

90MPH TORNADO FAILURE 'NOT DOWN TO SPEED'

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 241

May 4 –
May 31, 2018

BRITISH INDIA LINE SPARKLES ON 'GBXI'



**OLIVER CROMWELL
JOINS BIG COTSWOLD
BROADWAY STEAM FESTIVAL**

**NEW GRESLEY P2 BREAKS
£2M BARRIER**

■ **SWANAGE RAILWAY U MOGUL 31806 NOW ON MAIN LINE**
■ **MOORSLINE GETS 'ITS' STANDARD 9F BACK AFTER 34 YEARS**

OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos

32-304A Class 2251 0-6-0 Collect Goods 2251 GWR green Churchward tender £97.71

Diesel locos

31-660A Class 4714 47144 "University of Nottingham" BR large logo blue £135.96

32-377A Class 3714 37141 "Mary Queen Of Scots" BR large logo blue £117.26



32-983 Class 66/7 66779 "Evening Star" in BR green GBRF branding £144.46

DMUs



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (RRP £159.95) **BARGAIN** £94

Coaches

34-385 Thompson 3rd class corridor in LNER lark £46.71



34-410 Thompson composite corridor in LNER lark **NEW** £46.71



34-435 Thompson composite brake in LNER lark **NEW** £46.71

Dapol - Diesel locos

OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias £99

OLIV003 Class 73/1 73141 "Charlotte" in First GBRF purple - Olivias £99

Trains limited edition (RRP £140) **BARGAIN**

Signals

4L-003-001 Signal - motorised, SR lattice home **NEW** £26.66

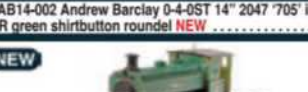
Hattons - Steam locos



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early crest **NEW** £99



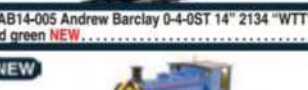
H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel **NEW** £99



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 'WTT' in lined green **NEW** £99



H4-AB14-005 Andrew Barclay 0-4-0ST 14" 2134 'WTT' in lined green **NEW** £99



H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes **NEW** £99



H4-AB14-007 Andrew Barclay 0-4-0ST 14" 1927 'No.1' in Burnley Corporation Gas Department blue **NEW** £99



NEW

H4-AB14-008 Andrew Barclay 0-4-0ST 14" 2134 'No.3' in Fina lined blue **NEW** £99

H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black **NEW** £99

H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No.6' in NCB green **NEW** £99

H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon **NEW** £99

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H4-P-004 SECR P Class 0-6-0T A325 in SR lined Maunsell green Maunsell lettering **NEW** £99

H4-P-005 SECR P Class 0-6-0T 1555 in SR black Egyptian lettering **NEW** £99

H4-P-006 SECR P Class 0-6-0T 1558 in SR black sunshine lettering **NEW** £99

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4780 Class 47xx 2-8-0 'Night Owl' 4704 in GWR green shirtbutton emblem **NEW** £154

4783 Class 47xx 2-8-0 'Night Owl' 4706 in BR black early emblem **NEW** £154

1408 Class 14 D9555 in BR green - last loco built at Swindon works £110

2662 Class 26/0 diesel D5309 in BR green (RRP £119.95) **BARGAIN** £61

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R3420 Drummond Class 700 0-6-0 30346 BR black late crest (RRP £124.99) **BARGAIN £69**

R3452 Class 6800 'Grange' 4-6-0 6825 'Llanfair Grange' BR lined green late crest £132

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R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (RRP £99.99) **BARGAIN** £74

HSTs

R3478 Class 43 HST train pack 43070 'The Corps of Royal Electrical and Mechanical Engineers' & 43036 in First Great Western £199

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R1126 Mixed Freight DCC digital train set Class 06 0-6-0 BR diesel electric loco, steam loco & 4 wagons (RRP £264.99) **BARGAIN** £170

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R1184



Friday the 13th is unlucky for some, but not so SR U 2-6-0 No. 31806, which successfully completed its main line test runs from its Swanage Railway base on April 13, in readiness for its debut on the 'Great Britain' XI. It is pictured at Wareham. ANDREW P M WRIGHT

Justice for heritage around the corner?

AT last – a distinctive breath of fresh air! No, I'm not emerging from the depths of a 1950s steam shed, but talking about a legal system which, rightly or wrongly, has for so long seemed to be balanced in favour of the perpetrator rather than the victim.

As we report in our News section this issue, the Sentencing Council of England and Wales – which publishes guidelines to judges and magistrates as to the type and severity of sentences which they can impose for various offences – has suggested raising the maximum sentences for vandalism to historic property from 18 months' imprisonment to four years.

This is exactly what I and this magazine have been calling for over many years, on behalf of the army of volunteers who slave for years on end to restore historic locomotives, rolling stock and buildings and then turn up to find that Johnny Backtofrontbaseballcap and his paint aerosol assortment have undone thousands of man hours' work in minutes for his own personal satisfaction and no other gain.

In the past year, we have seen vandal attacks on historic coaches on the North Yorkshire Moors and the Severn Valley Railway. Now the latest victim of this senseless behaviour is the Churnet Valley Railway.

Also in the News section, we report on the restoration of a classic Bowes Railway wagon that has been brought back to life – at considerable expense – following an arson attack.

Such mindless incidents are not only attacks on the railways themselves, but on society as a whole, for heritage is there for everyone and in essence belongs to us all.

Yet we have become somewhat blasé about graffiti damage in recent times, hailing the products of the

likes of Banksy as significant works of art – which indeed they may well be, but what sort of message does that send out to the less gifted both in terms of artistic capability and brain cells?

Last year, I walked through a park in my native Solihull, which had been developed from farmland which I used to explore as a boy. At one point, a surfaced footpath passes below a road bridge. A 'graffiti artist' was busy at work on the walls of the subway at around 3pm, in broad daylight on a sunny day, and those walking past did not even give him a second glance, as if he were just an everyday part of the street scene.

Echoing voices from every heritage railway in the country, the Sentencing Council is now saying that enough is enough. Yes, we should not opt for a system of 'revenge punishment' of such offenders, but give exemplary sentences primarily as an unmistakable loud and clear unpalatable deterrent to others, and no, I would not give them free legal aid, or defence solicitors and social workers paid for out of our taxes.

In this day of CCTV systems and security cameras which can be bought cheaply over the internet, it is now easier than ever before to trace the culprits and arrest them.

I would, however, go further than the Sentencing Council suggests.

Those who damage historic buildings and artefacts should forfeit all the tools used – including motor vehicles – and the full cost of rectifying damage should also be financed by seizure of their own property, deductions from state future benefits or added to their long-term tax liabilities, that is, if they ever decided to commit what in their book is a real crime, and get a job.

Robin Jones Editor

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EDITORIAL

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DISTRIBUTION & PRINTING

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Marketforce UK Ltd
5 Churchill Place, Canary Wharf
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Wolverhampton

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SUBSCRIPTION

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

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ISSN No 1466-3560

Published

Every four weeks on a Friday.

Advert deadline

May 17, 2018

Next issue on sale

June 1, 2018

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May 4 – May 31, 2018

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'Great Britain XI' triumphs over adversity

With steam from King's Cross to Victoria via Kyle of Lochalsh, Llandrindod Wells and Swanage, using seven different steam engines, this year's 'Great Britain' tour was as ambitious as its predecessors. As Brian Sharpe reports, it was again a great success, if not quite as originally expected.



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COVER: SR Merchant Navy Pacific No. 35018 *British India Line* accelerates away from York with the Railway Touring Company's 'Great Britain XI' on April 20. ROBERT FALCONER



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Shedbashing

The last few years of BR steam were a fascinating time for young steam enthusiasts. John Bailey recalls holidays in the 1960s involving shed visits in various parts of Britain.



Third time lucky!

It is not often that a railway books a visiting engine for a gala which turns out to be unavailable and even rarer for its replacement to be unavailable as well. The third choice engine turned up though and Brian Sharpe reports on another successful event on the North Norfolk Railway.

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Catalonia Railway Museum, Vilanova, Spain

Imagine a steam shed that closed with the doors shut and locked leaving behind a large variety of locomotives sitting over the pits and in the roundhouse? John Titlow reports on how, 10 years later with a small amount of maintenance, it opened as a museum – Museu del Ferrocarril de Catalunya, Vilanova i la Geltrú.

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New P2 donations pass £2 million

By Robin Jones

DONATIONS towards the world's fastest-moving new-build main line steam project – Gresley P2 2-8-2 No. 2007 *Prince of Wales* – have now passed the £2 million mark.

The A1 Steam Locomotive Trust's £5 million project is now 40% funded just four years after being launched and it is on target to meet the completion date of 2021.

Furthermore, pledges towards building the locomotive are rapidly approaching £3 million.

The frames for Britain's most powerful steam locomotive were rolled at British Steel's Scunthorpe works exactly four years ago on St George's Day 2014.

The P2 2-8-2 Mikados were the most powerful passenger steam locomotives to operate in the UK, designed to haul 600-tonne trains on the Edinburgh to Aberdeen route. Sadly, Gresley's successor Edward Thompson ordered the six P2s to be rebuilt in 1943/44 and BR scrapped them in 1961.

Seventh member

The project to create the seventh member of this class will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential in hauling passenger trains at high speed across today's national network.

The trust has for long been widely praised for the organisation and success of its fundraising. A total of 860 people have already signed up to the 'P2 for the price of a pint of beer

per week' (£10 per month or more) covenant scheme since its launch in March 2014.

Funds have been also raised through the project's dedicated modules, the Founders Club (more than 360 members donated £1000 each plus Gift Aid – target 100 people) – now closed having raised over £450,000; the Mikado Club (launched in March 2016 with an initial target of 160 members to wheel the engine and extended in May 2017 to 200 members to also wheel the tender) now just requires six members to be fully subscribed with 200 supporters pledging £1000 each plus Gift Aid and therefore potentially raising £250,000; the Cylinder Club (launched in October 2017) now fully subscribed with 100 people having already pledged £1000 each plus Gift Aid and therefore potentially raising £125,000; the Boiler Club (154 people have pledged £2000 each to fund the boiler – a target of 300 people – meaning well over half of the £600,000 target is now pledged) and Dedicated Donations (over £225,000 from existing supporters sponsoring a variety of components).

The Gresley Society Trust has also sponsored the distinctive front end.

In early April, the trust launched the Motion Club to fund the manufacture of the heavy motion for No. 2007, setting the challenge of raising £210,000 from 175 supporters, each donating £1000 plus Gift Aid – and in just 10 days the trust had signed up 24 members, potentially worth £30,000 including Gift Aid.

Progress in building Britain's most



The boiler cladding for the new P2 *Prince of Wales* at Darlington Locomotive Works on March 4. MANDY GRANT/A1SLT

powerful steam locomotive continues at Darlington Locomotive Works. This includes the frame plates for engine and tender rolled and profiled; the engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axle boxes and buffers cast (44 in total); more than 1000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames.

All wheels cast

All 20 wheels for the engine and tender have been cast and proof machined; roller bearings for all engine and tender wheelsets and engine axles (including crank axle), tyres and crank pins delivered, tender axles, tyres ordered and first wheelset complete.

Preliminary discussions have been held with boiler manufacturers and forged foundation ring corners manufactured and machined; a start has been made on boiler fittings with castings for combined injector steam and delivery valves. The cab is erected and cab side window frames are fitted, while the engine footplating and splashers kits have been delivered and permanently fitted to frames. The smokebox door pressed details are

made, the door completed, doorframe manufactured, the smokebox delivered and erected and the chimney has been cast and fitted.

P2 project director and trustee Mark Allatt said: "We are delighted with the level of support the project to build Britain's most powerful steam locomotive has received since its launch, with over £1.6 million spent so far on construction and over £2 million donated by our supporters.

"We are now confident that we will have completed the rolling chassis for No. 2007 *Prince of Wales* in summer 2018. However, to maintain this rate of progress we need to raise more than £700,000 per year, which becomes more challenging as each year passes.

"We encourage all our supporters who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly 'P2 for the price of a pint of beer a week' covenantor, joining the Boiler Club, becoming a member of the Motion Club or taking out a Dedicated Donation. It's time to get on board!"

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

Horse tramway loses nearly £500K

THE Isle of Man's Douglas Bay Horse tramway made a loss of more than £483,000 last year, figures have shown.

The Manx government took over the horse trams two years ago after Douglas Council said it would no longer support the losses, which were £263,000 in 2016.

A spokesman said that the losses

in 2017 were down to the purchase of assets, fixtures and fittings from Douglas Council and horse tram refurbishment, plus revenue expenditure, the purchase of horses and other equipment.

The tramway earned £142,703 in 2017, with a 6% increase in passengers to 73,954 – but the running costs were £626,002.

Steam shed to go back in time at Didcot

DURING the three days of the May 5-7 bank holiday weekend, Didcot Railway Centre is to recreate the atmosphere and sights of a working steam shed with most of the locomotives pulled out of the shed, and displayed on numerous roads,

as they would have been between the Thirties and the Fifties, rather than in a formal line-up.

With smoke machines, most will look to be in steam, while others will be genuinely working. Staff will help to recreate the period scene.

Mudslide makes for damp start to North Yorkshire Moors season

In common with many other heritage railways, the North Yorkshire Moors Railway's takings over the Easter holiday period were hit by atrocious weather with much heavy rain and trains blocked by a mudslide.

However, there is cause for optimism as the season progresses with online bookings showing a significant increase on previous years, thought to be due to the "TV effect" of the recent documentary series.

The heavy rain in North Yorkshire provided one of the first real tests of Yorkshire Water's Slowing the Flow flood prevention scheme at Hunting Gate, just north of New Bridge.

This, in effect, holds back the flood water for a while, allowing more

to drain away before the bulk of the water arrives at Pickering town centre. Thus, although the station car park was flooded for a while, the water receded the same day and the flooding effect was minimal.

A blocked drain near Darnholme caused a mudslide depositing mud 3-4ft deep in places in the cess and against the retaining wall, causing delays to some trains.

The problem was bad enough to warrant having a member of the permanent way staff always on site to monitor it while trains were running, although the staff member has subsequently been replaced by a remote camera.

This location has given trouble on a regular basis, in extreme wet and/or snow conditions since 1969.

No. 6 *Samson* and No. 8 *Hurricane* 'race' each other on the Romney, Hythe & Dymchurch Railway's double track section on March 21, to celebrate the former's relaunch into traffic following a five-year absence. STEVE TOWN/RHDR

Samson returns – and the world watches online!

THE Romney, Hythe & Dymchurch Railway has claimed a world first with the relaunch of 4-8-2 No. 6 *Samson* on Saturday, March 21.

The Mountain class locomotive's comeback happened five years after it last hauled a passenger train.

The action was streamed around the world on Facebook and Twitter with an internet-connected camera on the front of *Samson*, giving a unique driver's eye view. Viewers would have seen *Samson* engage in parallel running over part of the route.

TV presenter and rail historian Tim Dunn joined the crew for the occasion.

Samson had just undergone a major overhaul in the line's workshops.

Unusually for a 15in-gauge line, *Samson* was designed by Henry Greenly and built by Davey Paxman in

1927 as a mixed traffic locomotive to haul shingle trains from the coast at Dungeness (often described as 'Britain's only desert' because of the fauna that survives there) to Hythe, as a money-making aggregate scheme that failed to last.

A4 misses 'Great Britain XI'

By Cedric Johns

WITHIN days of John Cameron's A4 No. 60009 *Union of South Africa* taking its place in the Railway Touring Company's 'Great Britain XI' tour, the 4-6-2 was failed when inspected prior to preparation at Riley & Son Engineering.

According to sources close to the engine, an old back plate repair had opened and needed attention.

Because of the time required to effect remedial action, the decision was taken to withdraw the A4 from its first rostered duty, working 'GB XI' from Edinburgh to Inverness in a double header with B1 4-6-0 No. 1264.

After further consideration the decision to hurry the repair and then send the 4-6-2 down to Bristol to head the penultimate leg-to Yeovil and then onto Weymouth and Swanage with U class 2-6-0 No. 31806 before working the final leg back to London the next April 27, was also abandoned.

As we closed for press, it was understood that 'Black Five' No. 45212 would head the tour from Crewe to Cardiff as scheduled, and then work the Bristol-Yeovil-Swanage section before taking the train home from Swanage the following day.

→ 'Great Britain XI' – news feature by Brian Sharpe, pages 48-53.



BR Standard 5MT 4-6-0 No. 73156 was successfully rewheeled by the team at the Great Central Railway's Loughborough shed on April 18 after receiving attention to the wheelsets. The recently-restored locomotive failed on the second day of the October 5-8 autumn steam gala and was withdrawn from traffic. Subject to testing, it was hoped that it would be available for the May 12-13 Goods Galore gala, at which it is planned to see six engines in steam. LES McWATT

S15 parts stolen in night raid

AN appeal has been launched to relocate brass and copper parts from S15 4-6-0 No. 828 *Harry A. Frith* that were stolen from Ropley Works on the Mid Hants Railway overnight on April 17.

The parts are: two 11mm Gresham and craven injectors, two clack valves, two 4in Ross pop safety valves, a drivers brake valve, four Marine big end shells halves, six coupling rod bushes, five slide bar oil pots, a stuffing box valve and quantity of pipework.

Heritage railways that may be offered the parts have been urged to be on their guard. Anyone with information is asked to telephone 01962 733810, email info@watercressline.co.uk or call the police.

The Eastleigh Railway Preservation Society, which owns the parts, has launched a crowdfunding appeal to raise money to replace them.

Donations can be made at www.justgiving.com/crowdfunding/erps828

Beet Ivatt goes to Lakeside

CHRISTOPHER Beet's Ivatt 2MT 2-6-0 No. 46441 has been moved to the Lakeside & Haverthwaite Railway on a 'restore and run' after several years on static display at the Ribble Steam Railway museum in Preston.

His father, the late Morecambe GP Dr Peter Beet, who saved several

'Black Fives' at the end of steam 50 years ago, bought No. 46441 for his wife Betty and painted it in LMS maroon. He was also instrumental in saving part of the Lakeside branch for preservation, so with No. 46441's arrival in mid-April, the steel wheels have turned full circle.

'Lubrication not speed' caused 90mph *Tornado's* failure

By Robin Jones

AN examination of Peppercorn A1 Pacific No. 60163 *Tornado* following its April 14 failure minutes after hitting 90mph on the East Coast Main Line, indicated that the problem was caused by a lack of lubrication rather than speed.

The locomotive was heading The A1 Steam Locomotive Trust's 'The Ebor Flyer' from King's Cross to York – its first public 90mph trip – and had hit 91mph at East Road level crossing north of Arlesley. It held 90mph for a mile through Biggleswade, before the train ground to a halt at Sandy, 43 miles out of London.

At first it was thought that *Tornado* had struck a large object on the track, but it was soon realised that the problem was mechanical.

Trust officials summoned assistance and *Tornado* and its train were hauled at around 20mph to Peterborough by GB Railfreight Class 66 No. 66744 *Crossrail*. The A1 was immediately taken to the nearby Nene Valley Railway and on to the heritage line's Wansford shed.

Because of the breakdown, the trip had taken 4½ hours to get from London to Peterborough, where as the consist pulled into the platform, passengers glimpsed GWR 0-6-2T No. 5619 steaming well in the NVR's Peterborough station below the ECML.

Some passengers took the option of alighting at Peterborough and were given free travel back to London by Virgin Trains, while the sell-out 'The Ebor Flyer' then continued its journey to York.

The Rail Accident Investigation Branch and the Office of Road & Rail were

notified of the breakdown, and the trust apologised not only to 'Ebor Flyer' passengers but to those on normal ECML service trains.

On Sunday, April 15, in the presence of one of train operator DB Cargo's appointed independent steam locomotive examiners, a thorough pit inspection and stripdown of the immediately affected components was undertaken.

It was found that the front valve on the middle valve spindle seized in the valve liner. A trust statement said that this seizure caused significant stresses to the combination lever which failed, causing the loss of the lower part of it, allowing it and the union link to flail which in turn caused the lower part of the drop link to separate from the crosshead.

The statement said: "This is almost

certainly due to a lubrication failure in that area, although the exact cause of such a failure is not known at the present time and investigations continue in this area. We are also examining all components and reviewing all relevant records and design and installation drawings.

"The nature of the failure suggests that even at 75mph the incident would have occurred. All damage thereafter is consequential and would readily explain how parts of the inside valve gear became detached in the manner they did."

While the trust and DB Cargo were continuing with their own investigations as we closed for press, First Class Partnerships has been called in by trust officials to provide an overview and independent opinion on both



Left: *Tornado's* speed as recorded on a mobile telephone app minutes before the failure. ROBIN JONES

Right: Components which became detached from *Tornado* during the run. A1SLT



Right: The damaged front valve head as seen on April 14. A1SLT

Below: The upper end of the combination lever as seen on April 15. A1SLT



Fawley Hill celebrates life of Sir William McAlpine

A MEMORIAL service for the late preservation powerhouse Sir William McAlpine is to be held at his Fawley Hill home on Sunday, May 13.

Anyone wishing to attend must first obtain an invitation by emailing office@fawleyhill.com

A collection will be made for Sir William's Flying Scotsman Charitable Trust which was set up to help to fund young engineers and to restore engines and carriages. Money raised will also be given to the Sepsis Trust. His

widow Lady Judy McAlpine said: "Had we known about sepsis, we might have saved him."

No changes at Fawley Hill

She added that there will be no changes at Fawley Hill, where the railway laid by Sir William in the Sixties had the world's steepest standard gauge adhesion-worked incline at 1-in-13.4. She also said that she would continue with his railway projects and support the

organisations that he supported.

Sir William, who returned *Flying Scotsman* from California after it became stranded there in 1972, lost his battle against sepsis in Reading's Royal Berkshire Hospital on May 4.

He was buried in the grounds of Fawley Hill following a service at the parish church of St Mary the Virgin on March 24, and was carried to his final resting place by a steam train over his private line.

Happy homecoming for KWVR 50

THE Keighley & Worth Valley Railway's June 24-July 1 50th anniversary gala will welcome back two old stalwarts.

Bulleid West Country light Pacific No. 34092 *City of Wells* – for which its current home, the East Lancashire Railway has a £340,920 appeal to buy it from its three current owners, and LMS 'Black Five' No. 45212, based at Southall on duties for West Coast Railways, will return for the event.

Already, Ivatt 2-6-2T No. 41241 has returned from overhaul, and repainted in the same non-authentic maroon livery that it carried when it pulled the line's opening train on June 29, 1968. It will be officially relaunched into traffic on Sunday, June 24.#

NYMR autumn gala takes shape with Tallyllyn visit

THE North Yorkshire Moors Railway's September 28-30 autumn steam gala is taking shape with three visiting engines expected to be attending to join a potential nine home-based locomotives.

It is the 100th anniversary of the construction of Q6 No. 63395 and it is planned to repaint it in NER livery for a year or so to commemorate this milestone.

The others in steam from the home fleet will be Lambton tank No. 29,

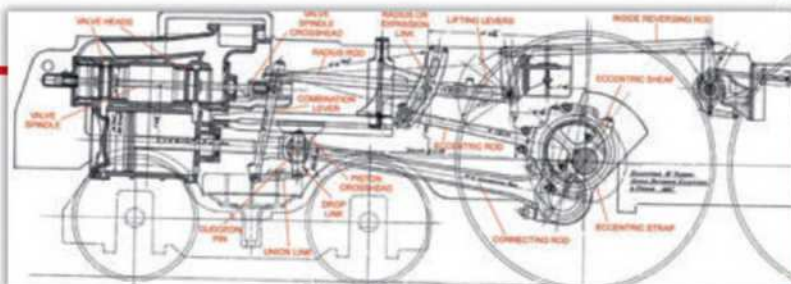
BR Standard 4MT 2-6-4T No. 80136, Standard 4MT No. 76079, B1 No. 1264, J27 No. 65894, 'Black Five' No. 5428, Schools No. 926 *Repton* and S15 No. 825, subject to completion of overhauls where appropriate.

To further bolster the 100th anniversary theme, visiting engines will include GWR 2-8-0 No. 2857 from the Severn Valley Railway and the Tallyllyn's Barclay 0-4-0T *Douglas*, both of which are celebrating their

own centenaries this year.

There are, however, no plans to lay a 2ft 3in gauge line through the Grosmont pedestrian tunnel on this occasion. *Douglas* will instead be displayed as a load on one of the wagons in the demonstration goods train.

The gala line-up is to be completed by Nene Valley Railway-based Bulleid Battle of Britain light Pacific No. 34081 92 *Squadron* which is returning to the line after last visiting in 2003.



A diagram of *Tornado's* inside valve gear. A1SLT

the immediate causes and effect of the failure and the wider impact on the future main line running of No. 60163 *Tornado*.

The A1's valve liner needs to be honed or bored, and a new valve head and rings fitted. A new combination lever, union link and crosshead are also needed.

Other items will require inspection and possible repair, but a full list hasn't yet been produced and agreed.

Jeremy Hosking's Royal Scot Locomotive and General Trust offered to lend the trust the combination lever and the inside union link from Peppercorn A2 No. 60532 *Blue Peter* as these are likely to be the longest lead time items to make.

The statement continued: "We would like to thank them and also the other suppliers and contractors who have contacted us to offer help. It is too early to quantify the total cost but that of the replacement of the known damaged parts is around £20,000.

"*Tornado* is insured, but not all items will be covered – we will know more in the coming days. However, our understanding of the information available to date is that the breakdown was not speed related and could have occurred at any time.

"The trust is humbled to have received

messages of support from across the country, internationally and from senior rail industry partners. Such messages are very encouraging.

"Because we did not deliver the day out we hoped to for passengers travelling on 'The Ebor Flyer', we have given each passenger a voucher with discount off a future *Tornado*-hailed railtour. Furthermore, we are looking at the option of rerunning the train in the future with a repaired *Tornado* and will ensure all passengers on 'The Ebor Flyer' get the first chance to book tickets."

The trip was run almost a year after *Tornado* reached 101mph during a 90mph proving run at 3.42am on Wednesday, April 12, when undertaking tests at the head of a nine-coach train between Doncaster and Newcastle in view of raising its permitted maximum speed to give more flexibility to future charter planning, with rail industry engineers and certification bodies monitoring the trial.

In the wake of the failure, the trust postponed *Tornado's* April 21 visit to the Midland Railway-Butterley, the Crewe to Holyhead 'Ynys Môn Express' tour on April 28 now rescheduled to Saturday, September 29 – and the Nene Valley's *Tornado* 10 event on May 5-7, from which LNER B1 No. 61306 *Mayflower* had already pulled out. However, with



Stricken *Tornado* is examined at Wansford shed on April 15. BEN SCOTT/A1SLT

Tornado by chance on site, the NVR will still go ahead with its Paddington day on Sunday, May 6, giving youngsters the chance to see *Tornado* and stand on the footplate, as well as meeting Paddington Bear. *Tornado* is one of the stars of the recent Paddington Bear movie.

The *Tornado* Team day that was due to be at the Nene Valley Railway on Saturday, May 12 is to be rescheduled to a later date.

→ Want to help? You can support the work of The A1 Steam Locomotive Trust by becoming a covenantor, donating from £10 per month towards *Tornado*. Around 1200 people already regularly donate towards the maintenance and upkeep of the A1. For more details call 01325 460163 or email enquiries@a1steam.com
→ Don Benn: With Full Regulator – pages 62-64.



Two firsts together again: Ivatt 2-6-2T No. 41241, which jointly hauled the KWVR's official opening train on June 29, 1968, and Midland 4F 0-6-0 No. 43924, the first locomotive to be saved from Dai Woodham's Barry scrapyards, on March 31. ANDREW DENNISON

However, its partner on that day, USA 0-6-0T No. 30072, now owned by Andy Booth, will not be present because its overhaul at the Ribble Steam Railway is ongoing.

Star guests will include No. 46100 *Royal Scot* (June 25-27) and Class 55 Deltic No. 55019 *Royal Highland Fusilier* (June 30-July 1).

June 28 will be a tank engine day

with visitors from other lines.

The big celebrations will take place on the 50th anniversary day, Friday June 29, when the opening train will be rerun with No. 41241 at its head.

Saturday, June 30, will be a mixed traffic day, while Sunday, July 1, will have an emphasis on diesels, remembering the line's first modern traction event in 1988.

Oliver Cromwell to star at HR-backed Cotswold festival

By Robin Jones

SPONSORED by *Heritage Railway* publisher Mortons, the Gloucestershire Warwickshire Railway's Cotswold Festival of Steam is set to be the biggest and best ever – with BR Britannia Pacific No. 70013 *Oliver Cromwell* joining the action.

As reported last month, the Great Central Railway-based 'Brit' has been given an extension to its boiler ticket so it can run on heritage lines until December 31.

At the May 26-28 Spring Bank Holiday festival, which has the theme Give My Regards to Broadway, following the line's hugely-successful recently-opened extension into the Cotswold tourist honeypot, *Oliver Cromwell* will be joined by three other star guests – blue-liveried GWR 4-6-0 No. 6023 *King Edward II* from Didcot Railway Centre, USATC S160 2-8-0 No. 5197 from the Churnet Valley Railway and GWR 0-6-0PT No. 6430 from the Llangollen Railway. For the first time, the railway will be able to run four passenger sets (including the DMU) plus a freight set.

The last Britannia to run over the GWR Stratford-upon-Avon to Cheltenham route was also the penultimate steam-hauled train on the line, on September 4, 1965. No. 70045 *Lord Rowallan* hauled the 10.05am Kingswear-Wolverhampton service which stopped at Cheltenham Malvern Road around 2.45pm before proceeding via Toddington and



Britannia Pacific No. 70045 *Lord Rowallan* at Cheltenham Malvern Road station on September 4, 1965. In the background is the former Malvern Road shed, which went on to become a timber store for builders' merchants Travis Perkins, and which was demolished last year. DAVID ALDRED/GWR

Broadway to Wolverhampton. The next and final train was the 12.30pm Penzance-Wolverhampton, headed by the last surviving Castle in BR ownership, No. 7029 *Clun Castle*, which was specially requested for the occasion.

The peak period of express services over the line was the daily Wolverhampton-Penzance 'The Cornishman' – the only named express ever to traverse the route. Introduced in 1952, 'The Cornishman' was diverted to the Midland main line on September 7, 1962. These heavy expresses were usually in the charge of Castle 4-6-0s but the demise of Western Region steam found some of the final Britannias in

service working the last vestiges of these once-frequent trains.

Also, No. 70000 *Britannia* was towed dead over the northern part of the line via Honeybourne and Stratford to the Severn Valley Railway from Redhill during the early Seventies.

USATC S160s worked over the line during the Second World War. One of the class was involved in a tragic event south of Honeybourne when it suffered a firebox crown collapse due to the gauge glass giving a false reading, because of the odd way that the valves were opened and closed, and the fireman died.

The Churnet Valley Railway has offered the engine free of steaming fees because

last year, sister No. 6046 was due to attend the festival but, at the last minute it suffered a failure and did not make it.

No. 6430 will be coupled to the DMU unit as the fourth passenger set running during the festival. The combination will give travellers a unique perspective of the engine through the leading windows of the set. The engine comes courtesy of the Llangollen Railway.

It will be the first time that a King has been on the line as the class never ventured over the route in Great Western or BR days. The timetable may include double heading with the King and there will be the usual evening train on the Saturday and Sunday.

In service from the home fleet will be WR 4-6-0 No. 7820 *Dinmore Manor*, *Foremarke Hall*, Bulleid Merchant Navy 4-6-2 No. 35006 *Peninsular & Oriental* SN Co, GWR 2-8-0T No. 4270 and GWR 2-8-0 No. 2807.

Brakevan rides on the freight train will be offered at £10 each. Footplate rides will also be available – bookable in advance on www.gwsr.com

The 2ft gauge North Gloucestershire Narrow Gauge Railway will also be running, with at least two locomotives in steam. Updates to the event can be found at www.gwsr.com/enthusiasts/major_events.html

Visitors should park at Toddington, as there is currently no car park at Broadway. Wychavon District Council is to build one later this year.

Passenger numbers double since Broadway opening

AFTER the Gloucestershire Warwickshire Railway opened its eagerly-awaited northern extension into the tourist honeypot of Broadway on Good Friday, passenger numbers have doubled at a stroke.

Commercial director Colin Fewell revealed that nearly 6300 fare-paying

passengers travelled on the extended 15-mile line over the Easter weekend and also the following week – compared with just over 3100 during Easter 2017.

The line opened its brand-new Broadway station on March 30 with the 9.40am departure for Cheltenham

being the first public train from the village since March 6, 1960, when the station was closed by BR.

To mark the occasion, Lord Richard Faulkner of Worcester, chairman of the Heritage Railway Association and a patron of the line, unveiled a plaque to commemorate the occasion before

accompanying driver John Cruxon and fireman Chris Smith on the footplate of WR 4-6-0 No. 7903 *Foremarke Hall* for that first departure.

Colin said: "Despite the cold and wet, as was Easter last year, our trains have been filled with happy people enjoying the novelty of being among



On a damp and misty Good Friday morning, WR 4-6-0 No. 7820 *Dinmore Manor* brings the first public train from Cheltenham Racecourse into Broadway. ROBIN JONES



Lord Richard Faulkner of Worcester (right) vice-chairman of the all-party parliamentary rail heritage group, commemorates the start of train services from Broadway to Cheltenham after a gap of over 58 years with driver John Cruxon (left), fireman Chris Smith and railway plc chairman Richard Johnson, in front of No. 7903 *Foremarke Hall*. IAN CROWDER



GWR 4-6-0 Nos. 7029 *Clun Castle*, 5043 *Earl of Mount Edgcumbe* and 5080 *Defiant* at Tyseley Locomotive Works during a night shoot on April 13. No. 7029 also headed the last BR steam-hauled passenger train through Broadway in 1965. ROBERT FALCONER

Vintage Trains and Office of Rail and Road in talks

By Cedric Johns

TYSELEY Locomotive Works is steaming ahead with plans to launch its own Train Operating Company, and its share issue for the purpose was nearing its £800,000 target as we closed for press.

Adrian Shooter, the chairman of Tyseley's negotiating team, said: "We are discussing various detail issues with members of the Office of Rail and Road regarding our application for a train operating licence. We expect to have our

licence by summer. It could be sooner."

Meanwhile, commercial manager Ben Mason reported that the public steaming of *Clun Castle* on Saturday, April 14 at Tyseley, turned out to be a successful and enjoyable day.

He said: "We are incredibly close to reaching our £800,000 minimum target required to launch our Train Operating Company. We have been in constant touch with the ORR and Network Rail regarding a safety certificate, passenger licence and track access agreement and

are making encouraging progress."

He said that Vintage Trains hopes to operate Shakespeare trips to Stratford-on-Avon towards the latter part of the season, possibly August. "There is still a lot of work to be done and until we are 100% certain which trains we can offer we are not taking bookings," he said.

He said that once the £800,000 target has been reached, Vintage Trains will commence trading as a TOC. However, he added: "That sum is not enough to do everything we set out to do including

the refurbishment of the passenger rolling stock.

"We will continue to sell shares in Vintage Trains until we reach our maximum of £3 million required to overhaul the train."

Everyone who has purchased shares to date is automatically enrolled in Vintage Trains' Founders Club and have been allotted seats requested on Founders Club trains. Some seats remain and enthusiasts are urged to buy shares now to ensure a place on one of the trains.



Say it with steam: with the near-replica of Shirley signalbox to the left, WR 4-6-0 No. 7903 *Foremarke Hall* sets off with the first public heritage era train from Broadway on March 30. ROBIN JONES

, the first people this century to travel on a public train service to or from Broadway. We have enormously expanded the scope of our railway."

Lord Faulkner said: "Two successful share offers raised over £2 million to help fund the last stages of the project, which included repairing bridges, embankments and drainage, buying and laying the track with thousands of tons of ballast as well as completing the new station. It is a remarkable testament to the determination and vision of volunteer effort – from

those who first conceived the idea of restoring the railway back in the early 1980s to those witnessing this historic occasion today."

Outstanding work on the station includes the completion of signalling, the footbridge and a building on the second platform. Elsewhere on the line, new staff facilities are needed for the locomotive department and a building to house the fleet of 60-year-old carriages. Several of the century-old steel bridges on the line also need remedial work.

Two L&B new builds to meet

THE two replica Lynton & Barnstaple Railway locomotives, the Ffestiniog Railway's 2-6-2T *Lyd* and Woody Bay-based Baldwin 2-4-2T *Lyn*, are to meet for the first time at the line's September 29/30 autumn steam gala.

Before then, *Lyn* will be the star attraction at the May 12/13 spring gala.

Meanwhile, *Lyn* has not yet joined the regular locomotive roster despite trackwork being carried out to accommodate it. Pointwork at Killington Lane was recently changed with the two turnouts having been changed for new larger

radius ones. The radius was too tight for *Lyn* to traverse them easily.

Since then, however, some marking of the railhead around the nose area of the point has been noticed. The Porta wheel profile that *Lyn* uses results in a reduced-width wheel tread, affecting the geometry of the tread surface to the pointwork as it crosses over the nose of the point.

Several solutions are under review, including modifying the pointwork, and removing the Porta detail and the most appropriate modifications will be made, said the 762 Club.

Turbo train to Quainton Road

THE Royal British Legion will be running its own railtour to the Buckinghamshire Railway Centre on Sunday, June 10.

A Chiltern Railways Class 165 Turbo unit will run from Aylesbury to Quainton Road, Calvert, Claydon Junction and

Bicester Village. A donation of the entrance fee to the railway will be given to the Legion's Quainton branch.

Railtour tickets can be bought on the day. For more information contact Mike York on 07775 014420

'Spaceship' lands again at the Moors!

By Roger Melton

A 'SPACESHIP' – the now-unique single-chimneyed BR Standard 9F 2-10-0 No. 92134 – is to be based on the North Yorkshire Moors Railway for at least its 10-year boiler ticket.

Class members were so nicknamed by some enthusiasts for the amount of daylight visible under their boilers, which was a rare phenomenon in British-designed locomotives.

The ex-Barry scrapyard locomotive has moved from the East Lancashire Railway to the NYMR for its final assembly after which it will join the Moorsline's hire fleet. The 9F does not currently have a tender but arrangements are understood to have been made to hire one from a currently out-of-ticket locomotive until a new one is constructed.

The 9F's move brings its preservation life so far in a full circle. The NYMR became its first home in preservation, in December 1980, and it subsequently moved in early 1984 to the premises of Steam & Sail at Brightlingsea in Essex for a proposed fast-track restoration that never happened.

Also about this time changes in the structure of the owning group left many of its members, mostly NYMR supporters, disenfranchised. They will therefore be pleased to see No. 92134 return to the line it was originally intended to be based on.

At that time No. 92134 effectively became the property of Steam and Sail but little restoration work seems to have

been done at Brightlingsea. Steam & Sail went out of business and No. 92134 was left marooned at Brightlingsea, until it was bought by Churnet Valley Railway director Howard Self and his wife Heather and moved, via short stays at both the Churnet Valley Railway, Crewe Heritage Centre and, latterly, the East Lancashire Railway.

By early 2017 the bottom half of the locomotive had been restored. The boiler passed its steam tests at LNWR Heritage in Crewe on November 23, 51 years since the boiler last held pressure, before the locomotive, which last ran in December 1966, was sent to Dai Woodham's scrapyard.

With the boiler steamed, the clock is ticking on the boiler certificate, hence the desire to get the engine assembled and running as quickly as possible. Much of this work will entail the making and fitting of new boiler cladding, pipework and so on.

The owning group decided to relocate after being told by the ELR in December that it could not start work on the 9F until spring 2019, with mid-2020 as the earliest completion date.

The arrangement between the NYMR and the owner is that the Grosmont shed staff will complete the reassembly and construction of a new tender, after which the railway will then get free mileage to the value of the work carried out, then the locomotive will be on a normal hire agreement under which the NYMR will pay mileage fees until it reaches the end of its boiler ticket.

No. 92134 is the third 9F to have



BR Standard 9F No. 92134 on its way to Grosmont on April 23. 92134

run on the NYMR, following on from No. 92220 *Evening Star* and more recently No. 92214, which was based on the line before moving to the Great Central Railway.

It is unlikely that a derogation will be applied for allow No. 92134 to operate to Whitby and Battersby Junction despite the absence of any pointwork with raised checkrails, which is the reason for 9Fs being barred from running on the national network. Apart from the cost of the electronics needed to do so, and while the curves on the NYMR have been eased, there remain some very sharp examples just outside Whitby.

No. 92134 will prove itself very useful on the railway's heaviest trains, notably the Pullman dining services.

Built at Crewe, No. 92134 entered traffic on May 24, 1957 and was first allocated to Saltley, from where it worked heavy freight to Gloucester, Nuneaton and Derby, and on the Water Orton-Glasgow Class C freight, which

it worked as far as Carlisle via Sheffield and Skipton.

However, it spent most of its working life at Wellingborough, to which it was transferred in December 1957. There, along with other 9Fs, it was used on Toton to Brent coal trains and also headed the weekday service to Rotherwood near Sheffield.

No. 92134 also worked general traffic over the Midland Main Line, including long-distance work from Carlisle to St Pancras.

It was allocated to Leicester Midland in February 1964 and in September that year it went to Eastleigh Works for its last major overhaul. Back at Leicester, it headed goods workings all over the Midlands and to South Yorkshire and Birkenhead in April 1965, from where it was withdrawn.

A total of 251 9F 2-10-0s were built and nine have survived into preservation. No. 92134 is also the oldest surviving class member.



Israel Newton & Sons has completed machining the capuchon of the cast chimney cap for new-build LNWR George the Fifth 4-4-0 No. 2013 Prince George and fitting it to the base and tube assembly. The chimney is now on its way to be grit-blasted and painted. LNWR GEORGE THE FIFTH STEAM LOCOMOTIVE TRUST

West Coast 'Jacobite' defies poor Easter weather

By Cedric Johns

WEST Coast Railways, by far the busiest operator of steam-hauled charter trains in the country, is set to continue its dominance in the market with excursion trains of its own in addition to assisting the likes of the Railway Touring Company and Steam Dreams with crews and locomotives.

Despite the inclement weather over Easter, West Coast reported that its Fort William-Mallaig 'Jacobite' services were well patronised to full throughout the week.

The 'Jacobite' season opened on Monday, April 9 and runs daily Mondays-Fridays until October 26. Saturday and Sunday trains run on weekends starting Saturday, June 2 through to Sunday, September 30.

From Monday, May 14 until Friday,

September 14, extra afternoon trains are scheduled during the week, the service being extended to Saturday and Sunday running as from Saturday, June 16 to Sunday, September 2.

In terms of motive power, West Coast usually hires 'Black Fives' from Ian Riley's stable, supplemented by the K1 2-6-0 owned by the North Eastern Locomotive Preservation Group.

Scarborough Spa

From early April, West Coast's 'Scarborough Spa Express' takes to the rails with trains operating to York and Scarborough with a choice of passenger pick-up points.

From Carnforth trains are routed via Skipton and Leeds or via Preston and Wakefield.

Travelling by the former route,

'Express' departures are dated for May 31, June 14 and 28, July 12 and 26, August 19 and 23 and, finally, September 6. 'Express' trains from Preston are dated to run on June 7 and 21, July 5 and 19, August 2, 16 and 30, finishing on September 13.

West Coast's 'Dalesman' trains offer trips from York to Carlisle or from Chester to Carlisle. In both cases the trips are routed via the Settle and Carlisle line with steam on from Hellfield.

Starting from York, the 'Dalesman' runs on May 8 and 22, June 4 and 5, July 2 and 3, 30 and 31, August 27 and 28 and October 30.

Trains from Chester depart on May 15, June 19, July 17, August 14 and September 4.

Full details of these trains can be found on www.westcoastrailways.co.uk



The sun sets on *Nunlow* for now, as it hauls its last passenger train prior to overhaul. NEIL TERRY PHOTOGRAPHY

Nunlow says farewell for now

THE Keighley & Worth Valley Railway has said farewell to Hudswell Clarke 0-6-0T No. 1704 of 1938 *Nunlow* as its 10-year boiler ticket expired.

The line ran a packed four-coach special, 'Nunlows Nightcap' on

Saturday, April 14 to celebrate 10 years of operation of the locomotive, which was supplied as new to the G&T Earle Cement Manufacturers' works at Hope in Derbyshire, and which was bought by the Bahamas

Locomotive Society in 1969. The society held a small event at its base at Ingrow on April 15, *Nunlow's* last steaming day. The fire was then dropped until it can be restored once again.

Locomotion gifted pioneer high-speed freight wagon

A GROUND-BREAKING 'modern' freight vehicle has been donated to the Locomotion museum.

The nationally significant High-Speed Freight Vehicle 1 (HSFV1) has been given to the Shildon venue by the APT-E-Support Group following the enforced closure of the Electric Railway Museum at Coventry.

The HSFV1 made international high-speed travel and freight carrying possible. It was developed by the Railway Technical Centre in Derby in the late 1960s under Professor Alan Wickens. The outcome was the development of new trains to run consistently at high speeds across the existing network.

The group bought the vehicle in 2010 and a new home was found with the help of Shane Wilton and Graeme Gleaves from the Electric Railway Museum. Senior curator of rail transport & technology at Locomotion Anthony Coulls said: "We thank the APT-E Support Group for their kind donation of this seminal vehicle. The research was part of the development of modern



The pioneering High-Speed Freight Vehicle 1 newly arrived at Locomotion. NRM

rolling stock and we look forward to placing it on display at Locomotion alongside the APT-E, two of the most significant vehicles of late 20th-century railway development."

Kit Spackman and Paul Leadley, of the APT-E Support Group, said: "HSFV1 is as important to modern high-speed rail travel worldwide as Stephenson's Rocket was to railway travel originally. It's very pleasing that at long last it's been given a proper recognition and a showcase in the National Railway Museum's collection."

Locomotion will also become the new home to Class 306 EMU No. 306107 later this year. Introduced in 1949 and used on the electrified suburban lines between Shenfield and London Liverpool Street, it has been on loan to the East Anglian Railway Museum. The unit will return to Locomotion for conservation and for public display.

Meanwhile, the recent wet weather had delayed the removal of exhibits from the Coventry museum, which held its final open day on October 8.

No German soldiers at Levisham event

GERMAN soldiers have been barred from the North Yorkshire Moors Railway's October 12-14 Railway in Wartime event for fear of falling foul of new legislation.

The hugely popular event, which is now in its 26th year, has previously seen Levisham station transformed into the German-occupied French village of 'Le Visham'. However, that part of the event will now be discarded, reportedly to the disappointment of many re-enactors.

A NYMR spokesman said: "Expectations currently reflected in the recent Equalities Act mean that the charity must avoid causing offence to any section of the public."

In the past, heritage railways have banned the wearing of SS uniforms at 1940s events, for fear of upsetting targets of Nazi persecution. When Jews, gypsies and other ethnic groups were sent to the death camps, the last thing they would have seen as they were being forced on and off deportation trains were guards in SS uniforms.

However, several lines have continued to depict 'ordinary' German troops not associated with the Holocaust.

IN BRIEF

→ **ESSEX'S** Frinton and Walton Heritage Trust's railway museum has been renamed the Trevor Bright Railway Museum after its co-founder, the late Trevor Bright. Several of Trevor's relatives and friends gathered at the museum for a ribbon-cutting ceremony carried out by his widow Jackie. It is open every Tuesday from 10am to noon until October.

→ **FORMER** Stewarts and Lloyds iron and steel works, Corby, Hawthorn Leslie 0-6-0ST No. 3837 of 1934 arrived on the Epping Ongar Railway on April 19. It will be restored to working order as a long-term project.

→ **GWR 4-6-0 No. 4920 Dumbleton Hall** – waiting in the restoration queue at the South Devon Railway – has had its isolated siding at Buckfastleigh reconnected to the rest of the line after nine years.

→ **THE** Furness Railway Trust's 0-4-0 No. 20 will be running for the last time at the Locomotion Museum in Shildon before it leaves, during a Wonders of Steam Power family festival on May 5-7. The event will also see Robert Stephenson & Hawthorn's 1942-built 0-4-0ST No. 7063 *Eustace Forth* running.

→ **CLASS 73 No. 73210 Selhurst** has arrived at the Ecclesbourne Valley Railway for restoration and future use there. Previously on the Mid-Norfolk Railway, it is the only Gatwick Express Class 73 to be preserved.

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No. 419 heads the rake of Caledonian Railway carriages at Bo'ness. BRIAN SHARPE



No. 419 in the latter stage of overhaul at Bo'ness. IAN LOTHIAN

Bo'ness to host 'Caley Reunion'

By Robin Jones

THE 'dream pairing' of blue-liveried Caledonian Railway survivors 812 class 0-6-0 No. 828 and 493 class 0-4-4T No. 419 will be the highlight of the Bo'ness & Kinneil Railway's November 2-4 autumn gala.

Dubbed the 'Caley Reunion', the 'must see' event will see 1899-built No. 828 brought from the Strathspey Railway to run alongside No. 419, which is nearing the end of its overhaul with a return to steam pencilled in for June, after being out of action for eight years.

Built at St Rollox Works in 1907, No. 419 is the flagship of the Scottish Railway Preservation Society, and was the first inhabitant of the society's Falkirk shed in April 1965.

In April, the cab front and rear spectacle plates and the cab roof were refitted. The mechanicals are complete and the boiler cladding installed, the water tanks and backhead fittings were to be fitted after we closed for press.

When No. 419 re-enters traffic, it will be sporting the lighter shade of Caledonian blue livery – known as Perth blue – which will be a marked change



No. 828 at Boat of Garten on the Strathspey Railway. BRIAN SHARPE



Birkhill station during the filming of *Ordeal by Innocence* in February. BKR

from the darker Caledonian blue that it previously carried.

No. 828 last returned to traffic after heavy repairs in March 2017. Earlier this year, Bachmann Europe announced the release of Branchline OO scale models of No. 828 for Rails of Sheffield, following an agreement being reached with the Caledonian Railway 828 Trust. It is available in five liveries – Caledonian Railway blue (as preserved); Caledonian Railway blue livery (as originally built), as No. 57566 in LMS black livery, as No. 57565 in BR black, early emblem livery (weathered) and as No. 57566 in BR black with the late crest.

LNER Gresley D49 4-4-0 No. 246 *Morayshire*, which is undergoing an overhaul at the Llangollen Railway, may be back in time for the gala. The *Darlington*, 1928-built locomotive will make its first gala outing in LNER apple green.

All operational members of the home steam fleet are planned to be in operation as well.

There will be a mix of both passenger and freight workings throughout the weekend, along with evening and Beerex specials.

Meanwhile, the BKR had another TV starring role in the BBC's Easter blockbuster *Agatha Christie mystery Ordeal by Innocence*.

The drama, which was shown over three April weekends, was filmed at Bo'ness earlier this year.

Two stations, Bo'ness and Birkhill, were used and appeared in episodes 2 and 3 of the series. The BR Mk.1 red and cream-liveried carriages used in the scenes made the perfect setting for the 1950s period drama.

The line's business development director Amanda Kilburn said: "We never tire of seeing how the directors of the many film and TV shows which have been filmed here use our railway on screen.

"We're delighted to be centre stage once again in *Ordeal by Innocence*. We're located just a 40-minute drive from Glasgow and Edinburgh and hope that seeing our trains and stations on the nation's TV screens will encourage more visitors to step back in time and come along to experience the joys of vintage train travel."



Former City of Birmingham Electric Company Peckett 0-4-0ST No. 1438 of 1916 made its penultimate runs on April 7 at the Appleby Frodingham Railway Preservation Society's base at Scunthorpe Steelworks, before being withdrawn for major overhaul at the end of the month. Sharing duties on the day for the private charter was Avonside No. 1919 *Cranford*. Named *Nechells No.1* in 1970, it moved to Northampton Power Station before being withdrawn in 1975. Initially preserved at the East Anglian Railway Museum it moved to Scunthorpe in the early 1990s and was restored there. STUART CHAPMAN

'Last' pub railway under threat again

By Robin Jones

BRITAIN'S 'last' pub railway – which survived a fire three years ago – may be forced to close because of a lack of volunteers.

The 7¼in gauge Fancott Miniature Railway at the Fancott Arms pub near Toddington in Bedfordshire was badly damaged when fire tore through parts of the premises on March 3, 2015. Locomotive, carriages, the engine shed and other infrastructure were destroyed.

However, it reopened on June 30 that year after well-wishers donated thousands of pounds and the pub paid for a new locomotive.

The 1000-yard railway dates back to 1975 when the original 10¼in gauge Fancott Light Railway was opened. It closed in 1986, but 10 years later, a new 7¼in line was opened by the son of the pub's owner.

Operator Ron Stanbridge, 65, from the Fancott Miniature Railway Society, has launched an SOS for fresh volunteers as many of the existing ones have reached retirement age.

"If we don't get people in to help, we will have to close," he said.

"Anyone can come down and help who is over the age of 16, as that is how old you must be to drive a train on the miniature railway."

For more information about volunteering, visit fancottrailway.co.uk

Elsewhere, a Scottish miniature railway has found itself in a similar predicament. The 7¼in gauge 0.8-mile Ness Islands Railway, the UK's most northerly public miniature railway, situated in Whin Park in Inverness, may be forced to close if no one can be found to run it.

Founder Ian Young, 75, a former Air Training Corps officer and professional railwayman who has run it for 35 years, is trying to sell the railway because of ill health.

He said: "I've recently received a diagnosis which means it will be impossible for me to continue. I'm looking for somebody else to preserve the tradition."

More details are available at nessislandsrailway.co.uk

Lorry brings down tramway wires

A MAIN road which crosses the Seaton Tramway was blocked after the catenary wires were brought down by a digger strapped to the back of a truck.

It was said that the electric cables landed on top of another road vehicle during the incident on the A3052 Swan Hill Road in Colyford

on April 12. The road was blocked in both directions for half an hour and services on the tramway the following day were cancelled.

A statement from the tramway said that the incident was caused by "an over-height HGV loaded with a digger," adding that nobody was injured.

STEAM buys Brunel instruments

A SET of Isambard Kingdom Brunel's technical drawing instruments has been bought at auction by STEAM at Swindon.

The instruments, bought with the aid of a sizeable contribution from the Friends of Swindon Railway Museum plus visitor donations, are now on display in the Building the Railway exhibition area inside an oak case inlaid with a brass plate inscribed I K BRUNEL.

Lined with purple velvet, the case contains individual compartments for each instrument.

STEAM curator Frances Yeo, said: "The size of the set suggests these may have been instruments he took with him when he travelled across the GWR railway network.

"These instruments have an excellent provenance, having been given to the seller's grandfather by Brunel's son Henry Marc Brunel in 1902.

"These drawing instruments were the tools of Brunel's trade. We have a number of signed Brunel engineering drawings within the STEAM collections, which may have been drawn using these very same instruments."

The Brunel acquisition coincides with the opening of two new exhibitions at the museum: 'The Art of Publicity' and 'The GWR Publicity Machine', celebrating the world-famous GWR advertising campaigns.

Travel over new Corris extension at spring gala

THE Corris Railway will hold its third spring gala day on Sunday, May 27 – and will offer the chance to ride over the first part of the line's new southern extension.

Passenger and van train services will be handled by new-build Kerr Stuart Tattoo class 0-4-2ST No. 7, and Ruston Hornsby diesel No. 6, following winter work which included tyre rep profiling and journals being trued at the Vale of Rheidol, and Orenstein & Koppel diesel No. 11.

The first locomotive to work during the revival of the Corris, Simplex No. 5 *Alan Meaden* will head some demonstration works trains and Clayton battery electric No. 9 *Aberllefenni* will perform its usual role of carriage shed shunter at Maespoeth Junction.

Visitors will be able to see components for steam locomotive No. 10 (currently under construction at the workshops of Alan Keef as fund raising permits) at Maespoeth Junction.

Beyond Maespoeth Junction, the extended section of track, the first step on the southern extension of the line, will be in use giving passengers chances to ride on this 'new' part of the heritage era Corris.

There will also be demonstration gravity trains.

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The new family-friendly open space planned for the National Railway Museum's South Yard. WILKINSON EYRE



An impression of the new Central Gallery, which will highlight the modern railway industry. WILKINSON EYRE

NRM details plans for £50m facelift

By Robin Jones

THE National Railway Museum has released more details of its £50 million masterplan to remodel itself and boost visitor numbers.

The £12 million first stage of the plan will see a complete redisplay and reinterpretation of the 8000 sq m Great Hall that has remained largely unchanged since the NRM opened in 1975, the creation of a new Open Store to display up to 11,000 railway objects and an interactive 'Wonderlab' gallery to help young people to develop engineering skills.

The Science Museum Group wants to appoint a full-service exhibition design team to remodel the hall, with the aim of telling the stories of how railways changed the world, with a strong focus on the Science, Technology, Engineering and Maths (STEM) curriculum.

The group's tender seeks responses from exhibition design firms that can create a dramatic, coherent permanent exhibition that does justice to stars of the museum's collection, such as

Stephenson's *Rocket*, world steam railway record-holder *Mallard* and the sole Shinkansen Bullet Train outside Japan. Long-hidden treasures from the museum stores will also be brought on display.

Better interpretation

Museum director Judith McNicol said: "The Great Hall is one of the largest museum exhibition spaces in the UK. The current treatment of both the historic structure and the exhibition space needs updating to be more accessible, with better interpretation to bring the many railway stories to life for our visitors.

"This is a challenging, dramatic and high-profile project, which will be seen and enjoyed by millions of visitors from around the world.

"We are seeking ambitious and capable designers that can combine a sensitive approach to displaying our much-loved railway history with bold and imaginative ideas that can help redefine what a 21st-century museum should look like."

Once successful firms are in place,

work is scheduled to start this summer with the Great Hall targeted to open to the public in late 2021. The Great Hall design tender is one of four that will be published in the coming weeks, with further packages of work covering graphic design, catering and retail design and exhibition design for Wonderlab.

The results of the wider masterplan are scheduled to be ready by 2025 to mark the historic 200th anniversary of the opening of the Stockton & Darlington Railway, the world's first public steam-operated line.

A new Central Gallery will showcase the latest technology and innovations from the modern rail industry, while the South Yard will be enhanced to provide more green space for visitors.

Museum Square, a vibrant new public space for the city, will be created, with the historic coal drops at its heart.

To free up space for the development, Leeman Road, which currently divides the two 'halves' of the museum, will be diverted on to the new access road for the proposed York Central development, while traffic will also be

removed from the Salisbury Terrace area.

More details of the masterplan were unveiled on Thursday, April 26, when a unique line-up of exhibits highlighting the past, present and future of rail travel was staged at the York museum.

Futuristic technology

Inside the museum's Great Hall, No. 60103 *Flying Scotsman*, fresh from its recent 'Great Britain XI' exploits, lined up alongside the Class 88 electro-diesel *Prometheus* and Britain's first Hyperloop pod prototype, which has been developed at the University of Edinburgh.

The futuristic Hyperloop technology could see passenger pods travelling inside near-vacuum tubes at speeds of up to 650mph and could, on paper at least, cut the York to London journey times to just 20 minutes.

The university team has competed in several international Hyperloop competitions and won a number of prestigious awards. The prototype will be going on public display at the museum later in the year.

Camelot fails on Bluebell service train

BR Standard 5MT 4-6-0 No.7 3082 *Camelot* has been withdrawn from Bluebell Railway traffic after it failed while hauling a passenger train out of Kingscote station on April 17.

The train reversed back into the station and No. 73082 was kept there overnight. The next morning, after the connecting rod was taken off, Class 09 D4106 towed it back to Sheffield Park.

Back in the shed, an examination revealed that both the left-hand and right-hand front cylinder covers were cracked and the left-hand piston head was broken.

A further examination was underway to check the condition of the cylinders.

As we closed for press, it appeared that new covers and a piston head would be needed. The unique cylinder covers will require a pattern to be manufactured.

It was hoped that *Camelot* would be back in traffic in two to three months.



THE 2ft-gauge line of the Racecourse Colliery at the Black Country Museum in Dudley had been out of use for some time, but the recent refurbishment of the colliery has seen the track overhauled and brought back into use. The horse and dram are taken along the rear arm round the back of the headstocks, where the dram is uncoupled and the horse walked over to the outward arm. The dram is transferred via the wagon turntable, the horse coupled up and the whole ensemble returns to where it came, this time walking in front of the headstocks. Pit pony Charlie and dram are seen in front of the headstocks, and the loaded dram on the wagon turntable on March 29. Hopefully this will now become a regular feature at the museum.

ALISTAIR GRIEVE



HUNSLET Austerity 0-6-0ST No. 3883 *Lord Phil* is to spend the season on loan at the Epping Ongar Railway and may stay on beyond. Built in 1944 for the War Department as Hunslet No. 2868, it was rebuilt as No. 3883 in 1963 as a trial for the Hunslet underfeed stoker and gas producer combustion system. It was also used for dynamometer car trials in 1963. It is pictured alongside Metropolitan Railway E class 0-4-4T No. 1 at North Weald on April 8. ANDREW SMITH

North Yorkshire Moors acquires another tamper

THE North Yorkshire Moors Railway's permanent way department has acquired a third Plasser & Theurer tamper.

While No. 73307 is similar in appearance to the NYMR's existing plain line example No. 73250, No. 73307 is a switch and crossing tamper and is believed to be the only one in preservation, the other examples being operated by Network Rail contractors.

The main differences are that No. 73307 is much more powerful, as it needs to

be able to lift heavy pointwork to tamp beneath it, and it has an extra cab in the middle for operators to observe the tamping heads in action. It also has half as many tamping heads as the plain line machine, so although it is capable of doing plain line work, it is much slower on this type of duty.

An advantage of having both types of machine is that when renewal work involves tamping plain line right up to pointwork, great care has to be taken

to 'ramp out' the plain line machine to ensure all slews and lifts are gone, else it could leave large voids under the sleepers or poor horizontal alignment just in front of the pointwork.

Another advantage of the additional machine is that it will provide added coverage for when renewals need to be completed to a deadline. This proved to be the case earlier this year when bad weather and some mechanical problems meant that some newly-laid track had to

be tamped 24 hours or fewer before the first of the *Tornado* trips ran.

No. 73307 is the NYMR's third Plasser & Theurer tamper, the first being No. 07214, which did see some use but was scrapped when No. 73250 was acquired. It was used to provide spares for No. 73250, which is a more sophisticated machine. The NYMR also has a smaller machine, a Unimog-based tamper that has yet to see service on the heritage line.

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To the Manor born: No. 7814 *Fringford Manor* departs from Whitland with the Down 'Pembroke Coast Express' from London Paddington on the last leg of its 205-mile journey to Pembroke Dock on July 8, 1963. A nameplate from the 4-6-0, which was built at Swindon in 1939 and withdrawn in 1965, will be going under the hammer at a GW Railwayana auction on July 14. NORMAN PREEDY ARCHIVE

Major Great Western Railway collection set for July auction

By Geoff Courtney

A COLLECTION of more than 100 mainly GWR steam locomotive nameplates, cabside and smokebox numberplates, shed and worksplates, models, signalling equipment, and other memorabilia, is to go under the hammer at two GW Railwayana auctions in July and November.

The collection was amassed by former railwayman and GWR enthusiast Gerald Payne, who died earlier this year aged 69, and is described by GW Railwayana's Simon Turner as "one of the most significant we have ever been asked to sell in terms of variety, quality and quantity."

Simon, who himself lives deep in former GWR territory in Worcestershire, said Gerald, a widower, had the items on display throughout his home in Tilehurst, Reading. "It is great for us to

be asked to sell the collection, quite a scoop."

The first tranche to be sold in July includes five nameplates, comprising *County of Oxford* from No. 1023, *St. Mawes Castle* (No. 5018), *Fringford Manor* (No. 7814), *Runter Hall* (No. 7919), and, by way of a diversion from the GWR theme, *Charles Dickens* from Standard Britannia Pacific No. 70033.

The four GWR representatives were built at Swindon variously between 1932 and 1950 and withdrawn between 1963-65 from, respectively, Shrewsbury (89A), Reading (81D), Gloucester Horton Road (85B), and Oxford (81F), while the plate from No. 5018 will be making its first appearance at auction. No. 70033 emerged from Crewe works in December 1952 and was taken out of service in July 1967 when shedded at Carlisle Kingmoor (12A).

Among the 10 GWR cabside

numberplates is 1023, which will be sold separately from its matching nameplate, the others being from mainly a variety of 0-6-0PTs but also a 2-8-0T, two 2-6-2Ts, and a 2-6-0.

The six smokebox numberplates set to go under Simon Turner's hammer are from three GWR 0-6-0PTs, a GWR 2-6-2T, and two interlopers – SR King Arthur No. 30448 *Sir Tristram* and WD 8F 2-8-0 No. 90708.

Another WD class locomotive also features in the models section in the form of 5in gauge live steam 2-10-0 No. 90774 which Simon described as "stunning". Other live steam models in the same gauge are No. 7817 *Garsington Manor*, two GWR tanks, and LNER Class D16 'Claud Hamilton' 4-4-0 No. 8787 (BR No. 62618).

There are three Swindon worksplates dated 1951/52/54, and miscellaneous items include a pair of GWR whistles, an

LMS Stanier hooter whistle, a GWR dual line block instrument and cowbell block bell, Western Region posterboards, and the nameboard from Hampstead Norris signalbox, a station on the GWR Didcot-Newbury line that opened in 1882 and closed in 1962.

"What is so delightful about the collection is that, although Gerald was a GWR devotee, he also collected railwayana from other Big Four companies and BR regions, and even modern image signs," said Simon.

The first auction of the collection is at Pershore High School on July 14 and starts at 10am, and the second, which will include three further GWR nameplates, 12 cabside and six smokebox numberplates, plus shed and worksplates, will be on November 17.

→ A full preview of GW Railwayana's July 14 auction will be published in next month's railwayana column.

Snaefell Mountain Railway trams run again after brake work

THE Snaefell Mountain Railway resumed services on March 29 following a seven-month suspension on safety grounds.

The tramway was closed following a Health and Safety at Work Inspectorate investigation into a runaway tram on August 4 last year.

18 Heritagetrain.co.uk

A brake failed on the tram's downwards journey and 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, but the incident led to the line being closed for safety reasons.

A statement from the Manx Department of Infrastructure said changes to the independent braking systems on the trams have been completed and the test data reviewed by the Health and Safety at Work Inspectorate and a brake specialist.

Health and Safety at work head Bernard Walden said that additional control measures are in place to improve the safety of the railway and these will be enhanced, as soon as possible, by the installation of more modern failsafe braking and control systems.



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Uphill task: Former SR USA class No. 30070 nears the top of Tenterden bank on the Kent & East Sussex Railway with a Santa Special on December 9 last year, wearing the livery of Longmoor Military Railway No. 300, in which guise it had appeared only days before following a major overhaul. The 1942-built 0-6-0T is to be one of the stars at a 1940s gala on May 19-20 that will include a Spitfire air display and other attractions recalling the years during and after the war. GEOFF COURTNEY

Spitfire above, steam trains below – KESR's set to step back in time

By Geoff Courtney

THE distinctive sound of a Rolls-Royce Merlin-engined Spitfire aircraft, Churchillian speeches, military vehicles, and steam-hauled passenger trains, will reverberate around the town of Tenterden on the weekend of May 19-20, as the Kent & East Sussex Railway holds a 1940s gala that will bring back memories to locals and visitors of a certain age.

Trains will run every 45 minutes between Tenterden and Bodiam, with two of the rostered locomotives, 0-6-0T No. 300 *Frank S Ross* and 0-6-0ST No. 25 *Northiam*, both appropriately having strong military links.

The former was built by Vulcan Iron Works of Pennsylvania in 1942 for the United States Army Corps of Engineers and shipped across the Atlantic to operate in the UK as War Department No. 1960 until the end of the Second World War. It was then sold to the Southern Railway to become a member of the USA class as No. 70, became No. 30070 after Nationalisation, and in 1963 was transferred to departmental stock, to be finally withdrawn in 1967 and purchased by the then embryonic Kent & East Sussex Railway.

Last December it returned to traffic after overhaul in the guise – and blue livery – of Longmoor Military Railway No. 300, another member of the class that remained in the UK after the war

and in the 1950s operated on the line in Hampshire.

No. 25 was a comparative latecomer to the steam scene, having been built in 1953 by Hunslet Engine Co of Leeds (works No. 3797) for the War Department.

It worked at various Army locations, including the Longmoor Military Railway in 1957, and arrived at the KESR in 1977 from the Command Ordnance Depot at Bicester, where it had been named *Sapper*.

Other highlights of the 1940s event will include Spitfire flying displays on both days – weather permitting – a Winston Churchill actor and, in contrast, Viv the spiv with his wartime black market goods, and at Tenterden there will also be 1940s groups and dancers, vintage stalls selling authentic clothing and accessories of the period, and air raid precaution teams providing an insight into life on the home front.

Vintage military and civilian vehicles will be on display at both Tenterden and Bodiam, and the latter station will additionally feature interactive Land Army displays and activities, a Desert Rats' encampment display with weapons and Jeeps, popular 1940s tunes, plus a vintage pop-up tearoom.

Passengers will be given their own identity cards which allow unlimited travel all day at £18 for adults and £12 for children, while family tickets are priced at £38.

Watford Marri back on track

STEAM locomotive *Marri* has returned to the Watford Miniature Railway in Cassiobury Park after being restored to working order after 15 years.

Based on Baldwin prototypes, it has 'Wild West' features such as a cowcatcher and bell.

Built by Willis Light Engineering of Perth in 1993, it was flown to the UK in the hold of a jumbo jet, and ran for the first time at Watford the day it landed at Heathrow.

Mickey Mouse for Forest gala

MID-HANTS Railway-based BR Ivatt 2MT2-6-2T No. 41312 will be making its first visit to the Dean Forest Railway for the June 15-17 gala. It is the first time that any member of the class has run there.

No. 41312 was built at Crewe in May 1952 and spent its entire working career on the Southern Region. Class members were nicknamed Mickey Mouse tanks due to the placing of route indicator discs either side of the smokebox that then looked like ears.

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Trial fitting of the doorplate and backhead of the inverted boiler for No. 6880 at Tyseley Locomotive Works in early March. CHRIS MOORE



Work taking place on the right-hand cylinder cladding on No. 6880 *Betton Grange* at Llangollen in early March. LYNN MOORE



The tender earmarked for GWR 2-8-0 No. 3814 in the latter stages of overhaul inside the workshops at Llangollen. Agreement has been reached for it to run with No. 6880 *Betton Grange* while its owner's locomotive is still undergoing restoration. Little is known about this vehicle, other than it is a genuine GWR Collett 4000 gallon vehicle, with a six ton coal capacity – its number and its operating history remain a mystery. What is known is that it was bought from BR departmental use, possibly by the owners of West Country No. 34007, before being sold to its present owner, who also owns a Churchward 3500 gallon tender in unrestored condition. QUENTIN MCGUINNESS

Grange team agrees tender hire

By Robin Jones

THE builder of the 81st Grange, the *Betton Grange* Society, has secured a hire agreement that will see a genuine GWR tender paired with its locomotive for use on heritage railways from 2019.

No. 6880 *Betton Grange*, which incorporates the boiler from former Barry 10 Modified Hall No. 7972 *Willington Hall*, and components from other GWR locomotives – including 4-6-0 No. 5952 *Cogan Hall*, which is also owned by the group – should be steamed for the first time by the end of this year.

When the time comes, the tender earmarked for use with GWR 2-8-0 No. 3814, which is undergoing restoration at the North Yorkshire Moors Railway, will be available to work with the *Grange* as completion of No. 3814 is still some years away.

Owner Peter Robinson moved the Collett 4000 gallon tender to Llangollen in order that its own restoration could be completed there. With some work still remaining to be done on behalf of the owner by contractor Llangollen Railway Engineering, volunteers from the *Betton Grange* Society will paint the completed tender in the matching lined BR green livery it has been decided to run No. 6880 in for the initial part of its

first 10-year 'ticket'. The arrangement will see a hire fee paid to Peter each time that *Betton Grange* is steamed, earning much-needed funds towards the completion of No. 3814, which itself is due to move to Llangollen for its restoration to be progressed, while the society will get to operate its locomotive without having to complete the construction of its own tender first.

Around £120,000 will be needed to complete a new tender and overhaul the chassis of the genuine GWR item it already owns.

Advanced stage

Restoration of the boiler for No. 6880 is almost finished at Tyseley Locomotive Works with work on the firebox at an advanced stage. The unexpected cost of a new front section of the boiler barrel has been offset by the news that around 80% of the original firebox stays are suitable for further use.

A delay in the delivery to Tyseley of a piece of tooling which will facilitate the attachment to the rest of the boiler means delivery of the boiler has been similarly delayed. However, a generous offer from haulier Andrew Goodman of Moveright International will now see the locomotive's chassis taken to Tyseley, rather than the boiler first going to Llangollen, where the engineering

team will better be able to ensure that the boiler is a true fit for the newly constructed frames.

This in turn should see the locomotive returned to Llangollen with the boiler installed in the frames and ready for final plumbing and completion of cab fittings. A new smokebox, ashpan and grate are also on order and expected to be delivered shortly.

The society's 225 Boiler Club appeal, to which *Heritage Railway* magazine was the first contributor when it was launched three years ago at Llangollen's Steel, Steam and Stars IV, has reached its £225,000 target and the funding of the boiler is now therefore complete, although money is still required for a full set of superheater elements, which weren't included in the original estimate.

Meanwhile, No. 6880 *Betton Grange* has been invited to join the provisional pool of locomotives for Vintage Trains' 'Shakespeare Express' programme between Birmingham and Stratford-upon-Avon. The Tyseley-based organisation has recently applied for a Train Operating Company licence, and has launched a major share issue to help set it up. At the moment an 'agreement in principle' has been reached between the two organisations, as No. 6880 will first

need to operate successfully at the Llangollen Railway and other preserved lines, before it can apply for main line certification.

Always an aspiration

Spokesman Paul Appleton told *Heritage Railway*: "It will be at least a couple of years before we can even consider going main line, but this has always been an aspiration since fundraising first started. We hope to be running at Llangollen next year, then who knows?"

"We still need to build a tender to main line standards, and then there is the small matter of all the electrical gizmos we need to fit, and that is going to be very expensive. No doubt we will have to make a separate appeal for funds in order to do that. For now though, let's just focus on getting the locomotive finished."

Although it is planned to light a fire in No. 6880's firebox before the year end, it is not anticipated that the locomotive will be ready to pull trains until spring 2019 at the earliest. Funds are still needed to finish work on the bottom end, with two new main steam pipes also needing to be funded.

→ Anyone interested in finding out more about the project, or who can help close the remaining funding gap, is invited to go to www.6880.co.uk



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It's lucky Friday the 13th for Princes Risborough extension!

By Phil Marsh

FRIDAY the 13th proved to be a lucky day for Chinnor & Princes Risborough Railway when it ran its first train into the new platform at Princes Risborough in April.

Following the major track lift and relocation overnight on March 10/11, as highlighted last month, the CPRR infrastructure team bolted together the track panels and reconnected the new platform 4 line to the sidings south of Princes Risborough station.

This move made it possible for trains to access the new platform running via the existing line used for passenger services and then reversing from the sidings.

Ready for first train

The track was connected on Friday, April 6, the last panels connected on Monday, April 9 and declared ready for its first train. The track had been aligned to the platform with sleeper ends ballasted for stability, ready for the first train movement, a three-wagon ballast train running from Chinnor behind Class 08 No. 08825 arriving just before noon on April 13.

The locomotive was detached from the wagons and run along the new line at caution as a gauging run, running to just north of the new platform to a temporary stop board.

It then set back into the sidings to retrieve the wagons which proceeded to drop ballast on the line. There is still much work to be done before the first passenger train is able to operate.

The main work is the track slew from the temporary stop board, including installing a point to the existing running line.

No date has been set for the opening, but a spokesman for the CPRR said: "Barring unforeseen events or equipment failure, the summer holidays could see the start of services into what will then be the nearest main line connected heritage railway interchange with the national rail network to London."

It also will bring an operational steam railway – in the conventional sense as opposed to a working museum – to Buckinghamshire for the first time, given that Princes Risborough is in that county.

The Watlington branch, of which the CPRR covers part, closed to passengers on July 1, 1957, and the route to Thame



Ballast being dropped on the day that the first train ran into the Chinnor & Princes Risborough Railway's new platform at Princes Risborough. ANDREW ROYLE

(and Oxford), which used the same platform at Princes Risborough, closed on January 7, 1963.

Largest surviving

Built in 1904, Princes Risborough North signalbox, at the northern end of platform 3, is the largest surviving GWR box. It closed in 1991

but became a Grade II listed building after a successful public campaign to save it from demolition.

The Chinnor & Princes Risborough Railway Association agreed with Network Rail, allowing them to maintain the box and undertake restoration work after a period of neglect left it damaged by weather and vandals.

Help save Locomotion No.1 – the pub!

A CAMPAIGN has been launched to raise £350,000 to buy a pub with close links to the dawn of steam railways.

Great Aycliffe independent town councillor Paul Symons wants to reopen the Grade II listed Locomotion No 1, which stands opposite the platform of unmanned Heighington station on the Tees Valley line.

The station was part of the Stockton & Darlington Railway and was where its first steam engine, George and Robert Stephenson's *Locomotion No. 1*, was placed on the tracks in 1825.

It hauled the first train on what was the world's first public steam-operated railway on

September 27 that year.

Since it closed, the pub, which was named in honour of the locomotive, has been badly vandalised both inside and out.

Coun Symons has approached businesses on the nearby Aycliffe Business Park for support and has met with the Friends of the Stockton and Darlington Railway.

He said: "I just want to get it back to having meals, entertainment and events for the community and save and help a historic building for the area and for the railway."

→ An appeal for money to restore and reopen the pub has been set up at crowdfunder.co.uk/refurbishment-of-a-historical-train-station



County Donegal Railways 2-6-4T No.4 Meenglas in the Railway Preservation Society of Ireland's Whitehead workshops. HUGH DOUGHERTY

Facelift continues on County Donegal Meenglas

WORK is now well underway on the cosmetic restoration of County Donegal Railways 2-6-4T No. 4 *Meenglas*, in the award-winning Railway Preservation Society of Ireland's Whitehead workshops.

Metalwork on the tanks is being replaced, with the cab and bunker stripped down to remedy extensive corrosion, while work is also being done to the boiler and footplate.

The £45,000 restoration is being carried out by Heritage Engineering Ireland on behalf of Destined, the charity which works with and for disabled

people, and which has taken over Londonderry's Foyle Valley Railway Museum on a long lease from Derry & Strabane District Council.

When the restoration is complete, *Meenglas*, which had been on static display outdoors since 1989, will be plinched at a new, more prominent location beside the Letterkenny Road outside the museum building, to help promote the museum itself.

The project has also included work on the locomotive's history with local schools and a publication on the life and times of *Meenglas* is planned as a result.

Landslip closes Lynton cliff line

A COMBINATION of the recent very wet conditions and freezing easterly winds is thought to be the cause of a landslip which closed the Lynton & Lynmouth Cliff Railway on April 13.

Operator the Lynmouth and Lynton Lift Co. said there were no injuries to passengers, visitors or staff, and no

damage to the carriages.

The company brought in rope access specialists and contractors to work alongside the line's engineers to remove the debris and stabilise the offending section of bank. The railway reopened in mid-April following the remedial works.



Stephen Lewin 0-4-OST No. 18 of 1863 in action at the Great North Steam Fair at Beamish Museum on April 8, between Head Wrightson 0-4-0VBT 'Coffee Pot' of 1871 and South Durham Steel & Iron Co 0-4-OST Malleable No. 5 of 1890 awaiting restoration. CHRIS GEE

Lottery grant boosts Peak line history project

A NEW project is seeking help from local communities as it compiles a new history of the Midland Railway main line between Derby and Manchester.

The first phase of the Derwent & Wye Valley Railway Trust project has just received £10,000 from the Heritage Lottery Fund for the Tracking Our Heritage project.

The money will allow dedicated research to explore and record the oral histories of former employees of the section of the railway that ran between Matlock and Rowsley, former commuters as well as volunteers who have worked on the route since it was relaunched as Peak Rail four decades ago, with the intention of rebuilding it from Buxton to Matlock.

Peak Rail president Pete Waterman unveiled the project in mid April. He said: "It's important we don't lose our history. The spoken word is the best way to record events. People's memories are fantastic and you find out stuff they would have never written down."

Project manager Richard Godley said: "Tracking Our Heritage will engage the local communities of Matlock, Darley Dale and Rowsley in uncovering local heritage based around the section of the former mainline railway by working with people of many ages so they

can enjoy learning together through intergenerational events.

"Young people, schools, and volunteers will produce a 'timeline' history of the heritage railway operation and the former mainline railway using a variety of media. The project will hold 'show and tell' events where people can bring along memorabilia, share stories and exchange memories, which will all be recorded."

People are being encouraged to share their memories at two free 'show and tell' events which are being held from 11am-3pm on April 28 at Peak Rail's Darley Dale station museum and from 11am-3pm on June 9 at the Matlock Town Council offices.

The first section of the line between Derby and Ambergate opened in 1840. When the entire route was completed, it included major examples of Victorian engineering like the viaducts of Miller's Dale and Monsal Dale. It was closed in 1968.

The Derwent Valley & Wye Railway Trust aims to obtain, restore, preserve and operate a representative collection of heritage railway buildings, structures, rolling stock and artefacts for use by exhibitions and for the education of the public in the infrastructure, management and the operation of railways between Ambergate and Buxton.



Pete Waterman (third from left) launches Tracking Our Heritage with (from left) the project's Catherine Croney, Mick Bond of the Peak Rail Association, project manager Richard Godley, plus Roy Mckinley and David Lathrope of the Derwent & Wye Valley Railway Trust. NIGEL CORLETT

Cranmore seeks an education officer

THE East Somerset Railway is looking to appoint an education officer as work starts on creating a learning centre.

The railway, founded by the late international wildlife artist David Shepherd, won a £46,500 grant from the Heritage Lottery Fund, which will also be used to restore the former GWR station at Cranmore, with the Down platform, demolished by BR in the 1950s, being rebuilt.

Project manager Gary Amos said: "An important part of the project is making the wonderful heritage that we have here more accessible to the public.

"We are therefore looking for someone to help us devise the best ways of presenting what we have to schools and groups, as well as the public in general."

Anybody interested in the position is invited to email their CV to info@eastsomersetrailway.com



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Appeal for help to bring BR shunter back from Italy

By Robin Jones

THE Heritage Shunters Trust has launched a £15,000 appeal to bring back a Class 04 shunter from Italy.

A supporter has already agreed to fund the purchase price of the locomotive, D2289, but extra money is now needed for transport costs.

Isle of Sheppey company Shipbreaking (Queenborough) exported around 15 redundant Class 03, 04, 06 and 07 shunters to industrial buyers in Italy in the early seventies, including D2289, when went to the continent in April 1972.

It was bought by the Acciaierie di

Lonato SpA, Lonato steel works in Brescia, and was still being used as recently as October 2009.

The steelworks has since become a sugar warehouse and although D2289 was stored there, it was no longer in use.

The buyer of D2289 – the last existing Drewry 04 that made it into Rail blue livery – has said that he wants to base it at Rowsley on Peak Rail, where the Heritage Shunters Trust collection is based.

If it cannot be found a place there, the trust will find a home for it on another railway.

It was understood that he bought the



Class 04 shunter D2289 in its red Lonato steelworks livery in Italy. HST

locomotive for in excess of £20,000.

Meanwhile, the trust's Dawn of the Summer Shunter Hunter gala on May 12-13 will see the return of its Class 14 D9525 and its unique Class 06 as D2420 in its new BR green livery. It will be the first time in over 30 years an 06 has been seen in green!

→ Anyone who is willing to help meet the transport costs of bringing D2289 back to Britain is invited to call 0114 242 4405 or 07868706156, email syr_03099@yahoo.co.uk or write to 22 Newman Road, Wincobank, Sheffield, S9 1LP.

Does Minehead need bigger engines?

THE West Somerset Railway has asked its stakeholders if funds should be sought to develop the heritage line so that it can regularly accommodate large engines.

The question has been asked in the plc company's draft Corporate Plan for 2018-2023.

The railway has asked stakeholders as to what extent timetabled trains should be cancelled to accommodate incoming charter trains which bring in more money.

WSR vice chairman Frank Courtney said: "The board decided it was time to review the way the railway developed and is consulting on a new Corporate Plan.

A key element of this is the recruitment of more volunteers.

"At the same time as retaining its heritage role WSR needs to move with the times and follow modern business practices.

"The railway needs to look ahead and ensure that the business continues to grow over the next several years.

"Given the present uncertain economic situation this is no easy task, but given that one way or another, the railway has survived for the well over 100 years, the directors are confident that the West Somerset Railway has a bright and

exciting future."

Alex de Mendoza of the Minehead Rail Link Group, which has been pressing for regular services on and off the main line to the resort, said: "I was pleased to see the stakeholder consultation. We have had productive meetings with Great Western Railway and the WSR and we are starting to speak the same language."

The railway is now a £3 million business and is the largest employer in West Somerset.

→ Anyone interested in volunteering is invited call the WSR office 01643 704996.



One of the new cylinder blocks for No. 3850. SHAKESPEARE CASTINGS

New cylinder blocks for 2884 class

DINMORE Manor Locomotive Ltd have had the first of the new cylinder blocks cast for Collett 2-8-0 No. 3850.

This is believed to be the first time that a cylinder has been cast for a 2884 class locomotive since the end of production at Swindon in 1942.

The casting took place at Shakespeare Castings using a pattern created by Premier Patterns. The boiler to be used on No. 3850 (previously on sister No. 3845) is now being refurbished by Ian Riley & Son whilst work continues on the bottom end at Toddington on the Gloucestershire Warwickshire Railway, with parts being machined where necessary at DML's private location.



Left: Visiting from the South Devon Railway, London Transport 0-6-0PT L94 works past Waterside Caravan Park, Goodrington on the Dartmouth Steam Railway on April 18. | JAMIE SQUIBBS

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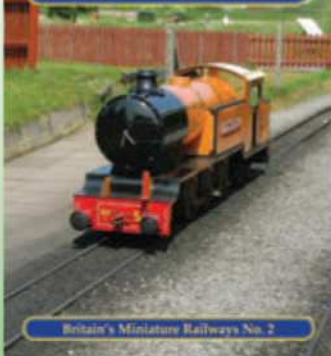
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- Leading the P. W. team
- Supervision of contractors.

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This job would suite someone with a wide ranging interest in technical and engineering subjects. An electrical qualification would be advantageous but not essential as full training would be given.

These are salaried posts with 29 days annual leave, company pension and discounts on National Rail travel. The standard working week includes weekend shifts and a requirement to work on some Bank Holidays, when the railway is at its busiest.

If you would like to know more about these exciting opportunities please email Kim Richardson. Applicants should submit a CV together with a letter of application, outlining their suitability for the role, their intended approach to it and their indicative salary expectations to kim.richardson@rhdr.org



Venerable power: Former Lancashire & Yorkshire Railway Class 27 No. 1300 sports its final BR guise of No. 52322 as it heads a demonstration freight train at Burrs Country Park near Bury on the East Lancashire Railway in October 1995. The 0-6-0 was built at Horwich in 1896 and withdrawn in 1960 after 64 years' service with the LYR, LMS and BR. BRIAN SHARPE

Summer holiday in Kent for northern steam locomotive

By Geoff Courtney

WHEN the fire of Lancashire & Yorkshire Railway Class 27 No. 1300 was lit for the very first time 122 years ago, Queen Victoria still had five years of her long reign remaining, the Prime Minister was the Marquess of Salisbury and the world's first mass production car, the Ford Model T, was more than a decade away.

The 0-6-0, designed by L&Y chief mechanical engineer John Aspinall for freight operations and one of a class of nearly 500 locomotives, was built at Horwich and entered traffic in January 1896, becoming LMS No. 12322 after Grouping in 1923 and No. 52322 following Nationalisation in 1948.

Like so many examples of Victorian engineering, it was built to last and it gave 64 years of service before being withdrawn by BR from the Oldham shed of Lees (26E) in August 1960. Rather than having an appointment with the cutter's torch however, it was saved for preservation by a Lancashire civil engineering company and now enjoys life on the East Lancashire Railway in the ownership of Andy Booth.

That life is to take a temporary new turn, for the venerable locomotive is travelling the furthest south it has ever been to spend the summer on the Spa Valley Railway in Kent, where the novelty of a thoroughly northern engine in south-eastern surroundings will doubtless delight visitors and local

enthusiasts alike. Once it has arrived in Tunbridge Wells it will get straight down to work, hauling its first trains on May 5.

Spa Valley general manager Jonnie Wesson has outlined a busy schedule for the 0-6-0, including a star appearance at the railway's summer festival on the weekend of June 30/July 1.

"No. 52322 is the only remaining member of a once 484-strong class and it will be the furthest south it has ever operated since its construction," he said. "In addition to featuring heavily at the festival, it is planned to operate the majority of our standard timetabled services between May and August."

The railway is based at Tunbridge Wells West station, home to a four-road depot that was opened in 1891 and is the only

former LBSCR shed (75F in BR days) still in use. The five-mile line runs via High Rocks and Groombridge stations to Eridge, where it has a direct link with the national network to London Bridge.

Its steam fleet includes three former BR locomotives – A1X 'Terrier' 0-6-0T No. 32650 Sutton, LMS 'Jinty' 0-6-0T No. 47493 and LNER J94 class 0-6-0ST No. 68077.

The A1X was built at Brighton in 1876, making it 20 years older than its northern-based summer guest, meaning it and the Class 27 have a combined age of no fewer than 264 years.

The Spa Valley diesel fleet includes shunters D3489 and 15224, and Class 33 Nos. 33063 (D6583), 33065 (D6585) and 33201 (D6586).

London tram saviour honoured at Seaton

A SEATON Tramway tram has been dedicated to the memory of the local man who rescued it from a farmyard.

Gordon Langford, a music composer, arranger and pianist of international renown, who died last year, salvaged the 1904-built double decker London Metropolitan tram body, being used as a chicken coop on a farm just outside London, in the late 1950s.

Its renovation involved taking off the top deck and reducing the width of the tram so it could run on the narrower gauge track. It became Tram No. 14 and was nicknamed 'Gordon's Tram'.

In April commemorative plaques were placed on it in recognition of Gordon's achievements and unveiled in the presence of his son Philip and daughter Joanna. Gordon had lived in Seaton since 1970.

26 Heritagetrain.co.uk

New top engineer for Llangollen Railway

THE Llangollen Railway has appointed Tim Pulford as its chief civil and mechanical engineer following on from the reorganisation of the line's senior management structure of the railway.

The CCME post is new and follows the appointment earlier this year of Liz McGuinness as business manager to head the railway's commercial division.

Tim has a strong engineering background – a graduate of Brunel University, much of his experience has been gained in the automotive industry, most recently as a chief engineer for a global automotive consultancy, managing and delivering a wide range of design,

test and development projects for vehicle manufacturers worldwide. He is an Associate of the Institute of Mechanical Engineers.

Llangollen Railway plc director Robert Bettley-Smith said: "Tim's appointment, from outside the heritage railway sector, will bring additional expertise to the railway and add another dimension to the railway's existing, and excellent, skill base."

Tim said: "I am highly impressed with their can do attitude and, for example, last Thursday I visited the site of the new Corwen station, which is being built by a team of volunteers, and their achievements are best described as 'impressive'."



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The Statfold Barn Railway's overhaul of Bagnall 0-4-2T *Gelert* has been completed and the 1953-built locomotive is back in traffic on its Welsh Highland Heritage Railway home. Meanwhile, the WHHR has taken a leaf out of the Vale of Rheidol's history book, from the time the line was run by British Rail and the locomotives and coaches were painted in blue with double arrow logo. The WHHR has now painted its guard's van in the BR livery of the period, complete with the logo. JOHN HUGHES/WHHR

Second engine to return to steam on Cornwall's Helston Railway

THE Somerset & Dorset Railway Trust's Prussian blue-liveried Peckett 0-4-0ST *Kilmersdon* will be based on the Helston Railway until early 2019 and will be the first steam locomotive to haul a train over part of the GWR branch in 55 years.

Built in 1929, what was the last steam locomotive to work the Somerset coalfield and which is based at Washford station on the West Somerset Railway, will make its Cornish debut at the line's 1940s event on May 27-28.

The locomotive spent its working life at Kilmersdon Colliery in North Somerset and now gives shunting demonstrations during WSR gala events.

With the restoration to working order of Portsmouth City Museum's 1949-built Peckett 0-4-0ST No. 2100 *William Murdoch* likely to be completed within months, there is now the prospect of the normally diesel-operated Helston Railway having two locomotives in steam later this year, with a special event being held.

Meanwhile, BR Mk.1 Suburban coach E31147 has arrived at the Helston Railway on long-term loan from the South Devon Railway.

Helston Railway marketing director Ben Harding said: "This is a major milestone reached in the railway's development towards the goal of establishing a regular passenger service on the line."

Saltburn cliff railway work uncovers original parts

ORIGINAL parts from Saltburn-by-the-Sea's 1884-built funicular railway have been discovered during its ongoing refurbishment.

Due to the age of Britain's oldest water-balanced tramway, numerous items have had to be repaired or replaced following detailed investigations.

However, some components from the time it was first built have been found and restored when possible, including original cast-iron fittings.

Get in touch editor@heritagerailway.co.uk

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FIFTY YEARS OF THE THRIVING KEIGHLEY & WORTH VALLEY RAILWAY

Published to mark the 50th anniversary of the opening of the Keighley & Worth Valley Railway, this is the story of local people who achieved an impossible dream - by taking over their closed branch line and turning it into a tourist attraction with worldwide appeal.

While the locality is famous for the Bronte sisters and the setting for their novels including *Wuthering Heights*, the line is internationally famous as the place where *The Railway Children*, one of the most popular children's films of all time, was filmed half a century ago, and continues to delight and inspire audiences today.

This bookazine also outlines the colossal impact that this branch line, which closed even before the Beeching cuts, has had on the railway preservation sector, helping to make it a key part of the UK tourist industry.

It looks in detail at the branch's history and the heritage line's impressive locomotive fleet, plus star-studded visitors including *Flying Scotsman*.

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Harsher prison terms for heritage vandals under new guidelines

By Robin Jones

VANDALS who attack historic sites like heritage railways could face prison sentences of up to four years under tough new sentencing guidelines for judges and magistrates.

For the first time the Sentencing Council for England and Wales has specifically said "arson or criminal damage to national heritage assets" should be seen as an aggravating factor in advice for courts weighing up prison terms.

With Category 1 criminal damage cases, pre-meditated or revenge attacks, this could extend an 18-month sentence to a four-year term, if the recommendations are adopted.

Greater consistency

The Sentencing Council promotes greater consistency in sentencing of offenders, while maintaining the independence of the judiciary. It produces guidelines on sentencing for the judiciary and criminal justice professionals and aims to increase public understanding of sentencing.

The new tougher sentences proposal has been published in the wake of a spate of vandalism at heritage lines. In

the past year, historic coaches on the North Yorkshire Moors and Severn Valley railways have been damaged.

In the latest incident, at the Churnet Valley Railway, overnight between Saturday, April 7, and Sunday, April 8, graffiti was sprayed on several carriages.

Once the damage was discovered, volunteers rallied round to rectify what they could in order to prevent a special Paw Patrol family event on the Sunday being cancelled.

Staffordshire Police has appealed for witnesses to get in touch on 101 and quote incident 185 of April, 2018.

The proposed new sentencing guidelines cover damage to listed buildings or a major emergency response which require large numbers of police and fire crews, leading to fewer resources being available for other incidents at the time. They cover arson, criminal damage or arson with intent to endanger life, criminal damage, threats to destroy or damage property, and racially or religiously aggravated criminal damage.

Also, under the new guidelines, cases where there are fatalities are likely to result in murder or manslaughter charges rather than arson or criminal damage.



One of the Churnet Valley coaches which was sprayed with graffiti in early April. CVR

Sentencing Council member Judge Sarah Munro QC said: "The guidelines we are proposing will help ensure consistency in the sentencing of these extremely varied offences."

Appropriate sentences

"They can range from very minor damage to property up to an intent to endanger lives, and the guidelines set out an approach to sentencing

that will help ensure appropriate sentences according to the seriousness of each offence."

A consultation document outlining the proposals said: "Even damage to items that have little financial value can cause great distress to victims, as the items may be of great sentimental value, and may be irreplaceable."

A consultation on the draft guidelines is running until June 28.

'Irrational' Wolverton Works demolition for High Court hearing

By Phil Marsh

THE controversial demolition of Wolverton Works is to be challenged in the High Court.

On April 4, Historic England announced that its application for a Judicial Review challenging Milton Keynes Council's decision to grant planning permission to property developer and owner St Modwen had been granted. The hearing is set for May 23.

The council approved the firm's planning application in November 2017.

Leave to proceed

A statement from Historic England said: "We are pleased to report that we have been given leave to proceed with our Judicial Review action against Milton Keynes Council."

"That means that we will be able to make our case to a High Court judge that the council's decision was irrational, given the purpose of the Conservation Area designation in 2001 and affirmation in 2009."

"The hearing date has been set for May 23 and should Milton Keynes Council choose not to oppose the action, it may never get to court."

In another twist in the long-running planning saga, Phillip Webb, a local objector to the demolition plans asked Simon Peart, the council's conservation and archaeology manager about how the council would enforce planning rules in the Wolverton Conservation Area once the works was demolished.

The response was: "Yes, this is a question that we have discussed within the team. We will wait to see the outcome of the Judicial Review and review once there is a firm timescale for the works' demolition."

"We will have to review whether, given the scale of the demolition to the works permitted, Wolverton should still be a conservation area. As

you rightly point out, the works is the principal reason for the Wolverton conservation area."

This reply implies that the works' buildings form the key part of the conservation area and should therefore remain intact but not necessarily in railway use, as was decided in the local planning referendum and enshrined in local planning policy guidelines.

Milton Keynes Council declined to comment on the upcoming Judicial Review.

The first authorised demolition took place in February, with a section of the famous 135-year-old Wolverton Wall being removed to create an entrance to a new shop located on a hectare of

former works' land. This act brought home to locals that the world's longest continuously-open major railway works might be about to vanish from the world's first railway town.

Home of the Royal Train

The works was established by the London & Birmingham Railway in 1838 at the midpoint of the 112-mile route from London to Birmingham, developed by Robert Stephenson.

The Victorian new towns of Wolverton and New Bradwell were built to house the workers and service the works. The works has been the home of the Royal Train since 1842.

St Modwen's annual general meeting on March 28 saw shareholders ask questions about inconsistencies, errors and omissions concerning Wolverton in the company's annual report.

A discrepancy between the annual report in which it was suggested that 325 dwellings would be built there while the planning application stated 375 dwellings was highlighted.

Also, a question about St Modwen's intransigence over the works' planned First World War memorial, which has been ready for erection for 18 months, remained unanswered.



Demolition of the 135-year-old Wolverton Wall began in February. However, the Judicial Review may yet throw a lifeline for the historic works. PHIL MARSH



With snow-covered Snowdon in the background, South African Railways NGG16 2-8-2+2-8-2 Garratt No. 138 approaches Rhyd Ddu on the Welsh Highland Railway on April 5. PHIL WATERFIELD

Lottery gives Ffestiniog Railway £454,000 for heritage skills training

THE Ffestiniog & Welsh Highland Railways has scooped £454,500 from the Heritage Lottery Fund to keep traditional skills alive for future generations.

Part of the Lottery's Skills for the Future scheme, the money will fund an ambitious programme which is now seeking to recruit 20 trainees over a two-year period.

Under the scheme, the railway aims to attract trainees in order to share the heritage skills of its existing workforce and to encourage careers in the sector.

Skills areas covered by the scheme include horticulture, heritage joinery, heritage mechanical engineering, dry stone walling, permanent way engineering and heritage interpretation; the scheme will work in collaboration

with local partners and colleges.

Former headmistress Karen Spring has been appointed as project manager and is now preparing for the first round of trainees who will join the programme in September.

People with necessary skills

F&WHR director and general manager Paul Lewin said: "For our national heritage to have a bright future we need to ensure that there are people with the skills necessary to conserve, work with and interpret our heritage assets.

"It is of vital importance that people from all backgrounds are attracted to be involved in our heritage at all levels.

"Also as traditional heritage skills diverge from the requirements of

mainstream industry, it is ever more important that we concentrate on developing those skills. This program, made possible by the HLF, allows us to focus on these challenges in a way that we simply could not otherwise hope to do."

First launched in July 2009, Skills for the Future is a grants programme supporting organisations across the UK to develop vocational learning programmes, and which has so far awarded nearly £60 million to finance high-quality, work-based training and the development of new qualifications and heritage career pathways.

→ Anyone interested in joining the training scheme is invited to email hlfs4f@ffwhr.com



Ffestiniog & Welsh Highland Railways general manager Paul Lewin and newly-appointed project manager Karen Spring at Porthmadog Harbour station. CHRIS PARRY

March boost for Great Central Railway canal bridge appeal

THE Great Central Railway's £475,000 appeal for funds to repair a Victorian bridge over the Grand Union Canal in Loughborough, has passed the £110,000 mark.

The rapid climb from the previous total followed a successful 'Money Match' promotion during March 2018. The Crossing the Canal appeal is the latest fundraising drive in the project

to link the GCR to its northern 'twin', the Great Central Railway (Nottingham) to create an 18-mile steam highway across the East Midlands. A new bridge over the Midland Main Line, for decades seen as the big stumbling block to uniting the two heritage lines, is already in place.

The money will pay for bridge works to allow heritage trains to cross the Grand Union canal in Loughborough.

GCR managing director Michael Gough said: "The response to the Money Match March promotion was staggering. A fund of £25,000 was made available to match donations pound-for-pound in March up to a total of £25,000.

"Ultimately that was cleared by some way, with hundreds of donations arriving online and through the post,

taking us up to our latest running total of £110,000."

→ To make a donation online, visit www.gcrailway.co.uk/unify Cheques can also be posted (made payable to 'David Clarke Railway Trust' and with 'Crossing the Canal' written on the reverse) to: DCRT, Lovatt House, 3 Whamcliffe Road, Loughborough, Leicestershire LE11 1SL.

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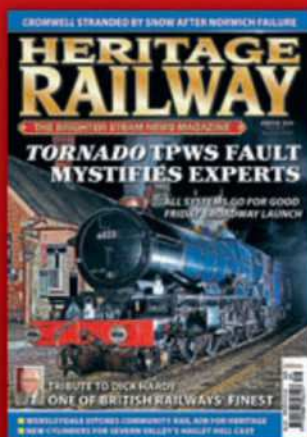
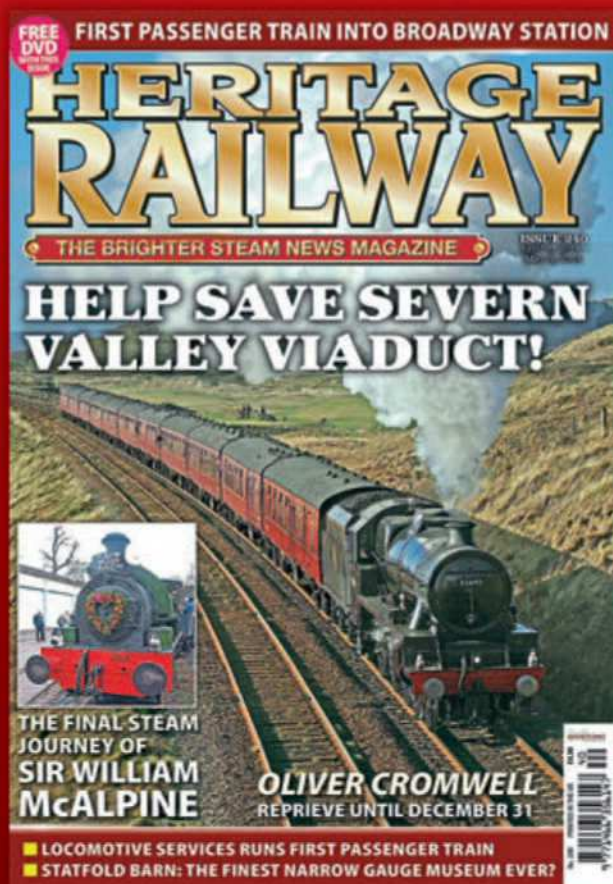
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LMS 8F 2-8-0 No. 48151 climbs away from Battersby with the Railway Touring Company's 'Whitby Flyer' returning to York on April 14. RICHARD WARREN



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Russian enthusiast urges increased railway links after 'exciting' UK visit

By Geoff Courtney

ONE of Russia's leading narrow gauge railway specialists has urged even closer cooperation between enthusiasts in his country and Britain after a fact-finding visit to the UK which he described as "exciting and helpful."

During his visit in early April, Sergei Dorozhkov visited Bressingham Steam Museum, Southwold Railway Trust and the London Museum of Water and Steam in Brentford, and also gave a talk on Russia's narrow gauge scene at the annual meeting of the New Europe Railway Heritage Trust in London.

Sergei, who is director of the Pereslavl Narrow Gauge Railway Museum north-east of Moscow was accompanied on his trip by museum colleague Dmitrii Kalinovskii. Sergei told *Heritage Railway* at the end of his visit: "We regarded it as most exciting, and are very grateful to NERHT for hosting us and making all the arrangements.

"The opportunity to see several different sites at different stages of development and with various themes was very helpful. It is so much more worthwhile exploring things for ourselves than solely reading about them.

"Railway preservation in Britain started 50 years before that in Russia, and it is really helpful to learn from you and have the benefit of your experience. Conditions in our country are quite different, and one can hardly expect things to be done exactly as in the UK, and the more we explore, so we see wider horizons."

Sergei said that railway preservation in his home country was developing rapidly, with work being carried out on new broad and narrow gauge projects as well as the extension of old schemes. "International cooperation is most useful for the evolution of such projects, from the techniques of preservation and restoration to attracting visitors and communicating with the public and



Narrow gauge specialist Sergei Dorozhkov experiences one of Bressingham Steam Museum's attractions on April 8 during his UK visit from Russia. DMITRII KALINOVSKII

official organisations.

"We hope that, following our visit, cooperation continues at an even more advanced pace, and we are starting to work on several joint technical and tourist projects. We would like to thank our British friends, and invite enthusiasts to visit Russia and see our railway museums for themselves."

Stephen Wiggs, chairman of the UK-based New Europe Railway Heritage Trust, which supports and helps railway preservation in the former Soviet Union and other central and eastern European ex-communist countries, said: "Many UK enthusiasts have little idea of how important narrow gauge was in Russia, so it was great to hear Sergei's talk on this subject at our annual meeting.

"Sergei and Dmitrii had time to visit only a few narrow



Russian narrow gauge enthusiasts Dmitrii Kalinovskii (left) and Sergei Dorozhkov with former Amberley Museum 1913-built 3ft gauge Peckett Scaldwell at the Southwold Railway Trust base in the Suffolk resort on April 9. JOHN BENNETT

gauge sites in the south-east, but they said that what they saw will help their work on new projects now going ahead back home. I agree with Sergei that our aim must be to develop even more British-Russian links in the field of narrow gauge preservation."

The importance of the Russian narrow gauge network mentioned by Stephen is illustrated by the fact that in the late 1960s the country had an estimated operational 60,000 miles of mainly 750mm (2ft 6in) gauge track, and even in 1981 more than 20,000 miles.

Pereslavl Narrow Gauge Railway Museum at which Sergei is director was founded in 1990 by a group of enthusiasts, and was for a number of years Russia's only public narrow gauge museum. One of its attractions is a 750mm gauge line of nearly two miles, which may be extended by four miles if current plans come to fruition.

Bodmin DMU sold to Weardale Railway

IN just two months Weardale Railway supporters raised £54,000 to buy a DMU from the Bodmin & Wenford Railway.

The Derby, 1960-built Class 108 unit will allow the heritage line to carry twice as many passengers, as it extends back into Bishop Auckland after an absence of several years.

The DMU can accommodate 120 people, double the capacity of the Class 122 railcar currently in service on the line. The unit was conveyed by road from Cornwall to Weardale in late March.

Weardale Railway Trust financial director Peter Baker said: "We decided that we would like to own our own train so that we can run our heritage services with reliability and perhaps expand in the future as well.

"We were very lucky that our members responded to our request for funds to buy this."

The trust is a charity run by volunteers to support Weardale Railway CIC, the company which owns the line. The charity owns a minority share in the company, with British American Rail Services owning 75% and Durham County Council the rest. The railway has announced that it will extend its services from Stanhope beyond their current limit at Witton-le-Wear into Bishop Auckland following repairs to the track.

The track is being lifted at Broken Banks, half a mile from Bishop Auckland, where the line had been sinking.

The first journey from Stanhope to Bishop Auckland was made on



Monday, March 26, saw the Bodmin & Wenford Railway's long-serving Derby lightweight DMU split so it could depart by low loaders to its new home at the Weardale Railway in County Durham. It has been replaced by former Chiltern Railways Class 121 'bubblecar' No. 121020. CHRIS HATTON/BWR

Saturday, April 21, at the start of a gala weekend celebrating the line's Class 31 diesels No. 31106 and 31190, with Network Rail-liveried No. 31285 also in

action. It was the first passenger train through Broken Banks for six years.

It is intended to run regular heritage services into Bishop Auckland from July.

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The East Lancashire Railway diesel gala saw all the preserved Class 40 diesels apart from No. 40118 assembled in one place for the first time to mark the 60th anniversary of the class. D200, D213 *Andania*, No. 40106 *Atlantic Conveyor*, No. 40012, No. 40135 and No. 40145 line up for a photographic night shoot at Buckley Wells shed the Saturday before the 40s at 60 gala on May 13-15. TERRY EYRES

Hagley Hall boiler now being overhauled in Stockton



The boiler of *Hagley Hall* prior to its departure from the Severn Valley Railway on April 10. SVR

THE boiler of one-time Severn Valley Railway flagship GWR 4-6-0 No. 4930 *Hagley Hall* has left the line for overhaul.

The SVR finalised a contract with Northern Steam Engineering Ltd of Stockton-on-Tees for the overhaul which has begun immediately with, an expected completion date of summer 2019.

Paul Hobson of The Friends of Locomotive 4930 *Hagley Hall*, said: "We would like to acknowledge the financial support we have received both from the Heritage Lottery Fund (£95,000 award), and also from our loyal group of 4930 supporters. Many of these people have been regularly contributing funds to the restoration appeal in recent years, in anticipation of a return to active service of the SVR's former flagship locomotive."

The Severn Valley Railway Charitable Trust director Shelagh Paterson added: "Alongside this development, we are delighted that the new cylinders for 4930 are about to be cast. These two schemes are clear evidence that *Hagley Hall*'s return to front line duties on the Severn Valley Railway is well under way."

SVR engineering services manager Neil Taylor said: "This is a strategic decision to accelerate the rebuild of 4930 which will mean that we can increase our fleet of Class 4 and Class 5 locomotives."

Further donations are needed to complete the locomotive's restoration. Donations can be made online at svrtrust.org.uk, telephone 01562 757940 or using a mobile telephone to text "HALL29" with your amount to 70070.

Blue diesels for big Somerset seaside gala

VINTAGE diesels to the seaside will be the theme of the West Somerset Railway's June 8-10 modern traction gala.

GBRailfreight will be amassing locomotives from around the country at Kidderminster on the Severn Valley Railway for a single move to Bishops Lydeard.

Guests will be Class 20s Nos. 20189 and 20205 (Michael Owen) hauling Class 45 No. 45041 *Royal Tank Regiment* (Peak Locomotive Company), Class 50 No. 50035 *Ark Royal* (Class 50 Alliance) and Class 55 No. 55019 *Royal Highland Fusilier* (Deltic Preservation Society).

All these visitors are in BR blue livery, so could this be one of the longest train formations of blue diesels in many years?

These visitors will be joined by the home-based Diesel & Electric Preservation Group's fleet of Class 14 D9526, making its return to traffic after a heavy overhaul, Class 33s D6566 and D6575, with the former also reentering service after overhaul, Class 35 Hymeks D7017 and D7018, the latter making its first public runs since a catastrophic engine failure in August 1995 and a full rebuild and Class 52 D1010 *Western Campaigner*. Class 09 shunter D4107 will haul shuttles between Bishops Lydeard and Norton Fitzwarren, backed up by the Class 14.

The gala will also be complemented by a beer festival to run over the weekend at the Somerset & Dorset Railway Trust site at Washford

Douglas Strathallan horse tram depot may be rebuilt

A £1.5 million project to demolish and rebuild the Strathallan horse tram depot in Douglas has been lodged with the Manx Government.

If the green light is given, work may start in the summer.

The proposed new building will include space for temporary storage of Manx Electric Railway tramcars, a ticket sales area, first-floor offices and staff facilities.

Based on the design of the original depot that was built on Strathallan Crescent in 1902, it will replace the current run-down premises, and is intended to enhance the Douglas

Promenades Conservation Area.

The new sheds will accommodate 13 horse tramcars, while in the east wing, there will be an indoor ticket sales area and washrooms for passengers.

First-floor offices will be used by 16 engineering staff members.

The facade of the building will be based on the original building with 12 doors, parapet and mouldings. The current tracks and traverser in the forecourt will stay in place.

Separate planning permission is being sought for temporary stables for the tram horses on the Summerland site.

Steam marks Northern Ireland Railways golden jubilee year

By Hugh Dougherty

NORTHERN Ireland Railways chose to celebrate its 50th anniversary in style with steam.

The award-winning Railway Preservation Society of Ireland's recently-restored Great Northern Railway of Ireland 4-4-0 Q class No. 131 pulled a special train, packed with members of the public and former and long-service NIR employees, from Belfast Great Victoria Street station to the society's museum and workshops at Whitehead, on Wednesday, April 4, to mark the company's golden jubilee.

Travelling on the train was NI Railways managing director Richard Knox. Proudly holding a copy of a jubilee souvenir brochure, which includes pictures of the steam locomotives operated by the then-new company in 1968, Richard told *Heritage Railway*: "We are very proud of our steam heritage and, although we are an all-diesel operator today, we simply had to run steam to mark our 50th anniversary.

"Steam really catches the imagination of the public especially that of children, who are our rail passengers of tomorrow, and by running steam, today, we are raising awareness of all railways themselves. That's thanks to the Railway Preservation Society of Ireland with whom we have a very close and mutually-beneficial working relationship.

"I am very conscious of the railway heritage that we possess and, at this important date in the history of our

railways, it has been wonderful to be able to create a living link with the past having a Great Northern Railway of Ireland locomotive at the head of this special train."

The special duty for No. 131 was its first revenue service trip on the main line after rebuilding. Crowds and local media assembled at Great Victoria Street to see it return to a station that the engine often visited in GNR days on trains to Derry, Clones and Dublin. With the train a sell-out, at special celebratory fares of just £6.40 for adults and £3.20 for children, on by steam and back by service train, there were large numbers of families travelling, keeping the train crew of NIR and RPSI staff and volunteers busy, and underling Richard Knox's view of the importance of steam to the railway.

There was a late departure from Great Victoria Street at noon, rather than the scheduled time of 10.55am, owing to crewing difficulties with NIR General Motors diesel No. 112 *Northern Counties* which brought the RPSI coaches into the platform to allow No. 131 to head the train.

But, once on its way, despite torrential rain and a greasy railhead, No. 131 showed its mettle as a GNR (I) thoroughbred, and the locomotive's 117 years were no barrier to the train

whipping alongside Belfast Lough in the manner of a former Larne boat express.

Arrival at Whitehead at 12.45pm saw No. 131 and its train draw into the RPSI platform where again, the locomotive was the focus of attention, as NIR officials congratulated driver Noel Playfair on superb running.

Also on the footplate was NIR trainee steam driver David Haire, who was learning by observing what was taking place on the run. David, who is a regular diesel driver with the company, has been selected to learn steam operation, and he owes both that and his diesel driving job to his time as a teenage volunteer railcar driver on the Foyle Valley Railway.

"I qualified to drive the County Donegal railcars on the FVR when it was still running and I also trained drivers on the Fintown Railway when railcar 18 moved there. That experience stood me in very good stead when I applied to become a driver on Northern Ireland Railways. Now, I'm looking forward immensely to keeping steam alive on the mainline by training to become a qualified steam driver. I learned a great deal on the footplate today," he said.

It was a proud day, too, for David's dad George, who also drove railcars on the Foyle Valley Railway and who advises

on railcar maintenance and operations on the Fintown Railway today. George, who has clear memories of engines of No. 131's class hauling trains through his native Strabane, said: "It's wonderful to see No. 131 in action today and even better that David was on the footplate on such a historic occasion. I'm very proud of him and look forward to being on a steam train driven by him after he qualifies. His railway volunteering has stood him in very good stead indeed."

Northern Ireland Railways took over 210 miles of railway on April 1, 1968 and ran a mixture of steam and diesel services having inherited WT 2-6-4Ts and one former Sligo & Leitrim and Northern Counties Railway 0-6-4T, *Lough Erne*, from the Ulster Transport Authority. Company-run steam was eliminated by 1971 but, throughout the 50 years of the company, RPSI steam trains have been a regular and highly-valued feature of operations.

Northern Ireland Railways is part of the state-owned Translink Group, which includes Ulsterbus and Metro, Belfast city bus operators. The railway carried a record 14 million passengers in 2017 and new stations and trains are planned to accommodate increasing capacity, with the possibility of reopening lines closed during the 1960s, being examined in co-operation with community groups.

Continuing steam train operation is firmly part of the company's plans, and Richard Knox says that, as an integrated track and trains operator, the company is in a strong position to do this by working closely with the RPSI.



Backing steam: NI Railways managing director Richard Knox highlights the steam pages in the company's 50th anniversary booklet, as he enjoys his steam train ride to Whitehead.

HUGH DOUGHERTY



Freezing rain saw enthusiasts wrap up warm at Belfast Great Victoria Street station to appreciate No. 131, complete with commemorative headboard, before it left for Whitehead. In the steam era, No. 131 would have stood at this spot many times in the past before leaving for Derry, Clones or Dublin. HUGH DOUGHERTY



Diesel's return: Former BR Class 04 D2245 that worked the original Derwent Valley Light Railway between 1969-78, heads a demonstration freight train on the now revived line at Murton Park on March 25. JONATHAN STOCKWELL

Plaque unveiling sets seal on railway's silver anniversary

By Geoff Courtney

RAILWAY preservationists are well rehearsed in celebrating anniversaries, which provide an ideal opportunity to remember the past, celebrate the present and look forward to the future, while at the same time putting on a good show for visitors.

The Derwent Valley Light Railway, whose stretch of standard gauge track at Murton Park is almost literally within the shadows of York Minster and the National Railway Museum, may be small and a comparative newcomer when compared with some higher-profile lines such as the North Yorkshire Moors Railway 25 miles up the road, but on March 25 that was no deterrent to having a party befitting a member of the heritage railway movement.

The occasion was the silver jubilee of the line's launch of its regular passenger services, and for railway enthusiasts there were two ex-BR 0-6-0 diesels in operation – 03 class No. 03079 (D2079) and 04 D2245 – and a 4wDM with strong links to York, 1960 Ruston & Hornsby ex-Rowntree factory No. 3, now carrying the name *Ken Cooke*.

There were also five items of former BR rolling stock earning their keep either on passenger work or demonstration freight trains, all built between 1951 and 1957 – including a Mk.1 coach constructed at nearby York – and for pure goods traffic nostalgia, a general purpose van built by the GWR at Swindon in 1915 that was modified by BR in the 1950s to carry bananas, complete with steam heating to help ripen its cargo between port and market.

Another historical item that fascinated visitors was a newly-restored platelayers' pump trolley that was brought from the original DVLR in 1970 for £10 and became part of the heritage railway's

stable in 2012. Of rather more modern vintage was an observation coach built in 2003 by B&W engineering of Elvington, near York, comprising a new body on a wagon underframe and described by DVLR trustee and spokesman Allan Briggs as "unique and a gem."

The event attracted 750 visitors, and such was the demand for rides that two extra services had to be laid on.

Before the gala, Allan had promised it would be of interest to families as well as railway enthusiasts, and this manifested itself, among other activities, in a 28-piece brass band, fairground rides, model railway and vintage tractor exhibitions, and rides on a 5in gauge live steam railway run by York City & District Society of Model Engineers.

Coun Barbara Boyce, the Lord Mayor of York, accompanied by the Lady Mayoress, Valerie Clark, were among the visitors, and after riding the train, Coun Boyce unveiled a 25th anniversary commemorative plaque at the railway's Murton Park station.

The original Derwent Valley Light Railway ran for 15 miles from York Layerthorpe to Cliffe Common near Selby, and opened in 1912 to convey mainly agricultural produce, although passenger trains ran until 1926.

It remained in private hands throughout the Grouping and BR eras, but despite this independence, motive power was provided by the LNER and subsequently BR and included J21, 24 and 25 class 0-6-0s.

Latterly, the line was worked by two Class 04 diesels bought from BR, one of which was the now returned D2245. Closure came in September 1981, and in 1990 preservationists took over the half-mile stretch within Murton Park that is now their home and where the original track was still in place.



Above: Mayoral recognition: Lord Mayor of York Coun Barbara Boyce unveils a 25th anniversary plaque at Derwent Valley Light Railway's Murton Park station on March 25. JONATHAN STOCKWELL

Right: Pumped up: Derwent Valley Light Railway volunteers Jo Waddington (left) and Stuart Stockwell prepare to demonstrate a newly-restored platelayers' pump trolley at the railway's 25th anniversary gala at Murton Park on March 25. JONATHAN STOCKWELL



The Isle of Wight Steam Railway's second LMS Ivatt 2MT 2-6-2T, No. 41313, which was contracted to the East Somerset Railway for overhaul, is now back on the island where it rejoined sister No. 41298. It is seen at Deacons with the 1.21pm Smallbrook Junction to Wootton on April 5. The IoSWR is to hold a special Ivatt gala on May 26-28, and its Ivatt 2MT 2-6-0 No. 46447, on loan to the ESR, will visit for the event.

DON BENN



Help save historic DEMU that survived the Troubles

By Robin Jones

A CAMPAIGN to save the last Northern Ireland Railways 80 Class 'Thumper' DEMU – used during the Troubles for the Peace Trains to Dublin and back – has been launched by the Downpatrick & County Down Railway, and for every pound you donate, a DCDR volunteer will match it pound for pound up to £4000.

Nine of the Class 80 sets were ordered from British Rail Engineering Limited and were in service between 1974 and 2016. Structurally, they were based on the BR Mk.2b bodysell, although no BR version of the 80 Class was ever produced, leaving it unique to Northern Ireland.

In 1965, huge swathes of lines were axed in Warrenpoint, Dungannon, Omagh and the West and it looked like the rest of the network would follow suit. The railway was still largely an Edwardian relic, with mechanical signalling and jointed track, and indeed, retained steam until 1971.

However, NIR gave the surviving system a new lease of life with the arrival of the 80 Class sets.

Despite bombs and hijackings, these sets became regarded as the train that would get through the Troubles, reliable and strong enough to keep the people of Northern Ireland moving. There were a few withdrawals due to continuing terrorism but the majority of the fleet kept on going.

In the 1990s they were also used for the famous Peace Train movement, operating between Belfast and Dublin, with one of the surviving units, No. 69 operating the last Peace Train to Dublin.

The majority of 80s were withdrawn

in 2004-6 with the arrival of the 23 CAF 3000 sets, but increasing traffic meant additional rolling stock was needed. The short-term solution was to pick the 12 best 80 class cars and refurbish them as four-car sets with central door locking.

The refurbished sets were used on the Larne line from 2009 to 2011. A farewell tour was held on September 25, 2011 by the Modern Railway Society of Ireland and the final passenger working occurred the following day.

In 2006 NIR started operating a sandite train from September to December and several 80 class cars were modified for the purpose, but they were replaced by a new purpose-built vehicle in 2017.

Railway chairman Robert Gardiner said: "The 80 Class may not be a steam train, but they are still fondly loved by railway workers and the public alike. They're unique to Northern Ireland, there's nothing else like them in the world and they defined Northern Irish rail travel for four decades. This veteran of the rails is also testimony to Northern Ireland's resilience.

"Sadly, the last of the 80 Class, used by Translink as leaf-busting trains during the autumn until last year, has now been withdrawn from service and without your help their last stop could be the breaker's yard, leaving no trace of their important legacy. But it doesn't need to end this way!

"On a recent visit to our heritage railway, a 10-year-old child came up to me excitedly and asked if we were saving an 80 Class. While surprised that he knew what they were, I thought how could we disappoint him?

"We want to turn back the clock for



Surviving 80 Class DEMU No. 69 near Carrickfergus in May 1984. The railcar is to be named after the RPSI's late chairman Michael Collins. SAM SOMERVILLE

these trains to allow our children and grandchildren to fall in love with their unique spirit. That distinctive thump-thump noise which gave them the nickname 'thumpers' in recent years, along with the clickety-clack of them going over the rails and the merry tunes that used to be played on their warning horns by their happy drivers, got into your soul just as it did with me as a child going to holidays in Portrush, kick-starting my own passion for our railway heritage.

"With an 80 Class in our fleet we can expand our timetable to include days and times that we normally couldn't operate, and provide extra capacity at peak events. It will make school trips easier and cheaper to run, and when our Ballydugan extension opens, the 80 Class will be used to provide a connecting service between the Loop Platform and Inch Abbey, providing a longer trip for passengers, as well as giving passengers a chance to experience different forms of rail transport and the experience of changing trains.

"To help return the 80 Class trains to their former glory, we have agreed with Translink to repaint the trains to their original maroon and blue livery with the large white diamond on the front you might remember, but this and the transport to Downpatrick doesn't come cheap.

"If you donate £50 you will get free travel on any day the 80 Class is running. £100 will get you an invite to the official opening as well. £250 will get you both of these plus a cab ride.

"£500 will earn you this and exclusive lineside access, whilst donations of £1000 or above will get you all of that for life, plus the chance to actually learn to drive the vehicle with an exclusive footplate experience course.

"We know you can do it, but we don't have long to make this happen."

➔ **To make a donation log on to www.downrail.co.uk/80class or send a cheque to Downpatrick & County Down Railway (80 Class Appeal), Market Street, Downpatrick, BT30 6LZ**

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TV star opens historic former main line signalbox

By Geoff Courtney

AMBERLEY Museum has marked the launch of its 40th season with the official openings by television and

radio personality Nicholas Owen of a landmark former main line signalbox and a standard gauge locomotive shed.

Nicholas, a railway enthusiast who supports the West Sussex visitor

attraction, performed the dual opening on March 25. The signalbox was built by Saxby & Farmer in about 1868 and after eight years at another location was moved to Billingshurst on the London

Victoria to Bognor Regis line, where it remained in operation for 138 years.

It was closed in 2014, by which time it had attracted the attention of railway enthusiasts, particularly those



Railway grouping: Volunteers and local enthusiasts outside the former Billingshurst signalbox at its official opening at Amberley Museum on March 25. PETE EDGELER

Right: Joy rider: An enthusiastic Nicholas Owen rides on standard gauge Simplex shunter *Burt* to open the locomotive's new engine shed at Amberley Museum on March 25. GRAHAM LINDSAY



New wheels for old on NYMR

THE North Yorkshire Moors Railway carriage and wagon staff, aided by the motive power depot, have completed wheelset exchanges on six carriages over the winter, with MPD working on the more straightforward BR1 bogies and the carriage and wagon team tackling the more complex Commonwealth type.

These are just the first fruits of a programme that should give a much improved ride to the occupants of the coaches concerned, but is just the first stage of a rolling programme to tackle wheelsets on most of the railway's 40-plus operational coaches.

Snap *Flying Scotsman* and wildlife at Chinnor

TWO more photographic days on the Chinnor & Princes Risborough Railway will take place during the last week in May. These days are run by *Heritage Railway* correspondent and Chinnor volunteer Phil Marsh in his sixth decade of railway photography, with proceeds going towards the new track and platform at Princes Risborough.

On Saturday, May 26, the theme is railways and wildlife and includes a rear cab ride in a Class 121 'bubblecar' offering a panoramic view of the Chilterns' red kites and usually deer along the line. The day has two theory sessions interspersed with practical sessions to put the theory into practice.

Circular tour

Steam Dreams is bringing LNER A3 No. 60103 *Flying Scotsman* to Princes Risborough on Thursday, May 31 for a lunchtime circular tour and the 100-lever Princes Risborough North Signalbox will be the location for a half day photographic session devoted to the famous engine.

The largest GWR signalbox in existence offers unparalleled and uninterrupted elevated views of the Chiltern main line and the charter as it departs Princes Risborough. There is

a theory session followed by an hour practicing from the signalbox getting ready for the steam special's arrival and departure.

Both days are designed to enhance understanding of how to get the best from your camera (irrespective of your budget and ability), how to prepare to get that 'lucky shot' and a look at photographic artistic techniques to understand how to create a unique image.

The railways and wildlife day costs £95, the *Flying Scotsman* half day costs £49.95 and both can be booked by contacting Phil Marsh on cleekrail@btinternet.com or calling 07810 556252. Full details can be found at: www.chinnorrailway.co.uk.

The railway was kept busy in the nominally-closed winter season, hosting two sets of filming – one for Amazon's *The Grand Tour* which involved a stunt car and the removal of Wainhill level crossing gates and the other was for the BBC *Top Gear* show.

Then on March 8, police officers from Thames Valley, Surrey, Sussex and Hampshire forces enjoyed a day's tactical firearms training at Chinnor using a Mk.1 set and a Chiltern Railways Class 165 unit, a follow-up day to the



Deer on the Chinnor & Princes Risborough Railway. PHIL MARSH

series of four similar days held last November as previously reported in *Heritage Railway*.

Role-playing villains

Again, the day involved boarding the trains and neutralising various role-playing villains who were armed variously with guns and samurai swords or just behaving in a suspicious way. Chinnor volunteers and Chiltern Railways' staff were used as hostages and rescued several times!



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classicmagazines.co.uk/rmarchive

In the frame: Railway enthusiast and TV broadcaster Nicholas Owen operates the restored former Billingshurst signalbox after he had opened the new attraction at Amberley Museum on March 25.
PETE EDGELER

with an interest in signalling, due to it being the country's oldest operational box and the last surviving working representative of its design.

To the delight of those aficionados, a new home was found for the 19 lever Grade II listed box just 11 miles down the line at Amberley, where it was erected near the museum's working 2ft gauge line and restored by volunteers.

After Nicholas had formally opened the museum in front of a large crowd, Amberley marketing and communications manager Rebecca Main said: "The box was built for the LBSCR and is a welcome addition to our railway collection, and complements our former Hove station ticket office."

During his visit the TV newsreader also opened an engine shed that has been built to house diesel locomotive *Burt* and two historical wagons that represent the type used when the museum site was a working chalk pit and connected to the nearby LBSCR main line.

Burt, a 56bhp 4wDM Simplex shunter built by Motor Rail in the early 1950s for Kent timber merchant Burt, Boulton &



Haywood, operates on the museum's short stretch of demonstration standard gauge track. It has been restored by a volunteer team led by Tony Johnson, and he accompanied Nicholas when the locomotive was driven into the new shed to mark its opening.

Based in a 36 acre former chalk pit near Arundel that was worked from early Victorian times until 1969, the museum's public railway is a 2ft gauge half-mile line with three stations. Other

attractions to railway enthusiasts include a collection of more than 30 steam, diesel, petrol and battery-driven locos that represent a variety of gauges from 1ft 10in to 5ft 3in.

One of its resident engines, *Peter*, will be the centre of attention at a gala on July 14-15, when it celebrates its 100th birthday. A former Ministry of Munitions and quarry locomotive built by W G Bagnall of Stafford (works No. 2067), this 0-4-0ST arrived at Amberley in 1983, and has become

a popular stalwart of the museum's operational fleet.

In addition to its strong railway theme, the museum is home to traditional craftspeople such as woodturners and a blacksmith, and its 40 exhibit buildings portray transport and industrial history. In this, its 40th season, there will be more than 50 events, from children's activity days to classic vehicle shows and including a petrol locos day on August 19 and an industrials rail gala on September 21.

Oswestry South opens up...

RAILWAY signalmen of the past, present and future are being invited to Oswestry station on Saturday, May 12 for the reopening ceremony of Cambrian Heritage Railways' historic signalbox – which will coincide with an open day at the line.

Built in 1892, Oswestry South box was operational until 1970. Unlike much of the town's railway infrastructure, it escaped demolition in the late 1960s and early 70s, but was stripped of its contents. The box regained a lever frame recovered from Wellington (Shropshire) when it was restored in 2005/6.

As part of the structure's recent refurbishment, CHR volunteers have sourced and installed additional appropriate equipment. Although there is still much to do, it is now in a position whereby the public will be able to see just how mechanical signal boxes – once common across the country – operated.

Part of the work was funded by a grant from the local Triple Niners charity from funds raised at the town's annual bonfire.

CHR chairman Rob Williams said: "We are delighted that ITV Central News' transport correspondent

Keith Wilkinson has agreed to undertake the formal opening for us and we will also have a signalling expert on hand to explain to members of the public how everything works.

"We hope that former or current signalmen, whether local or from the wider system, will join us too."

As well as the signalbox, the whole of the railway will be open, with trains running at both Oswestry and Llynclys stations. There will also be a community railway event at Gobowen station outlining plans for the future and Tanat Valley Coaches' 1961-built Leyland Tiger Cub heritage bus will link all three sites.

Rob said: "These are exciting times for our railway with members working hard to extend our track to Weston Wharf by 2019.

"We rely entirely on volunteers and the more we can recruit, the quicker we can achieve our aims. We need help in all departments from laying track to running the museum and from operating the cafe to driving the locomotives. Visitors will be able to find details of all roles available – including signalling."



MP John Hayes (centre, beige coat) joins local civic dignitaries at the cutting of the first sod on the new site for the relocated Deeping St James signalbox.

RUTLAND AND STAMFORD MERCURY

Campaigners see Deeping signalbox begin to rise

WORK has begun on rebuilding historic Lincolnshire's historic Deeping St James signalbox following a campaign by villagers.

The 1876-built signalbox was demolished in 2014 to make way for new electric crossing gates as part of a £280 million modernisation of the Great Northern & Great Eastern joint line between Doncaster and Peterborough.

However, many villagers were determined that it should be saved and launched an appeal for funds, backed by *Heritage Railway*.

On March 10, South Holland and the Deepings Conservative MP John Hayes cut the first sod on the site for the re-

erected box in front of a sizeable crowd.

The remnants to the structure were saved by Network Rail and are now stored in containers on a nearby farmer's field. The major work on the project will start in September. Much of the work will be carried out by New College Stamford construction students.

The signalbox is considered of immense local historical importance as it carried the original name of the village.

Mr Hayes was instrumental in obtaining a government grant to allow a new site for the box to be built near the stationmaster's house in Station Road.

When rebuilt, the 'box will be used as a heritage centre.

Royal opening for replica Helston halt

BRITAIN'S most southerly station – the new Truthall Halt on the Helston Railway – has received a royal booster.

The Queen's cousin HRH Prince Richard The Duke of Gloucester KG, GCVO officially opened the rebuilt halt on Thursday, April 5, more than 55 years after the GWR Helston branch was closed by BR.

The duke, who is also a patron of the Severn Valley Railway, and 24th in line of succession to the throne, was accompanied by the Lord Lieutenant Edward Bolitho and Mrs Alexandra Bolitho, and was received at the halt by Philip Martin, chairman of Sithney Parish Council. He was then introduced to Chris Heaps, the chairman of the Helston Railway Preservation Society charity, and to James Packman, the chairman of the Helston Railway Preservation Co. Ltd which operates the trains on the mile-long heritage line.

Eventually opened

Chris said: "Fifty years after the opening of the Liverpool & Manchester Railway in 1830, the inhabitants of Helston were frustrated that their ancient borough was still not connected with the national railway network. There had been a number of abortive attempts to build a line, but it was not until 1880 that The Helston Railway Act received Royal Assent. Supported and funded by local residents, the first sod was cut in 1882, and the line eventually opened in May 1887.

"Sixty five years later, in November 1962, the last passenger train left Helston for Gwinear Road, and two years later the residual goods service was withdrawn. The track was ripped

up, the trackbed reverted to nature and the stations, including Truthall Halt, were demolished.

"At the beginning of the 21st century, a few railway enthusiasts contemplated the possibility of reopening part of the line as a tourist attraction, and by 2007 volunteers had laid the first section of track at the site of a completely new station later to be built at Trevarno.

"Since then, over a mile of track has been laid and trains now operate between another new station at Prospidnick and Truthall Halt. None of this could have happened without the extraordinary contribution of the volunteers and the generosity of donors."

Railway of the Year

The Helston Railway won the Ian Allan Heritage Railway of the Year title at the prestigious National Railway Heritage Awards in 2010.

The halt is a faithful reproduction of the original Great Western Railway pagoda and platform and has been constructed entirely by voluntary labour.

At the opening, Helston Town Band played Handel's See the Conquering Hero Comes, which had greeted the arrival of the first train into Helston station in 1887.

After being introduced to the train crew, the duke rode in the cab of the diesel hauling his train to Prospidnick Halt, where James Packman introduced him to many of the volunteers who had contributed to the success of the reopening of part of the line.

Before he left, he duke was presented with a copy of a book about the history of the Helston Railway, written by Chris



The Duke of Gloucester climbs aboard Ruston & Hornsby diesel No. 27974. This is a fake BR number and in its working life the locomotive never carried Rail Blue livery or even worked for BR. It was built in 1954 and was delivered new to the British Sugar Corporation at Bardney in Lincolnshire then in 1982 transferred to the BSC works at King's Lynn. In 1997, Great Eastern Traction preserved it for use at Hardingham station on the Mid-Norfolk Railway. It later moved to the Northampton Ironstone Railway before being bought by three members of the Helston Diesel Group in 2007. BARBARA BARNES



Prince Richard, Duke of Gloucester, unveils the Helston Railway seal at Truthall Halt on April 5. HR



The original Truthall Halt in September 1961. HR



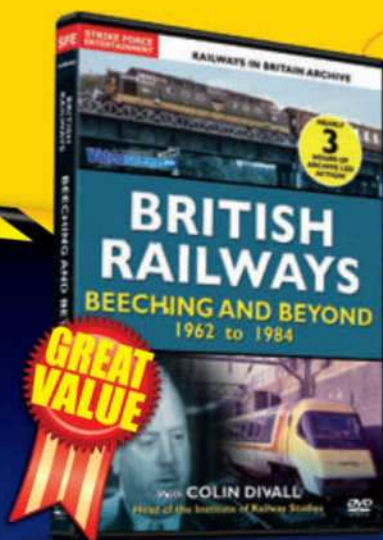
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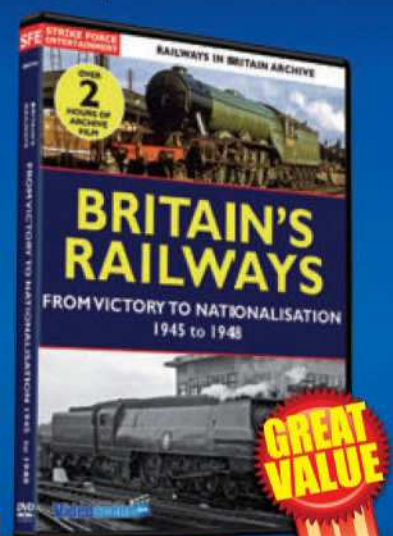
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A detailed overview of the state of the British railways in the aftermath of Victory. Suddenly, the railways were no longer a weapon of war and the worn out rolling stock and permanent way were relieved somewhat of the heavy burden of the transportation of the men and munitions of war. Holiday traffic resumed and railway catering services re-opened. It was also to be the swan song of the 'Big Four' railway companies in the lead up to the Nationalisation of 1948, and the inevitable standardisation of locomotive classes under the British Railways brand that would stem from that. DVD Extra - "Scottish Express" (1946, 30 mins).

Original Price: £19.95 New Price: £14.95 Relaunch Price: £12.95 (Valid until 31/7/18)

Duration: 101 mins Code: SE041 To be re-released mid-May



Britain's Railways at War: The Home Front Documentary Collection 1941-1946

A comprehensive collection of original archive documentaries covering the wartime role of railways on the British home front and featuring a wonderful variety of period steam locomotives.

Duration: 201 mins Price: £19.95 £14.95

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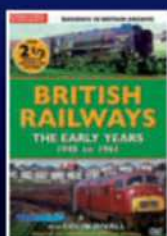


British Train Disasters 1914-1975

British Train Disasters is a compilation of newsreel reports from the British Movietone News archive which forms a comprehensive round up of no less than 76 disasters, mostly from the era of steam locomotion and is a companion release to 'British Steam Railway Disasters - 1913 to 1967' (also available).

Duration: 79 mins Price: DVD £12.95

Code: SE027



British Railways: The Early Years: 1948 to 1961

This is a definitive archive film led history of the early years of Britain's nationalised rail network. The story of this time of intense and controversial change is told using archive film, period newsreels and testimony and interviews with both railwaymen and railway historians.

Duration: 163 mins Price: £16.95 £12.95

Code: SE001



British Railways: The Home Front War Years 1941 to 1943

The second part of the most comprehensive trilogy ever made on Britain's railways during the war years covers events from the cessation of 'The Blitz' in May 1941 to the end of 1943 when the armed forces were training and beginning to stockpile equipment for a future invasion of mainland Europe.

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Class 60 joins big SVR diesel bash

A COLAS Railfreight Class 60 is the latest locomotive to join the line-up for the Severn Valley Railway's May 17-19 spring diesel festival.

The guest list so far is: Class 20 No. 20007 (Michael Owen); Class 20 No. 20142 (Michael Owen); Class 20 No. 20189 (Michael Owen); Class 37 No. 37688 (D05 Preservation Limited); Class 42 'Warship' D832 *Onslaught* (Bury Hydraulic Group); Class 47 No. 47292 (Great Central Railway (Nottingham)); Class 55 No. 55019 *Royal Highland Fusilier* (Deltic Preservation Society); Class 56 No. 56097 (Great Central Railway (Nottingham)); Class 60 (Colas Railfreight); Class 66 (GBRf); Class 73/1 (GBRf) and Class 88 (Direct Rail Services).

The Pioneer Diesel Group's Barrow Hill-based Class 45 Peak No. 45060 *Sherwood Forester* will no longer be attending the event due to the failure of the main generator which will require removal for repair.

These will run alongside the home fleet of Class 14 No. D9551, Class 33 No. 33108, Class 42 D821 *Greyhound*, Class 50s No. 50031 *Hood*, No. 50035 *Ark Royal*, No. 50049 *Defiance* and Class 52 D1015 *Western Champion*.

Kidderminster Diesel Depot will be open for visits on the Saturday and Sunday only.

'Hoover' gala may set record

THE Severn Valley Railway is aiming to assemble the largest grouping of a single type of locomotive in the history of preservation when it celebrates the 50th anniversary of the Class 50s at a special golden jubilee gala on October 4-6.

Alongside the 'Hoovers' based on the line, there will be visiting locomotives.

It is hoped that 10 Class 50s will be in action working an intensive timetable.

Built by English Electric at Vulcan Foundry in Newton-le-Willows between 1967-68, the Class 50s were initially on a 10-year lease from English Electric Leasing, and were used for express passenger trains on the then non-electrified section of the West Coast Main Line between Crewe and Scotland.

Council thumbs-up for Leek extension

By Robin Jones

THE Churnet Valley Railway has been given the green light to extend into Leek, giving it a town centre presence for the first time.

The Staffordshire line now aims to follow in the footsteps of the Gloucestershire Warwickshire Railway, whose passenger numbers doubled after the opening of its extension to Broadway on March 30, and the Llangollen Railway, which is now completing its permanent station serving Corwen.

Staffordshire Moorlands District Council voted to grant planning permission for the extension of the heritage railway in to Leek at its planning committee meeting on April 12. The local authority had itself sponsored the planning application.

The permission is for 1000 metres of single track from the existing railhead at Leekbrook Junction over the former double track formation terminating at an eight-coach run-round loop in the Cornfield West development area, around 450 yards south of the former Leek station.

The site of the new station is an

integral part of the proposed Cornfield West development which received outline planning permission in 2015. A separate detailed planning application for the new station will follow in due course.

The go-ahead marks the end of several months of joint effort between the council and Churnet Valley Railway (1992) plc. The application process started after the council voted in June 2017 to allocate funds to compile and submit a planning application for the reinstatement of the railway.

The heritage line forms part of the Churnet Valley Masterplan which was adopted in 2014. The council funding covered all the necessary environmental surveys as well as the cost of the application, while the railway provided the technical support for the application and drew upon estimates that had been produced in November 2015.

Behind the scenes, several moves are now underway to address such items as agreeing the lease of the council owned trackbed, developing funding requirements, developing the implementation programme, starting outline design and compiling health and safety files.

As part of the extension works, remodelling of the track layout will be undertaken on the railway's land at Leekbrook Junction. Part of these remodelling works is for the installation of the former north east chord line to reinstate the triangle which will allow for services to run from Leek to the Caudon Lowe line as well as giving the facility to turn locomotives.

The signalbox at Leekbrook Junction will be brought back in to full working order as part of the resignalling scheme for the new track layout.

Supporting infrastructure works will be undertaken at Cheddleton to fully reconnect the Down platform line. This involves completing the riverbank slip repair works, installing a new set of points and resignalling to create a passing loop.

The original Leek station was opened by the North Staffordshire Railway in 1849. Competition from road transport led to the withdrawal of services to Stoke-on-Trent in 1956 and the remaining passenger services to Uttoxeter in 1965. Complete closure followed in 1970.

The site of the original station is now occupied by a supermarket.



Newly-overhauled GWR 2-8-0 No. 3802 approaches Berwyn on the Llangollen Railway which has cleared the line of trees alongside the A5, opening up a new photographic location. DAVE HUNT

Lord Smith adds weight to *Maid's* appeal final push

THE Loch Lomond Steamship Company has marked the 65th anniversary of the launch of the last paddle steamer to be built for a British railway company, by announcing the appointment of Lord Robert Smith of Kelvin KT CH as patron of the appeal to raise the last £1 million needed to get *Maid of the Loch* steaming again.

Highly-respected Lord Smith, who sits on several industrial boards in Scotland, is no stranger to transport heritage. He headed the successful Riverside Museum Appeal to raise an extra £5 million for Glasgow's new transport museum before it opened.

He also played a key role in bringing South African Railways 15F 4-8-2 No. 3007 home to Glasgow where it was built by the North British Locomotive Company, for display in the new museum.

Lord Smith said: "I am delighted with my latest role as patron of *Maid of the Loch*. The Loch Lomond Steamship Company has worked hard to raise funds and just needs a final push to raise the last £1m to get the ship fully refurbished and sailing again."

LLSC chairman John Beveridge said: "We are absolutely thrilled to have Lord Smith on board. He shares our passion for paddle steamers and can see the commercial viability of *Maid of the Loch*, once restoration is complete."

Meanwhile, all hands have been on deck throughout the winter to prepare the Paddle Steamer Preservation Society's LNER-built *PS Waverley* for the 2018 season, when it marks the 70th anniversary of being nationalised in 1948, as part of the then new British Railways Caledonian Steam Packet Company fleet.

Newly-appointed director of marine and technical operations Alasdair Macmillan has been in charge of full-time staff and volunteers working on key

tasks which have included surveying the world's last seagoing paddler's triple expansion engine's main bearings, which, like *Waverley*, date from 1947.

"The bearings were found to be in excellent condition," said Alisdair, and we also surveyed the main engine reversing engine and manoeuvring valves, port diesel generator, steam fire pump, relief valves, oily water separator and sea and fresh water tanks. A new, emergency, red light has been fitted beside the engine room telegraphs to ensure that there are no further failures to reverse the engine, as happened during last season's slipway incident at Rothesay. We are determined to ensure that the failures in service last season are not repeated."

Work has also started on future-proofing the railway-built steamer. Chief executive Kathleen O'Neill said: "We realised that the ship will be 100 years old in 2047 and we want to ensure that it's still sailing by then. The last complete overhaul took place in 1997, and components fitted then are now becoming life-expired, so we're working hard to identify what will need to be done, as we head towards 2047."

"We are all determined to ensure that the legacy that is will be still sailing when it reaches 100. The job to future-proof *Waverley* starts now as does work towards identifying costs and likely sources of funding, including launching a platinum appeal."

Waverley's season starts on Friday, May 25, with a cruise from Glasgow to Loch Long and finishes, after the traditional visits to the Bristol Channel, the south coast of England and the Thames, on Sunday, October 14, on the Clyde.

Full details of timetables, and how to contribute to the platinum appeal, to raise funds to future-proof the ship, are at www.waverleyexcursions.co.uk



LNER-built steamer *PS Waverley*, seen from the Erskine Bridge spanning the Clyde at Erskine, should be sailing at 100, if funding can be found. PSPS



Lord Smith is no stranger to railway and steamer heritage. He welcomed the SAR 15F 4-8-2 home to Glasgow in 2007, and promises to use his skills to spearhead the £1m cash drive to get *Maid of the Loch* sailing again. HUGH DOUGHERTY

Katie comes home to Cumbria after a century away

FROM May 6, the Ravenglass & Eskdale Railway will be celebrating the return after nearly a century of a 122-year-old steam locomotive following the completion of an extensive restoration programme.

Katie, an 0-4-0T built in 1896 by the

engineer Sir Arthur Heywood for use on the Duke of Westminster's private railway at his Eaton Hall estate in Cheshire, worked hard hauling coal and materials around the estate, as well as giving rides to local schoolchildren and even members of the Royal Family.

Welcome home *Katie*: the 1896-built 0-4-0T is seen with (left to right) volunteers Jackie Pharaoh, John Manners, Bob Tebb, museum curator Peter van Zeller and museum project manager David Rounce. RER



In 1916, *Katie* was sold to the Ravenglass & Eskdale Railway, then newly converted from 3ft to 15in gauge.

However, by then *Katie* was badly worn and its small boiler meant it struggled to raise enough steam to make the journey up the line. Sometimes passengers used to pick flowers or play cards while *Katie* stopped for a 'blow up'.

In 1919, *Katie* found a new home at the Llewellyn Miniature Railway in Southport, before moving to the Fairbourne Railway in Wales in 1923 where it was eventually dismantled.

The remains were given to the Narrow Gauge Railway Museum in Tywyn before finally returning to Ravenglass in 1982 where restoration was begun by the Ravenglass Railway Museum Heritage Group.

Four years ago, *Katie* was moved to

Station Road Steam in Metheringham, Lincolnshire, for the completion of its restoration funded by the Ravenglass & Eskdale Railway Preservation Society Trust.

The finished locomotive arrived back in Ravenglass in June 2017 ready for the opening of the new Heritage Lottery Fund-backed Ravenglass Railway Museum, which earned the line the Heritage Railway Association's Annual Award (Large Groups) for 2017.

Museum project manager David Rounce, said: "We are proud and excited to be welcoming *Katie* back into steam and look forward to May 6 when it will be available for all to enjoy and appreciate once more."

Katie will enter traffic the day after the line's 'Train From Spain' Krauss Pacific No. 8457, is to be formally named *Whillan Beck* in a ceremony.

Derry station redevelopment given green light despite protests

By Hugh Dougherty and Robin Jones

CONTROVERSIAL EU-funded £27 million plans to redevelop Northern Ireland's only remaining Victorian-era station have been given the go-ahead despite public opposition.

Translink's proposal will see the redevelopment of Londonderry's Grade B listed Waterside station – despite nearly 50 letters of opposition and a petition organised by rail lobby group Into The West and signed by thousands of people.

Local campaigners said that the plans, which will not see trains run into the complete former train shed, but terminate at platforms outside the building, are selling the historic city short by failing to provide a historic gateway for both the city and north west region. The Ulster Architectural Society also backed pleas to redraw the plans to make full use of the 1877-built station's trainshed, by bringing trains inside once again.

Translink, the operator of Northern Ireland Railways, proposes to refurbish the trainshed, but to use it as a passenger facility space with rooms for business and community use, with displays on the heritage of the station and of the Derry-Coleraine-Belfast railway line.

However, on April 11, Derry City and Strabane Council approved the scheme despite the protests, to the dismay of campaigners.

Jim McBride of Into The West, said: "We welcome the plans for a multi-modal transport hub and all parties involved agree on that. What we don't agree with is the current plans which will fail to highlight and positively use the railway heritage features of the station and provide Derry, which once had three terminal stations, with a worthy gateway to the city and the North West by fully restoring its last, remaining one."

"We have looked at examples, such as Birmingham Moor Street and Wemyss Bay, where sensitive restoration has restored the former character of the stations and revealed their rich architectural and railway heritage. We want the same for Waterside. Derry presents itself as a historic city and our refurbished station needs to reflect that too, by using its train shed for trains."



The façade of the station in its heyday, as a Victorian horsepower hub. TRANSLINK



The train shed in use in 1980, just before closure, with a Northern Ireland Railways Class 80 DEMU loading before departure for Belfast. TRANSLINK



Right: The casting on Whitehead Railway Museum's station canopy using a Waterside monogram as a master. HUGH DOUGHERTY



Left: Translink's impression of refurbished Waterside railway station as centre of the North West Transport Hub. TRANSLINK

Waterside station was designed by John Lanyon and built in Italianate style for the Belfast & Northern Counties Railway. It passed to the Midland Railway Northern Counties Committee in 1903, to the London Midland & Scottish Railway in 1923, and briefly to the British Transport Commission in 1948, before being taken over by the Ulster Transport Authority in 1949.

Northern Ireland Railways took over the station along with the remaining railways in Northern Ireland in 1968 and closed the original building and train shed in 1980, replacing it with a two-platform, architecturally-brutalist station, and selling off the original buildings and trainshed to commercial interests. Translink has bought the old Grade 2 listed station back into its building stock and is seeking planning permission from Derry & Strabane District Council to implement the plans.

Translink has been supported from Londonderry Chamber of Commerce and the new track plans include a run-round loop to allow heritage steam trains and the Belmond Hibernian luxury,

tourist train to operate into Derry. This has satisfied the Railway Preservation Society of Ireland operationally, and a turntable is available at Coleraine.

Into the West believes that Waterside station also has special significance as it is the last, intact, original working railway terminal station left in Northern Ireland. Belfast & Northern Counties Railways monograms on the station's stonework were used as patterns to cast the B&NCR monograms on the replica railway station canopy at Whitehead Railway Museum.

However, John Glass, Translink's head of projects, said that the planned hub "sets a new standard in sustainable transport" and that he hoped work could start as soon as possible.

"This decision marks the beginning of a significant transformation in the way people travel in the north-west region. As an important gateway it will encourage modal shift from car to public transport and other sustainable modes by providing integrated and convenient services to enhance connectivity and encourage more active travel for a healthier region."

"In addition, it offers social and economic benefits with the potential to be a catalyst for further investment and tourism, making the local area more attractive to business and investors, creating jobs and enhancing the economy while protecting the built heritage of the iconic Grade B listed Waterside train station."

Mark Lusby from Into The West said that councillors voted for the "less than perfect" over the "potentially extraordinary" for Derry's riverfront and railway heritage, while John Anderson from Ulster Architectural Heritage vowed campaigners were not giving up.

"This is not over," he said. "We have deferred it to the Department for Infrastructure."

"We are supportive and have been supportive since 2011 of a transport hub."

"It's not what they are doing, it's the way that they are doing it. The Derry councillors accepted second best." But Sinn Féin's Christopher Jackson said that he was "absolutely delighted" and pleased by the council's decision.

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Double centenary for Tallyllyn RAF engine

By Robin Jones

A SPECIAL celebration is to be held on the Tallyllyn Railway to mark the 100th birthdays of Barclay 0-4-0WT No. 1431 of 1918 No. 6 *Douglas* and also that of the Royal Air Force which once owned it.

On June 1-3, *Douglas* – which has already been repainted in RAF Traffic Blue – is to be lined up alongside a full-size Spitfire in an event titled Leave on the Line.

Douglas spent most of its working life at RAF Calshot near Southampton, and was later bought by engineering company Abelson's. In the early days of its volunteer operation, the railway had contacted firms asking for redundant equipment. Abelson's offered the locomotive to the Tallyllyn, and in return it named it after the donor, Douglas Abelson. After presentation in 1953 the locomotive was retubed and converted from 2ft to 2ft 3in gauge at Griffin Foundry, Oldbury before being taken by road to Towyn.

Leave on the Line will recall the locomotive's days of active service during the two world wars, in particular the time it spent at RAF Calshot, while capturing the wartime atmosphere in West Wales during the Second World War.

During the war the Tywyn area was used as a base for training for anti-aircraft battery personnel, while the beaches were used to practice amphibious landings, including for D-Day itself.

However, people still took holidays during the war, and the area was also

where people came to take a break from the dangers of the big cities and nightly bombing. Here service personnel could also relax and unwind when on leave.

It was also the place where many railway enthusiasts first discovered the then very rundown Tallyllyn Railway, leading to its eventual preservation.

On the Friday there will be a significant RAF presence including, hopefully, a flypast of current RAF aircraft. The Saturday and Sunday will include a recreation of the 'Calshot Express' which carried personnel along Calshot Spit connecting the military encampment with the RAF's primary seaplane base.

It is also planned to have a floodlit photo session featuring No. 6 and the Spitfire. The Spitfire itself has an RAF Calshot connection being based on designer R J Mitchell's successful Schneider Trophy winning seaplanes in the races held at Calshot before the war.

On Easter Sunday, April 1, the actual 100th anniversary of the RAF's formation, the railway had a special guest for the occasion in Squadron Leader Lee Turner. He not only has local Welsh connections, but also has been chosen to bear the Queen's Colours at the special RAF Centenary service which will take place in Westminster Abbey in July. He was also treated to a trip up the line including riding on No. 6's footplate for part of the journey.

Squadron Leader Turner said: "To be invited to the railway on the birthday of



Above: Recently repainted in RAF blue livery, Barclay 0-4-0WT *Douglas* crosses Dolgoch viaduct. TR

Left: Squadron Leader Lee Turner poses with No. 6 *Douglas* in its RAF Centenary livery at Tywyn Wharf station on Easter Sunday. BARBARA FULLER

Douglas the engine and the RAF is a real honour. My wife has lived in Tywyn all of her life and little did I know that when I married her, I was marrying an entire language, culture and rural community.

"The RAF has survived these first 100 years standing for integrity, service and working for the community. These are traits that are shared by all the staff and volunteers at the Tallyllyn Railway, without whom this area would not have such a special jewel to be proud of."

Douglas will visit the RAF Cosford Air Show on Sunday, June 10.

After that, it will also star in a special Anything Goes event on the Tallyllyn on Saturday, June 16 to celebrate the return to service of locomotive No. 3 *Sir Haydn* after overhaul at the Vale of Rheidol Railway's workshops in Aberystwyth. It will also mark the last weekend of working for No. 1 *Tallyllyn* before its 10-year overhaul.

Double heading will be the theme for the day for all passenger trains. Original Tallyllyn locomotives Nos. 1 and 2 *Dolgoch* will be in charge of the railway's vintage

carriage set. Ex-Corris Railway No. 3 *Sir Haydn* will be partnered by its ex-Corris sister No. 4 *Edward Thomas* two return trips up and down the line, while No. 6 will be matched with No. 7 *Tom Rolt*.

Diesels No. 5 *Midlander* and No. 9 *Alf* will be in action with their own engineering workings, while the newest additions to the fleet, Baguley diesels No. 11 *Trecwn* and No. 12 *Sir Cadvan*, will also be double heading a special passenger service, the former having just re-entered service after the fitting of air-brakes and also repainting into a variation on the standard Tallyllyn green livery.

As a finale there will be a gathering of every self-powered vehicle on the railway at Tywyn Wharf, before a cavalcade of all six steam locomotives between Tywyn Wharf and Tywyn Pendre stations.

General manager Stuart Williams said: "With the extension of No. 1's boiler certificate and also the potential return of locomotive No. 3 it was realised we had the opportunity to do something special with all six locomotives in steam.

"We hope it will prove a lot of fun."

Earl of Merioneth bows out after 39 years' fine service

By Robin Jones

THE Ffestiniog Railway's ground-breaking new-build double Fairlie *Earl of Merioneth* has been withdrawn from service to make way for a replacement locomotive.

'The Earl', affectionately known as The Square due to its angular appearance, has reached the end of its 10-year certificate and needs a new boiler, a new boiler cradle, smokeboxes, chimneys and water tanks.

Only its power bogies, built in 1986, are serviceable and they are in need of heavy overhaul and new tyres. The decision was therefore made that building a brand new locomotive was the best approach rather than patching up one that is life-expired.

Earl of Merioneth hauled its final revenue-earning trains on Sunday, April 8 as the rostered locomotive on the 10.05am and 1.35am return trips to Blaenau Ffestiniog.

Later that day it made its final run to Blaenau with an evening 'staff only' special, returning to Boston Lodge for the last time at around 9.30pm.

Earl of Merioneth was built in 1979 and can claim a unique place in railway preservation history as the first full-size all-new-build steam locomotive on any heritage line in the UK – and now also the first to be withdrawn.

However, the Ravenglass & Eskdale Railway (RER), a 15in gauge line which runs locomotives based on reduced versions of main line types, took delivery of new-build LNER Gresley P1 2-8-2-style *River Mite* from builder Clarkson of York in 1966. The RER then built a new 2-6-2 by itself in the railway's own workshops at Ravenglass. Named *Northern Rock* after the building society which sponsored it,



Earl of Merioneth, the heritage sector's first full-size new-build locomotive, bowed out of Ffestiniog Railway service on April 8. It is pictured heading its final train. A future restoration has not entirely been ruled out. ROGER DIMMICK / F&WHR

the locomotive entered traffic in 1976.

Some observers will say that they were preservation's first new-builds, but others will express the view that they are nearer in concept to miniature railway steam locomotives, while *Earl of Merioneth* was a full-size project.

Earl of Merioneth will be placed in dry storage on its original 1979 bogies so as not to preclude restoration at a later date.

It will be replaced by a replica of double Fairlie No. 8 *James Spooner*, which was built by Avonside in 1872 and withdrawn in 1928. Several parts of the original survive to the present day, the wheels being under *Livingston Thompson* at the National Railway Museum in York.

The new *James Spooner* will have a traditional appearance, and it is hoped that some original components and

design details will be incorporated into the new locomotive.

It is planned that the new *James Spooner* will enter traffic in 2020, in time for the 150th anniversary of the *Little Wonder* trials in 1870, when the world's first successful double engine hauled a train of 111 slate wagons, six carriages, 60 passengers and 12 goods wagons 1350ft long.

Welshpool & Llanfair Countess in collision with car at Cyfronydd

AN INVESTIGATION into a level crossing collision on the Welshpool & Llanfair Light Railway involving original Beyer Peacock 0-6-0T No. 823 *Countess* and a car is underway.

The collision occurred 11.50am on Thursday, April 5, on the level crossing at Cyfronydd station.

The driver of the red Chevrolet Spark – a local man in his sixties, the 77 passengers on board and the train crew were unhurt. The car was badly damaged and there was also damage to the locomotive.

Dyfed-Powys Police were called and train services were cancelled for the rest of the day, while the stock in the incident was returned to Llanfair Caereinion. The road near the station was closed for three hours.

The railway started its own investigation after informing the Rail Accident Investigation Branch.



A policeman takes details as the car stands wedged alongside No. 823 *Countess*. JOHN TITLOW

The railway has declined to make any further comment while the investigation is underway.

Cyfronydd is a halt where trains pass each other when a two train service is operating. Passengers are



The clearly-visible warning signs at the crossing telling road users to give way to trains. JOHN TITLOW

able to alight and photograph the other locomotive.

Former Conservative Party leader and Foreign Secretary William Hague lives in nearby Cyfronydd Hall.



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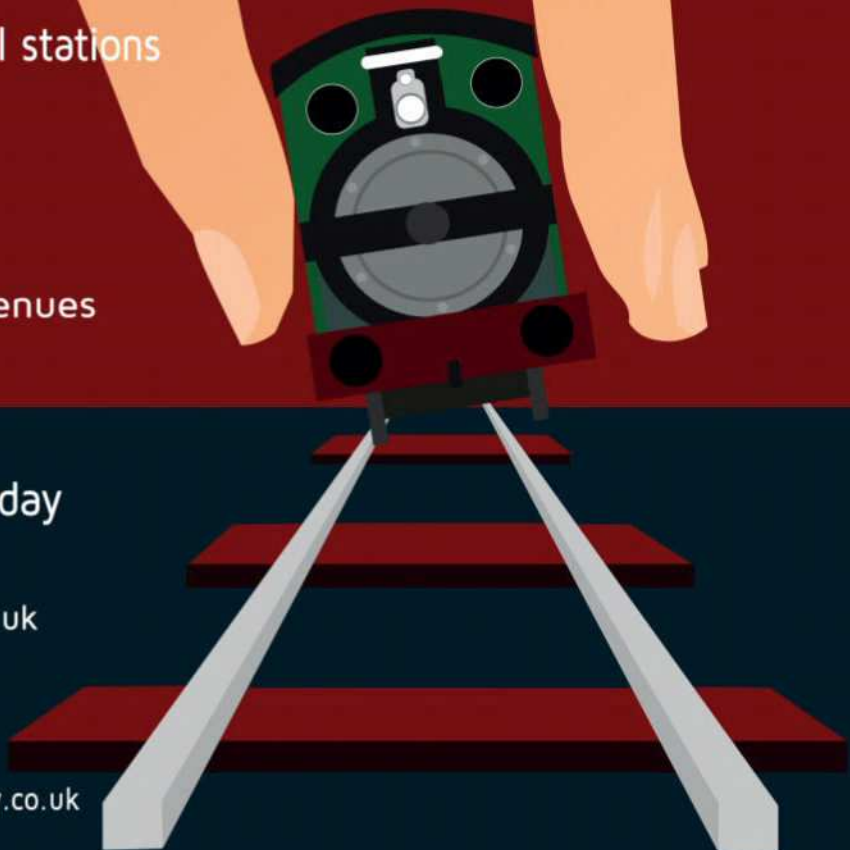
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LNER A3 Pacific No. 60103 *Flying Scotsman* waits to depart from King's Cross with the 'Great Britain XI'. JAMES HAMILTON



'GREAT BRITAIN XI' TRIUMPHS OVER ADVERSITY

With steam running throughout from King's Cross to Victoria via Scarborough, Ais Gill, Kyle of Lochalsh, Llandrindod Wells and Swanage, using seven different steam engines, this year's 'Great Britain' tour was as ambitious as its predecessors. As **Brian Sharpe** reports, the 11th trip in the series was again a great success, if not quite as originally expected.

Every year looks like being the last one but the following year it is advertised again by the Railway Touring Company and the 11th 'Great Britain' railtour duly appeared in the 2018 tour brochure and set off from King's Cross on Thursday, April 19 in the capable hands of LNER A3 Pacific No. 60103 *Flying Scotsman*.

What has become predictable for the 'GB' series is that the train will not run with the originally advertised motive power. This tends to be for a variety of unforeseen reasons and not entirely as a result of locomotives being unavailable.

Even *Flying Scotsman* was advertised as provisional, as the National Railway Museum had not finalised a new operating agreement for the A3 at the time that 'GBIX' was originally advertised. However, once the new agreement had been agreed for Ian Riley to continue to run the engine, a firm booking was made.

Flying Scotsman hauled the leg from King's Cross to Scarborough on day one, taking a roundabout route via Hertford, Cambridge,



Peterborough and Lincoln. To save unnecessary light engine mileage, *Scotsman* took the train back from Scarborough to York on day two where it handed over to the recently-overhauled SR Merchant Navy Pacific No. 35018 *British India Line*, which is now a fully-fledged member of the West Coast Railways' main line fleet.

The Merchant Navy took the

train on to Carlisle, making its debut on the Settle & Carlisle line in the process. The engine made an apparently effortless climb of the 'long drag' in glorious weather and with no sign of the steam leak that had plagued the engine on its earlier runs.

Double-headed Jubilees

At Carlisle, two more of West

Coast's fleet took over for the run over Beattock to Edinburgh in the shape of LMS Jubilee 4-6-0s No. 45690 *Leander* and 45699 *Galatea*, finally bringing the sight and sound of double-headed Jubilees back to Britain's main lines. In 2017, 'GBX' had been booked for haulage from York through to Inverness by John Cameron's LNER A4 Pacific

No. 60009 *Union of South Africa* but the engine had failed en route from Carnforth to York. This year, the plan was for No. 60009 to head the Edinburgh to Inverness leg on day three, running via Aberdeen.

Further complications

Pathing problems necessitated the route being changed to the more direct line via Perth, with



On the first day of the 'Great Britain XI', LNER A3 Pacific No. 60103 *Flying Scotsman* climbs Harringay bank shortly after departing from King's Cross. JOHN TITLOW



LNER A3 Pacific No. 60103 *Flying Scotsman* departs from Lincoln with the King's Cross to Scarborough leg. BRIAN SHARPE



LNER A3 Pacific No. 60103 *Flying Scotsman* departs from York for Scarborough. DAVE RODGERS



SR Merchant Navy Pacific No. 35018 *British India Line* passes through Dent station on its first run over the Settle & Carlisle line. ALAN WEAVER



The first LMS Jubilee double-header on the main line in preservation, No. 45690 *Leander* and No. 45699 *Galatea*, storm up Beattock with the Carlisle-Edinburgh leg of 'GBXI' on April 20. NEVILLE WELLINGS



assistance from LNER B1 4-6-0 No. 1264 over the Highland main line.

Further complications started to appear as the B1's availability for the trip became doubtful. Winter maintenance work at Grosmont had overrun but the engine made its return to the main line after several years, with RTC's 'Whitby Flyer' trips in early April and the engine was pronounced fit to tackle Drumochter and Slochd.

But then at the last minute the A4 was pronounced out of gauge for the Highland main line and, worse still, Network Rail advised that it had not had time to gauge the B1 for the ECML north of Darlington and arrangements had to be made to transport it by road from the NYMR to Bo'ness to take up its duties.

Firebox repairs

Fortunately, with two Jubilees in Edinburgh after day two, although the Scottish Railway Preservation Society had taken advantage of the situation by hiring *Leander* for a couple of 'Forth Circle' trips on the day in question, *Galatea* remained available. The solution was therefore to use the A4 as far as Perth, where it would hand over to the double-headed combination of No. 1264 and *Galatea*, certainly making a rare sight in the Highlands.

But it went from bad to worse as with *Scotsman* already heading north with the train, 'Number

The first LMS Jubilee double-header on the main line in preservation, No. 45690 *Leander* and No. 45699 *Galatea*, cross Metal Bridge approaching the Scottish border with the Carlisle-York leg of 'GBXI' on April 20. KARL HEATH



LMS Jubilee 4-6-0s Nos. 45690 *Leander* and 45699 *Galatea* depart from Beattock loop on April 20. PETER AINSWORTH

Nine' was pronounced unfit to travel to Scotland. At first it was thought that the engine might join the tour at Cardiff for the last two days, but the firebox repairs needed were more extensive than first thought and it has been withdrawn from service (see Headline News).

B1 in sole charge

Instead, No. 1264 took the train from Edinburgh to Perth, where it teamed up with *Galatea* to double-head onwards to Inverness as planned, although a diesel was attached to the rear of the train throughout.

The B1 was in sole charge of Sunday's run from Inverness to Kyle of Lochalsh and return – the first appearance of such an engine on the line that is a severe test of any steam locomotive. No. 1264 made the customary slip on the flange lubricator at Fodderty Junction but recovered well and coped admirably with its task.

It was originally planned that the train would run from Inverness right through to Grange-over-Sands via the Cumbrian Coast on day five, with the A4 hauling the train throughout, assisted by the B1 as far as Perth. This proved to be over-ambitious and the route was changed to Oxenholme via Shap.

In view of the A4 not being permitted north of Perth, the B1 and *Galatea* were in charge as far as Perth, where No. 60009 had been booked to take over from the B1 to give a red Jubilee plus green A4 combination. Instead the two Jubilees were again in charge.

Perhaps fortunately, day six had been planned as a free day for the passengers in the Lake District and this gave a bit more time to get engines into position for the southern part of the tour.

Although originally scheduled for the double-headed Jubilee combination, in a surprise last-minute change of plan, a diesel took the train out of Grange-over-Sands on day six, but then handed over to *British India Line* at Carnforth for the run to Crewe.

Another change of plan saw LMS 8F 2-8-0 No. 48151 being replaced by 'Black Five' No. 45212 for the Crewe to Cardiff via the Central Wales line, after the 8F was declared out of gauge for the route.

Headed for Swanage

'GBIX' had already travelled on rather different sections of line from its predecessors but the last two days of the tour saw a major departure in that the train did not head for Cornwall, as has usually been the case. Instead, it was due to head for Swanage, with booked motive power of Southern pedigree. However, West Country

Pacific No. 34046 *Braunton* had been ruled out of the equation and instead No. 60009 had been booked to continue south from Carnforth light engine for further duties on the train.

The A4 was therefore due to set off from Cardiff on day seven, running via Bristol to Yeovil Junction, where it would meet up with Swanage-based SR U class 2-6-0 No. 31806.

In view of the A4 being unavailable due to its firebox problems, the logical answer was for No. 45212 to substitute for it on the last two days.

To tackle Upwey bank

The 'Black Five' would be turned on the turntable at Yeovil Junction and then the two locomotives would top and tail back to Yeovil Town, then continue south with the mogul leading, to Weymouth. From Weymouth, with the 5MT leading and the mogul tender-first banking, the train was to tackle Upwey bank, continuing up the South Western main line as far as Wareham, where it would reverse to take the Swanage branch to the seaside.

Finally, on Friday, April 27, No. 45212 would again be in sole charge for the last leg of the tour, running from Swanage to Victoria via Netley, Havant and the Portsmouth direct line to Guildford.

The latest 'Great Britain' tour certainly proved to be one of the biggest tests yet of the resourcefulness of operator West Coast Railways, the Railway Touring Company, Network Rail and the locomotive owners and support crews. **HR**



LNER B1 4-6-0 No. 1264 and LMS Jubilee 4-6-0 No. 45699 *Galatea* head north over the Highland main line past Carrbridge towards Slochd summit on day three of the tour. PHIL WATERFIELD



LNER B1 4-6-0 No. 1264 runs alongside Loch Carron near Stromeferry with Sunday's trip from Inverness to Kyle of Lochalsh. TREVOR GREGG



LMS Jubilee No. 45699 Galatea and LNER B1 4-6-0 No. 1264 climb away from Dunkeld on April 23 heading for Perth. KARL HEATH

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LMS 4-6-0 No. 46100 *Royal Scot* passes Conwy Castle with Saphos Trains' first steam railtour, the 'North Wales Coast Express' from Crewe to Holyhead on April 14. ROBERT FALCONER



Swanage mogul goes main line

By Cedric Johns

FRIDAY, April 13 – considered unlucky for some – turned out to be a red letter day for those planning future developments of the Swanage Railway, when Maunsell 2-6-0 No. 31806 successfully ran to Weymouth and Yeovil with a loaded test train to gain its main line ticket.

"It was a highly enjoyable day," said James Cox the Purbeck Line's locomotive, carriage and wagon superintendent. "The engine performed just as we had hoped."

Formed with five Mk.I coaches plus Swanage-based Crompton D6515 *Lt Jenny Lewis RN*, some 230 tons in all, the test train ran to Wareham with the mogul leading, whereupon joining the Bournemouth-Weymouth line the formation reversed direction, the diesel taking the lead.

The 2-6-0's first real test was to head the train back out of Weymouth towards the Yeovil Railway Centre's yard at Yeovil Junction.

Virtually working against the collar for 20 miles from the start, the line out of Weymouth steepens, passing Upwey to finish with 1-in-50/52 through Bincombe Tunnel, the engine achieving a creditable 24mph over the summit.

The gradients ease through

Dorchester West and Maiden Newton but then No.31806 faced the testing climb up to Evershot, the final 1-in-95 section encouraging the 2-6-0 to reveal its presence by exhaustively blasting its way up over the final yards.

From there it was all downhill to Yeovil Pen Mill where the train reversed, the Crompton taking rolling stock and engine the short distance to Yeovil Junction.

Having arrived in the railway centre's yard, the mogul was moved onto the pit to take water, have the fire cleaned and for a general look around the engine.

It was not turned because when ready it was attached tender first to the rear of the train which was diesel-hauled from Pen Mill back to Weymouth.

Following one hour and 20 minutes in Jersey sidings (pathing), given the nod, the 2-6-0 led the way, climbing up through Bincombe for the second time and having cleared Dorchester maintained 60mph across Hardy country towards Wareham.

The final leg was worked by the Crompton which towed rolling stock and the mogul back to Swanage via Corfe Castle.

Owner John Bunch and close colleague Barry Eden travelled as guests on the train, which covered 134 miles during the day and was crewed by West



Thought to be the first SR U class 2-6-0 to steam in to Yeovil since June 1964, on its first main line outing and loaded test run, the Swanage Railway's No. 31806 arrives at Yeovil Pen Mill from Swanage beneath the superb semaphores top and tailed with Class 33 D6515 on April 13. MARK PIKE

Coast driver Dave Hewson, fireman Chris Birmingham and traction inspector Andy Taylor.

As for No. 31806, Friday, April 13 was the first time that the engine had turned a wheel in steam on a main line since it was withdrawn from Guildford shed by BR in 1964.

Rebuilt as 2-6-0 from a K (River) class 2-6-4T in 1928 and numbered A806,

No. 31806 is thought to be one of the oldest main line engines in service this year.

The 2-6-0 was due to play a part in the penultimate stage of RTC's 'Great Britain XI' tour, which is scheduled to head from Yeovil Pen Mill to Weymouth, then act as banker on Upwey bank and lead the train once more from Wareham to Swanage.

Duke attracts more attention

SINCE the announcement was made that *Duke of Gloucester* would be joining Tyseley's locomotive line-up, Vintage Trains has reported that its website has registered over 400 hits from enthusiasts wanting to learn more about BR's unique three cylinder 8P express 4-6-2.

"It's quite remarkable," commented the locomotive's managing trust chairman, Trevor Tuckley. "When we announced that we had signed a 10-year agreement to base the Duke at Tyseley we didn't realise that the news would raise even more interest in the engine."

"We already have viable, positive membership but, if say 10% of those showing interest joined our 'family', it would put this year's new members target well on track."

Talking of members, the trust has circulated the membership with a special, exclusive offer inviting them to ride behind the *Duke* when it makes its first loaded, main line test run after overhaul next year.

Priced at just £10, tickets will be offered on a first come, first served basis when details of the trip are finalised. Members will be advised when tickets (one per member) are made available.



LNER B1 4-6-0 No. 1264 passes Middlesbrough with the Railway Touring Company's 'Whitby Flyer' from York on April 14. MAURICE BURNS

RTC après 'Great Britain XI'

WITH its 'GB XI' nine-day tour completed for another year, the Railway Touring Company's tour programme of days out returns on Saturday, May 12, with a summer version of the ever-popular 'Cumbrian Mountain Express'.

The first of a short series of three, these popular trains follow RTC's standard format by departing Euston with electric traction in the shape of class 86 No. 86259 *Les Ross*, routed down the West Coast Main Line as far as Carnforth, where steam takes over for the run over Shap to Carlisle, returning via the Settle and Carlisle. The other two runs are Saturdays, July 14 and October 13.

On May 19, RTC's 'Coast to Coast Express' runs from Liverpool Lime Street to Scarborough.

Routed by way of Rainhill, the train picks up at Manchester Piccadilly and Sheffield, arriving at the latter station after threading the three-and-a-half mile long Totley Tunnel.

A week later, on Saturday, May 26, 'The Hadrian' departs Norwich for Carlisle, calling at virtually every station between Wymondham and Peterborough.

Diesel hauled as far as Hellfield, steam comes on in the shape of one of the by-now ubiquitous 4-6-0s for the Settle and Carlisle leg of the trip.

Two trains are scheduled to run on Saturday, June 9, both running to holiday resorts Paignton and Kingswear to the south west and Scarborough to the north east.

Diesel-hauled from an unusual starting point of Woking, the 'Express' picks up at Guildford,

Reading, Newbury and Westbury, steam coupling on at Bristol to run via Yatton, Taunton, Exeter and Newton Abbot, setting down at Paignton, terminating at Kingswear.

To the north, the 'East Yorkshireman' sets out from Manchester Piccadilly stopping at Romiley, Hathersage and Sheffield before travelling eastwards through Doncaster, Goole, Driffield and Bridlington picking up the York-Scarborough line at Seamer Junction.

Union of South Africa is in action on Saturday, June 16, with the 'Cotswold Venturer' which, departing Paddington, heads for Worcester calling at Slough, Reading and Didcot thence by way of the Cotswold Line, Charlbury, Kingham, Moreton-in-Marsh and Evesham.

This train and itinerary is repeated on Saturday, August 25.

On Saturday, June 23, the 'Scarborough Flyer' heads out of Scarborough behind A3 *Flying Scotsman*, destined for London Ealing Broadway.

Travelling via York, Doncaster and Lincoln and Spalding, the 'Flyer' rejoins the East Coast Main Line at Peterborough.

Leaving the main line approaching King's Cross, the train is routed through Acton Wells to Ealing.

'The Yorkshireman' is booked to leave Ealing Broadway on Saturday, June 30, to return the A3 to York via Kettering and Melton Mowbray, diesel traction working the return journey.



LNER A3 Pacific No. 60103 *Flying Scotsman* arrives at Crewe working from Castleton to Acton Lane on April 17, to work the Railway Touring Company's 'Great Britain XI' charter. Rebuilt SR West Country Pacific No. 34046 *Braunton*, still masquerading as Battle of Britain No. 34052 *Lord Dowding*, stands alongside on a Locomotive Services Ltd crew training run to Chester. SIMON POOLE

'Fellsman' summer season opens

THE ever-popular 'Fellsman' summer season opens on Tuesday, May 29, when the first of this year's tourist trains departs Lancaster for some 270 miles of steam hauled excursions which climax with journeys over the Settle and Carlisle line.

As in previous years the trains operate on selective Tuesdays between May and August using motive power supplied by West Coast's Carnforth-based fleet. In reality steam on the day can be anything from an 8F 2-8-0 to one of the Train Operating Company's Jubilee 4-6-0s. That said, depending on locomotives available, there could be an outside chance that Carnforth's latest, Merchant Navy class 4-6-2 No. 35018 *British India Line* might make an occasional, unannounced appearance

at the head of a train.

Starting from Lancaster, 'Fellsman' trains call at Preston, Blackburn, Clitheroe and long Preston (near Settle) travelling through the Yorkshire Dales en route to Carlisle via the S&C. As an alternative passenger break in Carlisle, tourists can alight at Appleby for a tour of the Lake District on board a vintage coach.

'Fellsman' operating dates – all Tuesdays – begin on May 29 and run as follows: June 12 and 26, July 10 and 24, August 7 and 21.

As is general practice with these trains, no definite locomotive has been allocated for the departure on May 29. From experience, decisions on motive power are made a few days before a train leaves Lancaster.

Hastings Diesels are go...

HAVING completed five successful trips last year, Hastings Diesels Limited is up and running and has already completed the first tour with its former Southern Region DEMU narrow bodied set.

Starting from Hastings on Saturday, April 21, the 'West Norfolk Wanderer' travelled to King's Lynn visiting the Middleton Towers branch. The trip included crossing the new flyover at Hitchin, then travelling on via Cambridge and Ely.

Next up, the 'South Devon Coaster' departs Hastings on Saturday, June 16, for Exeter, Dawlish, Teignmouth and Paignton.

After Hastings, the six-coach unit calls 'at all the usual stations' to Tonbridge – including St Leonards Warrior Square, Battle, Etchingham and Tunbridge Wells.

From Tonbridge, the 'Coaster' picks up at Redhill, Guildford and Reading before heading down the Hants & Berks line to

Taunton thence over Whiteball to Exeter St Davids.

Restarting, the unit makes for Newton Abbot setting down at Dawlish, Teignmouth and its final destination Paignton.

Other trips on the drawing board are a visit to the Gloucester area on August 8, Stourbridge, Kidderminster and the Severn Valley Railway on September 8 and a Christmas outing from Hastings to Charing Cross and other points in the London area as yet undated.

Surprisingly perhaps, the unit incorporates a buffet service throughout the day and for passengers travelling club class, refreshments which include an evening meal with wine served at table on the return journey.

Club class enables passengers to travel either in the trailer coach (£91 return) or the motor coach £96.



LMS 'Black Five' 4-6-0 No. 45212 tops Hurstbourne Bank at Wyke Bridge with Steam Dreams' 'Cathedrals Express' from Ipswich to Salisbury on April 5. ALAN HOLDING



LMS 4-6-0 No. 46100 *Royal Scot* passes the derelict LNWR signalbox at Rhyl station with Saphos Trains' inaugural 'North Wales Coast Express' on April 14. BRIAN DOBBS

Saphos in business!

By Cedric Johns and Brian Sharpe

SATURDAY, April 14, was a big day in the history of main line steam preservation, as Saphos Trains' first steam railtour, the 'North Wales Coast Express' made its historic journey from Crewe to Holyhead hauled by LMS 4-6-0 No. 46100 *Royal Scot*.

This was the first time for many years that a new Train Operating Company had run a steam-hauled passenger train on the main line, an achievement that should not be underestimated.

When British Railways was privatised in 1994, main line steam operations were exclusively handled by EWS (English Welsh & Scottish Railways) and this monopoly was only broken by David Smith's Carnforth-based West Coast Railways which made a successful bid to become a TOC which specialised in steam.

Many TOCs have come and gone but West Coast has tended to be the dominant force in main line steam while the successor to EWS, DB Cargo, continues to handle the remaining part of the steam market.

Jeremy Hosking has become one of the movement's most prolific locomotive owners and preservationists and has assembled an impressive fleet of main line-registered steam locomotives, based and maintained at an impressive depot at Crewe under the banner of Icons of Steam.

With a set of coaches and a number of main line diesels also in the stock of

Locomotive Services Ltd, the company set out to become a TOC, able to operate its own trains using its own locomotives, coaches and crews. Locomotive Services (TOC) Ltd was set up to handle the applications for the necessary safety certificate, passenger licence and track access agreement and in due course, having successfully obtained

the certification, received approval to commence operations.

Marketed by its subsidiary company, Saphos Trains, the first steam-hauled public passenger train to be operated by the new TOC made a successful sell-out run from Crewe to Holyhead in glorious sunshine to usher in a new era of main line steam operations.



LMS 4-6-0 No. 46100 *Royal Scot* approaches Penmaenmawr with Saphos Trains' inaugural 'North Wales Coast Express' from Crewe on April 14. KARL HEATH



LMS 4-6-0 No. 46100 *Royal Scot* digs into the climb away from Holyhead with Saphos Trains' inaugural 'North Wales Coast Express' returning to Crewe on April 14. ANDREW BELL



LMS 4-6-0 No. 46100 *Royal Scot* departs from Llandudno Junction with Saphos Trains' inaugural 'North Wales Coast Express' on April 14. DAVE HUNT



LMS 'Black Five' 4-6-0 No. 45157 climbs towards Glenfinnan with West Coast Railway's 'Jacobite' from Fort William to Mallaig on April 1. BEN COLLIER

Steam Dreams launches nine-day Highlands & Islands tour

EXCLUSIVE

By Cedric Johns

STEAM Dreams has announced that its annual 'Cathedrals Express' nine-day tour is to be revived on the UK's shores for the first time since 2014, when *Flying Scotsman* headlines its 'Highlands & Islands Explorer' in May next year.

After three years of running in Ireland, the last trip including the Isle of Man and this month's (April) tour of Germany, next year's 'Explorer' will be extra special with involvement of the 'world's most famous engine'.

Steam Dreams' founder Marcus Robertson says he is excited at the prospect of renewing acquaintance with Highlands & Islands.

"For all of us at Steam Dreams the Highlands & Islands has always been the most wonderful tour with unbeatable scenery.

"The opportunity to take *Flying Scotsman* north to Inverness and to renew its 1970 double heading action, this time with David Buck's B1 *Mayflower*, is a great opportunity for the Class 5 4-6-0 to show its paces on fast main lines besides digging in on the gradients of the Scottish branches.

"There is no doubt that day five (of next year's tour) will be marquee day for steam enthusiasts. When we did this in 2014 it was probably the best day

working with a West Coast combination partnered with one of Ian Riley's 'Black Fives'."

"It was quite a long day departing Inverness at 7am and arriving Fort William at 9pm – but only 11 of those travelling with us opted for a direct coach transfer of two hours from Inverness!"

Breaking new ground

Looking ahead with anticipation Marcus said that the tour departs King's Cross on Thursday, May 9, for York and it will be the only leg to use modern traction. *Flying Scotsman* then takes the 'Explorer' over the border to Edinburgh.

It is the next day when *Flying Scotsman* breaks new ground in the 21st century with its scheduled run to the Highland capital. The hope is that on Friday, May 10, the A3 will cross the Forth Bridge via the coastal route and a layover in Aberdeen.

"If no path can be found then the more traditional route over the Highland main line will be used," said Marcus.

Day Three sees a new locomotive enter the fray – LNER B1 4-6-0 No. 61306 *Mayflower*, owned of course by newly appointed Steam Dreams chairman, David Buck.

The 4-6-0 will head north to Wick and Thurso taking the 'Explorer' as far as a

three-hour break at Dunrobin Castle, ancestral home of the Earls of Caithness, perched high above the sea with its own station at the end of the drive.

The following day, *Mayflower* is back in charge working over one of the world's most scenic railways, running from Inverness to Kyle of Lochalsh, the route taking a straight line from east to west across northern Scotland giving memorable views of mountains, lochs and the sea.

For enthusiasts some real effort will be expected of the B1 on the heavily graded line.

Passengers who want to spend more time on the Hebrides leave the train for two nights on Bonnie Prince Charlie's hideaway before rejoining the tour on day six at Mallaig, when passengers will have the opportunity to sample the 'Jacobite' train or visit Mull and Iona. Those who have been enjoying two days on Skye will rejoin the tour by riding on the 'Jacobite' back to Fort William.

Harking back to day five, Marcus said: "The day creates two things. It is a repeat of the highly successful events of 2014 when Ian Riley's 'Black Fives' double-headed all the way from Inverness to the lowlands and then up the other side of the country to Fort William."

"Next year one of the 'Black Fives' will be involved but the day will begin

with the A3 and B1. It will be exactly the combination that 42 years ago headed a 16-coach train round the Cumbrian Coast.

Scotsman leaves the tour in the lowlands and a 'Black Five' will double-head with the B1 on the West Highland main line via Crianlarich and across Rannoch Moor.

On day seven the tour heads back south with two 4-6-0s working in harness but at a point yet to be agreed, the 'Black Five' will return north to Fort William for 'Jacobite' duties, *Mayflower* taking the tour on to Penrith for two passenger nights in the Northern Lakes.

While at the Lakes, optional visits will be organised to the Old Ratty (Ravenglass & Eskdale Railway) and the Lakeside & Haverthwaite Railway.

And finally...

Finally, day nine – the end of the tour – the B1 heads the 'Explorer' down the West Coast Main Line to London.

Summing up, Marcus Robertson commented: "Obviously some of the schedule will have changed by next May and West Coast has said the tour might take longer but even if this is the case, I suspect most people will opt to experience a once in a lifetime mixture of double-heading, scenery and the camaraderie which is what the Highlands is all about!"

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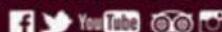
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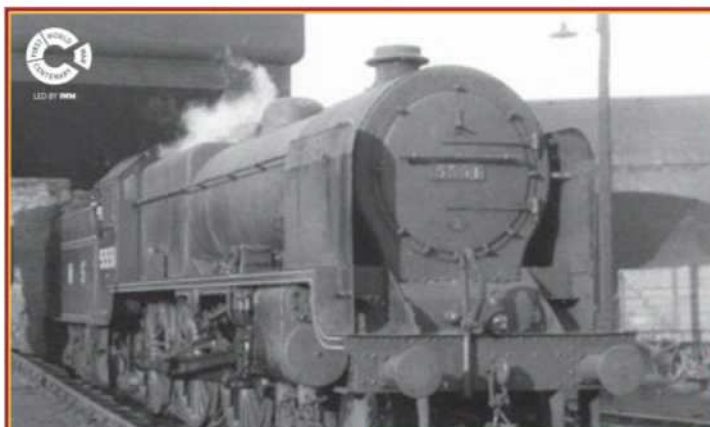
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WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

By Don Benn

THIS time I am covering 'The Ebor Flyer' which ran on April 14 after many months' planning. This was to be the first official 90mph public run with LNER A1 Pacific No. 60163 *Tornado* following its successful high speed test in April 2017, almost exactly a year earlier. Then it ran up to 91mph after Tursdale, north of Darlington on its northbound run with a load of 405 tons which included nine coaches and a non-working class 67 diesel. On the return run 100mph was reached near Alne between Darlington and York

As this test was successful, the A1 Trust with its operating partners set about planning a trip where

TABLE ONE: KING'S CROSS TO SANDY

Date	Saturday, April 14, 2018				
Train	The Ebor Flyer-0807 King's Cross to York				
Loco	A1 Class 4-6-2 No. 60163 <i>Tornado</i>				
Load	12 coaches, 419 tons tare 445 tons gross				
Driver	Paul Major				
Fireman	Dave Proctor				
Inspector	Don Clarke				
Weather	Sunny spells, light south east wind				
Recorder	DB 4th coach of 12				
	miles	sched	mins	secs	speed
King's Cross	0.00	0.00	00	00	
Gasworks Tunnel	0.19		01	16	9
Copenhagen Jct	0.71		03	19	20
Holloway		1.24	04	28	29
Finsbury Park	2.43	6.30	06	46	33½
Harringay	3.33		08	08	45
Hornsey	4.00		08	58	52½
Alexandra Palace	4.91		09	57	56½
New Southgate	6.38		11	37	53
Oakleigh Park	8.26		13	46	56
New Barnet	9.09		14	34	56½
Hadley Wood	10.46		16	02	55½
Potters Bar	12.65	19.00	19	32	
	0.00	0.00	00	00	
Brookmans Park	1.75		03	17	49½
Welham Green	2.84		04	25	63½
Hatfield	4.96		06	15	70½
Welwyn GC	7.59	12.00	08	42	54*
Digswell	8.32	14.00	10	33	0*
	8.32	21.00	20	17	
Welwyn North	9.21		23	08	46½
Woolmer Green	11.08	26.00	25	09	56/59½
Knebworth	12.30		26	29	59* tsr
Langley Jct	13.84		28	06	66½
Stevenage	14.86	29.30	28	54	67½/66½
Wymondley	17.26		31	07	72½/49*
Hitchin	19.21	33.00	32	59	63½
Cadwell	20.58		34	13	75½
Three Counties	22.91		35	57	83
Arlesley	24.26		36	54	87½/86½
East Road LC	26.29		38	33	91
Holme Green LC	27.34		38	59	89
Biggleswade	28.45		39	45	80*
PSRM Sign	30.42	44.00	42	03	

44 minutes is the schedule to pass Sandy

* brakes or speed restriction

Pathing stop at Digswell

90mph could be used in pathing plus of course the capability of *Tornado* to run for longer stretches between stops for water than most other main line-certified engines due to its 5,000 gallon capacity tender. This fitted with the objectives of keeping trains hauled by *Tornado* on ever busier main lines without excessively long end to end journey times. In 2009, King's Cross to York had been possible in two minutes over four hours within the 75mph limit but there really wasn't anything to spare as the train running in Table Four shows.

I had booked on 'The Ebor Flyer' as far back as September last year and so I eagerly awaited the details of times for the trip. These were very late coming but when they appeared I was astonished to see that the train was only given three hours 18 minutes to York and three hours 40 minutes on its return. Clearly there was going to be some very fast start to stop sections and although nothing appeared on Real Time Trains until just before the departure date I was able to work out from the 11.25am arrival in York that the water stop would be at Grantham and that we would follow the 9am King's Cross to Edinburgh from there but precede the 9.08 to York. This would give a time of about 70 minutes for the 83 miles, compared to 73 minutes in 2009.

When the official times were released it was clear that some very hard work had gone into the scheduling as we had been fitted very cleverly between the flights of fast trains. Graham Bunker of the A1 Trust told me that it was not all plain sailing but that they had got the timings they wanted. After calling at Potters Bar we were to wait at Digswell for the 8.30am to Edinburgh and 8.33 to Leeds to pass and then run fast line all the way to the Grantham water stop arriving at 10.01, just four minutes in front of the 9am King's Cross to Edinburgh, a planned start to stop average of over 71 mph.

From there, as I had predicted we would then run fast to York following the Edinburgh train and the 9.03 King's Cross to Leeds in 70 minutes for the 83 miles, also at 71 mph start to stop. In the return direction 'The Ebor Flyer' was planned to run non-stop over the 112 miles from York to Peterborough in 102 minutes and then after *Tornado* had taken water, another even time section to Potters Bar running fast line to Digswell.

Lower speed limits

The sections where 90mph was to be allowed were Stevenage to Offord, Connington South Junction to Fletton Junction, Lolham to Stoke tunnel, Claypole to Bawtry and Shaftholme Junction to Colton Junction. There were though some lower speed limits within those sections, mainly to 75mph and notably just beyond Hitchin, between Sandy and St Neots, at the Carlton loop entrance points, between Carlton and Retford at Tuxford and over the Worktop to Gainsborough line at Retford. Working from the coach numbers for seat allocations the load was expected to be nine coaches plus the support coach, 10 in all, so even with the 75mph sections I thought that 90mph would still be possible in a number of places.

On April 12, just two days before the trip, came the news bombshell that the ORR had discovered that steam hauled Mk.1 stock was limited to 75mph (despite the run with *Bittern* in December 2013). To the great credit of the A1 Trust and all concerned it was decided that Mk.2 stock would be found and that the tour would continue as planned. One can only imagine the frantic hard work



in replanning the stock workings and crew duties that this entailed but despite the moanings mainly by the keyboard warriors on National Preservation there is no doubt that this was the correct decision and welcomed by the majority as the alternative would have been cancellation.

Graham Bunker summed the situation up well when he said to me that they were all miffed and that it would have been much easier to cancel or go to play on the S&C. But they didn't. He also told me at that stage that the load would be 12 including a generator coach, so the air conditioned Mk.2 stock would be okay. I then began to worry about some of the 90mph sections, especially the one after Stevenage which contained two 75mph restrictions at key points, but as it turned out my concerns were unfounded.

And so came the day at last and after a very early start I found myself on platform 6 at King's Cross in the company of many old friends in the timing fraternity, most of whom were in the front passenger coach. The consist was support coach, eight Mk.2 coaches, Mk.1 kitchen car, a Mk.1 BSK and the generator coach, a total of 419 tons tare or about 445 tons full, a good load for any steam loco to reach 90mph with anywhere really.

Our driver was Paul Major with Dave Proctor on the shovel and TI Don Clarke. We got away a minute late and ran well out to the only pick-up station of Potters Bar running at 55-56 mph up the 1-in-200 from Oakleigh Park to Hadley Wood. Table One shows the details of this and the restart on the next section. We duly sat just short of milepost 21 at Digswell where we were passed by the planned service trains before setting off with some vigour on the way to York, or so we thought!

There was a temporary speed restriction (TSR) to 59 at Knebworth and we had just got into the 70s after Stevenage when the brakes came on for another check to 49mph at Wymondley, cause unknown. Recovery through Hitchin was also circumspect and I was just beginning to wonder if there was a problem when acceleration down the 1-in-200/264 to Three Counties at 83mph was very rapid. The next few minutes were indeed very exciting as speed continued to rise to 87.4mph at Arlesley, falling only to 86.3 at the top of the



LNER A1 Pacific No. 60163 *Tornado* accelerates away from a pathing stop over Digswell viaduct with 'The Ebor Flyer' on April 14. ANDREW PLUMMER

TABLE TWO: DETAIL DIGSWELL TO EMERGENCY STOP

Date	Saturday, April 14, 2018
Train	The Ebor Flyer-0807 King's Cross to York
Loco	A1 Class 4-6-2 No. 60163 <i>Tornado</i>
Load	12 coaches, 420½ tons tare 445 tons gross
Driver	Paul Major
Fireman	Dave Proctor
Inspector	Don Clarke
Weather	Sunny spells, light south east wind
Recorder	DB 4th coach of 12

	miles	sched	mins	secs	speed	average
Digswell	0.00	0.00	00	00		
Welwyn North	0.89		02	51	46½	
Woolmer Green	2.76	5.00	04	52	56/59½	
Knebworth	3.98		06	12	59* tsr	
Langley Jct	5.52		07	49	66½	
Stevenage	6.54	8.30	08	37	67½/66½	
MP 29	7.94		10	00	71	
Wymondley	8.94		10	50	72½/49*	
Hitchin	10.89	12.00	12	41	63½	
Cadwell	12.26		13	56	75½	65.8
MP 35	13.94		15	13	81	78.5
Three Counties	14.59		15	40	83	86.6
Arlesley	15.94		16	37	87½	85.3
MP 38	16.94		17	19	86½	85.8
MP 39	17.94		17	59	90	90.0
East Road LC	18.37		18	16	91	91.1
Holme Green LC	19.02		18	42	89	90.6
Bridge 110B	19.58		19	05	88½	87.7
Biggleswade	20.13		19	28	80*	86.2
PSRM Sign	22.10	23.00	21	46		

23 minutes is the schedule to pass Sandy start to stop average: 60.92 mph
* brakes or speed restriction

three quarters of a mile of 1-in-264 to Milepost 38 and then near to Milepost 39 on the 1-in-264 down reaching the coveted 90mph, peaking at 91mph at East Road level crossing where the gradient eases to 1-in-400 down.

At this point it seems that the engine was also eased slightly as the speed at the next crossing, Holme Green had dropped below 90. I took a video clip of the whole section through to beyond Biggleswade and this together with my GPS readings confirm that 90mph or slightly more was held for about one mile. Full details are in Table Two.

When considering the average speeds shown it must be borne in mind that a difference of one second can make a big difference to the averages at such high speeds. As we passed Biggleswade the brakes came on and we stopped just over two minutes later at 43 miles and six chains from King's Cross, or 22.10 miles from Digswell. So not only had we touched 90mph but we had achieved an even time start to stop run over a very short distance and that with a big load.

Sustained damage

Speculation was rife as to the cause of the problem, the most likely being that the train had hit something but it was very clear after quite a short time that *Tornado* had sustained damage and could not continue unaided. It has since been confirmed that a combination lever failed due to the piston valve overheating and binding in the valve chest. At the time of writing the root cause is not yet fully clear but is likely to have been insufficient lubrication. So it seems that it wasn't due to the high speed and would have happened at some stage on the trip anyway whatever the speed.

It had though been a remarkable few minutes and one not easily forgotten. I didn't particularly like the Mk.2 stock for a number of reasons; you can't hear anything outside, notably the locomotive and also the windows are smaller and therefore it is more difficult to see mileposts. It is certainly better than nothing though.

Before moving on to compare this run with a heavy load 90mph run from 1967 I thought it would be a good idea to include a perspective from Alan Rawlings.

"There was something surreal about this trip even



No. 60163 waits to leave King's Cross with 'The Ebor Flyer'. DON BENN



➔ *Tornado* with 'The Ebor Flyer' headboard. DON BENN



before the failure. I had a seat at the front of the first coach behind the support coach. Even with *Tornado's* soft Kylchap exhaust you would normally expect to hear the locomotive from where I was but things were fairly subdued inside our air-conditioned and sound-deadened cocoon.

"The run out to Potters Bar was businesslike and roughly to the booked time. We then hurried to Hatfield, touching 71 mph before waiting at Digswell for our path over Welwyn Viaduct. Away on time, we had a bridge restriction to contend with at Knebworth and a TSR approaching Hitchin that was passed at 65. Looking out of the window, it seemed just like any other run on the ECML. The countryside started to flash by silently at an ever increasing speed as we took advantage of the falling grades towards Arlesey. It felt like a service train (and even looked a bit like one inside with the Mk.2 stock) but the wisps of smoke said otherwise as in virtually no time at all *Tornado* whisked us up to 83 by Three Counties. The favourable grade then helped sweep us on to a maximum of 91 mph at East Road Crossing having covered about a mile at 90 mph. It was effortless.

"When the brakes came on a minute later and we stopped in the middle of nowhere in less than even time from Digswell, my first thought turned to trespassers ahead as there was no other logical reason for a signal check. But as time passed it became clear that there was a more serious reason for the stop although the expression on Graeme Bunker's face as he passed through to the support coach revealed nothing. On the footplate, it would appear that the first warning of a problem came when the reversing gear started to vibrate violently and that prompted the swift action of the driver to bring the locomotive quickly and safely to a halt."

51 years

To find a comparison with *Tornado's* heavy load short distance even time run with a maximum of 90 mph I have had to go back 51 years. With brother Bryan's help it's back to the last week of steam on the Southern in June 1967. Table Three shows a run over the 23.46 miles from Basingstoke to Woking in 21 minutes 35 seconds start to stop with a Bulleid rebuilt light Pacific with 12 on for 430 tons, almost the same load as *Tornado's* 445 tons but with a class 7 rather than a class 8 engine. After the initial section to Hook, gradients are similar but perhaps rather more favourable to *Tornado*. The

Bulleid was doing 75½ mph by Hook and over the next 5.68 miles to Fleet on gradients of level, 1-in-337 down and level. On 'The Ebor Flyer' from the point where we reached 75½ mph to when we touched 90 mph took 5.68 miles, incredibly exactly the same distance!! The A1 Pacific was just three seconds faster. The Class 7 Bulleid reached 90 mph after two miles of 1-in-337 down and then continued to accelerate on level track to reach 90 at Fleet and then touch 91 in the short 1-in-655 down after. Comparisons can be odious so I have left the reader to decide which was the better loco performance but the run with *Tornado* has brought out of the shadows one of the great short distance heavy load performances from close to the end of Southern steam from an engine a few days from withdrawal.

Finally to show just what *Tornado* can do I have recalled that great run of September 19, 2009 in Table Four and

TABLE THREE: BASINGSTOKE TO WOKING

Date	Thursday, June 29, 1967				
Train	4 pm Weymouth Quay to Waterloo				
Loco	Rebuilt Battle of Britain class 4-6-2 No. 34087 145 Squadron				
Load	11 coaches and 1 van, 403 tons tare 430 tons gross				
Crew	Shepherd, Eastleigh MPD				
Recorder	Bryan (Wedgie) Benn				
	miles	sched	mins	secs	speed
Basingstoke	0.00	0.00	00	00	
MP 45	2.75		04	31	63
Newnham Siding	4.05		05	45	69
MP 43	4.75		06	17	70
Hook	5.59		06	56	75½
MP 41	6.75		07	53	78½
Winchfield	7.92		08	45	82½
MP 38	9.75		10	01	89
Fleet	11.27		11	02	90/91
MP 35	12.75		12	01	90
Farnborough	14.55		13	18	79*
Sturt Lane Jct	15.60		14	07	61* tsr
MP 31	16.75		15	16	62
Pirbright Jct	18.26		16	28	71½
Brookwood	19.76		17	47	75
Woking Jct	23.00		20	34	
Woking	23.46	26.00	21	35	

start to stop average : 65.22 mph

hope that this can be replicated and indeed bettered in the not too distant future when 'The Ebor Flyer' is rerun with a fully-repaired 90 mph *Tornado*. With thanks to Graham Bunker, Alan Rawlings, Sandy Smeaton and Bryan (Wedgie) Benn for their help and input to this article and sincere thanks to all at the A1 Trust, Network Rail and everybody else who worked so hard to set up the trip in the first place and to retrieve the situation so well.

Follow-up book

For the timing community my follow-up book to *Twilight of Southern Steam* published by Pen & Sword last year, is now available self-published from Amazon and entitled *Southern Steam Twilight-Supplement*. It contains about 450 performance tables plus a new set of photos and not much text so it won't be everybody's cup of tea. I promised many people that I would do it and so it's done. **HR**

TABLE FOUR: GRANTHAM TO YORK

Date	Saturday, September 19, 2009				
Train	0918 King's Cross to York				
Loco	A1 Class 4-6-2 No. 60163 <i>Tornado</i>				
Load	13 coaches, 465 tons tare, 510 tons gross				
Driver	Don Clarke				
Fireman	Chris Bayliss				
Recorder	Don Benn				
Position	2 of 13				
Weather	Sunny, warm and calm				
	miles	sched	mins	secs	speed
Grantham DGL	0.00	0.00	00	00	
Peascliffe	2.38		05	34	52
Tunnel South					
Barkstone	4.24		07	18	63½
South Jct					
Hougham	6.23		09	01	75
MP 113	7.56		10	11	75½
Claypole	9.90	10.00	12	04	73/71½
Barnby	13.60		15	04	73
Newark North Gate	14.71	14.00	15	56	74/72½
Bathley Lane Xing	18.04		18	19	76
Carlton Xing	20.88		20	55	76½
Dukeries Jct	25.85		25	11	67½
Lincoln Road	27.56		26	37	72
Markham Summit	28.29		27	15	70½
Garnston	30.06		28	39	75½
Grove Road	32.03		30	10	76½
Retford	33.18	29.00	31	03	72
Botany Bay Xing	35.23		32	47	77
Ranskill	38.54		35	27	73
MP 146	40.56		37	07	74
Bawtry	42.21		38	29	70
Pipers Wood	44.06		40	08	65
Rossington Xing	45.93		41	37	76½
Loversall Carr Jct	46.56		42	08	77½
Doncaster	50.55	44.00	45	24	68
Arksey	52.59		47	10	72½
Shaftholme Jct	54.85	48.00	49	02	75½
MP 162	56.56		50	24	74½
Moss Xing	57.59		51	12	75
MP 165	59.56		52	49	76
Balne	60.49		53	32	75
Heck	61.75		54	29	74
Templehirst Jct	63.81	55.00	56	07	76½
Hambleton	69.50	59.00	60	43	78½
North Jct					
Stoker Wood	72.56		63	02	74
MP 181	75.56		65	26	72
					sigs 46*
Colton Jct	77.55	65.00	68	39	52½
Copmanthorpe	79.35		69	37	61
Chaloners Whin	81.15		71	29	63
					sigs 12*
York	83.03	73.00	75	59	

*brakes or speed restriction

average speed over the 68 miles from Milepost 113 to 181 = 73.85 mph

start to stop average 65.56 mph

net time 74 minutes



The rescue engine GBRf Class 66 No. 66744 with No. 60163 at Peterborough. DON BENN

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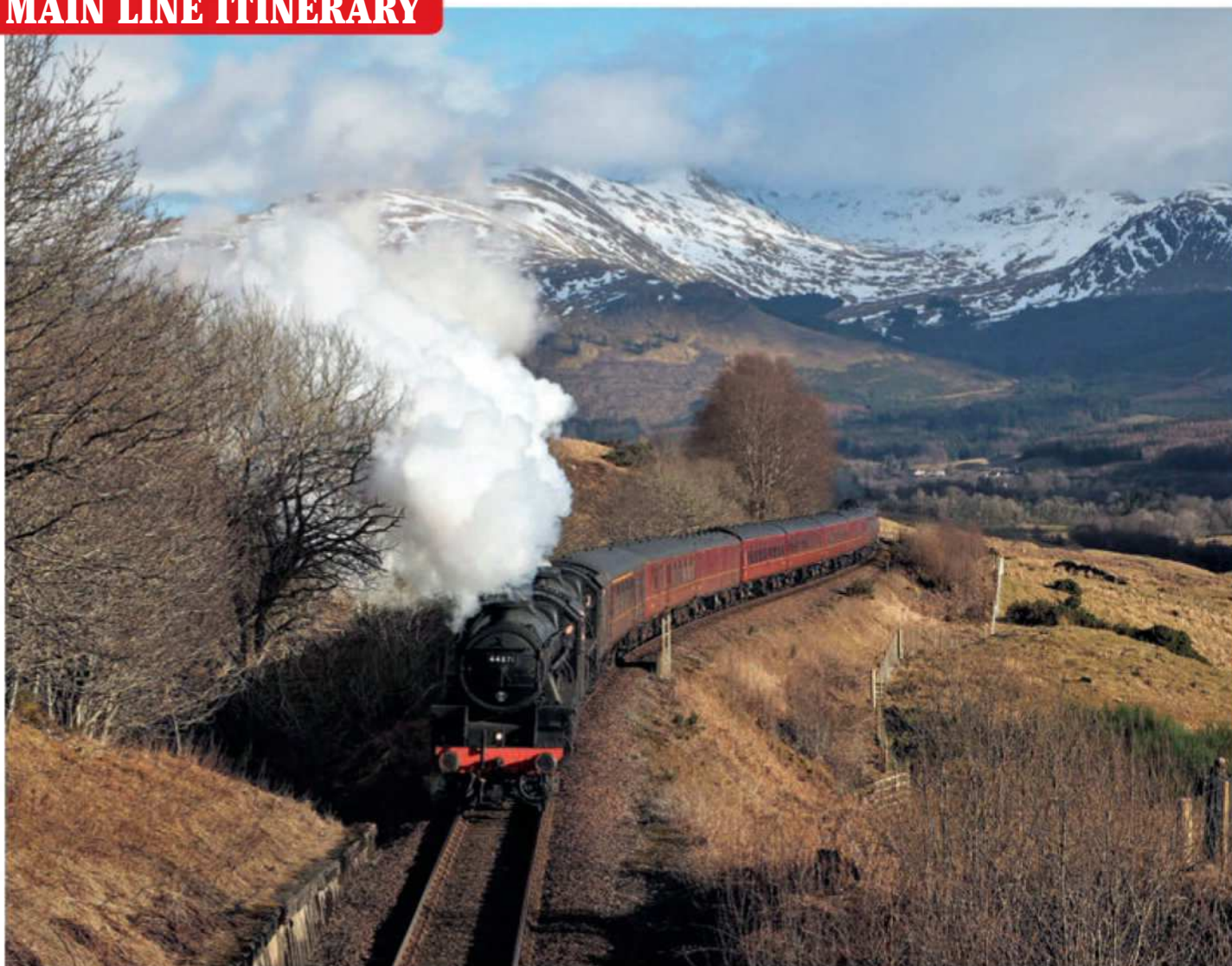
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May

THUR 10: 'Cathedrals Express'

Peterborough, Winchester and return.
Steam hauled: Peterborough, Winchester, Willesden.

Loco: No. 45212. SD

SAT 12: 'Cumbrian Mountain Express'

Euston, Shap, Carlisle and return via Settle.

Steam hauled: Carnforth, Carlisle, Farington Junction.

Loco: No. 45690 *Leander* or No. 45699 *Galatea*. RTC

SAT 12: 'Welsh Marches Express'

Crewe, Shrewsbury, Hereford, Cardiff and return.

Steam hauled throughout.

Loco: No. 34046 *Braunton*. ST

TUES 15: 'Cathedrals Express'

Victoria, Ascot, Worcester and return.

Steam hauled: Victoria, Worcester, Willesden.

Loco: No. 45212. SD

WED 16: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 19: 'Canterbury Tale'

Peterborough, Canterbury and return via Dover.

Steam hauled: Peterborough, Canterbury, Willesden.

Loco: No. 60163 *Tornado*. UKRT

SAT 19: 'Cathedrals Express' (day one)

King's Cross, York, Edinburgh.

Steam hauled: York, Edinburgh.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 19: 'Coast to Coast'

Liverpool, Sheffield, Scarborough and return.

Steam hauled throughout.

Loco: No. 45690 *Leander*. RTC

SUN 20: 'Cathedrals Express' (day two)

Edinburgh, Kirkcaldy and return x3.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

TUES 22: 'Cathedrals Express' (day four)

Edinburgh, Carlisle, York, King's Cross.

Steam hauled: Edinburgh, York.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 26: 'Quantock Intruder'

Paddington, Newbury, Minehead and return.

Steam hauled: Paddington, Minehead, Bishops Lydeard.

Loco: No. 35028 *Clan Line*. UKRT

SAT 26: 'The Hadrian'

Norwich, Hellifield, Carlisle and return.

Steam hauled: Hellifield, Carlisle and return.

Loco: No. 45699 *Galatea*. RTC

TUES 29: 'The Fellsman'

Lancaster, Hellifield, Carlisle and return.

Steam hauled throughout.

Loco: No. 45699 *Galatea*. SMN

THUR 31: 'Cathedrals Express'

Paddington Oxford, Victoria.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

THUR 31: 'Cathedrals Express'

Victoria, Guildford, Redhill, Victoria

(evening).

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

June

SAT 2: 'Yorkshire Pullman'

King's Cross, York, Scarborough and return.
Steam hauled throughout.

Loco: No. 60163 *Tornado*. UKRT

SAT 2: 'North Wales Coast Express'

Crewe, Holyhead and return.

Steam hauled throughout.

Loco: No. 46100 *Royal Scot*. ST

Regular Steam

MON - FRI: 'Jacobite'

Fort William, Mallaig and return.

Steam hauled throughout.

Loco: No. 44871, 62005 or No. 45407. WCR

TUES MAY 1, 8, 15, 22: 'Dalesman'

Chester, Hellifield, Carlisle and return.

Steam hauled: Hellifield, Carlisle and return.

Loco: No. 45690 *Leander* or No. 45699 *Galatea*. WCR

THURS MAY 31 - SEP 13: 'Scarborough Spa Express'

Carnforth, York, Scarborough and return.

Steam hauled: York, Scarborough and return.

Loco: No. 48151 or No. 45699 *Galatea*. WCR

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

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1946 – a good year for top-link steam locomotives

THE nameplates from two top link locomotives that shared the year of their birth and the year they met their end will play leading roles in Great Central's June 2 auction at Stoneleigh Park. They are *Devizes Castle* from GWR No. 7002 and *City of Hereford* from LMS Princess Coronation No. 46255.

The GWR representative was built at Swindon in June 1946 and withdrawn from Worcester (85A) in March 1964, and a feature of the plate is that it was originally carried by 1938-built No. 5075 until that loco was renamed *Wellington* in October 1940. The LMS Pacific was built at Crewe in October 1946 and pensioned off in September 1964 from Carlisle Kingmoor (12A), so giving these two fine engines a service life of just under 18 years.

Nameplates from three BR-built engines will also be looking for new homes – *Wyke Hall* (GWR No. 7929), *Byron* from Britannia Pacific No. 70031, and *Linette* from a second Standard, Class 5 No. 73087. The Hall was built at Swindon in November 1950, the last member of the class to be constructed, and withdrawn in 1965 from Tyseley (2A), while the 'Brit' emerged from Crewe in November 1952 and was taken out of service from Carlisle Kingmoor exactly 15 years later.

No. 73087 was a Derby product, entering traffic in August 1955 and retired

from Guildford (70C) in October 1966. It was named in 1959, one of 20 Southern Region members of the class to be given the names, but not the actual plates, of withdrawn Southern Railway King Arthur 4-6-0s, in this instance from No. 30752.

Still with the SR, *Sir Ironsides* from 1926 Eastleigh-built, 1961-withdrawn, No. 30799 will be going under Mike Soden's hammer, and a return to the GWR gives us *Nanhoran Hall* from No. 4947, which began its career in August 1929 and ended it in September 1962 when a resident of St Philip's Marsh, Bristol (82B).

A second LMS contender is *Eire*, from 1934-built Jubilee No. 45572, which carried the name *Irish Free State* until July 1938. This 4-6-0 was withdrawn from Willesden (1A) in January 1964. Two LNER offerings are *Minoru* (A3 Pacific No. 60062, built at Doncaster in

May 1925 and withdrawn in December 1964 from 34E New England after a main line life of just shy of four decades), and *Castle Hedingham* from B2 No. 61614, an October 1930 Darlington product that ended its days in June 1959 when allocated to Cambridge (31A).

Finally come three pre-Grouping examples, *Prince Albert*, *Oberon* and *Cudworth*. The first was carried by GWR Star 4-6-0 No. 4042, which emerged from Swindon in May 1913 and was



withdrawn from Bristol Bath Road (82A) in November 1951, and the second from LNWR No. 2164, a Precursor class 4-4-0 that was built at Crewe in May 1904 and withdrawn from Llandudno Junction as LMS No. 25277 in August 1946. In addition to the usual details, the plate is stamped 'Superheated 1/13'.

Cudworth comes from LBSCR Remembrance class No. 32330, which was built at Brighton in December 1921 as a 4-6-4T and rebuilt as a 4-6-0 tender locomotive in September 1935. Named after James Cudworth, locomotive superintendent of the South Eastern Railway from 1845-76, it was withdrawn from Basingstoke (70D) in August 1955.

Cabside numberplates from Nos. 7002 and 7929 will be in the auction, both being sold separately from their matching nameplates, and so too the smokebox numberplate from the Castle and also that from No. 73087. Other smokebox numberplates will include 7921 (GWR *Edystone Hall*), 30917 and

34055 (SR Schools class *Ardingly* and BB Pacific *Fighter Pilot*), and 70012 (BR Standard Britannia *John of Gaunt*).

The nameboard from Kinnaber Junction signalbox 38 miles south of Aberdeen, which is going under the hammer at the auction, will mean much to many enthusiasts, as it was the location in Montrose that featured in the London-Aberdeen 'Race to the north' that culminated in a fierce battle between the North British and Caledonian railways in August 1895. It was at that junction that the NBR and CR main lines converged, and first to arrive there took the lead into the Granite City.

Other highlights of the sale include a trespass cast-iron sign from the Wye Valley Railway that ran from 1876 until absorption into the GWR in 1905, station totem signs from Wetherby, Musselburgh and Chesterfield Midland, and a pair of cab spectacle windows from an Isle of Wight O2 class 0-4-4 T. The auction starts at 10am.

Poetic justice as 'Brit' secures narrow win against the LNER

A HEAD-to-head battle between BR and the LNER ended in a narrow victory for the former at Great Northern's April 7 auction at Poynton, with nameplate *William Wordsworth* from Britannia No. 70030 claiming a narrow victory at £12,500, closely pursued by *Loch Lomond* from K2 class 2-6-0 No. 61790 (£12,000).

Duchess of Kent from LMS Princess Royal No. 46212 didn't sell on the day, and so too another LMS representative, *Leinster* from No. 45741, the penultimate Jubilee to be built, but flamed out *Ellen Douglas* from Eastfield Glasgow (65A) stalwart No. 62688 went

for £850. However, *Duchess of Kent* did go to a new home in the days after the sale, for £16,000.

The standout non-nameplate realisation was £3200 for a cabside numberplate from GWR No. 6877 *Llanfair Grange*, some way ahead of the next best in the category, from another GWR 4-6-0, the linguistically-challenging No. 5942 *Doldowlod Hall* (£1550).

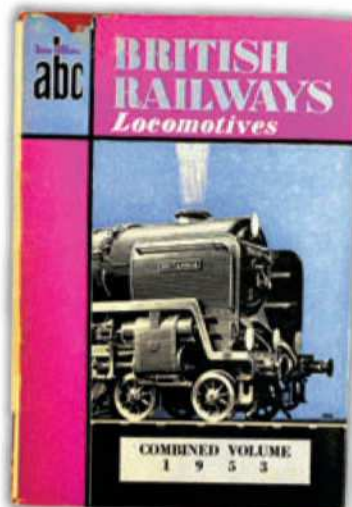
Leading smokebox numberplates were 68516 from a J67 0-6-0 and 92220 from a Standard 9F *Evening Star* (£1650 and £1300 respectively), and the top worksplates were a 1928

LNER Darlington example from D49 No. 62723 *Nottinghamshire* (£1250) and an 1894 Kitson & Co from Cardiff Railway 0-6-2T No. 1 which featured in last month's *Heritage Railway* (£1000).

Also at £1000 was the top totem, Clapham Junction, and close behind an O-gauge model of LMS Class 2P 4-4-0 No. 40700 (£980), and a pair of clocks from the Cambrian and Great Northern railways, each at £900.

It is also worth dwelling on a large selection of original Ian Allan ABC Combined Volumes dating from the 1940s, 50s and 60s, that went under the hammer for prices up to £320, the most expensive being the 1953 version.

Oh, such memories, and such pain to recall that, once they had served their purpose to us trainspotters of the era, into the dustbin they went. Prices



exclude buyer's premium of 10%.

"Very happy – prices were good, and our best-ever attendance," was the verdict of Great Northern boss Dave Robinson. "We did well, and I'm more than pleased."





BY GEOFF COURTNEY

RAILWAYANA



SDJR memories at heart of Templecombe auction

MEMORIES of the much-loved – and missed – Somerset & Dorset Joint Railway will appropriately pervade Talisman's auction at Templecombe on May 12, with the smokebox numberplate from SR West Country Pacific No. 34044 *Woolacombe*, a regular on the line, being at the centre of things.

Other items from the SDJR include a Wells station car park direction sign, a Bath Green Park running-in board, bridge plates, cast-iron signs, handlamps and single line tablets. Handlamps from other companies include examples from

the Cambrian and Cardiff railways.

Two nameplates in the sale are *Plowden Hall* from GWR No. 4956, built at Swindon in September 1929 and withdrawn from Westbury (82D) in July 1963 – its cabside numberplate will also be going under the hammer – and *Implacable* from Class 50 diesel D439/50039 built by English Electric in October 1968.

There's a London & Brighton Railway policeman's truncheon dating from 1837 and a Bristol Wagon & Carriage Works Co maker's plate from a Lynton & Barnstaple

Railway carriage, while posters include GWR, SECR and LBSCR, and clocks GWR, SER, LSWR, and SDJR.

For those who are attracted to left-field items, there is also a GWR super saloon copper samovar. Like me, you may have to turn to the dictionary for that one. Eight of these Charles Collett-designed super saloons, all named after members of the royal family, were built at Swindon in 1931 for London-Plymouth boat trains, and five have survived into preservation. The auction, at the Gartell Light Railway, starts at 10am.

Last laugh for the workhorses which failed to excite trainspotters

THE LNER B1 4-6-0s may have been regarded as mere workhorses by us ungrateful trainspotters who were dazzled by the Pacific thoroughbreds of the East Coast Main Line, but these unpretentious 4-6-0s are having the last laugh. For all of a sudden, their equally unpretentious nameplates are making a mark on the railwayana stage by catching the eyes of collectors.

Look at Talisman's March 24 auction at Newark, where *Lord Rutherford of Nelson* would have been favourite to head the charts. This two-liner from LMS Jubilee No. 45665 failed to find a new home on the day, whereas *Topi* from B1 No. 61013 went under the hammer for £5800, this success coming just two weeks after *Reitbok* from No. 61021 sold for £5600 at a Great Central sale. The Jubilee nameplate did sell subsequently, for £12,000.

Totem sign Watford High Street was a category winner with a £3100 realisation – second at £1400 was Bradford Exchange – while other class leaders included a works

numberplate from LNER K2 class 2-6-0 No. 61788 *Loch Rannoch* (£2700), and a nameboard from Robin Hood's Bay signalbox (£2100).

If there are any regular readers of my column out there, they may recall the recent correspondence debating apostrophes on SR target station signs. Well, here I go again – on a recent visit to the NRM I spotted a Robin Hood's Bay (i.e. with apostrophe) platform seatback on display, whereas the signalbox nameboard from the same station that sold at Newark didn't have one. Grammatical accuracy seems to have been as elusive to some people back then as it is to so many today.

Anyway, I will let my hobby horse ride off into the sunset and return to Talisman's auction, in which a Great Central Railway handlamp plated Sutton-in-Ashfield was another four-figure sale (£1800), and so too a 'White Rose' headboard (£1500) and a



→ MODEL trains from either side of the Atlantic filled the top two spots in a Vectis sale at Thornaby on March 16. In first place at £800 was Hornby O-gauge Southern Railway No. 1759, a member of a class of 4-4-0s that was a Richard Maunsell post-Grouping development of Harry Wainwright's SECR L class.

In second place with a hammer price of £750 was a gauge one model by USA Trains of Atchison Topeka & Santa Fe Railroad 3460 class 4-6-4 No. 3462. This class of six was built in

1937 by Baldwin Locomotive Works of Pennsylvania, for decades the world's largest loco manufacturer which built more than 70,500 locomotives before closing in 1972, nearly 150 years after being founded by Matthias Baldwin. Prices exclude buyer's premium of 25% (inc VAT).

→ A METROPOLITAN & Great Central Joint Committee ticket for a third class journey from Verney Junction to Waddesdon realised the highest price of £220 at a Great Central Railwayana



signalbox block instrument (£1100). Prices exclude buyer's premium of 10% (+ VAT).

Talisman's Roger Phipps said: "The auction was well attended, and there were the usual surprises along the way, notably the *Loch Rannoch* worksplate, the Watford High Street totem, and the signalling instrument, which turned out to be a very rare patent."

4500-lot ticket postal auction in March. The train journey may have been fewer than 10 miles, but – as the ticket states – it required a change at Quainton Road station.

The 7½d ticket, which dates from the very early 1900s, also carries the initials O&AT after the name of Waddesdon station, which stand for Oxford & Aylesbury Tramroad (aka Brill Tramway), on which Waddesdon station was located. The price excludes buyer's premium of 15% (+ VAT).

West Country class set bids for top spot

A SET comprising nameplate, coat-of-arms and West Country Class scroll from SR No. 34040 *Crewkerne* will be the centre of interest at a Railwayana.net internet auction being held from May 15-20. The Pacific was built in September 1946, emerging from Brighton works as 21C140, and withdrawn from Bournemouth (70F) in July 1967, making it one of the last of the class to be taken out of service.

Other items in the sale are SR targets Bournemouth Central, Chard Junction and Plymouth Friary, totems Barnstaple Town and Devonport Kings Road, a 'Bournemouth Belle' headboard, and a pair of LSWR suburban stock carriage gates.

Locomotive railwayana includes chrome LNER letters off an A4 tender, and nameplate *Mount Loolmalasin* from East African Railways 59 class 4-8-2+2-8-4 Garratt No. 5908, built by Beyer Peacock in Manchester in 1955. With a tractive effort of 83,350lb ft, the 34 members of the class were the most powerful metre-gauge steam engines ever built.

Midland totem pips pannier tank at Bristol

A BR Midland Region totem sign from Rochdale station was the highest realisation in a Bristol Railwayana auction on April 8, selling for £710, followed by a cabside numberplate from GWR No. 9431 (£625).

This 0-6-0PT was built in the BR era in November 1950 by Robert Stephenson & Hawthorns at Darlington and allocated to the Port Talbot shed of Duffryn Yard (87B), ending its days in April 1964 a few miles up the line at Swansea East Dock (87D).

Only the first 10 in the class of 210 were built at Swindon, these being the last steam locomotives built by the GWR. The remaining 200 were constructed by the outside contractors RSH, W G Bagnall and Yorkshire Engine Co.

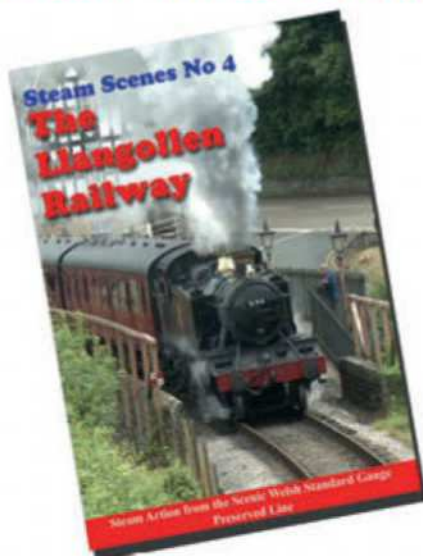
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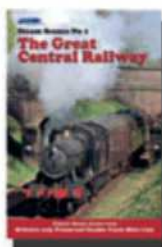


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SHED BASHING!

The last few years of BR steam were a fascinating time for young steam enthusiasts. **John Bailey** recalls holidays in the 1960s involving shed visits in various parts of Britain.

While I had spent my junior schooldays with pencil and notebook at the nearby Midland main line in Leicester, my interest was not rekindled until 1964 when it became apparent that steam was on borrowed time. Equipped with my Ian Allan Combined Volume and my Brownie 44a camera, at 13 I was ready to record the demise of steam in Britain. The first in my family to own a camera, scraping my birthday money together, I had paid 37s-6d for it. With a fixed focus, a shutter speed of 1/40th and choice of F11 & F16 apertures, it took 12 pictures on 127 roll film. While one could forget about shots inside sheds, moving trains or grey locos on

dull days, the relatively large format allowed remarkably good pictures, when conditions matched the camera's settings.

My father indulged my railway interests and successive annual holidays to Sidmouth in 1964, Crieff 1965 and Swanage 1966 were by train; a large trunk of clothes having been sent ahead to the hotel. In addition to spotting on the journeys, my father also sent off for BR shed passes.

In early September 1964 we set off from Leicester Midland station for Sidmouth. In those days there was still plenty of steam on freight, BR Standard 9F 2-10-0 No. 92153 passed through and there was even the rare treat of

LMS Jubilee 4-6-0 No. 45721 *Impregnable*, amongst the Stanier 8Fs and 5MTs.

In those days my notebooks record a journey as just a continuous list of numbers, with occasional lines marking off unrecorded locations en route. I have been reduced in some cases to 'navigation by shunter', whereby if several adjacent diesel shunters are all allocated to the same depot in the appropriate shedbook, I assume I am at that point on that journey. I need no such aide memoir to recall that GWR 0-4-2T No. 1474 was bustling backwards and forwards with its single coach at Gloucester, where the shed was bursting with GWR tanks and names such as Nos. 6833 *Calcot Grange*,



SR rebuilt Merchant Navy Pacific No. 35024 *East Asiatic Company* waits to leave Exeter Central with an Up express in early September 1964.





Three GWR 0-6-0PTs including No. 9729 at Westbury shed in early September 1964.

5026 *Criccieth Castle*, 5961 *Toynbee Hall* and MR/LMS 'Duck Sixes' Nos. 43924, 44123 & 44466, the first two of which were lucky enough to have been sent to Barry dump. Lots of Hymeks around and Warships D845 *Sprightly* and D869 *Zest*.

Between Taunton and Exeter we had various pannier tanks and Halls and 2-6-0 No. 7303, but much more exciting were the long-withdrawn pre-Grouping SECR-designed N class 2-6-0s Nos. 31821 & 31841, which were unlike anything I had ever seen before, and gave very much the same thrill I imagine as if a dinosaur had suddenly crossed the road in front of me! As LMS Ivatt 2MT 2-6-2T No. 41295 is

the last record of the day I suspect that it hauled us along the delightful, twisting and soon to close, branch line to Sidmouth. Indeed our summer holidays seemed to spell the end of the line for any destination chosen, Minehead following in post-Southern steam days.

Packed with Bulleids

We had shed passes for Yeovil, Templecombe, Westbury and Taunton, but not Exmouth Junction, which we must have bunked. Exmouth Junction was not only packed with Bulleids, but 2-6-0 Nos. 31406, 31812, 31845, 31856, 31859 and GWR 0-6-0s Nos. 3205 and 2214, at which point there is

notebook fatigue with loose and missing pages!

We only managed to get to Taunton and Westbury depots. Taunton had a large roofless roundhouse (handy for Kodak 44a users!) containing GWR 0-4-2T No. 1450, 2-8-0 No. 2822 and 2-6-0 No. 7303, also on site were some Halls, pannier tanks and 2-6-0s Nos. 6345, 7337 and 5336. At Taunton we were given free blue Taunton Down platform tickets.

Westbury had mostly pannier tanks but also No. 4079 *Pendennis Castle* and six Halls. There was plenty of time for spotting on Exeter Central station, where there were still plenty of Bulleids on passenger trains. Exeter St Davids was less interesting for spotting, but the ➔



SR Bulleid Battle of Britain Pacific No. 34084 253 Squadron on Exmouth Junction shed in early September 1964.



SR N class 2-6-0 No. 31845 on Exmouth Junction shed in early September 1964.



GWR 2-8-0 No. 2822 inside Taunton shed in early September 1964.



Now preserved on the Severn Valley Railway, GWR 0-4-2T No. 1450 on Taunton shed in early September 1964.



LNER A2 Pacific No. 60530 *Sayajirao* on Dundee shed on July 9, 1965.



Withdrawn LNER A2/3 Pacific No. 60512 *Steady Aim* at Perth shed on July 8, 1965.



LNER A4 Pacific No. 60031 *Golden Plover* on Perth shed on July 8, 1965.



NBR J36 0-6-0 No. 65345 at Thornton Junction shed in July 1965.

site of Exeter shed was marked by No. 31849 and an LMS 2-6-2T. The return journey to Leicester started with BR Standard 3MT 2-6-2T No. 82042 which took us to Exeter. Plenty of GWR steam was seen, highlights being 5000 *Launceston Castle*, 7011 *Banbury Castle*, and 0-6-0PTs Nos. 1639 and 8104. A total of 92 locomotives, 57 steam of which 22 were GWR and four SR.

On July 6, 1965, we set off on the long journey to Crieff by train, with still plenty of steam at Leicester, but also Type 4 diesels D1884-D1887, presumably fresh from the Brush works in Loughborough. We saw LMS 2-6-0 No. 42974 on the way to Nuneaton, and on to the WCML approaching Crewe we saw BR standard Britannia Pacific No. 70033 *Charles Dickens*, and the then ubiquitous station pilot LMS 3F Jinty 0-6-0T Nos. 47680 and 47325. Passing Crewe works we saw the dedicated works shunters Nos. 47677, 44450, 47592, 47330 and 4F No. 44525. It bodes ill that they were all together, so perhaps withdrawn and awaiting scrap. Carlisle produced Britannias Nos. 70048 *The Territorial Army 1908-1958* and 70006 *Robert Burns*, Royal Scot No. 46128 *The Lovat Scouts*, 72008 *Clan Macleod* – the first namers since Crewe, plus No. 47326, although steam was being rapidly

relegated to freight working here.

At Beattock we saw LMS 4MT 2-6-4Ts Nos. 42694, 42274 and 42133, and 'Black Five' 4-6-0s Nos 45029 and 45090. Further North we saw Metro-Vick Co-Bo diesel D5700, a welcome cop and further north, the first class 17 Clayton diesels – D8510, D8548, D8501, D8549, D8509, allocated to Polmadie and all cops. I always regarded these, the Class 14s and the Western hydraulics as the acceptable face of dieselisation, and recorded them with satisfaction. B1 4-6-0 No. 61307 of St Margaret's was the only LNER loco on the outward journey. I recorded 178 locos in total, 114 steam, 58 diesel and six electrics. There were also six of the once-ubiquitous WD Austerity 2-8-0s, whatever happened to them? One minute they were everywhere, the next minute they were extinct, without me ever having photographed one.

Impressive abandoned building

Arriving at our hotel in Crieff by bus from Gleneagles, I was quick to appropriate the two out of date blue Scottish railway timetables from the hotel lounge. Passenger services may have halted, but Crieff retained a very impressive abandoned station building to explore, with floors liberally covered with collectable railway paperwork; it was also still open to freight, operated by 5MT 4-6-0s.

The shed pass that I still have is dated July 8, 1965 and is for the Glasgow division. Looking back this is a bit strange, as we didn't visit a single Glasgow division shed, so either there is a long-lost Edinburgh region pass, or it was collected in at some point. The W Alexander & Sons coach took us directly to Perth railway station, where we left my mother to do whatever it is mothers do when the male members of the family go off trainspotting.

We wasted no time making for the adjacent Perth depot, which contained mostly 5MTs with Eastern promise limited to a B1, A4 Pacific No. 60031 with *Golden Plover* nameplates and one of the last few A2

Pacifics, No. 60512 *Steady Aim*, devoid of plates and motion, ready for its final journey. Some of the locos have T next to them, which I assume meant tablet collector, something I'd never seen before on a loco cabside. Almost every loco was a cop, but where was all the pre-Grouping Eastern stock?

At Perth station, 11/- purchased a blue Day Rover ticket, permitting travel within the area bounded by Edinburgh, Callander, Comrie, Perth, Dundee, Tayport and St Andrews. Taking the now long-closed direct line to Edinburgh we got off at Dunfermline, which was graced by Upper and Lower stations. What Dunfermline depot (62C) lacked in size it more than made up for in quality, home to only 11 steam locomotives and three diesels, there were three powerful-looking J38 0-6-0s and joy of joys, my first sight of my favourite class of locos, NBR J36 0-6-0 No. 65288, which was the stationary boiler. Not just a high Victorian design and one of the oldest locomotives remaining in service, some even had inexplicable-sounding names such as Mons and Haig painted on their splashes.

Maude to me was just a rather old-fashioned girl's name, little did I realise then that these names had been earned by service in the grim battlefields of France during the First World War. On returning to the station J37 0-6-0 No. 64571 completed the trio of Scottish 0-6-0 classes.

Next stop was Thornton Junction, which had much the same feel as Trent station, large, windswept and in the middle of nowhere! It was very handy for Thornton shed (62A), and I suspect we were the only passengers to actually get off the station. Of the 28 steam locos, all but a 'Black Five', a standard 5MT and four Austerities, had numbers beginning with that magic number '6'. Two J36s, eight J37s, six J38s and six B1s. J36 No. 65345 was the stationary boiler, parked fortunately outside the shed.

Back to Thornton Junction and we caught a train west on the more southern route through Inverkeithing and Alloa to Stirling. At Stirling we saw A4 No. 60034 *Lord Faringdon* hauling





LNER A4 Pacific No. 60034 *Lord Faringdon* takes water at Stirling with the Aberdeen-Glasgow 'St Mungo' in July 1965.

the 'St Mungo'. Over the next few days we visited depots at Dundee (Nos. 60528 *Tudor Minstrel*, 60532 *Blue Peter* and 65319), St Margarets (Nos. 65234, 60041 *Salmon Trout* one of the last A3s and A4 No. 60027 *Merlin*), the note TC next to No. 60027 stands for tender-cabbed – as I had ventured down the dark claustrophobic corridor through the tender.

Architecture and grandeur

We also managed Leith Central, Dalry Road, and Bathgate depots. Perth station had all the bustle and excitement of one of the London termini but with trains arriving and departing from both directions, while BR Standard 4MT 2-6-4Ts Nos. 80028, 80093 and 80126 scurried about moving carriages and vans. Seen on a recent visit to my grandchildren, while the station still retains its architecture and grandeur, it had the feeling of a mausoleum, with its echoing platforms and lack of activity.

Highlight of the day were the southbound and northbound arrivals of 'The Grampian', rostered to Aberdeen's fleet of A4s. On the afternoon of the 9th and morning of the 10th, No. 60007 *Sir Nigel Gresley* was hauling it, then to our understandable disgust 'Black Five' No. 44704 was on the afternoon train! There was plenty of diversity, Clan No. 72006 *Clan Mackenzie* on freight being the best cop, although a dirty loco on a gloomy platform was beyond the Brownie – even on its wider aperture! A4s, Britannias, V2s, B1s, 5MTs, Standard 5s and a single Scot No. 46115 *Scots Guardsman* were seen, although there was an insidious presence of Class 25, 26 and 27 diesels which probably explained the absence of the LNER 0-6-0s.

We caught an evening train back to Leicester, and at stops I would hop off onto draughty gas-lit platforms to ask station staff if they had any unwanted tickets. How I cursed as we passed through Leeds, when the blind on the corridor door jammed at just the minute we passed a depot!

On Saturday, July 16, 1966, we took the 1.23pm York-Bournemouth train from the

empty echoing platforms of Leicester Central hauled by 'Black Five' No. 45426, heading for Swanage. Travelling south on the GC added only a 5MT and a Class 47 diesel. Things livened up after Banbury with some 9F 2-10-0s, an Austerity, 5MT and an 8F. There were various Standards around Oxford, plus Class 33s and Hymek diesels. I felt rather smug at Basingstoke and Winchester, as photographers scrambled to take pictures of our run-of-the-mill 5MT, little considering the rarity of this type down south and the fact the service had only weeks to run.

At Eastleigh we saw the first Southern locos, Bulleid Pacifics Nos. 34040 *Crewkerne*, 34005 *Bude* and 34097 *Holsworthy* and more surprisingly Bo-Bo electric E5012. My notebooks require a degree of decryption for the varying symbols, suffice to say I think it was No. 35012 *United States Line* from Bournemouth to Wareham from where 4MT 2-6-4T No. 80146 took us into Swanage, where I was impressed, by what even then was a most picturesque survival, the turntable and engine shed.

The turntable was still used to turn the 76xxx 2-6-0s which shared the branch with the Standard 2-6-4 tanks, but my photo from the train window was not really of printable quality. The hotel was close to the station, so we could hear shunting and whistling in our rooms. Next day we caught 3MT 2-6-0 No. 76014 and travelled on to Weymouth, where my father, brother and I bunked the shed. I recorded 16 steam locos, mostly Bulleids, with three Standard 5MTs and 2-6-2T No. 41320. On the 21st we were pulled by No. 41230 on our trip to the Isle of Wight, quite a good haul of steam on the way, including SR departmental USA 0-6-0T DS233 at Redbridge.

At Ryde Pier we caught the train to Ryde St John's Road where we looked round the loco shed and works. On a day trip there was no time for further travel round the island but I managed to see 14 of the delightful LSWR O2 0-4-4Ts with their strange wheezing air pumps, the only 0-4-4s still running in Britain. We



NBR J37 0-6-0 No. 64571 at Dunfermline station in July 1965.



SR rebuilt West Country Pacific No. 34001 *Exeter* on banking duties at Poole in July 1966.



LSWR 02 0-4-4T No. 16 *Ventnor* at Ryde shed on the Isle of Wight on July 21, 1966.



LSWR 02 0-4-4T No. 27 *Merstone* in Ryde works on July 21, 1966.

were hauled back by No. 24 *Calbourne* and noted No. 29 *Alverstone* was being cut up.

On these trips I would always buy platform tickets where available, or child singles to the next station on the line. I would also ask if they had any pre-Nationalisation tickets in stock, and on July 20, for the princely sum of 1s-6d I bought a SR ticket entitling me to reverse a charabanc in the station approach to Corfe Castle.

Returning to Leicester we took a more conventional route changing at Poole, highlights being 2-6-0s Nos. 31791 and 31405 at Eastleigh. At some point we were hauled by No. 73155, taking a route through Feltham and Virginia Water. To quote the shed pass wording – our visits had been most ‘instructive and enjoyable’, and I am extremely grateful to my late father for providing such happy and memorable experiences.

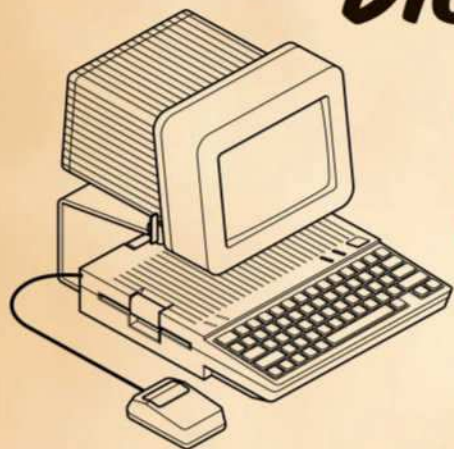
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BR Standard 4MT 2-6-0 No. 76014 at Swanage shed in July 1966. The shed area is little changed today.

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Delivering the parcels: BR Standard 4MT 2-6-4T No. 80072 heads the van train across Kelling Heath towards Holt. JAMES KINDRED



Resident LNER B12 4-6-0 No. 8572 heads a goods train along Weybourne straight. JAMES KINDRED

THIRD TIME LUCKY!

With two BR Standards in its operational fleet plus a Riddles-designed WD Austerity 2-10-0, the North Norfolk Railway's spring steam gala which took place somewhat later than usual on April 20-22, was to have a BR Standard theme. Two visitors were booked in the shape of 2MT 2-6-0 No. 78018 from the Great Central Railway and 4MT 2-6-4T No. 80136 from the North Yorkshire Moors Railway.

Unfortunately the NYMR was unable to spare the 4MT tank and a replacement was

found in No. 80104 from Swanage but it too could not be spared by its home railway. Fortunately it was third time lucky when another 2-6-4T was secured in the shape of No. 80072 from Llangollen.

Parcels train

The visitors joined resident 4MT 2-6-0 No. 76084, 9F 2-10-0 No. 92203 *Black Prince* and WD 2-10-0 No. 90775 *Royal Norfolk Regiment* for an intensive timetable of varied stock formations including for the first time, a

It is not often that a railway books a visiting engine for a gala which turns out to be unavailable and even rarer for its replacement to be unavailable as well. The third choice engine turned up though and **Brian Sharpe** reports on another successful event on the North Norfolk Railway.

parcels train. The event also saw the Midland & Great Northern Joint Railway Society engines GER Y14 0-6-0 No. 564 and LNER B12 4-6-0 No. 8572 in action.

The event went well apart from the fact that No. 90775 failed on Saturday morning and did not work any services, although the problem was rectified enabling the engine to work again on the Sunday. There were also several lineside fires on the very hot Saturday which resulted in delays and the need for fire engines. 

Resident BR Standard 9F 2-10-0 No. 92203 *Black Prince* passes 2MT No. 78018 in the headshunt as it approaches Weybourne. JAMES KINDRED





Above: GER Y14 0-6-0 No. 564 leads LNER B12 4-6-0 No. 8572 on the 1.54pm Sheringham to Holt past Sheringham golf course on April 22. JAMIE SQUIBBS



Right: Double-headed 2-10-0s as BR Standard 9F No. 92203 and WD Austerity No. 90775 work the 12.04pm Sheringham to Holt towards Weybourne on April 22. JAMIE SQUIBBS

Below: BR Standard 4MT 2-6-0 No. 76084 and 2-6-4T No. 80072 approach bridge 303 near Weybourne. JAMES KINDRED



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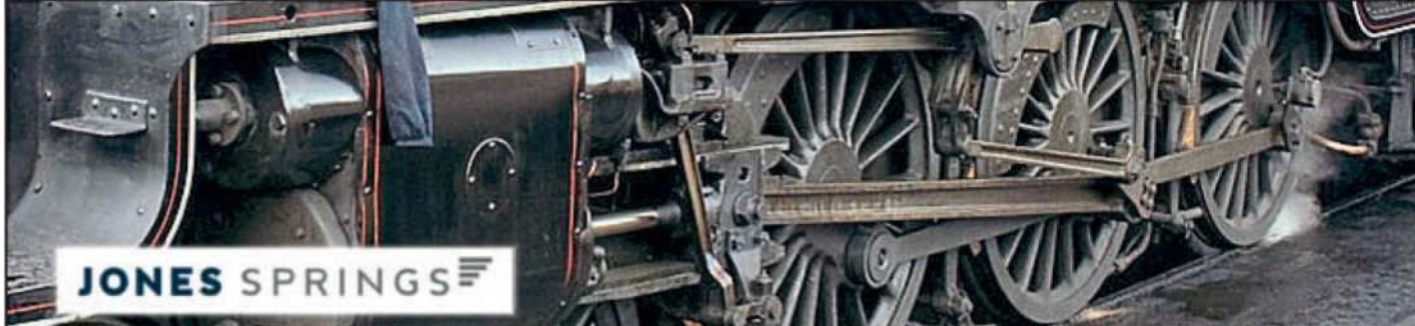
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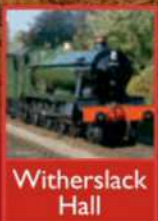
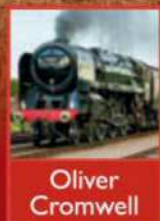
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Catalonia Railway Museum

VILANOVA, SPAIN

Imagine a steam shed that closed, with the doors shut and locked, leaving behind a large variety of locomotives sitting over the pits and in the roundhouse?

John Titlow reports on how 10 years later, with a small amount of maintenance, it opened as a museum – Museu del Ferrocarril de Catalunya, Vilanova i la Geltru.

Spain has been a very popular holiday destination for the British for many years, especially since the death of Franco and our joining the EEC. Many Brits have made it their home, especially on retirement and the most popular place in the north must be Catalonia on the Mediterranean coast, how this will change after Brexit nobody knows. Located at the eastern end of the Pyrenees it covers the areas of Girona, Lleida, Tarragona and Barcelona but perhaps it is more famous for the renowned Costa Brava.

If you Google 'Spanish Railway Museum', www.museodelferrocarril.org amongst others will appear, but not so obvious unless you delve considerably deeper is the real hidden gem at museudelferrocarril.org/es/ (English web site is presently under construction) the Catalonia Railway Museum in Vilanova i la Geltru, located immediately outside the

station. Forty-five kilometres to the south of Barcelona on the Mediterranean coast, in this unassuming town, is one of Europe's largest collections of steam locomotives that is not widely known about, and if you like your locomotives painted black then this is the place for you.

Offshoot of main museum

Unusual for a national railway museum, the main Spanish one is in the capital Madrid inside the former Delicias station, where under the huge overall roof, locomotives and stock are wedged into rows. Like Shildon, Vilanova is an offshoot of the main museum but has more steam engines and space.

From 1992 both museums have been managed by the Fundacion de los Ferrocarriles Espanoles (Spanish Railways Foundation) a cultural organisation made



Where else is there a sight like this? The first three numbers denote number of axles. From the left are Mallet 060-4013, 230-2085, 240D2135, 240-2074, 241F2108, 151-3101, 240F2591 and 240F2705. The first three are German-built, then one from Belgium and the rest Spanish.



No. 230 4001; a 4-6-0 built by Hannoversche Maschinenbau AG, Germany in 1901.
ALL PHOTOGRAPHS BY THE AUTHOR.

up from the national railway companies who “work hard to preserve and publicise the importance of industrial and rail heritage”. Vilanova is also part of the Catalan Science and technology museum system.

What also makes Vilanova more poignant is its proximity to Spain’s first railway that opened on October 28, 1848 between Barcelona and Mataró. Vilanova itself had to wait until 1881 for its first train to arrive. Just to confuse, the gauge chosen was 1,674mm, around six Spanish feet (5ft 6in); this is the second widest gauge still in regular use in the world. The original reason given was that it enabled larger locomotives to operate in Spain’s difficult terrain, but various searches revealed that a possible influence was to hinder the French should they invade.

Vilanova was originally the central hub of the Compañía del Ferrocarril de Valls á

Vilanova y Barcelona (VVB) formed in 1878. It only had a running line of around 60 miles but in 1887 built its splendid headquarters and roundhouse that the museum now occupies.

Part of depot still used

The depot’s importance continued under MZA (Madrid-Zaragoza-Alicante Railway) being the centre of its network in Catalunya. To give an idea of how large the depot was during the 20th century, it employed 250 in the loco department and nearly 400 repairing other vehicles. Part of the depot is still used by RENFE employing around 150 workers.

RENFE (Red Nacional de los Ferrocarriles Espanoles), Spanish Railways, came to being in 1941 when the railways were nationalised and the old steam depot of Vilanova closed as



The entrance to the museum, with its Talgo train. Talgo trains are slightly unconventional because the wheels are not joined by an axle but mounted in pairs with the bogies shared between coaches, they can be fitted to enable a change of gauge from Spanish 5ft 6in to 4ft 8½in which enabled the first through train to run from Madrid to Paris in 1969.

a working shed in 1967 because the turntable was too small for the locomotives at the time, though steam continued until 1975.

A discussion took place in 1972 at the 19th European Model Railway Congress by Friends of the Barcelona Railway who wanted to form a collection of different steam locomotives that were disappearing; Vilanova with its vacant shed, turntable and water tank was the perfect choice. During this time most of the locomotives arrived but the site was left abandoned until 1981.

Restoration of the main shed and the three water towers was completed in 1985 by Generalitat de Catalunya (Regional Government of Catalunya) with RENFE





restoring the engines. Spain has done very well in preserving its railway heritage.

The museum opened in 1990 by a collective effort between RENFE, Vilanova city council and Generalitat de Catalunya and has been meticulously restored to a high standard; this must be one of the most important collections of broad gauge locomotives anywhere in the world.

An incredible 25 steam, 12 modern traction locomotives and one 'draisine' are on display; all are broad gauge apart from two standard gauge diesels. Most of the engines are nicely displayed around the turntable on the 33 tracks; the steam locos are predominately black with a little variety added by some green-liveried earlier exhibits.

The UK is represented by six locomotives from four builders, Wilson and Co, Beyer Peacock, North British and three by Sharp Stewart. Tucked away inside the shed are Spain's two oldest locomotives, both English. No. 168 *Martorell*, a 2-4-0 built by Sharp Stewart of Manchester in 1853 for the

Barcelona Martorell Railway Co and No. 246 *Mamut* (Mammoth) an 0-6-0 built by EB Wilson & Co of Leeds in 1857 for the MZA. Two Sharp Stewarts were built in 1879 and 1884 respectively; the Beyer Peacock in 1891 and the North British postwar in 1952.

The earliest surviving Spanish built locomotive is No. 030 0233 *Caldas*, an 0-6-0T built nearby by MTM, Barcelona in 1888. It had a long working life and was eventually used on shunting duties before being withdrawn in the 1960s from Poble Nou shed Barcelona.

Worked as pilot

One of the smallest locomotives is called *Clot 1*, an 0-4-0VBT built by Cockerill, Belgium in 1885; the name conjures up something different for us but comes from the district El Clot in Barcelona where it worked as a pilot.

The heaviest engine is No. 151F 3101 that had the largest tractive effort of any steam locomotive in Western Europe and then there is the semi-streamlined No. 241F-2108 that

resembles an upturned bathtub. This class had the unflattering nickname of 'Tubo', the pipe! By each locomotive there is a photo of it working and its history with good details in three languages, Catalan, Spanish and English. As is usual with continental practice, axles are counted rather than wheels therefore a 030 is a 0-6-0.

A replica of one of the first steam engines in Spain is *Mataro*, a 2-2-2 built in Barcelona in 1948 for the centenary of Spain's first train, which steams on the first Sunday of every month during the holiday season, hauling three replica coaches from the period. According to history, the original *Mataro* suffered a catastrophe in 1877 when it fell from an exhibition stand in Barcelona leading to its 'withdrawal', but a discovery has recently changed that. Facts are now emerging that after its fall from grace, the engine spent its last years as a stationary heating boiler at Barcelona's Franca station.

As you would expect to find in any good railway museum, there is the usual collection



Three tall chimneys belonging to replica 2-2-2 *Mataro* built for the 100th anniversary of Spanish Railways, surely becoming historic in its own right; MZA 168 a Sharp Stewart 2-4-0T of 1853 and EB Wilson MZA 246 from 1857.



Two English-built locomotives: No. 168 *Martorell*, Sharp Stewart of 1853 and No. 246 *Mamut*, EB Wilson of 1857.





The line-up continues to the left of the previous page inside the roundhouse. Directly in line with the turntable is Spanish-built replica *Mataro* continuing right, English-built MZA168, MZA246 and 040-2019 then German 220-2005, Belgian 020-0236, Spanish 030-0233, English 030-2369, Draisine railcar 1F 1 *Ou* (Catalan for Egg), English 030-2369 then outside German Mallet 060-4013, 230-2085 and 240D2135.



Mallets tend to be very attractive locomotives and to see one working is even better, 060-4013 built by Esslingen, Germany in 1906 is no exception.

of railway artefacts, signals and gantries, trackwork, uniforms, lamps, signs, plans and documents. There is also a small library.

The museum has a dedicated staff of 11 but its hands are tied financially. The museum is crying out for investment but there are too many problems between the Madrid and Catalan Governments and the ownership of the locomotives. The Catalan Government will not put money in unless the locomotives are given to Catalonia – stalemate. Many Catalans want independence so how this affects the museum in the future is uncertain. Unlike the UK the Spanish Lottery cannot help for some obscure reason.

Opening times vary

Entrance is very reasonable at €6 for adults, €4.50 for children aged 6 to 17 years, under 6s free and €2.50 over 60s. Opening times vary; it is closed Mondays except for bank holidays, the rest of the week 10am to 2.30pm, with an extra afternoon opening on Saturday 4pm to 7.30pm, 6.30 in the autumn and winter.



0-8-0 No. 040 2019, built by Sharp Stewart in 1879, was allocated to Villanova until its withdrawal.



Beyer Peacock 4-4-0 No. 220-2023 of 1891.



No. 6 Caldas, the earliest Spanish-built locomotive in the museum.



Replica coaches built for the 1948 centenary train.



A rather handsome 4-4-0 No. 220-2005 built by Hartmann, Germany in 1881. Inset: The builder's plate from No. 220-2005.



July 17 to 3 September 3 daily 10am to 2.30pm and 5pm to 8pm, times vary slightly so it's best to check the website. There is a small shop but more could be done to raise much needed funds, but again it's all down to investment.

There is an excellent catalogue in Spanish, Catalan and English giving good details of the exhibits, one interesting addition on the pages describing the locos is the inclusion of technical, historical and social events that took place around the period when the locomotive was built.

The best time to visit is in the winter and the morning for photography. Staff are helpful and friendly and some speak a little English, but how many of our museum staff speak Spanish?

Its location is to the right of the main exit of Villanova station on the Plaza Eduard Maristany. Once found it is impossible to miss as the cab of a Talgo 111 diesel is sticking out



A collection of modern traction exhibits.



through the entrance wall. This important museum is not signposted by road with nothing on the nearby motorway or through the town, parking is in the station forecourt and a parking permit is given on entrance.

This is a no frills genuine railway museum for the enthusiast, worthy of a visit to soak up the atmosphere of an old working steam shed. In particular the display of locomotives laid out around the turntable is surely unmatched in Europe. This railway museum must be one of Europe's best kept secrets.

Help in producing this article came from staff at the museum especially Ana Grande Jiménez. The guide book in English translated from Catalan gives a good insight into the museum and covers most of the exhibits and the LCGB publication Preserved Locomotives, Railcars and Trams of Iberia by Brian Garvin lists the location of all locomotives and their builders.

HR

Above: Three powerhouses starting with 4-8-0 No. 240-2074 from Tubize, Belgium in 1927. Semi-streamlined 4-8-2 241F2108 from MTM Spain in 1939. Resembling an upturned bathtub, the class had the unflattering nickname of 'Tubo', the pipe! Then the heaviest is 2-8-2 No. 151-3101 that had the largest tractive effort of any steam locomotive in Western Europe.

Right: Three different styles of water towers at the rear of the roundhouse and 0-4-0VBT Clot 1, built in 1885 by Cockerill, Belgium.



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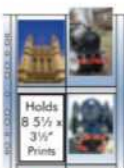
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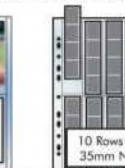
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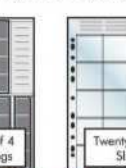
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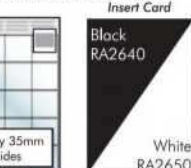
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For more information contact Mike York:
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STAR LETTER

MP should get real over Devon coast avoiding line

MARTIN McGinty makes the point (issue 240) that Sarah Woolaston MP lacks understanding of Devon and Cornwall's need for a second railway line using the Okehampton/Plymouth route.

He suggests that she needs to wake up. I have to agree.

I spend a lot of my time in the South Hams which is in her constituency and it is no surprise to me that she doesn't understand the needs of the area she represents.

In the same issue we read again the depressing news that a bridge strike has

caused disruption on the rail network. This is an almost daily occurrence and it happens for a number of reasons.

I have held a HGV and PSV entitlement for many years and I understand how easily a driver can be distracted, usually on a route he (or she) is not familiar with, with a resultant bridge strike.

However, the cost can be mitigated by the very simple use of 'goal posts'. This would cost a fraction of the amount spent on repairs and rail replacement.

In most locations a set of steel 'goal posts' could be erected about 50 metres

before the bridge so that any vehicle too high will hit this instead of the bridge.

There are more sophisticated options which avoid serious damage to the bus or lorry but these are more expensive. They include sensors and flashing lights and audible warning alarms.

In reality if the vehicle is going to hit the very solid steel or concrete bridge it will suffer a lot of damage and far better that this is on the goal posts than on the bridge itself.

'Goal posts' have been used for years on construction sites to protect lorries

and diggers from hitting overhead power lines and hundreds of lives have undoubtedly been saved as a result.

I simply don't understand why Network Rail hasn't installed these posts up until now. In Bristol, for example, there are bridges which have suffered repeated strikes and still there is nothing to stop more lorries and buses hitting them. Those at Gypsy Patch Lane and Whitby Road come instantly to mind.

Can someone from Network Rail explain their reluctance to use this cheap and obvious protection method?

Gerald Creed, Clutton, Bristol



Hogwarts Castle in green 20 years ago! West Coast Railways will celebrate the 20th anniversary of its operation of trains on the main line later this year. However, two of the Carnforth operator's steam fleet underwent their main line test runs operated by Rail Express Systems on the evening of May 13, 1998, just before the company was launched. The test runs ran between Carnforth and Carlisle via Shap and featured GWR Hall 4-6-0 No. 5972 *Olton Hall* in a green livery and LMS 8F 2-8-0 No. 48151 *Gauge O Guild*. A new era in the preserved steam was about to start! PHIL MARSH

Highlighting success in the heritage sector

I WAS immensely gratified and enthused by the success stories in issue 240. Among the many, the windfall for the North Yorkshire Moors Railway in the slipstream from the TV programmes was a particularly salutary lesson in the value of publicity.

While I seldom rejoice in the downfall of others, I must confess to a touch of 'schadenfreude' at the prosecution of three of the morons responsible for the recent vandalism at Pickering.

The identities of the other three being known will no doubt have a cautionary effect on the behaviour of those with similar intentions.

I was more than pleased to see the extension to No. 70013 *Oliver Cromwell's* boiler ticket granted: this will mean an enormous amount to the Great Central Railway in the run down to the back end of the year and the chance of remedial work.

It's not often that I feel the urge to praise an advertisement but "My dears – such a pleasure" (page 21) is possibly a

first. Six of the items listed are probably among the most important on the development of steam technology (though Koopmans' conclusions are perhaps rather dilettante).

I wonder if the "Boiler and Engineering Training Trust" is sufficiently appreciated by most people? The near-£600,000 Lottery award is indicative but the implications are far-reaching. It should mean Britain will once again be self-sufficient in this important area (drumroll and fanfare please!).

Not least among these bon mots is the assurance from Marcus Robertson (Steam Dreams) that he will do his best to avoid diesel back-up as far as possible.

The stipulations re 'dragging a buzz-box' seem to be followed by many operators as a matter of rote rather than reason. Mr Robertson has decided that his trust in Ian Riley's standards of preparation is reason enough for his progressive stance.

Martyn McGinty, Frome, Somerset.

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SEE P32 FOR DETAILS



Isambard Kingdom Brunel's nature-defying Dawlish sea wall route on the morning of March 2. The line between Dawlish and Dawlish Warren sustained damage as a result of Storm Emma. However, there was no structural damage to the sea wall, and the integrity of the railway itself was not damaged – testimony to the quality of the strengthening works Network Rail delivered in 2014. However, around 18 yards of fencing and associated coping stones were damaged, some of which ended up on the railway. A substantial amount of ballast was washed across the track along a 180-yard length of railway. The exposure of the line to the weather has led to repeated calls for the Southern Railway main line between Exeter, Okehampton and Plymouth (including the Dartmoor Railway) to be reopened. NETWORK RAIL



Overnight damage by Storm Emma on March 1/2 saw water on the tracks between the platforms. Wooden panels and handrails were washed onto the track and a small section of the platform damaged. NETWORK RAIL

Dick Hardy the true gentleman

I AGREE with everyone who says Richard Hardy was a true gentleman. Back in the Seventies I was a founder member of the Nord Loco Preservation Group. When we were based at Ashford Steam Centre, (along with *Clan Line* plus the H class and the 01, both of which are now based at the Bluebell Railway) we invited Mr Hardy and the wonderful George Barlow who, at that time was with the Romney, Hythe & Dymchurch Railway, to come down and check out our locomotive, De Glenn Compound SNCF No. 230D116.

They spent the whole day with us and drove the engine up and down the yard pretty well nonstop, all

the while entertaining us and the public with so many railway stories... wonderful!

Come the evening I took Richard to Ashford station for him to return to London. On the way he signed my copy of his book *Steam in the Blood* which has pride of place on my bookshelf!

Now, I don't know what he showed the ticket inspector but that fellow all but snapped to attention and called him sir!

Despite that, Richard thanked me for the lift so graciously; proving beyond doubt that he was the true gentleman that everyone who met him says he was.

Roger Siggery, email

My two meetings with the 'amazing' railwayman

I WAS lucky to meet Richard Hardy twice, once when we chatted briefly whilst he was riding on the footplate of No. 71000 *Duke of Gloucester* at a stop at Leamington Spa, on a trip from Didcot to Sheffield in 1990 and then again eight years later at the Great Central Railway.

On the first occasion I complimented him on his book (*Beeching – Champion of the Railway?*) which I had just read and we spoke about the changes in the NHS which were taking place to make it more businesslike, rather like BR 25 years or so earlier.

Spotted on the footplate

He told me that his son was a doctor, like me, which I did not know previously.

Our second meeting was when the B12 and *Sir Lamiel* were running together at the GCR and I spotted him on the footplate once more. I said that it must be like *Stewarts Lane* and *Stratford* rolled into one, and he laughed and agreed!

I telephoned him in 1996 to ask about a story I wished to write up for our village magazine, concerning

the visit to Oundle by him in 1967, when he invited John Betjeman to join him, as related in his book *Railways in the Blood*.

I had discovered that his photograph collection had been entrusted to the Transport Treasury, and on ordering the photographs of the trip from their online catalogue, realised that there was a photograph of John Betjeman at Elton station, although then mislabelled as being at Oundle.

Amazing memory

Richard was able to fill in some details from his amazing memory, and I sent him a copy of the finished village magazine to read the article. He took the trouble to write a thank you letter in his wonderful way, and in turquoise ink, which I still treasure.

He clearly set an excellent example to all the people he met and managed throughout his long life, and I'm sure there are thousands of people whose lives were enriched by him in some way.

Michael Lumb, email

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Talylyn Railway's 0-4-0WT No. 2 *Dolgoch* and 0-4-2ST No. 1 *Talylyn* reflect the rays of the setting sun at Brynglas during a photo charter on March 20. ROBERT FALCONER

BRIAN SHARPE'S FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre

2ft gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Running: Thur-Sun + May 28, 29.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park, East Sussex TN22 2QL.
Tel: 01825 720800.
Engines: 263, 178, 323, 592, 65, 847, 30541, 73082, 813.

Running: Daily

Bursledon Light Railway

2ft gauge, ¼ mile.
Bursledon Brickworks Museum
Swanwick Lane, Swanwick, Hants.
SO31 7HB.

Running: May 27.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: Suns + May 7, 28.

Eastleigh Lakeside Railway

10¼in gauge, 1¼ miles,
footplate experience.

Running: W/Es + sch hols.

Hastings Miniature Railway

10¼in gauge, 600 yards,
Rock-a-Nore Road, Hastings, East Sussex.
Running: W/Es + sch hols.

Hayling Seaside Railway

2ft gauge, one mile.
Hayling Island, Hants.

Running: W/Es, Weds + sch hols

Hollycombe Steam in the Country

2ft gauge, ¼ mile.
Iron Hill, Liphook, Hampshire, GU30 7LP.
Tel: 01428 724900

Running: Suns + B/H

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.

Tel: 01983 882204.

Engines: 8, 11, 24, 41298, 41313.

Running: Sun, Tues-Thurs +
May 5, 7, 26, 28.

Kempton Steam Railway

2ft gauge, ½ mile, Hanworth.
Tel: 01932 765328.

Running: Suns.

Kent & East Sussex Railway

Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.
Engines: 32670, WD300, 1638.

Running: W/Es, Tues-Thurs + May 7, 28,
not 22.

Lavender Line

Standard gauge, one mile, footplate
experience, wine and dine. Isfield,
East Sussex. Tel: 01825 750515.

Running: Suns.

Mid Hants Railway

Standard gauge, 10 miles, footplate
experience, wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Engines: 45379, 92212, 41312, 76017, 925.

Running: W/Es, Tues-Thurs + May 2, 28.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles, footplate
experience. New Romney, Kent.
Tel: 01797 362353.

Running: Daily.

Royal Victoria Railway

10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es + sch hols.

Sittingbourne & Kemsley Railway

2ft 6in gauge, 1¼ miles.
Sittingbourne, Kent.
Tel: 01795 424899.

Running: Suns + May 7, 28, 30.

Spa Valley Railway

Standard gauge, five miles, footplate
experience. Tunbridge Wells, Kent.
Tel: 01892 537715. Engine: 52322.
Running: W/Es + May 4, 7, 28-31.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate
experience, wine and dine.
Bristol.
Tel: 0117 932 7296.

Running: W/Es + May 7, 16, 28-31.

Beer Heights Light Railway

7¼in gauge. Off A3052, Beer, Devon.
Tel: 01297 21542

Running: Daily.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate
experience, wine and dine.
Bodmin, Cornwall.
Tel: 01208 73666.

Engines: 4612, 6435, 4247, 30587.

Running: Daily except May 11.

Dartmoor Railway

Standard gauge, seven miles.
Okehampton, Devon.
Tel: 01837 55164.

Running: W/Es + B/H.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine. Paignton, Devon.
Tel: 01803 555872.

Engines: 7827, 75014, 5197, L92.

Running: Daily.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: Wed - Sun + May 7, 28, 29.

East Somerset Railway

Standard gauge, two miles. Cranmore,
Somerset. Tel: 01749 880417.
Engines: 46447.

Running: W/Es + May 7, 28, 30.

Gartell Light Railway

2ft gauge, ½ mile. Common Lane, Yenston,
Templecombe, Somerset
BA8 0NB. Tel: 01963 370752
www.newglr.weebly.com

Running: May 7.

Helston Railway

Standard gauge. Helston, Cornwall.
Tel: 07875 481380.

Running: Thurs, Suns.

Launceston Steam Railway

2ft gauge, 2 miles. Launceston, Cornwall.
Tel: 01566 775665.

Running: May 20-25, 27 - Jun 1.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,
north Devon. Tel: 01598 763487.
Engine: 762.

Running: W/Es, B/H + Tues-Thurs. Daily
from May 26.

Moors Valley Railway

7¼in gauge, one mile.
Ringwood, Hants.
Tel: 01425 471415.

Running: W/Es + sch hols.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.

Running: Suns + May 26.

Seaton Tramway

3ft gauge, three miles. Harbour Road,
Seaton, Devon. Tel: 01297 20375.

Running: Daily.

Somerset & Dorset Railway

Standard gauge, ½ mile, Midsomer Norton
station, Silver Street BA3 2EY.
Tel: 01761 411221 (Sun, Mon).
Open Sun, Mon.

Running: May 6, 7.

South Devon Railway

Standard gauge, seven miles, footplate
experience, wine and dine. Buckfastleigh,
Devon. Tel: 01364 644370.
Engines: 6412, 5542, L92.

Running: Daily.

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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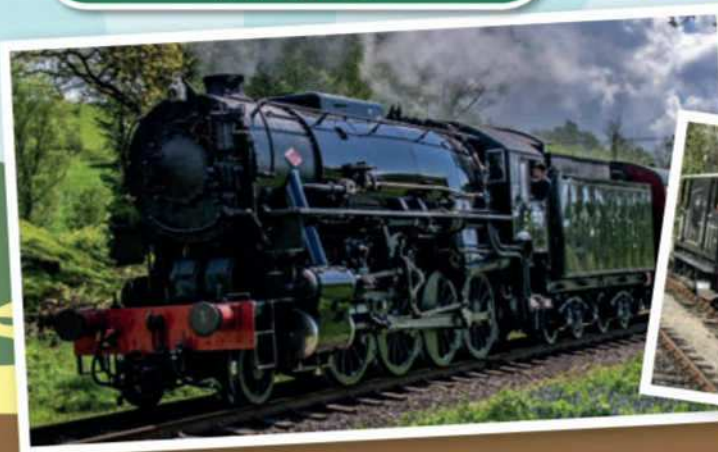
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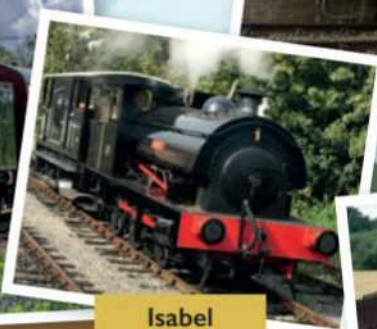
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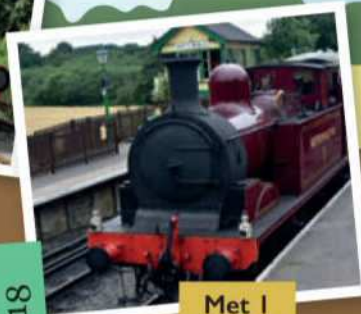
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Epping Ongar Railway



Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.
Swanage, Dorset. Tel: 01929 425800.
Engines: 30120, 31806, 34053, 34072, 80104.

Running: Daily.

Swindon & Cricklade Railway

Standard gauge, three miles, footplate experience.
Blunsdon, Wiltshire.
Tel: 01793 771615.

Running: W/Es + May 7, 28.

West Somerset Railway

Standard gauge, 20 miles, footplate experience, wine and dine.
Minehead, Somerset TA24 5BG.
Tel: 01643 704996.

Engines: 7822, 44422, 53808, 6960.

Running: Daily except May 11.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.
Tel: 01379 686900. Engine: 662.

Running: Daily. Steam Wed-Sun + May 28, 29.

Bure Valley Railway

1ft 3in gauge, nine miles, footplate experience.
Aylsham, Norfolk. Tel: 01263 733858.

Running: Daily.

Colne Valley Railway

Standard gauge, one mile, footplate experience, wine and dine.
Castle Heddingham, Essex.
Tel: 01787 461174.

Running: W/Es + May 7, 28, 30.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Open: Daily. Running: May 6, 7.

Mangapps Railway

Standard gauge, one mile.
near Burnham-on-Crouch, Essex.
Tel: 01621 784898.

Running: W/Es + B/H.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.
Tel: 01362 690633. Engine: 9466.

Running: W/Es, Weds + May 28, not 26.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk.

Running: May 6, 7, 27, 28.

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience. Wansford, Peterborough, Cambs.
Tel: 01780 784444. Engines: 5619, 34081.

Running: W/Es, Weds + May 7, 28, 31.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience. Sheringham, Norfolk NR26 8RA. Tel: 01263 820800.

Engines: 564, 8572, 92203, 76084, 1744.

Running: Daily.

Wells & Walsingham Railway

7¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.

Tel: 01328 711630. Running: Daily.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk. Tel: 01603 871694.

Running: W/Es, steam first Sun.



LNER A1 Pacific No. 60163 crosses the Roche Viaduct near Heap Bridge on the East Lancashire Railway on March 29.

ALAN WEAVER

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience. Quainton Road, Bucks.
Tel: 01296 655720.

Engine: 30585.

Open: Sun - Wed.

Running: Suns + May 7, 28, 30.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.

Chinnor, Oxon.

Tel: 01844 353535. Engine: 5526.

Running: Suns + May 5, 7, 26, 28.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067.

Running: May 6, 7, 12.

Didcot Railway Centre

Standard gauge, footplate experience.

Didcot, Oxon.

Tel: 01235 817200.

Engines: 93, 4144.

Open: Daily.

Running: W/Es + May 7, 28.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200. Engine: Met 1.

Running: W/Es + May 7, 28.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Suns + May 5, 7, 26, 28-30.

Barrow Hill Roundhouse

Standard gauge, ¼ mile. Chesterfield, Derbyshire. Tel: 01246 472450.

Open: W/Es.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754

Running: W/Es + B/H + May 29, 30.

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.

Running: W/Es, B/H + May 31.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine. Cheddleton, Staffs.

Tel: 01538 750755. Engine: 6046.

Running: W/Es, B/H + May 30.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate experience, wine and dine.

Norchard, Lydney, Glos.

Tel: 01594 845840. Engines: 5541, 41312.

Running: W/Es, Weds + B/H.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: W/Es, Tues, B/H + May 31.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es + May 7, 28 - Jun 3.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Suns + May 5, 19, 26, 30.

Gloucestershire

Warwickshire Railway

Standard gauge, 15 miles, footplate experience. Toddington, Glos.

Tel: 01242 621405.

Engines: 2807, 4270, 35006, 7903, 6023, 70013.

Running: W/Es, B/H + Tues-Thurs.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. Engines: 48624, 46521, 92214, 6990, 78018, 47406, 70013.

Running: W/Es, B/H + May 29, 30.

Great Central Railway Nottingham

Standard gauge, four miles.

Ruddington, Notts.

Tel: 0115 940 570. Engine: 8274.

Running: W/Es + B/H.

Midland Railway – Butterley

Standard gauge, 3½ miles, footplate experience, wine and dine.

Ripley, Derbyshire. Tel: 01773 570140.

Engine: 68067.

Running: W/Es, B/H + May 29 - Jun 3.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Running: Suns + BH Mon.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire.

Tel: 01629 580381.

Running: W/Es, B/H. Tues, Weds + May 29, 30.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford, Glos.

Tel: 01594 834991.

Running: W/Es, B/H, Tues, Thurs +

May 30, Jun 1.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Sun, Tues, Thurs.

Running: May 6, 7, 20, 27, 28.

Rudyard Lake Railway

10¼in gauge, 1½ miles.

Leek, Staffs.

Tel: 01995 672280.

Running: Fri - Sun + May 7, 28-31

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es. Running: May 5-7.

Severn Valley Railway

Standard gauge, 16 miles,

footplate experience.

Kidderminster, Worcs DY10 1QR.

Tel: 01562 757900.

Engines: 1501, 2857, 43106, 1450, 34027,

7802, 813, 7714, 6023.

Running: Daily.

Sherrwood Forest Railway

1ft 3in gauge, ¼ mile.

Edwinstowe, Nottinghamshire.

Running: Daily.



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'Illingworth'

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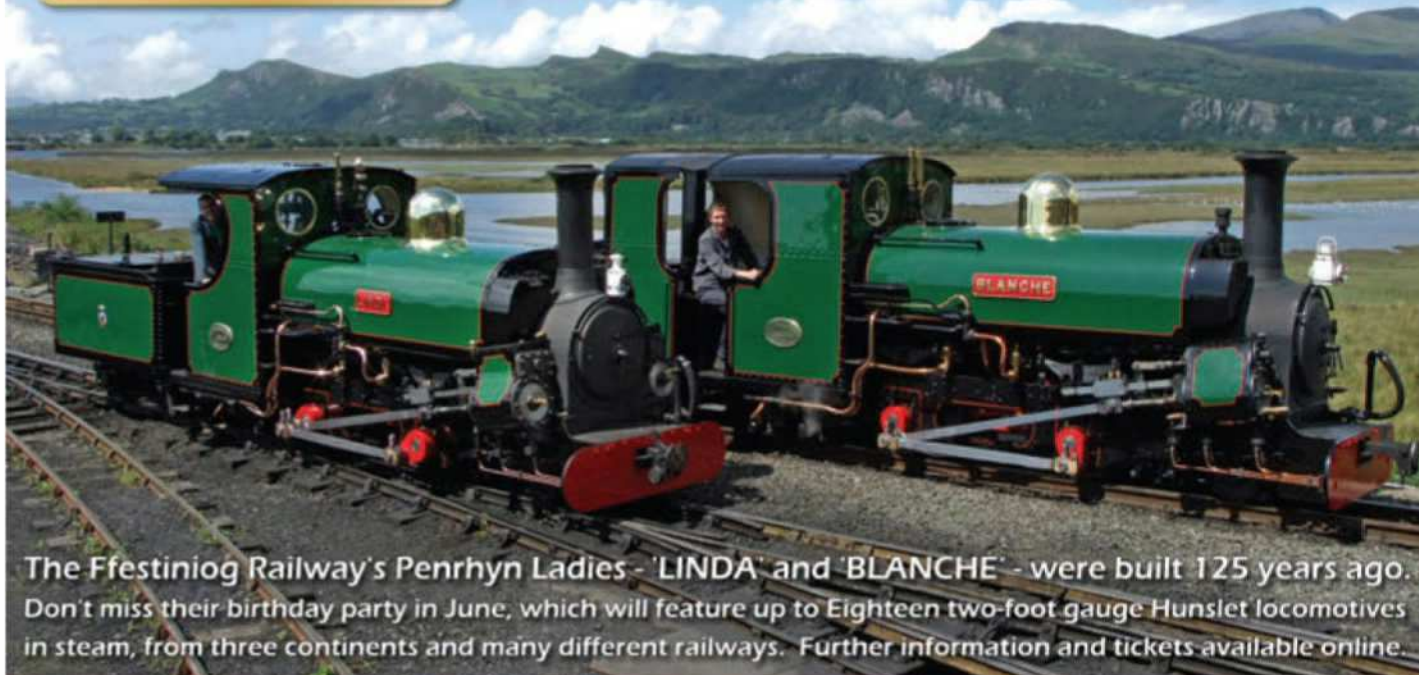
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The Ffestiniog Railway's Penrhyn Ladies - 'LINDA' and 'BLANCHE' - were built 125 years ago. Don't miss their birthday party in June, which will feature up to Eighteen two-foot gauge Hunslet locomotives in steam, from three continents and many different railways. Further information and tickets available online.

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SR S15 4-6-0 No. 847 departs from Horsted Keynes with a photo charter goods train on March 26.
ROBERT FALCONER



Steeple Grange Light Railway

1ft 6in gauge, ½ mile, footplate experience. Wirksworth, Derbyshire.

Running: Suns + B/H.

Telford Steam Railway

Standard gauge, one mile, footplate experience. Telford, Shropshire. Email: sec@telfordsteamrailway.co.uk Tel: 01952 503880.

Running: Suns + B/H Mon.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate experience. Bury, Lancs. Tel: 01617 647790.

Engines: 13065, 34092, 60103.

Running: Wed - Sun + B/H.

Eden Valley Railway

Standard gauge, two miles. Warcop, off A66, Cumbria CA16 6PR 01768 342309.

www.evr-cumbria.org.uk

Running: Suns + B/H Mon.

Heaton Park Tramway

Standard gauge, ½ mile. Manchester.

Running: Suns pm.

Isle of Man Steam Railway

3ft 6in gauge, 15½ miles.

Douglas, Isle of Man.

Tel: 01624 662525.

Running: Daily.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles. near Ulverston, Cumbria.

Tel: 01539 531594. Engine: 42073.

Running: Daily.

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles.

Ravenglass, Cumbria.

Tel: 01229 717171.

Running: Daily.

Ribble Steam Railway

Standard gauge, one mile. Preston, Lancs. Tel: 01772 728800.

Running: W/Es + B/H.

Stainmore Railway

Standard gauge, ½ mile. Kirkby Stephen East Station, Kirkby Stephen, Cumbria CA17 4LA. Open: W/Es.

Running: May 6, 27.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs. Tel: 01772 815881.

Running: Suns + B/H.

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile. Lionheart station, Alnwick, Northumberland.

Running: Suns + B/H.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe. Tel: 01652 657053.

Running: May 19, Jun 2.

Bowes Railway

Standard gauge, one mile.

Springwell, Tyne & Wear.

Tel: 01914 161847. Open: Thur-Sat.

Running: May 5-7.

Cleethorpes Coast Light Railway

1ft 3in gauge, two miles. Cleethorpes, North East Lincolnshire. Tel: 01472 604657.

Running: Daily except May 14.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park, Layerthorpe, York.

Tel: 01904 489966.

Running: Suns + B/H Mon.

Elsecar Railway

Standard gauge, one mile. Footplate experience.

Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: May 4, 20, 27.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Engine: 5643. Running: W/Es, Tues + B/H.

Keighley & Worth Valley Railway

Standard gauge, five miles, footplate experience, wine and dine.

Keighley, West Yorks BD22 8NJ.

Tel: 01535 645214.

Engines: 43924, 1054, 5820, 75078, 85.

Running: W/Es + May 7, 9, 16. Daily from 26.

Kirklees Light Railway

1ft 3in gauge, four miles. Huddersfield, West Yorks.

Tel: 01484 865727.

Running: W/Es + B/H.

Lincolnshire Coast Light Railway

2ft gauge, ½ mile.

Water Leisure Park, Walls Lane, Skegness, Lincolnshire.

Running: May 27.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: May 6, 7, 13, 26-28.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Engine: 1310.

Running: W/Es + B/H.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106

Running: Suns + B/H Mon.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine. Grosmont, North Yorks.

Tel: 01751 472508.

Engines: 76079, 80136, 1264, 926, 5428.

Running: Daily.

South Tynedale Railway

2ft gauge, 3½ miles. Alston, Cumbria.

Tel: 01434 382828/381696.

Running: W/Es, Tues, Thurs + sch hols.

Tanfield Railway

Standard gauge, three miles. near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns + B/H.

Weardale Railway

Standard gauge, five miles.

Stanhope, Bishop Auckland, Co Durham.

Tel: 01388 526203.

Running: W/Es + B/H.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 0845 450 5474.

Running: TBA.

WALES

Bala Lake Railway

2ft gauge, 4½ miles.

Llanuwchllyn, Gwynedd.

Tel: 01678 540666.

Running: W/Es, Tues-Thurs + B/H.

Barry Tourist Railway

Standard gauge, two miles. Barry Island,

Glamorgan. Tel: 01446 748816.

Running: May 5-7, 26-28.

Brecon Mountain Railway

2ft gauge, 3½ miles.

Merthyr Tydfil, Glamorgan.

Tel: 01685 722988.

Running: W/Es, B/H + Tues-Thur.



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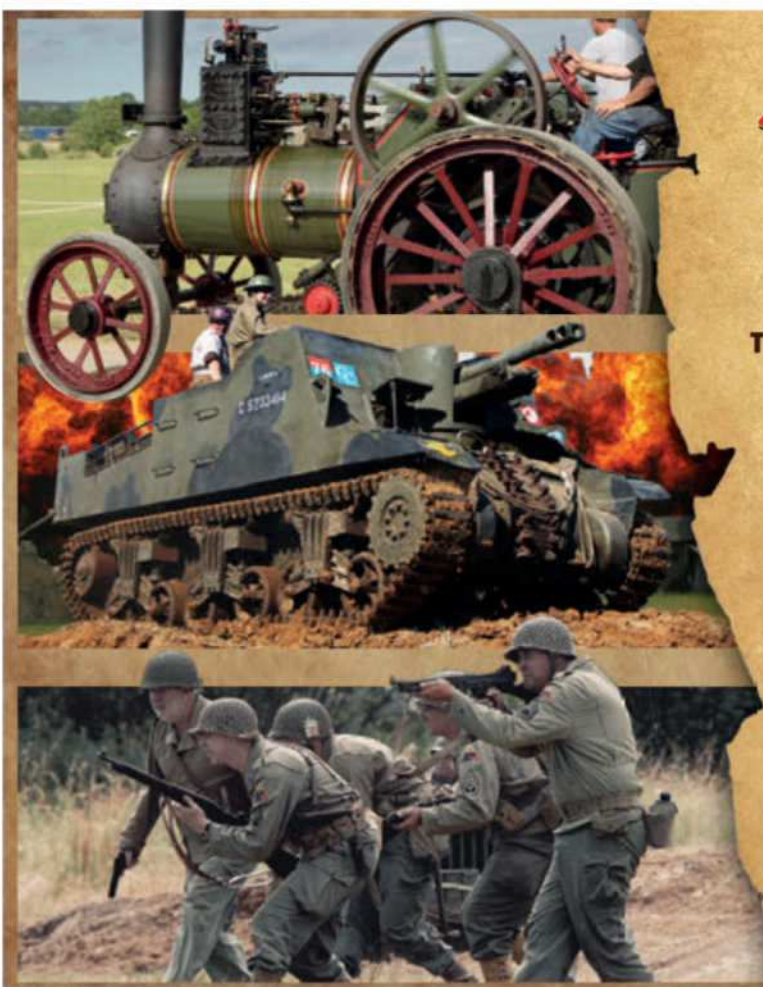
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Cambrian Heritage Railways

Standard gauge, ¾ mile.
Llynclys station & Oswestry station
(museum open Tues-Sun).
Tel: 01691 728131.
Running: W/Es + B/H (Llynclys). May 6, 7, 12, 27, 28, 30 (Oswestry).

Corris Railway

2ft 3in gauge, ¾ mile.
Corris, Machynlleth.
Tel: 01654 761303.

Running: Suns + B/H.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,
Gwynedd. Tel: 01341 250362.
Running: W/Es, Tues-Thurs + B/H.

Ffestiniog Railway

2ft gauge, 15 miles, Porthmadog,
Gwynedd. Tel: 01766 516000.
Running: Daily.

Gwili Railway

Standard gauge, 2½ miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: May 9, 12, 13, 16, 23, 26, 27, 29, 30.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis,
Gwynedd. Tel: 01286 870549.

Running: Daily except May 12, 19.

Llangollen Railway

Standard gauge, 10 miles, footplate
experience, wine and dine.
Llangollen, Denbighshire.
Tel: 01978 860979.
Engines: 6430, 5199, 80072, 45337, 3802.

Running: Daily.

Pontypool & Blaenavon Railway

Standard gauge, two miles.
Blaenavon, Torfaen.
Tel: 01495 792263.

Running: W/Es + B/H.

Rhyl Miniature Railway

1ft 3in gauge. Rhyl, North Wales.
Running: W/Es + May 7, 28-Jun 3.

Snowdon Mountain Railway

800mm gauge, 4½ miles.
Llanberis, Gwynedd.
Tel: 01286 870223.

Running: Daily.

Talylyn Railway

2ft 3in gauge, 7½ miles, footplate
experience. Tywyn, Gwynedd.
Tel: 01654 710472.
Running: Daily.

Teifi Valley Railway

2ft gauge, ½ mile. Henllan, Ceredigion
SA44 5TD.

Tel: 01559 371077. Running: TBA.

Vale of Rheidol Railway

2ft gauge, 11¾ miles.
Aberystwyth, Ceredigion.
Tel: 01970 625819. Engines: 8, 9.

Running: Daily.

Welsh Highland Heritage Railway

2ft gauge, one mile.
Porthmadog, Gwynedd.
Tel: 01766 513402.

Running: Daily except May 8, 14.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.

Running: Daily except May 4, 11, 14.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.
Llanfair Caereinion, Mid-Wales.
Tel: 01938 810441. Engines: 822, 823.
Running: W/Es + B/H. Tues -Thurs from
May 15.

SCOTLAND

Almond Valley Railway

2ft 6in gauge, ¼ mile. Livingston,
West Lothian.
Tel: 01506 414957.

Running: W/Es + sch hols.

Bo'ness & Kinneil Railway

Standard gauge, five miles.
Bo'ness, West Lothian.
Engine: 5643

Tel: 01506 822298.

Running: W/Es, Tues + May 7.

Caledonian Railway

Standard gauge, four miles.
Brechtin, Angus.
Tel: 01356 622992.

Running: Suns from June 3.

Invergarry & Fort Augustus Railway

Standard gauge, ¼ mile. Invergarry
station,
South Laggan PH34 4EA.
Running: June 3.



Now on loan to Butterley, Hudswell Clarke 0-6-0ST No. 1752 running as BR No. 68067 on the Great Central Railway's Mountsorrel branch on March 25.

Keith & Dufftown Railway

Standard gauge, 11 miles.
Dufftown, Banffshire.

Running: W/Es.

Leadhills & Wanlockhead Railway

2ft gauge, one mile.
Leadhills, South Lanarkshire.
Tel: 0141 556 1061.

Running: W/Es.

Royal Deeside Railway

Standard gauge, one mile.
Milton of Crathes, Kincardineshire.

Running: W/Es.

Ayrshire Railway Centre

Standard gauge, ½ mile.
Dunaskin, Dalmellington Road (A713),
Waterside, Ayrshire.

Running: May 6, 27, 28.

Strathspey Railway

Standard gauge, 10 miles. Aviemore,
Inverness-shire.
Tel: 01479 810725.
Engines: 828, 46512.
Running: W/Es, B/H + Wed, Thur.

IRELAND

Cavan & Leitrim Railway

Narrow gauge, ½ mile. Dromod, County
Leitrim. Tel: 00353 71 9638599.

Open: Sat-Mon.

Downpatrick & County Down Railway

Standard gauge, four miles.
Downpatrick, County Down.

Running: May 7, 28.

Giant's Causeway & Bushmills Railway

Narrow gauge, two miles.
Bushmills, County Antrim.
Tel: 0282 073 2844.

Running: TBA.

Waterford & Suir Valley Railway

Narrow gauge, two miles.
Kilmeadan, County Waterford.
Running: Daily.

West Clare Railway

Narrow gauge. Moyasta Junction,
Co Clare. Open: Daily.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

Railway Museums

Beamish

County Durham. The Living Museum of
the North. Open: Daily.

Col Stephens Railway Museum

Tenterden Station, Kent. Open: W/Es.
Tel: 01580 765155.

Conwy Valley Railway Museum

Betws-y-Coed, Conwy. Open: Daily.
Tel: 01690 710568.

Crewe Heritage Centre

Vernon Way, Crewe. Open: W/Es + B/H.
Tel: 01270 212130.

Head of Steam

North Road Station, Darlington.
Open: Tues-Sun. Tel: 01325 460532.

Museum Of Scottish Railways

Bo'ness. Open: Daily from Mar 24.
Tel: 01506 825855.

Irchester Narrow Gauge Railway Museum

Near Wellingborough, Northants.
Open: Suns. Tel: 01604 675368.

Kidderminster Railway Museum

Kidderminster, Worcs. Open: SVR
operating days. Tel: 01562 825316.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Daily.
Tel: 01388 777999.

London Transport Museum

Covent Garden Piazza.
Open: Daily.
Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester.
Open: Daily. Tel: 0161 832 2244.
National Railway Museum
Leeman Road, York. Open: Daily.
Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd. Open: Daily.

Rail Story

Ingrow, West Yorks. Open: Daily.
Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset. Open: Sat, Sun and
Wed. Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. Open: Weekends.

Tel: 01984 640869.

STEAM – Museum of the GWR

Swindon, Wilts. Open: Daily.
Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Tues-Sun.

West Cumberland Railway Museum

St Bees, Cumbria. Open: Monthly,
dates as per Facebook entry or email
petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.

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Whitwell Station

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THE waiting rooms, Station Master's office and Booking Hall have been tastefully converted into two, two-bedroom cottages. The views from the platform are spectacular looking west, overlooking the Whitwell valley, the village and Stenbury downs in the distance. A recent addition to the accommodation was the conversion on the building called the engine

shed into a detached three-bedroom cottage named Whistlestop. The cottages are all 4 Star AA approved. The station is set in nearly two acres of garden and boasts its own hobby vineyard on the embankment.

The station is gated and very family friendly and in an excellent location to explore the leafy lanes of the Isle of Wight.



History

Whitwell Station was opened in 1898 and was part of the Ventnor West Line. It was the only station on the line to have a passing loop and two platforms.

The main station buildings are on the up platform with a small waiting shelter on the down platform. There was a small goods yard and loading dock on the down side. The NG & SLR was taken over by the IWC in 1913 but despite all efforts to attract passengers, the route to Ventnor by the Isle of Wight Railway was always more direct and more popular. After the Southern Railway takeover in 1923, economies were made and, with the small amount of traffic, the passing loop could no longer be justified, and this was taken out of use in 1926 and the signal box was closed. The station was downgraded to 'partially unstaffed' (summer season only) on 16/03/1928 and further downgraded to an unstaffed halt and goods depot on 01/7/1941. The Ventnor West Line was finally closed in 1952. Above are some images that will hopefully give the look, feel and ambience of what Whitwell Station has always been about... Isle of Wight steam.

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whitwellstation.co.uk

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Vol 215 LONDON MIDLAND STEAM MISCELLANY No 4

G. W. Steam Miscellany No 4 has been compiled from much previously unseen footage with coverage across the old GW empire and includes film taken by Jim Clemens, Harry Ashby, Alan Blencowe and David Cooper. We begin at Bromsgrove and the Lickey Incline. Although the tracks here were LM, in later years the GW exerted a considerable influence, especially with the bankers, and this also extended along the main line and branches to places like Ashchurch, Bredon and Tewkesbury. Along the route from Wellington to Wolverhampton we see Hollinswood Junction, Madeley Junction and Cosford, plus also Wolverhampton Low Level and Birmingham Snow Hill. There is film at Bristol Temple Meads and a visit to St Phillips Marsh shed. Gloucester has excellent coverage including Horton Hereford and then Banbury. At Worcester we start a journey up the Severn Valley to Bewdley and the colliery sidings at Alveley. Oxford is another location seen in detail including film at Wolvercot and Kennington, locals for the Princes Risborough branch, plus visits to Eynsham and Fairford. There is film at Reading, West Daytrain, Iver and Paddington. Welsh coverage includes Carmarthen, Bronwydd Arms, Llanidlo, Pontardulais and Aberystwyth. In the south-west visits are made to Shepton Mallet, Washford, Montacute, Tavistock, Brent, Saltash and Wadebridge. The time period for the majority of the film are the years onwards from 1961. Motive power includes virtually all the GW classes you would expect including: King, County, Castle, Hall, Grange, Manor, 28xxx, 43xxx, 2251, 42xxx, 45xxx, 41xxx, 66xx, 1366, 64xxx, 57xxx, 94xxx and 14xxx. BR standards are represented by 70xxx, 73xxx, 75xxx and 78xxx – there is even a B1 – filmed largely in colour, a commentary, plus sound track complement this nostalgic look at the last years of GW steam.

Running time: 81 minutes.



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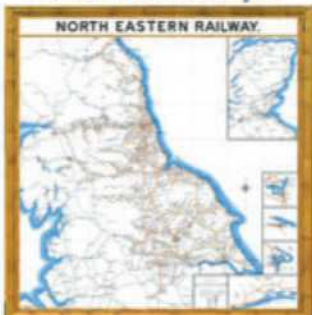
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Late spring steam action large and small

AFTER a fairly quiet April, May sees a variety of steam events for enthusiasts of different gauges.

The 15 inch gauge railways have a growing following and both the major lines of this gauge have events during the month. The Ravenglass & Eskdale Railway launches its 'Train from Spain' with an impressive supporting cast of engines and at the other end of the country, the Romney Hythe & Dymchurch Railway can always be relied on to stage a gala event with a difference.

Moving up to 2ft gauge, the Lynton & Barnstaple Railway will be steaming all of its engines, including recently-completed 2-4-2T *Lyn* for its

gala weekend in May.

The Bluebell Railway returns to its roots with an event showcasing its smaller engines plus visiting Port Talbot Railway 0-6-0ST No. 813 and the Isle of Wight will see the remarkable spectacle of three LMS Ivatt 2MTs in action, including the first tender engine to work on the island.

Traditionally the biggest event of the late spring season, the Gloucestershire Warwickshire Railway's Cotswold Festival of Steam will star *Oliver Cromwell* and *King Edward II* with services running through to Broadway for the first time.

The star LNER Pacifics will be in



Now booked to attend the Cotswold Festival of Steam on the Gloucestershire Warwickshire Railway, BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* passes Kinchley Lane on the Great Central Railway on March 25. PAUL BIGGS

heritage line action with *Tornado* visiting the Nene Valley and Bluebell railways and *Flying Scotsman* making a weekend appearance on the

East Lancashire Railway.

Heritage Railway will be covering these and other events over the coming month.

SPECIAL EVENTS

May

5, 6: Foxfield Railway: Diesel Gala ■

5-7: Aln Valley Railway: Steam Gala

5-7: Bressingham Steam Museum: Heritage Steam Gala

5-7: Great Central Railway: Meet Peppa & George ■

5-7: Midland Railway – Butterley: Victorian Train Weekend

5-7: North Norfolk Railway: Days Out with Thomas ■

5-7: North Yorkshire Moors Railway: Behind the Scenes

5-7: Ravenglass & Eskdale Railway: Welcome *Whillan Beck* ■

There will be various activities over the weekend including an inaugural return trip by the railway's newly-restored Pacific the 'Train From Spain'.

Built in 1929 by Krauss of Munich for the Ibero-American Exposition, Seville, the locomotive had not steamed since 1932.

Bought and restored by R&ER Preservation Society, *Whillan Beck* will be hauling services during 2018.

5-7: Ribble Steam Railway: Friendly Engines ■

5-7: Rushden Station: Cavalcade of Historical Transport

6: Nene Valley Railway: 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 ■

11, 12: Statfold Barn Railway: Giant Miniatures Weekend

12, 13: East Lancashire Railway: *Flying Scotsman*

12, 13: Epping Ongar Railway: LT Weekend

12-13: Devon Railway Centre: 20th Anniversary Special

12, 13: Great Central Railway: Goods Galore

12, 13: Peak Rail: Heritage Shunters Trust Gala ■

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 ■

All the resident engines will be in steam for the weekend.

12, 13: Romney Hythe & Dymchurch Railway: Steam and Diesel Gala ■

A full weekend of the RH&DR showcasing all available steam and diesel locomotives including our rarely seen 'yard' machines such as the Simplex and *Scooter*.

The gala will feature several special runs such as a Mountain class double-header with *Hercules* and newly-relaunched *Samson* and non-stops including the chance to ride non-stop behind *Samson*.

To add to the spectacular, 2-8-2 *River Mite* will be visiting from the Ravenglass and Eskdale Railway.

The timetable will provide plenty of exciting photographic opportunities and the engine shed will be open Saturday evening for exclusive photo opportunities.

17-19: Severn Valley Railway: Spring Diesel Festival ■

KEY ■ Major or featured galas

18, 19: Bluebell Railway: Branch Line Weekend ■

A busy timetable plans to re-create the branch line feel of the line in its heyday by concentrating on the use of the railway's smaller locomotives. SECR P class 0-6-0T No. 323 Bluebell, H class 0-4-4T No. 263 and O1 No. 65 plus SR Q class 0-6-0 No. 30541 will be joined by a visitor, the Port Talbot Railway 0-6-0ST GWR No. 813 from the Severn Valley Railway.

On Friday there will be an increased frequency timetable between East Grinstead and Sheffield Park and on both Saturday and Sunday, it will be case of "all change at Horsted Keynes" with a packed timetable of trains between there and both Sheffield Park and East Grinstead and with frequent changes of locomotives.

19, 20: Foxfield Railway: War Wheels 2018

19, 20: Kent & East Sussex Railway: 1940s Weekend

19, 20: Swindon & Cricklade Railway: Diesel Gala ■

20: Darlington RPS: Vintage Open Day

20: Nene Valley Railway: Thomas Big Adventure ■

20: Severn Valley Railway: Mixed Traffic Day

25-29: Bluebell Railway: *Tornado* ■

The Bluebell Railway has announced that LNER A1 Pacific No. 60163 *Tornado* will be making a visit to Sussex in May.

The star of Paddington 2, the movie, will be visiting for five days and Paddington will be on board at times on 28th and 29th. On Saturday & Sunday, *Tornado* will be hauling the dining trains.

25-29: South Devon Railway: Spring Beer Festival

26-28: Bure Valley Railway: Everything Goes

26-28: Dean Forest Railway: Days Out with Thomas ■

26-28: Gloucestershire Warwickshire Railway: Cotswold Festival of Steam ■

BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* and GWR 4-6-0 No. 6023 *King Edward II* will be the star guests for the traditional

Spring bank holiday gala with an expected eight locomotives in steam.

The theme this year is 'Give My Regards to Broadway' and it will celebrate the reopening of Broadway station, which now gives a 15-mile run from Cheltenham Race Course to Broadway.

With an intensive service of passenger and goods trains, Saturday evening will see a 16-coach special. There will be opportunities to take a brake van ride with the goods train and there will even be limited opportunities to take a ride on the footplate between Toddington and Cheltenham for an additional charge.

26-28: Isle of Wight Steam Railway: Ivatt Gala ■

The railway's three LMS Ivatt locomotives will be in steam together on the Isle of Wight for the first time, with 2-6-2Ts Nos. 41298 and 41313 plus 2-6-0 No. 46447, the first tender engine to operate on the island.

26-28: Lincolnshire Wolds Railway: Steam Punk

26, 27: South Downs Light Railway: Visiting Locos Gala

27: Corris Railway: Special Gala Day

27, 28: Cholsey & Wallingford Railway: Guinness Weekend ■

27: Eastleigh Lakeside Railway: Days Out with Thomas ■

27, 28: Epping Ongar Railway: Peppa Pig & George ■

June

1-3: Mid Hants Railway: Diesel Gala ■

2, 3: Dean Forest Railway: 40s Weekend

2, 3: Severn Valley Railway: Goods Train Gala

RAILWAYANA

May

12: Talisman Railwayana, Templecombe

19: Lacy Scott & Knight, Bury St Edmunds

June

2: Great Central Railwayana, Stoneleigh Park

■ Diesel and/or electric galas

■ Thomas or family event



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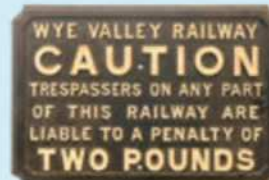
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Welwyn Garden City, Westbury Wilts, Wetherby, Whitland, Whitstable & Tankerton, Windsor & Eton Central, Windsor & Eton Riverside, Wolverhampton Low Level & Direction Sign, Yeovil Pen Mill. **TARGETS:** Aldershot, Berry Brow, Broadstone, Chessington North, Crawley, Gillingham, Hamworthy Junction, Lydford, Parkstone, Penshurst, Thornton Heath, Topsham, Torrington, Woking. **SHEDPLATES:** 4A, 4D, 4E, 56F, 5B, 8H, 9A, 9E, 10A, 12B, 16D, 16E, 20F, 21C, 33A, 52A, 52F, 55E, 55G, 60A, 70C, 71A, 73A, 75B, 75E, 81E, 82A, 84A, 86A, 87A, 87K, 88A, 88G, 88H, 88J. **SINGLE LINE TOKENS:** Arrochar-Glen Douglas, Butlington-Pool Quay, Craigendoran-Garelochhead, Glen Douglas-Garelochhead, Llanbadarn-Bow Street, Llanidloes-Moat Lane, Montgomery-Abermule, Oxley Branch-Wombourn, Portsmouth Arms-Umberleigh, St Blazey-St Blazey Bridge, Thetford-Barnham, Wrexham Central-Exch. **SINGLE LINE TABLETS:** Ballymoney-Ballyboyland, Boscarne-Wadebridge, Halwill-Dunsland Cross, Llanisafraid-Llanfyllin, Medstead-Alresford, Otterham-Camelford, Sutton-on-Sea-Mablethorpe, Tower Hill-Launceston, Whittington-Oswestry. **SINGLE LINE STAFFS:** Boscarne-Bodmin, Cranleigh-Baynards, Denbigh-Ford, Enniscorthy-Wexford, Ennis-Longpavement, Helston-Nancegollen, Letterkenny-Glenmaquin, Manulla Jn-Ballina, Navan-Kells, Newbliss-Ballybay, Rowfant-East Grinstead, Tubbercurry-Charlestown. **SIGNAL INSTRUMENTS:** LSWR Preece, SR Seaton Junction, Walkers Describers. **SEAT BACK PLATES:** Buckle, Chessington North, Craigendoran, Eccles Road, Fremington, Hitchin, Malton, St Neots. **POSTERS:** Chester (Badmin), Devon (Wootton), Exeter GWR, Herefordshire (Wilson), Holyhead (Buckle), Honister Crag (Talmage), Southsea (Brown), Stratford (Buckle), Troon LMS, Ullswater (Steel). **CAST IRON SIGNS:** Londonderry & Lough Swilly, S&DJR Firebuckets, Shropshire & Montgomery Diamond, SMJR Bridge Weight, SR & GWR Joint, Wye Valley Trespass. **STATION SIGNS:** Avonmouth Dock, Hellingly, Honiton, Kidsgrove, Melcombe Regis (letters), Radley Lamp Tablet, Tisbury, Trains for Newcastle, Woolfold. **LAMP GLASSES:** Clacton-on-Sea, Gwinear Road, St Erth, Upwey, Wishing Well Halt. **GWR:** Drum Clock, Fruit Bowl, Pocket Watch, Rubury Station Painting (Hawkins), S&EU Cricket Cap, Weighbridge Notice. **LMS:** Highland Coffee Pot, L&BR House Number, LNWR Armchair, LNWR Clock, LTSR Wagon Plate, SMJR Bridgeplate, Thames Clyde Headboard. **LNER:** GNER Carriage Crest, NBR Long Case Clock, NBR Spean Bridge Handlamp, Zetland Hotel Coffee Pot. **SR:** 1101 cabside, Along the Tamar Painting (Breckon), Bulleid Speedometer, Bulleid Whistle, Isle of Wight 02 Spectacle Plates, LSWR Handbell, Lynton & Barnstaple Rly Enamel, Maid of Kent Ship's Wheel & Bell. **GEN:** Cheshire Cat, Crewe Eagle, Tinsley Rose Plaques, DMU Destination Indicator, GSR Cabside 7, GWR Please Adjust Your Dress Sign, Pullman Chairs.



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- ❖ Kyle of Lochalsh line
- ❖ Jacobite steam train
- ❖ Full day's tour of the Orkney 'mainland'
- ❖ Strathspey Steam Railway
- ❖ Time to explore Glasgow and Edinburgh

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- ❖ Unlimited travel on scheduled services of the Steam Railway, Manx Electric Railway, Snaefell Mountain Railway and most bus services
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- ❖ Manx Electric Railway Driving Experience
- ❖ Footplate rides on the Groulle Glen and Isle of Man Steam Railways
- ❖ Journeys on the Isle of Man Steam, Manx Electric, Snaefell Mountain and Groulle Glen Railways
- ❖ Workshop and stable tours
- ❖ Vintage bus ride
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