shrewsbury Steam Special'

Barrow-in-Furness, Chester and return.

Steam hauled: Crewe, Chester, Shrewsbury, Crewe.

Loco: TBA. WCR

THUR 8: 'Cathedrals Express'

Horsham, Yeovil Junction and return.
Steam hauled throughout.

Loco: TBA. SD

FRI 9: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 10: 'Red Dragon'

Tyseley, Cardiff and return.

Steam hauled throughout.

Loco: No. 4965 *Road Ashton Hall*. VT

March

THUR 1: 'Cathedrals Express'

Paddington, Cardiff and return.

Steam hauled throughout.

Loco: No. 70013 *Oliver Cromwell*. SD

SAT 3: 'Pennine Limited'

Carnforth, Manchester, Sheffield and return via Copy Pit.

Steam hauled throughout.

Loco: TBA. RTC

SAT 3: 'The Yorkshireman'

Ealing Broadway, Kettering, York and return.

Steam hauled: Ealing, York.

Loco: No. 70013 *Oliver Cromwell*. RTC

Regular Steam

SATS Feb 3, 17, 24, Mar 10: 'Winter Cumbrian Mountain Express'

Euston, Shap, Carlisle and return via Settle

Steam hauled: Carnforth, Carlisle, Hellifield, Farington Jct.

Loco: TBA. RTC

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LOCOMOTIVE PERFORMANCE THEN AND NOW



No. 7827 on the 'Cambrian Coast Express' in 1965? No, it's at the West Somerset Railway Cambrian Gala on October 5, 2013 DON BENN

THIS time I am reporting on a variety of runs in the Midlands and into Wales, some recent and some back in the 1960s and which even include another run by that well-loved and much reported on Bulleid Pacific *Clan Line*, this time from 1991.

First off in Table One is a sterling performance by A1 Pacific No. 60163 *Tornado*, working the rerouted

'Border Raider' over Standedge on September 16, 2017. I am grateful for the details from Alan Rawlings who comments that the big Pacific with its 505 ton load was handled competently by Pete Sheridan on railhead conditions which were not brilliant.

To maintain a steady 41/42 mph on the 1-in-105 was very good work indeed, though speed fell off to

34mph at the summit just west of Marsden.

By contrast, Table One also includes a journey I made on the York to Aberystwyth Mails in September 1965. I joined the train at Leeds City where the load was five coaches and 10 vans, headed by BR Standard Britannia Class 7 Pacific No. 70015 *Apollo* with pilot engine LMS 5XP Jubilee 4-6-0 No. 45562 *Alberta*. We left Leeds just over six minutes late on a murky and misty night which later turned into one of drizzle and rain.

Time was kept to Huddersfield where I had adjusted sufficiently to the darkness, helped by removing a bulb in my now empty compartment to start using my stopwatch and timing the train. The two engines made a good climb sustaining 32-33mph, though in terms of performance this was far inferior to that of *Tornado* 52 years later. The 34 minute booking to Stalybridge for the 17.85 miles from Huddersfield was bettered by a few seconds though we were by now running about nine minutes late. My notebook tells me that one or both of the engines took water from the troughs in Standedge tunnel.

Short hop

At Stalybridge the train was divided and our Pacific took two coaches and five vans forward for the short hop to Stockport without exceeding 54mph. Farnley-based *Alberta* would then have taken the remaining portion of the train on to Liverpool, whereas my portion was destined for Crewe, Shrewsbury and Aberystwyth.

An AL6 electric took us forward to Crewe but the lack of notes suggest that I may have taken a nap over this stretch! At Crewe a bogie van was added to the train, bringing the load up to 231 tons tare or around 250 tons full, though with very few passengers. In rain which was now very heavy we had LMS 'Black Five' 4-6-0 No. 44685 and left on time for the easily timed run over the switchback route to Whitchurch and Shrewsbury the details of which are shown in Table Two.

TABLE ONE: HUDDERSFIELD TO STALYBRIDGE

Date	September 16, 2017					Date	September 10, 1965			
Train	The Border Raider					Train	950 pm York to Aberystwyth Mails			
Loco	A1 Class 4-6-2 No. 60163 <i>Tornado</i>					Loco	Pilot: Class 5XP 4-6-0 No. 45562 <i>Alberta</i>			
Load	13 coaches, 470 tons tare 505 tons gross					Load	Train: BR Class 7 4-6-2 No. 70015 <i>Apollo</i>			
Crew	Pete Sheridan and Tim Steadman					Crew	Five coaches & 10 vans, 406 tons tare 440 tons gross			
Weather	Damp					Weather	Not recorded			
Recorder	Alan Rawlings					Recorder	drizzle			
	miles	sched	mins	secs	speed		sched	mins	secs	speed
Huddersfield	0.00	0.00	00	00	18	Huddersfield	0.00	00	00	
Longwood	1.97		04	17	36	Longwood		06	49	26
Golcar	3.00		05	54	41	Golcar		09	06	29½
MP 22	3.74				43	MP 22		10	32	28½
Slaithwaite	4.51		08	06	42	Slaithwaite		12	02	29
MP 20	5.74		09	50	39	MP 20		14	24	32
MP 19	6.74		11	26	35	MP 19		16	20	33
Marsden	7.09	11.00	12	01	34	Marsden		17	00	32½
Standedge Tunnel E	7.58		12	53	37	Standedge Tunnel E		17	53	37
Diggle	10.70					Diggle		22	54	38
Diggle Jct	11.01	16.00	16	54	62	Diggle Jct		23	46	30*
Saddleworth	12.05				65	Saddleworth		25	20	42
Greenfield	13.05	18.30	18	55	47*/35*	Greenfield		26	50	54
Mossley	15.25		22	17	48/53	Mossley		29	16	56
Stalybridge	17.85	24.00	25	26	48	Stalybridge	34.00	33	40	

Times and speeds from passing Huddersfield to passing Stalybridge
* brakes or speed restriction

* brakes or speed restriction

TABLE TWO: CREWE TO SHREWSBURY

Date	May 5, 2017					September 11, 1965				
Train	Great Britain X					950 pm York to Aberystwyth Mails				
Loco	LM Class 5X 4-6-0 No.45699 <i>Galatea</i>					LMS Class 5 4-6-0 No. 44685				
Load	10 coaches, 368 tons tare 393 tons gross					two coaches & six vans, 231 tons tare 250 tons gross				
Crew	Mick Kelly and Martin Soames					Not recorded				
Weather						heavy rain				
Recorder	Alan Rawlings					DB				
	miles	sched	mins	secs	speed	sched	mins	secs	speed	
Crewe	0.00	0.00	00	00		0.00	00	00		
Gresty Lane	1.50		04	26	46		04	57	37	
Willaston	2.79		05	50	58		06	55	51	
Newcastle Road Xing	3.85		07	00	46*		08	10	50	
Nantwich	4.46	10.00	07	45	55/54		08	53	47½/43	
MP 7	7.28		10	50	57		12	13	45½	
MP 8	8.28						13	35	43	
Wrenbury	8.89	14.00	12	27	64		14	37	52	
Marley Green Xing	10.40		13	43	61		16	04	47	
MP 12	12.28		15	54	48/29* tsr		18	44	38/47	
Whitchurch	13.84	20.00	18	34	40	26.00	21	53		
	13.84					27.00	28	10		
Heath Lane Xing	15.28						31	27	42	
Prees	18.73	25.00	23	35	73/65		35	00	66	
MP 20	20.28						36	22	72	
Wem	21.95	28.00	26	26	66		37	52	64	
Tilley Xing	22.90		27	19	67/65		38	47	61/60	
Vorton	25.45	32.00	29	41	67/70		41	13	64/66	
Hadnall	28.06		31	54	65		43	38	59	
MP 28½	28.78		32	38	62/69		44	26	52	
Harlescott	30.64	38.00	34	20	62		46	24	54½	
			sigs stop		0*		sigs		12*	
Shrewsbury	32.70	48.00	41	05		52.00	51	53		

* brakes or speed restriction

* brakes or speed restriction



GWR 4-6-0 No. 7827 Lydham Manor at Aberystwyth with the 9.50am 'Cambrian Coast Express' to Paddington on September 11, 1965. DON BENN

Initially the engine was worked very lightly down to Nantwich with falling gradients as steep as 1-in-172, but then climbed well up the 1-in-158/184 to the summit before Wrenbury, topped at 43mph. After a maximum of 52mph on the short stretch of 1-in-384 down, we surmounted the 1-in-230/110/107 climb to milepost 12 at a minimum of 38mph before arriving at Whitchurch nearly four minutes early.

On to Shrewsbury the running matched the schedule with a nice spin up to 72mph down to the foot of the dip beyond Prees. Alongside this run is one timed by Alan Rawlings on the 'Great Britain X' on May 5, 2017. The engine was in-form LMS Jubilee No. 45699 *Galatea* on 10 coaches for 393 tons full. Mick Kelly and Martin Soames were in charge of this fine effort but it was only achieved after some robust discussion between the tour operator and the TOC had ensured that the diesel was removed

from the train. Mick Kelly walked the length of the train to ensure that it had been uncoupled. Otherwise an additional 120 tons of superfluous diesel on the rear would have ruined the run.

Reformed again

Back on the York Mails in 1965 at Shrewsbury the train was reformed again and left on time at 4.10 am, now with GWR Manor 4-6-0 No. 7827 *Lydham Manor* in charge of four coaches and a van totalling 150 tons. The running was all that was required to keep time, taking 36 minutes 48 seconds to the first stop at Welshpool with a minimum of 30mph up the long but broken climb to Milepost 9 and a noisy 33mph at Milepost 12 after Westbury – 63mph downhill after Breidden was enough for timekeeping.

With the darkness and rain still engulfing the train I

TABLE THREE: MACHYNLLETH TO SHREWSBURY

Date	September 11, 1965						
Train	950 am Aberystwyth to London Paddington Cambrian Coast Express						
Train Engine	GWR Manor Class 4-6-0 No. 7827 <i>Lydham Manor</i>						
Pilot Engine	BR Standard Class 4 4-6-0 No 75038 as far as Talerddig						
Load	nine coaches, 306 tons tare 330 tons gross						
Weather	Rain heavy at times						
Recorder	DB						
	miles	sched	mins	secs	speed	gradient	
Machynlleth	0.00	0.00	00	00		L	
MP 72	2.75		05	16	47/39	628/90 R	
Cemmes Road	5.00		08	15	33*	163R	
Commis Coch Halt	6.40		10	57	39½	113/78/119R	
MP 67	7.75		13	17	38/35	355/91R	
Llanbrynmair	10.45		18	02	39½/13*	L	
MP 64	10.75		19	34	25	52R	
MP 63	11.75		22	17	21	52R	
MP 62	12.75		25	03	22½	56R	
Talerddig	13.65		27	02		L	
	13.65		29	17		80F	
Carno	15.95		33	25	42/33*	462/907/149F	
MP 57	17.75		36	23	52	128/171/L	
Pontdolgorth	20.10		39	10	63	100/152/71F	
Caersws	21.70		40	21	19*	211F/L	
Moat Lane Jct	22.75		42	22	41½	931/227F	
Scafell halt	25.20		45	34	57½	L/220R	
MP 49	25.75		46	04	60	150F	
Newtown	27.40	48.00	48	18		500R/130F	
	0.00	0.00	00	00		440F	
MP 46½	0.85		02	46	37	296R	
MP 45	2.35		04	41	53½	400/123F	
Abermule	3.90		06	23	26*	193F/L/326F	
MP 42	5.35		09	00	50	372F/1232R	
MP 41	6.35		10	15	46	155R	
Montgomery	7.15		11	40	22*	123/396F	
MP 39½	7.85		12	51	43/47	132F	
MP 38½	8.85		14	12	43½	L/132R	
Forden	9.50		14	36	46	1296F	
MP 36	11.35		17	04	63	195F	
Welshpool	13.75	26.00	19	30		170R/L	
	0.00	0.00	00	00		L/198F	
MP 33	0.60		02	34	36	188F/L	
Buttington	2.75		03	44	37½	224R/136F	
MP 16	3.80		05	40	42	120R	
MP 15	4.80		07	07	40	100/170/80R	
Breidden	5.70		08	42	35½	53/187/95R	
MP 13½	6.30		09	42	29½	L/80R	
MP 13	6.80		10	39	32½	100R	
MP 12½	7.30		11	42	28½	100R	
MP 12	7.80		12	39	41½	L/165F	
Westbury	8.70		15	46	23*	100/241F	
MP 9	10.80		17	40	52	3428R/100F	
Yockleton	12.35		19	19	61	L/100F	
MP 7	12.80		19	45	63	1240/100F	
MP 6	13.80		20	39	66½	100/1240/100F	
Hanwood	14.90		21	42	61/60	100R/248/100F	
MP 3	16.80		23	34	62½	100R/L/100F	
Shrewsbury	19.80	35.00	29	54		L	

depart Machynlleth 13 late arrive Shrewsbury one minute early

* brakes or speed restriction

then succumbed to sleep before waking as we departed Caersws, now nearly six minutes late. The 21.70 miles on to Machynlleth occupied 37 minutes 48 seconds instead of the 40 minutes booked, the minimum up the 1-in-80 to Talerddig being 30mph. There was little of interest over the final, mainly flat stretch to Borth and Aberystwyth where we arrived four minutes late.

I had accomplished the first objective of my two day 'bash' and after consuming some iron rations and a hot drink I embarked on what turned out to be a highly-enjoyable second leg, travelling all the way to London Paddington on the 'Cambrian Coast Express'. As far as Shrewsbury we had the same locomotive, now preserved No. 7827 *Lydham Manor*, initially heading a different four car Mk.1 set from the one on the Mails from York, which would return later.

Departure was on time at 9.50am, still in heavy rain

TABLE FOUR: CHESTER TO SHREWSBURY

Date	February 23, 1991				
Train	746 am Euston to Hereford-Welsh Marches				
Loco	Bulleid WC Class 4-6-2 No. 34027 <i>Taw Valley</i>				
Load	13 coaches, 493 tons tare 525 tons gross				
Crew	Not recorded				
Recorder	DB				
	miles	sched	mins	secs	speed
Chester	0.00	0.00	00	00	19 mins late
Saltney Jct	1.96	5.00	04	39	42
Balderton	2.99		05	58	55½
MP 210	3.99		07	02	59
MP 208	5.99		09	14	54½
Rossett	7.39		10	43	56
MP 206	7.99		11	19	51
Gresford	9.04		12	47	42
MP 203	10.99		16	14	30/32½
Wrexham	12.19	20.00	18	47	23* tsr
MP 200	13.99		22	14	38½
Johnstown	15.29		24	02	39½
Ruabon	16.93	31.00	26	19	48
Ceffn	18.74		28	19	64
Chirk	21.29		30	52	56½
Weston SB	22.58		32	09	51
Gobowen	24.34	61.00	35	28	18* sigs
Whittington	26.18		39	27	41½
MP 186	27.99		41	32	64
MP 184	29.99		43	37	51½
MP 182	31.99		45	32	67½
					sigs stop
MP 179½	34.49		49	08	0*
			52	06	
Baschurch	34.80		52	57	28
MP 177	36.99		56	49	37
Leaton	38.54		58	51	53/32* tsr
Shrewsbury	42.38	86.00	67	15	right time

* brakes or speed restriction

TABLE FIVE: SHREWSBURY TO CREWE

Date	February 23, 1991				
Train	1453 Hereford to Euston-Welsh Marches Express				
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35028 <i>Clan Line</i>				
Load	13 coaches 490 tons tare 520 tons gross				
Crew	Not recorded				
Recorder	DB				
	miles	sched	mins	secs	speed
Shrewsbury	0.00	0.00	00	00	
					sigs stop
Harlescott	2.06		07	35	0*
			08	45	
Yorton	7.25		19	21	53/51
Wem	10.75	15.00	23	30	62/64
					sigs
					49*
Prees	13.97		26	57	50
Whitchurch	18.86	27.00	32	35	53
Wrenbury	23.81		37	11	74
					sigs
					48*
Nantwich	28.24		41	33	59½
Willaston	29.91		43	38	50
					sigs
					*
Crewe	32.70	60.00	50	37	

* brakes or speed restriction

TABLE SIX: CREWE TO CHESTER

Date	September 28, 1963				
Train	735 am Crewe to Chester				
Loco	Fairburn Class 4 2-6-4 tank No. 42050				
Load	five coaches, 168 tons tare 175 tons gross				
Recorder	DB				
	miles	sched	mins	secs	speed
Crewe	0.00	0.00	00	00	
Steel Works SB	1.50		04	11	41/50
Worleston	3.75		07	11	46
Calverley	8.15		12	28	53
Beeston Castle	10.55	18.00	16	38	
	0.00	0.00	00	00	
Tattenhall Road	3.90		06	12	55
Tattenhall Jct	5.70		08	12	58
					sigs
					*
Shrewsbury	10.65	15.00	15	51	

* brakes or speed restriction

and at Dovey Junction we waited for the late running Pwllheli portion of five coaches headed by BR Standard 4MT 4-6-0 No. 75002 which had left at 7.20am. So off we went now 12 minutes late with nine coaches for 330 tons to Machynlleth where another BR Standard 4MT 4-6-0 No. 75038 came onto the front of the train as pilot as far as Talerddig. The climb through the rain soaked trees up the mainly 1-in-52 climb was very noisy and enjoyable with speed falling slowly from 25mph to 21 before recovering slightly.

I have tabulated the whole run to Shrewsbury in some detail as it was excellent throughout, full of much thrash from the little Manor which gave an excellent account of itself with a keen crew. Alongside the times and speeds I have set out the gradients of this lovely isolated line, which is single throughout with many passing places requiring a reduction in speed.

As mentioned already, highlights included the steep 13 mile climb to Talerddig, where we stopped for No. 75038 to come off the train and where prior to closure in June 1965 'passengers for Shrewsbury or beyond could be picked up on notice being given to the Station Master'.

We kept the 48 minute booking for the 27.40 miles from Machynlleth to Newtown and left there 14 minutes down for the 13.75 mile stint to Welshpool, gaining over six minutes on the booking. I noted BR Standard 2MT 2-6-2Ts Nos. 84000 and 84004 at Welshpool.

Most interesting

We departed just four minutes late on the final, and perhaps most interesting, 19.80 miles to Shrewsbury, as this included the five-mile long steep climb from Buttington, where the line to Whitchurch diverged to the summit at Milepost 12½ before Westbury. Here the Manor was worked very hard indeed on gradients as steep as 1-in-53 to top the summit at 28½mph, before running fast down to Shrewsbury reached a minute early. It had been a very enjoyable morning of sustained excellence of steam performance and one which I still savour for its quality and rarity. Brush Type 4 diesel D1711 took the train on to Paddington reached on time via the old road, during which I enjoyed a well-earned hot lunch in the restaurant car which had been added at Shrewsbury.

In 1991 the operation of steam railtours seemed to be a relatively simple process compared to the complicated obstacle courses which have to be negotiated today and even quite long distances could be covered with 'pure' steam without the need for mega early starts and very late finishes. Even more surprising to us today, as the prevailing speed limit for steam then was still nominally at least, 60mph.

For instance, on February 23, 1991, Flying Scotsman Enterprises ran a 'Welsh Marches' special from London Euston, departing at 7.46am to Hereford arriving at



Above: Not 1965 but 2013, on the West Somerset Railway. DON BENN

Right: Talerddig aka Crowcombe Heathfield. DON BENN





SR Merchant Navy Pacific No. 35028 *Clan Line* passes Marshbrook on the Welsh Marches route in 1979. BRIAN SHARPE

2.06pm, returning at 2.53 and back in Euston at 8.33pm. It was steam hauled from Crewe via Chester and Shrewsbury by one locomotive and back to Crewe by another. Total steam mileage was just under 200.

It is said that this sort of trip would not meet today's market of offering a longish break at the destination, although UK Railtours has recently discovered that the shorter trips without time at a destination do in fact have a market, as on-train dining can still be offered. Maybe when LSL has got its operating company settled in, it's just the sort of trip that they could offer, maybe extended to Newport or Cardiff with a longer day utilising one steam engine.

As it turned out, the trip on February 23, did not exactly go smoothly, although not due to any problems with the steam locomotives, but initially through late running of No. 86249 on the 7.46am from Euston which arrived at Crewe 24 minutes late. Here, Bulleid rebuilt West Country Pacific No 34027 *Taw Valley* and its service coach was attached to the 12 coach 455 ton train, making the

total tare weight 493 tons or about 525 tons full.

Included in the consist was generator car No. 35469 to provide the heat, thus obviating the need to add a diesel on the rear, which with this very substantial train load would inevitably have had to provide power. It is a great pity that not all TOCs today follow this very sensible and cost-effective way of operating what are advertised as steam worked charters.

Much more demanding

With its big load the Bulleid light Pacific got away from Crewe just over 21 minutes late and ran well over the easy gradients to Chester, touching just over 70mph at Waverton and gaining nearly a minute on the 28 minute schedule for the 21.10 miles. Eighteen minutes were allowed at Chester and by reducing this we got away just over 19 late for the much more demanding run to Wrexham and Shrewsbury, which included the 3.6 mile 1-in-82 climb of Gresford bank. Table Four shows the detail of this section.

Speed was up to 59mph after Balderton and Rossett was passed at 56 before we hit the bank. *Taw Valley* was being worked very hard to top the climb at Milepost 203 at 30mph before a temporary speed restriction to 23mph just before Wrexham, passed over a minute inside schedule. I have calculated that the equivalent drawbar horsepower (EDBH) was in the region of 1,650 over the three miles between Mileposts 206 and 203, towards the top end of the capability of a class 7 locomotive.

More hard work was needed up the 1-in-103 to Bersham Siding where we were doing 38½mph and holding just under 40mph at Johnstown where we were through Ruabon nearly five minutes inside the booking. Speed was up to 64mph into the dip at Cefn before falling to 51 on the 1-in-143 at Weston, after which adverse signals intervened through Gobowen where we were now nearly seven minutes early.

Despite this the engine crew didn't let up and the undulating stretch on to a signal stop outside Baschurch produced a maximum speed of 67½mph. Arrival at Shrewsbury was on time with a gain of nearly 19 minutes on the booking. This had been a superlative piece of work by the Bulleid light Pacific, typical of what it was producing at that time.

After Shrewsbury, *Taw Valley* was booked to take water at Dorrington but the water tanker was not there and so after some delay the train was put into the loop and watered from a hydrant, which of course was a lengthy process. Departure was 63 minutes late and after a good climb up the long 1-in-90/100 to Church Stretton where speed was maintained in the 25 to 28mph range, we encountered two temporary speed restrictions which contributed to a loss of eight minutes to the Ludlow stop. The final arrival at Hereford was 71 minutes late.

For the return run we had Rebuilt Merchant Navy Pacific No. 35028 *Clan Line* which had 13 for 490 tons tare and about 520 tons gross, as its support coach was slightly lighter than that of *Taw Valley*. For reasons which I can't recall, more time was lost at Hereford and we left 87 minutes late and kept the schedule to Ludlow but lost time to Craven Arms due to another temporary speed restriction and some uninspired running. More time was lost there and we left nearly two hours late.

The seven-and-a-half mile climb to Little Stretton was better work at a minimum of 36mph after nothing higher than 44mph at Marshbrook so that 19 minutes were gained to Shrewsbury where departure was 94 late for the final section to Crewe which is shown in table Five. We got no further than Harlescot before being stopped by signals but then ran well to Yorton and Wem only to encounter adverse signals again before Prees but managed to run up to 74mph down from Whitchurch before arriving at Crewe 84 late having gained over nine minutes from Shrewsbury.

No. 86426 then took us back to Euston, arriving just over an hour late after some very fast running in the days when locomotive speed limits were not so well monitored as they are today, as 105-108 was reached a number of times. So late running on rail charters is not solely confined to today's trips, with the December 2017 batch being particularly badly affected mainly by modern electric trains' inability to run in frost and snow.

Finally, to end on a positive note, still in the Crewe area, Table Six shows a little snippet of a run behind a Fairburn 2-6-4T from Crewe to Chester on September 28, 1963. This was a prelude to a cloudy day's linesiding in the Chester and Saltney Junction area when steam was still king.



Substituting for *Duchess of Sutherland*, LMS Jubilee No. 45699 *Galatea* passes Beeston Castle with Steam Dreams' 'Cathedrals Express' to Holyhead on November 18. KEVIN WHITEHURST

Double delight for Isle of Man at Stoneleigh

WHEN nameplate combines with badge – regimental, coat-of-arms, or whatever – the hammer invariably falls in the upper echelons of an auction's realisation list, and Great Central's sale at Stoneleigh on December 2 was no exception, when *Isle of Man* from LMS Patriot No. 45511 sold for £26,000, almost double that of the runner-up.

That second place was claimed by *British Monarch* from GWR Star No. 4021 (£13,800), ahead of the final five-figure sale, *Callington* with West Country Class scroll from No. 34047 (£12,000). The Pacific's smokebox numberplate was sold immediately after to the same bidder for £3000.

Howard of Effingham (LMS Jubilee No. 45670, not SR Lord Nelson No. 30854), achieved £9000, and an identically-priced pair of GWR Halls that followed at £6000 apiece comprised *Rood Ashton Hall* (No. 4965) and *Kingsthorpe Hall* (No. 6950), while the cabside numberplate from the latter went for £1850.

Lower down the pecking order were *Morfa Grange* (GWR No. 6866 – £5600) and *Haydon Hall* (GWR No. 5932 – £4500), but all three Halls and the Grange were overshadowed by *Dauntless*, carried by 1968-built Class 50 D448/50048 (£7400). An industrial nameplate, *Austin II*, from a standard gauge 0-6-0ST built by Hunslet Engine Co in 1936 for the car maker's Longbridge works, also made a good fist of it by going for £2900.

Totem signs continued their march



seen in recent sales, led at £5600 by an auction debutante, the delightfully-named Baptist End Halt, a GWR station on the Dudley to Old Hill branch. Others in this category included BR(S) duo Withyham (£3900) and Rowfant (£3400), and North Eastern Region Knaresborough (£3200). Top SR target sign was Brasted (£4200).

A poignant sale was a painting by Barry Freeman of LMS Princess Royal No. 46207 *Princess Arthur of Connaught* on Bushey troughs that realised £5200. Barry had died just eight days before the auction, and an obituary is published in the news section of this issue.

Leading cabside numberplate was 7010 from GWR *Avondale Castle* (£5200), while electric traction made its mark

in this sector when E3034 from a Class 83 built by English Electric in 1961 went under the hammer for £3150. Top worksplate was an LNER Doncaster 1948 example from Peppercorn A2 Pacific No. 60533 *Happy Knight* (£2900), followed at £1700 by another LNER plate, from 1946 Darlington-built B1 No. 61014 *Oribi*.

Other realisations included £2600 for an SR Isle of Wight ex-Waterloo arrivals indicator, £2200 for an LBSCR Tyer's semaphore block instrument from Cray Lane crossing signalbox on the Arun Valley Line, £1800 for a nameboard from SDJR signalbox Broadstone, £1650 for a SR Bideford station lamp tablet, and £1550 a Highland Railway The Mound-Dornoch one engine in steam train staff.

Shedplates were topped by 60B (Aviemore) that sold for £1650, and clocks by an 8in dial drum clock from 1932-built Brighton Belle Pullman car *Vera* (£1500). Prices exclude buyer's premium of 15% (+ VAT).

As the bidders, vendors, and everyone else made their way home, auctioneer and Great Central director Mike Soden said: "Overall it was pretty good. Shedplates were strong, and totems exceptionally so."

Southern and LNER Pacifics in dead heat

TWO express locomotive nameplates – *Holland-Afrika Line* and *Lord President* – tied for top spot in the railwayana section of a collectables auction held by Tennants of Leyburn, North Yorkshire, on November 24, each going under the hammer for £18,000.

The former was from Oliver Bulleid-designed Merchant Navy Pacific No. 35023, built by BR at Eastleigh in November 1948 and withdrawn in July 1967, and the latter from another Pacific, LNER A2 No. 60503 that started life as a P2 class 2-8-2 designed by Nigel Gresley for the challenging Edinburgh-Aberdeen route.

This loco, built at Doncaster in June 1936 and one of only six in its class, was rebuilt as an A2 in December

1944 by Gresley's successor Edward Thompson and withdrawn from York (50A) in November 1959. Lord President is the title of Scotland's most senior judge.

A third nameplate that went to a new home was *Blandford*, from another Bulleid-designed, BR-built Pacific, West Country Class No. 34107, that emerged from Brighton works in April 1950 and was

withdrawn from Exmouth Junction (72A) in September 1964. The name was carried from new until October 1952, when the loco was renamed *Blandford Forum*. The plate, which sold for £11,000, was accompanied by an original West Country Class scroll and a reproduction town coat-of-arms and smokebox numberplate.

SR Pacific nameplate *Lord Dowding* with crest, from Battle of Britain class

No. 34052, was set to join its Bulleid-designed brothers in the auction, but was withdrawn.

Other high flyers in the auction included an O-gauge model of GWR No. 6000 *King George V* that went for £8800 and so annihilating its top estimate of £700, an exhibition standard 5in gauge live steam model of GWR 0-6-0PT No. 8706 (£4100), and two headboards – 'Royal Scot' (£3500) and 'Atlantic Coast Express' (£2000).

Totem station signs and Southern Railway target signs were also a feature of the auction, and these categories were headed respectively by Waterloo (£2900) and Swanage (£2100). Prices exclude buyer's premium of 18½% (+ VAT).



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LEICESTER STIXWOULD

Jubilee pushes A1 off top rung in Newark showdown

ONE of the recurring themes of the current railwayana auction scene is the resilience of the Jubilee nameplate market. They keep coming, and they keep selling, as was illustrated at Talisman's sale at Newark on November 25, when *Bellerophon* from No. 45694 outsold the opposition with a price of £8000.

And not only was this the top price, but trailing in its wake – albeit not very far behind, at £7500 – was *Redgauntlet* from LNER A1 No. 60137, a member of a class that historically may have been expected to be ahead of the LMS 4-6-0 in the realisation stakes. This Pacific's smokebox numberplate sold immediately after the nameplate for £1700.

These two locomotives had contrasting careers – the Jubilee ran for nearly 31 years, from March 1936 to December 1966, and the A1 for well under half that, from December 1948 to October 1962. Or, to put it another way, the Jubilee was already getting on for 13 years old when the A1 emerged from Darlington works, but still outlived it by more than four years.

The LNER did shine, however, in the works numberplate category, thanks to the £2000 paid for an example from V2 class 2-6-2 No. 60809 *The Snapper*, *The East Yorkshire Regiment*, *The Duke of York's Own*, while breathing down the

V2's neck at £1900 was the leading totem station sign, Peterborough East, which was opened by the Eastern Counties Railway in June 1845 and closed in June 1966.

Headboard 'Yorkshire Pullman' carried by the King's Cross-Leeds express realised £1650, and two LNER platform seatback nameplates that just failed to break the four-figure barrier were Stixwould (£920) and Leicester (£900). The former station, which closed in 1970, was located on the GNR line that linked Peterborough with Lincoln via Spalding and Boston, and was also the site of a ferry across the River Witham.

The Leicester seatback came from the city's Belgrave Road station, a former GNR terminus that opened in 1882 and remained open for summer specials until October 1962. Giving this piece of railway history a run for its money was an LNER rebuilt Stratford works 1938 works numberplate from B12 class 4-6-0 No. 61530 that was originally built in 1914 and withdrawn in November 1959 (£880). Prices exclude buyer's premium of 10% (+ VAT).

Of the auction, Talisman's Roger Phipps said: "It went really well with a huge turnout, despite being very cold and Network Rail carrying out maintenance work on both the ECML and the old Midland line."

Tickets to ride for Victorian travellers

TWO tickets issued to mid-Victorian rail travellers will feature in Paddington Ticket Auctions' sale in central London on January 27. They are a Great Eastern first-class single into London from what was then rural Essex, and a South Staffordshire Railway journey of just 1½ miles.

The GER ticket is dated April 25, 1867, and was for travel from Buckhurst Hill to Fenchurch Street, a journey of 12 miles. Buckhurst Hill was opened by Eastern Counties Railway in August 1856 on the line from the capital to Loughton, became part of the GER system in 1862 and the LNER in 1923, and finally London Underground's Central Line following the line's electrification in 1948. The condition "not available by express train" is printed on the back of the ticket.

The South Staffordshire Railway was formed by the amalgamation of the South Staffordshire Junction Railway and Trent Valley Midlands & Grand Junction Railway in October 1846. The ticket was for a 2nd class single from Dudley to Dudley Port on the Dudley-Wychnor Junction line, and although it is dated May 2 with no year, Chris Dickerson of Paddington Ticket Auctions estimates it at 1850-52, based on its serial number. The auction, at the Royal National Hotel in Russell Square, starts at 11 am.



→ A Hornby OO-gauge 'Brighton Belle' set and a 'Brighton Belle' three-coach pack went under the hammer as a single lot for the leading price of £460 (excluding buyer's premium of 20% + VAT) at a Vectis model train sale at Thornaby on November 17.

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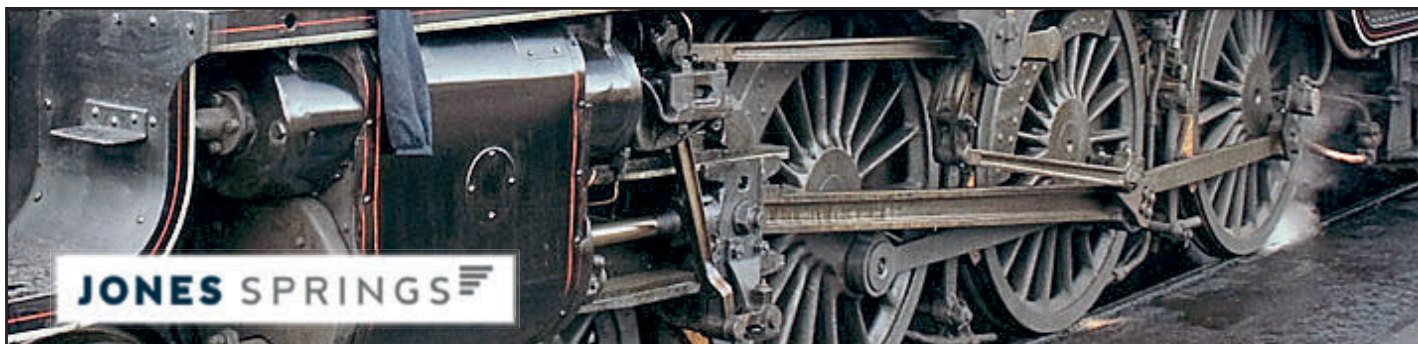


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NEXT STOP CHILCOMPTON!

It is said that good things come in small packages, and as **Stephen Roberts** outlines, this could easily apply to the heritage railway at Midsomer Norton, the only place where standard gauge steam rides are available over Somerset & Dorset Joint Railway track.



Sentinel vertical-boilered tank
No. 7109 Joyce with a passenger
train in Midsomer Norton station.



English Electric 0-4-0 diesel D1120 stands outside the goods shed at Midsomer Norton.

This preserved railway in the foothills of the Mendip Hills is run entirely by volunteers, and currently has to be a contender for the shortest standard gauge heritage line, with just half-a-mile of track in operation. There are plans though...

There are plenty of facilities at Midsomer Norton to compensate for the current brevity of the journey. There is a shop (including second-hand bookshop), two museums, one devoted to railway artefacts in an original Victorian stable block, the other a wartime pillbox museum (and a candidate for Britain's smallest museum), plus a Second World War Anderson shelter. There is also a static buffet coach with patio and picnic area, signalbox and greenhouse, as well as the other 'stuff' you'd expect, such as ticket office, restored station buildings and goods shed. There are also a couple of elevated viewpoints, one on either side of the railway, plus an adjacent woodland nature reserve, with walks alongside the line.

History

Midsomer Norton was once a relatively busy rural railway location on the old (and much lamented) Somerset & Dorset Joint Railway. It saw heavy freight and passenger trains, including the Manchester to Bournemouth 'Pines Express', named after the many pine trees in Bournemouth. There was substantial summer holiday traffic, of course, as this was a holiday line to the coast, with not just the main line to Bournemouth, but also a branch heading west to Burnham-on-Sea. All of these trains would have come through Midsomer as the junction at Evercreech, lay just over 10 miles further south.

A regular stopping passenger service was complemented by a busy goods yard and traffic from Somerset's largest colliery at Norton Hill. A signalbox was built in around 1892 when the line was doubled.

For all of its romantic idyll, however, the line was destined to be amongst the most controversial of Beeching closures. Through traffic ceased in 1962 after which the railway

rapidly ran down until closure. It did, however, remain an exclusively steam operation until the very end. Midsomer Norton was known as 'South' from the takeover by BR (W) in 1954.

Closure of the S&D caused many a tear to be shed, the derogatory 'Slow and Dirty' being counterbalanced by the 'Swift and Delightful' proffered by its many devotees. It was also known as 'The Family Line', a railway run by loyal staff who all knew one another.

The track was lifted by the end of 1968. The Silver Street underbridge was removed, ending a local traffic bottleneck, but leaving a problem for the heritage railway should it ever wish to expand north towards Bath. The signalbox remained substantially intact until 1974.

Luckily, the station at Midsomer was rescued and used by a local school and college, before being purchased in the mid-1990s by the local council as a potential tourism facility. The Somerset & Dorset Railway Heritage Trust, formed in 1992 initially to protect the trackbed of the closed line, then came along, taking on the lease in 1996 and beginning work to restore the site to its 1950s apogee, with a working heritage railway.

The station buildings and goods shed have been restored, while the signalbox and greenhouse have had to be rebuilt from what was left of the foundations. The stables were also refurbished to provide a home for the museum, with the buffet coach acquired to provide a restaurant.

Location

The railway is one of the few tourist attractions in the former coal-mining community based around the small town of Radstock.

Midsomer Norton station is located part way up the 1-in-50 gradient from Radstock to the line's summit at Masbury. Freight trains often had to be banked up to the summit and through trains were often double-headed. It was the fourth stop out of Bath (after Midford, Wellow and Radstock), with Shoscombe & Single Hill Halt operating between Wellow and Radstock between 1929 and the line's closure.



The restored Midsomer Norton signalbox on April 14, 2015:



The lever frame and track diagram inside the signalbox.



The English Electric diesel in the platform in April 2015.



The Midsomer Norton South running-in board.



Danger unexploded bomb!



The Anderson bomb shelter.



Motive power and rolling stock

As Midsomer Norton is a small railway, motive power can be summarised quite briefly. The resident workhorse is a fully restored Sentinel 0-4-0 vertical-boilered industrial steam locomotive No. 7109 *Joyce*, built by the Sentinel Wagon Works, Shrewsbury, in 1927. It is a balanced, double-engined, single-gear locomotive and is painted in LMS black livery. It worked at Croydon gasworks until 1960, being named *Joyce* after the chairman's daughter.

The locomotive then entered preservation, but it was not until 2004 that S&D Railway Heritage Trust members raised the funds to buy it. Its preservation at Midsomer Norton is apt, as there were once two similar locomotives (Nos. 7190 and 7191) at Radstock on the original S&D, which were sadly scrapped around 1960. *Joyce* began hauling passenger trains in November 2016, alongside Class 08 shunter D4095.

The site has a couple of diesel shunters, D4095, manufactured in Horwich in 1962, which spent the whole of its working life in Scotland and D1120, built by English Electric for the NCB). They have been joined by DMUs and on occasions, various steam locomotives have been hired in for special events. The long-term objective is to be able to run steam regularly to complement the 1950s ambience of the site.



The view from the pillbox museum, with D1120 and Joyce.

As far as the passenger rolling stock is concerned there is M26049, a 2nd class corridor coach (SK), built by BR Derby in 1962, and M34527, a BR Mk.1 BSK, built at Wolverton in 1955. Trains generally consist of a loco and two passenger coaches. In June 2017, the railway took delivery of a restored open brake coach (Mk.1 BSO), borrowed from the North Yorkshire Moors Railway, for three years. This is actually one of those used on the last special train to run over the S&D, on its last day as a through route, on Sunday, March 6, 1966. 'Mk.1 coach returns after 51 years', as the S&D's journal, The S&D Telegraph proclaimed in its Spring 2017 issue.

Freight-wise, there is a rail and sleeper bogie wagon, Palvan wagon, LMS brakevan, GWR Toad brakevan, and BR-designed ventilated van.

Train services

During 2017 there were 16 days on which trains were running, comprising some weekends and bank holidays. Fares have been £5 adults, £3 children, with under-fives going free. For this one-off payment, you can then ride up and down the short line all day. When trains are running, they depart every 30 minutes, with a break for lunch. The site itself is free to visit.

The railway currently operates around a half-mile of track. The developing news story at the S&D, however, is certainly the extension of the line southwards to Chilcompton,

which will see the line doubled in length to around one mile. The railway has planning permission and the lease for the $\frac{3}{4}$ mile extension of trackbed was completed in March 2017. Track is currently being relaid on the old route: the current objective is to finish the plain line to the base of the infilled cutting north of Chilcompton village.

An extension appeal is in place to try and raise the funds for materials (fencing, ballast and track work materials) to complete and commission the extension for passenger trains, which will probably cost in excess of £20,000. This is on top of money already spent (£37,000): trackbed clearance (£4,000); sleepers (£11,000); rails (£15,000); and transport of rails and sleepers (£7,000).

Progress boosted

Progress has been boosted by sourcing 30 redundant Network Rail flat-bottom rails collected from Whitmoor, Cambridgeshire, in December 2016, using some of the generous appeal donations, and by upgrading 'Derrick', the vital roadrailer. Redundant Network Rail materials have also been 'purloined' from the likes of Hither Green, Paddock Wood and Chippenham.

The trust is also exploring the possibility of a halt at the base of the infilled cutting: this could clearly mean a great deal to the railway, which could become a railway to somewhere.

The visitors' experience would be enhanced as they would be able to alight (which they cannot do currently), enjoy the splendid views, and go walking or picnicking.

The opening of a halt would require further funds however, around £50,000 for land purchase, conveyancing, design and planning fees, land shaping and additional track materials. The work is likely to be done in stages, as funds permit, so while completion of the running line extension is expected by early 2018, all the other work could take several years, with the appeal remaining open. Out-and-back trips without running round can continue for the foreseeable future, until the new facilities are available.

From all this it may sound as though the 'railway to somewhere' is still some way off, however, the tracklaying has been progressing well. It is hoped that it will be possible to bring this 300-yard section into use during the coming months, subject to track ballasting, and fencing work being completed.

There are also longer term aspirations to extend in the other direction, north to Radstock, although the crossing of Silver Street will present an immediate obstacle. The trust is currently redrafting its strategic plan, which will give details of how the railway will expand over the next 10 years: this will hopefully be readily available to be viewed by all come the New Year.

Other plans

There are also plans to build a servicing and maintenance facility, to allow locomotives and rolling stock to be maintained under cover at Midsomer. Detailed design work has been completed for the Somervale depot, which will be the subject of a first-stage planning application. The plan is for two roads and a two-road shed of two coach lengths equivalent, plus siding and storage. Pointwork for the site, which is close to Midsomer Norton station, has already been completed.

The spring gala weekend in 2016 had seen two passenger trains running simultaneously for the first time in the line's preservation history, with Joyce and D4095 taking it in turns to offer brakevan rides on a goods train and conventional passenger train journeys.

Publications

The Somerset & Dorset Railway Heritage Trust has over 1,000 members. Its headquarters are at the old station building at Midsomer Norton. Membership of the charitable trust entitles you to two issues of its magazine per year, plus newsletters, access to all permitted areas of the site, volunteering opportunities, and free train rides when available.

The S&D Telegraph is published twice a year. It is a 48-page, full-colour, professional-looking magazine. Although the work of any heritage line will major on routine business, the editor, Peter Russell, was able to report 2016 as a 'landmark year' for the Midsomer project. The 50th anniversary commemoration, had been outstanding, with two major steam events raising the railway's profile. 2017-18 was posited as the season when the running line would be 'extended to the magic mile', with more S&D-related locos also appearing.

Peter was also looking ahead to the Somervale depot and the halt and run-round at the Chilcompton tunnel end. Accompanying the understandable optimism is a note of realism, as investigations are



Sentinel No. 7109 Joyce waits to leave the station with a passenger train.

needed into extending through the landfilled tunnel cutting and tunnel itself, "two major hurdles that we knew we would face once we had reclaimed the open trackbed". A gun club currently leases the tunnels, its lease running to 2030.

Opening

In addition to the limited days when trains are running, the station site is also open on Sundays between 10am and 4pm, with the museum, pillbox, buffet and shop all open. On Mondays the site is also open for viewing only, with the shop and museum open between 1pm and 4pm, and the buffet between 10am and 3pm.

Even when trains are not running there are facilities to be enjoyed on Sundays and Mondays. The museum team is aiming for national accreditation, as the railway's remit includes providing educational and heritage

services for the community, as well as helping youngsters appreciate railways, and hopefully galvanising the next generation of volunteers! The shop has also extended into what was part of the ticket office, so is now larger and less cramped than previously.

It is also always worth checking the railway's website for details of special events taking place between March and December, for example, the 'Pines Express Coach Trip' between Bath Green Park and Bournemouth (the two termini of the old S&D), via Midsomer Norton and other S&D sites. The railway also puts on a Santa event in December.

The station site itself is a lovely spot to tarry a while. Back in the 1950s and 60s Midsomer Norton regularly won prizes for its well-tended lawns and flowerbeds and one of the volunteers proudly showed me the 'astrological garden', which is planted up with



Class 08 diesel shunter D4095, built at Horwich in 1962.



The museum building.



Left: Signage, plus coal wagon – a reminder of the colliery heritage hereabouts.

Right: The view from the footpath the other side of Silver Street, looking back towards the station site.



a crescent moon, Sun and Earth, just part of the work that goes on today to re-create that original, award-winning garden and flowerbeds. The heritage centre at Midsomer is certainly re-creating that 1950s heyday.

Journey down the line

Arriving late-morning in September 2017, we were just in time to board the 11.30am departure from the main platform. It was the resplendent-looking *Joyce* doing the honours in front of two carriages. The main feature of the short trip is the view down towards the town of Midsomer Norton, which comes into view on the right shortly after leaving the station. Arriving at the current railhead, *Joyce* then conveyed us back to the station, bunker first.

The friendliness of the railway was exemplified by every volunteer taking the trouble to talk to us. The Anderson shelter was opened up so that we could look inside. A volunteer selling artwork on the signalbox side gifted me a card showing said signalbox when she heard I was writing about the railway.

That enthusiasm was also shown by the guard aboard our return train giving it everything in the interests of authenticity and entertainment, telling us that our next station would be Midsomer and that we should change for Evercreech (if only we could!) That authenticity is everywhere though: fire buckets (and appropriate S&D notice) below the signalbox; the obligatory milk churns and piles of luggage; and the old-style station nameboards.

Where else to experience the S&D

Just to complete the story, there are two other larger organisations that have an interest in the old S&D line, the Somerset & Dorset Railway Trust Ltd (not to be confused with the Somerset & Dorset Railway Heritage Trust) and the Shillingstone Railway Project.

The Somerset & Dorset Railway Trust Ltd had its origins towards the end of 1965, when a number of people got together to try and ensure that the much loved old line would not be forgotten. This began as 'The Somerset & Dorset Circle', becoming the Somerset & Dorset Railway Trust in 1983. The trust has built up a large archive, which now resides at the Somerset Heritage Centre in Taunton, while there are many artefacts displayed in a museum at Washford station on the West Somerset Railway. The trust's former S&D 7F 2-8-0 No. 53808 can be seen on the WSR, as can *Kilmersdon*, the last steam locomotive to work the Somerset coalfield. The trust also has a number of S&D carriages.

The station at the northern end of the village of Shillingstone (Dorset) is being restored by the Shillingstone Railway Project to its 1950s-60s condition. The station once had a passing loop, with most facilities on the northbound platform, the station building being of a standard 'Dorset Central' design, but also benefiting from a canopy extending from the building to the platform edge. This was in deference to King Edward VII, who rolled up here on visits to Iwerne Minster House. The project has renovated the buildings, and repaired and reconstructed

platforms, plus fencing, signalbox, platform shelter and other outbuildings.

There is much else to see along the old line: the terminus at Bath Green Park now hosts indoor markets and retail outlets; about 30 miles of the old trackbed is used by cyclists; the station platform is still extant at Midford (Somerset), with the old stationmaster's house looking down; Wellow (also Somerset) still has its station building (a private house) and signalbox; some viaducts and tunnels still exist; the narrow-gauge Gartell Light Railway uses some of the trackbed near Henstridge (Somerset again); and the Spetisbury Station Project (Dorset) has been preserving the site of Spetisbury station (a wayside station, conveniently sited for the village, yet little used, which closed in 1956). **HR**

NOTES

■ Midsomer Norton station is in Silver Street (postcode BA3 2EY). It is ¼ mile south of Midsomer Norton town centre.

■ Phone 01761 411221 (Sundays and Mondays when the station is open).

■ Access for disabled visitors has been improved, with car parking at the site, easy access paths, disabled lavatory and facilities for wheelchairs on train rides.

■ On the Sunday that we visited we were directed to Norton Hill School, a very short distance up the hill facing the station, where we were allowed to park.

ACKNOWLEDGEMENTS

Stephen Lacey (Chair of Trustees).

Brenden Hill (Vice Chair of Trustees).

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Isle of Man Steam Railway 2-4-0T No. 10 Fenella at Santon station. BRIAN SHARPE

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there's plenty of opportunity to have a chat with the volunteers who man the railways and to marvel at the 19th century engineering of the locomotives and carriages.

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INSIDETRACK is committed to creating and developing quality holidays throughout the UK and Europe with an exciting and varied range of destinations.

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In 2018's programme, it has the usual array of English, Scottish, Welsh, Manx and Irish holidays with new ventures to Kent, Yorkshire and Aberdeenshire appearing for the first time. Further afield, the company's continental forays are boosted by trips to Brittany and the Rhine as well as two action-packed Dutch adventures featuring the Tall Ships Festival and Dordt in Stoom.

What is an Inside Track holiday?

They range upwards from four days in duration and are based in three/four star hotels. The central theme to all of its holidays is nostalgic transport and in particular steam trains. Beyond that, it always includes scenic attractions, museums and local interest – variety is its forte.

These holidays are exceptionally innovative, varied in their content, never boring and, above all, fun.

86 Heritagetrain.co.uk



The Harz Railway in Germany is a popular destination in winter. Mallett No. 99.5906 arrives at Alexisbad on February 5, 2015, with a vintage train. TRACKS NORTH

Who makes up the Inside Track team?

Its tour guides all represent Inside Track exclusively and so are completely committed to making sure that your holiday goes as smoothly as possible.

It is their aim to ensure that you are so thoroughly satisfied that you will, like many others before you, come back again and again.

They also work in the office preparing the holidays and so are completely

aware of all aspects and possible pitfalls.

What will the days out involve?

Each day's excursions are planned to invigorate, excite and involve multiple forms of transport following a carefully-planned itinerary.

There will be coach travel, but only so that you can ride on local rail/bus/tram services, boats and anything else that moves as you travel between attractions. Each day is designed to be

full and fun with all visits and journeys included in the holiday price. The company is proud of its flexible planning and where options do occur there is no additional cost to you – Inside Track simply doesn't do hidden extras.

So, why not make contact and request the free 2018 brochure; it's a cracking read to boot.

■ www.railwayholidays.com
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RAILWAY HOLIDAYS

Inside Track Holidays all involve travelling as part of an accompanied group and suit people interested in nostalgic transport and particularly travel by rail. We stay in 3-4 star hotels and each day is organised to include visits to museums and scenic attractions linked by travel by coach, train, tram, boat and anything else that moves – it's all great fun!

HERE ARE A FEW OF THE PLACES WE ARE GOING IN 2018



Our Irish Craic

5th May – 11 days

A fun filled journey around the whole of Eire unfolds. Bray, Kilkenny, Tralee and Athlone provide our springboards for the best of the Emerald Isle on a not to be missed "craic" – to be sure!



Highland Island Fling

9th May – 8 days

Join the most comprehensive Highlands adventure there is. From hotels in Inverness and Thurso we include the best rail lines, wildlife, scenery, cruises, the Jacobite Steam Train and the islands of Skye and Orkney.



A Steamy Affair

24th May – 6 days

Here is a truly inventive holiday to the Netherlands staying in Tilburg. Lots of steamy attractions to include and a literal overdose in store at the largest steam power event in Europe – Dordt in Steam.

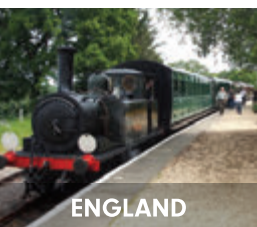


Snowdonia

4th June – 5 days

A Welsh narrow gauge bonanza amid the finest scenery in the land. From our lovely hotel in Porthmadog this is five days of transport nostalgia full of highlights – Snowdon summit for one!

Many more holidays to a wide variety of exciting destinations are featured in our 2018 catalogue.



ENGLAND



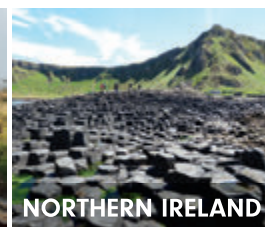
SCOTLAND



WALES



ISLE OF MAN



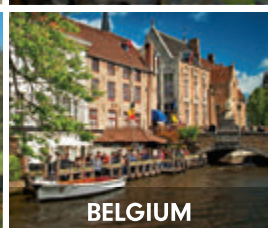
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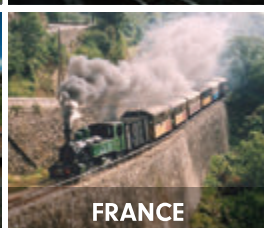
GERMANY



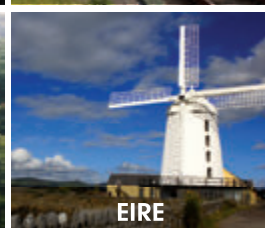
HOLLAND



BELGIUM



FRANCE



EIRE



LUXEMBOURG



TALL SHIPS

PTG Tours: Touring the world by rail for 20 years

CELEBRATING 20 years in 2018, this established UK-based company offers "general interest rail, nature and culture" and a separate programme of "enthusiast" holidays from the UK, using rail travel as a theme.

Comfort, enjoyment, leisurely days and friendship are the secrets of PTG's success. It specialises in countries and areas not covered by other operators. The company is one of the only rail holiday companies which is both ATOL and ABTA bonded.

The majority of PTG's trips are for people who want to see the culture and scenery of the destination country, travelling by train and staying at great hotels. Destinations in 2018 include Spain, Galicia, Portugal, Hungary, Portmeirion and Snowdonia, Douro Valley, Slovakia, Slovenia, the Baltic States, Scandinavia, southern France, Sardinia and Corsica. Long-haul destinations include Cuba, Sri Lanka, Mexico, Colorado, Ecuador and Myanmar. There are 30 destinations to choose from in 2018.

PTG is the only company now running rail holidays to Cuba where this paradise island is traversed using a private railcar. Visits are made to see the last workings at the sugar mills and included are



A Hungarian M61 loco that will feature in the PTG Tours' five day charter around Hungary in April. FERENC JOO

several steam runs and a chance to see over 100 steam locomotives that are stored throughout the island. As the visit is made during the sugar cane harvest, several 'real' workings are expected to be witnessed.

The enthusiasts' tour departs the UK on February 19, 2018 and the culture tour on March 5. Readers are urged to visit Cuba now before increased numbers of Americans result in added investment and the loss of the unique 'lost world' experience. Save £300 on either Cuba tour if you book (direct with PTG) before January 15. Other steam highlights are a long weekend visit to Bulgaria with three different steam locomotives, and a seven-day tour exploring the narrow-gauge lines in Romania.

For modern rail enthusiasts there are several tours planned. The first, at the end of April, is a four-day charter around Hungary. This will feature a variety of unusual locomotive types, visits to non-passenger lines, vintage carriages and an on-train buffet car. In July there is a third visit to Sweden, this time covering the northern area of the country, by private charter train of vintage carriages and a buffet car service. Probably the highlight of the year, in late September, will be a seven-day charter train taking a circular route through the Balkans visiting Bulgaria, Macedonia and Greece, including difficult to travel on lines and a series of different diesel locomotives.

In October a return to Portugal is made with a private charter train visiting lines in the centre of the country including

a few freight only ones. The charter is formed of the recently-restored 'Schindler' carriages including newly-added bar car and hauled by a vintage EE locomotive. Further afield PTG has a visit to Myanmar in November, again with a private charter train, visiting the many British-built lines.

A unique attraction of PTG is anyone booking a holiday is given a completely-free customer day out on a special steam hauled charter train covering both the Welsh Highland and Ffestiniog railways in North Wales – usually featuring three of four different locomotives. The 2018 trip is on Monday, June 4.

For a free copy of the colour brochure see the advert in this magazine or contact PTG Tours on 01235 227288 or visit the website at www.ptg.co.uk



20 Years
30 Destinations
40 Departures



Established in 1998, at PTG we offer *general interest rail, nature and culture* holidays from the UK using rail travel as a theme. Comfort, enjoyment, leisurely days and friendship are the secrets of our success. The majority of our trips are for people who want to see the culture and scenery of the destination country, travelling by train and staying at great hotels. Destinations in 2018 include France, Italy, Portugal, Hungary, Snowdonia, Portugal, Slovakia, Slovenia, the Baltic States, Scandinavia, Southern France, Sardinia, Corsica. Long haul destinations include Cuba, Mexico, Alaska, Ecuador and Burma. We are the only such company offering both ABTA and ATOL bonding to protect your holiday. Prices from £899 per person.

For steam enthusiasts and modern traction enthusiasts we have a series of unique, one-off, tours in 2018, most of which have special private charter trains. We also offer two *railway rambles* (from £699) exploring closed narrow gauge lines in Portugal. In October we have a "royal" Douro Cruise in the wonderful Douro Valley in Northern Portugal aboard The Spirit of Chartwell.

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2018 CALENDAR

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Photo: Launceston Steam Railway, by Derrick Hawkins. Photograph of the year Winner!

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Join us on the DRAT
If you like booze
And choo choos

Steam Train Tours: Four new destinations for the year ahead

FOR 2018, Steam Train Tours have added four new destinations for their UK coach holidays. The first two are The Railways of Norfolk and the Heart of England. The latter includes riding on the Great Central at Loughborough, plus Ironbridge Gorge, Battlefield Line, Chasewater, Gloucester Warwickshire and the Severn Valley.

The third new tour is one for fans of the SDJR, the Unforgettable Somerset and Dorset tour, crossing these counties to find S&D preserved railways, a museum, lost lines, and anywhere this great railway is celebrated locally.

The Isle of Man, Yorkshire, Devon & Cornwall, North Wales, Kent & Sussex, and The Lake District tours are five or six day half board holidays, based in a local

hotel, with the coach always with the tour, taking passengers to railways to be visited that day.

The tour operator's most popular holiday is North Wales, with 10 railways in six days, celebrating the Great Little Trains of Wales. Also covering 10 railways in six days is the Devon and Cornwall tour, based at the Tiverton Hotel.

The fourth new tour for 2018 is a bit different. The Devon Rail Ale Trail, or The DRAT. With two steam train rides, three branch lines trips on Network Rail, two brewery tours, two organised pub crawls, and a five-day B&B stay in a CAMRA recommended pub, it's one for ale drinkers and railway fans. Join in on the DRAT, if you like booze and choo choos!



Railway 2018-2019 Holidays

Join us for a friendly tour where you'll experience the best of these fascinating railways. Enjoy fabulous scenery and meet some of the interesting people that run the railways we'll ride on.

California

June 2018

Sun, sea, trees, wine and trains!

On this tour, we combine the best of California's scenery with the best rail. Tehachapi Loop is one of the railway wonders of the world. There's also the Napa Valley Wine Train, superb dinner and excellent wine, and San Francisco's incomparable cable cars. Giant Redwood trees, the Pacific Coast Highway, and much more – just look at the itinerary to see how much we have packed in! Prices from £3,245



The best of Colorado

September 2018

Trains, trains and more trains! And mountains!

Colorado is amazing. A lot of movies have been made here, definitely cowboy and Indian country. Ride the Durango-Silverton and Cumbres-Toltec lines. Journey to over 14,000 ft on a rack line to Pikes Peak. The views are breath taking. A very enjoyable ride on The Royal Gorge Railroad is not to be missed. There are plenty of museums to visit, including The Galloping Goose Museum and visiting the refurbishment of 'The Big Boy' at Cheyenne. There is also plenty of time for train chasing the extremely long diesel freight trains. Prices from £2,895

Eastern Australia

November 2018

This is a new tour for us with an exciting itinerary. Our good friend Bob Cochrane (Chairman of Australia's Puffing Billy Steam Railway) has put together an excellent experience as to what eastern Australia has to offer. We shall be visiting Melbourne and the famous Puffing Billy. Enjoy a picturesque journey on 'The Don River Railway' in Tasmania. There is plenty to see and do in Sydney. Visit a recently opened light rail system on the Gold Coast as well as seeing Australia's best railway museum in Brisbane. If you would like to extend your trip we will take you on an amazing tropical train journey through the jungle as well as visit the Inner Barrier Reef. Come and join us on this adventure! Prices from £3,195

Darjeeling Mail

January 2019 (We hope!)

Come and join us on an historic run! India and Bangladesh are planning to re-open their cross-border railway at Haldibari in early 2019 (sorry, no dates yet), which will give us the opportunity to recreate the 1940s Darjeeling Mail journey.

We shall start the tour in Kolkata where we will see the delights of the city by tram. Then we will cross the Bangladesh/India border twice by rail, including the new Chilhati/Haldibari crossing. We will spend a few days in Bangladesh riding on broad and metre gauge lines and visit the capital, Dhaka. We shall enjoy a relaxing day on one of the famous 'Rocket Boats'. We journey north visiting the well organised and efficient Prabhatipur Works as we make our way to Siliguri and then on to Darjeeling. We are so pleased to be able to offer you this iconic tour. Prices from £3,350 (Provisional)



Indian Magic Tour

March 2019

This tour is a great introduction to India, perfect for bringing your partners along. Enjoy the sights of Kolkata by tram and river cruise. The journey by narrow-gauge steam up to Darjeeling is incredibly special and not to be missed. There is plenty to see in Delhi, not forgetting the experience of visiting the Taj Mahal in Agra. We shall also be riding the famous narrow gauge line up to Shimla in one of their railbuses. We also offer an extension to the tour where we ride the steam hauled rack railway up the Nilgiri mountains to Ootacamund - 'Ooty', a little bit of Britain in India. Prices from £2,975

Darjeeling Tours

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Great Railway Tours with THE RAILWAY TOURING COMPANY



Spring in Saxony and Bohemia Sunday 1st April to Wednesday 11th April 2018

Idyllic narrow gauge railways, exhilarating main line steam locomotives and storied paddle steamers are just some of the highlights of this exciting holiday to Saxony in Eastern Germany and the neighbouring Czech Republic. Based in the historic cities of Leipzig, Görlitz and Dresden, you'll travel steam-hauled on many of Saxony's famed narrow gauge lines, as well as experience the thrill of main line steam over scenic lines in North Bohemia. The spectacular Steam Locomotive Festival and round-house gala anchors your stay in Dresden, while a complimentary public transport rover ticket issued there gives you the ultimate freedom to explore the local tramways, architecture and cuisine. With a heady backdrop of towering mountains, wild forests and impressive castles, it's a wonderful recipe for a memorable holiday that's not to be missed!



Steam in Tuscany Sunday 8th April to Sunday 15th April 2018

The combination of heady Tuscan landscapes, gorgeous local cuisine and luxurious travel on dedicated steam rail stock makes our Tuscany tour a true holiday of your dreams. The tour centres on three of Tuscany's World Heritage destinations: majestic Florence, Gothic Siena and culture-rich Pisa. You'll travel to them in style on specially chartered Italian heritage steam trains, through rolling countryside flanked by towering mountain ranges, over historic viaducts and past medieval hilltop fortresses and vine-planted hillsides. An extraordinary experience awaits you around every corner as you soak up the incredibly rich historical and cultural legacy left by influential Renaissance figures such as Michelangelo, Dante and Leonardo Da Vinci. Why not join us on this special tour for an unforgettable and authentic once-in-lifetime Tuscan experience?



Steam in the former Yugoslavia Friday 1st June to Wednesday 13th June 2018

Discover the contrasting culture and scenery of historic Yugoslavia on a unique steam rail tour of some of its former republics. Experience vintage steam in the timeless city of Bled and marvel at the locomotives in the Slovenian Railway Museum in Ljubljana. In Bosnia you'll get to travel on the everyday steam locomotives working this coal mining area and enjoy steam tram and train highlights in Sarajevo. At Mokra Gora in Serbia you'll travel on the world's only preserved steam operated International Narrow Gauge Railway. Savour the thrills of the 'Sargan 8' while based for two nights in Zlatibor, before the tour concludes in style in Belgrade. Staged run pasts, sumptuous cuisine and plenty of excursions including to steam depots and museums are the ideal recipe for this delightful holiday treat to rare destinations.



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Discover the natural beauty, cultural heritage and fascinating railways of Slovakia on this exceptional summer 'land cruise'. You'll travel around Slovakia on a private main line train formed of a traditional dining car, comfortable compartment coaches and a presidential saloon. You'll be hauled by heritage traction throughout, including the flagship steam locomotive No. 498.104 'Albatros'. Staying at elegant resort hotels in both the High and Low Tatra Mountains, you'll also experience the delightful cities of Bratislava and Kosice. Other tour highlights include cross-border excursions and the mountain railways of the High Tatras, including a stunning visit to the summit of Lomnický štít, 2634 metres above sea level. With such a rich variety of experiences on offer, you'll soon understand why Slovakia is such an endearing destination and has become known as the 'Little Big Country'.

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An unidentified 0-4-0T plinthed in the car park.



China Railway Museum

With steam surviving into the 21st century, China was perhaps slow in making efforts to preserve its earlier railway heritage, but **Paul Stratford** reports from Beijing on the country's impressive railway museum.



SN class 600mm gauge 0-10-0 built by Baldwin.



The United Kingdom may be able to boast the National Railway Museum in York and the annexe at Shildon, but China, better known for cultural heritage museums, has the China Rail Museum in Beijing, the only national professional museum in the country. It was formerly called the Museum of Science and Technology of Ministry of Railways.

China Railway Museum is China's museum of its railway system, sponsored by the Ministry of Railways. On November 2, 2002, the locomotive exhibition hall of the Ministry of Railways Science and Technology Museum opened to the public, and was officially renamed the China Railway Museum on September 1, 2003. The purpose-built museum is located in the Chaoyang District 15kms north east of downtown Beijing, within the circular test track of the China National Railway Test Centre.

The exhibition hall covers an area of 16,500 square metres and has eight tracks exhibiting steam locomotives, modern traction locomotives and rolling stock. Like most museums nowadays the emphasis is on education, encouraging students and school parties to appreciate not only the past, but also the way forward in future rail technology.

After a couple of false starts the railway revolution began in China around 1881 with the import of a British built 0-4-0T numbered 0 (zero) possibly built by Black Hawthorn & Co. which is now exhibited in the museum. Railways were built in various gauges across China, all utilising locomotives imported from builders in the UK, USA, Europe, Japan and Russia.

After the liberation of China and the takeover by the communist party in 1949, the Chinese took the decision with the assistance of Russian influence and technology to build their own steam locomotives to standard designs. Main line steam production finished at the end of 1988 when the last QJ and JS class locomotives emerged from Datong works. SY production lasted considerably longer and finally came to an end in 1999, nearly four decades after the outshopping of the last British Railways Standard 9F 2-10-0



The rather nice admission ticket.



0-4-0ST No. 0, the first British-built locomotive to be imported by China in 1881, possibly built by Black Hawthorn & Co.



KF1 006, Vulcan Foundry built 4-8-4, of which a further preserved example is displayed in the NRM at York.



A group of schoolchildren sketching some of the displays.



SL 890, a Japanese-built Pacific.

No. 92220 *Evening Star* at Swindon in 1960. A small number of JS and SY classes are still in active industrial service at a number of mining locations in China.

The exhibits in the hall of the museum are separated into two distinct areas, one for steam traction and coaching stock and a second for preserved early examples of diesel and electric modern traction, separated by a raised viewing area. Twenty-eight steam locomotives are displayed on the eight tracks plus a further unidentified 0-4-0T in the car park.

The centrepiece of the exhibition are two examples of the JF class 2-8-2 tender locomotives built in Japan. No. 304 built in 1941 was named *Mao Zedong* (Chairman Mao) in 1946 and carries smokebox adornments depicting Chairman Mao. Likewise No. 1191 built in 1942 is named *Zhu De* after a general and one of the pioneers of the Chinese communist party and also carries a smokebox adornment with a picture of the general. A further eight variants of the JF class locomotives are displayed throughout the museum.

Of all the steam locomotives built in China, ➡





The centrepiece of the steam exhibition are the two Japanese built JF class 2-8-2s, with the smokebox embellishments; on the right Mao Zedong (Chairman Mao) and on the left Zhu De.



The modern traction end of the museum with the raised viewing area.



The mighty QJ class 2-10-2, examples of which were the last steam locomotives to operate on the Jitong Railway over the Jinpeng Pass. Later examples were fitted with the familiar smoke deflectors.

the QJ class 2-10-2 is probably the most recognised, having survived operating into the 21st century on the privately operated Jitong Railway in Inner Mongolia, hauling heavy freight trains and the last long distance overnight passenger train in China, before being replaced by diesels in 2005. Three surviving examples of the 4714 built from 1956 until 1988 are preserved in the museum, numbers 0001, 0004 and 101.

The metre gauge is represented by a JF51 class French-built 2-8-2T and the 600mm gauge by a SN class Baldwin 0-10-0 tender locomotive of 1929 manufacture. For the British enthusiast the 1936-built Vulcan Foundry KF1 class 4-8-4

tender locomotive No. 606 is of interest as No. 607 was presented to the National Railway Museum in York by the Chinese Railways in 1981.

At the rear of the hall are a selection of first generation modern traction diesel locomotives and an example of the first domestically-produced record-breaking, but commercially unsuccessful 'Blue Star' high speed train. China continued to build steam locomotives and import diesel locomotives including a large number of American GE C36-7 until such time that China had the technology and capacity to build its own in sufficient numbers to satisfy the demands of the expanding rail network.

Visitor numbers will never equal those of the NRM in York, particularly with the demise of overseas steam railway enthusiasts, but credit must be given to the China Ministry of Railways for preserving at least some of its heritage and in a modern bespoke exhibition hall, rather than recycle the locomotives into consumer goods for the Western market.

The museum is located at North of No.1 Jiuxianqiao North Road, Chaoyang District, Beijing and is open daily from 9am to 4pm. Admission to the museum costs 20 Yuan (£1.50p) with a concessionary rate for students of 10 Yuan (£0.75p), unfortunately the only guide book available is printed in Chinese. **HR**



Above: Built in China, the 'Blue Star' electric high speed train was China Railways' first attempt at high speed travel. Breaking speed records but operationally unreliable, it was later to be replaced by imported units and technology.

Right: The American built GE C36-7 stands alongside the Chinese built DF 4 diesel electric locomotive.



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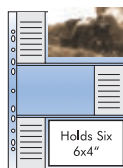


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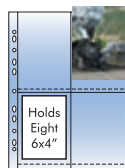


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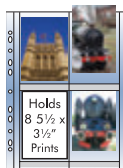
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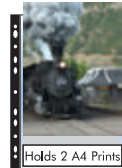
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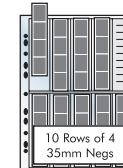
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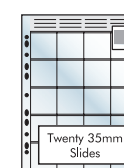
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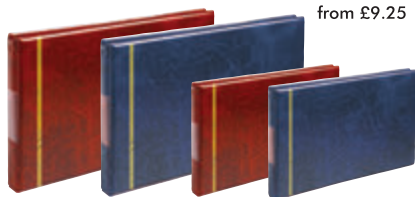
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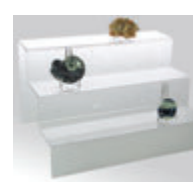


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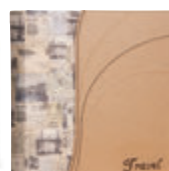


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Lengthy title: The nameplate from LNER V2 No. 60809, which was built at Darlington in August 1937 and withdrawn from Darlington (51A) in July 1964.

'The Snapper' plate mystery

I WOULD query Geoff Courtney's notes in his railwayana column (issue 235) concerning the provenance of the LNER worksplate of V2 No. 60809 *The Snapper*, *The East Yorkshire Regiment*, *The Duke of York's Own*.

The Snapper was certainly built at Darlington in 1937, but was outshopped in August that year as No. 4780, the first of the V2s built there.

It would not have received its later No. 60809 until after 1948 in BR days. The only vehicle with this number that might have been built at Darlington in 1937 would be an LNER standard six-plank 12-ton open wagon.

However, the standard LNER wagon worksplates only showed 'LNER' and were made of cast iron, whereas the plate shown appears to be a yellow metal.

The only other possibility is that No. 60809 received new worksplates after renumbering for some reason, but this was not a common practice in BR days.

Mike Johns, Taunton

→ Geoff Courtney writes: Mike's query is understandable, and it was something that baffled me for a long while after I became a railwayana collector more than 20 years ago.

I have consulted one of the country's leading worksplates experts, and he told me that when built in 1937 as No. 4780, *The Snapper* was fitted with a fully-engraved running numberplate reading 'London North Eastern Railway Co 4780 Darlington 1937' – at that time Darlington did not use works numbers, hence the plate carrying the loco's running number.

It received its BR No. 60809 in June 1948, at which time it is likely its original fully-engraved plate would have been removed and replaced by the plate sold at Newark. In fact I was also told this was indeed a fairly common practice.



On a plate: The plate from LNER V2 2-6-2 No. 60809 *The Snapper*, *The East Yorkshire Regiment*, *The Duke of York's Own*, that sold for £2000 at a Talisman Railwayana auction on November 25 and baffled *Heritage Railway* reader Mike Johns.

98 Heritagetrailway.co.uk

STAR LETTER

Let passengers know before a diesel substitute appears

I SEE John Forman (Platform, issue 232) has vastly reduced his patronage of steam tours.

I've given up completely. The list of reasons/excuses for locomotive failures is truly mind-boggling. I flew into Britain for what was advertised as a double-headed Jubilee hauled train around the north of England a couple of years ago. There was no Jubilee (not two, not one, but none) on the train – only a 'Black Five' pushed along by a diesel.

No apology was given, only a throwaway remark by the train manager about there being a last-minute failure. And all the well

behaved passengers accepted the disappointment. "These things happen," said my neighbour.

He missed the point. 'These things' happen far too often – so often that presumably a diesel pusher is now considered to be almost a necessity. Indeed diesel-pushed trains with a shining steam locomotive sitting prettily at the head of the train seem to be the norm.

But a friend of mine who lives in England claims that one never knows for sure. Managing to book a steam train without an assisting diesel is a matter of chance.

No details are given by the operating

companies. If a diesel is to be present, then as John Forman suggests – this should be clearly stated in the advertising.

I note that some of the steam hauled trains Don Benn writes about in *With Full Regulator* are diesel-assisted. How does he cope? Does he arrive at the station ready to time a train and then find a diesel on the rear? Poor man.

The much heralded, so-called double-headed Jubilee train was my last steam ride on the main line in Britain. If you could call it steam-hauled of course.

Nick Hodges
Sydney, Australia



The youngest-ever steam crew on a heritage line?: Robson Hewitson and Douglas McNicoll. SANDRA MCNICOLL

Is this the youngest-ever crew?

PAGE 14 of *Heritage Railway* issue 235 shows a young locomotive crew with a combined age of 43 years on the Bodmin & Wenford Railway, querying if this is the youngest crew ever.

On October 24, 2016 on the North Yorkshire Moors Railway, driver Robson Hewitson, aged 21 and fireman Phil Akester, aged 19, crewed No. 80136.

With a combined age of 40

years they were the first ex-junior volunteers to form a complete loco crew and were at that time the youngest NYMR loco crew.

In 2017 this record was beaten when fireman Douglas McNicoll aged 17, (who passed out in 2016, aged 16 as the youngest fireman on the NYMR), and driver Robson Hewitson aged 22, crewed No. 44806 on August 21, with a combined age of 39.

In praise of John Edgington

I WOULD like to add the following to your farewell to John Edgington in issue No. 235, page 37.

John was not only an expert railway photographer but he was probably the most knowledgeable person in his lifetime on Midland and LMS railway matters.

In the London Midland public relations department there was a constant external requirement to answer historical questions but also internally, to provide information for anniversaries, events and open days.

John could be relied upon to answer these questions accurately from his own vast knowledge and if he did not know the answer or needed to check it for accuracy he knew where to go to find the relevant facts.

His knowledge was phenomenal and many a historian, railway enthusiast and even railway officers had cause to be grateful for his help. John's move to the Clapham/York national museums was a natural move for him and in retirement he could often be seen on York station watching the working.

John was a single man who lead a great life but could argue forcefully when involved in controversy. I visited him twice in his care home in York where he was very well looked after but he was not one who enjoyed communal living and activity.

He will have left a large catalogue of valuable photographic negatives which will be the epitaph of a dedicated and enthusiastic railwayman who was always ready to help those who sought his advice.

David Ward, passenger marketing manager LMR 1969-1982



The carriage museum at Rayne station. CHARLES PARKER

Keeping rail heritage alive on the Flitch Way

I WONDER if you are aware of the carriage that stands at the platform at Rayne on the disused Bishop's Stortford to Braintree branch?

Since 2014 this Mk2 carriage has been home to a small museum under the auspices of The Friends of The Flitch Way and includes a working model of Rayne station as it was at the end of the Second World War.

There are also several railway artefacts, together with material relating to the flora and fauna of the Flitch Way.

The Flitch Way is the name given to the walking and cycling route that uses much of the old trackbed for the branch. Rayne station house contains a superb cafe much used by walkers and cyclists.

Charles Parker, email



Rayne station as it appeared in the Forties, and depicted by an OO gauge model inside the museum. CHARLES PARKER

Happy memories of North Blyth steam

I MUST commend the articles by Maurice Burns and Trevor Gregg in issue 233. It is not often that the cradle of railways is brought to life, especially regarding the coal train workings which were the bread and butter of the North East region.

Special thanks go to Trevor Gregg's article, featuring the last days of North Blyth Locomotive Depot. This brought back many memories for me, as my late father, Stan Oram, was an engine driver at North Blyth.

His normally allocated engine was the ambiguous J27 0-6-0 No. 65792. My father completed 50 years' service on the railway, moving one mile north to the new diesel

depot at Cambois once North Blyth Shed had closed. He continued with double-headed Type 1 (Class 20), Type 3 (Class 37) all still with unbraked hopper wagons and then eventually onto Class 56s before he retired in 1990.

I can fondly remember my school holidays as a young 12-year-old arranging a pick up point to work the day with my father on his steam engine. I didn't get my first camera until I was 16, more's the pity.

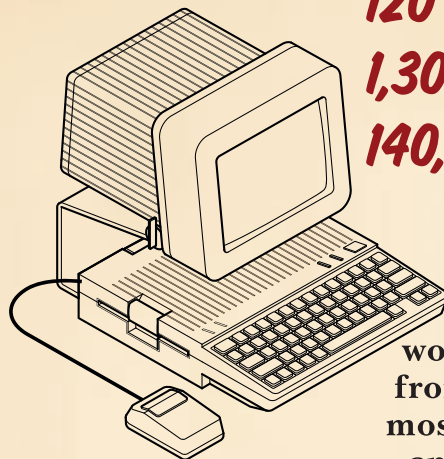
Trevor's photographs were a poignant reminder of those early days. Thanks for rekindling my childhood memories.

Bryan Oram, email

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The Final Few Years of British Steam

Part two – summer 1966 to summer 1968

By Les Wheeler, softback, Grange Publications & Les Wheeler, Hawthorn Terrace, Shilbottle, NE66 2XA 312pp, £19.99, ISBN 9 780995 554818.

THERE have been many books written by enthusiasts detailing their travels in pursuit of BR steam traction over its final few years in the 1960s.

The author of this sizeable and well-illustrated volume was resident in the West Midlands and relatively well placed to witness the last days of steam in all parts of the country.

With this second volume starting in the summer of 1966, large parts of the country were already steamless but there were still the last of the A4s to see in Scotland and even a few GWR pannier tanks working in the West Midlands.

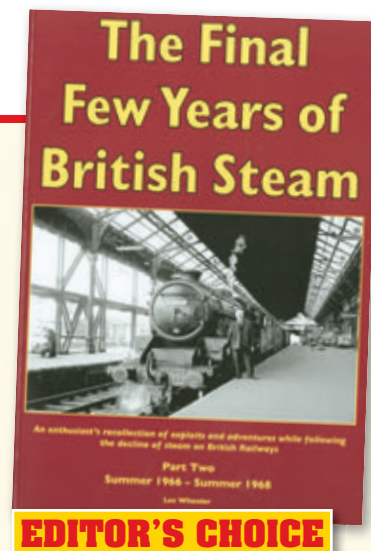
Gradually the diesels took over though. The summer of 1967 saw the end of steam on the Southern, quickly followed by the North-East and then the West Riding. From the end of 1967, steam was concentrated exclusively in the north-west and the pace hots up. Coverage of the last steam workings in the first half of 1968 is extremely detailed.

Much of the travelling was by train and there were many shed visits. An appendix even lists every steam engine seen on every shed visited between 1959 and 1968. Many readers will be

familiar with the subject matter and have their own fond memories of these now far-off days, memories which will undoubtedly be rekindled by this book.

Proceeds from the sale of the book will go towards the upkeep of LMS 'Black Five' 4-6-0 No. 45212, the last steam engine to carry out a normal duty for British Railways.

STEAM AGE TWILIGHT REMINISCENCES



Spanning the Gaps: Highland Railway Bridges and Viaducts

By Ann-Mary Paterson (softback, Highland Railway Society, 96pp, £16, 9 780992 731113)

MANY enthusiasts are familiar with the landscape through which the Highland Railway routes were built, with its highly scenic lochs and glens. Hilly countryside and sea inlets meant that finding a route for the railways which were built in Victorian days was difficult and inevitably required the construction of many viaducts and bridges.

Some were of stone and others of iron and later steel. Size ranged from those crossing minor burns to the magnificent structures such as that at Culloden. Construction cost had to be taken into account as the Highland Railway was never awash with money.

This book tells the story of all the important viaducts and bridges on the Highland Railway, built by two engineers who were the author's granduncles.

It is copiously illustrated, including 16 photographs taken in 1864, detailed views from the 1890s and 1900s when photographing state-of-the-art construction was popular and many recent ones showing how well these structures have stood up to Highland conditions.

The main lines of the Highland

Railway are fortunate in that nearly all are still open today as part of ScotRail, so the structures are all well-maintained and still there for everyone to enjoy. The author has used her professional knowledge to describe the structures in detail, adding incidental details which show how the railway played its part in local life.

The book is illustrated throughout with colour and black and white photographs.

METICULOUSLY RESEARCHED HISTORY

Road to Ribbleshead

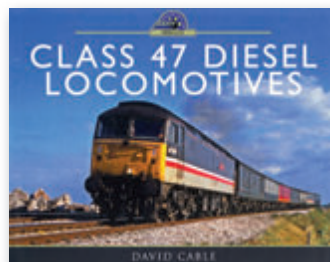
By John R Burns (softback, John R Burns, 442pp, £9, available through Amazon)

ROAD to Ribbleshead is a dramatic, tragic and sometimes violent story of those men and their families who struggled to build Ribbleshead viaduct and Blea Moor tunnel as part of the last great railway built in Britain, the immortal Settle & Carlisle line.

The book shows the courage and determination of the men who had to work in the most difficult conditions and the women and children who shared their lives. Except for the viaduct and tunnel, nothing remains to show they ever existed. This book seeks to resurrect their memory and the difficult circumstances in which they struggled to survive.

Much of it is told in a conversational style in the first person, an unusual style but which works with this particular subject matter.

HISTORICAL RAILWAY STORYTELLING



Class 47 Diesel Locomotives

By David Cable (hardback, Pen & Sword, 256pp, £30, ISBN 9 781473 864450).

A total of 512 Class 47s were built at Crewe Works and Brush's Falcon Works in Loughborough between 1962-68, making them the most numerous class of British main line diesel. Not only that, they carried a bigger variety of colour schemes than other classes.

The 47s were the ultimate go-anywhere do-anything class of their day, equally at home on express passenger or heavy coal trains. Despite their age, many are still in regular service today with a variety of operators.

The landscape format of this excellent album brings out the best in a beautiful array of colour pictures capturing the 47s in locations throughout the UK mainland.

MUST FOR DIESEL AFICIONADOS

Railways Round Exmoor

By Robin Madge & Allan Stanistreet (hardback, Halsgrove, 128pp, £9.99, ISBN 978 0 85710 110 5).

THE phenomenal progress being made by the Lynton & Barnstaple Railway revivalists and the perennial popularity of the West Somerset Railway makes the Exmoor region a prime location for enthusiasts. However, as this handy guide shows, there is far more railway

history waiting there to be uncovered.

Separate chapters cover the principal standard gauge routes such as Taunton-Barnstaple, Taunton-Minehead, the Exe Valley line and Barnstaple to Ilfracombe, and the L&B plus the Lynton & Lynmouth Cliff Railway.

The book also looks at the fascinating mineral line from Watchet to the Brendon Hills and the short-lived railway linking South Molton to Heasley Mill, which is steeped in obscurity.

A particularly fascinating closing chapter looks at the lines which were planned but never built, such as Minehead to Lynmouth, Simonsbath to Porlock Weir and trough the Barle and Bray valleys.

The volume, which would fit inside the average glove compartment, is well-illustrated with both colour and black and white pictures, both historic and contemporary.

VOYAGE OF DISCOVERY

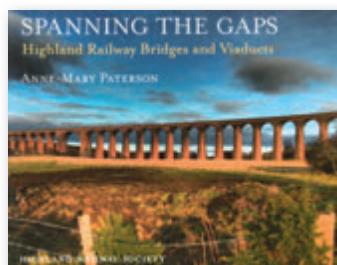


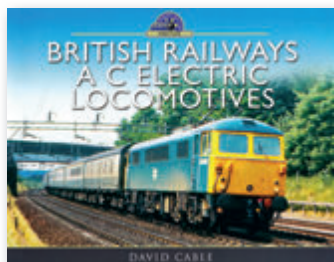
British Railways AC Electric Locomotives

By David Cable (hardback, Pen & Sword, 256pp, £30, ISBN 9 781473 896376).

As with the Class 47s volume, the album makes the most of its landscape format to bring out the best in a selection of pictures covering the entire spectrum of 25kv locomotives.

The volume opens on a curious note, and starts with the unique Class 80, E2001, which started life as Metropolitan-Vickers gas turbine-electric locomotive No. 18100 and was converted into a test bed for overhead electrification.





Using a magnificent selection of pictures mainly taken by the author and previously unpublished, the volume covers the pioneering West Coast Main Line types from the early Sixties which hastened the demise of steam, and the 1980s locomotives provided for the East Anglian and East Coast main lines.

All production classes from 81 to 92 are covered, in the rich variety of liveries that they carried, and yes, the unique Badger, Class 89 No. 89001, is in there somewhere.

AN ELECTRIFYING GALLERY

Michael Bunch's Donegal Railway Diary Part One 1954-55

Edited by Neil Tee (softback County Donegal Railway Restoration CLG, 0353 (0)749722655, www.donegalrailway.com 144 pps, Euro 15, ISBN 978 1 874518 06 8.

THIS fascinating book is packed with black and white pictures of the County

Donegal Railways, the vast majority previously unpublished, taken by English RAF national serviceman, and railway enthusiast Michael Bunch.

Michael was posted to Derry in 1954, and spent his Saturday afternoons and Sundays exploring the County Donegal Railway, which, at that time, still ran into Derry. He kept a diary of his travels and photography as the railcars and steam trains took him to Strabane, Stranorlar, Donegal, Killybegs and Ballyshannon, on the 3ft gauge.

The result, thanks to editor Neil Tee, is a wonderful look behind the scenes of the CDR, with many of the pictures taken in winter, when most enthusiasts did not visit the CDR.

Most striking is the volume of traffic, both passenger and goods, passing through Strabane, and pictures of three steam locomotives at work there, contrasting markedly with the fact that not one station building or rail now remains at Strabane to recall this important junction.

This is a picture of the Irish narrow gauge hard at work, and, if there is a criticism, it must be of the occasional typographical error and the sometimes poorer than normal reproduction of pictures, something explained by the



camera used by Michael over 60 years ago in poor lighting conditions, and apologised for in the text.

But this is a superb album by any standards. Volume Two, which will be eagerly awaited by narrow gauge fans and railway modellers alike, will be published in the near future.

JOURNEY INTO IRISH 3FT HISTORY

Locomotives and Railways of the Mersey Docks & Harbour Board

By Dave Marden (softback, Irwell Press, 104pp, £16.95, ISBN 978 1 911262 08 4).

PRECIOUS little has been published about the railways of the MD&HB, a surprising fact in view of the fact that its jurisdiction stretched for 7½ miles along the east bank of the Mersey. The Port of Liverpool comprised 35 docks built

between 1715 and 1927.

The sprawling dockyard lines were at first run by major railway companies, but after 1904, all traffic over them was handled by the board itself, proving a more satisfactory arrangement that persisted until the system finally closed on September 11, 1973.

Well-illustrated by archive monochromatic pictures – many rare because of the reluctance of the board to allow enthusiast photography until the 1950s, the book tells the story of the railways from the early 19th century until closure. Each chapter dealing with a different period in a linear history also outlines each locomotive that worked there: saddle tank heaven.

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Running: Feb 10-18.

Eastleigh Lakeside Railway

Narrow gauge, 1¼ miles, footplate experience.

Running: W/Es + sch hols.

Hastings Miniature Railway

Narrow gauge, 600 yards, Rock-a-Nore Road, Hastings, East Sussex.

Running: W/Es + sch hols.

Hayling Seaside Railway

Narrow gauge, one mile, Hayling Island, Hants.

Running: W/Es, Weds + sch hols.

Lavender Line

Standard gauge, one mile, footplate experience, wine and dine, Isfield, East Sussex.

Tel: 01825 750515.

Running: Suns.

Mid Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine, Alresford, Hants SO24 9JG.

Tel: 01962 733810.

Engines: 925, 45231, 45379, 92212, 41312, 76017.

Running: March.

Romney, Hythe & Dymchurch Railway

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Tel: 01797 362353.

Running: W/Es.

Royal Victoria Railway

Narrow gauge, one mile, Netley, Southampton.

Tel: 02380 456246.

Running: W/Es + sch hols.

SOUTH WEST

Moors Valley Railway

Narrow gauge, one mile, Ringwood, Hants.

Tel: 01425 471415.

Running: W/Es.

South Devon Railway

Standard gauge, seven miles, footplate experience, wine and dine, Buckfastleigh, Devon.

Engines: 6412, 5526.

Running: February.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine, Swanage, Dorset.

Tel: 01929 425800.

Engines: 31806, 30120, 80104, 34053.

Running: Feb 10-18.

102 Heritagetrailway.co.uk



GWR 0-6-2T No. 5643 at Swanwick Junction during an evening photo shoot at the Midland Railway – Butterley on November 25. ALAN WEAVER

EAST ANGLIA

Mangapps Railway

Standard gauge, one mile, near Burnham-on-Crouch, Essex.

Tel: 01621 784898.

Running: Feb W/Es.

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience, Wansford, Peterborough, Cambs. Tel: 01780 784444. Engine: 34081.

Running: Suns + Feb 10, 14, 15, 17.

Whitwell & Reepham Railway

Standard gauge, ¼ mile, Reepham, Norfolk.

Tel: 01603 871694.

Running: W/Es, steam first Sun.

Perrygrove Railway

Narrow gauge, B4228, Coleford, Glos.

Tel: 01594 834991.

Running: W/Es.

Rocks by Rail

Standard gauge, ¼ mile,

Cottesmore, Rutland.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate experience, Bury, Lancs.

Tel: 01617 647790.

Engines: 13065, 12322, 34092.

Running: W/Es.

Heaton Park Tramway

Standard gauge, half mile, Manchester.

Running: Suns pm.

NORTH EAST

Elsecar Railway

Standard gauge, one mile, Elsecar, South Yorks. Footplate experience.

Tel: 01226 746746.

Running: Suns.

Keighley & Worth Valley Railway

Standard gauge, five miles, footplate experience, wine and dine, Keighley, West Yorks BD22 8NJ.

Tel: 01535 645214.

Engines: 43924, 90733, 1054, 5820, 75078, 85.

Running: W/Es + Feb 7.

Tanfield Railway

Standard gauge, three miles, near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Feb Suns

WALES

Ffestiniog Railway

Narrow gauge, 15 miles, Porthmadog, Gwynedd.

Tel: 01766 516000.

Running: March.

Welsh Highland Railway

Narrow gauge, 26 miles, Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Feb 10, 11, 13-15.

Railway Museums

Beamish

County Durham. The Living Museum of the North. Open: Daily except Mon, Fri.

Cambrian Railways Museum

Oswestry station. Open: Tues-Sun. Tel: 01691 688763.

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: Wed-Sun. Tel: 01325 460532.

Museum Of Scottish Railways

Bo'ness. Open: April. 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.

Midsomer Norton

Silver Street, Midsomer Norton. Open: Sun/Mon. Tel: 01761 411221.

Monkwearmouth Station Museum

Sunderland, County Durham. Open: Daily. Tel: 01915 677075.

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Leeman Road, York. Open: Daily. Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

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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. Open: W/Es.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

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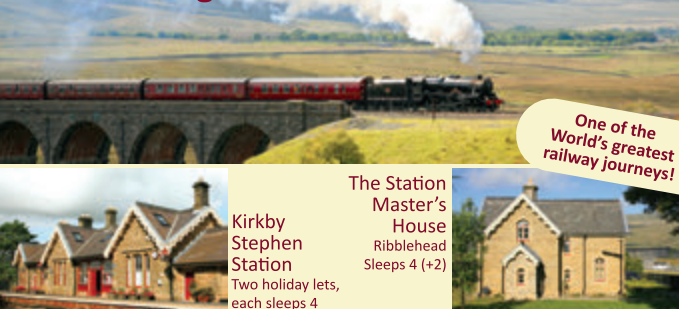
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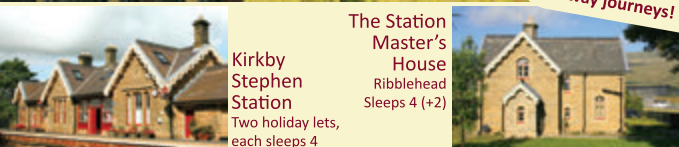
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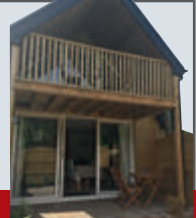
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Vol 213 WELSH STEAM MISCELLANY
Welsh Steam Miscellany features much previously unseen film from our vast archive collection and is assembled in the order the film runs off the cine reels. We begin at Llangollen and other locations along this route include Berwyn (with Duke dogs, and even a Bulldog), Glyndyfrdwy, Llandderfel, Bala Junction, Bala, and the loop at Garmadwen. The line from Pontypool Road to Neath cut across the valleys of South Wales, thus a steeply graded route was inevitable with tunnels and viaducts. The most famous of all these viaducts, the highest in the country, was Crumlin Viaduct and there is plenty of film here for us to admire this structure. Hengoed Viaduct is seen together with both the high & low level stations here. Then Nelson & Llancaich, the branch to Cwmbaroed, and Dowlais Cae Harris; then time is spent watching the activity at Quakers yard High Level, before a visit Aberdare High Level with its staggered platforms. There is film at Bangor, plus also Anglessey at Llanfair PG, Gaerwen, and Amlwch. The central Wales line is seen on the descent from Sugar Loaf Summit and at Llandovery. The line from Shrewsbury to Chester forms the eastern border of this video with film at Chirk, Cefn Viaduct, Ruabon, Croes Newydd, and Gresford Bank, plus there is film in the snow on Brymbo branch. On the Cambrian main line, Welshpool is seen, plus time spent on Talerddig Bank, Machynlleth, Dovey Junction, Borth, and Aberystwyth; the coastal route includes visits to Gogarth Halt, Towyn, Fairbourne and Barmouth. Enjoy watching the steam action at Cardiff, Newport (that includes a visit to Cashmore's scrapyard), Severn Tunnel Junction, and Torpantau. Then there is a journey down Rhonda Fach from Maerdy, plus a look at freight trains labouring up Llanvihangel Bank complete with banking assistance. A real miscellany of Welsh steam! Motive power includes: 94xx, 74xx, 16xx, 57xx, 56xx, 2251, 43xx, 28xx, Dukedog, Bulldog, Castle, Hall, Grange & Manor, 412xx, Black 5, 4F 0-6 0 8F, Coronation & 465xx, 70xxx, 73xxx, 75xxx, 80xxx & 82xxx. Filmed in colour and black & white, a commentary plus sound track complement this nostalgic look at the last years of Welsh steam!
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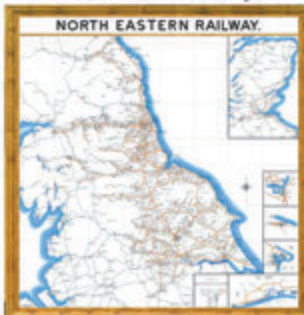
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BR Standard 9F 2-10-0 No. 92214 sets off from Loughborough with a Great Central Railway Santa Special on December 10. ALAN WEAVER

The season begins

FOR Britain's railway enthusiasts, particularly those with a passion for steam, after a lean few weeks following new year, the new season usually begins with a three-day extravaganza on the Great Central Railway.

This year is no exception and in addition to the home fleet of engines heading a variety of passenger and goods trains, there will be two visitors from competing Big Four railways, both showing off their 1930s liveries.

LMS maroon 'Crab' 2-6-0 No. 13065 from the East Lancashire Railway and

LNOR apple green B12 4-6-0 No. 8572 from the North Norfolk Railway will add a splash of colour to the winter landscape.

While many railways are tending to move their spring gala events to slightly later dates, two lines are staging their major galas in February.

The Churnet Valley Railway's annual event has been moved forward to early February to be able to say farewell to visiting GWR 2-8-0T No. 4277 before its boiler ticket expires a few days later. It is hoped that a further guest locomotive will be announced shortly.

The Mid Hants Railway is staging the first of many events of the year which will commemorate 50 years since the end of BR steam.

Guest locomotive will be LMS 'Black Five' 4-6-0 No. 45231, an engine which worked right up to the end of steam in August 1968. The railway aims to recreate the 'Fifteen Guinea Special' of August 11, 1968 by doubleheading No. 45231 with resident classmate No. 45379, carrying a replica 1T57 reporting number.

A goods train will be running

throughout the gala and an additional guest locomotive should be confirmed shortly.

Fewer railways are now operating regular services between the new year and February half-term but one which does maintain a regular Sunday service throughout the year is the Tanfield Railway which is spicing up its early season programme with themed events on three Sundays in February.

Heritage Railway will be covering these and other events over the coming month.

HERITAGE RAILWAY

Issue 238 is out on February 9, 2018.

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SPECIAL EVENTS

January

26-28: Great Central Railway: Winter Steam Gala ■

February

3, 4: Churnet Valley Railway: Steam Gala ■

4: Tanfield Railway: Coals to Newcastle

9-11: Mid Hants Railway:

KEY ■ Major or featured galas

Pre-Spring Gala ■

11: Tanfield Railway: Delivered by Diesel ■

14, 15: Keighley & Worth Valley Railway: Paddington ■

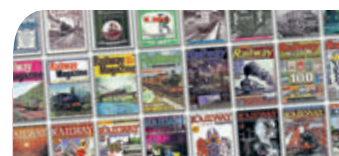
17, 18: East Lancashire Railway: Spring Diesel Gala ■

18: Tanfield Railway: Branch Line Day

25: Tanfield Railway: On the Wagon

■ Diesel and/or electric galas

■ Thomas or family event



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GWR Cabside Numberplates
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Station Direction Signs
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Wagonplates, Loco Whistles
Station Lamps (wall or post mounted)
Signalbox Instruments (blocks, bells, repeaters, train describers token/tablet instruments, others)
Signalbox Diagrams (framed/unframed)
Signal Lever Description Plates
(naming locations or with unusual wordings)
Description Plates from block shelves or instruments with locations
Staffs (brass, steel, wooden)
Platform Ticket Machines
Clocks and Watches
Carriage Prints (landscapes & advertising)

Railway Office Equipment

(inc. brass handstamps, paperweights)
Signalbox Nameboards (cast iron/wood/enamel)
Loco Headboards from Named Trains and Carriageboards
Signal Post Finials
Platform Seats with Company Name (inc. FR Squirrel Pattern)
Foreign Builder's/Worksplates
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