

STEAM OPENS NEW MID-NORFOLK EXTENSION

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 242
June 1 – June 28,
2018

END OF STEAM 50

The countdown begins...



BRUNEL CAVERN
DISCOVERED BENEATH VILLAGE

TORNADO
'BACK IN JULY'

SPECIAL FEATURES

**KEIGHLEY 50TH ANNIVERSARY
AND VINTAGE CARRIAGES TRUST**

■ **LYNTON & BARNSTAPLE
GETS ANOTHER MILE**
■ **GOVERNMENT TO DECIDE ON
KESR-ROTHER VALLEY LINK**

OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos

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



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (RRP £129.95) **BARGAIN** £69



31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered **BARGAIN** £72



32-377A Class 3714 37401 "Mary Queen Of Scots" BR large logo blue £117.26



31-660A Class 4714 47444 "University of Nottingham" BR large logo blue £135.96



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



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



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound **NEW** £297.46



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition **Coaches** £490



34-460 Thompson 3rd class brake corridor in LNER teal **NEW** £46.71



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



34-435 Thompson composite brake in LNER teal £46.71



34-485 Thompson first corridor in LNER Teak £46.71

Hattons - Steam locos

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



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



H4-AB14-002 Andrew Barclay 0-4-OST 14" 2047 '705' in GWR green shirtdouble roundel £99



H4-AB14-008 Andrew Barclay 0-4-OST 14" 2069 "Little Barford" in Acton Lane Power Station blue wasp stripes £99

H4-AB14-003 Andrew Barclay 0-4-OST 14" 2134 "Coronation" in lined green £99



H4-AB14-005 Andrew Barclay 0-4-OST 14" 2134 "WTT" in lined green £99



H4-AB16-003 Andrew Barclay 0-4-OST 16" 2226 "Katie" in lined maroon £99



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



H4-P-010 SECR P Class 0-6-OT "Pride of Sussex" Robertsbridge Flour Mill green £99



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



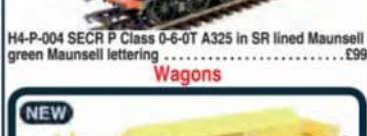
H4-P-006 SECR P Class 0-6-OT 1558 in SR black sunshine lettering £99



H4-P-001 SECR P Class 0-6-OT 178 in SE&CR full lined green (with brass) **NEW** £99



H4-P-002 SECR P Class 0-6-OT 753 in SE&CR full lined green (with brass) **NEW** £99



H4-P-011 SECR P Class 0-6-OT 27 "Primrose" Bluebell Railway lined black (1960s) £99



H4-P-007 SECR P Class 0-6-OT 31027 in BR black early emblem £99



H4-P-008 SECR P Class 0-6-OT 31323 in BR black late crest £99



H4-P-012 SECR P Class 0-6-OT 323 "Bluebell" in Bluebell Railway lined blue (2010s) £99

H4-P-003 SECR P Class 0-6-OT 754 in SE&CR grey £99

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

Wagons



H4-BH-001 Beilhack snow plough (ex Class 40) ZZA ADB965576 in BR yellow **NEW** £43



H4-BH-002 Beilhack snow plough (ex Class 40) ZZA ADB965577 in BR yellow **NEW** £43



NEW



H4-BH-003 Beilhack snow plough (ex Class 40) ZZA ADB965578 in BR yellow **NEW** £43



H4-BH-009 Beilhack snow plough (ex Class 40) ZZA ADB965578 in Network Rail black **NEW** £43



H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark" **NEW** £43



H4-BH-010 Beilhack snow plough (ex Class 40) ZZA ADB965579 Network Rail black **NEW** £43



H4-BH-007 Beilhack snow plough (ex Class 40) ZZA ADB965580 Railtrack Black **NEW** £43



H4-BH-008 Beilhack snow plough (ex Class 40) ZZA ADB965581 Railtrack Black **NEW** £43



H4-BH-011 Beilhack snow plough (ex Class 45) ZZA ADB966099 in Network Rail black **NEW** £43



Heljan - Steam locos



4780 Class 47xx 2-8-0 "Night Owl" 4704 in GWR green shirtdouble emblem £154



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



Diesel locos



1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (RRP £134.95) **BARGAIN** £72



3313 Class 53 D6280 "Falcon" in original lime green and brown - Ltd Ed (RRP £125) **BARGAIN** £94



4000 Hawker Siddley Brush HS4000 "Kestrel" prototype diesel electric loco (RRP £155) **BARGAIN** £129



Electric locos



7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivas Trains (RRP £160) **BARGAIN** £119



7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivas Trains (RRP £160) **BARGAIN** £124



7701 Class 77 EM2 Woodhead electric E27005 "Merava" in BR green half yellow panels - Ltd Ed for Olivas Trains (RRP £165) **BARGAIN** £129



Man-made scenic structure - railway-related

89121 21.5 metre (80ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready £199



Hornby - Steam locos



R3516 Class 6000 "King" 4-6-0 6004 "King George III" in post-war GWR green - "The Final Day" special edition £161

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

R3520 Class TMT 4-6-2 Britannia 70007 "Coeur-de-Lion" BR green late crest £132

BARGAIN



R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (RRP £110.99) **BARGAIN** £55



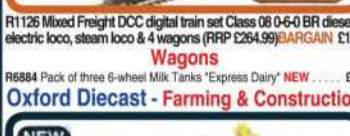
R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (RRP £100.99) **BARGAIN** £68



R3588 Class B17 4-6-0 2864 "Liverpool" LNER green - Railroad Range £76.50



R3242A Class K1 2-6-0 62032 BR Black early emblem (RRP £129.99) **BARGAIN** £82



R3243B Class K1 2-6-0 62064 BR Black late crest (RRP £129.99) **BARGAIN** £82



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervé de Ravel" in BR Lined Green early emblem (RRP £160.99) **BARGAIN** £108



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



Train sets - analogue

R1155 Pendolino trainset Class 390 39004 Virgin Trains "Alstom Pendolino" branding £150



Train sets - digital



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (RRP £264.99) **BARGAIN** £170



Wagons

R6884 Pack of three 6-wheel Milk Tanks "Express Dairy" **NEW** £38



Oxford Diecast - Farming & Construction



763CX001 JCB 3CX Eco Backhoe Loader JCB **NEW** £19.50

76ML1001 JCB Major Loader Mk1 Excavator JCB £20

Oxford Rail - Coaches

OR783T0002C Mk3a TSO second open 12022 in Intercity Swallow **NEW** £29

O Gauge (1:43 Scale)

Dapol - Steam locos

7S-007-002 Class 57xx 0-6-0PT pannier 5700 in Great Western Green £198.75



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem £199.75



7S-024-004 Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest £240



7S-007-005 Class 8750 0-6-0PT pannier 3716 in BR Black late crest **NEW** £199.75



7S-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green **NEW** £199.75



7S-007-005U Class 8750 0-6-0PT pannier BR black late crest - unnumbered **NEW** £199.75



Coaches

7P-004-005 GWR 59' Auto Coach in BR crimson £170



Heljan - Diesel locos



3713 Class 370 in BR large logo blue centre headcode box (unnumbered) £470



6000 Class 60 diesel in Railfright triple grey (Supplied un-numbered separate waterside numbers, sector emblems and, a selection of nameplates.) (RRP £649) <



LMS Jubilee No. 45690 Leander approaches Chinley with the Railway Touring Company's 'Coast to Coast Express' on May 19. The engine carries a wreath in memory of West Coast Railways' driver Albert Seymour who had recently passed away. The blue and white reflected the colours of his favourite football club, Manchester City.

DAVE HUNT

Dereham perseverance pays off

It is truly heartening in a year when we are commemorating half a century since the end of BR main line steam haulage, to see that mode of traction inching forward to reclaim yet more lost territory.

I first visited the Mid-Norfolk Railway 21 years ago, and while at that stage it ran over a comparatively short length and had only diesels on offer, the huge potential was clear.

It was typical of what we dubbed a New Generation Line, a breed of heritage railway operation which took off basically because a redundant line was available and reasonably intact. Unlike other lines in the heritage sector portfolio, such revival schemes did not have the benefit of being able to buy steam locomotives straight out of BR service, or even from the by-then-closed Barry scrapyard, and so would struggle to have instant mass tourist appeal, relying on second-hand diesel traction.

However, despite growing up in the shadow of far longer-established lines, the Mid-Norfolk slowly but surely battled on to reopen all the way from Dereham to the main line link at Wymondham, and has in recent years regularly seen steam either visit or be hired in.

It is now turning its attention to its northern reaches, for long the domain of works trains or an occasional excursion. History was made with the first steam passenger train to Worthing Crossing, 3.8 miles from Dereham, a length long enough to be a heritage line by itself, and somewhat reminiscent of the 4.75 mile Keighley & Worth Valley Railway, which also marks its own 50th anniversary this year. The will is certainly there, and from what I have seen, the MNR has all the potential to take its place among the other big players.

Disappointing, however, has been the decision of the Heritage Lottery Fund to turn down a grant application for a National Railway Museum scheme for the second time in six months.

Over the past two decades, the Lottery has been one of the biggest benefactors to the sector, its strategically-placed grants making countless hitherto impossible projects possible.

Now, however, it has seen fit to refuse £9.5 million funding towards the NRM-backed scheme to build a new national-standard museum at Leicester North on the Great Central Railway, and to decline a £13.4 million grant towards the planned £50 million expansion of the York museum itself.

The 50th anniversary of the end of steam would have been the ideal opportunity to launch both these projects with major grant aid funding. The Leicester scheme would have provided a home for many National Collection artefacts at the end of a unique double-tracked heritage railway, in a central location well served by the road network and hugely accessible.

Expanding the York museum, a definitive hub of the sector, would have allowed it to go beyond showcasing its world-beating collection of historic locomotives and rolling stock, and have allowed thousands of documents and relics in its archives to go on display for the benefit and education of the public.

I recently visited the NRM's marvellous Search Engine facility, now in its 10th year, and within minutes was able to hold a drawing (see page 23) of one of Richard Trevithick's first locomotives, which of course kicked off the steam age. How many other world-class museums can offer such facilities?

The expansion programme would have allowed many more artefacts like this to have been exhibited. Not one trick but two seems to have been missed here by the Lottery, and I sincerely hope that in both cases alternative funding can be found, or we will all be the losers.

In the meantime, I must thank Lady Judy McAlpine for the magnificent and touching memorial service at Fawley Hill for her late husband, railway mega-benefactor Sir William McAlpine, with the many heartfelt speeches and readings from key sector members. Once-in-a-lifetime heroes of steam heritage like him are irreplaceable.

Robin Jones Editor

Heritage railway.co.uk **3**

EDITORIAL

Editor Robin Jones
01507 529305
rjones@mortons.co.uk
Deputy editor Brian Sharpe
bsharpe@mortons.co.uk
Assistant editor Gareth Evans
gevans@mortons.co.uk
Senior contributors
Geoff Courtney, Cedric Johns
Contributors Fred Kerr,
Roger Melton
Designer Tim Pipes
Reprographics Paul Fincham,
Jonathan Schofield
Production editor
Sarah Wilkinson
Publisher Tim Hartley
Editorial address
Heritage Railway magazine,
Mortons Media Ltd, PO Box 99,
Horncastle, Lincs LN9 6LZ
Website
www.heritagerrailway.co.uk

ADVERTISING

Advertising representative
Andrew Bruce 01507 529310
abruce@mortons.co.uk
Divisional advertising manager
Sue Kelly skeily@mortons.co.uk

CUSTOMER SERVICES

General Queries & Back Issues
01507 529529
Monday-Friday 8.30am-7pm
Saturday 8.30am-12.30pm
Answerphone 24H
help@classicmagazines.co.uk
www.classicmagazines.co.uk

DISTRIBUTION & PRINTING

Distribution
Marketforce UK Ltd
5 Churchill Place, Canary Wharf
London, E14 5HU
0203 787 9001
Printing
William Gibbons & Sons,
Wolverhampton

MORTONS MEDIA GROUP LTD

Circulation manager
Steve O'Hara
Marketing manager
Charlotte Park
Subscription manager
Paul Deacon
Commercial director
Nigel Hole
Publishing director
Dan Savage

ARCHIVE

Enquiries Jane Skayman
01507 529423
jskayman@mortons.co.uk

SUBSCRIPTION

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

EDITORIAL CONTRIBUTIONS

Contributions to this magazine should be clearly typed and ideally sent by email. Photographs, which should be clearly marked with the contributor's name and address, are submitted at the owner's risk. Mortons Media Group Ltd cannot be held responsible for loss or damage, however caused. All postal submissions must include an appropriate SAE for the return of all material. Opinions expressed in this magazine are not necessarily those of the editor or his staff.

© Mortons Media Group Ltd.

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

ISSN No 1466-3560

Published

Every four weeks on a Friday.

Advert deadline

June 14, 2018

Next issue on sale

June 29, 2018

ISSUE 242

June 1 – June 28, 2018

News

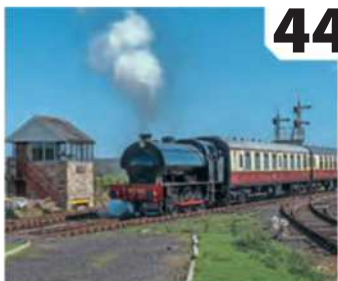


6

Headline News

6

Steam opens Mid-Norfolk's latest northern extension to Worthing; stricken *Tornado* "back in July"; another mile of trackbed for Lynton & Barnstaple; Severn Valley to hold big End of Steam 50th anniversary event on August 4 and Swanage Railway's LSWR T3 dismantling begins at Flour Mill workshops.



44

News

10

Isambard Kingdom Brunel atmospheric railway reservoir rediscovered beneath Starcross; sunshine farewell for Sir William McAlpine; £700k grant for Stockton & Darlington route scheme; a tube train back on Epping-Ongar; steam stars again in Trevithick country; Government to decide on Kent & East Sussex-Rother Valley link; Island Line to lose vintage Underground trains; last railway nursery line marks 30th anniversary; Tarka Valley Railway moves forward and management quits after mass volunteer walkout at miniature railway.



64

Main Line News

56

Swanage mogul makes main line passenger debut; Class 33 runs on Underground; A4 *Bittern* moves into Hornby's old Margate HQ; Vintage Trains confident of hitting share issue target for TOC launch and *Sherwood Forester* hauls first Locomotive Services tour.

With Full Regulator

64

Don Benn reports on 'Great Britain XI' and Saphos Trains.

4 Heritagerailway.co.uk

Regulars

Subscribe Today 30

Centre 54

No. 45212 departing from Bath by Peter Foster.

Main Line Itinerary 68

Steam and heritage diesel railtours.

Platform 74

Where your views matter most.

Railwayana 82

Geoff Courtney's regular column.

Up & Running 94

Guide to railways running in June.

The Month Ahead 106

Features

Seeking out steam's last stands

The big anniversary this summer is the 50th anniversary of the end of British Rail main line steam culminating in the legendary 'Fifteen Guinea Special' of August 11, 1968. Trevor Gregg recalls in words and pictures his trips to North West of England to capture on film some of the steam specials that ran during those last few months of BR standard gauge steam operations after the rest of the UK had switched over to diesel and electric traction.



46

CONTENTS: LNER B1 4-6-0 No. 1264 crosses Linlithgow viaduct with empty stock from Bo'ness to Edinburgh for the Railway Touring Company's 'Great Britain XI' tour on April 21. BEN COLLIER
COVER: BR Standard 5MT 4-6-0 No. 73156 departs from Loughborough with a coal train during the Great Central Railway goods galore gala on May 13. PHIL JONES



Worth its weight in gold!

On June 29, 1968, the Keighley & Worth Valley Railway started public services, in doing so giving an unprecedented boost to the revivalist sector, in a summer in which one door closed and another opened, writes Robin Jones.

70



Katie debuts at Ravenglass

Fifteen inches was considered the minimum practical gauge for a full-size, as opposed to a miniature, steam locomotive. Mark Smithers recounts the story of a pioneering engine of this gauge that barely survived but has returned to steam.

76



Museum on the move

An unusual claim for any museum: The origins, its collection and the achievements of the Vintage Carriages Trust over the last 50 years are explored by Rodney Towers on a visit to Ingrow, West Yorkshire.

84



SUBSCRIBE FROM JUST £20*

*THAT'S JUST £3.33 AN ISSUE IF YOU PAY BY DIRECT DEBIT EVERY 6 MONTHS
See page 30



Steam reclaims more territory in Mid-Norfolk

By Robin Jones

IN the year when the nation is commemorating the 50th anniversary of the end of BR standard gauge steam haulage, the Mid-Norfolk Railway has opened the latest length of its new northern extension.

On Friday, May 18, Dennis Howell's WR 0-6-0PT No. 9466, which in recent years has made the surviving section of the GER Wells-next-the-Sea branch a second home, top and tailed a special inaugural train of invited guests from Dereham station to the level crossing at Worthing, which lies north of the previous limit of special train operations at Hoe.

The outbound train was hauled to Worthing by Class 04 D2334 and headed back to Dereham by steam.

Further trains were run over the extension during the following weekend. On some of them, the 04 was paired with a DMU trailer car and No. 9466 was back in action on others.

The railway does not plan at this stage to extend its regular timetabled services on the 11½-mile Dereham to Wymondham section to Worthing, but will run passenger trains there on gala

days and other special occasions. The distance from Dereham to Worthing is 3.8 miles – longer than many of the UK's smaller standard gauge heritage lines.

The big goal here is North Elmham, which the railway hopes to be able to run to in 2020, the 25th anniversary of the formation of the heritage line. Already works trains have reached the level crossing gates on the far side of the road from North Elmham station.

Passenger services over the route from Wymondham to Wells-next-the-Sea ended in 1964. Part of the northernmost section of the route is occupied by the 10¼in gauge Wells & Walsingham Light Railway.

The Mid-Norfolk Railway Preservation Trust formed in 1995 through the merger of the campaign groups and organisations that had been trying to restore passenger services over the route since 1974. For most of its early years, the MNR was a diesel-only operation, and still does not have a resident steam locomotive of its own, but in more recent times it has seen high-profile visits from main line engines and has hired-in others for its high season.

The MNR has said in the past that one



Charlie Robinson, chairman of the MNR, welcomes guests back to Dereham station after the special run to Worthing crossing on May 19.

GEORGE SAVILLE/MNR

Right: Here at last! The crew of Class 04 shunter D2334 stand at Worthing crossing after making history with the May 18 VIP special reopening train from Dereham.

JAMES GARTHWAITE/MNR



day it hopes to extend into Fakenham, but officially its ultimate current goal is a restored County School station, which it currently runs. First, however, it must lay a missing mile of track to get there.

The separate Norfolk Orbital Railway scheme has the objective of extending both the north Norfolk Railway and MNR

so that they link up at Fakenham, thereby forming a circular rail route through the county.

The MNR is appealing for volunteers to act as guards, crossing keepers and station staff.

Anyone interested is invited to visit www.mnr.org.uk/volunteering

WR Hawskworth 0-6-0PT No. 9466 approaches Hoe crossing between Worthing and Dereham on Saturday, May 19 with a special to celebrate the opening to Worthing. STEVE TWEEED/MNR



Tornado: July date set for swift return to service

By Cedric Johns

FOLLOWING Peppercorn A1 Pacific No. 60163 *Tornado's* failure while hauling the 90mph 'Ebor Flyer' on April 14, investigations have continued and are now drawing to a close in readiness for the locomotive's swift return to the main line.

Its builder and owner, The A1 Steam Locomotive Trust, said that it will publish an update on key findings.

Although the investigation is being treated as a priority, repairs are proceeding, the trust said, adding that it is grateful to suppliers who have responded quickly by manufacturing new components for the locomotive, and to Locomotive Services Limited – and its supremo Jeremy Hosking – for the loan of components obtained from the overhaul of A2 No. 60532 *Blue Peter* to help speed repairs. Thanks were also given to DB Cargo for its support in carrying out the investigation.

It is anticipated that repairs will be completed in June to enable running-in activities to begin and a main line test run arranged. Assuming that all goes well, the engine will pick up its diary in July, beginning with the RAF100 trip from Lincoln to London on July 10.

Operations director Graeme Bunker-James said: "We are pleased to say that progress is positive in returning *Tornado* to traffic. We apologise to those who have had their plans disrupted and hope that they will be able to travel behind the 4-6-2 very soon."

Following the RAF100 trip the A1 heads the London-Durham-Newcastle

'Talisman' on Saturday, July 21, the return journey being hauled by Class 55 Deltic D9009 *Alycidon*. This train is sold out.

On Sunday, July 29, the locomotive's 10th anniversary circulars offer a lunchtime and evening trip from Darlington around Yorkshire.

Wednesday, August 1, sees another 10th anniversary train, 'The Mad Hatter' departing Darlington for York, Wakefield and Chester.

'The Bard of Avon' starts from Manchester Piccadilly via Stockport, Wilmslow and Crewe for Stratford-upon-Avon, on Saturday, August 18.

On August Bank Holiday Monday, August 27, the postponed 'Canterbury Tale' gets away from Peterborough calling at St Neots, Stevenage, Potters Bar and Finsbury Park bound for Canterbury and the Dover coastline.

Looking further ahead 'The Devonian' departs Birmingham, calling at Stourbridge Junction, Worcester and Bristol before heading for Plymouth via Dawlish.

On Saturday, September 29, the postponed 'Ynys Mon' starts from East Midlands and North Staffordshire stations to the North Wales coast.

'The Auld Reekie' travels from Yorkshire to Edinburgh on Sunday, October 7, with *Alycidon* working the return trip.

On December 1, 'The Christmas Border Raider' departs from the West Midlands to the Carlisle Christmas market travelling via the Settle and Carlisle line.

All profits raised by these trains will go towards keeping No. 60163 on the main line.



Locomotive owner John Savery (right) and engineer Geoff Phelps with the new boiler at the Flour Mill. BILL PARKER

T3 dismantling under way

THE Flour Mill workshops at Bream in the Forest of Dean have begun the exploratory dismantling of the Swanage Railway's LSWRT 3 4-4-0 No. 563 to see if the former National Collection engine can be returned to steam.

Staff at the market-leading expert in the restoration of Victorian steam locomotives have begun removing the boiler cladding and unbolting pipework so the boiler can be lifted in June.

The 1893-built locomotive was

controversially gifted to the Purbeck line by the National Railway Museum, with the strict condition that if the railway ever finds it does not want it any longer, it has to be offered back.

Meanwhile, the Flour Mill is building what is believed to be the first big standard gauge boiler built in the UK for many years. It has been contracted to build the boiler by John Savery, owner of Nene Valley Railway-based Polish Tkp 0-8-0T No. 5485.

Award for tram museum to highlight engineer

THE National Tramway Museum has been awarded £74,500 from AIM Biffa Award for a new permanent exhibition 'Holroyd Smith – Electrifying the Future'.

The History Makers scheme funds museums to create new exhibitions that will inspire the public through the lives and achievements of extraordinary historical figures. It is managed by the Association of Independent Museums and Biffa Award, a multi-million pound fund that helps to build communities and transform lives through awarding grants to communities and environmental projects.

The exhibition will explore the life, inspiration and inventions of Michael Holroyd Smith, pioneer in electric traction and versatile electrical and mechanical inventor. Smith is little known, except for his invention of the first electric street tramway in 1885, but the Crich museum's archives show that Holroyd Smith should be recognised for much more than this. Smith influenced many other pioneers in the scientific and engineering worlds. His inventions

included a very early automobile and he was experimenting with flight as early as 1879.

The exhibition will also look at practical problem solving in engineering, with displays and interactive activities aimed at families and school groups, as well as exploring career pathways in the modern engineering world.

The Derbyshire museum's Holroyd Smith Collection contains over 1000 items that are currently only available to researchers. The project will allow the museum to make more of this collection accessible to the public through the exhibition in the Great Exhibition Hall, alongside 'Century of Trams'.

Curator Laura Waters said: "The collection we have gives a fascinating look into the mind of Michael Holroyd Smith, his inventions and engineering skills to solve problems.

"As our pioneer of electric tramways in this country, we know his story well, and now we're looking forward to sharing that with many more people."

Lottery grant to extend First World War field railway at Apedale Valley

THE Moseley Railway Trust has received £10,000 from the Heritage Lottery Fund to extend its Western Front field railway.

The third of the trust's award-winning Tracks to the Trenches events, which recreate the Western Front in Staffordshire using steam trains of the period, military vehicles and re-enactors, will be held at its Apedale Valley Light Railway home on July 13-15, when the extension will be completed.

The grant will also allow a visit to Tracks to the Trenches by a draught horse team and a field gun and limber, and finally it will support a visiting steam locomotive of a type used on trench railways during the First World War.

There is also a sub-project to recreate a wagon used for the transportation of heavy artillery pieces on 2ft gauge tracks. During

the war the mud meant absolutely everything was moved by rail – including the largest guns.

Vanessa Harbar, head of HLF West Midlands, said: "The impact of the First World War was far reaching, touching and shaping every corner of the UK and beyond. HLF has already invested more than £94 million to more than 1900 projects – large and small – that are marking this global centenary. With our small grants programme, we are enabling even more communities like those involved in Tracks to the Trenches to explore the continuing legacy of this conflict and help local young people in particular to broaden their understanding of how it has shaped our modern world."

Details of the Tracks to the Trenches 2018 event are available at www.ww1-event.org

Advance tickets are now on sale.

A 'rattler' for display in the NRM?

A 'PACER' DMU could be displayed at the National Railway Museum when the British Rail-era type is phased out in 2020, said director Judith McNicol.

The classes 140, 141, 142, 143 and 144 railbuses, a hybrid with a bus body fitted on to a rail chassis, were built between 1980-87 with a life

expectancy of 20 years, but despite constant derision from passengers, who knew them as 'rattlers', they are still in regular use. They will be phased out of main line service from this Christmas and it is suspected that some might find their way to heritage lines, while others will be scrapped.

SVR 'Black Five' to star in special end of steam event

By Paul Appleton

STANIER 'Black Five' No. 45110, one of the stars of the end of steam 'Fifteen Guinea Special' on August 11, 1968, is to make a rare outdoor appearance as it takes part in the Severn Valley Railway's 'Last Days of Steam' event on August 4, when it will be displayed at Kidderminster station.

The 1935-built former LMS machine is normally to be found on display inside the Engine House at Highley, where it has been on display since October 2013. It last steamed in 2008, on a six-month boiler 'ticket' extension, which allowed it to participate in the 40th End of Steam anniversary commemorative events, after which it went on display at Barrow

Hill roundhouse, before returning home to the SVR.

At one stage it was proposed that the celebrity 'Black Five' be overhauled in readiness for this year's 50th anniversary of the end of BR main line steam, but with a long queue ahead of it in Bridgnorth works, and plenty of other 'Black Fives' currently in ticket, it has remained a static exhibit, although it is planned to start work on the Vulcan Foundry-built machine during the next few years.

Footplate crew gathering

Instead, its role in the SVR's 'Last Days of Steam' event will be taken by sister locomotive, No. 45231 *The Sherwood Forester*, built by Armstrong Whitworth in 1936. It too lasted until the end of BR

steam, although it wasn't in action on August 11, 1968. It was sold by BR straight into preservation at Carnforth and has recently joined Jeremy Hosking's stable of locomotives at Crewe.

Main line-registered No. 45231 will be joining the SVR's working stud of locomotives for the summer season and is expected to arrive in mid-July and be available to work trains through to late September, meaning it will also start in the railway's big September 20-23 autumn steam gala.

The SVR's 1968 tribute event will also feature Ivatt 4MT 2-6-0 No. 43106 on service trains, marking 40 years almost to the day since it moved to the SVR under its own power, straight out of BR service at Lostock Hall shed, on August 2, 1968.

The event on August 4 will also feature a gathering of footplate crews from the same day in 1968, and a re-creation of the 'Master Neverers Association' cleaning No. 45110.

Iconic images

Kidderminster Railway Museum will be staging a large photographic display featuring images from the end of steam, while on the Saturday evening, the SVR will be running its own re-creation of the 'Fifteen Guinea Special' (additional charge applies). Other events will include trade and memorabilia stands, the Coal Yard Railway running with a suitable 1960s-built locomotive and other attractions still to be announced.

→ Visit www.svr.co.uk for more details.

More trackbed bought for Lynton & Barnstaple

By Robin Jones

THE Lynton & Barnstaple Railway Trust has bought another half-mile of original trackbed near Lynton.

The latest stretch is at Barbrook on the approach to the resort.

The purchase reinforces the trust's commitment to rebuilding the line from Woody Bay to Lynton after restoring services from Killington Lane to Blackmoor and Wistlandpound which has just received planning permission from the Exmoor National Park Authority.

Furthermore, in May the trust bought the half-mile of the route that lies between Blackmoor and Wistlandpound from its trackbed-purchasing sister company Exmoor Associates.

The Lynton & Barnstaple Railway Community Interest Company, which

operates the railway, exchanged shares it holds in Exmoor Associates for the third of a mile of the route it owned between Killington Lane and Parracombe Lane Head.

Negotiations to buy the remaining sections of trackbed that the trust needs (about a quarter of the route from Killington Lane to Wistlandpound) are continuing.

Meanwhile, the railway is making one big final push with its £1.75 million share issue to buy the Old Station House Inn, the former Blackmoor station, an adjacent six-bedroom house and eight acres of land. It is the intention to run the inn as a business with the railway running alongside and dividends will be paid when the business is sufficiently profitable.

The share offer is only open until July and cannot be extended any further.



→ More details are available from www.lynton-rail.co.uk/story/old-station-house-inn-update or by writing to: L&B Blackmoor Company Secretary, Barton House, Bishops Nympton, South Molton, EX36 4PJ.

ABOVE: The last train on the line, on September 29, 1935, headed by *Lew and Yeo* crossing the bridge over Dean Lane on to the section of trackbed just acquired by the Lynton & Barnstaple Railway Trust. RL KNIGHT/LBR

New-build Baldwin 2-4-2T *Lyn* sets off from Killington Lane on Sunday, the second day of the Lynton & Barnstaple Railway's spring gala, with the four rebuilt original carriages. TONY NICHOLSON/LBR



J27 leads North Yorkshire Moors Railway steam engines comeback

By Roger Melton

NELPG's veteran J27 0-6-0 was due to be released into traffic on the North Yorkshire Moors Railway on May 22, after a relatively short spell of problem free running in, both light engine up to Goathland and through to Pickering top and tailing with other locomotives.

A major overhaul, mostly carried out by NELPG volunteers at Hopetown Works in Darlington, but completed at Grosmont, has seen major work undertaken, including the casting and fitting of a new inside cylinder block. No. 65894 is expected to run for most of the low season with a slightly-shortened Gresley teak train.

NELPG will now turn its efforts to completing Q6 0-8-0 No. 63395, which is progressing more slowly. It has been the aim to have it ready for the peak season but it appears as though that target may slip.

The day that No. 65894 had its in-steam inspection by the insurance company was a busy one for the NYMR boiler-smiths as 'Black Five' No. 5428 *Eric Treacy's* boiler was also in steam for an out-of-frames steam test for the insurance company boiler inspector. This test had been delayed because at a late stage in the overhaul some cracking was found in the copper firebox which needed welding repairs, and it was necessary to wait a while for the specialist copper welder to become available. It too successfully passed its test, and was expected to be craned back into the frames for the start of reassembly by the end of May.

An in-steam examination by the

boiler inspector has been booked for early July with the expectation that the 4-6-0 will be ready to start running in almost immediately after, with the intention of having it ready for traffic by the peak season, although probably not *Whitby* registered until the autumn.

Southern S15 4-6-0 No. 825's boiler has been delivered to Grosmont but has been receiving some finishing touches prior to hydraulic and steam tests. These are expected to take place in June with reassembly following and the S15 hopefully entering traffic during the peak season. In the meantime, work continues on the mechanical overhaul but this too is approaching completion.

Work has also picked up on Lambton 0-6-2T No. 29. A new cylinder block has been cast after errors were found in the first new casting, and the second casting has been sent to Teesside for machining. The bunker and cab rear have been repaired, repainted and lifted back onto the frames, but a setback has arisen with the discovery of cracks in two of the crankpins. These will have to be replaced, which will mean removing the affected wheelsets using the Grosmont wheeldrop, sending them away for the defective pins to be pressed out, and new pins made and pressed in.

Work has already begun on new arrival Standard 9F No. 92134, with the cylinders and valve chests opened up and measured so that new piston and valve rings can be made and fitted. In addition, the injectors have been bolted in place and the pipework is being fitted.



Dame Shirley Bassey OBE with the coach newly-named after her. SMR

The hills are alive... with the sound of Shirley Bassey!

SINGER Shirley Bassey flew in from Monaco so she could visit the Snowdon Mountain Railway for a very special ceremony on May 17.

The 81-year-old star, who was born in Bute Street in Cardiff's Tiger Bay, was said to have held back tears when she unveiled a carriage named after her at the line's waterfall halt.

She is the fourth person to have a carriage named after them, following cycling supremo Sir David Brailsford,

bass-baritone Sir Bryn Terfel CBE and classical crossover singer Katherine Jenkins OBE.

Before the unveiling, Dame Shirley was given a bronze commemorative medal by the railway's commercial manager Vince Hughes.

She said: "I'm proud of my Welsh roots and this honour keeps me forever connected to Wales and one of its most iconic locations."



Furness 0-4-0 saddle tank No. 25 goes 'home' to trust

FURNESS Railway 0-4-0ST No. 25 has been donated to the Furness Railway Trust. No. 25 is an unrestored sister locomotive to the trust's A5 class 0-4-0 tender engine No. 20.

When the type became obsolete on the Furness Railway, they were sent back to maker Sharp Stewart and converted into industrial saddle tanks for use at the Barrow Haematite Steel Co. at Barrow, then the biggest iron and steelworks in the world. Rendered redundant in the early Sixties, they were donated by the firm to local schools and plinthed for static display.

No. 20 was acquired by the trust and back-converted into its original form

as a tender engine with the aid of a £97,000 Lottery grant, and was formally relaunched into service by Lady Grania Cavendish at a ceremony on the Lakeside & Haverthwaite Railway on April 20, 1999.

No. 25 ended up spending years at the former Steamtown museum in Carnforth, until it was acquired by the late Bert Hitchen, who intended to restore it to steam in its latter-day saddle tank format, to provide a contrast with No. 20.

No. 25 has now been donated to the trust by Bert's estate. Subject to a conservation inspection, the FRT intends to follow Bert's vision and restore the new acquisition in its steelworks guise.

Date set for US 'Big Boy' marathon tour in 2019

UNION Pacific has announced that a 'Big Boy' 4-8-8-4 will run in 2019, for the first time in 60 years.

It was confirmed that No. 4014 will steam from its restoration base in Cheyenne, the capital city of Wyoming, to Ogden in Utah next May, for celebrations to mark the 150th anniversary of the first transcontinental railroad.

It will be accompanied by the never-retired UP 4-8-4 No. 844 and the pair will re-enact the scene made famous by the two locomotives, the Central Pacific *Jupiter* and UP No. 119 on May 10, 1869 at Promontory Summit. Ogden is the closest UP point to Promontory, where the railroad was abandoned during the Second World War.

UP steam manager Ed Dickens said No. 4014 will be seen in other locations

all over the system next year as it enters regular excursion service, billed as "the world's largest operational steam locomotive," displacing UP's 4-6-6-4 Challenger No. 3985.

Of the 25 Big Boy locomotives built in the 1940s, only eight survive. On July 23, 2013, UP announced that it had reacquired No. 4014 from the Southern California chapter of the Railway and Locomotive Historical Society, with the aim of restoring it to service.

Since dismantling it, the UP Steam Team has cleaned, inspected and repaired nearly every part of the 4014 down to its smallest component. Part of the restoration has included converting the locomotive's engine into an oil burner. The process of reassembling the locomotive has begun.

Going underground!

'Lost' Brunel reservoir found in Devon

By Robin Jones

JUST when we thought, with the opening of a major new Isambard Kingdom Brunel museum in Bristol, we knew all of his major works off by heart – another has been discovered.

Added to Box Tunnel, the Royal Albert Bridge, Maidenhead Bridge, Bristol Temple Meads, Sonning Cutting and the SS *Great Britain* can be added another – a huge underground reservoir at Starcross in Devon.

Two 105ft long and 10ft wide caverns with a spectacular display of stalactites formed by dripping water from the roof, and linked by 120 arches, were discovered purely by chance in April as workmen carried out a flood defence scheme in the seaside village.

The Environment Agency began work on the £4 million tidal defence scheme for Starcross and Cockwood in January. It aims to reduce the risk of tidal flooding to more than 650 residential and commercial properties. The work at Starcross includes the installation of new tidal flood gates at Generals Lane slipway and the tidal inlet at the north of Starcross.

The project also includes raising the crest level of the slipway at the Starcross Fishing and Cruising Club and it was deemed necessary to reprofile the club's car park.

During this work, the Environment Agency's contractors discovered that a manhole led to the large underground chamber beneath the existing car park, believed to be an underground reservoir associated with Brunel's atmospheric railway.

National significance

Because of the national significance of the surprise discovery, work on a Devon County Council road widening scheme above the chamber has been stopped, and is unlikely to resume. Highways experts will have to go back to the drawing board because of the find.

Archaeology specialists and engineers are carrying surveys of the chamber and the surrounding area. The Environment Agency is continuing work on other parts of the scheme while the chamber is surveyed. The chamber is a confined space and potentially unstable, and therefore the entrance to the chamber is blocked off

and the area fenced.

Brunel built the atmospheric railway to overcome the high terrain south of Newton Abbot. The Bristol & Exeter Railway in collaboration with the GWR had reached Exeter in 1844 and wanted to go on to Plymouth, but feared that steam locomotives would struggle over the foothills of Dartmoor. With Brunel as its engineer, the South Devon Railway Company obtained its enabling Act of Parliament on July 4, 1844.

Brunel had visited Ireland's Dalkey Atmospheric Railway, built on the principles of a system devised by shipbuilders and engineers Jacob and Joseph Samuda in partnership with gas engineer Samuel Clegg, and had been impressed. It was agreed to adopt it on the South Devon Railway.

The scheme consisted of a vacuum pipe laid between the rails, with the vacuum created by station steam engines in large pumping houses along the route. It is believed that the reservoir was built to serve the pumping house at Starcross, now Grade 1 listed, and used as the headquarters of the fishing and cruising club, after an earlier scheme

to turn it into an atmospheric railway museum failed in the Nineties.

On September 13, 1847, passenger trains ran from Exeter to Teignmouth, and were extended to Newton Abbot by March 2 the following year. The highest speed recorded was an impressive average of 64mph over four miles.

"Rats ate the flap"

However, during the winter of 1847–48 the leather flap valve that sealed the traction pipe slot began to cause problems, allowing air into the pipe and diminishing the vacuum. The leather froze hard in frost after saturation in rain, and in hot and dry weather, the valve dried out, with the same outcome. Brunel had the leather treated with whale oil in an attempt to maintain flexibility, but to little avail. A popular story is that rats ate the flap.

Brunel admitted defeat, and a SDR shareholders' meeting on August 29, 1848, they were told that he had advised abandonment of the atmospheric system. The GWR was asked to provide steam engines, and the atmospheric system was duly abandoned, a move implemented



Above: A contemporary painting of the short-lived South Devon Atmospheric Railway at Starcross.

Left: The forgotten cavern beneath Starcross which is believed to have been built for Isambard Brunel's atmospheric railway pumping station above. ENVIRONMENT AGENCY

Below: Brunel's Grade 1 listed Italianate-style building at Starcross which housed one of the pumps for his ill-fated South Devon Atmospheric Railway. The massive tower, with a chimney within, is now 50ft shorter than when built. It is believed that the underground reservoir just discovered by Environment Agency contractors who lifted a manhole cover was used to supply its stationary steam engine.



that September and confirmed at an extraordinary general meeting of the company January 6, 1849.

While considered a genius with his other major works, on this occasion Brunel had failed.

Environment Agency project manager Rob Butler said: "There is a note on the listing for the structure that talks about underground chambers, but we were under the impression that they were actually underneath the structure of the nearby pump house." Laser scanning has been carried out to establish the size and shape of the caverns.

The atmospheric system apart, Brunel's nature-defying choice of a route for the railway hugging the base of the cliffs between Dawlish Warren and Teignmouth has remained a subject of perennial controversy, not least of all on the night of February 4, 2014, when amidst high winds and extremely rough seas, part of the sea wall at Dawlish was breached washing away around 130ft and the ballast under the railway immediately behind.

The line was closed, and Network Rail launched a massive round-the-clock repair programme, while businesses

in Plymouth and beyond were said to have lost millions as a result.

The line reopened on April 4, 2014, amidst calls to reopen the Southern Railway main line between Exeter, Okehampton and Plymouth, part of which is now the Dartmoor Railway, as a diversionary route in times of bad weather.

Crack team

In recent weeks, Network Rail has assembled a crack team of engineers to secure the future of the line between Exeter and Newton Abbot.

So far, the Department for Transport has provided a total of £46 million to support repair work, and Network Rail is now undertaking a detailed geological and marine study to help it to safeguard the future of the line. Transport Secretary Chris Grayling said the government was determined to safeguard the line through Dawlish and Teignmouth.

A preferred option is to build a 13ft causeway 30 yards out to sea between Holcombe and Teignmouth, away from crumbling cliffs, while installing 'avalanche shelters' elsewhere to protect the tracks from falling rocks.



The scaffolding erected inside the Great Northern Shaft to allow repairs to take place. G BICKERDIKE/NETWORK RAIL



The top of Kilsby Tunnel's Grade 2 listed Great Northern Shaft seen after the repair project began. G BICKERDIKE/NETWORK RAIL

Bright future for classic main line tunnel as ventilation shaft is restored

A Grade 2-listed Victorian landmark on the West Coast Main Line near Rugby is being preserved for decades to come by Network Rail.

Repair and maintenance work has been carried out inside the Great Northern Shaft which was built to provide light and ventilation inside the 1½-mile-long Kilsby Tunnel in Northamptonshire.

A huge scaffolding structure has been installed around the inside of the shaft, directly above the railway, so the work can be carried out while nearly 400 trains continue to travel daily at 110mph on line below. A protection deck, around 26ft above the track, has allowed workmen to complete brickwork repairs while working above 25,000v overhead lines on one of Europe's busiest mixed use stretches of railway.

The £3.5 million refurbishment

project, part of Network Rail's Railway Upgrade Plan, has taken nine months and has included soot removal, brickwork repointing and repairs.

Hasan Shah, scheme project manager at Network Rail, said: "We've carefully planned the repairs to allow trains to run while we completed this essential work."

"Not impacting passengers and freight was vital and the huge, complex scaffolding structure has allowed us to do this with around 400 trains a day travelling up to 40 metres below us. The result will be a Victorian local landmark preserved for decades to come."

The tunnel was built in the 1830s using an estimated 30 million bricks. It has two 'Great Shafts' and 12 ventilation shafts

Around one million bricks were used to build the Great Northern Shaft which weighs over 4000 tons

Two-mile long Welsh valleys tunnel could be reopened as a cycleway

THE two-mile Rhondda Tunnel on the Rhondda & Swansea Bay Railway is set to be revived as the longest underground cyclepath in Europe.

The railway opened from Treherbert through the tunnel under insurmountable terrain to Port Talbot and Aberavon in 1890, and five years later was extended to Swansea. It later became part of the GWR empire.

In its heyday, the tunnel conveyed coal trains 1000ft below the mountain tops, but the gradual decline of the coal industry saw most of the line closed.

The tunnel was closed due to a partial collapse on February 26, 1968, but the line had already been earmarked for closure under the Beeching Axe. The passenger service was maintained by buses until December 14, 1970, when the line was considered as permanently closed.

The Rhondda Tunnel Society was formed in the summer of 2014 with the initial aim to site the long-lost tunnel portal stone in a suitable location as near as possible to the entrance of the disused and buried Rhondda Tunnel at Blaencwm. However, interest in the tunnel mushroomed to the point where it has been penciled in as part of a cyclepath, a proposal which has gathered widespread support, including



The inside of the Rhondda Tunnel as pictured for the first time in around half a century. RHONDDA TUNNEL SOCIETY

backing from Welsh actor Michael Sheen, and a £90,000 community grant.

In January, surveyors said they were confident that the tunnel could be restored.

A concrete seal was removed from one of the tunnel's ventilation shaft in April, and on May 5, workmen broke through an 8ft-thick concrete wall after a week of drilling to gain access, so that a detailed examination of the tunnel fabric can be made by contractor Balfour Beatty.

Tunnel owner Highways England has said that it is prepared to allow it to be developed into a cycle path.

Go-ahead for RVR-KESR link now in hands of Government

By Geoff Courtney

THE completion of a project that has been eight years in the making marks another step forward by enthusiasts who have set their sights on the creation of a 14-mile heritage line straddling the Kent-East Sussex border.

Robertsbridge-based Rother Valley Railway has set its sights on linking up with the neighbouring Kent & East Sussex Railway, and one of the strands that is central to making that dream become reality is Government approval to build the two-mile link.

Such approval is considered by the Department for Transport in the form of a Transport and Works Act order, and in April the RVR submitted its application for such an order to Transport Secretary Chris Grayling after eight years' preparation and research. A total of 13 reports and schedules required for the order application covering nearly 1000 pages were finalised and submitted.

Final hurdle

Private funding to build the link is already available, so with the application approved, both the Rother Valley and Kent & East Sussex railways face what would be a final, albeit major, hurdle – the impasse between them and two farming families who are currently refusing to sell part of their land over which the new stretch would be constructed.

Negotiations between the RVR, whose benefactors are providing the finance for the scheme, and the farmers have been ongoing for a considerable while, and are continuing. The two-mile gap, between the western end of the KESR at Austen's Bridge and the eastern extremity of the RVR at Northbridge Street, is across fields the two families own.

Bridging the gap is central to a major £4½ million project by the RVR that is well advanced and is transforming the railway's base at Robertsbridge, beside



STEAM VETERAN: Former LBSCR A1X 'Terrier' No. 32678 is pictured with a KESR mixed train at Robertsbridge in the early 1950s. The 0-6-0T was built at Brighton in July 1880, worked the line's last regular passenger train in January 1954, and was withdrawn from Brighton (75A) in October 1963 with more than 1.4 million miles on the clock. Saved for preservation, it arrived at the revived Kent & East Sussex Railway in 1988 and is now a much-loved member of the railway's steam locomotive fleet. Within a few years the little locomotive may once again take passengers from Robertsbridge to Tenterden, thanks to current plans which aim to restore the link between the KESR and the Rother Valley Railway. The formation of the train behind the A1X leads to questions as to how passengers accessed the

coach – the 'Terrier' does not appear to be departing, and even if it is, there is not enough room at the rear of the train for the carriage to have been beside the platform. Brian Janes, curator of the Colonel Stephens Railway Museum at Tenterden, said: "It is a little bit of a puzzle. Perhaps immediately prior to departure there was a shunting movement to pick up the brake van after collecting the wagons from the yard or loop. The passengers would thus have had a trip round the yards before departure. Such procedures would have been necessary, particularly with the morning departure, which is recorded as customarily having more than nine wagons, and so too long to assemble in the platform before departure." COLONEL STEPHENS MUSEUM COLLECTION

the Charing Cross-Hastings main line to which it is connected, into a steam railway complex with station, five-coach platform, engine and carriage sheds, and other facilities.

The KESR currently runs trains for 10½ miles between Tenterden and Bodiam, although the track extends beyond there for nearly a mile to Junction Road and the trackbed a further short distance to Austen's Bridge, and the RVR runs for ½ mile from Robertsbridge to Northbridge Street.

Benefit to the economy

Details of an independent report recently released by the RVR showed that, if the gap was bridged and a 14-mile line between Robertsbridge and Tenterden created, the annual benefit to the local economy would be more than £4 million, up to 75 jobs would be created, and train operator Southeastern, which provides services to Robertsbridge main line station, would accrue additional yearly revenues of £600,000.

The original line opened in 1900 between Robertsbridge and Rolvenden, near Tenterden, was extended into Tenterden in 1903 and to Headcorn in 1905, and was for much of its life part of the Colonel Stephens' light railway empire.

It was closed to passengers by BR in January 1954 and to freight in 1961, and in 1974 KESR preservationists reopened the Tenterden-Rolvenden stretch, and reached the current terminus of Bodiam in 2000.

Bodmin & Wenford steam crane finds new home in Scotland



The redundant steam crane is seen at Bodmin General on May 9, being loaded for its 640-mile journey to Scotland. JIMMY JAMES

THE Ferryhill Railway Heritage Trust in Aberdeen has saved Taylor Hubbard 10-ton six-wheel steam crane DRT 80169 which was declared surplus to requirements at the Bodmin & Wenford Railway.

Built at Leicester in 1947, it spent most of its working life on the Western Region, before moving to Bodmin in 1981. It has now made the 640-mile journey to its new home by low-loader.

The trust, which hopes to start steam operations on its site, has

installed its refurbished turntable, which was removed from the site in September 2016 and has been under repair at eBlast and RIM Fabrication in Kintore.

An inspection revealed that parts of the turntable had suffered corrosion damage and about one-third of both ends had to be replaced during the £86,000 refurbishment.

Trust chairman Jon Tyler, said: "The installation of the turntable opens up all sorts of opportunities."

Isle of Man County Donegal railcars may return to Ireland

By Hugh Dougherty

COUNTY Donegal Railways' railcars Nos. 19 and 20 could be leaving the Isle of Man to return to Donegal if an offer by Isle of Man Railways to lend the diesel duo to the Fintown Railway is accepted.

This move represents a U-turn by IOMR which has turned down previous requests for a return of the cars to Donegal. It has said several times in the past that the railcars represent part of Manx heritage, having been longer on the Island than they ran in Donegal, and refusing to let them go.

Bought at auction

The cars were built by Walker Bros of Wigan and the Great Northern Railway of Ireland and went into service in Donegal in 1950 and 1951, running up 371,096 and 348,951 miles respectively on the CDR until the line closed at the end of 1959.

They were bought at auction in 1961 by the Isle of Man Railways and sailed from Derry to Douglas in May of that year.

The IOMR overhauled and repainted the railcars which were run back-to-back, on the Peel and Ramsay lines, also

reaching Port Erin on winter trains, but they were out of regular service by the 1970s and relegated to permanent way and fire train work.

By the 1990s, they were in very poor condition and were withdrawn from service in 1998 for full restoration. Their bodies were dismantled for rebuilding and their Gardner 6LW engines and power bogies were overhauled in the Isle of Man Steam Packet Company workshops at Douglas.

However, in 2000, with the railcars partly restored, work was stopped on the grounds of cost and, despite a feasibility study by the Isle of Man Railway Supporters' Association in 2007 which looked at completing the restoration and running the restored cars, perhaps in multiple unit fashion with new, Cummins engines on commuter services, nothing further was done.

Two subsequent requests, one from the South Donegal Railway Society in 1991, which was then hoping to restore a section of the CDR through the Barnesmore Gap, and a subsequent one from the Fintown Railway in 1998, were curtly refused. "I was left in no doubt that the cars were not leaving the Isle of Man,"



Railcar No. 20's cab paired with No. 19's coach body at Douglas, showing the extent of restoration on November 5, 2017. DAVID BOOTH, ISLE OF MAN STEAM RAILWAY SUPPORTERS' ASSOCIATION.

said Oliver MacDevitt, past chairman of Comhlacht Traenach na Gaeltachta Lair, which runs the Fintown Railway.

Now, however, the IOMR seems to have changed its mind. Mike Szender, the IOMR traction and rolling stock manager, in response to a media enquiry about the possibility of the cars having their restoration completed, either to mark the 60th anniversary of the closure of the CDR in 2019, or the 60th anniversary of their purchase by the IOMR in 2021, said on April 13: "The County Donegal railcars are not a priority restoration project for ourselves whilst we put our efforts into other projects across the railways. We always remain willing to discuss with partners both on the Island and further afield, the restoration of the vehicles to visible usage, but, currently, no such firm plans are in place."

Fundamental policy change

A few days earlier however, the Fintown Railway office had received an email

from IOMR asking if the railway would be interested in the railcars coming to Donegal, bearing out Mike Szender's comment that the IOMR is willing to discuss the restoration of the railcars with 'partners further afield', which shows evidence of a fundamental policy change.

Fintown Railway sources say that the line is very interested in the offer and has made a positive response to the IOMR, but that details of the completion of the restoration and funding for transporting the railcars to Donegal would all have to be hammered out.

The railway is actively exploring funding options and says that railcars Nos. 19 and 20 would be very welcome at Fintown where they would run back-to-back and take the pressure off resident railcar No. 18 which is currently undergoing an engine overhaul. The railway also says their return would be an ideal way to mark the 60th anniversary of the CDR closure.

Fintown station buildings gifted to railway

FINTOWN station building has been gifted to Comhlacht Traenach na Gaeltachta Lair, operator of the Fintown Railway, by owner Donegal County Council, to help boost the narrow gauge line.

Fintown station was built in 1895 to a standard design for the Stranorlar to Glenties railway. It was in use until the last passenger trains ran in 1947 and was closed completely in 1952, when the last goods trains ran on the line. Since then, it has been used for various community purposes, including serving as a rural health clinic, but has now been declared surplus to council requirements.

CTGL, which has used the platform since it began running trains in 1995, but has not had access to the station building, is now looking for funding to restore and return it to railway use as a ticket and administrative office, small museum and cafe. The railway has had to make do with temporary buildings and its ticket office, for a period in the 1990s, was half of County Donegal Railways



Railcar No. 18 arrives at Fintown station. The building on the right is now in railway ownership once again.

coach No. 58, now reunited with its other half, and on display at the Donegal Railway Heritage Centre in Donegal Town.

CTGL chairman, Seamus McElwee, said: "We are very grateful to Donegal County Council for donating the station building to us and we are now looking at sources of funding

to allow us to restore it and bring it back into railway use."

CTGL has also spent €8000 on a top-end overhaul of railcar No. 18's Gardner 6LW engine for the 2018 season. The work has been carried out by Clarke Engineering of Clonmany, which specialises in diesel engine restoration.

Trawsfynydd second chance

TRAWSFYNYDD branch revivalists have held talks with owner Network Rail about launching a fresh bid to revive the mothballed line.

Last year, Network Rail revoked the licence of the Trawsfynydd Railway Company to clear the seven-mile line between Blaenau Ffestiniog and Trawsfynydd after a bridge was damaged, claiming that there were serious breaches of health and safety and environmental laws.

The Blaenau Ffestiniog and Trawsfynydd Railway Society, which had linked with the company, has now held a fresh round of talks with Network Rail about restarting the stalled revival.

Secretary Rob Bradley said: "With a new steering committee established, the society expects soon to be able to ask its members to approve a new management committee. Then we can start the huge task of getting all the legal agreements and safety and environmental systems in place."

SUBSCRIBE TODAY! FROM ONLY £20

SEE
P30 FOR
DETAILS

Luxury dining alongside *Flying Scotsman*

FLYING *Scotsman* will return to the National Railway Museum for three weeks in the autumn – and to mark the occasion an exclusive corporate dinner package, complete with a drinks reception and Scottish-inspired cuisine, has been unveiled.

For £98.50 plus VAT per person per ticket, guests will be invited to sip prosecco next to *Flying Scotsman* located in the museum's Learning Platform. The attendees will also be able to talk with the engine's driver about its illustrious career and will receive a signed copy of *The Flying Scotsman: Speed, Style, Service* by NRM assistant director Andrew McLean. This will be followed by an authentic Scottish banquet in Station Hall.

NRM event sales manager north Helen Beresford-Boyse said: "We are incredibly excited to welcome back *Flying Scotsman* this autumn and introduce this unique package to our corporate event bookers."

The NRM is now taking bookings for up to 450 people from October 20 to November 4.

Diesel back on the 'Middy' after 66 years!

THE Mid-Suffolk Light Railway has taken delivery of the only diesel to run on the original line.

When it closed in 1952, Ruston 48 class No. 294266 was used as part of the tracklifting operation.

It was bought by enthusiast Lawrie Rose from the collection of Sir William McAlpine before he died, and returned to the railway where it will help in tracklaying towards Aspell Halt.

IN BRIEF

→ EXTENSIVE roof repairs have been completed at the Corris Railway's Corris station, a Victorian Structure which once housed stables for seven horses, the road coach house, harness room and parcels office, and now houses the ticket office, light refreshments, museum and shop.

→ THE 2ft gauge Hampton & Kempton Waterworks Railway recently held a plaque unveiling to commemorate the granting of funds from Heathrow Community Fund for solar equipment to power its ticket office and its environs. The design of electrical systems and installation of solar panels was carried out by volunteers.



SECR H class 0-4-4T No. 263 and 01 0-6-0 No. 65 double-head on the Bluebell Railway during the branch line gala on May 19. PETER HOLLANDS

Volunteers strike at Poole Park – management quits

By Robin Jones

DORSET'S 10¼in gauge Poole Park miniature railway has been closed following a derailment in April – and a reported "strike" by 40 volunteers and resignations of its management.

It was understood that several youngsters were riding on the train when it came off the tracks, although no further details of the incident were available.

On May 22, several national newspapers ran stories claiming that the volunteer train drivers, guards, engineers and ticket office clerks who run the line for recently-appointed operator the Friends of Poole Park had walked out on April 25, after a dispute with its management. On May 5, the Friends group had posted on its Facebook page: "We are recruiting for volunteer drivers, guards, ticket office clerks, maintenance crew."

A statement from owner the Borough of Poole Council, issued on May 23, said: "The safe operation of the Poole Park Miniature Railway is Borough of Poole's prime concern. Following recent derailments the operation of the miniature railway has been suspended. In addition we have been notified of resignations at director, management

and operational levels of the operating group the Friends of Poole Park and its wholly-owned operational subsidiary, Poole Park Railway Community Interest Company.

"Officers from Borough of Poole have met with the directors of the CIC and the chair of the Friends of Poole Park."

Requested reassurance

The council's recreation and community manager Anthony Rogers said: "We have requested reassurance by mid-June that the operators have the structure, governance and processes in place to safely manage this attraction. We have also asked for an action plan that includes proposals for the repair and maintenance of the track and related operating procedures, to guarantee safe operation and enable the reopening of the service in a timely manner. Evidence that a financial plan is in place to fulfil these proposals and those within the original tender has also been requested."

A council spokesman added that it had been informed of the walk-out by volunteers.

It was reported that several senior volunteers were having talks with the council in a bid to resolve the issues.

The railway was somewhat

controversially taken over by the Friends group last year.

Laid in 1949 by Southern Miniature Railways Ltd, which also operated lines in Stokes Bay, Bognor Regis and Southsea, it was taken over by local businessman Chris Bullen in June 2005, who became the third operator in its history.

The council ended its tenancy agreement with him in 2017 and ordered that the track and rolling stock be removed before tenders for a replacement operator would be issued on March 1 last year. After a public backlash including a petition, the council agreed to let the track remain in place until the tendering process was complete.

The Friends group was awarded a 30-year concession to run the line which reopened on July 22 last year. Beryl Vimpany, 91, the widow of George Vimpany, the man who built the line in 1949, helped officially reopen the railway with Poole mayor Lindsay Wilson.

Nobody from the Friends group was available for comment, but an April 26 post on its Facebook page said: "The sun is out and we are taking this opportunity to undertake track maintenance. The railway will therefore not be open for a few days."

Our new man on the front line!

LIFELONG enthusiast and locomotive owner Gareth Evans has just landed his dream job – as the new assistant editor of *Heritage Railway*.

As a teenager, Gareth wrote the Younger View column for us in our early years and it led him to a career in journalism, editing *Coach & Bus Week* magazine for 11 years before coming "home" to us.

Along with his parents, Gareth is the proud joint owner of Ruston 0-4-0 165DE No. 458641 of 1963 *Alun Evans*, named in memory of his brother, who passed away in tragic circumstances in 2009. The locomotive is used on passenger trains

at Cambrian Heritage Railways' Llynclys operation.

He began volunteering on the Welshpool & Llanfair Light Railway at the age of seven with his parents, and a year later began writing the 'Junior Column' in the line's railway's in-house journal. He later ran its young members' group.

Press officer

A volunteer and supporter of the Ffestiniog & Welsh Highland Railways since he was 18, he is also press officer for the Cambrian line and a member of the Nene Valley Railway.

Gareth also holds a PCV driving licence

Gareth Evans, who has returned to *Heritage Railway* as assistant editor. BRIAN SHARPE



and has driven coaches and buses for Tanat Valley Coaches in Mid Wales, for who he also wrote press releases, and Travel West Midlands in Birmingham.

He said: "Railways and buses have always worked together in my life. The opportunity to be *HR's* assistant editor was too good to lose.

He will replace Brian Sharpe, a mainstay of *Heritage Railway* since 2002, who will retire in June.



Resident Warship D821 *Greyhound* and visiting D829 *Onslaught* join forces on a southbound working on the descent of Eardington bank, during the Severn Valley Railway's May 17-19 spring diesel gala, in which a total of 22 locomotives took part. The Warships double-headed on all three days. FRED KERR

Steam rescues Sheringham 'diesel' gala!

THE North Norfolk Railway has turned its June 15-17 spring diesel gala into a mixed traffic event because of a shortage of locomotives.

Its class Class 03, 31 and 37 locomotives are still undergoing major overhauls.

However, its special guest will be the Bury Hydraulic Group's 1961-built Warship D832 *Onslaught*.

Long-term visitor Class 20 No. 20227

will also be in action, and DRS is to send a guest.

After six years out of traffic, Class 08 D3935 will be officially relaunched into service with a special daily round trip from Weybourne to Holt and back. The inaugural journey on the Friday will be a special celebratory run, with a glass of prosecco included for each special ticket holder, for a £5 per person supplement.

Class 11 No. 12131 will be available for hauling at selected times throughout the weekend within station limits. The line's Class 101 DMU in its hybrid blue/green liveries will also run.

BR Standard 9F No. 92203 *Black Prince* and Standard 4MT 4-6-0 No. 76084 will be operating a mixture of passenger and non-passenger trains, including a new parcels service. Guided tours around the Weybourne Works will be offer.

Dean Forest appeals for £60k carriage boost

AN appeal by the Dean Forest Railway to raise £60,000 for the purchase of a pair of BR Mk.2 carriages raised £10,000 in its first two weeks.

The heritage line has described as unmissable the opportunity to strengthen its fleet of serviceable coaching stock – a lack of available carriages being one of the biggest constraints facing any growing railway.

The acquisition also will help the future growth of the DFR as it expands

to Speech House Road, 2½ miles beyond Parkend, bringing the line up to 6¾ miles.

Good running order

According to the DFR, the coaches – Mk.2s W5341 and M5292 – are in good running order, having recently seen main line charter service. The total cost of the vehicles, including transport and vacuum brake modification, is £60,000.

As this issue went to press, the fund

stood at £22,331. If the acquisition is successful, donors will be invited to an exclusive launch event in the coaches and a roll of honour will be published in the line's members' journal.

Donations can be made online at www.justgiving.com/crowdfunding/df-r-mk2-coaches or by cheque made payable to the Dean Forest Railway Society sent to DFRS Coach Appeal, Dean Forest Railway, Forest Road, Lydney, Glos, GL15 4ET.

VISITING Port Talbot Railway/GWR 0-6-0ST No. 813 heads vintage stock through Imberhorne cutting during the Bluebell Railway's branch line gala. No. 813 is to visit the Elsecar Railway on October 31, November 3/4 and 10/11 to take part in a major First World War living history project. Stephen Middleton's Great North of Scotland Railway six-wheel carriage No. 34, is also to visit from the Embsay & Bolton Abbey Steam Railway. JAMES KINDRED



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

ON SALE NOW



ONLY £7.99

THE END OF STEAM

RAIL'S SEISMIC SUMMER OF '68

This special publication not only covers in detail the final few months of British Rail steam on the main line in 1968, leading up to the 'last' train of all, the 'Fifteen Guinea special' of August 11, 1968, but much, much more.

For British Rail steam did not end there: for many years afterwards steam cranes were used on the national network, and British Rail kept one last line in steam until it sold it off in 1986 – the Vale of Rheidol Railway. A chapter also looks at the occasions on which the post-August 1968 steam ban was broken!

The publication also looks at the last steam in British industry – a sector in which the last steam locomotive retired as recently as 1992, and the story of Britannia Pacific Oliver Cromwell, which returned to the main line 40 years later. The last steam engines built in Britain for 'real' as opposed to tourist or enthusiast purposes are covered, along with the story of how steam returned to the national network in 1971.

classicmagazines.co.uk/thebookshelf

Call: 01507 529529

Also on sale in major UK newsagents, plus other stores

classic magazines





Hudswell Clarke 0-6-0ST No. 31 with its packed train of memorial service attendees, climbs the record 1-in-13.4 gradient of the standard gauge Fawley Hill Railway as it passes Bill Parker's rapidly-restored traction engine *Mr Bill*.

Sunshine farewell to 'Mr Bill'

Words and pictures by Robin Jones

A SPECIAL train headed by *Flying Scotsman* is being planned for the autumn as a tribute to Sir William McAlpine, who rescued it from the USA and owned it for 23 years.

The A3's owner the National Railway Museum is in talks with Sir William's widow Lady Judy McAlpine about the historic memorial run, for which no firm date has yet been fixed.

The plans for the train were announced by Heritage Railway Association president Lord Faulkner of Worcester at a special memorial service held to celebrate the life and many achievements of Sir William, inside the railway museum at his family's Fawley Hill residence near Henley-on-Thames on Sunday, May 13.

Around 1300 people turned up for the service, opened by Fawley parish

vicar the Rev Stephen Southgate. They included many senior figures from the world of railway preservation, in which Sir William was a pivotal figure for the best part of half a century.

Sir William McAlpine Bt, FRSE, FCILT died at the age of 82 in the Royal Berkshire Hospital at Reading on March 4 after losing a three-month battle against sepsis. Several staff members who treated him were among those who attended the memorial service.

As reported in issue 240, his funeral was held on March 24, when Hudswell Clarke 0-6-0ST No. 31 hauled a train carrying his coffin along his legendary private Fawley Hill Railway to his final resting place in woods on his estate.

At the memorial service, pipers Robbie and Ben Gibbon led in the McAlpine family along with the

Prince of Wales' representative, Sir Henry Aubrey Fletcher, the Lord Lieutenant of Buckinghamshire.

Lady McAlpine appeared to hold back tears as she gave a speech entitled *A Very Special Man*, highlighting her late husband's membership of virtually every heritage railway or trust, for which she received rapturous applause. Several of the younger members of the McAlpine family also spoke.

Sir William's favourite piece of music, *Moon River*, was performed by Tom Mole, accompanied by Tom Wakeley.

A surprise pairing who formed part of the service was former Radio 1 DJ Mike Read, 71, and leading 1950s skiffle star Chas McDevitt, 83.

While his group disbanded around 1959, Chas remains active in charitable work, much of it through showbusiness charity the Grand Order of Water Rats.

For the memorial service, he and

Mike played acoustic guitars and delivered a bespoke 'Bill McAlpine' version of *Freight Train* to the delight of the crowd.

A succession of industry speakers paid tribute to Sir William, including former Heritage Railway Association chairman David Morgan; Andy Savage, executive director of the Railway Heritage Trust, which Sir William founded in 1985 and chaired until his death, and Anthony Coulls, senior curator of rail transport and technology at the National Railway Museum. He also represented the National Traction Engine Trust, reflecting Sir William's passion for all things steam.

The general theme of the speeches was praise for a man who became the glue holding much of the heritage sector together for so many years, and while he was perhaps best known for his repatriation of *Flying*



Sir William McAlpine's widow Judy told service attendees that she intends to carry on her late husband's heritage work both at Fawley Hill and elsewhere.



Richard, Lord Faulkner of Worcester, announced plans for a special *Flying Scotsman* autumn train in honour of Sir William McAlpine.



Former Radio 1 DJ Mike Read formed a duo with Fifties skiffle star Chas McDevitt to perform his 1957 smash hit *Freight Train*.



Pipers Robbie and Ben Gibbons at the start of the May 13 memorial service.



Balloons festooned the railway footbridge.



One of Sir William's last railway additions to his Fawley Hill estate was Ironhenge, a Stonehenge-like circle of 42 white columns from St Pancras station, removed during its renovation as a Eurostar terminus.

Scotsman in 1972, many of his other achievements went unrecognised by the general public.

The hymns sung during the service included Sir William's favourite, the Battle Hymn of the Republic, Jerusalem and Lord of the Dance, while jazz trio Annie & The Doughboys performed The Old Rugged Cross.

Another surprise guest at the event was a traction engine, which was overhauled in just four weeks after being out of action for more than a decade.

Six-ton flywheel-driven Aveling & Porter 'B' type convertible, maker's number 11728, built in Rochester, Kent, and supplied to Barking Urban District Council in 1927, was bought by brothers Bill and Dick Parker in 1987.

Around 1990, after chartered surveyor Bill had set up a heritage steam locomotive restoration business in part of the closed Swindon Works, the traction engine came to the notice of none other than Princess Diana. Brunel's great works were being used to house several classic locomotives from the National Collection during a major refurbishment of the National Railway Museum at York, in what was billed as 'The NRM on Tour'.

Bill was introduced to Diana, who said that her sons William and Harry were "mad on trains," and an invitation to Bill's works followed. On the day, the brothers rode on the traction engine to inspect several of the engines on display, including GWR 4-4-0 No. 3440 *City of Truro* – indeed, the Aveling & Porter formed an impromptu royal train.

Bill later moved his business to the

Flour Mill Colliery workshop at Bream in the Forest of Dean, and since then acquired a market-leading reputation for the restoration to working order of Victorian steam locomotives, and Bill became a close friend of Sir William and Judy.

While the out-of-ticket Aveling & Porter laid there in pieces for many years, some boiler work had been done, including a new barrel, inner firebox and front tubeplate.

Following Sir William's death, the traction engine was fast-track overhauled at the Flour Mill workshop over four weeks in April and May in time for his memorial service – and it was named *Mr Bill* in his honour. Flour Mill driver Geoff Phelps, a familiar face on the Steam on the Underground trips in recent years, led the restoration work.

Mr Bill passed its boiler test on May 10, although some cosmetic work remains to be done.

After the memorial service, attendees were given the chance to ride on the estate's standard gauge railway behind No. 31, while *Mr Bill*, resplendent in new green livery, ran up the dirt track alongside the train.

The railway station footbridge and adjacent museum were adorned with red balloons, loved by Sir William since he was a child, when he used to release them to "decorate the trees", knowing it was naughty. After grandson Archie McAlpine sounded the last post, guests at the memorial service were urged to do likewise and the azure sky above Fawley Hill in the glorious afternoon sunshine was soon littered with them.



HELP BRING BACK THE
BRIGHTON BELLE



Doris's beautiful first class coupé compartment is rebuilt with skill

ELECTRIC PULLMAN GLORY

www.brightonbelle.com

SBEL Trust, Old Hall, Strethall, Saffron Walden, CB11 4XJ

Registered Charity No. 1133545

Welcome
GWR souvenirs

GWR

GWR Souvenirs

Now available to everybody online.
www.GWRsouvenirs.co.uk

GWR | Great Western Railway

In partnership with BTC Group.

Stockton & Darlington scheme gets £700K heritage grant

By Robin Jones

A SCHEME to preserve the history and heritage of the route of the Stockton & Darlington Railway – the world's first public steam-operated line – and turn it into a world-class visitor attraction has been given a £700,000 boost.

Historic England has awarded the grant through its Heritage Action Zone programme. It will see work carried on features along the 26-mile route of the original line in advance of its 2025 bicentenary.

Sites for repair and restoration will be identified, while other projects will focus on the development of skills and training.

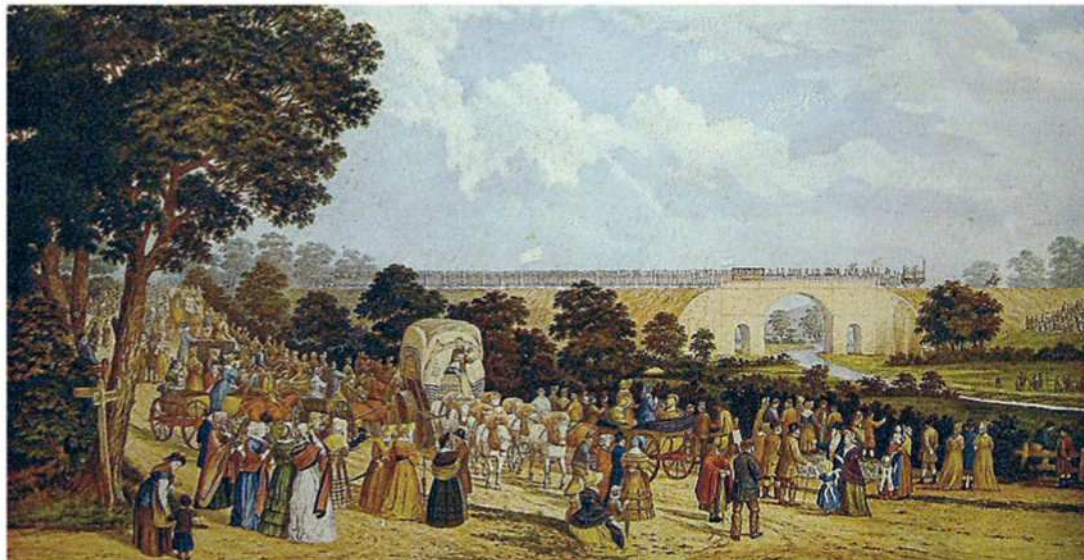
Friends of the Stockton and Darlington Railway chairman Trish Pemberton said: "We have been working to raise the profile of the railway for many years, and save its important heritage.

"We are so pleased that this will help us achieve this, and more importantly, make sure that the economic regeneration it can stimulate is maximised, and that new generations know about it and value it."

Tees Valley mayor Ben Houchen said: "Celebrating the birthplace of the modern railway is a critical part of the Tees Valley's and County Durham's heritage and we see developing and interpreting this internationally significant asset as a critical element of our economic development strategy."

The Stockton and Darlington Railway was officially opened on September 27, 1825, linking coal mines near Shildon with Darlington and Stockton-on-Tees.

Its first main line ran 25 miles from Phoenix Pit at Old Etherley Collier to Cottage Row in Stockton, with half-mile branches to the depot at Darlington and



Nineteenth-century Darlington artist John Dobbin's best-known work is the *Opening of the Stockton to Darlington Railway*, depicting the first train running over the Skerne Viaduct.

Hagger Leases and a three-quarters of a mile branch to Yarm.

The line was soon extended to a new port and town at Middlesbrough, and later expanded into Weardale and Redcar.

While coal waggons were hauled by steam locomotives from the outset, passengers were carried in coaches drawn by horses until carriages hauled by steam locomotives were introduced in 1833.

The company was taken over by the North Eastern Railway in 1863, transferring 200 route miles of line and about 160 locomotives, but continued to operate independently as the Darlington Section until 1876.

The railway route is one of eight sites to be declared a Heritage Action

Zone, joining 10 which have already been established. The other new zones include the Grimsby Kasbah, the centre of the port's once bustling fishing industry, the bottle kilns in Longton near Stoke-on-Trent which helped give the region its name the Potteries, Rochdale's Drake Street area, a once-bustling shopping destination with strong connections to the co-operative movement Bishop Auckland, Dewsbury, Lowestoft and Walworth in south London.

The funding follows a report published by the All-Party Parliamentary Group on Industrial Heritage which emphasised the importance of preserving Britain's working class heritage alongside the mansions and country houses built by the rich, many of

which were paid for from the proceeds of industrialisation. The report explores how England's industrial heritage can be protected so that future generations can explore how the country became an economic powerhouse.

Group chairman Nick Thomas-Symonds MP said: "Heritage is about much more than stately homes: large numbers were funded through industry. The aristocracy have left their mark on our country. But, equally, so have working people.

"That is why industrial heritage is so important: not only because of its current economic potential but because understanding it is key to our national identity. Let's do all we can to preserve it and utilise it for our generation, and all those who will follow us."

A tube train appears back on the Epping-Ongar Railway!

A 1959 tube stock driving motor vehicle, donated by London Underground to the Epping Ongar Railway, has been delivered to North Weald station.

The carriage, No. 1031 previously in the Northern Line depot at Morden, had to be moved as part of a major upgrade project and was donated to the heritage line by the Underground. Brought by low-loader from Morden, it was unloaded in a complicated procedure using two cranes.

It will be placed on permanent display at North Weald as an added attraction for visitors and will become a small museum showing the history of the line and displaying London

Transport memorabilia.

The Chipping Ongar branch was opened by the GER in 1865, mainly to take agricultural produce from the nearby farms into central London. London Underground services took over the operation of the line from BR on September 29, 1949, and electrified in November 1957, when tube trains replaced steam.

The line was under the threat of closure for many years, as services were reduced through lack of patronage, and it finally closed on September 30, 1994.

EOR business development manager Dean Walton said: "I am delighted that we have been able

to add this attractive carriage to our collection of vehicles. We have no plans to bring it in passenger service but the interior is in great shape and I know that following some work by our volunteers our passengers will love it."

No. 1031 is an example of the type that used to work on the Northern and Piccadilly lines before withdrawal in early 2000.

It was the last tube train to be crewed with a motorman and a guard. It was retained at Morden depot and converted for use as at various times as a training venue and office, and was repainted into the 1920s Underground livery to demonstrate



Newly delivered to North Weald station is 1959 tube stock driving motor vehicle No. 1031. EOR

the paint facility at the depot. The other driving car of the unit is currently at the Mangapps Museum, along with one of its passenger cars.



BR Standard 5MT 4-6-0 No. 73156 is back in action on the Great Central Railway. Problems with the crank pins on the wheelsets led to the recently-restored engine being withdrawn from traffic to undergo repair work in late 2017. The three coupled wheelsets were sent to South Devon Railway Engineering at Buckfastleigh for repairs in early January. April 17 saw the locomotive back on its coupled wheels at Loughborough, and on April 30 a fire was lit to bring its boiler to pressure. It returned to action at the line's May 12-13 Goods Galore event. It is seen hauling the line's 'Windcutter' rake of mineral wagons between Woodhouses and Quorn & Woodhouse on May 13. RICHARD WARREN

Reunion to mark South Devon's 50th anniversary

FORMER staff volunteers of the South Devon Railway are being invited to a reunion event next April to mark the 50th anniversary of the opening of the heritage line.

The first passenger trains ran on the Dart Valley Railway on April 5, 1969, hauled by GWR 0-6-0PT No. 6412. The official opening, undertaken by former BR chairman and axeman Dr Richard

Beeching, followed on May 21 that year.

The railway is inviting anyone who worked as a volunteer or employee of any of the South Devon Railway companies or associated groups and the line's former owners, the Dart Valley Railway, BR or the GWR – to an event on April 13 at Buckfastleigh station.

The reunion is being held during the Golden Anniversary Steam Gala which

will highlight both visiting engines and home-based ones from the half centenary of the line.

Railway spokesman Dick Wood said: "It's a grand reunion for everyone who has ever worked on the former Ashburton branch from Totnes at any point in its history.

"People from the past can catch up with former friends and colleagues and

see how the branch has developed and progressed in preservation."

Attendees can ride the reunion train for free, as a thank you for all their help in the operation of the branch over the years.

To register for the event email trains@southdevonrailway.org or telephone 01364 644 370 or message the railway on its Facebook page.

Travel with
Tornado in the
10th anniversary year

UPDATED - TORNADO 2018/19 TOUR DIARY

'RAF 100' Tuesday 10th July 2018 - Lincoln, Peterborough to London RAF Centenary celebrations 'TORNADO TENTH ANNIVERSARY SPECIALS' Sunday 29th July 2018 - Two Yorkshire circular tours from Darlington via York 'THE MAD HATTER' Wednesday 1st August 2018 - Birthday railtour to Chester 'THE BARD OF AVON' Saturday 18th August 2018 - Manchester to Stratford-upon-Avon 'THE CANTERBURY TALE' Monday 27th August 2018 - Canterbury and the Dover Coast	'THE DEVONIAN' Saturday 8th September 2018 - West Midlands, Worcester and Bristol to Plymouth 'THE YNYS MÔN EXPRESS' Saturday 29th September 2018 - North Wales 'THE AULD REEKIE' Sunday 7th October 2018 - Yorkshire to Edinburgh 'THE CHRISTMAS BORDER RAIDER' Saturday 1st December 2018 - A festive trip on the Settle & Carlisle Railway from the West Midlands 'THE NORTH BRITON' Saturday 9th February 2019 - Leicester and East Midlands up to the Settle & Carlisle line
---	--

To make a booking visit
www.a1steam.com/railtours or call 01438 715050



Colonel Stephens, the man behind the light railway empire that once included the Kent & East Sussex Railway, was born on October 18, 1868. To commemorate the 150th anniversary of his birth, the KESR staged a special weekend in May featuring a rare appearance of its only serviceable LBSCR A1X 'Terrier' 0-6-0T No. 32678. The 'Terrier', which has now spent 78 of its 138 years on the line, starts the climb out of Rolvenden with vintage four-wheeled stock on May 13. GEOFF SILCOCK

IN BRIEF

→ THE North Yorkshire Moors Railway has dipped a toe back into the water of contract work by successfully tendering for the contract to replace the firebox of the Fairbourne Railway's 2-6-4T *Russell*. The work is fully funded by an anonymous donor and will be carried out next winter, with *Russell* being stripped down for removal of its boiler for dispatch to Grosmont once the peak season is over and it will be back in service at Fairbourne in 2019.

→ THE Fairbourne Railway's half-size Darjeeling B class 0-4-0SWT *Sherpa* is to pay its second visit to the Littlehampton Miniature Railway for that line's 70th anniversary on June 23/24. Back in 2012 it spent a short spell on hire to the south coast line, which currently does not have a steam locomotive.

→ THE reopening of Saltburn-by-the-Sea's cliff tramway is likely to be delayed until after the summer after further inspections revealed that more extensive repairs are needed. The revamp includes restoring the original Victorian features.

→ HERITAGE Painting has completed the repainting of BR Standard 4MT 4-6-0 No. 75027, in preparation for static display in the Bluebell Railway's new Sheffield Park museum.

→ THE Great Central Railway's WR 4-6-0 No. 6990 *Witherslack Hall* is making a second visit to the East Lancashire Railway this summer, while Llangollen Railway-based GWR 2-6-2T No. 5199 will be spending the summer there too.

→ FALKIRK East MP Martyn Day officially opened a new museum at the Bon'ess & Kinneil Railway's Bo'ness museum. The 'From Scotland to the Somme' museum details the role that Scotland's railways played during World War One and also the stories of some of the railwaymen who fought at the front and never came home. The exhibition runs until November 11, the centenary of the Armistice.

Lottery rejects NRM bid for £13.4 million

By Robin Jones

THE National Railway Museum is exploring other avenues of major funding after the Heritage Lottery Fund's shock refusal to back its planned £50 million redevelopment scheme as a part of the city's York Central rejuvenation.

In April, dismayed officials of the York venue heard that their application for £13.4 million from the Lottery had been turned down.

Director Judith McNicol said: "We will now take some time to review the phasing for the projects that form our vision and how these best fit with the exciting plans for York Central."

"Whilst we are disappointed to receive the news that our Stage One bid to the HLF for £13.4 million to redevelop the Great Hall and create a new Open Store and Wonderlab was not successful, we remain completely committed to our vision."

"Alongside telling epic stories, we have a vital role to play in engaging the next generation of engineers and helping to plug the skills gap through inspiring young minds."

She said it was hoped that funding could also come from central and local

Will the Hyperloop pod ever make long-distance rail travel redundant? A prototype pod is displayed in front of *Flying Scotsman* at the NRM. JODY FOSTER/NRM



government, foundations and other funding streams, and added: "We are very fortunate that there are a lot of people who are very keen on the railways and engineering. They are very keen to support us, which is fantastic. I am very optimistic about the opportunities for other funding given the enthusiasm that has been shown for our vision."

It is the second time in six months that the Lottery has turned down a bid for funding for a major railway museum. Late last year, it refused to award £9.5 million to an £18 million plan for a museum at Leicester North on the Great Central Railway, a scheme being developed by the heritage line in conjunction with the NRM and Leicester City Council.

The latest disappointment came as the NRM unveiled Britain's first prototype Hyperloop pod, which is being developed at the University of Edinburgh, as a sign of the organisation's focus on the future. Hyperloop technology could one day see passengers travelling in pods at speeds of up to 650mph inside near-vacuum tubes.

Judith said the museum's ambition is to become "more relevant" and inspire the engineers of the future. "The new Hyperloop pod is about the possibilities of travel in the future," she said.

"It is testing out what is possible, the same way Stephenson's *Rocket* did in its day. The possibilities for the future of travel are exciting."

Fishing for a new engine for shunter

THE overhaul and re-engining of the North Yorkshire Moors Railway's Class 04 diesel shunter is approaching completion.

The work on 1953-built D2207 has been largely a training project for apprentices, carried out after a generous donor purchased a replacement Gardner 8L3 engine that came from a fishing boat.

It required some modifications in order to fit the locomotive, but luckily they were relatively minor and consisted mainly of replacing the marine sump

with the one that came from the old fishing boat engine.

The locomotive has been started up and moved and now some of the last jobs are being completed, notably fitting new side rod bushes.

A previous restoration had seen the bronze bushes replaced with ones from engineering plastic, but these were unsuccessful and new bronze replacements are being made.

Another unusual activity going on at the moment is the preparation of two traction motors destined to be fitted

to Class 37 No. 37264 that suffered a flashover in 2017.

The two replacement motors have been recovered from a spare bogie and are being checked over prior to fitting.

Traction motor changes have rarely been carried out on heritage railways to date, perhaps because of the complexities of lifting locomotives.

The class 37 body is just a ton or so over the safe working load of the NYMR's carriage jacks and a set of jacks will most probably have to be hired in to allow the bogies to be extracted for repair.



RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of

**National
Railway
Museum**

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A
LIFETIME COLLECTION. DISTANCE NO OBJECT.
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO
SECONDHAND@RAILSOF SHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE

**TOP
GUARANTEED
PRICES
PAID**

*We urgently require collections of any size,
featuring products from the following manufacturers:*

**FAMILY
BUSINESS
FRIENDLY
SERVICE**



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

AND MORE...

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://www.twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

Steam stars again in Trevithick country

By Robin Jones

PRUSSIAN blue-liveried Peckett saddletank *Kilmersdon* may have often been viewed as a 'sideshow' at its home at Washford station on the West Somerset Railway, giving shunting demonstrations at special events.

However, in Cornwall, what was the last steam locomotive to work at Kilmersdon Colliery and within the Somerset coalfield has acquired immediate superstar status, as the first to haul timetabled passenger trains on the Helston Railway.

The mile-long line has had steam visitors before, but none had up to now hauled passenger trains.

After concluding a deal with owner the Washford-based Somerset & Dorset Railway Trust to hire *Kilmersdon* until early 2019, the 0-4-0ST, No. 1788 of 1928, began its journey to the far west on April 27.

Its first passenger working was scheduled for Sunday, May 27, the 10.30am departure from Prospidnick Halt, as part of its Return to the 1940s event.

Before then, however, *Kilmersdon* played a starring role in an annual parade to celebrate the life and work of the man who invented not only the effective self-propelled vehicle but also the railway locomotive – Cornish mining engineer Richard Trevithick.

The day after it left Washford, *Kilmersdon*, carried on its low loader, took part in the Trevithick Day parade through the streets of Camborne on Saturday, April 28, the only railway engine amongst a procession of all things steam – traction engines big and small, steam rollers, showmen's engines, Trevithick vehicle replicas and

even a steam-powered car – through the streets of the mining town as thousands of onlookers watched from the pavements. At one stage, local MP George Eustice boarded *Kilmersdon*'s footplate.

Trevithick Day, a community led street festival of diverse free entertainment, has been held since 1984. Highlights are the processional morning dance with almost 300 children from local schools dressed as bal maidens (women who worked at the tin and copper mines hammering the extracted ore from the rock) and miners, the afternoon Trevithick's Dance for adults who live or work in the town – some of whom dress in Cornish tartan for the occasion – street entertainers, covered stages with various bands playing, and of course, the centrepiece steam road locomotive procession.

Immersed in mining

Richard Trevithick (1771-1833), the son of a mining captain, was immersed in mining from an early age. He did not impress at school, but in his adult life excelled in the development of steam technology. His most significant contribution was the development of the first high-pressure steam engine – something that his contemporaries said could never be safely done.

Trevithick built a full-size steam road locomotive in 1801, on a site near the present-day Fore Street in Camborne. Trevithick named his carriage *Puffing Devil* and on Christmas Eve that year, demonstrated it by successfully carrying six passengers up Fore Street and then continuing on up Camborne Hill, from Camborne Cross, to the village of Beacon. His cousin Andrew Vivian steered the machine. This is widely

recognised as the first demonstration of effective steam-powered transportation powered by steam.

The concept was by no means original, for in 1770, French Army captain Nicolas-Joseph Cugnot built a self-propelled steam carriage, said to have reached speeds of 2.25mph, but which proved unstable and his short-lived experiment failed to meet the Army's specified performance level.

Inventor William Murdoch had developed and demonstrated a model steam carriage, initially in 1784, and demonstrated it to Trevithick a decade later. Trevithick lived next door to Murdoch in Redruth in 1797-98.

One major reason why Trevithick saw the local need for steam-powered vehicles was for the purpose of hauling heavy pieces of equipment for stationary steam engines from nearby ports to the mines where they would be used. At the start of the 19th century, Cornwall was still fairly isolated and was best accessed by ship. However, most of the country's roads were muddy, potholed affairs which could not carry the weight of a steam locomotive, so Trevithick turned to the railway concept as a means to support them.

He built his first railway locomotive at Coalbrookdale in Shropshire in 1802, and it was on February 21, 1804, that one of his steam locomotives hauled a train along the Penryn Ironworks tramway in Merthyr Tydfil. Using high-pressure steam, the Cornishman had shown the world that self-propelled vehicles were a reality, not a pipedream.

There was no mad rush to embrace his self-propelled vehicle technology, as the horse remained kind. However, when Britain suffered from a national, shortage of horses during the Napoleonic Wars

in the next decade, northern mine owners dusted down Trevithick's ideas and created a demand for steam locomotives to run on their lines. The age of the likes of the Stephensons and Hackworth was born, and the world would be changed forever, thanks to an idea which originated in Cornwall.

Fortune eluded Trevithick and he died in poverty in Dartford, Kent, in 1833, a year before the Bodmin & Wadebridge Railway became his native duchy's first public steam-hauled railway.

Two firsts

Here, however, is a case of two 'firsts' coming together – the first heritage era steam passenger train on the Helston branch, and a celebration of the man who invented the first steam railway engine.

After the big parade, the morning of Sunday, April 29, saw *Kilmersdon* lit up at dawn before test runs began, firstly light engine and then hauling a Mk.1 suburban coach which is on long-term lease from the South Devon Railway.

The arrival of *Kilmersdon* may yet see the Helston Railway able to run two locomotives in steam. In 2016, the railway took Peckett 0-4-0ST No. 2100 of 1949 on loan from Portsmouth City Council. Appropriately, it is named *William Murdoch*, after the fellow inventor who no doubt inspired Trevithick with his model steam carriage.

The locomotive is currently undergoing its 10-year boiler examination and refurbishment. The railway is planning a Winter Steam Up event on Saturday, January 5, featuring both locomotives in steam, subject to *William Murdoch*'s overhaul being completed.

Somerset & Dorset Trust-owned *Kilmersdon* is seen on test approaching Truthall Halt hauling a Mk.1 suburban coach. OLLIE RIDGE/HELSTON RAILWAY

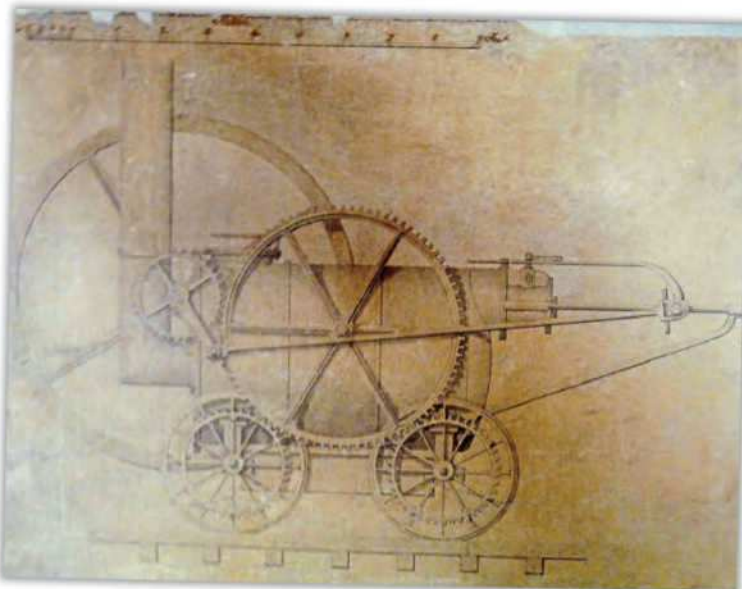




Kilmersdon undergoing test straight after its arrival on the Helston Railway. It is hoped to run steam services every Sunday in August, while the line's Santa specials in December will be all steam. OLLIE RIDGE/HELSTON RAILWAY



This Model B Surrey Steam Car in the Trevithick Day parade was built in 1902 by the White Sewing Machine Company in Cleveland, Ohio. From 1900-11 White produced steam-powered cars before switching to petrol. ROBIN JONES



A drawing of one of Richard Trevithick's first locomotives held in the National Railway Museum's York archives. It is one of many world-changing documents which can, free of charge, be accessed by members of the public by arrangement with the museum's Search Engine facility, which is celebrating its 10th birthday this year. ROBIN JONES

Left: This replica of Trevithick's *Puffing Devil* was launched by the Trevithick Society in 2001 to mark its bicentenary. ROBIN JONES



Magnificent Burrell showman's engine No. 3949 of 1922 *Princess Mary* was one of the show stealers on Trevithick Day. ROBIN JONES



Kilmersdon in the Trevithick Day parade through the streets of Camborne on Saturday, April 28. ROBIN JONES

Vintage Tube stock to be withdrawn from Island Line

By Phil Marsh

AT AN Isle of Wight Council meeting on May 3, it was confirmed that the UK's only offshore franchised main line railway will see its 80-year-old trains replaced.

The news became public knowledge when representatives from South Western Railway, the Island Line franchise operators, presented an outline of its proposals concerning the future of the 8½ mile line running between Ryde Pierhead and Shanklin to councillors.

When SWR was awarded the franchise, it committed to providing a 'costed option' to the Department for Transport on how to make the line more financially sustainable by May 31.

Commercial details remain under wraps but SWR confirmed its intention to replace the UK's oldest franchised trains with "refurbished rolling stock of a larger profile" enabling guards to move between carriages and offering a more comfortable passenger ride. Trains will offer wi-fi, charging points and real time passenger running information.

SWR will carry out heavy track repairs (it responsibility under the

franchise agreement) and to work with the council with the Ryde Gateway scheme which will transform the underwhelming Ryde Esplanade station.

The half-mile long Ryde Pier, however, is Network Rail's responsibility and has only had routine maintenance work carried out on it in the last 50 years. Its deteriorating condition now demands attention and the owners have carried out a structural survey. While the supporting steelwork is sound, the decking and track have to be replaced and discussions are ongoing between SWR, Network Rail and the DfT about carrying out this work.

An island delegation visited Viva Rail at Long Marston to be shown the 1978 tube stock being converted to main line use by Tyseley Locomotive Works chairman Adrian Shooter. When SWR replace the 1938 stock, and if any of the six two-car sets will be offered to preserved railways, are other unknowns.

It is understood that the line will remain as now with third-rail electrification and should it be ever be extended to Newport or Ventnor, the 1978 stock can be fitted with either battery or diesel powered engines.

The SWR costed option is expected to



Brading station with London Underground 38 stock No. 6 on the foot crossing on a Shanklin-bound train on May 16. Will it now be preserved or face the scrapyard? PHIL MARSH

include a new passing loop at Brading, enabling a regular 30-minute interval service to operate on the line. The island platform at Brading is not equipped with disabled access so the public footpath at the end of the Shanklin end of the platform could be the cheapest option to meet accessibility legislation.

Because of the commercial confidentiality involved, it is not known

if the costed option includes the extension to Newport via Havenstreet which would allow steam services to reach Ryde St Johns.

However, given the modular nature of the 1978 stock created by Viva Rail, engineering work could be carried out at Havenstreet ensuring a main line connection to an iconic heritage railway. Another preservation first!



Taking a turn on the footplate at Kidderminster Town: Tamla Motown star Tito Jackson. SVR

Enjoy Yourself Tito... star rides on SVR footplate

JACKSON 5 star Tito Jackson took a ride on the Severn Valley Railway before jumping on the footplate on GWR 4-6-0 No. 7802 *Bradley Manor*.

The singer-songwriter who confessed to a love of trains boarded a first-class carriage at Bridgnorth and jumped on the footplate on arrival at Kidderminster.

He shovelled coal in the firebox,

donned the driver's hat and then visited the station's refreshment rooms before heading back to Bridgnorth with a cup of coffee.

Tito said: "The Severn Valley is beautiful. I'll be visiting again for sure." A SVR spokesman said: "It's not every day you have a member of The Jackson 5 taking a ride on a steam train – we want you back!"

Chinnor volunteers are 'threatened' while renewing crossing

THOUGHTLESS and dangerous action by inconsiderate level crossing users has delayed the reopening of the Chinnor & Princes Risborough Railway.

On Monday, May 14, the railway closed the byway at Little Horsenden level crossing, half a mile from Princes Risborough. The level crossing track was life expired having last been relaid by BR over 60 years ago. As the byway is a public right of way, the C&PRR obtained the legally required temporary traffic restriction order from Buckinghamshire County Council, and diversions for both pedestrians and other traffic was signed throughout its route.

A team of volunteers had taken a week's holiday to carry out the repairs avoiding weekends when the crossing is most frequently used. But throughout the week, work had to stop as a few members of the public chose to ignore the road closed signs and trespassed onto the worksite, forcing volunteers to suspend use of heavy plant and machinery construction equipment.

These intrusions delayed the carefully planned engineering project and

has cost the CPRR hard earned cash by extending hire periods for the machinery used to move 20 metre rails and heavy concrete sleepers.

Volunteers were repeatedly forced to suspend operations to ensure the safety of people who climbed over fences and gates to trespass on the site.

The trespass was so bad that police had to be called several times to ensure safety of volunteers from threats made by intruders against volunteers and putting themselves at serious risk of injury. The railway has a duty to ensure that the public are not placed at risk, even if they act foolishly and illegally.

Because of these actions of a few, delays have been incurred and final work outstanding saw the level crossing remain closed until May 23 despite the railway tracks being renewed, because the rails and sleepers presented an unacceptable tripping hazard.

Meanwhile, the line's trains will not be going to Princes Risborough in June and July, so as to enable the track and station team to get Platform 4, the new interchange platform, up and running for the summer holidays.

The Railway Touring Company – UK Steam Day Trips 2018



The North Wales Coast Express

Sunday 22nd July 2018

The North Wales Coast Express is a special train that runs from Manchester and Chester to Holyhead. It provides an excellent opportunity for passengers to experience the excitement of travelling by steam train along the picturesque North Wales Coast.



The Royal Duchy

Sunday 22nd July, 5th August, 2nd and 16th September 2018

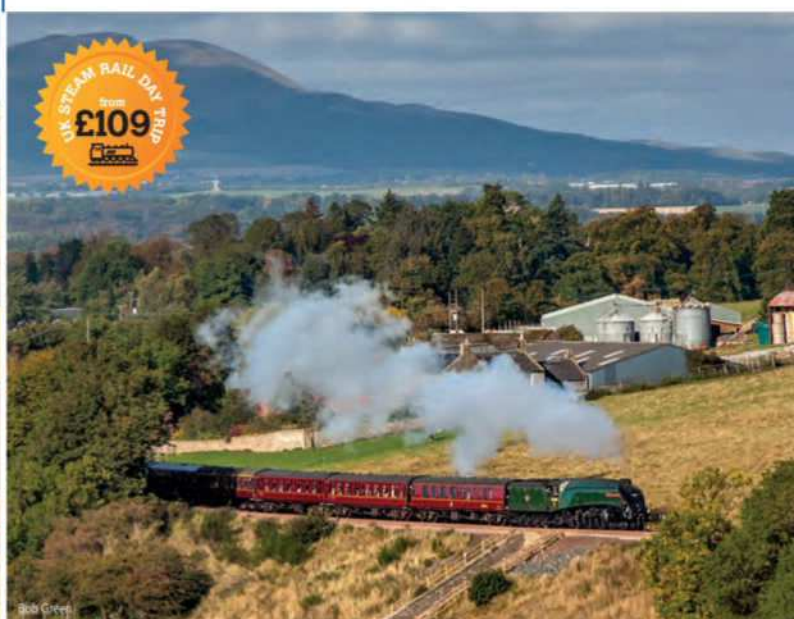
These ever-popular summer day trips by steam train run from Bristol Temple Meads, Yatton and Taunton to Devon & Cornwall. The route includes travelling along the internationally famous sea wall at Dawlish and Brunel's famous Saltash Bridge.



The Dorset Coast Express

Thursday 26th July, 9th, 23rd August and 6th September 2018

We are offering a number of attractive summer day trips from London to Weymouth by steam train. These trains provide plenty of opportunity to visit the beautiful Dorset coast and relive the 'golden age' of steam.



The West Somerset Steam Express

Saturday 28th July and 18th August 2018

This series of trains from London Paddington to Minehead features haulage by two steam locomotives in one day. A truly fascinating day out travelling through beautiful scenery to the Bristol Channel coast.

Organised by The Railway Touring Company. The Railway Touring Company's Standard Conditions of Booking and Travel apply – see website or brochure for details.



The Railway Touring Company
14a Tuesday Market Place, King's Lynn, Norfolk, PE30 1JN
Visit railwaytouring.net for more details or phone us on 01553 661 500.



Urie house clearance 'treasure trove' for auction

By Robin Jones

A HAND painted retirement citation of the LSWR's last chief mechanical engineer and other related documents discovered during a house clearance in Lyme Regis are set to be sold at auction.

The citation marks the retirement at the Grouping of 1923 of Robert Wallace Urie who, following the death of Dugald Drummond in 1912, became CME until his retirement.

Born in Ardeer in Scotland in 1854, Urie undertook an apprenticeship before being employed as a draughtsman by various locomotive builders. He joined the Caledonian Railway and was appointed chief draughtsman in 1890 at the St Rollox locomotive works in Glasgow. Transferring to the LSWR in 1897, Urie later relocated with the locomotive works to Eastleigh in Hampshire.

He was responsible for the building of 26 engine designs in 12 years, commissioned to improve on the existing inadequate and unreliable older locomotives and was so influential that these are known as the 'Urie class' of engines, a 4-6-0 tender engine sub-group of the King Arthur class. His H15, N15 and S15 4-6-0s continued to be built by the Southern Railway under Richard Maunsell's direction.

The retirement citation, drawn by Waterlow & Sons of London Wall, is topped with an image of the first of the King Arthur class, *Excalibur*, which was turned out in 1918.

Urie also invented the Eastleigh Superheater.

Among the documents is a legal application to patent the specification of the superheater, with technical drawings and Urie's handwritten notes to the solicitor – including his indignant response to what appears to be a question about the originality of the design.

His son David Chalmers Urie became a locomotive engineer with the Highland Railway and later the LMS.

The paperwork, which was found in a black tin trunk, is said to paint a full picture of Urie's life and the activities of the LSWR. It includes Urie's notebooks, his hand-jotted technical drawings and locomotive costings, a blueprint and other details.

In addition to the citation and ephemera there is a large engraved silver cup, personally presented to Urie by his colleagues, 'The Supervisors and Running Staffs at Exeter, Salisbury, Bournemouth and Dorchester Districts'.

Several letters from various railway workers reveal the high esteem in which they held him.

The collection will be sold in three lots (the citation and documents, the silver cup and a silver salver) at Chilcotts Fine Art, Antiques and Collectors Items sale in Honiton on June 2, at Chilcotts Silver Street sale room close to Honiton Community College.

Viewing is on Thursday, May 31, 9.30am to 5pm, Friday, June 1, 9.30am to 7pm and on sale day from 8.30am.

The sale starts at 10.30am. Viewing and live online bidding will also be available via the-saleroom.com



The LSWR's last chief mechanical engineer, Robert Urie's, retirement citation and silver cup. CHALCOTTS

Palmerston first visit to Bala

THE Bala Lake Railway has brought forward its annual steam gala to avoid a clash with the Ffestiniog Railway's June 22-24 Hunslet 125 event.

The theme of this year's gala is the Penrhyn Quarry Railway, and with several quarry Hunslets visiting North Wales the opportunity has been taken to reunite Bala resident *Winifred*, repatriated in 2012 after 50 years in exile in the USA, with Bressingham-based *Gwynedd*, which was recently restored to service.

The June 16-18 event will be the first time that the two locomotives will have been reunited since they left Penrhyn Quarry in the Sixties and it's believed it'll be the first time that two Penrhyn Port Class Hunslets have been together in preservation. There were only three in the class, the third being Launceston's *Lilian*.

The National Trust's *Hugh Napier*, which visited last year as a last minute replacement following the failure of *George B*, will be returning for this year's gala.

The railway was hoping to announce a third visiting Penrhyn Quarry locomotive for the event.

The railway has a total of four original or replica Penrhyn Quarry Railway quarrymen's coaches on site; the two that are operational will feature in a busy timetable of passenger and demonstration freight trains, that will also include a variety of PQR wagons.

With the Bala Lake Railway's resident fleet departing over the hills during the following week to take part in the Hunslet 125 event, the line's service trains will be hauled by visiting engines for the remainder of the week. *Gwynedd* is scheduled to be in charge on June 19-20, while the Ffestiniog Railway's George England 0-4-0STT *Palmerston* will be making its first visit to the line to haul trains on June 21 and 23-24. It will also be the first time that a tender engine will have been in charge of trains through Bala since Beeching closed the GWR cross-country route in the 1960s.

New P2 pledges now top £3m

PLEDGES of money to build Britain's most powerful steam locomotive – the seventh Gresley P2 2-8-2 No. 2007 *Prince of Wales* – have broken through the £3 million barrier.

The figure accounts for 60% of the £5 million needed to build the locomotive.

This new apex in The A1 Steam Locomotive Trust's project coincides with the 200th member signing up for The Mikado Club which was launched in March 2016 to raise £200,000 from 160 members to wheel the engine. This particular scheme was extended in May 2017 to 200 members and £250,000 to also wheel the tender.

As we revealed on our last issue, actual donations to what is the world's fastest-growing standard gauge new-build project have topped £2 million.

More than 860 people have already signed up to the 'P2 for the price of a pint of beer per week' covenant scheme since its launch in March 2014.

In addition to this core scheme, funds have been raised through The Founders Club (over 360 members donated £1000 each plus Gift Aid – target 100 people), now closed and 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) is now fully subscribed with 200 supporters pledging £1000 each plus Gift Aid and therefore potentially

raising £250,000; The Cylinder Club (launched in October 2017) is now also fully subscribed with 100 people having already pledged £,000 each plus Gift Aid and therefore potentially raising £125,000; The Boiler Club (156 people have pledged £2000 each to fund the boiler – target of 300 people – meaning well over half of the £600,000 target now pledged); and Dedicated Donations (over £225,000 from existing supporters sponsoring a variety of components).

Last month the trust launched The Motion Club to finance 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. In just three weeks the trust had already signed up 36 members for this scheme, potentially worth £45,000 including Gift Aid.

Attention is now focused on wheeling the new P2. The trust is confident that the rolling chassis will be completed this summer and has recently ordered all the coupling and connecting rods.

P2 project director and trustee Mark Allatt said: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch.

"However, to maintain this rate of progress we need to raise more than £700,000 per year. We would encourage all our supporters to help us to meet these deadlines."

SUBSCRIBE TODAY!
FROM ONLY £20

SEE
P30 FOR
DETAILS



Above: Visiting from the Ravenglass & Eskdale Railway, 2-8-2 *River Mite* leads a triple-header featuring No. 5 *Hercules* and No. 6 *Samson* as the climax to the Romney, Hythe & Dymchurch Railway's annual steam and diesel gala on May 12-13. STEVE TOWN/RHDR



Right: Romney, Hythe & Dymchurch Railway Mountain-type 4-8-2 twins No. 5 *Hercules* and No. 6 *Samson* prepare to run the 'Mountain Explorer' at the May 12-13 annual gala. STEVE TOWN/RHDR

UK's last railway nursery marks 30th anniversary

By Stuart Chapman

POPPLETON Community Railway Nursery is celebrating the 30th anniversary of its internal narrow gauge railway.

What is Britain's last surviving railway nursery, located at Poppleton near York, dates back to the Second World War, when the station goods yard was used by the LNER to grow food for the company's hotels and staff canteens.

The 2ft gauge railway dates back 30 years to 1988 when it was introduced to transport materials and produce around the nursery.

Much of the track was reclaimed from BR and other railway sites. The railway was formally opened by TV gardener Geoffrey Smith in 1988.

Sadly, the nursery and the railway fell into disrepair following privatisation and most of the infrastructure and equipment was disposed of. However, in 2006, following abandonment of the site by Jarvis, interest grew in retaining the last railway nursery left in the country.

In 2009 Poppleton Community



Above: The 2ft gauge line serves the everyday needs of the Poppleton nursery. STUART CHAPMAN

Right: Lister Loweco is the motive power on one of Britain's most unusual heritage lines. STUART CHAPMAN



Railway Nursery was granted a tenancy of the site from Network Rail, and began operating the site as a not-for-profit charitable group.

Today the nursery provides an important role working in partnership with the NHS to provide horticultural

skills training to adults recovering from mental health crises.

The narrow gauge railway is now firmly back in operation and has been extended.

Main traction is provided by Loweco, a 1942-built Lister (works number

20449) and there is also a motorised wagon. The 30th anniversary on July 5 is even to have a visiting engine. This ticketed event is likely to be followed by an open day on the following weekend which will be open to the general public.

Art gallery chief takes a ride to London's Mail Rail

By Geoff Courtney

MAIL Rail, the new trailblazing visitor attraction in London that is attracting passengers in their tens of thousands, has appointed a new chief executive officer.

She is Laura Wright, currently in a senior position at the Tate network of art galleries, and she will take up her new role on June 25.

Laura will succeed Simon Opie, who since the beginning of this year has been interim chief executive of The Postal Museum, which incorporates Mail Rail and has recently opened a multi-million pound museum on its Mount Pleasant site in Clerkenwell, near King's Cross station.

Her background is in retailing, and she is currently chief executive of Tate Enterprises and a member of the Tate Directors' Group and management teams of London's Tate Britain and Tate Modern.

Unique opportunity

Rick Wills, chairman of The Postal Museum, said: "Leading our new museum and Mail Rail, a one-of-a-kind underground rail ride, is a unique opportunity. We are confident Laura's expertise will enable us to continue to compete with other major national players, not only in the museum sector but also the crowded attractions marketplace.

"Laura impressed us with her strategic, commercial and customer focus, and we are confident she will bring a style of leadership that complements our strengths and will see us flourish over the coming years."

Laura added: "I am really thrilled at the appointment, and am looking forward to working with everyone to establish the attraction following its hugely successful recent opening."

Simon was made interim chief executive after the departure of



New train, new CEO: A Mail Rail train operates on London's newest railway attraction (main picture), and inset, Laura Wright, who has been appointed chief executive of The Postal Museum, of which the railway is a part. THE POSTAL MUSEUM

Adrian Steel, who had overseen the construction of the new museum and the opening of Mail Rail, which, as revealed exclusively in *Heritage Railway* issue 238, carried more than 55,000 passengers in its first four months following its opening last September.

The railway, part of a £26 million project that also included the new museum, is a restored stretch of the former Post Office Underground Railway that opened in 1927 to carry millions of letters and parcels a day between Paddington in the west of London and Liverpool Street and Whitechapel Road in the east.

The 2ft gauge 6½-mile line, the world's first driverless electric railway, ran 70ft beneath the capital's streets until 2003, when it was closed and mothballed, with a small maintenance team being retained. Work on creating Mail Rail

started in 2013, and involved not only the restoration of nearly a mile of track, but also the conversion of the railway's former maintenance and repair depot beneath the Mount Pleasant site into an exhibition and hospitality centre and the boarding point for passengers, who in the line's operational days had never been allowed on the trains.

Rare glimpse

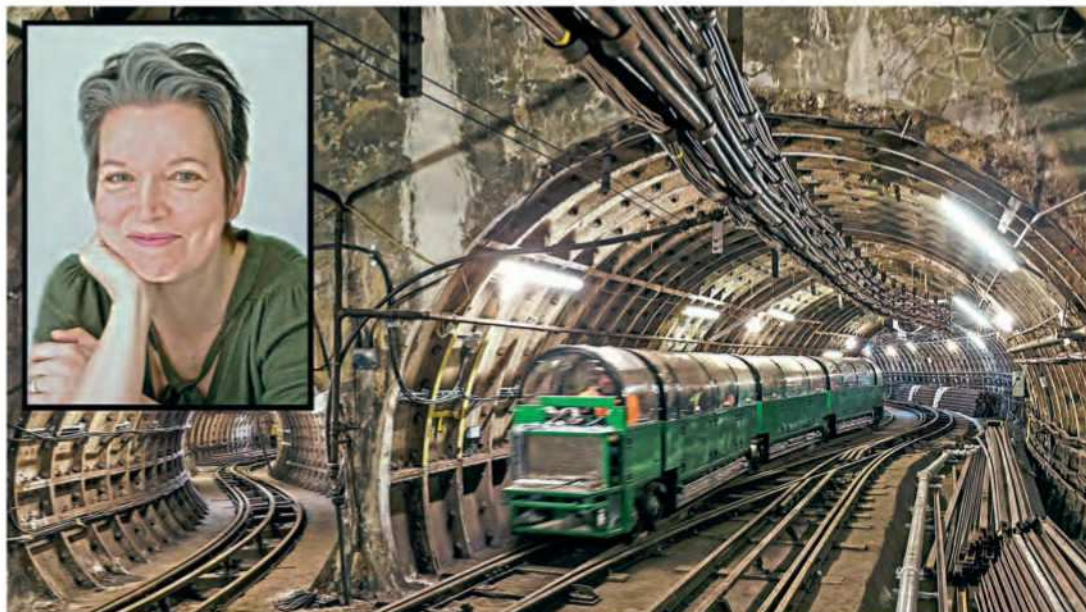
Travellers are taken on a 20-minute ride, accompanied by a recorded commentary and audio-visual displays, through tunnels that weren't designed for passenger-carrying trains, thus providing a rare glimpse of an underground commercial railway in operation. At the time of revealing the success of Mail Rail's first four months, Simon Opie said: "The response has

been amazing."

Meanwhile, the museum is one of five shortlisted for the 2018 Art Fund Museum of the Year award, the prize for which is £100,000, the largest museum prize in the world. Ironically, one of those that The Postal Museum and Mail Rail will be in competition with is Tate St Ives, which is within the Tate Enterprises' portfolio of which Laura is currently chief executive.

Of the nomination, Opie said: "It is quite surreal in a way. To be so new and fresh and to be shortlisted is a very welcome and unexpected surprise. Opening up Mail Rail to the public is the thing that has really captured the imagination of all our visitors, but they also enjoy everything else we have to offer."

The winner will be announced on July 5.



Mail Rail 'Red Wheel' plaque royal unveiling

MAIL Rail has become the 100th location in the UK to receive a 'Red Wheel' plaque.

The plaque was unveiled by Prince Michael of Kent in his capacity as patron of the Transport Trust, which runs the Red Wheel scheme, at a ceremony on May 14.

The plaque, fixed to the facade of the building, formerly the Mail Rail engineering depot, has been awarded in recognition of its legacy in the development of transport, and of its unique features.

The prince has previously unveiled Red Wheel plaques at the world's first

purpose-built motor racing circuit, Brooklands, and at the Camden Roundhouse, now a live music venue.

Chris Taft, head of collections at The Postal Museum said: "We're absolutely thrilled to be receiving this accolade, and delighted that the Mail Rail remains so relevant today as part of The Postal Museum.

Trust chairman Stuart Wilkinson said: "This Red Wheel plaque is a testament to the work that went in to building the ground-breaking Mail Rail almost 100 years ago, and to the pioneering spirit which continues to go in to conserving and promoting it today."



Prince Michael of Kent unveils the Red Wheel plaque at Mail Rail on May 14. THE POSTAL MUSEUM



LNER A3 Pacific No. 60103 *Flying Scotsman* approaches Ais Gill summit with Steam Dreams' four-day 'Cathedrals Express' tour returning from Edinburgh to London, with the A3 working the train as far as Preston on May 22. BRIAN SHARPE

Writer of The GNR Steam Train dies

By Hugh Dougherty

COUNTRY and western singer, 'Big Tom', who made the Irish hit, *The GNR Steam Train* famous with his aptly-named Mainliners showband, has died aged 81.

Tom McBride who wrote and performed several songs about Irish railways was born beside the Great Northern Railway of Ireland's Dundalk-Enniskillen line at Castleblaney in 1936 and had relatives who worked on the railway.

He wrote the *The GNR Steam Train* as a tribute to the railway after the line lost its passenger trains in 1957, being finally closed to goods between Dundalk and Clones

in 1958.

Big Tom, who was known for his love of the GNR (I) and sadness at the closures, tells in the song of seeing his first steam train at Castleblaney station as a boy, before it set off to Enniskillen and on to Donegal.

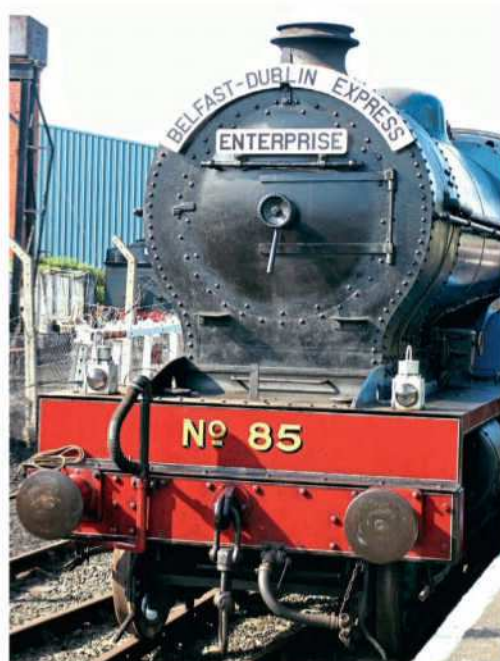
The song also recalls the Bundoran Express, taking pilgrims to Lough Derg, and special trains transporting crowds of Gaelic football fans to big games at Clones, while it also features the railway taking emigrants away to find work.

The song ends by recalling the closure of the railway, which, say the lyrics, caused many grown men to shed tears 'which fell like rain.' The song was always a favourite



Above: Big Tom, writer and performer of *The GNR Steam Train*. HIGHLAND RADIO
Right: *The GNR Steam Train* lives on: 4-4-0 compound *Merlin* No. 85 was thoroughly approved of by Big Tom. HUGH DOUGHERTY

number performed by Big Tom in halls across Ireland and in Irish clubs in Britain, before he gave up touring in 2017, and it helped keep the memory of the GNR (I) alive.



Trespassers causing danger on Gwili Railway extension

ON July 1 last year the Gwili Railway opened its long-awaited southern extension to Abergwili and began running public trains there the following day.

However, the message appears not to have reached all the locals – many of whom apparently believe the line is still closed.

Incidents of people walking and even teenagers riding bicycles on the 1¾-mile extension seems to have become a daily occurrence, with

emergency brakes being slammed on as trains encounter people on the line oblivious to the fact that it is now 'live.'

In the latest such incident, a man was seen walking the line near the Gwili waterfall. The locomotive made an emergency stop, as passengers enjoyed an afternoon tea on board.

Two places seem to be hot spots, the first being the road crossing south of the gates at Bronwydd Arms – areas where vehicles have to pass are a concern with vehicles not stopping

as the train approaches. The footplate crew policy is always to blow the whistle at this area to warn vehicles of a train approaching.

Vehicles not following highway rules when approaching railway lines can be reported to the police with a summons issued.

The second area for trespass is along the 'red zone' down to the waterfall. This area does not have safe access because there is no safe area to wait at the side of the track. The only access

across is by the fishing rights walkway, which is a private fishing area.

Railway spokesman Scott Artus said: "Children and teenagers, as well as adults, have been caught walking or riding bikes along the line, assuming that it is not used.

"Footplate crews are finding it distressing to perform an emergency braking procedure.

"The line is clearly signposted and trespass notices warn the public of the dangers," he said.

SPECIAL READER OFFER

SAVE UP TO 28%

when you take out a subscription
to *Heritage Railway*

GREAT REASONS TO SUBSCRIBE TO

**HERITAGE
RAILWAY**

- » Free UK delivery to your door or instant download to your digital device
- » Save money on shop prices
- » Never miss an issue
- » Receive your issue before it goes on sale in the shops

EACH ISSUE FROM **£3.08**

VISIT www.classicmagazines.co.uk/hrdps

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit www.classicmagazines.co.uk/hr-overseas. Subscriptions will start with the next available issue. Offer closes 29/06/18. Direct debit payments will continue at the price you paid, on this offer, every 6 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms.

Take advantage of these **SAVINGS**
and don't miss an issue of your

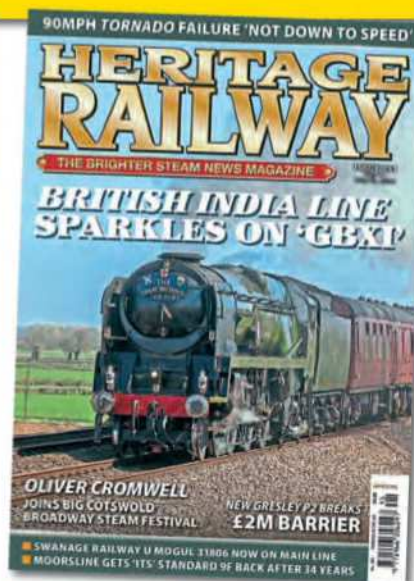
HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE



Imported Krauss Pacific *Whillan Beck* arrives at Dalegarth on the Ravenglass & Eskdale Railway piloting 2-8-2 *River Mite* on May 6. BRIAN SHARPE

**TWO GREAT OPTIONS
TO CHOOSE FROM...**



OFFER 1

PRINT ONLY

6 issues FOR £20

**BEST
OFFER**

then £20 every six months Direct Debit »

12 issues FOR £44

Credit/debit card »

24 issues FOR £80

Credit/debit card »

OFFER 2

DIGITAL ONLY

6 issues FOR £17.99

Credit/debit card »

12 issues FOR £34.99

Credit/debit card »



or PHONE 01507 529529 QUOTE REF: HRDPS
LINES OPEN 8.30am-7pm (Mon-Fri) 8.30am-12.30pm (Sat)

Back to the future at Ravenglass!



By Brian Sharpe

THE original Ravenglass and Eskdale Railway was a seven-mile 3ft gauge line opened in May 1875 to transport hematite iron ore from mines around Boot to the Furness Railway standard gauge line at Ravenglass.

Passengers were carried until November 1908, making it the first public narrow gauge railway in England, but the line closed in April 1913. Between 1915 and 1917, the line was converted to 15in gauge with services operated initially by Bassett-Lowke-built, 4-4-2 *Sans Pareil*. An assortment of other larger locomotives followed.

The line struggled on until 1960 when it was sold at auction. Local people and railway enthusiasts had formed the Ravenglass and Eskdale Railway Preservation Society to save the line, with financial backing by Sir Wavell Wakefield, MP for Marylebone and owner of the Ullswater Steamers. The railway was owned and operated by a private company, with the backing of the preservation society, an arrangement that is still in place.

Since preservation the line has gone from strength to strength and further

engines were required; with 2-8-2 *River Mite* entering service in 1967, followed by 2-6-2 *Northern Rock*, constructed by the company itself. Diesel locomotives have also been constructed.

Ravenglass now has an impressive museum dedicated to the history of the line, with a collection of 15in gauge locomotives on display, some of which are steamable and are used during occasional special events.

The early spring bank holiday weekend saw services in the hands of *River Mite* and *Northern Rock*, plus the 'Train from Spain' the Krauss-built Pacific imported from Barcelona in 2017, which was named *Whillan Beck* on May 5.

A special train ran on the Sunday headed by the museum's Bassett-Lowke Atlantic *Synolda*, and visiting sister engine *Count Louis*, twins to the railway's original 15in gauge *Sans Pareil*. Also in steam and giving short rides was the newly-commissioned Heywood 0-4-0T *Katie*, which worked on the line briefly in 1916-1919 but was scrapped by the Fairbourne Railway in 1926. The few remaining parts of the original frames plus the whistle, have been incorporated into the new engine.





Main above: The 'Train from Spain'; the Krauss-built Pacific imported from Barcelona in 1917, now carrying its *Whillan Beck* nameplates, pilots *River Mite* into Irton Road on May 6.

Top right: Bassett-Lowke Atlantic *Count Louis*, named after Count Louis Zborowski, the business partner of Captain Howey who built the Romney Hythe & Dymchurch Railway, stands at Ravenglass as Clarkson-built 2-8-2 *River Mite* arrives from Dalegarth on May 6.

Centre right: RER-built 2-6-2 *Northern Rock* waits at Dalegarth as Bassett-Lowke Atlantics *Synolda* and *Count Louis* arrive with a special from Ravenglass.

Right: Bassett-Lowke Atlantic *Synolda*, and visiting sister engine *Count Louis*, twins to the railway's original 15in gauge *Sans Pareil*, approach The Green station on May 7.

Left: The newly-commissioned replica of Sir Arthur Heywood's 0-4-0T *Katie*, incorporating the few remaining parts of the original, giving short rides in front of the new workshop building at Ravenglass on May 6.

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

Heritagerrailway.co.uk **33**

South Devon Railway fined \$40K after boy falls through toilet floor on moving train

By Robin Jones

THE South Devon Railway has implemented new safety measures over and above official requirements after a three-year-old boy fell through a missing carriage toilet floor – leading to the line's trust being fined £40,000.

On May 14, the South Devon Railway Trust was fined £40,000 by Newton Abbot magistrates after pleading guilty to placing passengers at risk by failing to adequately bar entry to the toilet cubicle which was missing its floor, under Section 3(1) of the Health and Safety at Work Act 1974.

Missing floor

As their train was travelling at 20mph between Staverton and Buckfastleigh, Ottery St Mary mother Anna Patch snatched her son Jay Lloyd to safety when he fell through the missing floor in coach W4805, his feet ending up within inches of the rotating wheel below, with his head only 10 inches above the floor level during their trip on the railway on June 22 last year, the court heard.

For the ORR, Chloe Barton told the bench: "Before she could tell her son that the toilet was not in use he had opened the door and gone in.

"His mother managed to pull her son up. He was covered in oily marks but

mercifully uninjured. The risk could have resulted in serious injury or death."

A subsequent Office of Rail and Road investigation found that the entire toilet cubicle floor had been missing since April 2 and that an 'out of use' sign had been pinned to the door and an attempt made to secure the door with two screws when the carriage was put back into service sometime around April 14. However, there were no ongoing checks to ensure that the door remained secure and staff working on the train were not informed of the missing floor, the court was told.

The carriage required structural repair and the ORR argued that it remained in service once this issue was discovered only because the busy Easter period was nearing, when the company would normally run nine round trips a day.

ORR investigators found that at some point between April 5 and June 22, the screws broke along with the door post, meaning that the door could easily be opened. The coach remained in service until June 25, three days after the incident.

The ORR also found that the company had an inadequate Safety Management System in place which was approximately 10 years out of date and not fit for purpose. The ORR served an Improvement Notice in

July 2017 requiring the company to put in place an established Safety Management System.

For the trust, barrister Ian Dixey, said that because of the shortage of rolling stock the carriage had been allowed back in service after the toilet floor had been removed.

"The decision was made that as long as the toilet was isolated it was perfectly safe to continue to use the carriage," he said, adding that the railway had a blameless health and safety record since 1974.

"This is a decent company run by some sincerely decent and committed people and does a lot of good educational charity work," he added.

Victim surcharge

The trust was also ordered to pay £13,205 in court costs and a £170 victim surcharge. Magistrates ordered the trust to pay £15,000 of the fine within a month and the rest in the next four years.

Ian Prosser, HM Chief Inspector of Railways, said: "South Devon Railway Trust took an exceptionally casual approach to ensuring the safety of its passengers and created a genuine and unacceptable risk to the public. In this instance it is only by good fortune and the swift action of the boy's mother that

this incident was not a fatality.

"The fine issued today sends out a powerful message to the heritage sector that the safety of passengers is absolutely paramount, and that thorough risk assessment and monitoring must be carried out."

A statement from the trust said: "We have once again offered our sincere apologies to Anna Patch, her son and family.

"Despite the SDR's good health and safety record, we accept that we did not meet health and safety standards in this case, and put our customers at risk.

"The SDR takes the safety of its customers and staff very seriously, and has put every effort into making improvements to its systems, including a new Safety Management System, to ensure that this incident could not happen again.

"This includes complying with the requests of the ORR, and going further to put in place new infrastructure to modernise our approach to carriage maintenance.

"Whilst the fine we received today is a significant one, we have been making contingency plans for it and also have a helpful period of time in which to pay. As a result, the SDR will continue to operate our popular heritage steam trains and services as normal."

Gasworks engine returns to Granite City playground

FORMER Aberdeen Gasworks Barclay 0-4-0ST No. 2239 of 1947 *Mr Therm* has returned to its home in the Granite City's Seaton Park playground.

The move follows cosmetic renovation by David Ogilvie Engineering of Kilmarnock.

The colourful 'Pug' arrived back in pieces on February 15, and was reassembled in situ over the next three days.

It has received repairs to corroded platework and a full repaint, while

ensuring that it remains a safe exhibit for children to play on. Representative connecting rods and motion have been fitted together with a 'fire' visible through the firebox door.

For purposes of display, *Mr Therm* is now accompanied by a 'train' of children's play equipment built on the remains of three former gasworks wagons and an LMS brakevan. Little of the original wagons survive, however, having received new chassis to replace the original wooden ones.



Playtime once again: *Mr Therm* back in Seaton Park after its cosmetic restoration. TREVOR GREGG



Visiting WR Class 35 Hymek diesel hydraulic D7017 arrives at Harman's Cross during the Swanage Railway diesel gala on May 10. MARK PIKE



READ THESE AND HUNDREDS MORE EDITIONS IN THE RAILWAY MAGAZINE ARCHIVE
classicmagazines.co.uk/rmarchive



WR 4-6-0 No. 7820 *Dinmore Manor* crosses the bridge as it approaches Broadway station, a view taken from long straight Evesham Road looking towards the village and highlighting plenty of visibility of the low bridge sign. IAN CROWDER

Broadway bridge struck 14 times in four years

By Robin Jones

THE Gloucestershire Warwickshire Railway is to spend £90,000 on measures to protect its accident-prone Broadway bridge from collisions, amidst fears that it is only a matter of time before someone is killed.

An old saying runs that lightning never strikes twice. Sadly, that is not true for lorries and the bridge which carried the line's new northern extension into Broadway station.

A collision with the B4632 Station Road/Evesham Road bridge on May 1 was the 14th since it was overhauled in 2014 – an average of one every three months, with a total cost of £72,000 for bridge repairs.

The 115-year-old bridge with its 14ft 3in-high span was substantially repaired at a cost of nearly £250,000 in 2014 in advance of tracks being laid again over it.

In the latest incident on May 1, a flatbed truck carrying machinery struck the bridge at speed, leading to the load falling off the truck. The road was closed for several hours to recover the severely damaged equipment from the road.

The driver admitted to railway officials and the police that he did not know the height of his load, said a railway spokesman.

GWR bridge engineer, John Balderstone said: "These bridge strikes pose a serious threat not only to the railway, but to other road users.

"Every time there is a collision, it necessitates a close inspection of the bridge, delaying train services, to ensure that it is safe for trains to cross.

"In this case there was limited damage to the bridge, but it will need repair. However the equipment on the lorry appears to have been destroyed as it



The lorry's load lies in Station Road after the May 1 bridge strike. The incident caused only minor damage but it was spectacular in that the ill-secured load was swept straight off the truck. G/WR

was swept off the truck and struck the road, damaging the road surface and scattering debris over a wide area.

"I hate to think of the consequences had a car or bus been following that vehicle.

"It is so utterly frustrating, time-consuming and infuriating that there can be so many lorries being driven around with high loads and yet the drivers don't bother to take note of the height.

"We have now spent over £24,000, fortunately paid for by truck drivers' insurers, repairing a newly restored and attractive structure, and despite large 'low bridge' signs and several advance warnings, drivers seem to be oblivious to the danger ahead of them until it's too late."

Last year, Network Rail launched a campaign to raise awareness of the high economic cost of bridge strikes. During 12 months ending October 2017, the national network suffered an average of five bridge strikes per day: 2,000 over the year costing around £23 million and that excludes heritage railway and non-rail bridges. A survey of truck drivers

astonishingly revealed that 43% of drivers did not know the height of their load, as they are legally obliged to do, while 52% did not take into account low bridges when planning their route.

The GWR intends to seek the prosecution of offending drivers as well as repair costs from vehicle operators. However, to provide long-term protection it is now planning to install substantial concrete-filled hollow steel impact beams over the road on either side of the bridge at an estimated cost of around £90,000 before the end of the year.

John added: "Police often don't pursue a prosecution so, if they don't, we will. At a minimum surely a careless or dangerous driving offence should be imposed given the potential for disaster. This is becoming an increasingly serious problem not just for us but for the national railway network and other heritage railways. I would welcome more severe penalties not just for drivers but for the operating companies as well.

"The seriousness of this issue must be driven home before someone gets killed."

IN BRIEF

→ THE Bluebell Railway's annual fundraising track trek has been moved from November to the evening of Saturday, June 30, with all money raised from the five-mile walk from Horsted Keynes going towards the purchase of more replacement track panels.

Details of how to take part can be found at www.bluebell-railway.co.uk/bluebell/funding

→ THE Weardale Railway has completed its project to extend Witton-le-Wear station.

Volunteers from the Weardale Railway Trust carried out the work and the extension was used at the April 21/22 Class 31 gala weekend. The additional platform length now also allows the line's Class 108 unit to use the station.

→ CARLISLE'S Grade 2-listed Waverley Viaduct which once carried the Carlisle to Edinburgh railway over the River Eden, may be reopened as a river crossing for walkers, cyclists, runners and tourists.

The Railway Heritage Trust has offered funding of up to £100,000. The Waverley closed in 1969.

→ GLASGOW'S Riverside Museum has opened Looking at Locomotives, a new display exploring over two centuries of the city's train building heritage, to mark 50 years since the end of main line steam. On show are 11 models of Glasgow-built locomotives.

→ THE Vale of Rheidol Railway is offering regular 'Driver for a Fiver' sessions on Quarry Hunslet 0-4-0ST No. 605 Margaret at Devil's Bridge station from July 16-August 30 on yellow and green timetabled days.

Tarka Valley Railway moves forward at last

By Robin Jones

THE Tarka Valley Railway has been granted a lease by Devon County Council to occupy the first quarter mile of the former Southern Railway trackbed from Torrington towards Bideford.

The lease, signed after many years of talks, is for an initial 12 years and is seen as a significant development in the railway's goal to establish a working heritage railway at Torrington.

Built by the North Devon Railway, the town's station opened on July 18, 1872, and trains operated by the LSWR ran to Bideford, Barnstaple and Exeter. In 1880, the line linked up with the narrow gauge freight-only Torrington & Marland Railway to the south. In 1925 the narrow gauge railway was rebuilt as a standard gauge line and opened through to Halwill Junction as the North Devon & Cornwall Junction Light Railway.

The station was closed for regular passenger services in 1965 under the Beeching Axe, but freight trains

and the occasional passenger special used the line until 1982.

After full closure, the station building was converted to a public house, the Puffing Billy.

The first phase of the project began on April 16 and involves widening the Tarka Trail cyclepath and installing a fence between the trail and the railway. Trail users will be able to continue their enjoyment as before.

County councillor Andrew Saywell cut the first sod accompanied by the chairman and other members of the railway. Afterwards, contractors moved on to the site and began the task of 'moving' the trail over to accommodate both it and the new line of railway.

The existing trail will be widened on the Down (eastern) side and the trail effectively moved sideways but maintaining its original width. The railway will take up the western Up side of the old trail on the route of the original trackbed.

Coun Saywell was on hand again to wave off the contractor's plant to begin the work, the initial task



Work on the creation of a new trackbed for the heritage railway at Torrington alongside the existing Tarka Trail long-distance cyclepath which was laid on the formation of the original line. TVR

being to effect some improvements to the current drainage system. These completed, the ground was then cleared, base layers of stone compacted, and an initial layer of Tarmac rolled in. The job was completed by a final layer of 'A' road quality Tarmac on April 27 and as funds permit, a pedestrian level crossing will be installed at the end of the platform as the first two panels of track are laid.

→ An appeal for volunteers and donations has been made. Donations may be sent to: The Treasurer, Tarka Valley Railway, Torrington Station, Station Hill, Torrington EX38 8JD. The railway may be contacted by email at www.tarkavalleyrailway.co.uk

Family reunited at First World War commemoration

DISTANT cousins met for the first time on Butterley station platform on May 12 when the Midland Railway – Butterley held a special ceremony to mark the 100th anniversary of the death of Sapper Alfred Amos on the Western Front.

Descended from two of Alfred's brothers, 15 members of the Amos family had travelled from Devon, Somerset, Buckinghamshire and Nottinghamshire to attend the commemoration.

In a short ceremony Maureen and Simon, representing the two branches of the family, unveiled a small memorial to Sapper Amos in the Butterley station booking hall.

The family was then joined on the station platform by other visitors, staff and volunteers from the railway for a two-minute silence marked by locomotive whistles. The locomotive carried a wreath of poppies throughout the day.

The significance for the Midland Railway–Butterley is that Alfred Amos was a Midland Railway employee based at Butterley station before he joined the 109th Railway Company, Royal Engineers. Of the 2833 Midland Railway Company men to give their lives in the conflict, Alfred was the only one from Butterley.

Event organiser Anne Deeth said: "Our trains continue to run on the tracks that Alfred Amos once worked on and so it is fitting that our commemoration of the First World War should focus on him. In honouring him we recognise the enormous sacrifice made by so many."



Roger Hibbert's Great Central Railway-based Hudswell Clarke Austerity 0-6-OST No. 1752 of 1943 disguised as J94 No. 68067, currently on loan to the Midland Railway – Butterley, carrying the wreath in memory of Sapper Alfred Amos, who died in France a century ago. MRB



WENSLEYDALE Railway volunteer fundraiser Ken Monkman has set about a challenge to celebrate 15 years of his work on the line by raising funds to restore and install a footbridge at Leyburn station by collecting 1,000,000 pennies. The second part of the challenge is to build a coin pyramid with the donated pennies at the station over the August bank holiday weekend. WENSLEYDALE RAILWAY ASSOCIATION

Vandals target Fakenham bridge

THE project to return the railway to Fakenham has again been hit by vandals.

Damage has been caused to a metal bridge for the second time in less than a year.

Bridge No. 1715 carries the route of the GER from Wells-next-the-Sea to Wymondham, part of which is now the Mid-Norfolk Railway, across the Midland & Great Northern Railway Line, from Fakenham to Melton Constable. In April, its top bar was dislodged and thrown into trees below.

The Norfolk Orbital Railway, which owns the stretch of trackbed, estimates the cost of rectifying the damage to be about £500, over and above last year's damage, where two bars were removed, costing £800 to reinstate.

Last April the group was awarded nearly £60,000 from the Heritage Lottery Fund to help repair the bridges as well as to provide an education resource, equipment for the Fakenham Area Conservation Team and to create a place for people to enjoy.

A NEW BOOK FROM

The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE

THE PATRIOTS

A PICTORIAL RECORD
VOLUME ONE • 45500-45525

This new fund-raising pictorial book contains many previously unpublished photos of this much missed class of locomotive. Contained in its 120 pages are over 100 superb monochrome and colour photos which span four decades from introduction to the LMS in the 1930s to the demise of the entire class in the 1960s, all capturing the Patriot class in its original parallel boiler form as designed by Sir Henry Fowler.

All profits from the book will go directly towards the completion of **The Unknown Warrior**.

Order your copy in writing by sending a cheque to:

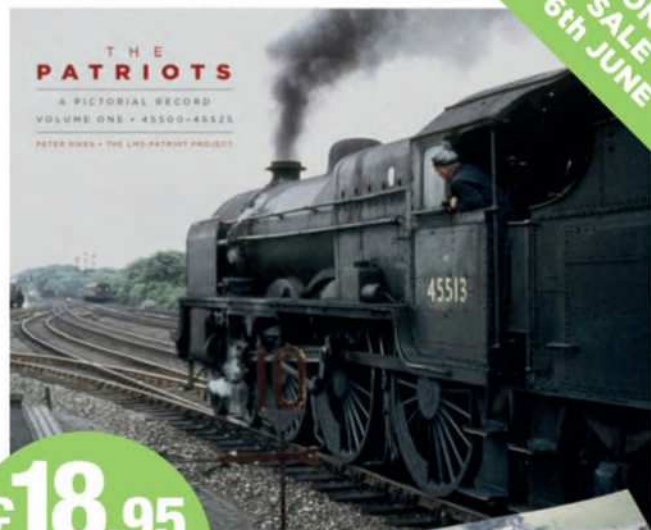
The LMS-Patriot Company Ltd.,

The Hub, 17 Eastgate Street, Stafford ST16 2LZ
or to order and pay by card call the office on 01785 244156.

You can also email patriotbooks@lms-patriot.org.uk with your contact phone number and we will be happy to call you to take your order.

Please make cheques made payable to: **LMS-Patriot Company Ltd.**

*Discounted copies £17.00 plus £3.00 post and packing

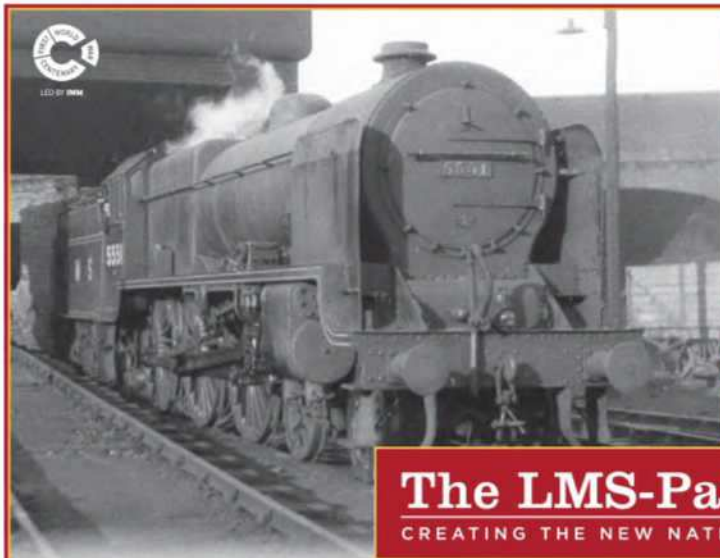
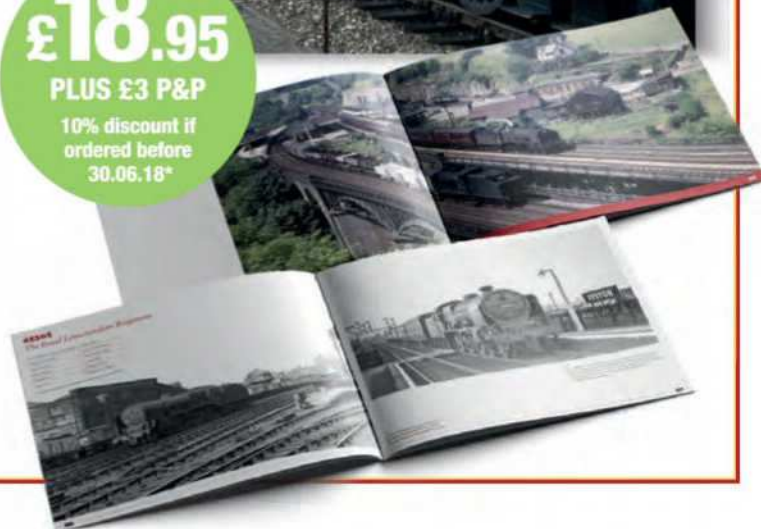


ON SALE
6th JUNE

£18.95

PLUS £3 P&P

10% discount if
ordered before
30.06.18*



The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE

HELP US FINISH THE UNKNOWN WARRIOR

We are now reaching a crucial stage with the construction of **The Unknown Warrior**, the new national memorial engine dedicated to keeping alive the memory of those who have made the ultimate sacrifice in two World Wars and more recent conflicts.

Thanks to readers of this magazine, our members and railway enthusiasts we've raised the funds to build the boiler and this is making great progress with Heritage Boiler Steam Services. However there are many smaller boiler parts required such as bolts and rivets and we have now decided to fit monel metal stays which although more expensive will save money in the long run. We are also now appealing for the sponsorship of many parts for the brake gear, bogie, wheels, cylinders and motion.

Can you help us? Please visit our website for a full list of parts available: www.lms-patriot.org.uk/sponsorship

PLEASE DONATE TO THIS FANTASTIC PROJECT TODAY

Send your donation to: **The LMS-Patriot Company Ltd.,** The Hub, 17 Eastgate Street, Stafford ST16 2LZ
or to donate by card call the office on 01785 244156, you can also donate online, go to www.lms-patriot.org.uk

Registered Company No. 6502248 • Registered Charity No. 1123521

Ref: HR242

£300k challenge as fundraisers bid to reopen railway path

By Geoff Courtney

CAMPAIGNERS who are central to the bid to have part of the former Cockermouth, Keswick & Penrith Railway reopened to walkers after it was ravaged by floods more than two years ago, have until the end of June to raise £300,000 in order to unlock significant additional funding that could see their hopes come to fruition.

The trackbed between Keswick and Threlkeld in Cumbria, now a trail popular with walkers, tourists

and cyclists, was closed after Storm Desmond struck with devastating effect in December 2015. Two original railway bridges crossing the River Greta were washed away, as was 220 yards of embankment, a third bridge was damaged, and a section of raised boardwalk destabilised.

Raise the shortfall

The damage caused was estimated at £5.4 million, and last December Highways England started the financial ball rolling with a grant of £2½ million,

while the Lake District National Park Authority announced a fundraising partnership with the Lake District Foundation to raise the shortfall of nearly £3 million.

The foundation funds conservation, environmental and cultural heritage projects, and its fundraiser Heather Askew said the organisation was looking to raise at least £300,000 towards the shortfall by the end of June, which if achieved would release other funding. She said the LDNPA expected phase one of the

path reinstatement regarding design, environmental and planning consents to be completed by July, with phase two, the reconstruction, starting in the summer subject to the required funds being raised.

Since the storm damage an alternative route between Keswick and Threlkeld has been opened, but Heather said this was far from ideal as it lacked the gentle gradients of the original route and so was not suitable for people with limited mobility and not recommended for bikes. "The LDNPA intends to largely reinstate the original route, including replacing the two missing bridges and repairing the third," she said.

Right: Opening time: An LNWR Class 2F 'Cauliflower' 0-6-0 heads an Up cattle train on the Keswick-Threlkeld section of the Cockermouth Keswick & Penrith Railway in about 1935. This stretch is now a popular railway path that was closed in 2015 after being devastated by Storm Desmond and is set to reopen if sufficient funds are raised for repairs that will include the replacement of two original bridges that were washed away by flood water. The Up distant signal on the right was presumably located so far from the railway due to sighting problems from the line itself.
CUMBRIAN RAILWAYS ASSOCIATION/
PATTINSON COLLECTION



'Big tunnel'

A bonus – for railway enthusiasts at least – will be replacing the raised boardwalk section by reopening an original 92 yard tunnel beneath the A66 near Keswick, known as 'Big Tunnel', which due to cost was not incorporated into the path when it was opened in 1985.

Heather said that the reason for the Highways England grant was that the organisation had a fund for paths such as the Keswick-Threlkeld route that were suitable for off-road cycling, so

'Dubbie Pug' on long road back

THE Fife Heritage Railway has begun the restoration of one of the last locomotives to steam in British industry.

Barclay 0-4-0ST No. 2292 of 1951 No. 17 was supplied new to the National Coal Board's Frances Colliery in Dysart.

At the pit, it acquired the nickname "the Dubbie Pug". It remained in colliery use until 1983, and was initially preserved at the Lochty Private Railway but is now at the Fife Heritage Railway.

The locomotive has minor differences to the standard Barclay design of a locomotive this size. It has 16in cylinders and a longer wheelbase than similar Barclay engines.

The locomotive needs a major boiler overhaul, pushing the cost of the project to around £150,000. Many of its fittings were stolen in the venue's earlier days.

The boiler has since been lifted from the frames with the tanks and cab also removed. The frames will soon be moved into the workshop to begin their long-term overhaul, all while funds are collected for the boiler overhaul.

→ Anyone wishing to donate to help the restoration is invited to visit <https://mydonate.bt.com/events/dubbiepug/456512>



The first working of visiting Andy Booth's Lancashire & Yorkshire Railway A class 0-6-0 No. 52322 on the Spa Valley Railway saw the Bury-based locomotive haul the 10.10am Tunbridge Wells West to Eridge service on May 5. It is seen near Pokehill. It is the first time since its construction in 1896 that the locomotive has operated this far south in the country. It will feature heavily in the line's summer festival on Saturday, June 30 and Sunday, July 1. DAVID STAINES

SUBSCRIBE TODAY! FROM ONLY £20

SEE
P30 FOR
DETAILS

Right: Bridge of sighs: LMS designed/BR-built 2-6-0 No. 46491 is depicted crossing the River Greta at the foot of of Blencathra as it approaches Threlkeld station with a train from Keswick in the early 1960s. The painting, by Malcolm Root, shows the 2MT, a long-time Workington-based engine, on Rowsome Bridge, an inverted bowstring bridge that was strengthened in 1925 due to the increasingly heavy locomotives used by the NER on the line. The Keswick-Threlkeld section, part of the railway from Cockermouth to Penrith, was converted into a railway path after its closure in 1972 and is currently closed following extensive damage caused by Storm Desmond in December 2015.



reducing the need for cyclists to use busy roads.

As part of its fundraising, the foundation is holding an auction at Lodore Falls Hotel in Borrowdale on June 8 at which exclusive 'money-can't-buy' prizes and experiences will go under the hammer.

"The prizes on offer will provide unique experiences and magical moments you never thought possible, and the most important part of the event is that all the funds raised will go towards the railway path appeal," said Caroline Hoppé, the foundation's campaign and event manager.

A keen supporter of the fundraising is Peter Rooke, who runs the West Cumberland Railway Museum in St Bees. "What a mistake it was to close the Cockermouth Keswick & Penrith

Railway route back in 1972, but at least the section from Keswick to Threlkeld was made into one of the most scenic footpaths I know," he said.

Opportunity for funding

"Following the damage caused by Storm Desmond in 2015, we now have an opportunity to release funding to allow this superb footpath to be reinstated, and we can't afford to miss out."

Another admirer of the path is Malcolm Root, a Fellow of the Guild of Railway Artists, who was so taken by it that he painted a scene of an Ivatt 2-6-0 crossing a bridge over the River Greta – fortunately not one of those washed away or damaged – close to Threlkeld station. "I have walked the Keswick to Threlkeld path many times – it must have been a superb line," he enthused.

The 31½ mile Cockermouth Keswick & Penrith Railway was opened in

January 1865, with passenger and goods trains being operated by the LNWR and mineral traffic by the NER. It was closed by BR in two stages – the Cockermouth to Keswick section in April 1966 and the stretch between Keswick and Penrith, part of which is now the Keswick-Threlkeld trail, in March 1972.

→ Appeal details are at <https://lakedistrictfoundation.org/keswick-to-threlkeld/>

Sea journey nets railwayana collection of a 'real character'

By Geoff Courtney

VICTOR Goudie was one of the railwayana movement's real characters, a collector who embraced what has been described as an "alternative lifestyle". He was unmarried, didn't work, lived with his mother until her death in 1990, owned a 1920s Rolls-Royce, and once walked from Inverness to Wick along the 78 mile railway line, sleeping en route in lampmen's huts.

After he passed away in February at the age of 71, the hundreds of items Victor had amassed over many years, ranging from a nameplate to paperwork, were placed in the hands of Great Central Railwayana to be put under the hammer.

Straightforward enough, one may think, but it presented something of a logistical challenge to the auction house's Phil Rogers and Martin Quartermain, who had to pick up the collection. For Victor's home was in Lerwick, the capital of the Shetland Islands and Britain's most northerly town.

That challenge was met by the pair of travellers, but only after a land and sea journey that took longer than a flight

to Australia. First came a near-500 mile drive to Aberdeen, then a 269 mile sea journey of 14½ hours by NorthLink Ferries to Lerwick, and finally a further drive to Victor's home.

"Shetland was interesting, and it was the furthest we have ever travelled to pick up a collection," said Phil on arrival back at base in Northamptonshire after his and Martin's five-day trip. "It was certainly remote and a little bit different from the Home Counties!" The pair made the journey in a people carrier, which was crammed from floor to roof with Victor's collection for the return journey.

Victor's mother Sheila married a Polish airman in 1943, and he was born in 1946. His father died in 1959, after which he lived with his mother in Blairgowrie, Perthshire. Following her death in 1990 he moved to Shetland, his ancestral home, and pursued his interest in railwayana, especially Scottish items.

Great Central director Dave Jones first met him at an auction in Glasgow in the 1980s, and got to know him well. "He was a real character, and lived what could be described as an 'alternative lifestyle'. He had been collecting since the early 1960s, and was particularly

Over the sea to – Lerwick: Great Central Railwayana's Phil Rogers (left) and Martin Quartermain on April 23 at Lerwick on the Shetland Islands after their marathon road and sea journey to collect railwayana from the home of Victor Goudie. Each of them is holding a station totem sign that will be among the hundreds of items to be put under the hammer in August and September.



interested in paperwork and railway history, and was also into signalling and tickets."

Dave said that Phil and Martin removed Victor's entire collection from his home.

"It was a long haul for them, and indeed in the time it took them to drive to Aberdeen and take a ferry to Lerwick, they could have flown to Sydney."

The collection will be sold by Great Central in two auctions, at Bloxham near

Banbury on August 4 and Stoneleigh Park, Warwickshire, on September 1, with one of the highlights at Stoneleigh being diesel nameplate *Carmania*.

This was carried by Class 40 D218/40018, built by English Electric in July 1959 and withdrawn in September 1981. Other items at either of the two venues will include Victorian working timetables, Scottish station totem signs, signalling equipment, and a Leuchars Junction seatback.

Spring diesel extravaganza for Mid Hants

THE Mid Hants Railway will see the first-ever appearance of a Class 26 on the line during the June 1-3 annual diesel gala.

D5343 (26043), built by the Birmingham Railway and Carriage Works in Smethwick, entered service in October 1959, numbered D5343 and painted in all over BR green livery with white waist level stripe and white window surrounds.

Initially it was allocated to Haymarket depot and spent periods at Dundee and Eastfield, but for most of its working life it was allocated to Inverness depot, operating passenger and freight services over the far north lines to Wick, Thurso and Kyle of Lochalsh.

During January 1993, while allocated to snow clearance duties between Perth and Blair Atholl, No. 26043 suffered a power earth fault. Repairs were not authorised and it was withdrawn on January 19, 1993. Initially stored at Perth, it was then moved to MC Metals in Glasgow for asbestos insulation removal, which entailed major dismantling of the cab interiors.

The locomotive was then purchased by the Cotswold Mainline Diesel Group and it arrived at its current home of Toddington, on the Gloucester & Warwickshire Railway, in April 1994.

Two Class 20s will also make guest appearance at the event – D8001 (20001) and D8059.

They will run alongside the home fleet of Nos. 03197, 08377, 33202 *Dennis G. Robinson*, 47579 *James Nightall GC* (operating its first passenger trains on the railway over the weekend), and 50027 *Lion*.



LNER A3 Pacific No. 60103 *Flying Scotsman* passes Townsend Fold on the East Lancashire Railway on May 13. KARL HEATH

Court sentences NYMR teak train vandals

By Roger Melton

NORTH Yorkshire Moors Railway members have expressed disappointment at 'lenient' sentences handed out to eight teenagers who trashed carriages on a historic train and caused £27,000 damage.

The group broke into carriages on one of the railway's 1930s Gresley teak set trains stationed at Pickering station on July 23 last year. Every light fitting was smashed, mirrors were broken, furniture ripped and wooden panels damaged. Food and wine stolen from the train was also eaten and drunk by the group and thrown over the carriages.

The damage was discovered by a member of rail staff. British Transport Police began an investigation and CCTV footage from a level crossing nearby captured the group in the area at the time of the incident. They were spoken to and charged with theft and criminal damage. All eight teenagers pleaded guilty.

Youth offending contract

On March 13 at Scarborough Magistrates' Court, a 17-year-old boy from Pickering, who cannot be named because of his age, was ordered to pay compensation of £530 and will have to complete a 12-month youth offending panel contract.

The same day, two 17-year-old boys from Pickering were sentenced to a youth offending panel contract for six months and will have to pay fines and costs totalling £135 each.

On March 27, magistrates at the same court ordered a 17-year-old girl from Pickering and a 17-year-old boy from Ampleforth, who cannot be named, to

pay compensation of £535 – they will have to complete a 12-month youth offending panel contract. On April 10, a 17-year-old male from Malton was ordered to pay compensation of £535 and will also have to complete a 12-month youth offending panel contract.

On April 26, magistrates at the court gave Mollie Dawson, 18, of Keld Head Orchard in Kirbymoorside, a 12-month conditional discharge. She was ordered to pay fines and costs of £635, including compensation of £530. On the same day, Benjamin Terry, aged 19, of Jute Road in York, was given a 12-month conditional discharge and ordered to pay fines and costs totalling £135, including £30 in compensation.

NYMR general manager Chris Price at the time estimated the cost of the criminal damage at £27,656.

Terry had previously pleaded not guilty to charges of theft of food and drink to the value of £247 and of causing criminal damage to property. When appearing at Scarborough Magistrates' Court, however, he changed his plea to guilty for the theft. The other charge was dismissed.

Dawson pleaded guilty to both charges at a hearing in March.

For Terry, Liam Hassan said: "There is nothing sinister at work here. What you're dealing with is a group of young people who were fuelled by drink and youthful stupidity."

For Dawson, Robert Vining said his client had been 17 on the night in question, and that although she admitted breaking a lightbulb, she "wasn't the instigator" of the damage. He said she'd been intoxicated and believed the carriage was abandoned.

Sentencing the pair, magistrate Duncan Webster said: "This course of offending has caused local community outrage. It was no doubt stupid – youthful or otherwise. It was wanton."

"The NYMR is a charity which brings considerable benefits to the local community."

He added: "You were in drink and there was a gang of you. It's people like you who give young people a bad reputation and quite frankly you should be ashamed of yourselves."

Conditional discharge

Both were given a 12-month conditional discharge, but Terry, of Jute Road in York, was ordered to pay £30.88 to the NYMR for the theft, as well as £85 costs and a £20 surcharge.

Sergeant Nigel Ashworth of British Transport Police, said: "The NYMR is a charitable trust which relies solely upon donations and hard work by volunteers."

"Seven carriages were damaged by the atrocious behaviour of this group, every light fitting was smashed, furniture ripped and windows broken. The repair bill totalled over £27,000. In addition to the financial outlay, it must have also been heartbreaking for all those who had invested a considerable amount of time and hard work to see it destroyed in this way by these mindless vandals. Each carriage had taken a minimum of two years to restore by volunteers; one carriage in particular took over 22 years."

Members of the NYMR have expressed disappointment at the sentences, particularly the level of compensation to be paid, which totals less than 10% of the damage caused in the incident, but recognised that the courts were bound by national sentencing guidelines.



READ THESE AND HUNDREDS MORE EDITIONS IN THE RAILWAY MAGAZINE ARCHIVE
classicmagazines.co.uk/rmarchive

We want your news and views

Write to us at *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ or email editor@heritagerailway.co.uk.





20 Years, 30 Destinations, 40 Departures

Established in 1998, at PTG we offer *general interest rail, nature and culture* holidays from the UK using rail travel as a theme. Comfort, enjoyment, leisurely days and friendship are the secrets of our success. The majority of our trips are for people who want to see the culture and scenery of the destination country, travelling by train and staying at great hotels. Destinations in 2018 include France, Italy, Portugal, Hungary, Snowdonia, Portugal, Slovakia, Slovenia, the Baltic States, Scandinavia, Southern France, Sardinia, Corsica. Long haul destinations include Cuba, Mexico, Alaska, Ecuador and Burma. We are the only such company offering both ABTA and ATOL bonding to protect your holiday. Some of the highlights of our *rail and culture* tours in 2018 are:

01 Jun: Snowdonia (from £1,399)	13 Jul: Slovakia/Poland (from £1,650)	16 Oct: Sardinia/Corsica (from £1,699)
07 Jun: Central Portugal (from £1,099)	28 Jul: Classic Russia (from £1,699)	03 Nov: Northern India (from £1,850)
10 Jun: Galicia (from £1,799)	06 Sep: Vintage Port (from £1,199)	08 Nov: Ecuador (from £3,200)
17 Jun: Serbia/Bulgaria/Romania (£1,399)	11 Sep: Hungary (from £899)	09 Nov: Burma (from £3,299)
21 Jun: Dolomites (from £1,099)	14 Sep: Slovenia (from £1,499)	12 April 2019: Vintage Sicily
01 Jul: Alaska (from £3,099)	15 Sep: Baltic States (from £1,199)	20 April 2019: Sandstone International Festival
11 Jul: Denmark/Norway/Sweden (from £3,499)	21 Sep: Southern France (from £1,850)	

We also offer two *railway rambles* (from £699) exploring closed narrow gauge lines in Portugal. In October we have a "royal" Douro Cruise in the wonderful Douro Valley in Northern Portugal aboard The Spirit of Chartwell.



For steam enthusiasts and modern traction enthusiasts we have a series of unique, one-off, tours in 2018, most of which have special private charter trains:

17 May: Hungary (diesel)	29 Sep: Balkans Circular (diesel)
13 July: Northern Sweden (diesel & electric)	29 Sep: Trams & Trains of Spain - Part 1
09 Sep: NG Steam in Romania (steam)	18 Oct: Portugal by Private Train

Call us or visit our website to order your copy of our 2018 brochure Tel: 01235 227288 Web: ptg.co.uk

Protest angers officials and throws spotlight on closed heritage line

By Geoff Courtney

AN enthusiast's novel protest that involved him running a home-made steam-powered trolley on a world-famous heritage line has reignited a fierce debate about the future of the route, which was operated by British-built steam locomotives for much of its service and subsequent heritage life until its closure nearly a decade ago.

Andries Keyser drove his contraption over a stretch of the Knysna to George line in South Africa's Western Cape, to the delight of locals who want to see the world-famous route reopened, but to the anger of officials who stepped in to stop his actions.

The 42-mile railway, named the Outeniqua Choo-Tjoe after nearby mountains, was popular with tourists after it became a heritage line in 1992, at which time it carried 40,000 passengers a year. A decade later this had risen to 115,000, many of them British visitors who loved the steam and the stunning scenery, but in August 2006 it was severely damaged by heavy flooding, leaving sections of the track covered by landslides and other parts suspended mid-air due to the ground beneath being washed away.

The line's owner and operator, state-owned Transnet Freight Rail, who faced a repair bill of about £10 million, closed the line and switched its trains onto another route, from George to Mossel Bay, a distance of 32 miles. However, the following year Transnet announced that the heritage train was not part of its core business and launched a tender process to dispose of it to a new operator.

That failed, and in August 2010, following the withdrawal of trains between George and Mossel Bay, Transnet formally announced the cessation of the line, and politicians became involved due to the loss of this

major tourist attraction. Alan Winde, minister of economic opportunities for the Western Cape Government, spoke during a visit to Knysna of his resolve to revive the service to George, but this was countered by Brian Molefe, then the chief executive officer of Transnet, who said funds were not available for repairs.

Press reports have been highly critical of the inactivity, with one journalist writing of the "distress of the tourist industry" which had played host to travellers from around the world wanting to ride on the line, while a blogger from Sedgfield, whose station was served by the line between Knysna and George, wrote: "Despite rumours and rumblings, the line has been left to deteriorate and the costs to repair it rise by millions each year that passes where nothing is done."

"It is hoped by all that live along the route, and many ardent lovers of steam trains, that this magnificent part of the world will witness the resurrection of this illustrious train journey. However, we are all well aware that the longer it takes to restore the line, the more prohibitively expensive it becomes, and the less the likelihood we'll see it happen."

Delighted crowd

Andries Keyser became so frustrated at the situation that he hit upon his recent protest that involved him driving his trolley on a short stretch of the track between Brenton-on-Lake and Knysna station, where he was met by a delighted crowd.

His plan was to return to Brenton, but according to a local press report he was stopped by a representative of a nearby nature reserve with connections to a tourism group, who instructed him to remove his trolley from the track due to problems with liability. The press report said that Keyser had spent six

months trying without success to obtain permission to ride the tracks, and the nature reserve representative told him: "If the rail regulator has not given you permission, they will not just remove you from the tracks, they will lock you up."

Following this development, said the newspaper report, Alan McVitty, chief executive officer of Classic Rail, a Knysna-based private consortium that hopes to reopen the line, emailed Keyser telling him: "We are in the final stages of concluding all our agreements with TFR (Transnet Freight Rail), so this type of attitude and incident is unacceptable. Please remove your equipment immediately, and I will be in Knysna tomorrow afternoon to make sure you comply."

Keyser emailed an apology, explaining he had been unable to obtain permission from anybody, and McVitty responded: "When we are in charge of the line we will gladly invite you and your brilliant steam trolley to participate in our planned steam train activities."

Subsequent to these exchanges, Classic Rail issued a statement quoting McVitty, who said the company was aware that people wanted to see steam trains running again as soon as possible. Claiming that the revival project was on track, he said: "Transnet Freight Rail accepted our revised business plan during January 2018, and they are now attending to the matter as quickly as they can."

"The processes of awarding the 20-year concession requires support and approval from the various levels of Transnet's governance structure before it goes up to the minister of public enterprises for final approval. You can be sure that we'll invite everyone to a huge celebration when we do finally have the concession in hand."

As long ago as June 2016, a local online newspaper carried a report that said Transnet Freight Rail had appointed Classic Rail its preferred concessionaire for the line for a period of 20 years, that Classic Rail had received beneficial occupation of the line on February 16, 2016, that contractors had moved in to repair the line, and said that McVitty hoped to have a dinner train running between Knysna and Keytersnek, a distance of about five miles, by December that year.

At variance

That report is at variance with a statement issued to *Heritage Railway* by Transnet Freight Rail, whose corporate affairs senior manager Mike Asefovitz said that Transnet Freight Rail had received a proposal from Classic Rail. "This is currently being evaluated and considered, in terms of the corporate government policy and procedures of Transnet SOC (state owned company) Ltd. And so, in short, no concession has yet been awarded." Pressed for further information, Mike said: "There is no more I can say."

Martin Hatchuel, spokesman for Classic Rail, also confirmed that no concession had yet been announced, adding: "We hope it'll be soon."

Colin Jenkins, chairman of the Friends of the Choo-Tjoe, said that the organisation fully supported Classic Rail's bid to reopen the line, and that they were confident it would happen in the near future. The Friends was formed in August 2010 to promote the repair of the line and the return of steam operations.

After Keyser's trolley ride, one blogger asked: "Does Transnet actually have a plan of action to ever open this line again? I remember as a child I rode on that train, and would love for my children to also ride on that train before they are



Mixed reception: Class 24 No. 3627 simmers at George station in South Africa's Western Cape with a mixed passenger and freight train in February 1990, two years before the line to Knysna became a heritage railway. The 100-strong class of 2-8-4s was built for South African Railways by North British Locomotive Company in 1949-50, and one, No. 3675, was the 2000th locomotive built by the Glasgow manufacturer for SAR. Another member of the class, No. 3668, was a regular on the Knysna-George line and is now on display at a Transport Museum in George. KEN LIVERMORE



Smoke signal: No. 3627 hauls a Knysna-bound freight train at Goukamma on July 23, 1990. The 2-8-4, built by the North British Locomotive Company in Glasgow, was one of the Class 24s that dominated operations on the line in the 1980s and early 1990s. BRIAN SHARPE





adults. The public is crying out for the line to run again. Millions of tourists are yearning to ride the train again. Please tell me when I can take my father to also realise one of his wishes – to ride the train one more time before he dies.”

Built to the 3ft 6in Cape gauge, the

original line from Knysna to George was opened by South African Railways in 1928, and due to the terrain – which included forests, river gorges, wetlands and lagoons – was said at the time to be one of the most expensive railways ever constructed.

In the 1980s it was worked almost exclusively by 24 class 2-8-4s built by the North British Loco Co in Glasgow in 1949-50, while Class 19D 4-8-2s, also built by NBL at the end of the 1940s, were added to the fleet after the line was declared a heritage railway in 1992.

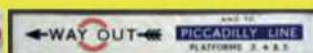
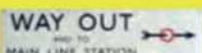
Bridging the gap: North British Loco-built 24 class 2-8-4 Nos. 3684 (leading) and 3633 head for Knysna with a train from George on July 22, 1990, when the Western Cape line was used by both revenue-earning freight and heritage trains. BRIAN SHARPE



TRANSPORT AUCTIONS of LONDON

London & the South's Specialist Auction House for

TRANSPORT COLLECTABLES & RAILWAYANA



3 sales a year at the Croydon Park Hotel (close to East Croydon station)

Join us in the saleroom or bid live on the internet

Next sales: Sunday 1 July & Saturday 27 October

Fully illustrated, free colour catalogues (email/online)

Prompt, friendly & professional service

Free expert advice & valuations, no obligation

Top prices, prompt payments to sellers

enquiries@transportauctionslondon.com Tel: 01737 237505

www.transportauctionslondon.com

Also on Facebook (transportauctionsoflondon) and Twitter (@TranspAuctions)

Transport Auctions of London Ltd, Hamilton House, 87-89 Bell Street, Reigate RH2 7AN





Hunslet Austerity 0-6-OST No. 3686 of 1948 No. 60 entered public service at the Aln Valley Railway over the May 5-7 Branch End 50 steam gala. No. 60 worked Aln Valley services topping-and-tailing with Hudswell Clarke 0-6-0T *Richboro*. HENRY ELLIOTT

Colliery engine steams again in North East 42 years on

By Robin Jones

THE Aln Valley Railway (AVR) now has two operational steam locomotives for the first time.

Hunslet Austerity 0-6-OST No. 3686 of 1948 entered public service on the line over the bank holiday weekend of May 5-7 during a Branch End 50 steam gala, marking 50 years since the closure of the NER Alnmouth to Alnwick branch in 1968.

The locomotive was delivered new to the Lambton locomotive shed at Philadelphia in County Durham in January 1949 after the creation of the National Coal Board.

It was one of only a handful of new locomotives specially modified to work trains along the main line to Sunderland and through a tight tunnel to the River Wear for shipping.

The modifications included a distinctive rounded cab, which makes former Lambton locomotives instantly recognisable.

It last worked in 1976 at Dawdon Colliery south of Seaham, where it had arrived in July 1965.

The engine was then bought by Stephen Wood and operated on the Strathspey Railway, where he was a director, as No. 60, but after 20 years out of service it was moved to Ian Storey's Hepscott works near Morpeth, in Northumberland, for a full overhaul.

In the past, galas have involved one steam locomotive plus a diesel locomotive, but this was the first gala at which double-headed passenger trains have operated and at which trains were operated by two steam locomotives – No. 60 and privately owned Hudswell Clarke 0-6-0T No. 1243 of 1917 *Richboro*,

another former NCB locomotive.

The Branch End 50 exhibition in the museum proved to be popular, and so will stay on display until the end of June.

The railway has also taken delivery of a second Hunslet Austerity 0-6-OST owned by Stephen Wood, No. 2864 of 1943, NCB No. 48. It has never run in preservation and had been stored at Boat of Garten out of use. It will now be restored at Lionheart.

Its arrival brings the number of steam locomotives at the AVR to four, the other being Hawthorn Leslie 0-4-OST No. 3799 of 1935 *Penicuik*, which is owned by a member, but is yet to steam in the heritage era.

Having wowed the AVR, No. 60 is now set to do the same at the Tanfield Railway during its visit to the line's June 16-17 gala.

As well as heading passenger trains,

it will be reunited with a typical County Durham coal train for the first time, including a rare brakevan that No. 60 worked alongside in both Sunderland and Seaham.

Up to five other steam locomotives are expected to feature in the gala.

Tanfield director David Watchman said: "No. 60 is a rare machine, with an instantly recognisable profile.

"It was built for power and ease of maintenance at a time when the North East coal industry was vital to the future of the whole country.

"It is a powerful reminder of the days when coal, heavy industry and the railways that served them, dominated the region.

"Bringing No. 60 back to County Durham is a great way for us to celebrate that heritage and educate generations who didn't experience it first-hand."

IN BRIEF

→ **LEEMING Bar Community Hub**, formerly the local residents' association, has been converting a DMU carriage on the Wensleydale Railway into a mobile educational centre, meeting place, conference centre, village hall, small cinema/theatre, cafe and cooking instruction centre, and a party and reception venue.
→ SCRAP thieves are believed to have

stolen a section of original Belfast & County Down Railway track from the site of Neill's Hill station, which had lain there for a century. The theft was stolen on April 23 and reported by the Friends of Neill's Hill Railway Station group which preserves the remains of the station.

→ **DIDCOT Railway Centre** will officially opening its new signalling centre at noon on June 23. The event

will include the ceremonial opening of Swindon Panel. The ceremony will be officiated by Francis How, chief executive of the Institution of Railway Signal Engineers.

→ THE Class 504 Preservation Society has appealed for more volunteers to help continue the restoration of its Class 504 DMU on the East Lancashire Railway. Anyone interested is invited to email [projectmanager@](mailto:projectmanager@class504preservationsociety.co.uk)

[class504preservationsociety.co.uk](mailto:projectmanager@class504preservationsociety.co.uk)

→ **THE Mid Hants Railway** has raised £4000 for a new cab roof for BR Standard 4MT 2-6-4T No. 80150 through supporter donations over just 10 weeks.

→ THE Bluebell Railway will hold a new music festival at Horsted Keynes station on June 16. TrackFest will be headlined by 1980s chart band Modern Romance.

'Last' loose-coupled freight engine has centenary at big Severn Valley gala

TWO significant centenaries and a railway birthday will be at the centre of the Severn Valley Railway's June 2-3 goods gala.

The event will see up to two goods trains in operation alongside passenger services each day, showcasing the changing face of freight traffic from the 20th century through to the modern day.

Visitors will be able to compare and contrast a GWR heritage goods train hauled by No. 2857, a Class 66 modern freight, parcel loading and unloading at Arley and displays of vintage commercial road vehicles on display along the line.

Bewdley yard will be open for visits and, to mark its 150th birthday, the SVR's Eardington Halt will be open to the public on both days, with various special attractions, although trains do not stop there.

The showpiece event will also herald the arrival of the Cavell Van, which will be on display at Arley. The van is part of the commemorations to mark the centenary of the end of the First World War, and

a key feature of this year's Step Back to the 1940s Weekends at the Severn Valley Railway in June and July.

In 1919, it was used to bring back the body of nurse Edith Cavell from Belgium, where she had helped 200 prisoners of war escape from the Germans before she was caught and executed.

The following year, the same wagon transported the body of the 'Unknown Warrior' prior to a funeral at Westminster Abbey, representing the many who died without being identified.

The van is based on the Kent & East Sussex Railway, where it was restored in 2010.

100th Anniversary

Furthermore, long-standing SVR resident GWR 2-8-0 No. 2857, which was built in Swindon in 1918, and was first allocated to Salisbury shed, will celebrate its 100th birthday at the gala, hauling a GWR goods train featuring some of the railway's 100-plus goods wagons dating from the 1880s to the 1980s, and



Following a lengthy heavy overhaul, GWR 2-8-0 No. 2857 re-entered service on the Severn Valley Railway on July 25, 2011, its first public use since December 1994. On July 26, 2011, it is seen at Dowles on the 1pm Kidderminster-Bridgnorth service. BOB SWEET/SVR

including examples from all four post-Grouping railways as well as many pre-Grouping, private owner and BR wagons.

With 1,276,713 miles on the clock, No. 2857 was withdrawn and sent to Dai Woodham's scrapyard in Barry in April 1963. It was bought for the railway in 1974, and a year later moved to Bewdley. It first raised steam in September 1979, but much more work needed to be done.

It was August 18, 1985 before it was steamed again, in time for the GWR 150th celebrations. A momentous return to service during a freight exhibition at Newport saw No. 2857 run with historic wagons loose-coupled. In doing

so, it worked the last steam-hauled loose-coupled goods train on Britain's railway network.

Highest mileage

Its boiler certificate expired in 1995, and following a 16-year overhaul, was back in traffic in 2011. Between 2013-16, it ran the highest mileage of any steam locomotive on the SVR.

Simon Marshall of the 2857 Society said: "We started this preservation saga struggling to save a humble goods engine, with no particular claim to fame, but looking back on it all, it dawned on us that 2857 did indeed achieve something pretty momentous after all!"

Sir Haydn back in service again after six years

TALYLLYN Railway 0-4-2ST No. 3 *Sir Haydn* returned to passenger service on May 14, the 67th anniversary of the line becoming the world's first preserved line.

No. 3 was built at Henry Hughes' Locomotive & Tramway Engine Works at Loughborough in 1878 and has been out of service since 2012, and from 2015 has been undergoing an overhaul at the Vale of Rheidol's workshops in Aberystwyth.

The former Corris Railway locomotive, which at the end of April this year celebrates its 140th birthday, has been going through a period of testing and running in.

The first heritage-era Talyllyn train was run from Tywyn Wharf station to Rhydyronen on May 14, 1951. An

annual event, known as Founders' Day, includes a re-enactment of the cutting of the tape originally performed by the first chairman of the Talyllyn Railway Preservation Society Bill Trinder.

Sir Haydn did not participate in that first day, but had arrived at Tywyn by that time.

For this year's celebration, No. 3 hauled a special train for some of the railway's regular donors who are members of the Heart of Gold club, which provides additional financial support to the line.

Society chairman Ian Drummond said: "Founders' Day is an occasion that enables us to remember all those who have given of their time and talents to keep this railway running through the

years. This year it was made particularly special by the return to service of *Sir Haydn*."

Eight days earlier, on Sunday, May 6, the RAF Centenary Baton came to Tywyn Wharf station to meet with ex-RAF locomotive No. 6 *Douglas*.

The baton is on a nationwide tour that started on April 1, and will finish in London at the official RAF100 celebration on July 10. It arrived at Wharf station, having been carried from the RAF Museum at Cosford by members of the RAF Cosford Motorcycle Club.

At Wharf station it was greeted by members of the local RAF Association. Following its time at the station the baton was then taken to the former

military camp at Morfa, site of a wartime RAF airfield, before the it was carried by bicycle by members of the RAF Cycling Association to the foot of Mount Snowdon.

Marking its own centenary year, *Douglas* will appear on static display at the RAF Cosford Air Show on Sunday, June 10, and will also visit the North Yorkshire Moors Railway for its September 28-30 autumn steam gala and October 12-14 for the RAF-themed Railway in Wartime weekend, on both occasions travelling the line on a flat wagon. It will be reunited with former Talyllyn general manager Chris Price, himself an ex-RAF serviceman, who is now the NYMR's general manager.



Welcome home: *Sir Haydn* back in action on the Talyllyn Railway. TR

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



Blue-liveried former RAF locomotive No. 6 *Douglas* welcomes the RAF Centenary Baton. TR

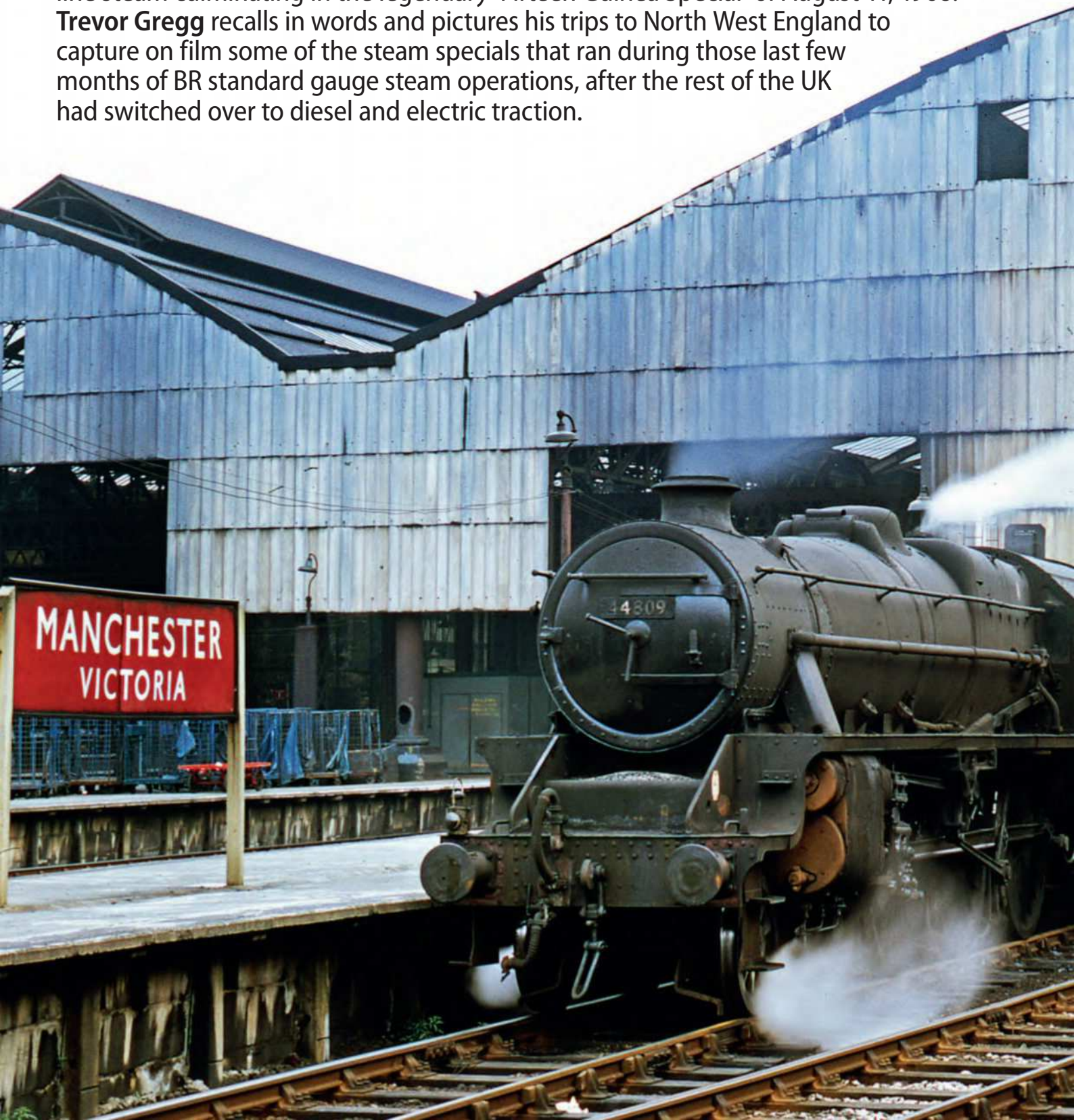
END OF BR STEAM

SEEKING OUT

STEAM'S LAST

The big anniversary this summer is the 50th anniversary of the end of British Rail main line steam culminating in the legendary 'Fifteen Guinea Special' of August 11, 1968.

Trevor Gregg recalls in words and pictures his trips to North West England to capture on film some of the steam specials that ran during those last few months of BR standard gauge steam operations, after the rest of the UK had switched over to diesel and electric traction.



STANDS



An army of lineside photographers travelled to the North West in the final months of BR main line steam to capture as much of it in camera as they could before it was all gone. LMS 'Black Fives' were at the fore in those twilight months. Here, LMS 'Black Five' 4-6-0 No. 44809 stands at Manchester Victoria on June 15, 1968, just two months away from the official end of steam on the national network. T OWEN/COLOUR RAIL

The closure of Carlisle Kingmoor (12A) at the end of 1967 marked a big change in my ability to see and photograph BR steam workings. Carlisle was relatively easy to reach from my home in Blyth – a short bus trip to Newcastle and then a train journey along the Tyne Valley.

By then, steam haulage had vanished from the Eastern, Western and Southern regions. At the beginning of 1968 steam workings were essentially confined to the Lancashire area bounded by Carnforth to the north, Liverpool to the south, Manchester to the east and Blackpool to the west.

Day trips to Manchester were possible but anything further west or south required an overnight stay. I had just finished school and as I was now a student my time and funds were somewhat limited.

I knew that steam operations would cease on August 4 and I had already decided that for the last week I would take a holiday based in Preston to see and experience the end of steam. For the months leading up to this holiday my plan was to try to see some of the numerous specials organised to mark the end of BR steam operations.

The year started off very slowly without any steam photographic activities. At the end of January I was photographing the last days of passenger services on the Aln Valley branch in Northumberland. This trip was followed by my first visit to Keighley on March 23 to see the progress on the reopening of the Worth Valley branch as the Keighley & Worth Valley Railway. The visit was also to see the arrival at Keighley of LNER A3 Pacific No. 4472 *Flying Scotsman* that, in its fifth year of private ownership, was working 'The Bronte' railtour.

It was the weekend of April 20 before my first 1968 foray after main line steam, when there were two specials working on the Saturday.

Last remaining Britannia

The first special was the Railway Correspondence and Travel Society 'Lancastrian No. 2 Rail Tour' that featured Liverpool Edge Hill's (8A) LMS 'Black Five' No. 45156 *Ayrshire Yeomanry*, the last survivor of just four 'Black Fives' that were given names. The engine was working on the section between Liverpool to Wigan and then onwards to Fleetwood.

The last remaining Britannia Pacific, No. 70013 *Oliver Cromwell* that, after the closure of Kingmoor, was now a Carnforth (10A) engine, was then to work the train from Fleetwood to Windermere and back.

The second tour that was to run on the Saturday was a joint venture between the Manchester Rail Travel Society and the Seven Valley Railway Society and this was the 'North West Steam Tour'. This tour was to feature double-headed 'Black Fives' on the section from Stockport to Chinley, Romiley and Stalybridge. At Stalybridge two BR Standard 5MTs were then to take over for the journey to Bolton, where a Stanier 8F would replace them for the journey back to Stockport. I had decided that with some careful planning I should be able to see and photograph these tours at a number of locations.

Early on Friday, April 19, together with a fellow steam enthusiast, I set off by bus from Blyth for the journey to Newcastle. We had booked some bed and breakfast



Britannia Pacific No. 70013 *Oliver Cromwell* crosses Entwistle Viaduct with British Rail's (Scottish Region) 'Grand Rail Tour No. 5' on June 1, 1968. This locomotive ran up to the end of BR steam haulage on the main line, taking part in the 'Fifteen Guinea Special' 10 weeks later.



No. 70013 *Oliver Cromwell* stands over the ash pits at Lostock Hall on April 19, 1968.

accommodation at Preston, as it would not be possible to see both of these specials and get back to Blyth in one day.

At Newcastle we joined a train for Liverpool, which got us into Manchester Victoria just before lunchtime. I had found from my previous visits to Manchester that at Victoria station it was normal to find at least two steam locomotives, which were there for shunting and banking duties. Banking assistance was required for heavy trains climbing up the 1-in-59 gradient out of Victoria station up to Miles Platting.

On this occasion there was only one locomotive to be seen, it was 'Black Five'

Right: Stanier 8F No. 48773 makes a spectacular departure from Bolton with the 'Lancastrian Rail Tour' on April 20, 1968. Built by North British in 1940, the following year it was requisitioned by the War Department and sent to the Iranian State Railways, where it was involved in a collision with a camel. After service in Egypt, it was repatriated to and initially used on the Longmoor Military Railway, before entering BR stock in 1957. During its last few years of service, No. 48773 had a diagonal yellow stripe painted on its cab-side to indicate it was unable to operate south of Crewe, as its top feed was deemed to be out of gauge under the new 25kv AC overhead electrification. It hauled its last BR train on August 4, 1968 and was subsequently bought by the Severn Valley Railway. Currently out of ticket, it is on static display in the Engine House museum and visitor centre at Highley.



No. 44818, so I assumed the other one had set off on its banking duties. We had just over an hour in Manchester before our train to Preston, so we decided on a very swift look into Newton Heath sheds (9D). The sheds were quiet, certainly not as busy as on some of my previous visits. Two 'Black Fives' were in the shed mouth and a further three were in the yard outside.

Hauling a mail train

We took some photographs including one of 'Black Five' No. 44884, which came past the sheds hauling a mail train. We were then hurrying back to Victoria station to catch our train to Preston.

Getting off the train at Preston we found 'Black Five' No. 45025 (now preserved on the Strathspey Railway) shunting a parcels train. We took a few photographs before we boarded a train for Liverpool Exchange for the short eight-minute journey to Lostock Hall station. Lostock Hall sheds were our objective and we were soon wandering around taking numbers and photographs. In the sidings adjacent to the main sheds there were lines of withdrawn locomotives – a common sight at steam sheds.

Just after 3pm there was the familiar sound of a Britannia whistle and No. 70013 *Oliver Cromwell* arrived, presumably travelling light engine from its home shed of Carnforth, in

Withdrawn locomotives awaiting their fate at Lostock Hall on April 19, 1968.





readiness for the railtour duties the following day. Standing outside the sheds was a very run-down-looking 9F minus a numberplate. This was Speke Junction's (8C) No. 92069, which had only two weeks left before being withdrawn. The 9F then set off from the sheds and came back through Lostock Hall station two hours later hauling an oil train.

The next two hours were spent near Lostock Hall station taking photos of steam-hauled freights that passed by. They included another Speke Junction 9F, No. 92054, also minus numberplate on a mixed freight. There was a 'Black Five'-hauled freight train, with Lostock Hall's No. 44971 and then two freight trains

hauled by 8Fs, Rose Grove's (10F) No. 48323 and Speke Junction's No. 48421.

Photographing evening steam

It was 8pm when we eventually got back to Preston station and headed off to find our accommodation for the night, which we found was very conveniently situated, being only a short walk away. We checked in and left our very limited luggage and then found a nearby 'chippy' for some fish and chips. We were then back to Preston station to try to photograph some evening steam. Carnforth's 'Black Five' No. 44709 arrived on the evening parcels from Barrow, a regular steam working that I

had seen during my camping coach holidays at Grange-over-Sands in 1966 and 1967. This working, 1P92, was booked for a Carnforth engine and continued right up to end of steam.

Then, just after 10pm, Lostock Hall's 'Black Five' No. 45025 arrived on the 1P02, the 8.55pm Manchester Victoria to Heysham, 'The Belfast Boat Express', although sadly without a headboard. We were quite lucky, as only two weeks later No. 45025 hauled the final steam working of this train. With a couple of brief time exposure photographs taken, it was back to our B&B for some sleep.

The next morning we had a hearty breakfast (as we did not know when we would be eating



Banking engines 'Black Fives' Nos. 45310 and 44910 stand at Manchester Victoria on April 20, 1968.



LMS 'Black Five' 4-6-0 No. 45156 *Ayrshire Yeomanry* leaves Wigan with the 'Lancastrian Rail Tour' on April 20, 1968.



No. 70013 *Oliver Cromwell* arrives at Lostock Hall on April 19, 1968.



BR Standard 9F 2-10-0 No. 92054 at Lostock Hall station with a mixed freight on April 19, 1968.



BR Standard 5MT Nos. 73134 and 73069 arriving at Bolton with the 'Lancastrian Rail Tour' on April 20, 1968.

Enthusiasts surround BR Standard 5MT 4-6-0s Nos. 73134 and 73069 at Bolton with the 'Lancastrian Rail Tour' on April 19, 1968.



next), before we set off back to the station to find No. 44878 undertaking some shunting duties. We joined a train heading south on the main line to take us on the journey to Wigan North Western station. Leaving the station, we walked a short distance north, looking for somewhere to take a photograph. We found a location near some playing fields that gave us a reasonable view of trains on an embankment heading north out of the station.

We did not have long to wait, as at 9.45am an immaculate No. 45156 *Ayrshire Yeomanry* appeared heading the 'Lancastrian No. 2' tour. It was a beautiful sunny morning and the superbly turned-out 'Black Five' looked great. It was then a brisk walk to Wigan Wallgate station to take a train to Bolton and on to Manchester. At Manchester we headed for Piccadilly station to join a train that would take us on a 20-minute journey to Romiley, where we hoped to see the MRTS/SVRS 'North West Steam Tour' on the section between Stockport and Stalybridge.

Arriving at these locations for the first time and with very little time to spare it was always very difficult to find a good photographic location. The one we found on this occasion was not great, but it still gave us a reasonable view of the train. It arrived just after noon



with Bolton's (9K) No. 45110 leading Heaton Mersey's (9F) No. 44949.

Dash across to Victoria

It was then back to Piccadilly and a dash across to Victoria, where we found No. 44890 in the station. Another photograph was taken and we were back on a train to Bolton. There we were hoping to see the 'North West Steam Tour' again and the changeover of locomotives.

Just outside of Bolton Trinity Street station we found a footbridge that gave us a good view of trains coming into Bolton from Blackburn. At 3.55pm the tour arrived and it was with two of Manchester Patricroft's Standard 5MTs on the front, Caprotti No. 73134 leading sister engine No. 73069. A photo was taken from the bridge and then we rushed back towards the station to see the changeover of locomotives.

We had already seen Bolton's 8F No. 48773 standing outside the sheds and as it was in a very clean condition we assumed this was to be the locomotive to replace the two Standards. We found some sidings alongside the station that gave us some good views of the locomotive changeovers. However, with so many enthusiasts wandering around, it proved to be quite difficult to get some photographs.

It was a very quick turnaround and as we



Almost at the end of its short working life, Speke Junction shed's BR Standard 9F 2-10-0 No. 92069 is seen at Lostock Hall on April 19, 1968.

BR Standard 5MT 4-6-0 No. 73069 banking the 1T85 'Two Cities Limited' up to Miles Platting on June 23, 1968. This tour was run by the Locomotive Club of Great Britain's North West branch.

had guessed it was No. 48773 that was now going onto the front. The tour was already running late and at 4.05pm No. 48773 made a spectacular departure with superb sound effects, slipping wheels and huge plumes of smoke. It was then back to the station and onto a train to take us back to Manchester Victoria where we found 'Black Fives' Nos. 45310 and 44910 standing together waiting for any required banking duties. 'Black Five' No. 44980 then arrived on a parcels train and our final photograph of the day was taken from our 6pm train to Newcastle of another Patricroft Standard 5MT, No. 73157. It was nearly midnight when we arrived back into Blyth. We were both very weary and tired but very happy with our weekend trip.

My next steam outing was very near home, on May 25 to see *Flying Scotsman* just north of Morpeth working the 'Forth Bridge Flyer'.

In search of steam

On June 1, my friend and I set off on our next trip to Manchester in the search of steam. This time it was a day trip to see a BR Scottish Region tour, the 'Grand Rail Tour No. 5'. The tour was to start at Edinburgh Waverley and travel via Carlisle to Carnforth, where *Oliver Cromwell* would take the train south to Preston, Bolton, Manchester Victoria and then to Guide Bridge.

At Guide Bridge one of the overhead electric locomotives was to take the train over the Woodhead route to Sheffield and back. 70013 would then take over to take the train back to Bolton and then on to Blackburn and Hellifield. With a diesel on the front, the tour would make its way back to Scotland via the Settle and Carlisle route and on to Edinburgh via Dumfries, Kilmarnock, Stirling and Alloa.

Our plan for the day was to photograph *Oliver Cromwell* climbing the 1-in-59 bank out of Manchester Victoria to Miles Platting. We would then travel to Bolton, change onto a Blackburn train and then get off at Entwistle to get another photograph of No. 70013 on the climb up to Darwen.

We had decided not to have a crack of dawn start from Blyth and our train from Newcastle did not get us into Manchester Victoria until just before noon.



There were two 'Black Fives' in the station Newton Heath's No. 45206 and No. 45156 *Ayrshire Yeomanry*, now a Patricroft engine following the closure of Edge Hill sheds.

We set off from Victoria station with the aim of getting up towards the top of the bank to Miles Platting and to look for a good vantage point from which we could take some photographs.

Unfortunately, we had not got the correct times for the tour, as we suddenly heard the sound of a Britannia whistle and the crisp exhaust note of *Oliver Cromwell* setting off out of Victoria. It was a mad dash to try to find a vantage point from which to take a photograph but all around us were high walls!

I did manage a photograph but not a very good one and it was certainly not what I had planned, particularly when it was such a beautiful sunny day. No. 70013 came past and then we could see it was 'Black Five' No. 44884 at the rear giving banking assistance. For future reference we then continued to walk towards Miles Platting.

We found a good location for future photographs and I took a photograph of a DMU coming up the bank – what a disappointment! Very dejected, we headed back to the station to find No. 44884 had returned from its brief banking duty and was standing together with sister engine No. 45206.

It was then onto a train for Bolton, a change onto a train for Blackburn and we arrived at Entwistle just after 3pm. I was immediately impressed

with the scenery – it was certainly a beautiful area, looking at its best in the warm afternoon sunshine. The gradient through the station was 1-in-77, so even though it was warm there was a good chance of some exhaust from the locomotive.

An impressive viaduct

There were four tracks, two going either side of the island platform and two fast tracks. A very pretty gantry-mounted signalbox spanned the two fast tracks, although it appeared these were all now out of use. The four-track formation continued for some distance further north towards Sough Tunnel.

To the south of the station the four-track formation changed to two, which then went over an impressive viaduct spanning the connection between the Wayoh and Turton reservoirs. From a farm track overbridge just south of the station I took a photograph of what I thought was a DMU parcels set coming up the bank, then Rose Grove's (10F) 8F No. 48257 appeared on a parcels train heading down the bank to Bolton.

We decided the photograph to take would be of the special crossing the viaduct and just after 4pm, *Oliver Cromwell* arrived. This time we managed to get quite a good photograph and there was some exhaust from the locomotive. We then retraced our journey back to Manchester Victoria just in time to catch our 6pm train back to Newcastle.

It had certainly been a day of mixed fortunes but we decided that we must have another go

Unidentified LMS 'Black Five' 4-6-0s at Newton Heath sheds on April 19, 1968.





'Black Five' No. 45156 Ayrshire Yeomanry at Manchester Victoria on June 1, 1968. Built by Armstrong Whitworth in 1935, it was one of only four examples of the 842-strong class to carry a name in service. It lasted until the end of steam operations in August 1968 and was cut up by scrap merchant Wards, Beighton in December that year.



The future is here, much to the dismay of the armies of lineside spotters and photographers of the day – a DMU parcels unit approaches Entwistle from Bolton on June 1, 1968.

at photographing a steam locomotive climbing the bank to Miles Platting.

We did not have to wait very long, as three weeks later we were back for another attempt. This was Sunday, June 23 to see the Locomotive Club of Great Britain (North West Branch) tour 'The Two Cities Limited'.

It was a circular tour from Liverpool to Manchester and involved a run both down from and up to Miles Platting. The tour was booked to be hauled by a 9F throughout and the prospect of seeing a class member working up the bank, possibly unaided, was very appealing. However, I was later to discover that the last surviving 9Fs had just been withdrawn at Carnforth.

The Sunday service from Newcastle to Manchester was not that good, but in essence

this was a trip for one photograph, to remedy the one that got away.

We arrived into Manchester Victoria just after 1pm to find Carnforth's 'Black Five' No. 45394 standing at the front of a parcels train. We took a photograph before we set off on our walk towards Miles Platting and to the very location we had found two weeks earlier.

Nice surprise

The tour was due at 3pm but it was not until 4.30pm that we saw signs of steam as the tour departed from Victoria station.

We then got a nice surprise, as it was not a 9F that we found but an 8F with a banking engine at the rear instead. As it came closer we found that it was Patricroft's No. 48033, almost at the end of its working life, as it was

withdrawn a week later when Patricroft sheds were closed.

It made a nice sight and sound and as the banking engine came into view we were surprised that it was not the normal 'Black Five' but instead another Patricroft engine, this time BR Standard 5MT No. 73069. With the photographs taken we set off back to Victoria and to take our train back to Newcastle.

Although we had only been in Manchester for a few hours it was quite noticeable the reduction in the numbers of steam locomotives that could be seen when compared to our earlier visits.

The end of steam was rapidly approaching but we would be back on July 27 to witness the final week of BR steam operations, which were to come to a close on August 4.

HR

BOOKWORLD wholesale

www.bookworldws.co.uk

• Tel: +44 (0)1299 823330
• Fax: +44 (0)1229 829970
• Email: info@bookworldws.co.uk
• www.bookworldws.co.uk

• Postage (UK) 1 Book £2.50 - 2 Books or more £4.75
• Major credit cards accepted & cheques payable to: Bookworld Wholesale Ltd
• Bookworld Wholesale Ltd, Unit 10 Hodfar Road, Sandy Lane Industrial Estate, Stourport-On-Severn, Worcestershire DY13 9QB

Lost Lines: Railway Treasures.

Most of the books 400 colour photographs have never been published before and it includes a treasure trove of maps, tickets and other items of railway ephemera. This book will delight not only railway enthusiasts but will appeal to a much wider cadre of readers with an interest in the British countryside and our transport and industrial heritage. **£25.00**



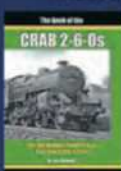
ABC British Locomotive Shed Directory and Allocations 1962.

Spring 1962 Locoshed Book with all shed allocations for all British Railway locomotives, together with the 1962 Shed Directory, which gives a complete guide to all the main line locomotive sheds and works in Great Britain at this time. **£11.00**



The Book of the CRAB 2-6-0s.

The story begins with the Crabs as a new concept at the time of the Grouping; a powerful modern Mixed Traffic loco intended as the precursor of a standard range and how the concept turned to dust in early LMS internal machinations. **£28.95**



ABC British Railways Locomotives Combined Volume Summer 1960.

In addition to the 'Summer 1960 Combined Volume', this reprint also includes the 'Summer 1960 Locoshed Book'. The Locoshed Books were also highly sought after by enthusiasts. Hardback, 360 pages, over 50 illustrations. **£13.50**



British Steam Military Connections.

Southern Railway created a 'Battle of Britain' class of locomotives, which were named in recognition of Battle of Britain squadrons, airfields, aircraft and personnel. **£25.00**



ABC British Railways Locomotives Winter 1962/63.

This combined volume covers all the locomotives on the books of British Railways in the winter of 1962/3. The balance of motive power on the network was shifting irrevocably at this time and though there were still large numbers of steam locomotives in service, diesel and electric traction was making significant inroads on their numbers. **£13.50**



Locomotive Builders of Leeds.

The history of commercial railway locomotive manufacture in the Leeds is a fascinating story, covering a period of nearly two centuries, which commenced during the Napoleonic period and only came to an end in 1995. **£30.00**



Nameplates. The Story Behind The Names.

This book takes a look at around 100 names and digs a little deeper to come up with the stories behind them, accompanied by a close-up of the nameplate and a shot of the loco or unit in action **£14.99**



The Final Few Years Of British Steam Part One.

293 black and white and 37 colour photos. Paperback. An enthusiast's recollection of exploits and adventures while following the decline of steam on British Railways. Part one Summer 1958-Summer 1966. **£19.99**



The Final Few Years of British Steam Part Two.

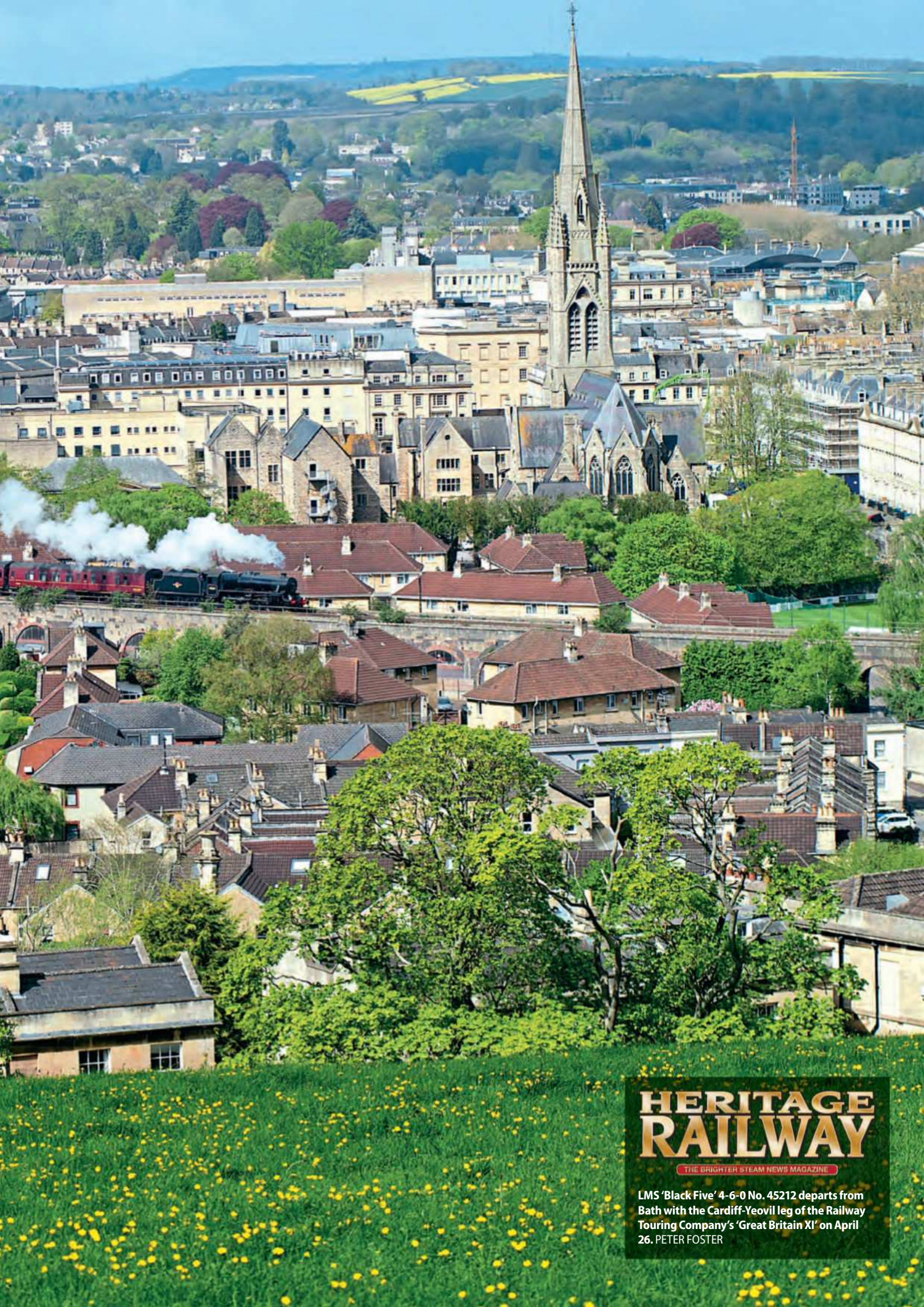
An enthusiast's recollection of exploits and adventures while following the decline of steam on British Railways. Part two Summer 1966 - Summer 1968. **£19.99**



BOOKWORLD
wholesale

www.bookworldws.co.uk





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

LMS 'Black Five' 4-6-0 No. 45212 departs from
Bath with the Cardiff-Yeovil leg of the Railway
Touring Company's 'Great Britain XI' on April
26. PETER FOSTER

Maunsell mogul's inaugural main line passenger trip

By Cedric Johns

THE penultimate leg of RTC's 'Great Britain XI' nine day tour was notable for the fact that the train was joined by SR U class 2-6-0 No. 31806 making its main line debut in a passenger hauling capacity.

The Swanage based engine, which had gained its main line ticket a couple of weeks before joining 'GB XI', had travelled light from Wareham to Yeovil via Weymouth to work in top and tail fashion with LMS 'Black Five' 4-6-0 No. 45212.

On the day concerned, April 26, the mogul travelled without a support coach because as James Cox, Swanage Railway's locomotive, carriage and wagon superintendent said, the engine was in easy reach by road should the unexpected happen.

So, having reached Weymouth the engine returned via Bincombe Tunnel en route for Yeovil Pen Mill passing Dorchester West and Maiden Newton thence the climb up to Evershot summit. Having arrived at Pen Mill the 2-6-0

reversed for the short journey to Yeovil Junction where it was stabled in the Yeovil Railway Centre's yard loop alongside the shed.

Worked by 'Black Five' 4-6-0 No. 45212, RTC's tour arrived roughly an hour later pulling into Yeovil Junction station's platform three. When passengers had alighted the stock was pushed back for stabling.

Turned on the turntable

Detached, the 4-6-0 and support coach ran back into platform four where having uncoupled the coach, the 'Black Five' was turned on Yeovil's turntable in readiness to join what was to be the rear end of the train.

Meanwhile a third engine entered into the manoeuvring of stock, the railway centre's resident 0-4-0ST *Lord Fisher* shunting the support coach to rejoin the 4-6-0.

No. 31806 came out of the yard to head 'GB XI' to Weymouth from Pen Mill, the 'Black Five' now at the rear – heading

the ensemble back to the former Great Western station prior to departure for the Dorset coast.

So, having reassembled the train, the 2-6-0 made its passenger-hauling debut taking the tour from Yeovil to Weymouth via Yetminster and the even steeper approach 1-in-51 to Evershot with perhaps a little assistance from No. 45212.

In the final act, the 'Black Five' worked the train from Weymouth via Dorchester South to Wareham with the mogul acting as banker up through Bincombe, the engine working tender first at the rear.

Tender first? This was probably the first time that an engine had made a main line debut – or at least part of it – working tender first at the rear of a passenger train.

That said the mogul had the last laugh as when having arrived at Wareham the 2-6-0 – now at the front end – hauled the train plus the 4-6-0 back through Worgret Junction to Swanage via Corfe Castle.

Following a night stop, 'GB XI' departed

behind the 4-6-0 on its final leg back to London Victoria travelling by way of Poole, Bournemouth, Southampton, Netley, Fareham and the Portsmouth direct line to Guildford and Woking.

Delight of passengers

Apart from A4 No. 60009 *Union of South Africa* not being available during the tour, RTC had successfully pulled off another nine-day trip around the UK much to the delight of passengers and linside photographers alike.

Since the tour, James Cox has said that No. 31806 is available for hire to railtour promoters and indeed, it has been whispered that RTC may use the 2-6-0 to work some of its Dorset coast summer trains.

By coincidence both the 2-6-0 No. 31806 and the 'Black Five' No. 45212 were fitted with the latest version of Arrow Vale OTM-R which includes additional features when compared with earlier systems fitted to the majority of main line locomotives.

£10 ticket? Then it pays to join us

SINCE the word has spread – helped by a mention on these pages – that *Duke of Gloucester's* members are being offered a seat on the 4-6-2's loaded test run next year for just £10, interest in the unique three cylinder 8P locomotive has surged.

Yet some non-member enthusiasts claim that it is unfair that they cannot be considered for what will be a headline-grabbing trip.

The 8P Trust's chairman, Trevor Tuckley described the reaction of non-members as 'unbelievable'.

"It makes you wonder if these people can read," he said. "Surely we made it clear that the offer is made as an appreciation of our membership's support in helping to fund the cost of the Duke's overhaul."

He might have added that in the West Midlands, a group of members is not only supporting the overhaul financially, but they also turn up

on a regular basis to play an active role as part of a team carrying out work assisting Tyseley's engineers progressing the 4-6-2's return to the main line and its future long term involvement with Vintage Trains.

In summary the message from the 8P Trust to those non-members keen to get their hands on a ticket for £10 is sign up, become a member and enjoy the various benefits that membership will provide when the Duke returns to steam.

In the meantime the locomotive's wheelsets roller bearings are being closely scrutinised for 'square corners' before the frames become a rolling chassis.

Looking ahead, the trust will be attending Tyseley's open weekend June 30-July 1 when the Duke's boiler will be carrying a special headboard to mark the locomotive's future association with Vintage Trains.

50 years of Tyseley open weekends

TYSELEY Locomotive Works is to hold an open weekend of September 29/30 to celebrate 50 years of the venue's open days, to the exact weekend.

In 1968, when British Railways finished with steam main line steam haulage and running over the national network

was not allowed, Tyseley instituted the first in a series of bi-annual open days with steam shuttles running on the goods loop.

A larger event than usual is being arranged with visiting locomotives and additional family attractions.



The Glasgow Queen Street station arch on view again. HUGH DOUGHERTY

Glasgow Queen Street roof arch on view again

By Hugh Dougherty

THE historic southern aspect of Glasgow's Queen Street station roof arch is on view again for the first time in over 50 years, as demolition of Consort House, once the headquarters of Strathclyde Passenger Transport, goes on as part of the station's £100 million makeover.

The cast-iron roof was designed by the North British Railway's civil engineer James Carsewell and was built in 1880 by P & W MacLellan, whose Glasgow-made ironwork, including station roofs, canopy columns and lattice footbridges, is still to be seen across the British and Irish railway networks, and worldwide, especially in former British colonies.

Passers-by have been stopping to watch the tricky demolition and to admire the emerging, 138-year-old, glazed arch which sits alongside the former North British Railway Hotel, now the Millennium Hotel on George Square.

However, despite pressure from heritage and conservation groups, the arch's southern aspect will disappear again behind new buildings when the station renewal is complete in 2019.

The scale and grace of the Victorian engineering of Queen Street station roof can also be appreciated inside the station which recalls the opening of the original station on the site by the Edinburgh & Glasgow Railway in 1842.



On its first run over Shap since restoration, SR Merchant Navy Pacific No. 35018 *British India Line* passes Hardrigg on the climb to Grayrigg with the Railway Touring Company's 'Cumbrian Mountain Express' on May 12. DAVE HUNT

Storm in a Settle & Carlisle water column

By Cedric Johns

NEWS that West Coast has been using Merchant Navy 4-6-2 No. 35018 *British India Line* over the Settle & Carlisle route to avoid taking water at Appleby appears to be something of a storm in – or over – a water column.

The column, originally funded locally, is now being leased by the Main Line Steam Locomotive Operators' Association which is charging a 'commercial' rate for every top up.

Faced with the prospect of having to pay every time one of its engines stopped for a 'water splash' Carnforth's

management refused to comply, calculating that the 'Merchants' 5000 gallon tender tank would cope with a top up at Hellifield.

Steam section

To make a point, West Coast booked No. 35018 to work the steam section of its 'Dalesman' trip from York to Carlisle, May 8, and RTC's 'Cumbrian Mountain Express' over the Carnforth-Shap-Carlisle-Settle-Farington Junction section on May 12.

Since the water column issue was raised, West Coast has assessed mileages involved and reckons that most if not all

its engines based at Carnforth can get by, using the Hellifield facility.

Indeed, on Tuesday, May 15 LMS 8F 2-8-0 No. 48151 handled the 'Dalesman' train which had run diesel hauled from Chester to Carlisle then over the Settle and Carlisle line with the 2-8-0.

As is the norm West Coast had not revealed which engine would be used for the 'Dalesman' on May 22 as we closed for press nor on the Lancaster-Carlisle 'Fellsman' on May 29. However, 'Jubilee' 4-6-0 No. 45699 *Galatea* was named for RTC's 'Hadrian', the engine joining the train at Hellifield for Carlisle and return.

Most importantly perhaps is news that *British India Line* is reported to be in fine fettle. With front end steam escaping issues sorted the 4-6-2 has put up some sparkling performances during the Bulleid's more frequent main line appearances.

Home metals

Hopefully, the engine will be released to move south to head excursions on its home metals in the not too distant future. Imagine the 'Merchant' following the well-worn route of the 'Atlantic Coast Express' tackling Honiton on its way to Exeter and who knows where.

Blue King 'blasts' successfully

GREAT Western 4-6-0 No. 6023 *King Edward II's* recent visit to the Severn Valley Railway proved not only to be an attraction for visiting enthusiasts but more importantly it provided a useful opportunity for testing the 4-6-0's improved blastpipe arrangements.

According to Great Western Society chairman Richard Croucher, the engine – and the redesigned blastpipe – performed well under loaded test.

With something like 385 tons behind the drawbar – similar to Great Western loadings out of Exeter to Plymouth via Dainton and Rattery – the King managed sure footed restarts on the valley's steepest gradients.

Now visiting the Gloucestershire Warwickshire Railway, the 4-6-0 will afterwards spend the summer working on the Dartmouth Steam Railway.

By mid-June, probably around June 15, the 4-6-0 will be loaded

for a journey direct by road to the railway's Churston shed.

Once in service, the line's 1-in-60/66 gradients should provide the finishing touch to the King's new blastpipe design during the 4-6-0's stay which will last until early September.

Will No. 6023 eventually go main line?

There are two answers to the question. The first is that discussions are taking place with Network Rail with a view to establishing (limited) routes over which the engine will be able to operate in its present form.

If that avenue proves to be closed, consideration will be given to the task of reducing the width of the King's two outside cylinders when its boiler ticket expires in two years' time.

"Yes", said Richard, "our aim is to take the King onto the main line in the future. It's simply a question of time."

'Torbay Express' changes

AS IS the nature of the railtour business, changes of necessity have been made to the line-up of 'Torbay Express' Bristol-Kingswear holiday trips which begin this month, Sunday, June 3.

As noted earlier this year, Bulleid 4-6-2 No. 35028 *Clan Line* gets the season started by departing Temple Meads calling at Bath, Trowbridge, Westbury, Taunton and Exeter St David's en route to Paignton and Kingswear.

The first change affects the 'Express' which was dated for Sunday, June 17, routed out of Bristol via Weston-super-Mare and Taunton.

This in effect has been cancelled and replaced with the 'Cornishman' which, hauled by *Clan Line*, is planned to run from Bristol to Par via Dainton and Rattery.

This, as previously noted, will be the first occasion that a Merchant Navy will have crossed the River Tamar into Cornwall.

After leaving Temple Meads this train picks up at Weston-super-Mare, Yatton, Taunton and Exeter St David's giving passengers the choice of alighting at

Plymouth, Liskeard, Bodmin Parkway and or Par.

The Bulleid 4-6-2 is back in Torbay action on Sunday, July 15 when the 'Express' is once again routed out of Temple Meads stopping at Bath, Trowbridge, Westbury, Taunton and Exeter St David's.

Originally booked for haulage by A1 4-6-2 No. 60163 *Tornado*, the remainder of the 'Torbay Express' programme will now be in the hands of A4 No. 60009 *Union of South Africa*, the engine probably covering new ground during its turns heading trains south-west.

First up for the A4 is a Bristol departure Sunday, July 29, the 'Express' taking the old Bristol & Exeter line calling at Weston-super-Mare, Yatton and Taunton.

This train is followed by the 4-6-2 taking the same route to Paignton and Kingswear, Sunday, September 2.

The final departure from Temple Meads, on Sunday, September 16, sees the A4 routed via Bath, Trowbridge, Westbury, Taunton and Exeter St David's.



Class 33 D6515 heads a London train at Swanage in the summer of 1966. ANDREW PM WRIGHT COLLECTION



For the first time since 1968, Class 73 electro-diesels hauled a 4TC set between Swanage and Wareham. Nos. 73133 and 73136 are seen passing Corfe Castle on May 13. ANDREW PM WRIGHT

Left: Class 33 D6515 *Lt Jenny Lewis RN* at Wareham with the return 'Purbeck Explorer' trip to London on May 13. ANDREW PM WRIGHT

Capital success for Swanage 33

By Robin Jones

THE Swanage Railway's Class 33 D6515 *Lt Jenny Lewis RN* has made history twice over in London.

On Sunday, April 29, it became the first class member to haul a passenger train over part of the London Underground system, and on Friday, May 11, it hauled the special four-coach 'Purbeck Explorer' Swanage Railway charter train from London's Ealing Broadway station to Swanage.

The April 29 trip was organised jointly by London Transport Museum, London Underground, GB Railfreight, Chiltern Railways and the Buckinghamshire Railway Centre at Quainton Road. The special train (reporting number 746 on London Transport and 1Z33 / 1Z20 / 5Z20 on Network Rail) comprised D6515, Class 20s Nos. 20142 *Sir John Benjamin* and Nos. 20227, plus London

Transport Museum's go-anywhere Southern Region 4TC carriage set.

This set was converted in York during 1966 for the Bournemouth to Weymouth line from the end of steam traction in 1967 to the electrification of the line in 1988, and later restored by the Covent Garden museum.

Metropolitan Line

The Class 33 was used for the tour in order to help power up ETH on the train. In order for it to be allowed to run over the Metropolitan Line, it had to be fitted with trip cocks. Gauging tests were carried out at Watford in case the train was diverted.

Starting from Neasden depot at 9.41 am, the special ran empty to Wembley Park platform 1, arriving eight minutes later for the passengers to board. It then ran to Amersham via Harrow-on-the-Hill. At Amersham,

the London Underground crew was replaced by a GB Railfreight one, for the part of the journey over Network Rail metals in the form of the Great Central & Metropolitan Railway Joint Line.

The special arrived at Aylesbury at 11.11 am, and then ran via Quainton Road to Claydon Junction, where the train reversed.

On the return journey, it stopped at Quainton Road, where passengers alighted for a special ceremony. Network Rail chairman Sir Peter Hendy officially named No. 20227 *Sherlock Holmes*, and gave it the number 8, remembering the Metropolitan Railway electric locomotives which carried the same name and number. Watched by Guy Marriott, president of the Sherlock Holmes Society, the locomotive was given a bespoke shed plate 221B, the fictional detective's house number in Baker Street!

The special departed from Quainton Road at 3.01 pm, ran through Aylesbury to Amersham – where the crews were changed again – and reached Harrow-on-the-Hill at 4.24 pm. There, it ran on to the Chiltern main line into Marylebone's Wall siding at 5.01 pm, which has no platform. It departed at 5.17 pm for West Ruislip, where the passengers disembarked at 5.33 pm, and returned to Ruislip depot at 5.45 pm.

Diesel gala

The Swanage Railway's May 11-13 annual diesel gala and beer festival saw more main line history made. Not only did 1960-built D6515 haul its first London to Swanage train since the summer of 1966, but two Class 73 electro-diesels – No. 73107 courtesy of GB Railfreight and No. 73133 courtesy of Transmart Trains – top-and-tailed the 4TC set between Wareham and



At Quainton Road station on April 29, watched by Sherlock Holmes Society president Guy Marriott (right), Class 20 No. 20227 is named *Sherlock Holmes* by Network Rail chairman Sir Peter Hendy. ANDY BARR



What's this – a stranger in our midst? Class 33 D6515 *Lt Jenny Lewis RN* climbs out the dip at London Underground's Wembley Park depot, with Metropolitan and Jubilee Line trains adjacent. ANDY BARR

Swanage for the first time since 1968, providing eight trains a day so that visitors could travel to the popular annual event at Corfe Castle by train from the main line at Wareham. During 1967 and 1968, Class 73s and 4TC sets formed through trains from London to Swanage.

Swanage Railway Company chairman Trevor Parsons, a volunteer signalman and train guard, said: "The 'Purbeck Explorer' revived the excitement and

expectation of travelling from the Capital to the coast in a 4TC carriage set hauled by a Southern Region Class 33 diesel locomotive. It was great to see the two Class 73 electro-diesels haul – and propel – a 4TC carriage set to Corfe Castle and Swanage for the first time since 1968, a year before British Rail stopped direct trains from London down to Corfe Castle and Swanage.

The other guest locomotives during the event were Class 20s Nos. 20007

and 20142 *Sir John Betjeman*, Class 35 'Hymek' No. D7017, Class 45 No. 45041 *Royal Tank Regiment*, Class 50s Nos. 50049 *Defiance* and 50031 *Hood* as well as Class 66 No. 66783 'The Flying Dustman' courtesy of GB Railfreight.

Push-pull fitted

D6515 and push-pull fitted Class 33 No. 33111 which hauled the last British Rail 4TC carriage set to Swanage on an enthusiasts' railtour in September, 1971,

just three months before the Purbeck branch closed, also took part.

The special train returned to London on the afternoon of May 13. D6515 and the 4TC set were later taken to the Seven Valley Railway

Now owned by the Class 71A Group, D6515 made a sad piece of Dorset railway history in May, 1977, when it was the last locomotive to run from Poole to Wimborne after the line closed to freight.

Number nine comes south

By Cedric Johns

CURRENTLY under firebox repair after pulling out of its involvement with 'Great Britain XI' A4 4-6-2 No. 60009 *Union of South Africa* will, says owner John Cameron, be ready to travel south to head a Steam Dreams' redated 'Cathedrals Express' to Cardiff on Thursday, June 14.

Departing Paddington the 'Express' is booked to call at Slough, Reading and Swindon, the train either routed via Chippenham and Bath or the Badminton line to Bristol.

Prior to that, 'Black Five' No. 45212 is down to work another Paddington departure on Sunday, June 10, with an 'Express' destined for Exeter, Paignton and Kingswear.

This will be an interesting trip in terms of a mix of motive power, the 4-6-0 most likely joining the train at Taunton on the down journey or working it back to Paddington at the end of the trip. Whichever, a diesel will come into play at one stage.

Passenger stops are given as Slough, Twyford, Reading, Hungerford and after covering the whole of the Berks & Hants line, Taunton and Exeter St David's.

Flying Scotsman comes into play on Monday, June 18, heading Steam Dreams' 'Lakes Express', a three day trip to the Lake District.

Long-awaited reappearance

Departing Victoria, the A3 takes the train to Preston – or possibly Carnforth – where passengers are taken to their respective hotels by road.

If all goes to plan, the return journey on Thursday, June 21, will see David Buck's B1 4-6-0 No. 61306 *Mayflower* make its long-awaited reappearance on the main line following a lengthy overhaul.

On Thursday, June 18, Clapham Junction is the departure point for a 'Cathedrals Express' travelling to Oxford and Worcester unusually via the Surrey Hills route. This may be a job for number nine, yet to be confirmed as we go to press.

From Clapham the 'Express' picks up

at Redhill, Dorking Deepdene, Shalford, Guildford, Farnborough North, Reading and Oxford.

Passengers travelling to or from Oxford are offered reduced fares.

It's back to Paddington on Sunday, July 1, for a day out to Warwick or Stratford-on-Avon. The A4 is booked for this trip which only stops at Beaconsfield en route.

The following Thursday, July 5, an 'Express' departs King's Cross for York diesel hauled. Steam – possibly in the shape of Bulleid 4-6-2 No. 35018 *British India Line* – comes on the train for the remainder of the outing taking in Durham and Newcastle.

Passenger stops are booked for Stevenage and Peterborough although doubtless enthusiasts wanting to join the train at York can do so.

Mayflower returns to the Steam Dreams' programme on Thursday, July 12, heading an excursion to Salisbury and Bath.

This is another Clapham Junction departure but taking an indirect route to the Roman City by travelling via stops at Leatherhead, Effingham Junction,

Guildford, and Haslemere.

Continuing along the Portsmouth line the train will probably travel on through Eastleigh, Romsey to Salisbury.

It's bucket and spade time for the next three departures, all heading for the seaside. First up, *Mayflower* heads east into Kent dropping passengers at Canterbury, Margate, Whitstable and Faversham on Thursday, July 19.

Down the main line

On Saturday, July 21, Bournemouth and Poole from Southend is the order of the day. Diesel hauled and picking up at Wickford, Shenfield and Stratford (London), steam – number nine – joins the train in west London.

The third train, leaving Paddington on Sunday, July 29, with either the A4 or 'Black Five' No. 45212 at the sharp end, stops at Slough and Reading before turning left for Reading West and a Basingstoke pick up.

From there the train heads down the main line passing Winchester, Eastleigh and Southampton for Bournemouth.

'Lizzie' latest

STEADY progress is being made on repairs to LMS 4-6-2 No. 6201 *Princess Elizabeth* since being moved from Butterley to Carnforth, with the aim of getting it back into traffic later this summer.

Updating Locomotive 6201 Princess Elizabeth Society members, chairman Clive Mojonniere circulated a whole shopping list of repairs completed or in the final stages, backed by encouraging news that a boiler lift was not necessary as first thought.

Dipping into the 'shopping list' reveals that washout plug holes insert has been made and inserted, new big end bushes machined and motion assembly has been started.

Other jobs include copper welding to the door plate lap, blast pipe casting and repairs to the blast pipe flange in the smokebox and the delivery of 125 new small tubes is further indication that work on the 4-6-2 is making satisfactory progress.

In one major step, a cold exam of the boiler has been completed by the Vehicle Acceptance Board inspector and as a result all recommendations and requirements are being adhered to as required.

There is no definitive date set for the engine's return to main line work but the owning group is anxious that the 4-6-2 will be earning passenger hauling revenue as soon as possible.

Clive said that the society will welcome new members – 'armchair' or active – to assist with the immediate and future welfare of the LMS express passenger engine.

For more details contact: www.6201.co.uk

Hosking's company moves in with Hornby

IN A brief statement, newly-formed company Locomotive Storage Limited has announced the acquisition of the former Hornby plc facilities in Margate, east Kent.

The statement continued by saying: "The Hornby Visitor Centre is the only current tenant and we are pleased that they will be remaining on the site."

Locomotive Storage intends to embark on a rolling refurbishment of the facilities and to engage in discussions with interested parties regarding potential uses. Jeremy Hosking, a director of Locomotive Storage Limited said: "We are delighted to have reached this agreement with Hornby plc after extended but friendly negotiations."

"Our group has a greatly expanded its asset base in recent years and

this site will greatly enhance our current facilities."

Full implications of this move have yet to be revealed although unconfirmed reports say one of the recently acquired Deltics and A4 No. 4464 *Bittern* are being transferred from Crewe to Margate.

Meanwhile on the train operating front, Saphos Trains continue to pull in the crowds anxious to travel behind steam at discounted ticket prices.

The 'North Wales Coast Express' departing Crewe for Holyhead on Saturday, June 2, is fully booked as is the 'Welsh Borders Explorer' on June 10 making a four hour trip from Crewe via Chester, Wrexham, Shrewsbury, joining the West Coast Main Line for the homeward run via Stafford.

Following that, three more trains

are sold out – the 'English Riviera Express' starting from Bristol calling at Bath, Bradford-on-Avon, Westbury, Frome and Taunton for Kingwear on Saturdays June 24 and July 1, and the 'William Shakespeare' which starts from Preston stopping at Wigan North Western, Warrington Bank Quay, Hartford, Crewe and Stafford for Stratford-on-Avon on July 21.

Motive power is currently provided by either 4-6-0 No. 46100 *Royal Scot* or Bulleid 4-6-2 No. 34052 *Lord Dowding* which it is understood will retain its links with the RAF marking the Royal Air Force centenary.

The 'Brit'? All wheelsets have now been delivered to Crewe by the South Devon Railway's engineering works and the engine will be rewheeled as soon as possible.

Four diesels for the price of one!

IT IS not often that this column provides details of railtours powered by commercially-employed diesel locomotives, but an unusual trip organised by the Scottish Railway Preservation Society is worthy of comment.

On Saturday, June 9, the 'Plockton & Kyle of Lochalsh' special will depart Paisley Gilmour Street for Inverness and Kyle of Lochalsh, with not one diesel working the train, but four GBRf class 73 locomotives.

Yes, four locomotives – two leading, two tailing. What is more, these will be the first 73s ever to run

over the route.

Having departed Gilmore Street, the train calls at Maxwell Park, Hamilton Central, Motherwell, Larbert and Stirling en route to a choice of destinations – Plockton on the shores of Loch Carron or by staying on the train, Kyle of Lochalsh.

Fares: Standard class £75, children £58. First class £115 return.

In addition to the all-day buffet service, passengers can, in advance, book a hot full breakfast, £11; midday, a three course salad, £14 and or a three course evening meal £16. Meals are served at tables and

include tea or coffee to choice.

Later on in the summer, the Society has planned to run 'Forth Bridge & Borders' excursions every Sunday in August.

Starting from Linlithgow the trains run to Edinburgh Waverley then take the Borders line to Tweedmouth.

Last year 'Black Five' 4-6-0s provided steam throughout the trips which were virtually sold out each Sunday.

For full details and tickets call 0131 202 1033 or visit SRPSrailtours.com

SR Bulleid West Country Pacific No. 34046 running
as No. 34052 *Lord Dowding* near Whitchurch with
Saphos Trains' 'Welsh Marches Express' from
Crewe to Cardiff on May 12. NEVILLE WELLINGS



The **RAILWAY** Magazine

DIGITAL ARCHIVE

Access 120 years' worth of history from the nation's
most authoritative and prestigious rail publication.

120 : **1300** : **140,000**
years : issues : pages

- ★ FULLY SEARCHABLE CONTENTS
- ★ KEEP SCRAPBOOKS OF YOUR FAVOURITE ARTICLES
- ★ BONUS PREVIOUSLY UNPUBLISHED CONTENT
- ★ MULTI-PLATFORM ACCESS

**Activate your access
today from as little as £6**

**This gets you three months' access
to the Digital Archive. Magazine
subscription rates start from
£20 for six months.*



www.railwaymagazine.co.uk/archive

DID YOU KNOW
WE'RE ONLINE TOO?

NEW LOOK WEBSITE!



READ ON THE GO!



heritagerailway.co.uk

JOIN IN THE CHAT...



facebook.com/HeritageRailway



twitter.com/YourRailwayNews



GNR(I) compound 4-4-0 No. 85 *Merlin* departs from its base at Whitehead on the first day of the Railway Preservation Society of Ireland's annual three-day railtour, heading for Dublin. DAVE COLLIER

Vintage Trains 'confident' of hitting share target

By Cedric Johns

VINTAGE Trains' chairman Michael Whitehouse remained confident that Tysdale's Community Benefit Society share offer would reach the minimum £800,000 by May 31.

"This will enable the share offer to be extended until the end of the year and for the proposed Train Operating Company to proceed," he said.

"Discussions are ongoing with the Office of Rail and Road for the passenger charter train operating licence which has been applied for in the name of Vintage Trains Limited, a wholly owned subsidiary of the Community Benefit Society.

"Currently some minor points on the safety certificate are being resolved and then the ORR will progress the licence application itself having already expressed its satisfaction as to insurance and the train operating company management team".

"Cath Bellamy will be the managing director of Vintage Trains Limited, bringing her experience of performing the same role at both Chiltern Railways and Hull Trains.

"Ian Lake has already been appointed

operations director and is fully engaged with ORR process and planning future operations.

"Once the ORR grants Vintage Trains Limited an operating licence the recruitment of staff – including drivers – will begin with the expectation of diesel trains operating quite quickly, and steam-hauled trains during the 'Shakespeare Express' summer season."

As an indication of Tyseley's determination to build a viable business centre, Vintage Trains has announced the appointment of its newest team member, Lidia Koziel-Siudut as development manager, a post funded by a 12 month grant from the Heritage Lottery Fund resilient heritage programme.

Lidia was selected from more than 125 initial applicants and went through a three-stage recruitment process before commencing work at the end of February.

The role of development manager requires Lidia to focus on the development of fundraising activities and to develop relationships with regional and national stakeholders.

As a first step Lidia has drawn together

all existing strategies and plans to produce a master development strategy action plan. Reviewed at a recent meeting of the Vintage Trains' trustee board, Michael described the plan as "brilliant, providing a clear roadmap for future Vintage Trains' fundraising and organisational development activities".

Lidia said: "I am delighted to have been given this opportunity and hope to deliver significant benefits for Vintage Trains".

The announcement concluded: "Since joining the team at Tyseley, Lidia has shown dedication and commitment to her new role and we all welcome her on board".

Tyseley will be holding an open weekend on June 30/July 1. *Clun Castle*, *Earl of Mount Edgcumbe*, *Road Ashton Hall* and pannier No. 9600 will be in steam. There will be passenger shuttle rides and the popular 4-6-0 cavalcade will be run each day. There will also be photographic opportunities for two Castles together and a chance to see the workshop from the gallery and steps.

Visitors will be able discuss the CBS and TOC plans and CBS shareholders have free admission.

Sherwood Forester makes LSL railtour debut

LMS' Black Five 4-6-0 No. 45231 *The Sherwood Forester* is booked to make its main line passenger hauling debut under new ownership by heading 'The Sugar Loaf Mountaineer' over the Central Wales line on Saturday, July 7.

The engine, returned to main line running order by the late Bert Hitchen, is part of the Locomotive Services fleet and until now been inactive apart for a month's visit to the Mid Hants Railway back in February.

Originating from Birmingham New Street, the 'Mountaineer' is diesel hauled to Shrewsbury calling at Smethwick (Galton Bridge Low Level), Wolverhampton and Telford.

With steam coming on at Shrewsbury, the 'Black Five' travels on over the Central Wales line celebrating 150 years since the route was opened.

Promoted by Arriva Trains to mark the occasion, ticketing is being handled by Pathfinder Tours.

In another Pathfinder first, the return of Class 52 Western D1015 *Western Champion* is booked to head the much-delayed 'Western Glory' trip marking the withdrawal of the Westerns in 1977, on August 25.

Picking up at Swindon, Reading and Paddington and finishing the run at Westbury, the train is routed to Cardiff, Plymouth, Taunton and back to Paddington via the Berks & Hants line.

In total D1015 will cover 530 miles.

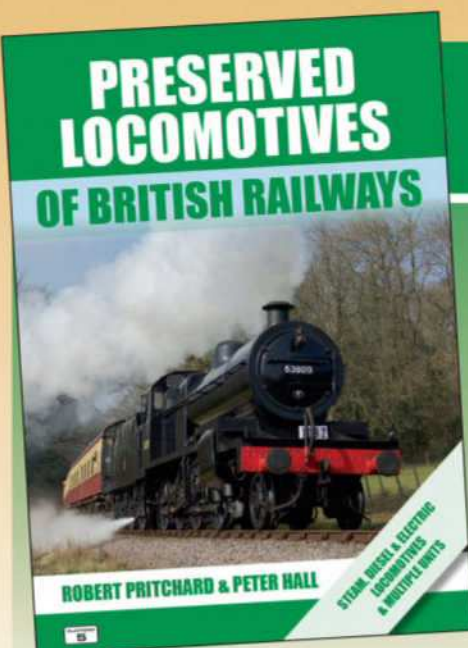
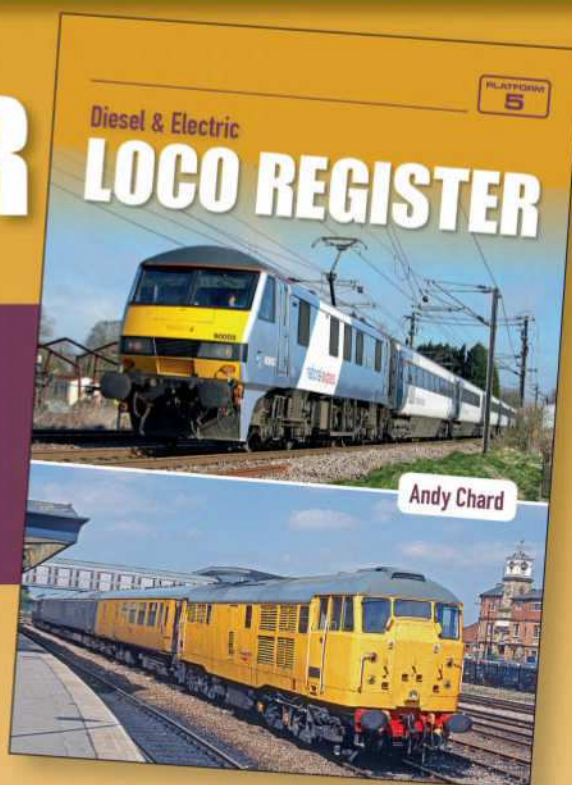
Diesel & Electric

LOCO REGISTER

By Andy Chard

Diesel and Electric Loco Register contains a complete list of all diesel and electric locomotives operated by British Railways, its constituents and successors, that have been capable of working on the main line railway network, including shunters and departmental locomotives.

Detailed entries give up-to-date information on the current status of every locomotive, showing which are preserved, which have been scrapped, or the current operating company. Historic details are also included, listing every number carried, entry to service and withdrawal dates, every official name carried and a number of useful reference tables. This book is an essential reference guide for every member of each diesel and electric loco class and clearly summarises the current status of almost 7000 British diesel and electric locomotives. **Well illustrated. 240 pages. £21.95.**



PRESERVED LOCOMOTIVES OF BRITISH RAILWAYS 18th EDITION

Fully updated edition of the complete guide to all former main line steam, diesel and electric locomotives and multiple units that are still in existence. It contains a complete list of all preserved main line locomotives and multiple units of BR and constituents. Fully revised and updated for 2018. Includes details of all steam locomotives of British Railways, the "Big Four" and their predecessors that are still in existence, as well as former war department locomotives, replica steam locos and new build steam locomotives. Contains detailed lists of diesel and electric locomotives, multiple units and railcars of BR and pre-nationalisation companies. For each locomotive/unit, details provided include: currently carried number, former numbers, nameplates, build dates, builder and home location. Well illustrated with over 80 colour photographs. **A5 size. 160 pages. £18.95.**

HOW TO ORDER



Postage & Packing: Please add 10% (UK); 20% (Europe); 30% (Rest of World). Please allow 28 days for delivery in the UK. Telephone your order and credit/debit card details to our 24-hour sales orderline:

0114 255 8000 or Fax: 0114 255 2471

Or send your credit/debit card details, sterling cheque or British Postal order payable to Platform 5 Publishing Ltd. to:

Mail Order Department (HR), Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ, ENGLAND

PLATFORM 5 PUBLISHING LTD, 52 BROADFIELD ROAD, SHEFFIELD, S8 0XJ



SR U class 2-6-0 No. 31806 climbs towards Melbury Bubb between Yeovil and Dorchester with 'GBXI' on April 26. JACK HAYNES

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

By Don Benn

ONCE again the Railway Touring Company ran its Great Britain tour this year, the eleventh so far. It was very successful as steam haulage was paramount throughout and fortunately all covered in depth by two of my correspondents, Sandy Smeaton and Alan Rawlings. My own participation was limited to linesiding on the last two days of the epic.

The tour started on Friday, April 19, with No. 60103 *Flying Scotsman* taking the train from King's Cross to Scarborough. On day two the A3 continued by running from Scarborough to York, where No. 35018 *British India Line* took over right through to Carlisle. Table One shows the detail of the run northbound over the Settle & Carlisle from Hellfield to Appleby.

Ten coaches for 395 tons full is no mean load for any locomotive over the S&C but the newly-restored Merchant Navy Pacific coped easily using about 25% cut-off and Sandy told me that he got the impression that the engine was handled with kid gloves by Mick Rawling. Even so, to sustain speed in the 40s on the 1-in-100 up to the Ribbleshead restriction was good going indeed.

At Carlisle both of 10A's LMS Jubilee 5XP 4-6-0s backed onto the train to take it forward to Edinburgh and what followed as far as Carstairs is shown in Table Two. Despite the two temporary speed restrictions at Floriston and over the Clyde Viaduct at Lamington, it was a highly enjoyable romp with two accomplished locos in the hands of Mick Kelly and Steve Chipperfield. I had nothing like it in the days of steam, my exploits being

limited to a northbound run behind a struggling *Scots Guardsman* right at the end of its life and a couple of southbound runs with 'Black Fives' on the 2pm Glasgow to Liverpool. Back on 'GBXI', the two 4-6-0s after Carstairs stormed the long climb to Gobbinshaw summit at a minimum of 62mph which may be a record with steam. Edinburgh was reached just a few minutes late after a wonderful day of pure steam. Has it ever been bettered for variety and loco performance?

Tortuous route

On Saturday, April 21, LNER B1 4-6-0 No. 1264 took the train to Perth where it was joined by No. 45699 *Galatea* as train engine on to Inverness over the Highland main line assisted throughout by a diesel on the rear of the train. On Sunday 22nd the B1 took six coaches of 'GBXI' from Inverness to Kyle of Lochalsh and I have shown Sandy's log of the running from Dingwall in some detail over this tortuous and heavily speed restricted route. It is very rare to see steam on this line and the first time it has been featured in this column.

The gradients are fearsome but the crew of B Duncan and P James did well with the B1 on 235 tons. From milepost 2½ to Raven's Rock summit the ruling gradient is 1-in-50 and after reaching 35mph at the foot of the climb, speed fell to 18½mph before Achterneed where there is a very short section of 1-in-350 before the 1-in-50 resumes. Speed then settled down to steady slog at 14mph up to the top. The Garve stop was reached over four minutes inside the schedule though this included some recovery time. From there the B1 was faced

immediately by another 1-in-50 climb right off the platform this time and speed reached 14mph by the time the gradient eased to 1-in-60, then 1-in-75 to the next summit at Corriemollie, where speed was 21½ mph.

After a precipitous drop down to Lochluichart, climbing resumes all the way to the stop at Achnasheen, again reached inside schedule. Once again the start is uphill at 1-in-55 in places but well broken with less severe sections to Luib summit but is then mainly downhill to Kyle but with a short section of 1-in-60 up to Achnasheallach, topped at 20½mph. I hold this run in just as much regard as the Jubilees storming along at 75mph as it required a huge amount of hard work and concentration from the enginemmen.

Alan Rawlings now takes up the story of 'GBXI' from day seven: "As I was only able to join part of this year's GB tour, the fact that the Railway Touring Company was able to accommodate me was a bonus, made doubly so by a suggestion in the paperwork that day seven might see a second appearance of 'Merchant 18', *British India Line* or 'BIL'. Word had already reached me of how she had sauntered over the Settle and Carlisle line on day two, so it was a real bonus to learn that she would indeed join the train at Camforth.

"This is a locomotive that I had last seen more years ago than I would care to admit to on the 1830 ex-Waterloo, only a short while before she was withdrawn. The decision to substitute a Class 8 for a 5XP was to my mind an eminently sensible one as the late unavailability of No. 60009 required us to take a diesel down to Wales to assist the Stanier 5MT over the Heart of Wales line. So the full load behind No. 35018 was 11 coaches



LMS 'Black Five' 4-6-0 No. 45212 and SR U class 2-6-0 No. 31806 at the Yeovil Steam Centre on April 26.
ALAN RAWLINGS

plus a Class 37 diesel that totalled 525 tons gross. This is no more than *Clan Line* takes regularly on the British Pullman around Surrey but perhaps we should recognise that 'BIL' is not long out of works and this is the West Coast Main Line where speed is of the essence.

"I am told that the diesel was a sleeping partner for this run, apart from a gentle nudge to keep the pace up on the final three miles of the climb from Balshaw Lane to Coppull. Otherwise everything felt quiet at the back and the running with Mick Rawling at the regulator was consistent with what you might expect from a Class 8. The descent from Coppull was taken at full tilt and, as usual, Wigan was the preferred location to witness the Merchant Navy at speed.

"We now move on to day eight that had the promise of an itinerary you could only dream of with the inclusion of the Southern U class mogul on the main line and not just up to Wareham. This was an inspired idea that also got over the multiple loco movements that are necessary in Wessex to visit both Weymouth and Swanage without a diesel in sight. The journey from Bristol was pure steam, with the diesel making its own way to Swanage to assist with the progress of the tour on day nine.

"Andy Taylor made the 'Black Five' work hard on the climb up to Brewham and we gained time hand over fist by skipping pathing stops although we had to wait at Castle Cary for 'right time' so as to slot into the single line section down to Yeovil. The Steam Centre played host to the tour and there were plenty of good photo opportunities."

Spectacle and performance

And so to the main focus of day eight from the point of view of spectacle and loco performance – the assault of Evershot Bank and the return from Weymouth up to Bincombe Tunnel. The balance between the work of the lead loco and the banking loco was about right on both hills. Table Four shows the run from Yeovil to Weymouth. Evershot southbound has a cruel mile-and-a-half of 1-in-51 at the top and although the outcome was never in doubt, the U had to work hard with its train dropping to a minimum of 17mph into the tunnel. The climb out of Weymouth shown in Table Five poses a similar challenge but has a slightly easier approach and with the 'Five' leading we only dropped to 27mph minimum at Bincombe summit.

"The run down to Swanage was somewhat of an anticlimax after these hills but both locos still had to work at it to get us down to the terminus at the end of a thrilling day," explained Alan.

TABLE ONE: HELLIFIELD TO APPLEBY

Date	Friday, April 20, 2018				
Train	Great Britain XI				
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35018 <i>British India Line</i>				
Load	10 coaches, 368 tons tare 395 tons full				
Crew	M Rawling and F Chippendale				
Recorder	A Smeaton with GPS				
Position	4th coach of 10				
Weather	Warm and dry, little wind				
	miles	Sched	mins	secs	speed
Hellifield	0.00	0.00	00	00	
Down Loop	0.40		02	33	0*
			05	57	
Long Preston	1.16		08	21	34
Settle Junction	3.16	7.00	10	49	60
MP 235½	4.16		11	52	54
Settle	5.16		13	02	50½
MP 237½	6.16		14	16	46½
Stainforth Siding	6.91		15	14	44
Milepost 239	7.66		16	18	42½/41½
Helwith Bridge	9.16		18	27	42½/47½
MP 241½	10.16		19	47	47
Horton	11.16	18.00	21	05	45
MP 243	11.66		21	46	44½/46
MP 244	12.66		23	05	45½
Selside	13.41		24	05	44
MP 245½	14.16		25	07	43½
MP 246	14.66		25	48	43½
Ribblehead	15.91	27.00	27	44	34½*
MP 248	16.66		29	13	28
Blea Moor SB	17.16	30.00	30	17	28/29
Blea Moor Tunnel	17.91		31	52	28½
MP 251½	20.16		35	12	53
Dent	22.06		37	51	33½*
MP 255½	24.16		40	38	55/16* sigs
Garsdale	25.35	43.00	43	16	25
Ais Gill	28.41		47	33	53½
MP 260½	29.16		48	20	60½/57½
Mallerstang	31.66		50	51	61/16* sigs
Kirkby Stephen	35.25	53.00	56	09	25/62½/49
Crosby Garrett	38.41		59	57	56½
Griseburn	40.66		62	29	63½
Ormside	43.66		65	29	57½/64½
Appleby	45.88	67.00	69	15	

*brakes or speed restriction

"The descent from Coppull was taken at full tilt and, as usual, Wigan was the preferred location to witness the Merchant Navy at speed."

TABLE TWO: CARLISLE TO CARSTAIRS

Date	Friday, April 20, 2018				
Train	Great Britain XI				
Pilot Loco	LMS class 5XP 4-6-0 No. 45690 <i>Leander</i>				
Train Loco	LMS class 5XP 4-6-0 No. 45699 <i>Galatea</i>				
Load	11 coaches, 404 tons tare 435 tons full				
Crew on 45690	M Kelly and C Holmes				
Crew on 45699	S Chipperfield and B Bullock				
Recorder	A Smeaton with GPS				
Position	3rd coach of 11				
Weather	Dry and mild, little wind				
	miles	Sched	mins	secs	speed
Carlisle	0.00	0.00	00	00	
Kingmoor	2.06		04	23	49
MP 3½	3.49		05	57	60½
Overbridge 15	4.93		08	01	18½* tsr
Floriston	6.08		11	02	23½
Gretna Jct	8.74	14.00	15	17	48½
Quintinshill	10.24		17	03	53½
MP 11	10.99		17	52	55½
MP 12	11.99		18	56	58
Kirkpatrick	12.99	19.00	19	56	59½
MP 14	13.99		20	56	60½
MP 14½	14.49		21	26	61
MP 16	15.99		22	47	72/71½
Kirtlebridge	16.74		23	25	73½/74½
Ecclefechan	20.20		26	16	70½
MP 21	20.99		26	57	69½
MP 22	21.99		27	49	68
Lockerbie	25.83	37.00	30	52	78/78½
MP 27	26.99		31	45	78
Netherclough	28.68		33	03	79
MP 30	29.99		34	03	77
Dinwoodie	31.74		35	26	75
MP 33½	33.49		36	52	74
Wamphray	34.49		37	39	78½
MP 37½	37.49		40	18	44* sigs
MP 38	37.99		40	58	46½
Beattock	39.74	44.00	43	03	55/55½
MP 41	40.99		44	26	52½
MP 42	41.99		45	36	50½
MP 43	42.99		46	49	48½
MP 44	43.99		48	04	47½
Greskine	44.99		49	21	46
MP 46	45.99		50	40	45½
Harthope	46.99		51	59	45½
MP 47½	47.49		52	39	45
MP 48	47.99		53	21	40½
Beattock Loop	49.74	62.00	58	05	
	0.00	0.00	00	00	
Elvanfoot	2.86		04	54	68½
Crawford	5.35		06	59	77
MP 57	7.25		08	29	74½
Abington	8.11	11.00	09	11	75
MP 61	11.25		11	38	77½
MP 63	13.25		13	36	53* tsr
Lamington	13.50		13	53	54½
MP 65	15.25		15	42	59½
Symington	16.86		17	17	65½
Thankerton	18.75		18	53	77½/78
Leggatfoot	20.25		20	09	65½
MP 71	21.25		21	03	68
Carstairs S Jct	23.40	31.00	24	57	12½*
Carstairs	23.66	36.00	29	11	

*brakes or speed restriction

"Sections of the line are restricted to 60mph so this was not about speed so much as how to handle the terrain."

TABLE THREE: DINGWALL TO KYLE OF LOCHALSH

Date	Sunday, April 22, 2018				
Train	Great Britain XI				
Loco	B1 class 4-6-0 No. 1264				
Load	6 coaches, 219 tons tare 235 tons full				
Crew	B Duncan and P James				
Recorder	A Smeaton with GPS				
Position	2nd coach of 6				
Weather	Showers and cold				
	miles	Sched	mins	secs	speed
Dingwall	0.00	0.00	00	00	
Dingwall Jct	0.27		01	21	18/16½*
MP 1	1.01		03	48	18½
MP 2	2.01		06	13	30½
MP 2½	2.51		07	09	35
MP 2¾	2.76		07	36	31
MP 3	3.01		08	08	26½
MP 3½	3.51		09	22	23½
MP 4	4.01		10	49	18½
Achterneed	4.70		13	10	21/22½
MP 5	5.01		14	02	18½
MP 5½	5.51		15	40	14½
MP 6	6.01		17	43	14
MP 6¼	6.26		18	44	14
Ravens Rock	6.51		19	45	17
MP 7	7.01		20	53	35½/29
Black Water	9.38		25	23	42½
Viaduct					
Garve	11.81	37.00	32	46	
MP 12	0.20	0.00	00	00	
MP 12½	0.70		03	30	12
MP 13	1.20		05	41	14
MP 13½	1.70		07	31	18½
Corriemollie	2.20		09	07	21½
Underbridge	3.15		11	03	31/24½
Lochluichart	5.35		15	25	25
MP 18¼	6.45		17	44	22/36
Achanalt Viaduct	8.45		21	51	15*/25
Achanalt	9.63		25	20	17*/34½
MP 23	11.20		28	40	33½/29½/32½
MP 25	13.20		32	26	30
Achnasheen	16.10	43.00	40	08	
MP 28¼	0.00	0.00	00	00	
MP 28½	0.35		02	53	14½
MP 29	0.60		03	44	21½
MP 30	1.10		04	50	35
MP 31	2.10		06	10	29
MP 31	3.10		08	54	23½
Luib Smt	3.60		10	11	25½/39½
MP 34	6.10		14	37	33½/37½/31
Glencarron	8.35		18	38	30/36½
Craig Xng	10.10		21	52	29/31/27½
Achnashellach	12.53		27	19	20½/32/22*
Balnacra Xng	14.25		31	35	24
MP 43	15.10		33	16	37½/41/16*
Blackwood Xng	16.85		36	59	24/34
Strathcarron	18.00	34.00	40	20	
Underbridge 107	0.00	0.00	00	00	
Attadale	1.16		02	57	34
Rockfall Shelter	2.35		05	06	31½/34½
Strome Ferry	3.48		07	50	18*/27½
Fernaig	7.35		17	15	24½
Dunraig	9.03		20	57	32½/33
Plockton	11.21		25	50	29
Duirinish	12.35		28	36	18/33/17½*
Erbusaig	13.85		32	46	28/33
Kyle of Lochalsh	15.89		36	55	27½/30
Kyle of Lochalsh	17.85	42.00	42	23	

*brakes or speed restriction

For comparison of the climb out of Weymouth I have included a run from 1965 when No. 34034 *Honiton* had charge of six coaches for 215 tons on a filthy wet Sunday evening. The rebuilt Pacific made the faster start but was then overtaken by No. 45212 banked by No. 31806 at the entrance to Bincombe tunnel on the 1-in-50 where No. 34034 was holding 23mph. A faster run down to Dorchester Junction recovered the difference though. While the 'GBXI' special ran on to Wareham at very restrained speeds, the Bulleid romped away reaching 82mph down Moreton bank before being stopped by signals in Wool station, just outside even time from Dorchester.

Alan continues: "And talking of anticlimaxes, the final day was sadly just that as our substitute 'S' might have handled the day on its own but Parkstone Bank would have been too much of a risk. So we took our Class 37 back with us. Inevitably the journey was accompanied by a familiar growl from the back, although it has to be said that away from Network Rail, an attempt was made to lift 525 tons unassisted out of Swanage. We were down to 10mph with only half a mile to go up the 1-in-76 to Harman's Cross when help was called for. 45212 may be a powerful Class 5, with its slightly larger cylinder bore, but there are times when you think of the loco rather than attempting a trial of strength."

So all in all an excellent 'GBXI' and let's hope there is another next year.

On April 29, the newly formed Saphos wing of LSL (Icons of Steam) ran its 'Welsh Borders Explorer' trip from Crewe via Shrewsbury and once again I am indebted to Alan Rawlings for his commentary on this trip.

"This trip was my first sampling of the new offer from

TABLE FOUR: YEOVIL TO WEYMOUTH

Date	Thursday, April 26, 2018				
Train	Great Britain XI				
Front Loco	Maunsell U class 2-6-0 No. 31806				
Rear Loco	Stanier class 5 4-6-0 No. 45212				
Load	11 coaches, 405 tons tare 425 tons gross				
Crew - front loco	Andy Taylor and Fraser Birrell				
Crew - rear loco	Dave Hewson and Chris Birmingham				
Recorder	Alan Rawlings with GPS				
Weather	Sunny spells, strong west wind				
	miles	Sched	mins	secs	speed
Yeovil Pen Mill	0.00	0.00	00	00	
Pen Mill Jct	0.09		02	04	8
Bradford Viaduct	1.96		06	44	32/35
Thornford	3.08		09	04	22*
Yetminster	4.24		11	24	38
Winterhays LC	5.05		12	41	40
Chetnole	6.28		14	39	32
MP 148	6.65		15	24	29
MP 149	7.65		17	46	23
Evershot Tunnel In	8.27		19	36	17
Evershot Tunnel Out	8.44		20	13	17
Evershot Summit	8.52		20	29	18
Hunters LC	10.35		24	01	32
Cattistock	11.92		27	12	23
Maiden Newton	12.75		29	35	0*
	12.75		33	45	
Single Line Jct	12.99	23.00	35	46	0*
	12.99	37.00	37	35	
Grimstone Tunnel	15.53		43	52	45
Stratton LC	16.92		45	28	36
Bradford Peverell	17.55		46	30	39
Poundbury Tunnel	19.69		50	04	22*
Dorchester West	20.42	52.00	53	31	0*
	20.42	59.00	58	42	
Dorchester Jct	20.83	61.00	61	05	20
Monkton & Came	21.77		62	57	32/24* tsr
Bincombe Summit	23.08		65	44	24
Upwey Wishing Well	23.92		67	56	20* sigs/41
Upwey	25.03		69	56	38/43
Radipole	26.35		72	06	31
Weymouth	27.37	72.00	75	31	

*brakes or speed restriction

Saphos Trains – a short circular tour from Crewe to Shrewsbury via Chester, returning to Crewe via Telford and the rarely-used Oxley to Bushbury link. It was also an opportunity to ride in its newly-refurbished train that at present is a mix of Mk.1 and 2 coaches. As this is a piece about locomotive performance, I'll restrict my comments about the stock to simply say that it sets a new standard for appearance and quality in steam charters – although sealed Mk. 2 units offer little for the enthusiast who might hope to hear the locomotive up front.

"As if to add insult to injury, the rostered locomotive was the softly-spoken Bulleid Pacific No. 34052/46 rather than the noisier *Royal Scot* but that said, this was no hardship for a Southern enthusiast. Any concern about whether the attached diesel might feature in the performance was dispelled when it became apparent that a DBC crew was in charge. Table Six covers the first part of the journey to the pathing stop at Shrewsbury.

"This involved a gently-falling gradient to Chester, before the train then turned south to take on the challenge of the climb past the old Gresford Colliery; starting at Rossett and finishing at Wrexham. We then dropped down to the Dee Viaduct at Cefn, before climbing again to Gobowen followed by a further descent into Shrewsbury. This was a varied and demanding route, especially for a Class 7 with the equivalent of 12+ on the drawbar. Running was good throughout with both driver Pete Sheridan and fireman Tony Jones the master of their respective tasks.

"Sections of the line are restricted to 60mph so this was not about speed so much as how to handle the terrain. In the past I have been on a charter that has stalled on Gresford bank with an A4 and a lighter load. (But see issue 237 for details of a Bulleid light Pacific on a very heavy load). So these four miles of 1-in-82 are by no means easy and the following commentary by Pete Sheridan explains why:

Route knowledge

"Having worked a lot of freight trains up Gresford over the years, you get to know the sticking points where trains have slipped to a stand and this, like a lot of information, makes up part of one's route knowledge. So my approach to Gresford on this trip started before leaving home by me looking at other train services over the single line section around our booked time to try and avoid starting from cold at Chester/Saltney Junction.

"At Crewe the very first job is to give Tony an outline of the route as he had not fired over it before. The next bit was ensuring that we arrive at Saltney Junction 'right time'. You wouldn't want to have to restart from Rossett, so we approach at about 60mph (the line speed), with 30% cut off and almost full regulator. After about one mile into the climb, I open the cut off to around 35%. Beyond Gresford old station the line goes through a series of curves, which because of the line speed, has a significant cant. So care is needed and with this in mind, I like to settle the loco so she can find her own way. On passing the old station the cut off is now at 45%, with boiler pressure 230 psi and speed 40mph. I am keeping a hand on the regulator, being prepared to control a slip as speed starts to fall off and you feel the weight of the train dragging.

"Once you come out of the trees and on to the bridge over the A483, the line is now straight with speed holding at 35mph and you feel you've got it in the bag. However, after passing the site of Wrexham colliery sidings, the last half a mile seems to ease, but as you pass Wrexham's distant signal, the line curves again sharply to the left in a cutting under the A483. Speed drops off to 30mph and again, beware, it might slip here. Once more you feel the train's weight. On emerging from the cutting you see the line come in from Bidston, the grade levels out and now you can relax and look at the state of the boiler. In this case, it is at 220 psi with three quarters of a glass of water. Thank you, Tony. Speed builds and the fireman can fill all the holes I've just put in his fire. Fun on a dry day; interesting in the wet!"

"My thanks to Pete for providing this commentary. The remainder of the circuit was uneventful and having joined the main line out of Birmingham at Bushbury



Left: LMS 'Black Five' 4-6-0 No. 45212 storms the 1-in-74 out of Weymouth at Upwey with the Weymouth to Swanage leg of 'GBXI' on April 26.
DON BENN

Below: Pete Sheridan and Tony Jones on the footplate of SR Bulleid Pacific No. 34052 Lord Dowding at Telford on April 29. ALAN RAWLINGS



Junction, the Bulleid stretched its legs into the low 70s before being held at Stafford to slot into the slow line services back up to Crewe," concluded Alan.

So an interesting little jaunt from Saphos and I was quite keen to sample one of its trips until I saw reports about the 'Welsh Marches' trip on May 12 when the diesel on the back pushed strongly on the climb of Llanvihangel bank. This means that I am unlikely to trust them to offer a pure steam trip in future, which is a shame as they promised so much. Diesel assistance is also contrary to the statements made by LSL in its FAQ section and I quote:

"We do not plan for any of our journeys to feature diesel assistance. Where advertised, diesel locomotives will be used for feeder services, prior to a steam locomotive being attached to the train. We plan for all of our services to feature a manned diesel at the rear of the train. This will provide an electricity supply to the train, as well as assistance with shunting manoeuvres. Additionally, we want to act responsibly as a main line operator, so in case of failure we want to ensure an assisting loco is on hand if required. Our trains will not be assisted by diesel traction from the rear of the train

unless authorised to do so as part of an out of course situation, or as a banking engine at specific locations as authorised by Network Rail. None of our trips are planned to require a banking engine, therefore you will enjoy the experience of a steam-hauled journey without any diesel assistance."

Presumably then a banking loco was authorised or insisted on by NR and of this was the case why weren't participants advised beforehand? Why wasn't the load kept within the capabilities for class 7 locos over the route? On the other side of the coin I am very pleased to see that Steam Dreams is now running as many of its trains as possible without a diesel on the back and this is now its stated aim. This is very welcome and I hope to be reporting on one of its trips soon, a first for me for many years.

With grateful thanks to Alan Rawlings and Sandy Smeaton for their invaluable contributions to my column. Future articles will cover the outstanding performance of No. 35018 on the 'Cumbrian Mountain Express' on May 12 and heavy load haulage at home and in Europe. [HR](#)

TABLE FIVE: WEYMOUTH TO DORCHESTER

Date	Thursday, April 26, 2018					Sunday, January 24, 1965				
Train	Great Britain XI					5.50 pm Weymouth to Waterloo				
Front Loco	Stanier class 5 4-6-0 No. 45212					Rebuilt WC class 4-6-2 No. 34034 Honiton				
Rear Loco	Maunsell U class 2-6-0 No. 31806									
Load	11 coaches, 405 tons tare 425 tons gross					6 coaches, 201 tons tare 215 tons gross				
Crew - front loco	Dave Hewson and Chris Birmingham									
Crew - rear loco	Andy Taylor and Fraser Birrell									
Recorder	Alan Rawlings with GPS					DB with stop watch				
Weather	Sunny spells, strong west wind					Heavy rain				
	miles	Sched	mins	secs	speed	Sched	mins	secs	speed	
Weymouth	0.00	0.00	00	00		0.00	00	00		
Radipole	1.01		03	04	35		02	36	36/37½	
Upwey	2.34		05	18	37		04	49	35	
MP 166	2.71		05	57	34					
MP 165½	3.21		06	53	30					
Upwey Wishing Well	3.45		07	22	29		07	17	26	
Bincombe Tunnel In	3.69		07	51	29		07	55	23	
Bincombe Tunnel Out	4.16		08	48	27		09	06	22	
Bincombe Summit	4.29		09	07	28/50		09	27	25	
Monkton & Came	5.60		11	10	40		11	25	54½	
Dorchester Jct	6.49	14.00	12	46	15*	12.00	12	44	*	
Dorchester South	6.85	15.00	14	15	12*	15.00	15	32	**	

*brakes or speed restriction

*brakes or speed restriction ** stop and reverse into station

TABLE SIX: CREWE TO SHREWSBURY

Date	Sunday, April 29, 2018				
Train	The Welsh Border Explorer				
Loco	Rebuilt West Country class 4-6-2 No. 34046 Braunton Running as No. 34052 Lord Dowding				
Load	9 coaches plus class 47, 420 tons tare 445 tons gross				
Crew	Pete Sheridan and Tony Jones				
Recorder	Alan Rawlings with GPS				

	miles	Sched	mins	secs	speed	
Crewe	0.00	0.00	00	00		
Crewe Steel Works	1.50		04	23	41	
Worleston	3.72		07	05	55	
Wardle	5.71		09	11	58	
Calveley	8.10		11	37	61	
Beeston Castle	10.71	17.00	14	08	64	
Brassey	12.46		15	42	59	
Tattenhall Road	14.41		17	45	57/62	
Waverton	17.83		21	17	59	
Christleton Tunnel	19.61		23	10	50/18* sigs	
Chester	21.08	30.00	26	47	22*	
Saltney Jct	22.96	33.00	30	00	48	
Balderton	25.23		32	25	60	
Pulford	26.92		34	09	58	
Broad Oak LC	27.61		34	51	59	
Rossett	28.47	39.00	35	49	56	
Gresford	30.12		37	42	43	
Rhosrobin	31.74		40	18	33	
MP 203	32.07		41	10	29	
Wrexham	33.27	44.00	42	43	50	
Johnstown	36.62		46	52	46	
Ruabon	38.04		48	40	46*	
Cefn Viaduct	40.27		51	15	61	
Whitehurst Goods	41.01		52	10	57	
Chirk	42.38		53	31	53	
Weston Rhyn	43.58		54	55	50	
Gobowen	45.42	57.00	57	02	58/56	
Whittington	47.26		58	57	61	
Rednal	50.24		62	00	58	
Haughton	51.88		63	42	64	
Stanwardine	54.59		66	27	54	
Baschurch	55.88		67	46	61/62	
Old Woods	58.12		70	03	53	
Leaton	59.63		71	37	63	
Coton Hill South	63.09		76	19	27*	
Shrewsbury	65.46	86.00	77	57		

*brakes or speed restriction

MAIN LINE ITINERARY



SR Merchant Navy Pacific No. 35018 *British India Line* passes Lazonby with the Railway Touring Company's 'Great Britain XI' on April 20. DAVID PRICE

June

SAT 2: 'North Wales Coast Express'

Crewe, Holyhead and return.
Steam hauled throughout.
Loco: No. 46100 *Royal Scot* or No. 34052 *Lord Dowding*. ST

SAT 2: 'Cathedrals Express'

Victoria, Portsmouth and return.
Steam hauled throughout.

Loco: No. 45212. SD

SUN 3: 'Torbay Express'

Bristol, Westbury, Kingswear and return.
Steam hauled throughout.

Loco: No. 35028 *Clan Line*. TEL

TUES 5: 'Cathedrals Express'

Paddington, Bicester, Oxford, Victoria.
Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

TUES 5: 'Cathedrals Express'

Victoria, Guildford, Redhill, Victoria (evening).
Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 9: 'East Yorkshireman'

Manchester, Sheffield, Beverley, Scarborough and return via York.
Steam hauled: Manchester, Scarborough,

Milford.

Loco: No. 45690 *Leander*. RTC

SAT 9: 'Dartmouth Express'

Woking, Bristol, Kingswear and return.
Steam hauled: Bristol, Kingswear and return.

Loco: No. 60009 *Union of South Africa*. RTC

SUN 10: 'Cathedrals Express'

Paddington, Taunton, Kingswear and return.

Steam hauled: Taunton, Kingswear and return.

Loco: No. 45212. SD

SUN 10: 'Welsh Borders Explorer'

Crewe, Chester, Oxley and return via Stafford.

Steam hauled throughout.

Loco: No. 46100 *Royal Scot* or No. 34052 *Lord Dowding*. ST

THUR 14: 'Cathedrals Express'

Paddington, Cardiff and return.

Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. SD

SAT 16: 'Cotswold Venturer'

Paddington, Evesham, Worcester and return via Swindon.

Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. RTC

SAT 16: 'Surrey Hills Luncheon'

Victoria, Guildford, Redhill, Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 16: 'Welsh Marches Express'

Crewe, Shrewsbury, Hereford, Cardiff and return.

Steam hauled throughout.

Loco: No. 46100 *Royal Scot* or No. 34052 *Lord Dowding*. ST

SAT 16: 'Albert Gilmour Memorial'

Linlithgow, Newcastle, King's Cross and return.

Loco: D9009 *Alycidon* (from Newcastle). 52AR

SUN 17: 'Cornishman'

Bristol, Par and return.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. PT

MON 18: 'Lakes Express' (day one)

Victoria, Carnforth.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

TUES 19: 'Dalesman'

York, Hellifield, Carlisle and return.

Steam hauled: Hellifield, Carlisle and return.

Loco: No. 35018 *British India Line*, No. 45690 *Leander* or No. 45699 *Galatea*. WCR

THUR 21: 'Lakes Express' (day four)

Carnforth, Victoria.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 23: 'Cumbrian Mountain Express'

Euston, Shap, Carlisle and return via Settle. Steam hauled: Carnforth, Carlisle, Farington Junction.

Loco: No. 35018 *British India Line*, No. 45690 *Leander* or No. 45699 *Galatea*. RTC

SAT 23: 'Cathedrals Express'

Scarborough, Lincoln, Ealing Broadway and return.

Steam hauled: Scarborough, Ealing.

Loco: No. 60103 *Flying Scotsman*. RTC

SUN 24: 'English Riviera Express'

Bristol, Westbury, Kingswear and return.
Steam hauled throughout.

Loco: No. 34052 *Lord Dowding*. ST

THUR 28: 'Cathedrals Express'

Victoria, Redhill, Guildford, Worcester and return.

Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. SD

Regular Steam

DAILY: 'Jacobite'

Fort William, Mallaig and return.

Steam hauled throughout.

Loco: No. 44871, 62005 or No. 45407. WCR

JUN 4, 5: 'Dalesman'

Chester, Hellifield, Carlisle and return.

Steam hauled: Hellifield, Carlisle and return.

Loco: No. 35018 *British India Line*, No. 45690 *Leander* or No. 45699 *Galatea*. WCR

TUES JUN 12, 26: 'Fellsman'

Lancaster, Hellifield, Carlisle and return.

Steam hauled throughout.

Loco: No. 45690 *Leander* or No. 45699 *Galatea*. SMN

THURS TO SEP 13: 'Scarborough Spa Express'

Carnforth, York, Scarborough and return.

Steam hauled: York, Scarborough and return.

Loco: No. 48151 or No. 45699 *Galatea*. WCR

Tour Promoters

BEL	Belmond Pullman 0845 077 2222	SMN	Statesman Trains 0845 3102458
PT	Pathfinder Tours 01453 835414	TEL	Torbay Express Ltd 01453 834477
RTC	Railway Touring Company 01553 661500	UKRT	UK Railtours 01438 715050
SD	Steam Dreams 01483 209888	WCR	West Coast Railways 01524 737751
ST	Saphos Trains 0800 038 5320	52AR	52A Railtours 07597 668967

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.

FATHER'S DAY GIFT IDEAS

ENAMEL SIGNS

STATION MASTER

THE TRAINS

BEWARE OF THE

TRAINS

NOTICE

Workmen leaving their Work before the Whistle blow will be fined 2/6 for the first offence and 1/- for each subsequent offence.

www.gwrbenches.co.uk 01608 674650

BRITISH STEAM - THE FINAL YEARS

By Clive Groome

An inside story of the closing years of BR steam. Anecdotes and incidents, and Bulleids at speed.

Available from Amazon:
£1.99 Kindle & £4.50 in Paperback

Pooleys Puffers

Diecast Models, Kits & Accessories

Model Railway Supplies, New & Second Hand Bought & Sold

Partnership: David & Anne Poole

Now stocking Bachmann

Tele: 0191 4910202 / 4106386 Mobile: 07976 519178

www.pooleyspuffers.com email: pooleyspuffers@btopenworld.com

382a Jedburgh Court, Team Valley Trading Estate, Gateshead, Tyne & Wear NE11 0BQ

Mon - Sat - 10:00am - 5:00pm. When attending weekend exhibitions shop will be closed.

Please phone FRU/SAT for opening times. Closed Sundays.

All major credit cards accepted. Part exchange welcome

BACHMANN HORNBLY SUPERQUICK WILLS RATIO

MANUFACTURES OF LIVE STEAM LOCOMOTIVES IN GAUGE 1

BARRETT STEAM MODELS LTD.

WALSALL

47a Coronation Rd, Pelsall, Walsall, WS4 1BG

New designs for 2017
GW14xx, GW42xx
New batch of LMS 2P & GNR/LBSC coal Atlantics

www.barrettsteammodels.co.uk

BRECON MOUNTAIN RAILWAY

Invites you for a great day out for all the family

Trains run from February to the end of October and at Christmas.

Licensed tearooms, gift shop, walks, café, picnic areas, children's play area, model railway, locomotive workshop and restoration, steam museum, special events, free car and coach parking.

FATHER'S DAY OFFER

Fathers travel for the price of a child on Father's Day - 17th June

Brecon Mountain Railway, Pant Station, Merthyr Tydfil, CF48 2UP. TEL: 01685 722988.

Sat Nav Code CF48 2DD

www.bmr.wales

Whatever the weather visit one of Wales' most popular railways

RECREATIONS

BY CENTENARY LOUNGE

Elegant yet contemporary, this range of stunning Art Deco GWR 1930s tableware is available in retail outlets or visit our website for orders and further details.

Happy Father's Day

New replica Wine and Glass Gift Sets

The classic design from the most sophisticated period in the twentieth century enables you to relive the style and glamour of the golden age of travel. The tableware successfully re-brands the familiar black leaf pattern and the iconic GWR roundel.

As seen on Channel 4

www.centenarylounge.com/recreations

NEW from Crécy Publishing

FREE post and packing to UK post codes

Lost Lines Railway Treasures

Nigel Welbourn's long running and best-selling Lost Lines series has been delighting readers for many years. In this completely new addition to the series, the author takes an overview of what has been lost across Britain and Ireland over the decades. None of the book's hundreds of photos have been published before and maps, tickets and other items of railway ephemera are reproduced throughout. *Lost Lines Railway Treasures* will be welcomed by everyone with an interest in the railway history and heritage of these islands.

Lost Lines Railway Treasures
Nigel Welbourn
ISBN: 978 086093 6916
Hardback

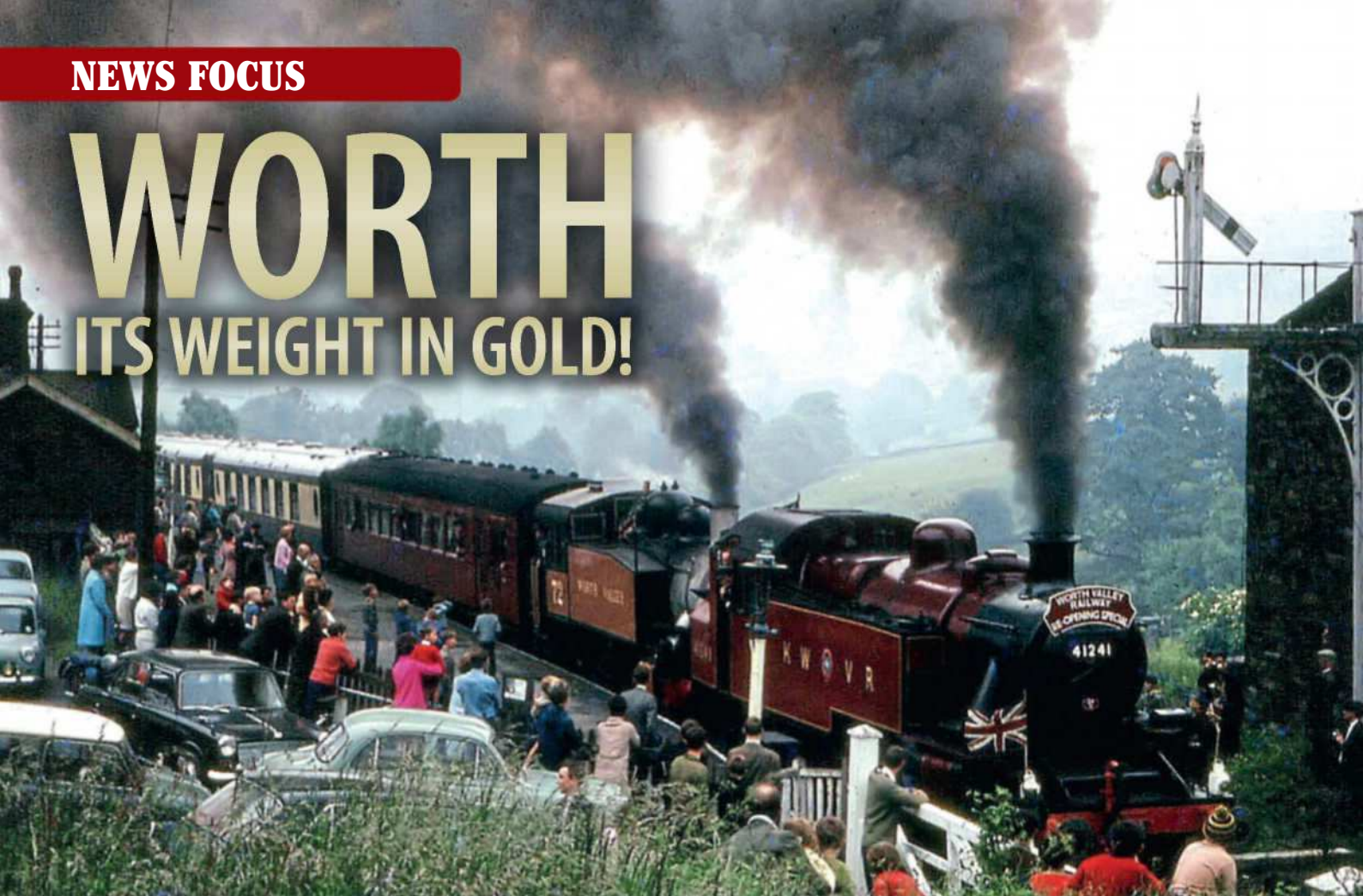
Just Published £25

Available from all good bookshops and also direct from the publisher, post and packing free to all UK postcodes.
Contact enquiries@crecy.co.uk, or call 0161 499 0024

Crécy
www.crecy.co.uk
Visit our web site to see our huge range of railway titles
telephone 0161 499 0024

WORTH

ITS WEIGHT IN GOLD!



While many events will be held this summer to mark the 50th anniversary of the end of steam, another date might well be considered far more important – for it was six weeks earlier on June 29, 1968, that the Keighley & Worth Valley Railway launched its first public services, in doing so giving an unprecedented boost to the revivalist sector, in a summer in which one door closed and another opened, writes **Robin Jones**.

STEAM haulage on the UK main line should not have ended in August 1968. It most definitely could and should have gone years before.

The modernisation of Britain's railways with hindsight can be seen as a haphazard and mish-mash affair, littered with fragmented planning, a lack of joined-up thinking and very costly mistakes.

It is understandable why a country left with the enormous burden of wartime debt would not, indeed could not, follow the United States head first into eliminating steam haulage in favour of diesel and electric traction as soon as possible after the formation of British Railways. The technology was there – the LMS outshopped its first main line diesel in 1947 – but there would not only be the colossal expense of building a new national fleet of locomotives but also the essential infrastructure to serve them.

The 1955 Modernisation Plan, which was published at the end of 1954, called for the eradication of steam asap. Yet what followed was to a somewhat large extent an almighty stab in the dark –

outside manufacturers turning out diesel types which were barely fit for purpose, some of which – like the Class 28 Metrovick Co-Bos lasted only weeks after the end of BR steam, diesels ordered for branch line freight when those self-same branch lines were being closed and ripped up, regions doing their own thing – the Western Region opting for diesel hydraulics while everyone else chose diesel electric... in each case, public money sooner or later went down the pan.

Cost cutting

The GWR successfully introduced diesel railcars in the Thirties. Had BR in its early years expanded the fleet, how many branch lines could have been saved by cutting the cost of running steam?

As it was, British Railways ended up making soaring losses, and then the government appointed an axeman to curb them. Too little too late, at least for the rural communities which ended up being disenfranchised.

Had a more centralised and informed approach been taken by the nationalised railway, steam would all but certainly have been

phased out much sooner than it was. That is not to say that a steamless railway network could have done more to combat the rapid rise in car ownership and the use of cheaper and more convenient road transport...

On one hand, it seems somewhat negative to mark the 50th anniversary of the August 1968 passing of a much-loved form of traction, largely for nostalgic and romantic reasons. On the other hand, the heritage sector gained much from the 'belated' withdrawal of steam.

By 1968, the preservation movement had garnered sufficient strength to save selected locomotives from ending up at a scrapyard, although numerous classes had been rendered extinct by withdrawals in the immediately preceding years, and talk about buying closed lines on which to run them. Had steam been eradicated, say, in 1963, we in the sector would all be infinitely poorer for it, so yes, the fact it lasted until 1968 is indeed a cause for great celebration in our quarter.

However, there is an even greater cause for jubilation when looking

back at 1968. For on the day of a national rail strike, June 29, 1968, the only locomotives running on (what was still officially) part of the network were on the Keighley & Worth Valley Railway, which ran its legendary reopening special that day.

Blazing trails

The KWVR was not the first heritage railway run by volunteers – as we know, that accolade went to the Talylyn Railway 17 years before. Neither was it the first standard gauge heritage line – the Middleton and Bluebell railways which both started running services roughly around the same time in 1960 compete for that honour.

However, it was the third standard gauge heritage line to open. Not only that, the KWVR succeeded where so many of our other heritage lines failed – in that a local community set-to in order to save its branch line following closure by BR and not only eventually bought and reopened every inch of it, but actually extended it (if only by a few feet, beyond the Oxenhope buffer stops, to create a longer run-round



Keighley mayor Alderman James Waterworth cutting the ribbon prior to the departure of the reopening special from the town's station to Oxenhope. KWVR

Left: The Keighley & Worth Valley Railway reopening special at busy Oakworth station on June 29, 1968. ARTHUR R WILSON

loop for bigger locomotives). How many other heritage lines can boast that they own every inch of the original branch that they took over, and all of it is operational?

At 4¼ miles, the KWVR is by comparison with much longer lines such as the Welsh Highland, West Somerset, North Yorkshire Moors and Wensleydale railways very much small beer. Yet it was saved in its entirety because back in the early Sixties, locals believed it was 'do-able'.

Compare and contrast that with the would-be saviours of the entire Midland & Great Northern Railway system which closed in 1959. Commendable ambitions, certainly, but hard reality meant a vicious editing of dreams and in the end only the 'best bit' in terms of scenery and commercial tourist potential was saved, in the form of the North Norfolk Railway. So many of our superb heritage lines today started out with similar lofty aims, but soon cut them back to manageable proportions. How many ever did restore public services, but settled for a very different animal indeed, a railway running at weekends, high days and holidays for the tourist and enthusiast fraternity? Virtually all of them!

The Worth Valley branch closed to passengers, after years of trying by BR, on December 30, 1961, and freight the following June. In November 1961, the late university graduate Ralph Povey wrote to the *Bradford Telegraph and Argus* calling for a preservation society to be formed to save the branch.

The KWVR Preservation Society



LMS 'Black Five' No. 45212 was bought by the KWVR straight out of BR service, where it headed the last revenue-earning steam train on August 4, 1968. It arrived on the line October 1968 and in recent times has run on the main line, often used by West coast Railways for its summer 'Jacobite' service. However, it will be back home for the 50th anniversary gala. FRED KERR

was formed as a result of a meeting in Keighley Temperance Hall on March 1 called by future MP the late Bob Cryer. On June 23, 1962, it organised its first train, a special from Bradford Forester Square to Oxenhope and back hauled by Midland 3F 0-6-0 No. 43586, which had hauled freight over the branch.

Backed by much local support, the would-be revivalists danced through hoops of fire (and of course steam) to achieve their aim, and a full history is outlined in our new publication *Bronte Steam* (see page 73).

At the same time, the revivalists were laying down a blueprint for others to follow, not least of all with respect to the lease and eventual purchase of the line from BR.

The new dawn

The opening day was barely a month after the British Railways Board (Keighley and Worth Valley) Light Railway (Transfer) Order 1968 had come into force on May 27, and the volunteers were raring to go.

Both ITN and BBC News turned up for the opening ceremony, which gained extensive coverage in the local and national press.

The rain of the preceding week had let up, flags and bunting fluttered, ladies wore their bright summer outfits and crowds were everywhere. Smoke, steam, loudspeakers, a multitude of cameras, tape recorders, policemen, civic dignitaries and leading society officers,

unrecognisable in their suits, white shirts, ties and polished shoes completed the scene.

By then, steam had become restricted to the north-west of England, a rarity in a world dominated by diesels and electrics, and while it brought nostalgia flooding back for many, for the very young in attendance it was an exciting novelty.

At the head of the six-coach train were Ivatt 2-6-2T No. 41241 and USA 0-6-0T No. 72, both carrying garish fictitious liveries, looking every bit as if the pre-Grouping era had never ended.

At Keighley, speeches were made, the tape cut, two whistles blew, and just before 2.35pm, the two regulators were carefully opened.

Carving history on every inch of the way, with every turn of the steel wheels, the train proceeded around the curve and tackled the gradient out of Keighley on its non-stop run to Oxenhope.

Crowds were seen to be gathering on every vantage point out of the town.

With belching exhaust, the train passed Great Northern Junction and then accelerated. The platforms at Ingrow were packed with well-wishers waving, exuberant that while the final curtain was ready to fall on the steam era, here was indeed a jubilant encore.

The special entered the tunnel, emerging at the far end to run past the mills and over the river and allotments into more open country. Little Damems was passed in a flash.



The first engine to arrive, via a Pickfords low loader, at Haworth for the revival of the moribund branch was diminutive Lancashire & Yorkshire Railway 'Pug' 0-4-0ST No. 51218 on January 7, 1965. Along with sister No. 11243, it had been bought directly from British Rail in 1964 by the Lancashire & Yorkshire Railway Saddle Tanks Fund (now the Lancashire & Yorkshire Railway Trust) and were looked after by the revivalist society's Rochdale Group. In those nascent days of the heritage line, the method of watering was a hosepipe. The mid-1990s saw it first major overhaul since 1963, taking place at Haworth and the East Lancashire Railway, with a return to steam in late 1997 as BR No. 51218 complete with a replacement saddle tank. The boiler tubes lasted well beyond the expected five years but were eventually condemned in early 2006. The boiler of No. 51218 needs a 10-year overhaul, which is scheduled to begin as soon as the rebuild of LYR Class 23 0-6-0ST No. 752 is complete. On static display inside the exhibition shed at Oxenhope, it is being cosmetically restored in time for the 50th anniversary event. JAMES HORRELL/KWVR

Rounding the curve into Oakworth, the whistle was sounded to alert the crowds that had amassed on the platform. The train proceeded over the crossing, past the mill pond, through the woods and over the viaduct.

The high ground surrounding Mytholmes Tunnel was also covered to capacity with onlookers. The train sped the tunnel and into the outskirts of Haworth. It thundered through the station like an express train, past the workshops, the yard, beneath the overbridge and back out. Beyond the packhorse bridge, the train slowed for a gentle entry into similarly crowded Oxenhope station, where a silver band struck up with Cliff Richard's hit *Congratulations*, a number 1 record earlier that year.

Success!

Children led the way

International fame then awaited both the KWVR and the concept of steam railway revivals.

In February 1968, the BBC asked the KWVR if it could film a new production of Edith A Nesbit's classic *The Railway Children* on the as-yet unopened line. 'Bit their hands off' doesn't even describe it. Location filming began on March 25, and the first episode was screened on Sunday, May 12, at 5.25pm.

The BBC's 1968 adaption was placed 96th in the BFI's 100 Greatest British Television Programmes poll of 2000.

Its nationwide screening brought swathes of publicity for the branch, and when it reopened on June 29,

no doubt played a significant part in drawing the crowds.

Also watching was English character actor and screenwriter Lionel Jeffries, who was so impressed with the BBC series that his daughter persuaded him to buy the film rights and make his debut as a director.

Both the Worth Valley and the world of railway preservation would never be the same again.

Lionel Jeffries wrote a script for the movie version of *The Railway Children* and submitted it to Elstree Studios. In the autumn of 1969, Lionel and producer Bob Lynn came to Bronte country to inspect the line.

Again, it was chosen because at that time it was the only heritage railway that could offer a sizeable collection of locomotives and rolling stock. Not only that, there were a large number that fitted the Victorian and Edwardian period.

Filming began in April 6, 1970 and lasted until June 12. There were 15 days of filming at Elstree and 39 on location, most of which

were in the Worth Valley. Jenny Agutter reprised her role as Roberta (Bobbie) from the 1968 BBC production, and remains the most famous cast member.

The movie was released by EMI to British audiences on December 21, 1970, with a premiere in London. Soon afterwards, it was screened at the former Ritz cinema in Keighley.

The railway was quick to cash in on the film's overnight soaraway success. It printed leaflets to be given to cinemagoers, outlining all of the locations in the film.

The movie was the ninth most popular film at the British box office in 1971, and recouped its cost in this country alone.

Highly positive critical acclaim was widespread and remains so to this day. The movie effectively 'made' the KWVR. Visitors flocked to the valley to see the places in the film for themselves, and to lose themselves in its magic.

Even today, the movie, which is regularly repeated on TV, is held to account for a significant portion of



The KWVR's 'Big Jim' USATC S160 2-8-0 No. 5820 at Keighley on May 7. The gala week will feature engines from all decades of the line's history. ALAN WEAVER



Great Western 5700 0-6-0PT No. 5775 in fictitious Great Northern & Southern Railway livery during location filming of the EMI big screen version of *The Railway Children*. The GNoSR lettering also appeared on the side of the line's locomotives in the BBC's 1968 production. HOWARD MALHAM



The three children on the footplate at the KWVR for the BBC's 1968 production of *The Railway Children*. BBC

the line's annual visitor numbers.

All over the country, there were enthusiasts and local people alike who saw the huge success of the Worth Valley revivalists on the big screen and who were wondering if their closed branch line could be revived, and it is impossible to calculate how much inspiration was drawn from the pioneering KWVR through the awesome popularity of the film.

Indeed, its release was a landmark moment in the history of Britain's railway heritage: had the film never have been made, the sector would definitely have been so much the poorer. It showed everyone what they had lost – as Joni Mitchell sang, you don't know what you've lost 'til it's gone.

Therefore, the whole sector, not just the KWVR, has much to celebrate at the line's 50th anniversary gala from June 24 to July 1 this year. Arguably it is a far more worthwhile anniversary to commemorate than the end of BR main line steam, for it is charged with positivity, over every inch of that 4¾-mile branch.

Eight-day celebration

Sunday, June 24, has been labelled the Members' Gala Day, when all current members of the Keighley & Worth Valley Railway Preservation Society will get free travel on all regular trains throughout the day.

It is also the day when the line's icon No. 41241 will be officially relaunched into traffic, having been out of action for six years since its boiler ticket expired. Its running-in tests recently completed, it will again carry the fictitious KWVR maroon livery in which it appeared in the 1968

reopening special. It will be on display at Oxenhope station in the morning, and in the afternoon will haul a train including the line's Pullman cars.

Monday, June 25, until the following Wednesday, will see the high-profile visit of LMS 4-6-0 No. 46100 *Royal Scot* which will haul public trains through the days. No. 41241 will run on the back of the trains in top-and-tail mode, with *Royal Scot* facing the Oxenhope end.

Tickets for the *Royal Scot* trips must be booked in advance on 01535 645214 and will be valid for one round trip only. However, these advance tickets will also allow unlimited travel on our other steam train running on the same date.

Other public services will be hauled by other locomotives including long-time resident Bulleid West Country light Pacific No. 34092 *City of Wells*, returning to the line for the gala from the East Lancashire Railway, where it is the subject of a public appeal to buy it.

Thursday, June 28, is Little Engines and Vintage Trains Day, reflecting the huge contribution made by tank engines to the success of the KWVR over the past half century. In the early days of the heritage line, before much bigger locomotives visited or took up permanent residents, little engines were the mainstay of the railway. While GWR 0-6-0PT No. 5775 which shot to worldwide fame in non-authentic ochre livery for the big-screen version of *The Railway Children* is currently non-operational, the place of the type will be taken by sister No. 7714, on loan from the Severn Valley

Although built in the Crewe workshops of the LMS to H G Ivatt's design, No. 41241 was one of 100 class members constructed by British Railways, after the Nationalisation of the railways in 1948 and went new to Bath (Green Park). It subsequently served at Bristol Barrow Road, Wellington in Shropshire, Leamington Spa, Bangor, Croes Newydd and Llandudno Junction, before finally ending its BR days at Skipton.

The engine was purchased by KWVR Preservation Society members W Hubert Foster and Ron A Worth directly from British Railways shortly before the closure of Skipton shed. It arrived on the Worth Valley in March 1967, ownership passing to the railway early in the Seventies. No. 41241 possibly represents the most typical branch line engine of all KWVR stock, making it ideal motive power for the branch.

When the engine arrived on the heritage line it was painted maroon, reflecting the colour of the company for which the type was originally designed.

As well as double-heading the reopening special on June 29, 1968, it also represented the KWVR at the 150th anniversary of the opening of the Stockton and Darlington Railway in Shildon in 1975. Eventually No. 41241 was repainted in authentic BR lined black, being the only livery the engine carried while in everyday service with British Railways.

It was withdrawn from traffic when its 10-year boiler certificate expired in 1988, and was placed on display in the exhibition shed at Oxenhope.

An appeal was launched to have it overhauled in time for the 50th anniversary celebrations, and in late 2017, the contract overhaul of the boiler was completed at the Severn Valley Railway.



Railway. It will be seen hauling the line's three Metropolitan Railway coaches which also played a big part in those early days.

LNWR saloon No. 21661, more famously known as the Old Gentleman's Saloon in The Railway Children film, will also be making a rare appearance in service, as will many of the classic vehicles owned and restored by the Vintage Carriages Trust (see special feature, pages 84-88) and the Lancashire & Yorkshire Railway Trust, which is also based on the line.

Pivotal role

Midland 4F 0-6-0 No. 43924 will also appear. This locomotive played a pivotal part not only in the history of the KWVR but that of the heritage sector in general, because 50 years ago, it became the first of 213 steam locomotives to be saved for preservation from Dai Woodham's scrapyard at Barry.

A group of enthusiasts under the banner of the 4F Society buying it for £2000 seems nowadays a straightforward transaction, but back in those twilight years of BR steam, there was a clause which prevented Dai from reselling any of his scrap locomotives for other than scrap metal.

Captain Peter Manisty, a leading light in the formation of the Bluebell Railway, made an approach on behalf of the Association of Railway Preservation Societies (now the Heritage Railway Association) to the British Railways Board, and persuaded it to allow engines to be resold from scrapyards. That was indeed a landmark agreement, and helped ensure

that steam did not end in 1968.

Towed by a diesel from Barry, No. 43924 arrived at Keighley on September 11 that year.

Friday, June 29, will be the big celebration day, the exact 50th anniversary of the Reopening Special. Needless to say, No. 41241 will be at the head of a five-coach train restaging the great event at 2.35pm and assembled as closely as possible to the original. Sadly, USA tank No. 72, which double headed that train in 1968, has since been bought by Andy Booth and is still undergoing its overhaul at the Ribble Steam Railway, and will not be available.

Other locomotives from the line's history will be in service, including USATC S160 2-8-0 No. 5820, which arrived in 1977. There will be a rare visit of a GBRailfreight Class 66, which will haul an afternoon passenger train.

Saturday, June 30, will be a mixed traffic day, reflecting the fact the KWVR has never been an exclusive steam-only line. In the late 1950s even before the railway was closed, Class 108 DMU were often seen on the branch. The railway is also proud to host many ex shunting locomotives, as well as prototype D226 and Class 20, 25 and 37 diesels alongside an impressive collection of steam locomotives. There will be an early start with steam running in the morning and diesels from late afternoon.

Guest diesels will include the Deltic Preservation Society's Class 55 No. 55019 *Royal Highland Fusilier* and Class 50 No. 50035 *Ark Royal* from the Severn Valley Railway.

Sunday July 1, will reflect the main line era after the 'Fifteen

Guinea special' of August 11, 1968, when modern traction ruled.

Indeed, the KWVR was one of the first heritage railways to host a 'modern traction' event – which then became 'diesel galas'.

In 1988 the first-ever event featured Deltics and a WR Class 35

Hymek and Class 52 Western. The aim of the day is to run types of locomotives that ran in 1988. The Deltic will appear again, as will a Direct Rail Services Class 37 and a GBRailfreight Class 73. Smaller shunters such as D226 will haul Keighley-Ingrow shuttles. **HR**

ON SALE NOW

BRONTE STEAM
FIFTY YEARS OF THE THRIVING
KEIGHLEY & WORTH VALLEY RAILWAY

THE LINE OF THE RAILWAY CHILDREN

BRONTE STEAM
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 Brontë 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.

ONLY £6.99

Visit: www.classicmagazines.co.uk/thebookshelf

Call: 01507 529529 Also on sale in major UK newsagents, plus other stores

TRACK TALK

→ Let's restore more classic coaches

MANY times I have visited Barcelona not knowing such a gem lay just 45km away. The Railway Museum at Vilanova i la Geltru has such a line-up of magnificent locomotives. John Titlow's report really sums it up.

It is incredible that they have a new build replica of one of their earliest locos, *Mataro*, a 2-2-2, along with three replica coaches from the same period, the 1850s, this complete train being steamed and displayed every month during the summer months.

Nearer to home the Bluebell Railway recovered three original Cravens coaches from the same period plus a luggage van. Once restored, they would form the oldest vintage train, but why is it taking so long?

Heritage Railway highlights many appeals to fund new build locos from the 1920-30s period but never any to restore historic coaches or early engines which would certainly be a great attraction. Beamish have shown it to be popular in the north of England but the south seems to lag behind.

Derrick Martin,
Hornchurch, Essex.

→ Forget about rebuilding Okehampton to Tavistock

I must take issue with Gerald Creed's letter in issue 241 regarding his desire to see the Okehampton to Plymouth line reopened.

We are crying out for more doctors, nurses, policemen etc and here we are discussing spending many hundreds of millions on a vanity project.

In this long period of austerity we need to get our priorities right and spend what money we have on services that benefit us all, not just a few. You also have to consider those people whose lives would be blighted along the route, including the owners of the properties built on the trackbed next to Tavistock station who would see their houses demolished.

A short delay "once in a blue moon" due to exceptional weather conditions on the Dawlish route cannot justify such a massive investment of public money. Full marks to Sarah Woolaston MP.

Richard Meredith,
Stroud, Gloucestershire



READ THESE AND HUNDREDS MORE EDITIONS IN THE RAILWAY MAGAZINE ARCHIVE
classicmagazines.co.uk/rmarchive

STAR LETTER

Restore the last 306 to working order

REFERENCE the article in issue 241 on page 13 about Class 306s: firstly the unit number should read No. 017 not 107.

Originally they were only used as far as Gidea Park, where many services turned back to Liverpool Street before extending to Shenfield.

A total of 92 three-car units were built, all except unit No. 30 lasted until withdrawal.

No. 30 came back from overhaul at Wolverton but being wired the wrong way round by mistake, it caught fire on test passing Seven Kings and was never rebuilt.

Sometime before the end of steam on the Great Eastern they were converted from 1500 volts DC to 25KV during a three-week period.

This was great for teenage enthusiasts as all the local services to Shenfield reverted to steam hauled with antiquated coaches.

Eventually they did stray as far as Colchester on odd occasions. I travelled on these units for most of the 1960s from Forest Gate to the City and onward to the West End where I worked.

We often travelled in the guards van as the trains were so full, they worked in three, six and nine-car formations.

No. 306017 was saved by First Great Eastern and refurbished to a very high standard and operated on certain Saturdays in summer when First held the franchise.



Class 306 EMU last survivor No. 306017 returned to service in original green livery to operate a Seven Kings-Shenfield shuttle service as part of a Network Day sponsored by Ian Allan to mark the launch day of Network SouthEast. This view also shows the carriage which was not modified when the trains were converted from the DC to AC power supply system.

I have a photograph taken at Ilford before I, along with a number of friends up for the day from Somerset, had a ride to Romford. I also have a mug that they were selling for £5.

I read in an earlier edition of *Heritage Railway* that this unit had been abandoned by the next TOC to hold the Great Eastern franchise and given to East Anglian Railway Museum where it has been languishing for the past few years.

Owned by the National Railway Museum, this is a unique one-off

unit that deserves being returned to running order for enthusiasts to enjoy when possible on specials etc.

I am certain it will not cost anywhere near £4 million that has recently been spent on a certain steam locomotive or take 10 years to complete – we have many great steam locomotives but only one Class 306.

I wait with interest now it is being looked after undercover in the dry, where it should have been all the time.

Phil Emond,
email

Appeal for information about Bedford line in the Fifties

AFTER doing my basic National Service Army training at Aldershot I was posted to Kempston Barracks, Bedford, the then Depot of the Bedfordshire and Hertfordshire Regiment. This would have been from November 1953 to September 1955.

After a while, I obtained a permanent pass which meant that I could travel to my home in Twickenham, Middlesex without too much fuss. I seem to remember a Forces ticket cost 10/- return but whether that was to St Pancras or right back to Twickenham, I am not sure.

The trains were semi-fast

stopping at St Albans, Luton (with the Skefco ball-bearing plant being brightly lit up) and Bedford Midland Road, taking about an hour or so for the journey although I am sure that once or twice the trains from Bedford ran nonstop to St Pancras.

Now I wasn't much interested in the locomotives themselves at the time but I am now.

So what engines would they have been at that time and how many carriages would they have hauled?

And going north where would their then terminus have been?

Keith Hanman,
Whitton, Middlesex.

→ Anyone who can help with this inquiry is invited to respond to the *Heritage Railway* editorial address opposite.

Where accuracy shouldn't matter

I HAVE recently returned from a long holiday, so have just got round to reading *Heritage Railway* issue 240. Is the letter from Chris du Feu for real? I thought it might have been an April Fool's gag!

For heaven's sake Chris, get a grip, surely there are more important things to worry about than a loco having an incorrect tender on a Christmas card and jigsaw puzzle (as depicted in issue 238).

Does it really matter if the very nice Christmas card with everything Christmassy (apart from the baby Jesus) is slightly wrong? I know many steam fans who would like to receive this card at Christmas, and also a few people who would like to do the jigsaw puzzle. Who cares about the bogie or driving wheels? It's a very pretty country station Christmas card.

Ian Sangster,
Bishopthorpe, York.

Why can't *City of Birmingham* be returned to steam?

OVER the many years you have done some excellent interviews with the management of the National Railway Museum but I can never remember an interview with the custodians of the Duchess No. 46235 *City of Birmingham* (which is in public ownership), asking them why it has to be literally stuffed and mounted for ever.

I do remember in your magazine a statement being made a few years ago that the reason it could not be moved was because of asbestos. Okay, if that is the case, how come two A4s can be moved half way round the planet full of asbestos and no one even blinks?

As a child, I travelled behind a Duchess to Euston before they were banned and it left a lasting impression on a young mind. To look at one of these locos waiting for the off you have to say it's a beast, exuding power and waiting to do what it was designed to, that is haul heavy loads at speed up a winding and hilly permanent way, on the difficult West Coast line – *Scotsman* no contest. We will never know that if a Duchess or Princess had been given its head on Stoke Bank then history may have told a different story.

There seem to be some sort of apathy towards some locos. *Princess Margaret*



LMS Coronation Pacific No. 46235 *City of Birmingham* incarcerated in the city's Thinktank Museum, where it has been on display since it was moved from the former Birmingham Museum of Science and Industry in 1997. Over the years, its custodians have turned down requests for it to be returned to steam. ROBIN JONES

Rose seems to have totally disappeared into the never-to-be-heard of again category and then there's the sad saga of *Princess Elizabeth*. These deserve the *Heritage Railway* appeal treatment.

There is a clear and present danger that if not this generation, the next generation of the guardians of heritage rail may come to think that the only heritage railway company worth interest

is the LNER, with *Flying Scotsman* and a locomotive named after a duck. That so-called most-famous engine in the world had done a lot of good in raising the profile of heritage rail but it has come at the cost of others just as worthy if not more so – it's a dangerous obsession that not only the public has but also the railway press too it seems.

P J Lawrence, email

TRACK TALK

Bid to preserve main line water tower

I was delighted to see the pictures of *Royal Scot* in issue 241, particularly the shot on the bottom of page 58 as it leaves Holyhead.

For many years, *Royal Scot* was on the Holyhead shed and hauled the Holyhead-Euston 'Irish Mail'. But the photo has even more significance; it is passing a water tower used to provide the head of water to replenish the steam trains (having taken water from a lake some three miles further along the track). I believe that this structure should be preserved and am looking at getting it listed.

Finally, can I take this opportunity to say how much I enjoy the magazine and its arrival through the letterbox is a real highlight.

Stewart Hayter, email

SUBSCRIBE TODAY!

FROM ONLY £20

SEE P30 FOR DETAILS



NEW TITLES FROM KINGFISHER **'The Man Who Loves Giants'** In a special arrangement with the BBC, we release for the first time on DVD this delightful film produced and screened on BBC Two on Christmas day 1971. The late David Shepherd CBE FRSA FGRA really was a man who loved giants and quickly rose to world-wide fame when he exhibited his wildlife paintings at an exhibition and sale in New York. From that successful exhibition he was able to purchase two steam locomotives from British Rail and save them from being scrapped. He developed his love for steam by starting his own railway in East Somerset at Cranmore bringing joy to many thousands of people where he would often be seen greeting people and signing prints. This programme is presented by film actor James Stewart and begins in David's beloved Africa where he developed his passion for conservation. The film captures the moment when David was asked by the RAF to reproduce, on canvas, the refuelling of an aircraft in flight. His great passion for steam is seen when he purchased his two locomotives *Black Prince* and *Green Knight*. A donation from every copy sold will go to the David Shepherd Wildlife Foundation

50 minutes duration £14.95

'Railway Round-Up No. 11' Winter steam over Shap and the Settle-Carlisle • First day's service from Swanage to Wareham. • No. 60163 Tornado on the timetabled service from Skipton to Appleby. • Test runs for 35018 and 60009 and their first tours. • Special review of the 50th anniversary of Southern Steam's end in 1967. Also with the steam galas at the Mid-Hants and Swanage Railways. • Nene Valley Railway Bulleid Pacifics weekend • Both the Beattie tanks together for final time at the Bodmin Railway and T9 No. 120. • *Flying Scotsman* visits the West Somerset Railway and on the main line in the south and over the S&C. • T9 at the Swanage Railway undergoing repairs • The move from Swanage of the T3 No. 563 and the arrival at Norden of Bulleid No. 34072 257 Squadron. • Severn Valley Railway Gala with No. 925 and J15. • Gloucester Warwickshire Railway Gala with No. 76017 and 35006 plus the home fleet • North York Moors Railway with numbers 80136, 5199, 44806 and many more. • Final runs with No. 46233 *Duchess of Sutherland* in BR green livery. • Variety of locomotives operating the British Pullman train – 60163, 35028, 46100 and 34046. • Deltics at the Bluebell Railway • Old Oak Common Open Day • Tyesley Open Day • Panniers to the SVR and much more **120 minutes duration £9.95**

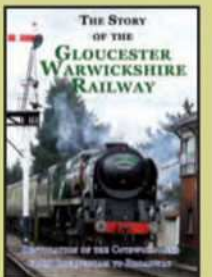
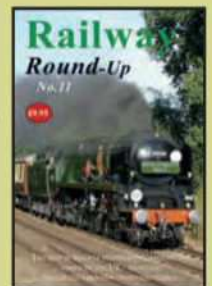
Coming soon 'LSWR T9 No. 30120' A documentary-style DVD about the history of this unique locomotive. Its restoration to working order. **50 minutes £12.95**

'Story of the Gloucester Warwickshire Steam Railway' In-depth story of the beginnings and subsequent re-opening of the line between Cheltenham Racecourse and Broadway. We see archive films of the line from the late 1950s through to closure in the mid 1970s and follow the rebuilding of the railway with its base at Toddington and arrival at Cheltenham then through to the grand re-opening day in March to Broadway. **60 minutes £12.95**

Available from all good railway shops or direct from us. Many more titles on our web site. Please add £1 per item for P&P.

Kingfisher Productions - PO Box 110, Cullompton, Devon EX15 9AZ

Visit web site for more products - www.railwayvideo.com





DEBUTS AT RAVENGLASS

Fifteen inches was considered to be the minimum practical gauge for a full-size as opposed to a miniature steam locomotive. **Mark Smithers** recounts the story of a pioneering engine of this gauge that barely survived but has now returned to steam.



There was an opportunity for the invited guests to ride on *Katie's* footplate up and down a short stretch of track. This view shows Mark Smithers (author of *Sir Arthur Heywood and the Fifteen Inch Gauge Railway*) nearest the camera with Peter Van Zeller on such an occasion.



Katie's left-hand crosshead. Note the piston tail rod, single slide bar and adjustment provision in the valve rod for setting purposes.



The 'big end', showing the cylindrical split enclosed bearing and the counterbalanced flycrank, both refinements introduced by Heywood on *Muriel* in 1894.



The bulk of the rear left-hand valve motion, including the swinging link; anchor and die block rods; die block and slide (John Wesley Hackworth-pattern) and the rear of the valve rod.

In the 19th century, Sir Arthur Percival Heywood attempted to gain commercial acceptance for his functional rather than miniature 15in gauge railway system by means of his Duffield Bank Railway in Derbyshire.

By 1875 he had completed his first 15in gauge locomotive, *Effie*, an 0-4-0 well tank with outside cylinders, inside frames, equal leading and trailing overhangs and a boiler incorporating a cylindrical firebox (inspired by 18in gauge 'Crewe Works' practice). Six years later he produced his pamphlet, *Minimum Gauge Railways*, which accompanied the appearance of his second locomotive, *Ella*.



A view looking forwards at the underside of the left-hand of *Katie's* chassis.



Katie's rear left-hand brake block, rear brake hangers and clasp rods.



The left-hand leading pull-rod of the locomotive's brake linkage.

Field railway system

This locomotive continued the 'equal overhang' and cylindrical firebox principles found on *Effie* but added further refinements, substituting side tanks for well tanks (there was no room for the latter anyway), steam for hand braking, a valve gear derived from Brown and Hackworth principles, a six-coupled outside-framed chassis for the four-coupled arrangement and a sleeved axle flexible wheelbase clearly derived from James Cleminson's system for carriages and wagons.

By 1881, Heywood had become very interested in promoting his system to the Royal

Engineers for use as a field railway system and he would continue to make efforts in this direction until at least 1903. By 1885, however, the Royal Engineers had accumulated a varied collection of 18in-gauge locomotives ranging from the little Manning Wardle 0-4-0ST *Burgoyne* (No. 448 of 1873) to 14 0-4-2Ts of five designs by four manufacturers at its Chatham sites and Heywood's efforts in this context were doomed to failure.

Nonetheless, further modifications were made to *Ella* during the years immediately following its completion, including combined hand and steam braking (the consequence of a



Katie nearing completion in the workshops of Station Road Steam Ltd at Metherngham on August 6, 2016.



Katie carries two additional plates on the rear inside face of the left-hand tank valance. The uppermost identifies its owner, while the lowermost commemorates the part played by Station Road Steam in the engine's reconstruction.



Prior to the return trip to Dalegarth, *Katie* simmers in the station at Ravenglass.

steam tramway accident caused by the failure of a steam brake); steam sanding (dispensed with owing to sand fouling the moving parts), and by 1889, the fitting of what became the standard Heywood pattern of boiler with barrel and firebox diameters of 2ft 1in and 1ft 4in respectively, and 57 tubes of 1½in diameter.

In 1894, a third Heywood 15in-gauge locomotive made its debut, *Muriel*. This was eight-coupled and possessed many of the features found on the improved *Ella*, but certain design modifications were made, including the use of cast iron headstock and sandbox assemblies, Geoghegan-pattern 'split cup' coupling rod bearings and a redesigned brake linkage system designed to cope with the wider lateral movement of *Muriel's* second and third wheelsets when compared with the middle wheelset on *Ella*.

During the late 1870s, Heywood had had some success in persuading the Leeds firm of John Fowler & Co, well-known for its agricultural products for use at home and overseas, to adopt his constructional principles and, at the Royal Agricultural Society's 1879 Kilburn Show, two Fowler 50cm-gauge locomotives clearly influenced by *Effie* were demonstrated.

Heywood approved of their general constructional principles (including their cylindrical fireboxes) but not of the fact that these locomotives had carrying axles, being of the 2-4-0ST and 0-4-2T configurations. Nonetheless, he continued with the 'estate' route for the promotion of his railway system,

allowing Fowler to build the boiler for *Muriel* in 1893 (No. 7006).

Two years later, Heywood was approached by the Hon Cecil Parker, the agent of the Duke of Westminster, in connection with a proposal for a railway linking the latter's family seat, Eaton Hall in Cheshire, with exchange sidings three miles distant on the GWR's Chester-Wrexham line. The main raison d'être of this railway was to provide a means of transportation for coal and building materials necessary in the running of the estate.

'Bad press'

The Eaton Railway was opened in 1896 and consisted of 4½ miles of track including a ¾-mile branch to the estate works. In order to work the system, a single locomotive was completed at Heywood's Duffield Bank works. It incorporated most of the normal features associated with *Muriel*, including a 'fully adhesive' wheel arrangement but, being a simple 0-4-0T, sleeved axles and a brake linkage adapted to cater for them were not necessary.

The new locomotive was named *Katie* after Katherine, the second wife of the first Duke of Westminster. The locomotive's cylinders measured 4½in by 7in, the wheels were 1ft 3in in diameter, the wheelbase was 3ft, the length over headstocks was 8ft, the overall width 3ft 10in and the weight in working order 3¼ tons.

Shortly after completion, a series of tests was undertaken with *Katie* on the three-mile 'main line' between Eaton and Balderton in

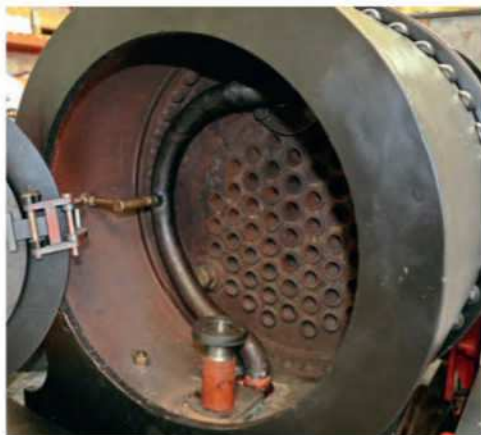
which it was proved that the locomotive could manage a gross load of 14 tonnes at an average speed of 12mph, and 22.65 tonnes over the same stretch at an average speed of 8½mph.

By 1898, however, the beginnings of the 'bad press' that was to dog *Katie* throughout the locomotive's operational career were in evidence. In the third edition of *Minimum Gauge Railways*, Heywood recorded that he had retracted his earlier opinion that a simple four-wheeled locomotive could be recommended for most minimum gauge applications and stated that he would not recommend such a locomotive again, except for very low speeds and short distances.

Nothing, he thought, but the experiences that he had had with *Katie*, could have impressed on him so forcibly the advantages of the sleeved axle flexible wheelbase in the negotiation of curves without flange squeal. When one considers the successful operation of the 18in-gauge Manning Wardles of Woolwich and Chatham, and the mainstream Quarry Hunslets of North Wales, both with a wheelbase only 3in greater than that of *Katie*, it would appear that the ash ballast in use at Eaton Hall probably played a major part in the difficulties that Heywood highlighted.

Nonetheless, *Katie's* solo starring role on the Eaton Railway was to be shortlived – in 1900-2 the engine was returned to Duffield Bank for repairs, owing to an unspecified mechanical problem.

During this period, *Muriel* deputised, no doubt being used to promote the sleeved axle system in the process.



The front tubeplate before the blastpipe was fitted. Note the securing rivets.



The internal locking arrangement for *Katie's* smokebox door consists of the rod-and-bellcrank mechanism. Unlike the internal hinge now fitted (which contains an intermediate link), it is likely that the original was a slip-hinge.



Katie's boiler backhead. The water gauge safety glasses are a modern refinement.



When the decision was first taken to resurrect *Katie* in operational form, a working steam brake was not envisaged. This resulted in the lack of provision of an underhung steam take-off ('blow-off flange') on the locomotive's boiler. It was eventually decided to fit a steam brake, but unlike original Heywood practice, its control valve chest does not incorporate a steam feed manifold for the injectors. What appear to be 'clack' valves at first sight are therefore a clever piece of deception – they are in fact the exit points of the injector steam feeds from the boiler, with the true 'clack' valves located out of sight towards the smokebox end of the barrel. The control wheels for the steam feeds are the giveaway.



Left: The details of the combined screw and lever reverse mechanism, with the half-nut catch in the centre.



Katie's left-hand tank top is seen here. As with the original (and unlike the replica of *Ursula*) it is double-skinned, i.e. it consists of the tank proper and an external valence. The rectangular filler (inspired by the surviving fitting on *Muriel's* tank) and boiler washout plug (not present on the original locomotive and not visible to the casual observer on the reconstruction) are also shown to advantage.



Katie poses for admirers in front of the new workshop at Ravenglass on April 28, 2018. Inset: One of Katie's workplates, suitably profiled to match the boiler cladding.

In 1904 a new locomotive, *Shelagh*, built on the six-coupled, sleeved-axle principle, arrived from Duffield Bank works. This locomotive incorporated a design modification later applied to *Ella* and *Muriel* (during rebuilds completed in 1900 and 1911 respectively), namely the substitution of a linear linkage for the Hackworth-pattern straight slide and die block arrangement used in the locomotive's valve gear. There was never sufficient space to incorporate this modification into *Katie*, which appears to have been relegated to spare engine during the 1904-14 period.

In sole charge

In July 1914, two new boilers were ordered from Abbott of Newark, one for *Shelagh* and the other for a second locomotive of the same design, which had been stored unfinished at Duffield Bank since at least 1903 and had probably been originally intended for use by Heywood at his family seat of Dove Leys, Staffordshire. With *Shelagh*'s return to Duffield Bank, *Katie* was once again in sole charge until the arrival of the final Heywood 15in gauge locomotive, *Ursula*, in the year of Heywood's death – 1916.

During that year *Katie* was sold to the newly-regauged Ravenglass and Eskdale Railway, replaced by the rebuilt *Shelagh*, which (owing to Westminster family circumstances) took the locomotive's name at Eaton Hall.

On the Ravenglass and Eskdale Railway, the original *Katie* acquired a reputation for poor steaming, having to 'stop and blow up' at relatively short intervals. One difficulty may have been inherent in the fact that the locomotive, unlike *Ella*, *Muriel*, and *Shelagh*/*Katie* 2, had never received a rebuild at Duffield Bank (although cylinders were reputedly cast for this purpose in 1914). There was even a proposal at one stage to fit

a conventional locomotive-pattern boiler, which, if it had been put into effect, would have required considerable additional modifications to the locomotive.

In the event, the matter was not proceeded with and, instead, *Katie* was sold in 1919 to Llewelyn's Miniature Railway, Southport. The locomotive's spell on this line did not prove a success, with its overall width in particular proving to be a problem. *Katie*'s sale was envisaged as early as January 22, 1921 and the engine was eventually sold in the early weeks of 1923 to the Barmouth Motor Boat and Ferry Company for use on the Fairbourne Railway.

After a two-year period of service, during which the locomotive survived the failure of a safety valve spring and demolishing a wall of the locomotive shed at Fairbourne, *Katie* was finally withdrawn from service in 1925, following the arrival on the line of the new Bassett-Lowke Atlantic No. 32 (later *Count Louis*), and dismantled in May 1926, with the mainframes and wheelsets (latterly at least without crankpins and webs) adapted as a wagon-cum-makeshift carriage and the remainder was scrapped.

This vehicle remained in use, it is thought, for the balance of the inter-war period after which the mainframes (by now devoid of wheelsets) were stored in the open until they were transferred to the Narrow Gauge Railway Museum at Tywyn in 1974, passing to the Eskdale (Cumbria) Trust at Ravenglass in 1981.

During the 1990s there was something of a revival of interest in the work of Sir Arthur Heywood and thoughts turned to recreating a complete example of at least one of his locomotive designs. By the spring of 1991, four rolling chassis of basic *Katie*-pattern but all-welded construction, had been completed by FMB Engineering Ltd in Hampshire.

Four years later, a new locomotive had been completed utilising one of these chassis and a boiler that, though of similar pattern to the original, is somewhat larger in diameter, having apparently originally been intended for a replica of one of the Horwich Works 18in-gauge locomotives. Although bearing the authentic name, this replica also incorporated other differences from the original, including a dropped footplate between mainframes, a re-positioned handbrake column and the lack of a steam brake.

Heritage group

Having moved to Cheshire in 2004, it now accompanies the surviving Eaton Railway four-wheel brakevan and open bogie carriage (modified by the RHDR) on a reinstated line at Eaton Hall.

In 1992, a heritage group was formed at Ravenglass with the initial objective of recreating *Katie* as a static museum exhibit and, by the time of the celebration of *Muriel*'s centenary in 1994, a rolling chassis, without cylinders and fitted with a mock-up body had been constructed.

The following year saw two events that were to be crucial to the *Katie* project: the appearance of a new book on the subject, Sir Arthur Heywood and the Fifteen Inch Gauge Railway, and the commencement of construction by James Waterfield of a replica of *Katie*'s larger Eaton-based sister *Ursula* (the original of which, along with *Katie* 2, had been cut up at Balderton in September 1942).

By 1996, the year in which the embryonic *Ursula* appeared at the Eaton Railway Centenary Exhibition in Chester, thoughts had turned to recreating a working *Katie* at Ravenglass, although with major sources of funding not available, the Heritage Group (by then a 'friends' organisation for the museum)



Katie's classic Roscoe-pattern displacement lubricator.



The leading headstock assembly. Unlike the original arrangement, functioning sandboxes have not been adopted on the reconstruction.



Two replica Heywood items from James Waterfield's collection, his four-wheeled brakevan (of mixed Duffield Bank and Eaton Railway inspiration) and companion carriage for *Effie* were also on display.



Katie with replica Heywood stock at rest outside the workshop following the ceremony.

resorted to innovative methods of fundraising, including a sponsored push of the rolling chassis and selling replica gunmetal *Katie* nameplates courtesy of the NRM, which loaned an original from *Katie 2*.

The necessary certification for construction being obtained, it was decided to order a new boiler (to be built alongside *Ursula's*) from Sam Ward of Sheffield and both boilers were completed in 1998. Unlike the original, both have 52 tubes of 1½in diameter, have a single (as opposed to two) ring construction, and have welded rather than 'opened-out' integral rear flanges for the barrel and firebox.

Four longitudinal stays from backhead to front tubeplate were added, in addition to stays cross-linking the upper part of the rear tubeplate to the rear of the dome (to counteract the differential expansion of the upper and lower parts of the rear tubeplate).

Ursula made its public debut in steam on the Bure Valley Railway in late May 1999, but *Katie's* revival was to be rather more protracted. By the summer of 2005, the Ward boiler had been fitted to the mainframes and later, a set of cylinders was cast using wooden patterns manufactured by James Waterfield (sadly these were later to be destroyed in the fire at Ravenglass in 2013, thereby precluding their use in any future project to recreate *Ella*, for which they would otherwise have been very useful).

Following the fire, it was decided to have *Katie* completed by Station Road Steam Ltd of Metherringham, Lincolnshire, and the locomotive featured, at its relevant states of completion, during the open days at



Sue Whitehouse unveils *Katie's* nameplate.



Katie's cast firebox backhead, with the firehole door (upper) and damper (lower).

Metherringham on August 9, 2014 and August 6, 2016, along with a working *Ursula* and replica Eaton Railway bogie brakevan.

Work on the locomotive at Metherringham was completed by February 7, 2017 and on June 14 a completed *Katie* returned to Ravenglass to take its place in the new museum, where it was normally to be displayed. Its operational debut on the RER had to wait, however, until tests could be completed and the reconstructed locomotive first moved under its own steam at Ravenglass on February 6, 2018.

During the best part of the succeeding three months, *Katie* underwent further testing, including running to the further end of the line at Dalegarth, amassing 60 miles of running.

Emotional occasion

On April 28, the reconstructed *Katie* made its debut in front of an invited audience of people who had, in one way or another, sponsored the project, on what proved to be a very emotional occasion. Despite the fact that some compromises have been made in the reconstruction, largely for operational reasons, the locomotive proved to be an instant hit with those present.

After a few hours in which it posed in front of the new workshop at Ravenglass and in which many of those present had the opportunity to take some of the engine's controls during runs on a short section of track, a rededication ceremony was undertaken, incorporating an opening speech by Peter Van Zeller and a nameplate unveiling



By way of comparison with *Katie*, James Waterfield's replica of *Ursula* (first steamed in May 1999) was also present at Metherringham on August 6, 2016. *Ursula* is now based on a private line in Lincolnshire.

by Sue Whitehouse, daughter of the late Graham Vincent, whose photographs of *Katie 2* and *Ursula* during scrapping were to prove so crucial to the success of at least two of the Heywood replica projects.

Following the ceremony, *Katie* and two open carriages, loaded with some of the day's visitors, made the return journey from Ravenglass to Dalegarth, sadly in atrocious weather conditions, but it was an important and historic occasion, nonetheless.

It is anticipated that in the future, *Katie* will spend most of its time in the museum, but the engine will see some use out on the track, particularly in connection with forthcoming 'Driver for a Fiver' sessions.

The resurrection of much of Heywood's equipment has been one of railway preservation's 'new build' and 'extensive restoration' successes and in consequence, we now have replicas of *Effie* (the latest completed by James Waterfield during the recent winter), *Katie* and *Ursula*, along with restored and replicated rolling stock such as four-wheel tool, general purpose, dynamometer and brake vans, a bogie brakevan and bogie closed and dining carriages, in addition to the equipment at Eaton Hall.

Ella and *Muriel* remain the main outstanding items and utilisation of any surviving usable components (mostly to be found incorporated into the RER's *Shelagh of Eskdale* and *River Irt* respectively) would raise serious ethical issues.

Nevertheless, if replication of these units from scratch proved to be the only feasible solution, then past achievements show it to be eminently feasible. **HR**



Most of *Katie's* right-hand valve motion, emphasising the proximity of the reversing rod to the die block slide. The reversing rod has to be 'cranked' to avoid fouling the latter item when running in a forward direction. Unlike the four other 'mature' Heywood locomotives, *Katie* could never have had its die block slide replaced by a linear linkage, as there was insufficient space for this to be effected.



Unlike the other four 'mature' Heywood locomotives, *Katie's* steam brake cylinder is attached to the rear face of the central stretcher. Its primary piston rod makes a trailing connection with a crosshead attached to two secondary piston rods (shown here), which pass forwards through the central stretcher to connect with the pull-rods. This arrangement achieves an optimum lateral 'spread' of the braking loads.



Despite the terrible weather conditions, a photographic run-past was staged at Miteside Loop on the outward journey. Once *Katie* and its train of two open carriages reached Dalegarth, many of the passengers switched to covered accommodation (hailed by *Whillan Beck*) for the return trip.

STUART MODELS

FOUNDED 1898

For the MODEL ENGINEER
SETS OF CASTINGS

We offer Sets of Castings suitable for both those starting out in model engineering as well as those looking for a new and challenging project.

For the ENTHUSIAST
PRE-MACHINED KITS

Many of our engines are available as Pre-Machined Kits allowing you to finish the model with a set of spanners and simple hand tools.

For the COLLECTOR
READY TO RUN MODELS

The perfect choice for anyone who has an interest in steam. These models are assembled, painted and thoroughly tested in our workshop.

CATALOGUE - £6.00
80 PAGE FULL COLOUR

Please send £6 for our eighty page comprehensive full colour catalogue which covers our entire range of models and accessories.

STUART MODELS

GROVE WORKS, WEST ROAD, BRIDPORT, DORSET, DT6 5JT

• TEL 01308 456859 • FAX 01308 458295 • www.stuartmodels.com •

Railway 2018-2019

Holidays

Join us for a friendly tour where you'll experience the best of these fascinating railways, enjoy fabulous scenery and meet some of the interesting people that run the railways we'll ride on.

The best of Colorado - Train, trains and mountains!

Colorado is amazing! Ride the Durango-Silverton and Cumbres-Toltec lines. Journey up to over 14,000 ft on a rack line to Pikes Peak and ride The Royal Gorge Railroad. Plenty of museums too, including The Galloping Goose Museum and 'The Big Boy' at Cheyenne. Time for train chasing too. **Prices from £2,895**

Eastern Australia

Melbourne and the famous Puffing Billy Steam Railway. Bob Cochrane (PBSR Chairman) has put together an excellent experience as to what eastern Australia has to offer. A picturesque journey on 'The Don River Railway' in Tasmania. Sydney and a visit to the recently opened light rail system on the Gold Coast as well as seeing Australia's best railway museum in Brisbane. Want to extend your trip? We will take you on an amazing tropical train journey through the jungle as well as visit the Inner Barrier Reef. Join us for a great adventure! **Prices from £3,195**

Darjeeling and the DHR

If you would like to get under the skin of the DHR with plenty of charter trains, all steam-hauled, and time to see the area too, this is the one. We'll start in Kolkata, with the ever-popular tram ride. Choose between flying up to the DHR or take the traditional arrival on the overnight 'Darjeeling Mail'. Plenty of charter trains, including our exclusive dining train, and all steam-hauled. Time to look round the area too! **Prices from £3,195**

Indian Magic Tour

A great introduction to India, perfect for bringing your partners. Kolkata by tram and a river cruise. Narrow-gauge steam to Darjeeling. Plenty to see in Delhi, and the Taj Mahal in Agra. The famous narrow-gauge to Shimla in one of their railbuses. We also offer an extension to the tour where we ride the steam hauled rack railway up the Nilgiri mountains to Ootacamund - 'Ooty'. **Prices from £2,975**

Golden Triangle and Shimla

Another introduction to India, travelling by rail and avoiding India's road chaos! We'll visit Delhi, for the 'Changing the Guard' ceremony and Lutyens' impressive architecture, then Agra for the Taj Mahal and The Red Fort. Jaipur, the pink city and Amber Fort, accessed by elephant, and then up to the Raj Hill station of Shimla by narrow-gauge train. Plenty of train travel and some steam. Extend to Goa if you wish! **Prices from £3,275**

September 2018

November 2018

January 2019

February 2019

March 2019

Darjeeling Tours

www.darjeelingtours.co.uk
tours@darjeelingtours.co.uk

0208 249 8943

Lime Tree Lodge, Thorpe Road, Mattersey, Doncaster DN10 5ED

It's Great Western to the fore, but Essex gets a look-in

A MAJOR GWR collection may be set to take centre stage at GW Railwayana's July 14 auction, as reported in last month's *Heritage Railway*, but other companies and locations will also be adding their weight.

The headline items from the collection are nameplates *County of Oxford*, *St Mawes Castle*, *Fringford Manor* and *Runter Hall* (Nos. 1023, 5018, 7814 and 7919 respectively), with *Charles Dickens* from Britannia No. 70033 flying the Standard flag.

A sixth nameplate – the only main line steam plate not from the collection – is *Quentin Durward*, from GWR Saint class No. 2979 that was built at Swindon in April 1905 as a 4-4-2 named *Magnet*, renamed after the 1823 Sir Walter Scott novel in March 1907, and rebuilt as a 4-6-0 in August 1912. It was withdrawn by BR from Newport Ebbw Junction (86A) in January 1951 after an operational life of 46 years.

Another nameplate in the auction is *Sir Ralph Verney* from 1922-built Metropolitan Railway Bo-Bo electric No. 3, this being one of the

alloy plates that replaced the original brass versions in 1953, while there is also the smokebox numberplate from GWR No. 1013 *County of Dorset*.

Unknown survivor

Thoughts then turn to the fair county of Essex, from where three items will be going under Simon Turner's hammer, led by a totem sign from Westcliff on Sea. The granddaughter of a station employee who obtained the sign in the mid-1950s has placed it in the auction, and the totem is a previously unknown survivor from this London Tilbury & Southend line station.

Two miles from Westcliff is Leigh-on-Sea station, and this was the location of a high-profile ceremony on January 4, 1934, that is recorded on the other two Essex items. The occasion was the opening of the town's new station half a mile to the west of the original built in 1855. Among VIPs who attended were LMS chairman Sir Josiah Stamp and Coun Herbert Frith, mayor of Southend.

The first item is a large inscribed silver key – presumably representing a key to the station – that was presented to the mayor by Sir Josiah, and the second a ticket mounted in a silver frame that was also presented to the mayor. This ticket was numbered 001, and allowed Coun Frith and his party to travel first class from the new station to Southend, presumably after the ceremony.

On the subject of free travel, four passes issued by Colonel Holman Stephens to London Electric Railway senior officer W E Mandelick will be on offer. All numbered 21, they cover four of Stephens' light railways – Weston Clevedon & Portishead, Shropshire & Montgomeryshire, Kent & East Sussex, and East Kent.

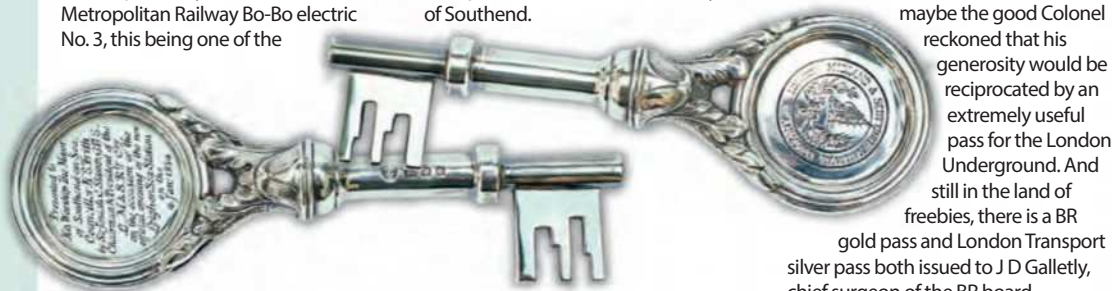
Quite how often Mr M would have wanted to travel on any of these four railways one can only guess, but maybe the good Colonel reckoned that his generosity would be reciprocated by an extremely useful pass for the London Underground. And still in the land of freebies, there is a BR gold pass and London Transport silver pass both issued to J D Galletly, chief surgeon of the BR board.



Charity donation

The distant past will be recalled by a London Chatham & Dover Railway handlamp that GW Railwayana's Simon Turner estimates dates from the mid-19th century (the company was founded in 1859), a GWR Widows' and Orphans' Benevolent Fund charity box and a Midland and Great Northern Joint Railway clock with the location 'Sutton Bridge Junction box' legible on the dial. The M&GNJR was the only railway company to identify their actual location on its clocks.

Leaping forward to more recent times, a 1952 Crewe worksplate from Britannia No. 70034 *Thomas Hardy* will feature, this Pacific having entered traffic in December that year, being withdrawn from Carlisle Kingmoor (12A) in May 1967. The auction, at Pershore High School, starts at 10am.



Click here for internet slide show

UK and European railway scenes both ancient and modern were the dominant force in a telephone and internet railwayana and photographs auction held by Justaclickago in early May.

All six top realisations were achieved by slide collections, and were led at £850 not by locomotives but a collection of 380 mainly signalling and lineside signs from the 1950s onwards, followed at £750 for 175 slides of 1970s European steam and £690 for a selection of modern UK traction.

Next up at £650 came 1000 slides of European modern traction, a price equalled for 88 views of circa 1969 UK industrial steam, while 265 slides of mostly BR and London Transport steam in the mid-1960s went for £550. Prices exclude buyer's premium of 15%.

Targets and totems: you thought it was all over

IF YOU thought the recent debate about the curious tale of hyphenated and non-hyphenated Southern Railway target and BR Southern Region totem station signs had run its course in this column, turn away now. For it hasn't.

When I started the debate a few months back, concerning the signs at Greatstone-on-Sea in Kent following the sale for £2400 of one such sign, I had no idea what was to follow. It proved to be a fascinating tale, with Tim Clarke, one of the country's leading experts on the subject, joining in with some amusing facts and illustrations

of the inconsistent style used by the SR and BR. To sum it up, he said: "Hyphens on targets – the answer is a lemon I'm afraid."

Now Tim has been in touch with a further example. It centres on the north-east Kent station of Westgate-on-Sea, on the London Victoria to Margate line which opened in April 1871 and is still open today.

In its wisdom, using all the experience it had gained with

its seemingly carefree attitude to geographical correctness, the Southern Railway decided the target signs at the station would be simply Westgate. Enter BR after 1948, and totems were the correct Westgate-on-Sea. So far so good.

But astonishingly, at least one totem has emerged thus: Westgate on-Sea. "I don't know how many of each there were," said Tim. "It is possible that the odd variant with a single hyphen was just a one-off. Very unusual."

So that's put this debate to bed. Or has it?



WESTGATE-ON-SEA

WESTGATE ON-SEA

Big model of a big loco set to make a big impression

A GAUGE one electric model of Union Pacific Big Boy class No. 4005 will dominate in every sense a Vectis model train sale on June 15. One of a limited production of four made by Samhongsa of South Korea for the American retailer Row & Co, the model of the articulated 4-8-8-4 is 4ft 1in long and described by Mike Delaney of Vectis as "mightily impressive."

The 25 members of the Big Boy class were built for Union Pacific at the Alco works in Schenectady, New York state, in two stages in 1941 and 1944. They weighed 558 tons, had a tractive effort of 135,375lb ft, and were capable of pulling 8000-ton freight trains at up to 60mph, their regular workings being over the Wasatch Mountains between Wyoming and Utah which rise to nearly 12,000ft. They were all withdrawn by July 1959, and eight are preserved, including



No. 4005 at Forney Transportation Museum, Denver, Colorado.

Another gauge one model in the auction is of GNR Stirling single 4-2-2 No. 1, made as a live steam limited edition by Aster of Japan, while another live steam limited edition, a 3in gauge

No. 70000 *Britannia* produced by Silver Crest of Braunston, Northants, will also be going under the hammer. The sale, at the Vectis saleroom in Thornaby, Stockton-on-Tees, starts at 10.30am.

Meanwhile, Hornby O-gauge swept the board in a Vectis model train sale at Thornaby on April 20 by achieving all four four-figure realisations, headed by £3800 for an Argentine export model of SR Schools class No. 900 *Eton*.

This 4-4-0 was followed by a trio of non-locomotive models, led by a signal gantry comprising four signals that went for £2100, more than four times its middle estimate. Next up was a box of countryside accessories including fences, gates and trees (£1100), and a Southern Railway refrigerator van (£1000).

The Hornby O-gauge/SR combination continued below the £1k mark, when an electric model of L1 class 4-4-0 No. 1759 went for £750. Prices exclude buyer's premium of 25% (inc VAT).

No doubting the success of *City of Truro* this time round

IT MAY have been the first steam locomotive to have recorded 100mph, it may not have been, but there was absolutely no doubt that GWR No. 3440 *City of Truro* was the star of a Dreweatts' sale of live steam models and railwayana at Donnington Priory, Newbury, on April 25.

A 7¼in gauge model of the famed 4-4-0 went under the hammer for £40,000, a tad over double that of its nearest competitor, a 10¼in gauge No. 6100 *Royal Scot* that went for £19,000. The GWR model was built by David Aitken and was formerly part of the Pete Waterman collection, while the

LMS runner-up was built from Bassett-Lowke castings.

Two other five-figure realisations were £15,000 for a 7¼in gauge LNWR 4-4-0 No. 2663 *George the Fifth* built in 1912 also from Bassett-Lowke castings and rebuilt 30 years ago by Mr R Fenwick, and £11,000 for Stephenson's *Rocket*, built by G Wick & Son of Oxford also in 7¼in gauge.

Running this model close was 5in gauge GWR Bulldog 4-4-0 No. 3433 (£9000), followed by two further 5in gauge models, of GWR 4-4-0 No. 7 *Armstrong* (£7000) and Metropolitan Railway 4-4-0T No. 27 (£6500). Prices exclude buyer's premium of 24% (+ VAT).

Victorian survivors head the ticket queue in central London

A RAILWAY ticket issued in the first half of Queen Victoria's reign realised £1150 at a Paddington Ticket Auctions' sale in central London on April 21. The ticket, featured in *Heritage Railway* issue 240, was issued by the Hampstead Junction Railway in the early 1860s for a second class single from Kensal Green to Acton.

Staying in the capital, a North London Railway 2nd class single from Bow to Victoria Park, issued in April 1867, went for £640.

The Isle of Wight came next in the realisation stakes, with five pre-Grouping

tickets from a variety of the island's railways selling as a single lot for £620, and an IoW Railway 1d platform ticket for Ryde St John's Road issued in April 1919 for £580.

Another 1d platform ticket, issued by the Colne Valley Railway in March 1921 for Halstead station in Essex, fetched £540. Prices exclude buyer's premium of 12%.

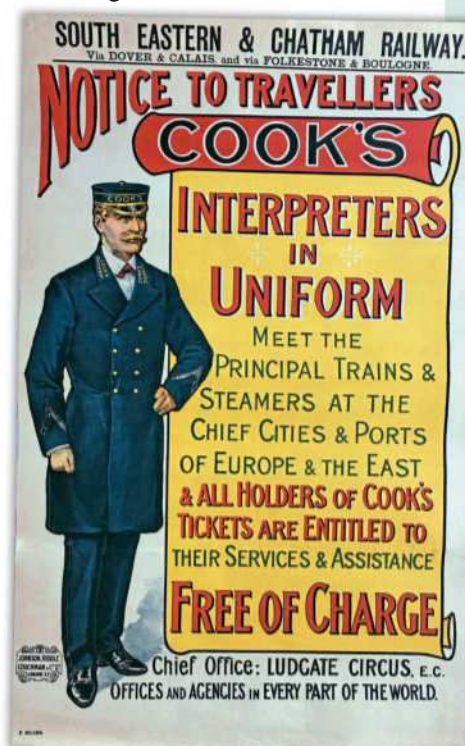
Paddington Ticket Auctions' Chris Dickerson said: "The sale was an outstanding success, one of the best since we started 27 years ago. Prices were high, and we continue to build on our success."

Sign of the times points the way to Croydon

AN early Underground sign and an Edwardian poster are set to be among the front runners at a Transport Auctions of London sale in Croydon on July 1. The former directs passengers with a pointing finger typical of the era to the East London and Underground Railways, and is believed to have been located at Whitechapel station, possibly from 1884 when the District Railway station opened there.

The poster dates from 1904 and was produced by Thomas Cook to promote the company's uniformed interpreters that were available to meet South Eastern & Chatham Railway passengers at Dover and Folkestone.

The 400-lot auction will include other London Underground, main line railway, and bus and tram items, such as enamel signs and maps. It is being held at the Croydon Park Hotel and starts at 11am.



AS we closed for press, the number of followers on our [facebook.com/heritagerailway](https://www.facebook.com/heritagerailway) page had passed the 330,500 mark.

That's far more than any other railway enthusiast site that we know about, anywhere in the world – and

the number increases rapidly by the day! Over recent weeks, we have added more likes to our pages than some of our competitors have over many years.

Let us see your pictures, hear your news and tell the world about your upcoming events. Like us today!

L&Y 0-6-0 No. 957 heads a train of three VCT carriages out of Keighley; two Metropolitan Railway 'Dreadnoughts' and the SR 'Matchboard' Brake Third. BRIAN SHARPE



Museum on the MOVE

The collection and the achievements of the Vintage Carriages Trust are explored by **Rodney Towers** on a visit to Ingrow as host the Keighley & Worth Valley Railway celebrates its 50th anniversary in style.

Today it is the Vintage Carriages Trust that owns and operates a rather special museum at Ingrow in the Worth Valley near Keighley. Its collection currently comprises 13 items of rolling stock; nine carriages, three small industrial steam locomotives and one railbus. As a museum, it claims to have one outstanding and possibly unique feature in that all the vehicles have wheels and can roll on standard gauge track. There are no static exhibits in the collection. Two locomotives and one carriage are off site on long-term loan arrangements with other heritage railways and, as VCT chairman Trevor England says, "in this way they can be seen by a greater number of people, it helps to keep the vehicles maintained and at the same time it promotes the name and purposes of the VCT".

Origins

The founding spirits of the trust based in Yorkshire came, perversely enough, from Lancashire. Back in the early 1960s, Tony Cox purchased the only remaining survivor, No. 957, of a batch of 50 steam locomotives built in 1887 by Manchester engineers Beyer Peacock for the Lancashire & Yorkshire Railway. At about the same time he also acquired a carriage of wooden construction built in 1876 for the Manchester, Sheffield & Lincolnshire Railway.

By the middle of 1962, BR had given notice of its intention to close the Worth Valley branch. This stimulated a group of enthusiasts to form the Keighley & Worth

Valley Railway Preservation Society that year. Tony Cox was elected its secretary, and the society lost no time in commencing negotiations with BR to purchase the line. Then began five years of exhaustive legal wrangling, at the end of which it became the first successful party to complete a purchase of a former BR line.

With the end of steam in sight and the Beeching 'axe' slashing the national network, it became obvious to preservationists that a lot of history was destined for the scrapyards. In particular, there were some people who perceptively identified that this would be a last opportunity to save some of the surviving carriages of wooden construction from that fate, and that a place was needed where such vehicles could be both stored and restored.

Then, in 1965, Robin Higgins became another of those purposeful people who took the initiative to save two ageing six-wheeled carriages from BR. These were an 1886-built Midland Railway Composite and an 1888-built GNR Brake Third. Robin, already a member of the Lancashire & Yorkshire Railway Trust, took both vehicles to Haworth, where the L&Y Trust had earlier established an operational base. Such a choice was perhaps not surprising because Haworth was also the place where the Worth Valley Carriage & Wagon and Locomotive departments were located.

With these preservation initiatives going on, meetings between like-minded enthusiasts were frequent. Haworth was a natural forum for the exchange of opinions,

plans and new ideas. It was one of these ideas which, in 1965, led to the formation of the Vintage Carriages Trust. The first chairman would be Tony Cox and the trust would begin life at Haworth. The initial objective was to specialise in the restoration of wooden and composite carriages so that they could run again on the railway to which they had ready access. A few years later, in about 1970, they then relocated to Oxenhope, the line's southern terminus.

Move to Ingrow

By 1989 the VCT had been able to negotiate a move to a much superior site at Ingrow. This was on land with existing access to the KWVR – an excellent site in itself but with space enough to build a museum. The trustees sought and successfully obtained funding for its construction. The building was completed two years later and the trustees decided to call this The Museum of Rail Travel. So with the VCT having its entire collection on wheels whether in the museum, on loan or on the railway, the inspirational intentions of the first trustees to create a museum on the move, have been both achieved and sustained.

New workshop

In 1995 they embarked on the next phase, the construction of a restoration workshop as an extension to the museum structure. The new workshop would be built as an extension to the museum but internally partitioned from it while retaining access to the railway.



1 Arrival condition at Haworth 1965 as LNER stores van. VCT ARCHIVES



1 First class – luxurious for mill owner, wife and pets.



1 Second class – leather seating for children, butler and nannies.



1 Tri-composite carriage restored as GCR No. 176 in GCR livery. Inset right: Oil potlamp suspended from roof chimney.



1 Third class – wooden seating for cooks, maids and other household members.



2 MR No. 358 as a stores van prior to joining the VCT collection. KWVR

THE VCT COLLECTION

VICTORIAN CARRIAGES FOUR VEHICLES

1 Manchester, Sheffield & Lincolnshire Railway No. 103; four wheeled Tri-composite Carriage

This has to be the jewel in the crown of the present collection. This four-wheeled Victorian carriage was built in 1876 for the Manchester, Sheffield & Lincolnshire Railway as No.103 but ended its days 85 years later as an undignified stores van at Retford. It was Tony Cox who stepped in and purchased the vehicle from BR in 1961. It was brought to the VCT base at Haworth in 1965 and became the first vehicle entrusted to its care and collection.

In 1897 the MSLR became part of the Great Central Railway and it was a VCT decision to restore the vehicle to that of its time as GCR No. 176. Sufficient funding for external restoration was made available from the VCT and this work was completed by 1980, with internal restoration completed during 1985.

This carriage can now be used for filming and will participate in occasional events on the railway. However, as it is the oldest vehicle in the collection, it is normally on display in the museum.

Its most recent run in preservation was in March 2015 to commemorate the 50th anniversary of its arrival on the KWVR. On that occasion, it formed part of a two-carriage train, together with the Chatham carriage and hauled by the 1890-built Manning Wardle

0-4-0ST *Sir Berkeley*, both of which were also taken into the collection in 1965.

Three noteworthy features of this carriage are the five-compartment design, the interior lighting and the livery. The carriage has five compartments, one first class, one second class, two third class and a separate one for the luggage. The whole design concept speaks pointedly to us today about social class distinctions of the time. The mill owner would have been able to hire the whole vehicle for the exclusive use of his family and household retinue.

While peering into these compartments do look up at the carriage ceilings. This was the time when oil potlamps were lit at dusk and dropped into roof chimneys by a lamp boy who had to climb and walk on the carriage roofs. The brass bases are all stamped M S & L although only one original fitting survives.

The external structure carries the superbly distinguished livery of dark chocolate and cream with gold letters and linings that the GCR adopted during the Edwardian period. While such a livery looks magnificent when clean, one has to conclude that it was probably a nightmare to maintain in the sooty railway environment of the time.

2 Midland Railway No. 358 six-wheeled Composite

This carriage was built in Derby in 1886 and survived for 82 years until 1968 when it was withdrawn as a stores van in Liverpool. Purchased from BR for a nominal amount, the vehicle was moved to Haworth and taken



2 Robin Higgins, past VCT chairman, working on the carriage body.

into the VCT collection. This type of carriage would have almost certainly been operating on the Worth Valley Railway after the line was absorbed into the Midland Railway.

With limitations in VCT funding and workshop space, restoration plans have been on hold for a long time. However, in 2016 the trust was finally in a position to start the restoration of MR No. 358, the second-oldest carriage in its collection. Work is in progress but it remains in its early stages.

The restoration of MR No. 358 is one of two major projects now in progress at Ingrow and there is an ambitious target to complete this work by 2020. However, funding remains an issue as ever. A recent estimate for the interior upholstery work alone was in excess of £25,000, the kind of sum which, if it should arrive as a legacy payment, would be hugely welcomed, well-directed and usefully-gifted.



3 Great Northern Railway No. 589 six-wheeled Brake Third

This six-wheeled carriage was built in Doncaster 1888 for the Great Northern Railway; the lone survivor of a batch of 12 built at Doncaster to this design. It was condemned while at York for repair in 1966. Robin Higgins saved the vehicle by acquiring it. BR followed up by delivering the carriage to Keighley by service trains.

This carriage comprised four full-width third class compartments and a guard's compartment at one end with the innovation of duckets fitted either side so the guard could view both signals and the length of the train.

It is interesting to record that the original number of the carriage was only discovered after various fittings had been removed during its restoration.

Pictures from 1895 show GNR Stirling express locomotives hauling GNR six-wheeled

carriages of similar design to No. 589. During both the 1888 and 1895 Races to the North, the East Coast trains were reportedly made up of between five and nine six-wheeled carriages. This poses the question of whether No. 589 was in either of these pictures and, furthermore, could it have taken part in any of the Races to the North?

4 Great Northern Railway No. 2856 Brake Composite Lavatory

Built in a batch of 36 at Doncaster in 1898, this design incorporated older technical features such as a composite steel and wood underframe of greater length carried on two four-wheel bogies and Mansell wheels with teak block centres to reduce noise. Gas lighting was retained in this vehicle, in contrast to other railways, which were switching to electricity by this time. Newer features were the on-board lavatory with



Above: Guard's ducket.

Top inset: GNR No. 589, acquired 1966. VCT ARCHIVES

Left: GNR double-headed 'Flying Scotsman'. OS NOCK

access from both first class compartments; improved, upholstered seating in third class and exterior teak panelling to a new style. This carriage remained in passenger service for 50 years before its conversion to a riding van to travel from Parsons, Heaton with out-of-gauge fabrications. The conversion was savage, with access cut through all compartments and seating set along the carriage-side. After 21 years it was withdrawn on Tyneside for scrapping. By good fortune, the Newcastle Coach Group made a successful intervention, acquired the vehicle and it arranged open storage for it at Heaton.

After two years it was moved to the North Yorkshire Moors Railway, where it remained in deteriorating condition until 1995, when the VCT negotiated to bring it into its collection for worthy restoration. Having been saved from extinction once, the same fate nearly overtook it again at Ingrow when the



GNR No. 2856 at Ingrow. VCT ARCHIVES



Rebuilding GNR No. 2856. VCT ARCHIVES



GNR No. 2856's teak exterior restoration. VCT ARCHIVES



4 GNR No. 2856 fully restored on display in the museum. Inset above: Hand-painted GNR insignia.



4 Recovered GNR map.



4 GNR No. 2856 Mansell wheel with teak block centre.



4 GNR No. 2856's fully rebuilt guard's compartment.



4 GNR No. 2856 first class.

vehicle suffered an arson attack just before a planned move into the new restoration workshop in 1996.

The fire destroyed the guard's compartment and a lot of original fittings but, after a post-arson damage assessment, and despite the additional work and cost that would be involved, the VCT decided to meet the challenge and launch into the rebuild. This was the first major project undertaken to benefit from the new workshop. One unexpected and positive discovery was that while the fire had burned the top surface of the interior panelling, the front of the first class lavatory door revealed several layers of GNR network maps. Conservationists were then able to recover an early edition, of which no other copies remained.

Full restoration to its present condition has taken place in two phases over 10 years and at a cost of some £100,000. In addition to the appeal fund itself, major contributions of £20,000 were received from the PRISM* Fund to finish the exterior structure and £20,000 from the Heritage Lottery Fund to complete the interior.

In 2004 this carriage emerged on to the railway looking as good as it probably ever had done in GNR service. It was an occasion of great pride when the VCT was nominated winner of the 2004 Heritage Railway Carriage & Wagon Award.

Indeed it was a wonderful outcome for the many volunteers who had participated and particularly for the vision, determination and perseverance of the trustees.

5 The Metropolitan Railway 'Dreadnoughts': No. 427 Brake Third (built 1910), No. 465 Third (built 1919) and No. 509 First (built 1923).

When the Metropolitan and the Great Central railways agreed to link up using Marylebone as their London terminus, the Metropolitan was shamed into doing something about its carriage stock which it realised were far inferior to the GCR carriages.

Hence it launched into a new design it called 'Dreadnought' after the fashion of the day. A total of 100 of these suburban carriages was built between 1910 and 1923. New features included distinctive eyebrows over the doors, the installation of gas lighting and communication cords.

The three preserved vehicles were initially loaned to the KWVR by David Kitton. After several successful years of running on the line, the VCT went on to negotiate their purchase in 1974.

The carriages, which are representative of the whole 'Dreadnought' building period, have formed an important part of the collection ever since.

Since their acquisition by VCT, these vehicles have often been used on the KWVR as 'the vintage train', able to carry several hundred passengers on special occasions.

They have also been used in many films, perhaps the best known being *The Railway Children*, in which, painted red and primrose, they formed one of the trains being waved at by the children.



5 Metropolitan Railway Brake Third No. 427.

Other items

There is one other wooden-bodied carriage in the collection, a Southern Railway 'Matchboard' Brake Third, built in 1924 and one of only two surviving. It came into the VCT collection in 1973, from the same source and at the same time as the three Metropolitan 'Dreadnoughts'. Its distinctive vertical wood panelling below the waistrail ensures its place in the history of railway carriage construction, and it featured in the Granada TV Sherlock Holmes series, as well as some 18 other productions. Another Southern Region carriage, Bulleid No. 1469, with timber roof, is a 1950s example of steel cladding over timber frames and will be out on loan to the nearby Embsay Railway for the 2018 season.

Also off site are Haydock Foundry 0-6-0WT *Bellerophon*, built in 1874, on loan to the Foxfield Railway in Staffordshire and Manning Wardle 0-4-0ST *Sir Berkeley*, built in 1890, to the Middleton Railway, Leeds. The smallest steam locomotive, Hudswell Clarke 0-4-0ST *Lord Mayor*, is usually on display at the museum entrance.

6. Major Projects

There have been numerous major projects successfully undertaken since the VCT was established in 1965, and not surprisingly it has two in progress currently. One is MR No. 358, the Victorian six-wheeler mentioned earlier and the other is the German-built four-wheeled railbus E79962, which was originally purchased by KWVR from BR in 1966 for £180. Interestingly, this railbus still retains its original Buessing diesel engine.

However, by 2014 the railbus had been out of action for 25 years, which led VCT chairman Trevor England to publicly announce: "We are delighted to have been able to conclude negotiations to acquire 79962 and overhaul it to original condition. It will provide an interesting comparison with 79964, which has had a number of modifications in both BR and KWVR service and we look forward to the day when both vehicles will be able to operate together." It is hoped that this project will be completed within the next few years.

The volunteers

All charitable organisations depend on volunteers who, while they give their time freely and enthusiastically, do so because they enjoy the work, they can further hobby interests and share a sense of togetherness with like-minded people. The VCT has a core of 40 working volunteers, plus another 15 who have special workshop skills such as general engineering, mechanical experience, electrical knowledge, pipework, woodwork, and painting. Trevor England explains further: "Of course some of us are self-taught, and learn skills in the workshop but one of the things we like to do is to train each other so that we can back each other up and this helps to sustain the future also."

7. Sources of revenue

Filming

By far the most glamorous sources of income comes from the use of the VCT's period carriages. The Victorian vehicles do often feature but it is the three Metropolitan 'Deadnoughts' that are most frequently in demand by film producers. Reasons for this are that these carriages make up an excellent three-coach train and realistically bridge the Edwardian and First World War



1958 German-built Railbus E79962.



Film productions. VCT ARCHIVES



Film productions. VCT ARCHIVES

periods when rail was still the normal mode of distance travel. However, it has been two film productions in particular that have highlighted both the suitability of the collection and the practicality of the location for film production. These films were *The Railway Children* (1970) and, more recently, *Swallows and Amazons* (2015). The carriages in the VCT collection have featured in more than 80 different film and TV productions.

Membership, donations and grants

Despite the glamour and publicity it creates, income from filming is irregular, spasmodic and although welcome when it happens, has only represented a small contribution to revenues over the years.

It is membership subscriptions and donations that have proved by far the biggest, most consistent and important element of trust income. Other important contributions come from museum admission charges, shop sales and grants. In respect of grants, as the achievements of the VCT, through the work of its members, have grown in recognition over its 50-year existence, so too has the interest and support from national and regional authorities and organisations, which have included:

- Museums and Galleries Commission
- PRISM* Fund
- Heritage Lottery Fund
- English Tourist Board
- Yorkshire Museum Council
- Keighley Single Regeneration Budget

* Preservation and Restoration of Industrial and Scientific Materials

Donations

For any readers who feel inspired to make a donation in respect and recognition of the amazing restoration work achieved by the Vintage Carriages Trust during the last 50 years, details can be found through the link <http://www.vintagecarriagestrust.org/Donations.htm>

Acknowledgements

Thanks to Trevor England, chairman Vintage Carriages Trust; Robin Higgins, second chairman of the VCT and Ian Smith for sharing their time and knowledge.

- Worth Valley Railway stockbook 1976.
- Photos: Rodney Towers and as credited.
- Railway Races to the North. OS Nock 1959 (NRM Search Engine)
- *The Engineer* November 1888; *The Engineer* August 1895.



-THE GCR- MODEL EVENT

MODEL RAILWAY & ENGINEERING EXHIBITION

In conjunction with The Soar Valley Model Railway Club

Fri 15th to Sun 17th June 2018

Across all 4 stations along the GCR

All gauges/scales

Traders

Layouts

Engineering

Travel on the real thing between stations

Get up close to life sized exhibits

Refreshments available at all stations

Tickets: £20

Includes all day travel &
entrance to all exhibition venues

OPEN

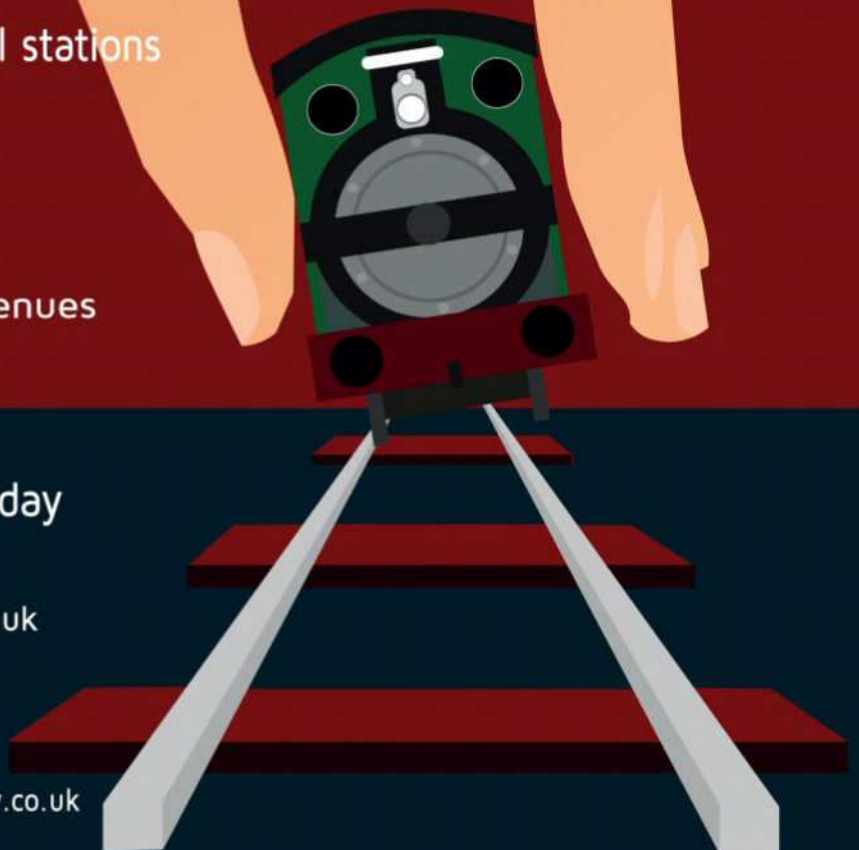
10AM-5PM Friday & Saturday

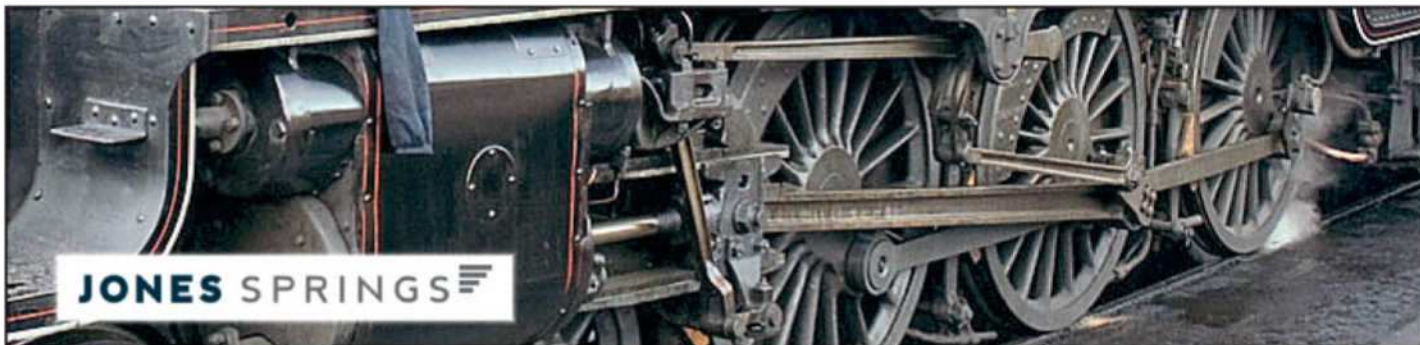
10AM-4PM Sunday

Book Online at www.gcrailway.co.uk



Great Central Railway Plc,
LE11 1RW
T: +44(0)1509 632323
www.gcrailway.co.uk
email: marketing@gcrailway.co.uk





Jones Springs have been supplying UK heritage rail operators for over 50 years giving us a reputation for being reliable and trustworthy as well as allowing us to develop a range of skills and techniques which we have been able to apply to our work in the manufacturing of springs.

All our work on railways and locomotives is produced to British Rail standard 166 and British Rail standard 148a ensuring that all products we manufacture are created and tested to the levels of quality and precision required by British Rail.

With a general engineering shop based locally in the Midlands we can offer a range of services such as the manufacturing and repair of springs, our facilities also allow us to carry out load tests to make sure that your products are fit for purpose and use. We can also provide full certification for any test we carry out for you at our site.

For assistance please call us on: 0121 568 7575
Email: sales@jones-springs.co.uk

JONES SPRINGS (ENGINEERING) LTD.

Gladstone Street, Darlaston West Midlands WS10 8BE

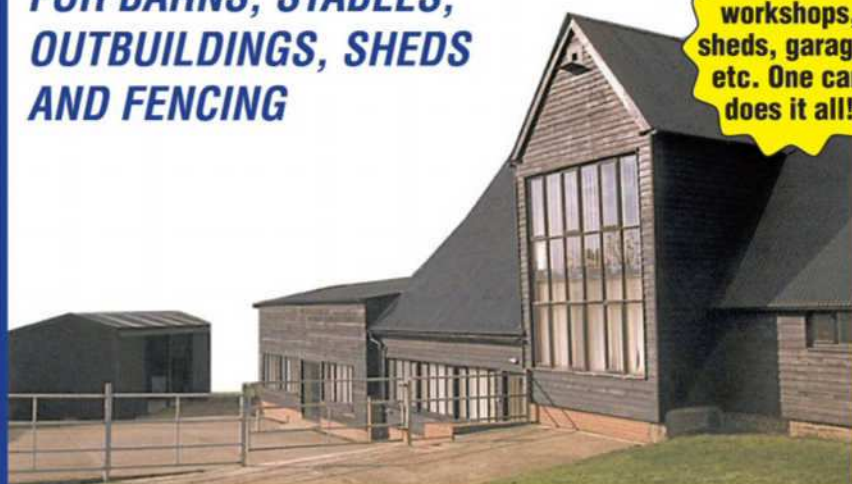
T: 0121 568 7575 F: 0121 568 7692 E: sales@jones-springs.co.uk

www.jones-springs.co.uk

Reg. in England - Company No. 00520744

BARN PAINT

**FOR BARNs, STABLEs,
 OUTBUILDINGS, SHEDs
 AND FENCING**



**Ideal for
 workshops,
 sheds, garages
 etc. One can
 does it all!**



THE SAFE ALTERNATIVE TO TAR VARNISH, BITUMEN AND CREOSOTE



BEDEC ACRYLIC WATERBASED BARN PAINT

is a revolutionary product, ideally suited to the protection of exterior wooden, metal and plastic cladded buildings.

- Easy to apply
- Excellent colour retention
- Multi-surface application
- Use on: wood, galvanised steel, plastic, concrete, brick and cladding

For excellent resistance against:

- Cracking, blistering & flaking
- Rain and severe weather
- Rot and algal build-up
- Long lasting finish

**ULTIMATE PROTECTION WITH THE ULTIMATE
 SURFACE COATING SYSTEM!**

Available nationwide through Travis Perkins, Ridgeons, Brewer & Sons, Bromborough Paints, Dulux Decorator Centres and Ernest Doe & Sons Ltd.

Call 01279 876 657

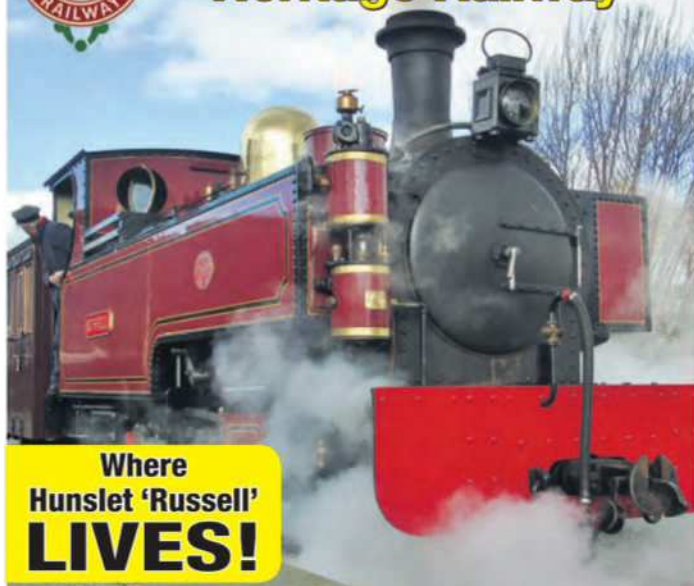
Fax 01279 876 008

Email: sales@bedec.co.uk

www.bedec.co.uk



Planning a visit to Porthmadog?
Be sure to visit the original
**Welsh Highland
Heritage Railway**



Where
Hunslet 'Russell'
LIVES!

Narrow gauge steam trains, heritage carriages, interactive hands-on museum, 7¼ inch gauge miniature railway, best railway bookshop in the UK, tearoom/restaurant on site, much more than a train ride! Welsh Highland Railway Ltd., Tremadog Road, Porthmadog LL49 9DY

Contact us at **info@whr.co.uk** Telephone: **01766 513402**
www.facebook.com/WHHRly

WEST SOMERSET RAILWAY

**Diesel Gala -
Vintage Diesels to the Seaside**
8th - 10th June 2018



Featuring a large fleet of Diesel engines in action over three days including visiting locomotives and our home fleet.

Speed restrictions, long carriage formations and the banks at Washford and Bishops Lydeard combine to make this event

Share your photos of the day with us
#WSRThrashtastic

loco's subject to availability

Visiting Locomotives

Class 20's 20189 and 20205
Class 50 50035 'Ark Royal'
Class 45 45041 'Royal Tank Regiment'
Deltic 55019 'Royal Highland Fusilier'

Homefleet Locomotives returning from overhaul

Class 33 'Crompton' No. D6566
Class 35 'Hymek' No D7018

Homefleet Locomotives

Class 14 'Teddy Bear' No D9526
Class 33 'Crompton' No. D6575
Class 35 'Hymek' No. D7017
Class 52 'Western Campaigner' No. D1010
Shunter Shuttles

Discover more and book online for advance discounts at
www.west-somerset-railway.co.uk
or telephone 01643 704996

Bala Lake Railway



Winifred

'Penrhyn' Steam Gala
16 · 17 · 18 June



Hugh Napier



Gwynedd

- Penrhyn Port Class 'Gwynedd' and 'Winifred' re-united
- Busy timetable with extra trains
- Demonstration freights
- Free Vintage bus to Bala town, plus a surprise or two!
- Double-heading
- Loco cavalcade

See website for further information and advance tickets

www.bala-lake-railway.co.uk

01678 540666

**** Stop Press ** FR Palmerston visiting 21, 23 & 24 June**

MID-SUFFOLK LIGHT RAILWAY

Suffolk's only standard gauge heritage railway
**Steaming Sundays & Bank Holidays
until 27th August**



Visiting Engine Month 9th/10th/16th/17th/24th June
'Illingworth' The Nidd Valley Hudswell Clarke will be sharing duties with one of our resident locos for 5 days in June. 2 engines in steam on each of the above days.

Also don't miss these special events:

Land Rover Day - 8th July

Hornby Collectors & Vintage Tractor Day - 5th August

Country Railway Gala & Beer Festival - 9th & 10th Sept

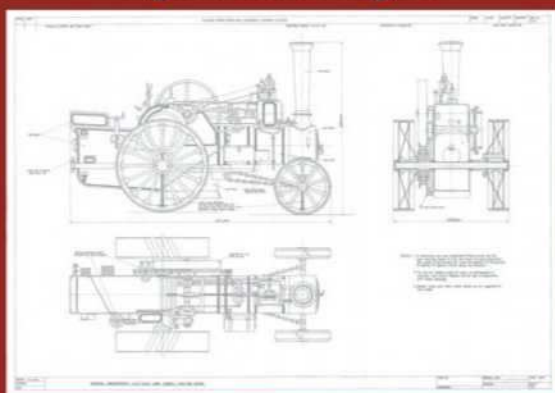
For full details visit www.mslr.org.uk
or call: **01449 766899**

Brockford Station, Wetheringsett, Suffolk IP14 5PW

TRACTION ENGINE DRAWINGS, CASTINGS & ACCESSORIES FOR **PLASTOW**

Burrell

3" & 4½"
Agricultural Engine



Fowler

2", 3" & 4" Showmans Engine
& Road Locomotive

Wallis & Stevens

3" & 4½" Road Roller

Fowler



4" Fowler
our most up
and coming
engine to
build

BRIDPORT FOUNDRY LTD TRADITIONAL SKILLS SUPPORTING THE UK'S RESTORATION MOVEMENT



All iron,
aluminium
& bronze
castings
undertaken
for full size
& miniature
traction
engines &
locomotives



Grove Works, West Road, Bridport
DT6 5JT

Tel: 01308 459040/420790

Fax: 01308 459776

bridport_foundry@btconnect.com

www.plastowtractionengines.com



STUART MODELS
Founded 1898

Grove Works, West Road, Bridport
DT6 5JT

Tel: 01308 459040/420790

Fax: 01308 459776

bridport_foundry@btconnect.com

www.plastowtractionengines.com

BODMIN & WENFORD
RAILWAY

Journey back in time...
EXPERIENCE THE GLORIOUS ERA OF STEAM TRAVEL

"An adventure, and the story is in the journey, with steam and chugs and smoke."

Trains run on selected dates throughout the year, regularly from March to October. See the website for specific dates, train times, special events & tickets

bodminrailway.co.uk
01208 73555 | Bodmin, Cornwall PL31 1AG

FROM BODMIN & WENFORD RAILWAY, CORNWALL'S REGIMENTAL MUSEUM AND COLLECTIVE ARTS...

Colman's

THE TRENCH
BODMIN

IMMERSIVE THEATRE IN CORNWALL
18TH JUNE - 15TH JULY 2018
WWW.THETRENCHBODMIN.CO.UK

ARTS COUNCIL ENGLAND

NEW FOR 2018
Boscawen Junction Picnic Area, along the Camel Trail

1ST - 8TH SEPTEMBER 2018

1893 2018

MANX ELECTRIC RAILWAY

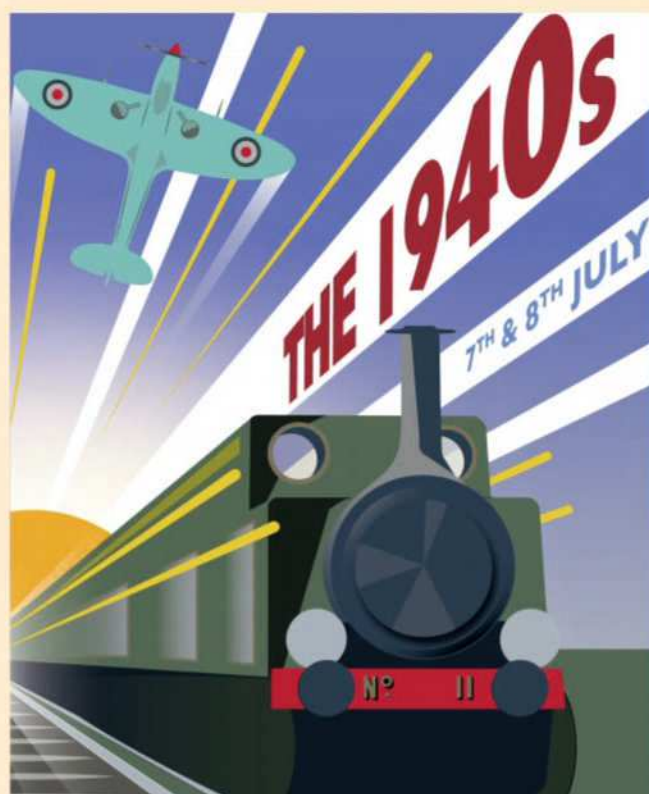
125TH
ANNIVERSARY

125th Anniversary of the Manx Electric Railway

Isle of Man
raildays

01624 662525
www.rail.im

/IoMTransport
@iombusandrail



ISLE OF WIGHT STEAM RAILWAY

THE 1940s EXPERIENCE

Saturday 7th & Sunday 8th July

1940s Fashion Show | Traditional Fairground Ride
1940s STREET including Cinema | **SPITFIRE**
CINQUE PORTS LINDY HOPPERS
BENJAMIN T WILD | Punch & Judy

**A MEMORABLE AND NOSTALGIC DAY
OUT FOR THE WHOLE FAMILY**

The Railway Station,
Havenstreet, PO33 4DS

01983 882204
iwsteamrailway.co.uk



GWR 2-6-2T No. 5526 has been hired by the Chinnor & Princes Risborough Railway from the South Devon Railway for the 2018 season. It passes Bledlow with a photo charter on April 21. 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.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park, East Sussex TN22 2QL.
Tel: 01825 720800.

Engines: 263, 178, 323, 592, 65, 847, 30541, 73082.

Running: Daily

Bursledon Light Railway

2ft gauge, ¼ mile.
Bursledon Brickworks Museum
Swanwick Lane, Swanwick, Hants.
SO31 7HB.

Running: Jun 24.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: Suns.

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.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.

Tel: 01983 882204.

Engines: 8, 11, 24, 41298, 41313.

Running: Sun-Thurs + Jun 30.

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.

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.

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, 1¾ miles.

Sittingbourne, Kent.

Tel: 01795 424899.

Running: Suns.

Spa Valley Railway

Standard gauge, five miles, footplate experience. Tunbridge Wells, Kent.

Tel: 01892 537715. Engine: 52322.

Running: W/Es + Thurs.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine.

Bitton, Bristol.

Tel: 0117 932 7296.

Running: W/Es + Weds.

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.

Dartmoor Railway

Standard gauge, seven miles.
Okehampton, Devon.

Tel: 01837 55164.

Running: W/Es.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine. Paignton, Devon.

Tel: 01803 555872.

Engines: 7827, 75014, 4277.

Running: Daily.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.

Tel: 01884 855671.

Running: Tues - Sun.

East Somerset Railway

Standard gauge, two miles. Cranmore,
Somerset. Tel: 01749 880417.

Engine: 46447.

Running: W/Es + Weds.

Gartell Light Railway

2ft gauge, ½ mile. Common Lane, Yenston,
Templecombe, Somerset

BA8 0NB. Tel: 01963 370752

www.newglr.weebly.com

Running: Jun 24.

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: Sun - Tues.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,

north Devon. Tel: 01598 763487.

Engine: 762.

Running: Daily.

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.

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: Jun 16, 17.

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.

Great Yorkshire Steam & Vintage Rally

100 Years of WW1 - Britain at War



7th & 8th July 2018

Duncombe Park, Helmsley
North Yorkshire, YO62 5EB

Adults £10 OAP £8 Children £6

Family Ticket £25 (2 adults & up to 4 children)

Veteran WWI Lorry Restoration Exhibition

Traction Engines - Working Displays - Vintage Tractors

Stationary Engines - Commercial & Military Vehicles

Craft Fair & Fairground - Trade Stands

Caravans welcome for the weekend
Pre-Booked £70, on the day £80



www.gytec.weebly.com



HOLLOWELL

STEAM 2018

32nd YEAR

AND HEAVY HORSE SHOW

7th & 8th JULY

40 STEAM ENGINES & 20 HEAVY HORSES

Miniature Steam : Bands

Tractors : Cars

Military : Lorries

Fair Organs : Fairground

Tea Tent : Market Stalls

Motorcycles : Barn Engines

Fire Engines : Buses

Reptiles : Birds of Prey

Hounds : Rifle Shooting

Working Area

Archery : Model Boats

Stilt Walkers : Model Tent

Pets Corner : Arts & Crafts

Childrens Entertainers



Find us just off the A5199 between J1 of the A14 & Northampton

SATURDAY ONLY:
AUCTION OF VINTAGE
& COLLECTORS ITEMS

Gates open 9.00am
Adults £10 Children £5
O.A.P.'s £8 each day

SUNDAY ONLY:
FUN
DOG SHOW

For further details PHONE OR FAX on (01604) 505422 or VISIT OUR WEBSITE www.hollowellsteam.com

The War And Peace Revival

The Greatest Celebration Of Military History
And Vintage Lifestyle In The World!

24th - 28th
JULY 2018

AT

THE HOP FARM
PADDOCK WOOD, KENT, UK

Buy Your Tickets Now!

www.warandpeacerevival.com

Get in touch

Email: info@warandpeacerevival.com

Call: 01258 858448



UP & RUNNING

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.

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.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.
Tel: 01379 686900. Engine: 662.

Running: Daily. Steam Wed-Sun.

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 Hedingham, Essex.
Tel: 01787 461174.

Running: W/Es.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Open: Daily. Running: Jun 17.

Mangapps Railway

Standard gauge, one mile.
near Burnham-on-Crouch, Essex.
Tel: 01621 784898.

Running: W/Es.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.
Tel: 01362 690633. Engine: 9466.

Running: W/Es, Weds + Jun 15, 22.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.

Running: Suns + Jun 9.

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience. Wansford, Peterborough, Cambs.
Tel: 01780 784444. Engines: 5619, 34081.

Running: W/Es + Weds.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience.

Sheringham, Norfolk

NR26 8RA. Tel: 01263 820800.

Engines: 564, 8572, 92203, 76084.

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.



Re-creating the changeover years of steam and diesel in collieries across the country during the 1970s and 80s, Class 14 diesel-hydraulic 0-6-0 D9531 *Ernest*, masquerading as 2100/253, an ex-NCB engine in this livery, and Hunslet Austerity 0-6-0ST *Wimblebury* stand in the colliery at Foxfield during an EMRPS photo charter on May 14. MARTYN TATTAM

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience. Quainton Road, Bucks.
Tel: 01296 655720.

Engine: 30585.

Open: Sun - Wed.

Running: Suns + Jun 2, 30.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.

Chinnor, Oxon.

Tel: 01844 353535. Engine: 5526.

Running: Suns.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067.

Running: Jun 17.

Didcot Railway Centre

Standard gauge, footplate experience.

Didcot, Oxon.

Tel: 01235 817200.

Engines: 93, 4144.

Open: Daily.

Running: W/Es.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200. Engine: Met 1.

Running: W/Es + Jun 1, 8.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: W/Es + Jun 13.

MIDLANDS

Amerton Railway

2ft gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: W/Es + sch hols.

Apedale Valley Railway

2ft gauge, ½ mile. Apedale,

Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: W/Es.

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.

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.

Running: W/Es except Jun 9, 10.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755. Engine: 6046.

Running: W/Es + Weds.

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 + Jun 15.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: W/Es, Tues, Thurs.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Suns.

Gloucestershire

Warwickshire Railway

Standard gauge, 15 miles, footplate experience. Toddington, Glos.

Tel: 01242 621405.

Engines: 2807, 4270, 35006, 7903.

Running: W/Es + Tues-Thurs.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. Engines: 48624, 46521,

92214, 78018, 47406, 70013, 73156.

Running: W/Es, Weds + Jun 15.

Great Central Railway Nottingham

Standard gauge, four miles.

Ruddington, Notts.

Tel: 0115 940 570. Engine: 8274.

Running: W/Es.

Midland Railway – Butterley

Standard gauge, 3½ miles, footplate experience, wine and dine.

Ripley, Derbyshire.

Tel: 01773 570140.

Engine: 68067.

Running: W/Es.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Running: Suns.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire.

Tel: 01629 580381.

Running: W/Es, Tues, Weds.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford,

Gloucestershire.

Tel: 01594 834991.

Running: W/Es, Tues, Thurs.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Sun, Tues, Thurs.

Running: Jun 17, 24.

Rudyard Lake Railway

10¼in gauge, 1½ miles.

Leek, Staffs.

Tel: 01995 672280.

Running: Fri - Sun.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es. Running: Jun 17, 23.

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.

Running: Daily.

Sherwood Forest Railway

1ft 3in gauge, ¼ mile.

Edwinstowe, Nottinghamshire.

Running: Daily.

Evesham Vale Light Railway

Annual Summer Gala

Saturday 30th June & Sunday 1st July



All of our locomotives in action
Sandy & Pompey visiting from the private Wotton Light railway.

Intensive 20 minute service
both days including double
heading, freight train and our
triple header with 6 coaches

Rover Tickets available on the day.
Vintage Vehicle display of
Cars & Motorcycles etc.

Evesham Vale Light Railway

The Valley—Evesham Country Park Evesham WR11 4DS
Tel. 01386 422282 Web. www.evlr.co.uk



Friday 15th June - Saturday 16th June - Sunday 17th June



Royal Forest of Steam



Join us to celebrate the 90th anniversary of
Small Prairie 5541 with an action-packed weekend

Featuring very special guests:

- BR Ivatt 2MT Tank no. 41312

Courtesy of the Watercress Line

- WD Austerity no. 75008 'Swiftsure'

Try your hand at driving resident Austerity no. 152 'Rennes'
Intensive timetable - Freight workings - Model railway display
& much more...

www.deanforestrailway.co.uk

01594 845840

NORTH NORFOLK RAILWAY

MIXED TRACTION GALA

15th - 17th JUNE 2018

Run in conjunction with The Weybourne Traction Group.

This years event combines heritage steam and diesel traction
with a variety of historic coaching stock.

Diesel Class 08, 11, 20, 37, 42

Home Fleet steam: 92203 & 76084.

Passenger, Goods & Parcels.

And much more



www.nnrailway.co.uk

Find us on Facebook, Instagram & Twitter
enquiries@nnrailway.co.uk



TICKET TO RIDE

15th - 17th June

Travel back to the fab 1960s for a magical mystery tour
of groovy music, psychedelic fashion and sixties trains.

It'll give you the Hippy Hippy Shakes!

www.southdevonrailway.co.uk/ticket-to-ride



Class 04 0-6-0 diesel shunters D2205 and D2294, together with Class 03 No. 03113, work brakevan shuttles past Class 01 and 02 0-4-0 diesels D2854 and D2953 outside the Heritage Shunters Trust depot at Rowsley North on May 12. BRIAN SHARPE

Steeple Grange Light Railway

1ft 6in gauge, ½ mile, footplate experience. Wirksworth, Derbyshire.

Running: Suns.

Telford Steam Railway

Standard gauge, one mile, footplate experience. Telford, Shropshire. Email: sec@telfordsteamrailway.co.uk Tel: 01952 503880.

Running: Suns.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate experience. Bury, Lancs. Tel: 01617 647790.

Engine: 34092, 6990, 5199.

Running: Wed - Sun.

Eden Valley Railway

Standard gauge, two miles. Wacop, off A66, Cumbria CA16 6PR 01768 342309.

www.evr-cumbria.org.uk

Running: Suns.

Heaton Park Tramway

Standard gauge, ½ mile. Manchester.

Running: Suns pm.

Isle of Man Steam Railway

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.

Stainmore Railway

Standard gauge, ½ mile. Kirkby Stephen East Station, Kirkby Stephen, Cumbria CA17 4LA. Tel: 01772 815881.

Running: Jun 16, 17.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs. Tel: 01772 815881.

Running: Suns.

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile. Lionheart station, Alnwick, Northumberland.

Running: Suns.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe. Tel: 01652 657053.

Running: Jun 2, 9, 16, 30.

Bowes Railway

Standard gauge, one mile. Springwell, Tyne & Wear.

Tel: 01914 161847. Open: Thur-Sat.

Running: Jun 3.

Cleethorpes Coast Light Railway

1ft 3in gauge, two miles. Cleethorpes, North East Lincolnshire. Tel: 01472 604657.

Running: Daily.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park, Layerthorpe, York.

Tel: 01904 489966.

Running: Suns.

Elsecar Railway

Standard gauge, one mile. Footplate experience.

Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: Jun 17, 24.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Engine: 5643. Running: W/Es + Tues.

Keighley & Worth Valley Railway

Standard gauge, five miles, footplate experience, wine and dine.

Keighley, West Yorks BD22 8NJ.

Tel: 01535 645214.

Engines: 43924, 1054, 5820, 75078, 85, 46100, 41241, 7714, 34092.

Running: Daily.

Kirklees Light Railway

1ft 3in gauge, four miles. Huddersfield, West Yorks.

Tel: 01484 865727.

Running: W/Es.

Lincolnshire Coast Light Railway

2ft gauge, ½ mile.

Water Leisure Park, Walls Lane, Skegness, Lincolnshire.

Running: Jun 9.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: Jun 17, 24.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Engine: 1310.

Running: W/Es.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106

Running: Suns.

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.

Tanfield Railway

Standard gauge, three miles. near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns + Jun 16.

Weardale Railway

Standard gauge, five miles.

Stanhope, Bishop Auckland, Co Durham.

Tel: 01388 526203.

Running: W/Es.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 0845 450 5474.

Running: W/Es, Tues, Weds.

WALES

Bala Lake Railway

2ft gauge, 4½ miles.

Llanuwchllyn, Gwynedd.

Tel: 01678 540666.

Running: W/Es, Tues-Thurs + Jun 18.

Barry Tourist Railway

Standard gauge, two miles. Barry Island, Glamorgan.

Tel: 01446 748816.

Running: Jun 9, 10.

Brecon Mountain Railway

2ft gauge, 3½ miles.

Merthyr Tydfil, Glamorgan.

Tel: 01685 722988.

Running: Sat - Thur.

We'll keep your Isle of Man Railway Adventure on just the right track!



Victorian Steam - Electric Railways - Horse Drawn Trams.

At Isle of Man Events, we'll arrange all your travel and accommodation - keeping the brakes firmly on the price!

- ✓ 3 night stays in top quality accommodation from £198pp
- ✓ Longer duration trips available
- ✓ Packages include Bed & Breakfast Accommodation
- ✓ Return sea travel + 3/5/7 day Island Explorer ticket
- ✓ Optional upgrades for access to numerous historical sites
- ✓ Unrivalled friendly, personal service at the end of a phone

Prefer to Fly? Then our Breaks can be tailored to include flights from a choice of UK airports.

For an unforgettable Isle of Man Railways Holiday or Short Break - it's time to climb aboard!

01624 664460

info@iomevents.com



ISLE OF MAN
EVENT SERVICES
LIMITED

www.iomevents.com



The vintage way to discover the Island's wonderful sights from just £198pp

DATES TO WATCH OUT FOR

MANX HERITAGE TRANSPORT FESTIVAL
25th - 29th July

ISLAND AT WAR
18th - 19th August

125TH ANNIVERSARY OF THE MANX ELECTRIC RAILWAY
1st - 8th September

Plus loads of amazing themed dining trains running throughout 2018

Swindon and Cricklade Railway, Blunsdon

Steam Cider & Sausages

July 21st & 22nd

A great weekend last year - sure to be another winner

www.swindon-cricklade-railway.org

Tel: 01793 771615



SAT.
16TH
JUNE

10.30am
-4.30pm

BBQ
REAL ALE
LIVE MUSIC

NATIONAL FESTIVAL
OF TOY TRAINS

20+ LAYOUTS • 80+ SALES TABLES



PERINS SCHOOL
POUND HILL, ALRESFORD SO24 9BS

ADULTS £6 CHILDREN £2 FAMILY (2+2) £14
EARLY ENTRY TO SALES HALL 9AM £10

bob.leggett@tesco.net 01962 733475

www.alresford-toy-trains.org.uk

Fairbourne

MINIATURE RAILWAY

ANNUAL STEAM GALA 2018

28th & 29th July



Visiting 12¼ inch Gauge Steam Engine
Exbury Gardens Railway's "NAOMI"

Will be running to Barmouth Ferry

Visiting 15 inch Gauge Steam Engine
Evesham Vale Light Railway's "ST. EGWIN"



Returning to Fairbourne Windmill Farm Railway's 15 inch Gauge diesel Engine "RACHEL"



Find us on Facebook

e-mail: office@fairbournerrailway.com website: www.fairbournerrailway.com

STEPHENSON
RAILWAY MUSEUM
North Tyneside Steam Railway



Billy - the third oldest steam locomotive in the world

Visit Stephenson Railway Museum this summer to rediscover our star exhibit, George Stephenson's Billy, now determined to be the world's oldest surviving standard gauge steam locomotive in the world. Events throughout the year. Heritage train rides on Sundays, Bank Holidays and selected Thursdays.

Museum open weekends & selected days
Until 4 November, 11am-4pm

Donations welcome, free entry, charge for train rides
Middle Engine Lane, North Shields NE29 8DX
www.stephensonrailwaymuseum.org.uk

Inspired by
GREAT
EXHIBITION
OF THE NORTH



Supported by
ARTS COUNCIL
ENGLAND

Cambrian Heritage Railways

Standard gauge, ¾ mile.
Llynclys station & Oswestry station
(museum open Tues-Sun).

Tel: 01691 728131.

Running: W/Es (Llynclys). Suns
(Oswestry).

Corris Railway

2ft 3in gauge, ¾ mile.

Corris, Machynlleth.

Tel: 01654 761303.

Running: Suns + Jun 2, 30.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,
Gwynedd. Tel: 01341 250362.

Running: W/Es, Tues-Thurs.

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: Wed, Fri - Sun.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis,
Gwynedd. Tel: 01286 870549.

Running: Daily.

Llangollen Railway

Standard gauge, 10 miles, footplate
experience, wine and dine.

Llangollen, Denbighshire.

Tel: 01978 860979.

Engines: 6430, 80072, 45337, 3802.

Running: Daily.

Pontypool & Blaenavon Railway

Standard gauge, two miles.

Blaenavon, Torfaen.

Tel: 01495 792263.

Running: W/Es.

Rhyl Miniature Railway

1ft 3in gauge. Rhyl, North Wales.

Running: Fri - Sun.

Snowdon Mountain Railway

800mm gauge, 4½ miles.

Llanberis, Gwynedd.

Tel: 01286 870223.

Running: Daily.

Talylln Railway

2ft 3in gauge, 7½ miles, footplate
experience. Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Daily.



A new locomotive shed has been built at Leeming Bar on the Wensleydale Railway. On hire for the summer is Hudswell, Clarke 0-6-0T *Samuel Fox & Co No. 20* (1731 of 1942). MAURICE BURNS

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: W/Es, Tues - Thurs.

Welsh Highland Railway

2ft gauge, 26 miles.

Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Daily except Jun 8, 15, 22.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.

Llanfair Caereinion, Mid-Wales.

Tel: 01938 810441. Engines: 822, 823.

Running: W/Es + Tues - Thurs.

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 + Jun 22.

Caledonian Railway

Standard gauge, four miles.

Brechin, Angus.

Tel: 01356 622992.

Running: Suns.

Invergarry & Fort Augustus Railway

Standard gauge, ¼ mile. Invergarry
station,

South Laggan PH34 4EA.

Running: June 3.

Keith & Dufftown Railway

Standard gauge, 11 miles.

Dufftown, Banffshire.

Running: Fri - Sun.

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: Suns from Jun 24.

Strathspey Railway

Standard gauge, 10 miles. Aviemore,
Inverness-shire.

Tel: 01479 810725.

Engines: 828, 46512.

Running: Wed - Sun.

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: Jun 16, 17.

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.



APEDALE VALLEY LIGHT RAILWAY

TRACKS TO THE TRENCHES - 2018

Friday 13 July 1230-1730,

Saturday 14 July & Sunday 15 July 1030-1730.



Featuring

- Living History Displays
- World War One Locomotives & Trains
- Visit the Replica Trench
- Model Railway Show
- Trade Stands

And much more!



Adults £9, Children £4.
Last admission 1600.



Near Newcastle-under-Lyme, Staffordshire.
M1 Jcn 16 or Stoke station.

Visit www.ww1-event.org



WORTH VALLEY

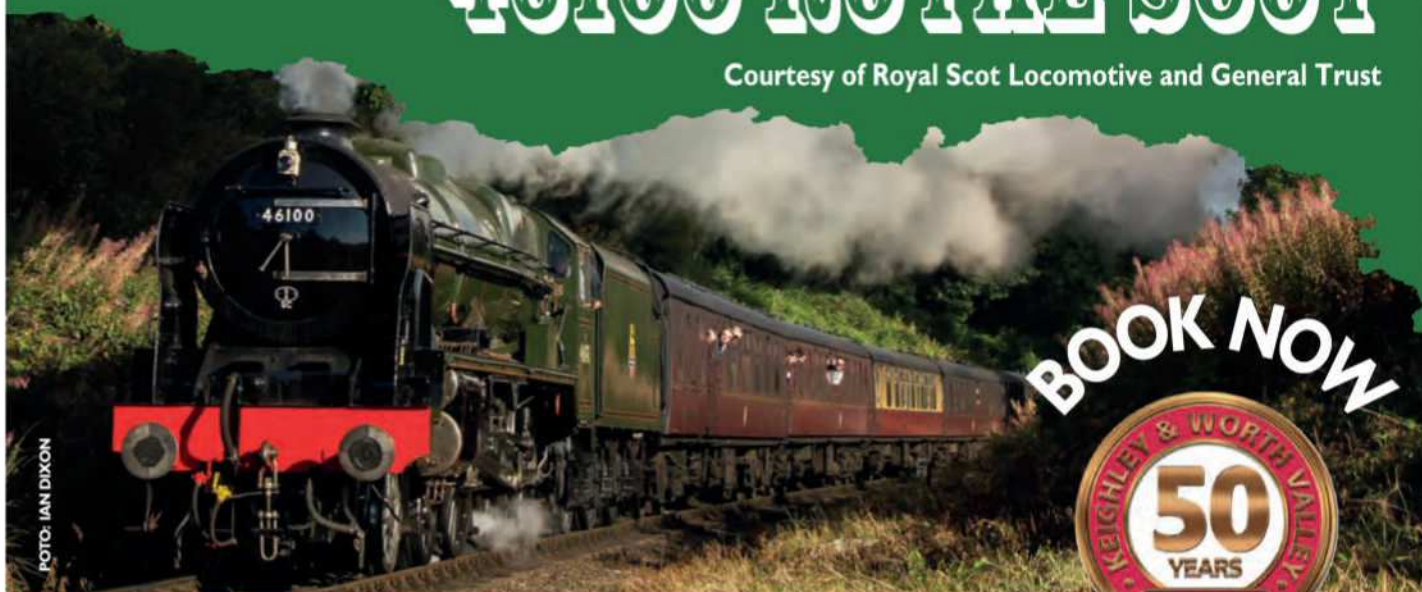
MON 25 – WED 27 JUNE

ICONS OF STEAM

ROYAL SCOT
LOCOMOTIVE & GENERAL TRUST

46100 ROYAL SCOT

Courtesy of Royal Scot Locomotive and General Trust



BOOK NOW



www.kwvr.co.uk/RoyalScot

Keighley & Worth Valley Railway Haworth, BD22 8NJ

Tel: 01535 645214 Email: admin@kwvr.co.uk

PRE BOOK ONLY

Standard Class: Adult £20, Child £10

Pullman: All seats £45 (The Pullman includes a snack and refreshment).



STAY A WHILE

The Old Station

This unique accommodation provides an excellent base from which to explore North Yorkshire's countryside, coast and attractions.

ALLERSTON is situated on the edge of the North York Moors National Park and Dalby Forest, just 12 miles from the coast with the attractive market town of Pickering, home of the North Yorkshire Moors Railway, just five miles away.

The carriages, all ex BR Mk.2 First Class Corridor stock, were built in Derby during 1968-9. Having

undergone a comprehensive conversion, they are exceptionally well equipped for your self catering holiday.

Each carriage has central heating, oven, hob, microwave and fridge, (freezer available in 'Staff Tool Van'); TV, DVD and radio; bath with shower attachment.

The carriages stand in train formation but are not interconnected.

You are able to book a self-contained carriage providing kitchen/diner, lounge, two or three bedrooms and bathroom/wc.

All bed linen and towels are provided. Clothes washing and drying facilities are available in the 'Staff Tool Van'. Cots and high chairs can be provided on request, at no extra charge.

There are two acres of grounds

providing space for children to play and each carriage has a picnic table and barbecues are available.

If advice or information is required, the proprietors are on hand in the station house.

The 16-mile Forge Valley Line was opened by the North Eastern Railway Co on May 1, 1882. The last passenger train on the line ran on June 3, 1950.



The Old Station, Allerston, Pickering, North Yorkshire, YO18 7PG

01723 859024

www.theoldstationallerston.co.uk

CORNWALL

Millpool - a fully accessible holiday carriage



Part of the Railholiday fleet in the pretty village of St Germans, SE Cornwall, Millpool is designed to be perfect for both wheelchair users and able bodied people alike.



www.Railholiday.co.uk - 07776 261192.
£25 off if you come by train. Short breaks available all year.

CUMBRIA

Self-catering on the Settle - Carlisle Line



One of the World's greatest railway journeys!



The Station Master's House
Ribblehead
Sleeps 4 (+2)

Great views of trains and fells • Open all year • Full weeks • Long weekends • Mid-week breaks

For rates and availability call 01768 800 208 or visit www.sandctrust.org.uk/stayatastation/

KENT & EAST SUSSEX

RAILWAY RETREATS

Stay at Railway Retreats in our converted Mk1 railway carriage located on the beautiful Kent and East Sussex border in Northiam, originally built in 1962



Recently converted, it sleeps up to 6 people, with a family bathroom and an en-suite bathroom, a fully functional kitchen, two double bedrooms, a bunk room for kids and an open plan lounge/dining area.



You don't even need to leave the carriage to get the full railway experience as the steam trains will pull up at the station just 20ft away.



07494 520867/01797 253850

bookings@railwayretreats.co.uk

www.railwayretreats.co.uk

FFESTINIOG/WHR

B&B Trawsfynydd, Snowdonia

16th Century farmhouse. En-suite converted farm buildings, excellent garden railway. Central for the narrow-gauge railways. Llamas.



Tel: 01766 540397 www.oldmillfarmhouse.co.uk

MID SUFFOLK

BROCKFORD RAILWAY SIDING

- Charming holiday properties based on the original Mid Suffolk Light Railway and its stations
- Panoramic views across the open Suffolk countryside and is secluded and quiet, perfect for cycling and walking, relaxing breaks whatever the season
- Nearby swimming pool - all visitors use the pool! (heated May to October)
- Close to a host of attractions

DI ALSTON Ltd. Tel: 01449 766231
www.brockfordsidings.co.uk

ISLE OF WIGHT

Whitwell Railway Station



Retired Victorian railway station, converted from the waiting rooms into enchanting cottages sleeping up to 4+1 and 5+1. Large secluded gardens. Spectacular views of surrounding countryside, walks and fishing nearby. Short breaks. Pets welcome. (AA 4 Star).

Tel 01983 730667, 07769 944433

email: enqs@whitwellstation.co.uk

Website: www.whitwellstation.co.uk

NORTH NORFOLK

BAYLEAF Guest House****

Licensed • Car Parking • All En-suite

Two downstairs rooms

Great location for all amenities

Only 10 seconds from the steam railway station

Telephone 01263 823779 • Sheringham

email: bayleafgh@aol.com www.bayleafbandb.co.uk

To advertise please contact
Andrew on 01507 529310

HERITAGE
RAILWAY

NORTHUMBERLAND

Valley View

Holiday Cottage | Northumberland

A delightful stone built terrace cottage for two run by
railway enthusiast.

Located in the hamlet
of West Mickley, next
to the popular village
of Stocksfield, in the
wonderful Northumbrian
countryside.

Good central location
for Aln Valley, North
Tyneside, Weardale,
Tanfield, South Tynedale,
Locomotion and a visit to
new builds G5 & P2 (both
of which can be arranged).

The cottage boasts a
cosy open fire in a large
inglenook fireplace



07764 304210

www.valleyviewstocksfield.co.uk

NORTH YORK MOORS

Self catering railway carriages

Five miles east of Pickering
Twelve miles from the coast

- Each self contained carriage sleeps up to six
- Bed linen, towels etc included
- Heating & electricity included

For full details visit www.theoldstationallerston.co.uk • Tel: 01723 859024



Halmer Grange Guest House

Goathland

Quiet village location, a short walk from
Goathland station on the NYMR.
4 well appointed en-suite guest rooms,
inc ground floor room.
www.halmergrange.com
info@halmergrange.com Tel: 01947 896176



Old Manse Hotel

Middleton Road, Pickering YO18 8AL

4 mins from NYM Railway
Secure car park • Extensive gardens
All rooms en-suite.

Evening Dinner available on request.
Open 11 months. FREE Wi-Fi available.
AA 2 STAR HOTEL RATED
TRIP ADVISOR AWARD

Reservations 01751 476484
e-mail: info@oldmansepickering.co.uk
www.oldmansepickering.co.uk

Welcome
to orkshire

Booking.com
Award 4.5

AA
2 Star

2015 & 2016
Trip Advisor
Award

WORTH VALLEY

Bronte Hotel

Haworth YTB ***

Short walk to K&WVR line, ample free parking.
Comfortable lounges and restaurant.

Double rooms from £80,

Singles from £40, En-suite available.

Tel: 01535 644112

email: bronte@bronteconnect.com www.bronte-hotel.co.uk

WEST SOMERSET

BLUE ANCHOR WEST SOMERSET RAILWAY



Enjoy an AUTHENTIC railway holiday
with steam trains passing right
outside the window.

This newly restored 1914 GWR carriage
first became a camping coach in 1957,
and sits just yards from the beach.
Station adjacent, taking you to all the
places of interest served by the WSR.
WSR weekly rovers available.
Sleeps up to 6. Parking.

Full details: www.britishrailholidays.co.uk
or call 07718-896390

SCOTLAND

CROMDALE STATION CAMPING COACH

Sleeps 4 (1 double
+ 2 bunk beds),
Bathroom,
Kitchenette, TV,
electric heating,
gas stove

Ideal for: Great North
of Scotland Rly, Keith
& Dufftown, Highland
Railway, Strathspey

www.cromdalestation.co.uk Tel: 01479 873488

WEST SOMERSET

Sunfield

Minehead ****

Small family run Guest House
close to WSR Station.

All en-suite rooms from £32.00 for B&B

Tel: 01643 703565

www.sunfieldminehead.co.uk

RAILWAY COTTAGE and THE RAILWAY CARRIAGE

* Fabulous views of West Somerset Railway

* THE RAILWAY COTTAGE - 3 bedrooms,

2 bathrooms, sleeping 6 in comfort

* Wood burning stove * 1 mile from great pub

* THE RAILWAY CARRIAGE - 2 bedrooms,

1 bathroom, sleeping 4 in comfort

BOTH HAVE: * Hot tubs * Wi-fi

* Plasma TVs etc * Allow well behaved dogs

* Enclosed gardens with views of the

Quantock Hills and Exmoor.



LAVENDER HILL HOLIDAYS

Tel: 01984 656622 * kate@lavenderhillholidays.co.uk

* www.lavenderhillholidays.co.uk

Download on the
App Store

ANDROID APP ON
Google play

Available on
kindle fire

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

DIGITAL IS HERE!...
www.mortons.co.uk/hr

CLASSIFIED

EXPRESS GOODS

Contact Andrew Bruce on 01507 529310 • abruce@mortons.co.uk

ACCOMMODATION

RAILWAY STATION COTTAGES

Seeking some railway nostalgia on your next holiday? Choose from over 60 self-catering stations, carriages & cottages.

www.RailwayStationCottages.co.uk

Property owners - advertising your holiday property costs as little as £35 per year, with no commission fees

enquiries@railwaystationcottages.co.uk
01670 791564

BOOKS

Alan Cliff's

RAILWAY BOOKS FOR CHILDREN & ADULTS

Children - Reading Age 6 - 9yrs

Jack the Station Cat Takes a Holiday (all colour)
Jack the Station Cat and the Vanishing Lady (all colour)
Jack the Station Cat and the August Day (all colour)
Jack the Station Cat and the Snail Trail (all colour)
Jack the Station Cat Takes Charge (all colour)
Jack the Station Cat and the Midnight Mice (all colour)
Jack goes to School (all colour)
Jack and the Lost Kittens (all colour)
Jack and the Great Little Trains Robbery
Jack in a Signal Box
Jack and the Tail's End Tickets

Each book
£2.95 - Set
of 11 stories
£28.50

Teens/Adults

"Holy War" - The story of the last narrow-gauge steam quarry engine to work in Wales £3.00

All above books post free - Books signed

Cheques payable to: Jack the Station Cat Ltd

38 Clifton Park Road, Rhyl LL18 4AW. Tel 01745 344963

www.jackthestationcat.co.uk

Trade Enquiries Welcome

MP Middleton Press
EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA

PUBLISHED 28 JULY

PEEBLES LOOP
plus the Dolphinton, Penicuik and Polton Branch Lines

£19.95 FREE P&P (UK)
MAIL ORDER

AVAILABLE NOW

COMPREHENSIVE INFORMATION FOR
RAIL TIMES FOR GREAT BRITAIN

www.middletonpress.co.uk
Easebourne Lane, Midhurst, GU29 9AZ
T: 01730 813169 E: sales@middletonpress.co.uk

MAINLINE & MARITIME

THE PRETENDERS
An illustrated review of steam outline internal combustion powered locomotives in the UK.
£9.95 (inc. UK p&p)

3 Broadleaze, Upper Seagry,
Chippenham SN15 5EY
01275 845012
www.mainlineandmaritime.co.uk

BOOKS

NICK TOZER

RAILWAY BOOKS

RAILWAY BOOKS

BOUGHT AND SOLD

Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ

Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

web: www.railwaybook.com email: nick@railwaybook.com

Telephone: 01629 580797

BILL HUDSON

TRANSPORT BOOKS

www.billhudsontransportbooks.co.uk

Family run business stocking new and second hand railway books

You can browse our website or visit our shop, which is situated at Matlock Railway Station in Derbyshire, where the Peak Rail steam train operates.

Station Yard, Matlock, Derbyshire, DE4 3NA

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS

- ◆ Extremely cost effective
- ◆ Workshops/Garaging/Storage
- ◆ Widths from 20ft to 70ft
- ◆ Unlimited Lengths
- ◆ Buildings to BS 5950
- ◆ Finance available



Tel: 01709 578333

BLUELINE BUILDINGS LIMITED

e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

DVD

RECALLING THE
GREAT DAYS OF
STEAM

**B&R
VIDEO
PRODUCTIONS**

ARCHIVE
STEAM VIDEOS FOR
THE ENTHUSIAST

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 Drayton, Iwer and Paddington. Welsh coverage includes Carmarthen, Bronwydd Arms, Llandilo, 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, 66xxx, 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.

DVD £19.75 (Post Free)

B&R VIDEO PRODUCTIONS (HR)

THE OLD SMITHY, UFFINGTON, Nr SHREWSBURY, SHROPSHIRE SY4 4SN

Tel: 01743 709680 Free catalogue available. Trade enquiries welcome.

www.bandrvideo.co.uk

GIFTS

COLLECTABLE BADGES

We sell a wide selection of new traditional British made enamel badges, also many now out of production.

Current Stock Includes,
Classic Steam Trains, Railway Personnel,
Football, Buses, Lorries and
Exclusive Land Rover badges

See our newly updated website with our much bigger collection now online.

New lines coming all the time.

VISIT - www.personalisedtags.co.uk

GREG ALLEN Tel. 07940 503314



Railway & Transport Books

As one of the UK's leading dealers in quality secondhand & antiquarian transport and related books, we are always interested in buying good quality collections - books, timetables, ephemera, photos, slides, negatives, posters etc., relating to Railways/Trams/Buses/Lorries/Shipping/Aviation.

UK, Irish & Overseas
(including foreign language titles).

We pay the top prices for quality material, will collect UK wide, and no collection is too big for us!

We have around 15,000 transport books in stock, many of which can be seen at our shop in Felixstowe (along with 30,000 other books).

61 Cobbold Road, Felixstowe IP11 7BH

www.bottsbooks.com

e: bottsbooks@btinternet.com t: 01394 270717

ENGINEERING



Supergears
part of Swallownest
Engineering Ltd.

- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

Unit 6 • Nine Trees Trading Estate
Morthen Road • Thurgroft
Rotherham S66 9JG
Telephone 01709 702313
Fax 01709 701242
email info@swallownestgroup.com
www.swallownestgroup.com

FOR SALE

**HERITAGE
RAILWAY**
THE ENGLISH & IRISH RAILWAY MAGAZINE

FOR SALE

MANUFACTURERS OF
HIGH QUALITY
**RAILWAY
REPRODUCTIONS**
IN BRASS AND ALUMINIUM
THE RANGE INCLUDES:-
Steam Locomotives
nameplates, train headboards, builders plates, shed
plates, smoke box number plates and many more.
For catalogue and price list please send 2 1st class
stamps to:- PROCAST (DEPT HR), Netherfield
Mills, Bradford Road, Cleckheaton BD19 3JP
Tel: 01274 871111
Email: procastco@aol.com
Website: www.procast.co.uk

WANTED

PADDINGTON TICKET AUCTIONS

CHRIS DICKERSON & BRIAN MOAKES

3 MALLARD CLOSE PICKERING NORTH YORKSHIRE YO18 8TF

**The market leaders in the auction of old railway tickets, bus and tram
tickets, luggage labels and railway letter and parcel stamps.**

OUR NEXT AUCTION IS ON

SATURDAY 21 JULY 2018

at The Royal National Hotel, Russell Square London WC1H 0JX
at 11:00 (viewing from 08:00)

Including tram and bus tickets from the collections of the late Graham Page, Peter Mitchell
and others also significant railway tickets from the late Gordon Fairchild collection

We are now accepting items in all categories for this and subsequent events. Contact
us now for a speedy valuation and advice on how to enter your collection for auction.

A colour illustrated catalogue of at least 500 lots will be published on our website at
www.paddingtonticketauctions.co.uk at least two weeks before the auction.

If you require a printed copy please send your name and address to
padtickets@aol.com or speak to us on 01751 474155 or 07703 350045

WEB DIRECTORY

A. Wright & Son Ltd Est. since
1947

MADE IN SHEFFIELD
ENGLAND

A. Wright & Son Limited,
158 Charles Street, Sheffield S1 2NE
Tel: 0114 272 2677 Fax: 0114 278 7157

www.penknives-and-scissors.co.uk



Railway Lamps

Original Specifications
Repairs & Bespoke Design

New build or refurb, eg Midland,
GWR or any new lamp from photos.
Brackets and columns etc.

01484 456 456
email: 456@metroheritage.com
www.gaslamps.co.uk



**HERITAGE
HUTS**

**Replica Signal
Lamp Huts**

Tel: 07973 204595

www.heritage-huts.co.uk

www.restoration-ironwork.co.uk



MODELS



130 High
Street,
Redcar,
Cleveland

**Redcar Models
& Hobbies**

Stocking a wide range
of '00' railways
by Bachmann, Hornby,
Peco and Gaugemaster

Also Model Kits and Diecasts and
all other modelling accessories

FREE PARKING FOR THE FIRST HOUR

T: 01642 494 912

E: andrewnpaton@ntlworld.com

RAILWAYANA

HAVE YOU ANY
GREAT WESTERN RAILWAYANA
THAT YOU WISH TO SELL
CAB SIDES AND NAMEPLATES
ESPECIALLY WOULD BE WONDERFUL
Please call GUY COLLISTER
(in confidence)
on 07926 360544 or 01285 861378

BARRY JONES

Wanted Railway Publicity,
b/w photographs, timetables,
posters, maps and other
official items.

Model railway items always sought.
28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

RAILWAYANA

TOTEMS

SUPERB QUALITY REPRODUCTION
TOTEMS, (FULL OR HALF FLANGED)
TARGETS, DOOR PLATES & PLATFORM SIGNS
VITREOUS ENAMEL FINISH

Any name - any region, supplied to order
Suitable for indoor or outdoor locations.
Wide range of vinyl coach and loco signs
including BR crests and other logos.
Full details and mail order on our website
www.tracksidelt.co.uk

SERVICES



LED Bus Bulbs

Aten Lighting,
Unit 14 North St,
Melton Mowbray, Leics. LE13 1NL

01664 569457

info@atenlighting.co.uk

www.atenlighting.co.uk

WANTED

RAILWAY TICKETS

The older the better

British & overseas, travel & platform
Established collector purchases
interesting collections

Ian Gardner, Little Tile House,
Nightingales Lane, Chalfont St Giles,
Bucks HP8 4SL Tel: 01494 762952

Newton Replicas

Britain's Leading Nameplate Manufacturer

Tel 0115 958 8219 • Mobile 07857 701612

Unit 1, Millview Court, Newark Street, Nottingham, NG2 4PS
E: sales@newtonreplicas.com • W: www.newtonreplicas.com

RAILWAY BOOKS

*Rare and out of print
5,000+ to view at*

www.nigelbirdbooks.co.uk
01974 821281



For Railway
Clothing,
Hats and Accessories



38 Comberton Hill, Kidderminster, Worcestershire DY10 1QN
See our website or pay us a visit (closed Wednesday & Sunday)

01562 863464 sales@surplusandoutdoors.com
www.surplusandoutdoors.com Quote RAIL10 to receive 10% discount



LMS Ivatt 2MT 2-6-2T No. 41241 speeds downhill towards Haworth during running-in trials on the Keighley & Worth Valley Railway on May 14. BEN COLLIER

Summertime and some big galas

THERE is plenty to interest the enthusiast in the early part of the summer season. The Epping Ongar Railway will be staging its steam gala starring visiting USATC S160 2-8-0 No. 5197 and the Statfold Barn Railway will be holding one of its occasional open days which will be the traditional multi-engine narrow gauge spectacular. The Tanfield Railway's Legends of

Industry Gala will see an intensive service of passenger and goods trains, featuring Hunslet Austerity No. 60 which has just entered service on the Aln Valley Railway after overhaul. June 23/24 will see Tyseley Locomotive Works holding its summer open weekend with *Clun Castle*, *Earl of Mount Edgcumbe*, *Road Ashton Hall* and No. 9600 in steam.

A big event will be the Ffestiniog Railway's Hunslet 125 anniversary where long-serving Hunslet 2-4-0TT, *Linda* and *Blanche*; 125 years old this year, will be joined by many more Hunslet-built locomotives for a four-day spectacular. Even bigger though will be the Keighley & Worth Valley Railway's week-long 50th anniversary celebration of

its reopening at the end of June with newly-overhauled Ivatt 2MT 2-6-2T No. 41241 in maroon, joined by LMS 4-6-0 No. 46100 *Royal Scot*, SR West Country Pacific No. 34092 *City of Wells*, GWR 0-6-0PT No. 7714 and Deltic No. 55019 *Royal Highland Fusilier*. *Heritage Railway* will be covering these and other events over the coming month.

SPECIAL EVENTS

- 1-3: Mid Hants Railway: Diesel Gala ■
- 2, 3: Dean Forest Railway: 40s Weekend
- 2, 3: Severn Valley Railway: Goods Train Gala
- 8-10: Epping Ongar Railway: Steam Gala ■
- This event will see an intensive service over all three days, with all trains running in conjunction with the fleet of heritage buses, which will be operating between Ongar, North Weald, Epping Underground and Shenfield stations.
- The motive power fleet will star USATC S160 2-8-0 No. 5197 and Metropolitan 0-4-4T No. 1 together with newly-arrived Hunslet Austerity 0-6-0ST *Lord Phil* and newly-overhauled Hawthorn-Leslie 0-6-0ST *Isabel* back in maroon livery.
- 8-10: West Somerset Railway: Diesel Gala ■

- 9: Ffestiniog Railway: The Snowdonian Limited
- 9: Statfold Barn Railway: Open Day ■
- The traditional multi-engine narrow gauge spectacular in the West Midlands. Intending visitors please note that tickets must be purchased in advance.
- 9, 10: Gwili 40 – The Party
- 9, 10: Stapleford Miniature Railway: Open Weekend
- 10: GCR Nottingham: Summer Diesel Extravaganza ■
- 10: South Devon Railway: Trains & Triumph
- 10, 11: Rudyard Lake Railway: Diesel Gala ■
- 15-17: Dean Forest Railway: Steam Gala
- 15-17: North Norfolk Railway: Diesel Gala ■
- 15-17: South Devon Railway: 60s Weekend
- 16: Eastleigh Lakeside Railway: HCS Bullock Locos
- 16, 17: Downpatrick & County Down Railway: Down to the Races
- 16, 17: Tanfield Railway: Legends of Industry Gala ■
- With an intensive service of passenger and goods trains, the star guest will be ex-Philadelphia Hunslet Austerity No. 60 which has just entered service on the Aln Valley Railway after overhaul.

- 16-18: Bala Lake Railway: Steam Gala
- 16-18: Mid Hants Railway: War on the Line
- 17: Isle of Wight Steam Railway: Workshops Open Day
- 22-25: Ffestiniog Railway: Hunslet 125 ■
- The railway's long-serving Hunslet ladies, *Linda* and *Blanche*, are 125 years old in 2018 and the anniversary is being celebrated in style.
- Confirmed visiting locomotives are 4-6-0TWD 1215 fresh from overhaul, *Trangkil* No. 4 and *Chakas Kraal* No. 6 from Statfold, plus Quarry Hunslets *Cloister*, *Gwynedd*, *Irish Mail*, *George B*, *Winifred*, *Maid Marian*, *Holy War*, *Alice*, *Statfold* and *Jerry M*.
- Linda* and *Blanche* will be running to both Caernarfon and Blaenau Ffestiniog. There will be slate trains, a gravity train, parallel photo shoots and many engines in steam and shunting at Minfford yard.
- 23, 24: Didcot Railway Centre – Opening of the Signalling Centre
- 23, 24: Epping Ongar Railway: London Transport Weekend
- 23, 24: Gloucestershire Warwickshire Railway: Days Out with Thomas ■
- 23, 24: Romney Hythe & Dymchurch Railway: Paddington Visit ■
- 23, 24: Tyseley Locomotive Works: Summer Open Weekend ■
- The Birmingham steam depot's annual 'at home' steaming with a chance to see the workshop from the gallery and steps. *Clun*

- Castle, Earl of Mount Edgcumbe*, *Road Ashton Hall* and No. 9600 will be in steam, giving passenger shuttle rides. There will be the popular 4-6-0 cavalcade each day and photo opportunities for two Castles.
- 23, 24: Welshpool & Llanfair Railway: Welshpool Transport Festival
- 24: Great Central Railway: Swapmeet
- 24 – Jul 1: Keighley & Worth Valley Railway: 50th Anniversary ■
- The big event of the month is the 50th anniversary of the reopening of Britain's second preserved steam railway giving timetabled passenger services.
- The anniversary is a week-long celebration showcasing all the railway has done over the last 50 years.
- LMS 4-6-0 No. 46100 *Royal Scot* will be hauling passenger trains on June 25–27, while Thursday 28 will showcase smaller engines, including visiting GWR 0-6-0PT No. 7714.
- The big celebration day will be Friday, June 29, the exact anniversary. There will be a rerun of the original reopening special with newly-overhauled Ivatt 2MT 2-6-2T No. 41241 in maroon livery just as in 1968.
- The weekend of June 30 / July 1 will see some services diesel-hauled. Visiting will be Deltic No. 55019 *Royal Highland Fusilier*.



Issue 243 is out on June 29, 2018.

Catch up with the latest news, views and great features every four weeks. 106 Heritagetrain.co.uk

KEY ■ Major or featured galas

■ Diesel and/or electric galas

■ Thomas or family event

RAILWAYANA

June

2: Great Central Railwayana, Stoneleigh Park



Find us on www.facebook.com/heritagerailway

GREAT CENTRAL AUCTIONS

AN AUCTION AT THE
ROYAL SHOWGROUND
STONELEIGH PARK, WARWICKSHIRE
2ND JUNE 2018

www.gcrauctions.com

Central location with ample parking,
on-site hotel, catering and bar.

Email: enquiries@gcrauctions.co.uk

Telephone: 01327 263633



500 LOTS INCLUDING

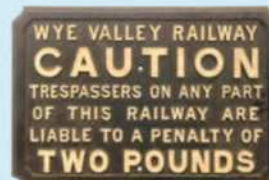
NAMEPLATES: Byron, Castle Hedingham, City of Hereford, Cudworth, Devizes Castle, Eire, Linette, Minoru, Nanhoran Hall, Oberon, Prince Albert, Sir Ironside, Wyke Hall. **DIESEL:** City of Bradford, Markham Colliery, Myrddin Emrys, National Garden Festival Gateshead, Quadrant, Reading Evening Post, Sir Charles Halle, The English Riviera, The Newspaper Society, The North Yorkshire Moors Railway, The Red Devils, Thor Heyerdahl, West Coast Rail 250, Yorkshire Post. **INDUSTRIAL:** Arundel Castle, Earl Roberts. **GWR CABSIDES:** 1447, 3409, 3704, 3825, 4275, 4663, 5752, 6150, 6366, 6374, 6681, 7002, 7713, 7929, 8106, 8474, 8475, 9026, 9610, 9677. **DIESEL/ELECTRIC:** D1028, D7085, E3032. **SAR:** 1593, 1887, 3141, 3430, 3531, E247. **SMOKEBOXES:** 1429 (LMS), 2092, 5407, 7002, 7921, 7929, 9677, 9776, 30248, 30522, 30917, 32415, 32449, 33026, 34055, 41090, 42125, 45074, 45263, 47602, 48463, 58123, 65583, 70012, 73087, 76062, 80135, 90192, 92213. **WORKSPLATES (STEAM):** 60039 Doncaster 1934, Armstrong Whitworth (45241), (45348), Avonside 1803 1918 (Asteroid), Bagnall, Barclay (44367), Beyer Peacock (64340), Beyer Peacock 1877 (Aus), Beyer Peacock 1891 (NSWGR), Clyde 196 1916 (Aus), Coalbrookdale Company, Darlington (43093), GCR Gorton 1914, Kerr Stuart (44104), LMS 1889 Horwich, LMS 1907 St Rollox, LMS 1925 Derby, LMS 1931 Crewe, LMS Built 1921 Armstrong Whitworth (CR), LMS Crewe (45735), LNER (62672), LNER 60949 Darlington, LNER 63429, LNER D Stratford (68669), LNER Darlington (48737), LNER Doncaster (63956), LNER Gorton (69636), LNER Stratford (65454), Lokomo 48 1925 (Finn), NBL (42697), (44386), (48259), (48285), (5707), (61208), (7731), (7740), (90162), (90225), NBL Atlas (63894), Peckett, Robert Stephenson (9420), Schwartzkopf 6958 1919 (Finn), SECR Rebuilt Ashford Works (31425), Sentinel 9609, Tampereen 420 1929 (Finn), Vulcan (48035), (61182). **WORKSPLATES (DIESEL):** BR Doncaster (86229), BRCW (Cab) (33109), Darlington 1960 Cl 24, 1961 Cl 25, English Electric (20107), (37121), (37216), (40138), GM (66104), Gorton (76033), Hymek (D7072), Swindon (D9510). **SIGNAL BOX NAMEBOARDS:** Barcombe Mills, Bullo Pill East, Bynea, Kings Langley, Kinnaber Junction, Luton West, Portland. **TOTEMS:** Aintree Sefton Arms, Aldington Halt, Ash Vale, Bearley, Bentham, Birkdale, Bournemouth West, Burntisland, Chesterfield Midland, Clapham, Coatbridge Sunnyside, Dorchester South, Dorchester West, Earlswood Lakes, Eastbourne, Exeter St Davids, Goostrey, Gorseinon, Hall Green, Harwarden Bridge, Hildenborough, Kingsbury, Kirtton, Lapworth, Leighton Buzzard, Llanelly, Marden, Maxton, Mistley, Musselburgh, Newton Abbot, Penkridge, Perth, Soho & Winson Green, St Lukes, Sudbury, Swansea High Street, Tavistock North, Vauxhall, Waterloo,



Collection Service
Available



Highest Catalogue
Circulation 3000+



A Host of Record
Prices Achieved



100% of Entries
Illustrated in Full Colour



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, Buttington-Pool Quay, Craigendoran-Garelochhead, Glen Douglas-Garelochhead, Llanbadarn-Bow Street, Llanidloes-Moat Lane, Montgomery-Abermule, Oxley Branch-Wombourne, Portsmouth Arms-Umberleigh, St Blazey-St Blazey Bridge, Thetford-Barnham, Wrexham Central-Exch. **SINGLE LINE TABLETS:** Ballymoney-Ballyboyland, Boscarne-Wadebridge, Halwill-Dunsland Cross, Llanisaintffraid-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.



WE WELCOME SIMILAR ITEMS FOR ENTRY IN OUR NEXT SALE.
CATALOGUES ARE AVAILABLE A FORTNIGHT BEFORE EACH SALE,
SEND OR PHONE FOR YOUR FREE COMPLIMENTARY CATALOGUE NOW!
Valuations for insurance and probate, impartial advice on selling or buying railwayana.

GREAT CENTRAL RAILWAYANA LTD
INCORPORATING SHEFFIELD RAILWAYANA AUCTIONS & RAILWAYANA.NET
14, SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS, NN11 3RL
TEL: 01327 263633 (MONDAY TO FRIDAY 10.00 - 5.00)



Full-time Professional
Staff with over 20
Years' Experience



Extensive and
Prominent Monthly
Advertising



Listing of Entries in This
and Many Other Magazines



Professionally
Managed Website
Promoting Your Entries



Rail Holidays of the World



Ffestiniog Travel

Planning a Rail Holiday of a Lifetime in 2019? ~ Book Now!

The Antipodean ~

Departs 9 February 2019 - 23 Days from £6,300pp

Journey across Australia and New Zealand through awe inspiring landscapes on some of the world's most famous and iconic trains. Discover the charm of the cities, the beauty of the scenery and the vibrancy of two modern Asian destinations, Singapore and Hong Kong. This is a journey that will fulfil 'holiday of a lifetime' aspirations.

- ❖ Guided sightseeing tours in Singapore and Hong Kong
- ❖ The Legendary Ghan in Gold Class
- ❖ Puffing Billy Steam Railway
- ❖ Waitomo Glow Worm Caves
- ❖ The Northern Explorer from Hamilton to Wellington
- ❖ Interislander Ferry
- ❖ A return trip on the TranzAlpine
- ❖ Time to explore in Darwin, Adelaide, Sydney, Auckland & Christchurch



Japan - Trains, Trams & Cherry Blossom ~

Departs 19 March 2019 - 19 Days from 4,995pp

A comprehensive tour taking in some new railways, tram networks and destinations which Ffestiniog Travel has not visited before. This holiday coincides with Japan's famous Cherry Blossom season which is certainly worth seeing. From the buzz of Tokyo to the historic town of Chichibu and scenic Amanohashidate we journey by vintage tram, steam engine and bullet train.

- ❖ Sightseeing in Tokyo, Nikko, Kanazawa, Osaka and Okinawa
- ❖ Scenic rail journey along the popular Shonan Coast
- ❖ Travel by steam on the Tobu Railway
- ❖ Explore the tram routes of Tokyo, Toyama, Takaoka, Fukui and Osaka
- ❖ Nikko - UNESCO World Heritage Site
- ❖ Osaka Castle and Park during Cherry Blossom season
- ❖ Amanohashidate - one of Japan's three greatest views
- ❖ Sub tropical island of Okinawa



Indian Hill Railways ~

Departs 17 February 2019 - 21 Days from £5,150pp

Another opportunity to join our successful annual tour to India and ride the three magnificent railways that served the former British Hill Stations. New to this tour is a visit to the wonderful Mudamalai Wildlife Reserve to see its famous elephants.

- ❖ Private Heritage carriage on Kalka Shimla Railway
- ❖ Private steam charter - Shimla to Shoghi
- ❖ Taj Mahal & Red Fort
- ❖ 2 Private steam charters on DHR
- ❖ Journey on the 'Joy Train'
- ❖ Delhi Railway Museum & DHR Museum
- ❖ Workshop visits on Kalka Shimla & DHR
- ❖ Amritsar, Shimla, Delhi, Darjeeling & Ooty
- ❖ Atari-Wagah Frontier, Golden Temple, India Gate, & Mudamalai Wildlife Sanctuary



Book Online at www.ffestiniogtravel.com

Call 01766 512400; Email info@ffestiniogtravel.co.uk

Award winning Rail Tour Operator

Ffestiniog Travel



Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways
~ every booking helps preserve the railways ~