

DRIVER FOR A 'FIVER': EIGHT OF THE BEST VENUES

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 243

June 29

July 26, 2018

WEST COAST 'RESCUES' WINDERMERE BRANCH!

■ **UNION OF SOUTH AFRICA IS BACK**

END OF STEAM '68:
THE FINAL WEEK
EXCLUSIVE FEATURE

■ **STEPHENSON'S ROCKET BACK IN HOME TOWN**
■ **TYSELEY HITS £800K TARGET TO BECOME TRAIN OPERATOR**

CHANNEL 4 COACH RESTORATIONS ON PARADE

■ **ELECTRIC TRAINS (FULL SIZE) MOVE INTO OLD HORNBY HQ!**

OO Gauge (1:76 Scale)

Bachmann Branchline - DMUs



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (RRP £159.95) **BARGAIN**. £94
30-425 Class 251 Midland Pullman train pack Pullman hanking blue - Collectors Edition £490

Dapol - Diesel locos

4D-012-004 Class 22 D6325 BR green no yellow panels and disc headcodes **NEW**. £127.46

Wagons



4F-025-008 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue **NEW**. £42.50
4F-025-009 MJA mineral & aggregates twin bogie box wagon 502025 and 502026 in GB Railfreight blue **NEW**. £42.50
4F-025-010 MJA mineral & aggregates twin bogie box wagon 502031 and 502032 in GB Railfreight blue **NEW**. £42.50

Hattons - Steam locos



H4-AB14-007 Andrew Barclay 0-4-0ST 14" 1927 'No.1' in Burnley Corporation Gas Department blue. £99
H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 705 BR black early crest £99
H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 705 GWR green shuntbutton roundel £99
H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes. £99
H4-AB14-008 Andrew Barclay 0-4-0ST 14" 2134 'No.3' in Fina lined blue. £99



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 'Coronation' in lined green. £99
H4-AB14-005 Andrew Barclay 0-4-0ST 14" 2134 'WTT' in lined green £99
H4-AB16-004 Andrew Barclay 0-4-0ST 16" 1964 in CPC UK blue. £99
H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon. £99
H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black £99



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass). £99
H4-P-007 SECR P Class 0-6-0T 31027 in BR black early emblem. £99
H4-P-008 SECR P Class 0-6-0T 31233 in BR black late crest £99



H4-P-012 SECR P Class 0-6-0T 323 'Bluebell' in Bluebell Railway lined blue (2010s). £99



H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass). £99
H4-P-004 SECR P Class 0-6-0T A325 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 BR yellow £43



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



H4-BH-009 Beilhack snow plough (ex Class 40) ZZA ADB965579 in Network Rail black. £43



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



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



H4-BH-007 Beilhack snow plough (ex Class 40) ZZA ADB965580 in Railtrack Black. £43
H4-BH-008 Beilhack snow plough (ex Class 40) ZZA ADB965581 in Railtrack Black. £43
H4-BH-012 Beilhack snow plough (ex Class 45) ZZA ADB966099 in Network Rail black **NEW**. £43



H4-BH-011 Beilhack snow plough (ex Class 45) ZZA ADB966098 in Network Rail black **NEW**. £43

Heljan - Steam locos



4780 Class 47xx 2-8-0 'Night Owl' 4704 in GWR green shuntbutton emblem. £154



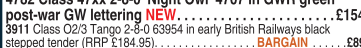
4781 Class 47xx 2-8-0 'Night Owl' 4705 in Great Western green **NEW**. £154



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



4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering **NEW**. £154



3911 Class 02/3 Tango 2-8-0 63954 in early British Railways black stepped tender (RRP £184.95). **BARGAIN**. £89



3920 Class 02/4 Tango 2-8-0 3962 in LNER black flush tender (RRP £184.95). **BARGAIN**. £89



3922 Class 02/4 Tango 2-8-0 63975 in BR black late crest flush tender (RRP £184.95). **BARGAIN**. £89

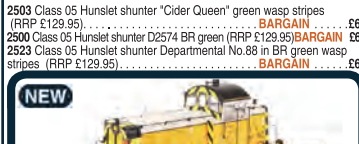


3923 Class 02/4 Tango 2-8-0 63982 in BR black late crest flush tender (RRP £184.95). **BARGAIN**. £89



3921 Class 02/4 Tango 2-8-0 63983 in BR black early crest flush tender (RRP £184.95). **BARGAIN**. £89

Diesel locos



2503 Class 05 Hunslet shunter "Cider Queen" green wasp stripes (RRP £129.95). **BARGAIN**. £69
2500 Class 05 Hunslet shunter D2574 BR green (RRP £129.95) **BARGAIN**. £69
2523 Class 05 Hunslet shunter Departmental No.88 in BR green wasp stripes (RRP £129.95). **BARGAIN**. £69



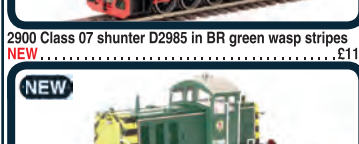
2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways **NEW**. £111



2911 Class 07 shunter 07005 in BR blue wasp stripes and air brakes **NEW**. £111



2903 Class 07 shunter 07010 in BR blue wasp stripes **NEW**. £111
2910 Class 07 shunter 2993 in BR blue wasp stripes and air brakes **NEW**. £111



2900 Class 07 shunter D2985 in BR green wasp stripes **NEW**. £111



2901 Class 07 shunter D2990 in BR green wasp stripes **NEW**. £111
2902 Class 07 shunter D2992 in BR blue wasp stripes **NEW**. £111
4000 Hawker Siddely Brush HS4000 'Kestrel' prototype diesel electric loco (RRP £155). **BARGAIN**. £129

Electric locos



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



9007 Metropolitan Bo-Bo electric 11 "George Romney" in London Transport maroon (RRP £139.95) **BARGAIN**. £74

9009 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in London Transport/Metropolitan (1990s preserved condition) (RRP £139.95). **BARGAIN**. £74



9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (RRP £139.95) **BARGAIN**. £74

9005 Metropolitan Bo-Bo electric 19 Metropolitan (RRP £139.95) **BARGAIN**. £74

9001 Metropolitan Bo-Bo electric 9 "John Milton" Metropolitan (RRP £139.95). **BARGAIN**. £74

DMUs

8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (RRP £119.95). **BARGAIN**. £59

Hornby - Steam locos



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest **NEW**. £136

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

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

Oxford Rail - Steam locos

OR76DG003Xs Class 2301 Dean Goods 0-6-0 2475 in Great Western green - DCC Sound fitted **NEW**. £164

O Gauge (1:43 Scale)

Dapol - Steam locos



7S-007-002 Class 57xx 0-6-0PT pannier 5700 in Great Western Green. £199.75

DCC sound fitted **NEW**. £357.60

7S-007-001S Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem - DCC sound fitted **NEW**. £357.60

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

Heljan - Diesel locos

2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (RRP £599) **BARGAIN**. £360



2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (RRP £599). **BARGAIN**. £360



2011 Class 20 in BR green full yellow ends and 4-character headcodes (RRP £599). **BARGAIN**. £340



2010 Class 20 in BR green small yellow panels and 4-character headcodes (RRP £599). **BARGAIN**. £340



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterside numbers, sector emblems and, a selection of nameplates.) (RRP £649) **BARGAIN**. £390

Coaches

4953 Mk1 BG full brake in BR chocolate and cream (RRP £325) **BARGAIN**. £190

Wagons



1052 100xx OAA in Railfreight red and grey (RRP £94.95) **BARGAIN**. £39
1053 100xx OAA in Railfreight red and grey (RRP £94.95) **BARGAIN**. £39
1054 100xx ZDA (ex-OAA) Civil Engineers Dutch grey and yellow (RRP £94.95). **BARGAIN**. £39
1004 4-wheel Class B tank Mobil Charnington red (RRP £94.95) **BARGAIN**. £39
5051 Bogie covered IWB Cargowagon 2797591 in silver and blue - weathered (RRP £189). **BARGAIN**. £89
5052 Bogie covered IWB Cargowagon 2797669 silver and blue (RRP £189). **BARGAIN**. £89



LMS 'Black Five' 4-6-0 No. 45212 and LNER A3 Pacific No. 60103 *Flying Scotsman* double-head the Victoria to Preston leg of Steam Dreams' 'Lakes Explorer' through Cheddington on the West Coast Main Line on Monday, June 18. GRAHAM NUTTALL

Preservation: passing a core test at former model HQ

FIFTY years ago, steam trains disappeared from our national network, apparently never to return. At the time, several people who could be rushing around trying to buy locomotives out of service and save them not only from the scrapyard, but for the benefit and enjoyment of future generations. The late Morecambe GP Dr Peter Beet is one of the names that comes quickly to mind – through his actions several 'Black Fives' lived to fight another day.

Compare 1968 with a similar period of traction mass extinction – the end of Brunel's broad gauge in 1892. Locomotives and rolling stock which ran on 7ft 0¼in gauge had no practical purpose after then, and so were cut up, with only *North Star* and *Lord of the Isles* retained to recall this important period in British railway history. Sadly, both were scrapped in 1906 due to pressure of space at Swindon Works, although the former was later reassembled as a static museum exhibit from components that had been saved.

You might be forgiven for thinking that the preservation era has provided solutions to the problem of the survival of historic artefacts – after all, who would scrap any steam locomotive, no matter its condition, today? Not so. How many last examples of electric rolling stock types have gone to the scrapyard, for instance, because nobody cared enough to preserve them, or offer a home for them?

Therefore this month I cannot praise mega-enthusiast Jeremy Hosking enough for providing two EMU sets from the sadly-closed Electric Railway Museum at Coventry not only with survival space, but also undercover accommodation in the iconic former Hornby headquarters building at Margate.

Saving electric stock is a definitive acid test for the heritage railway sector. Yes, there are no electrified heritage lines on which they can be run, and while some of the smaller lines might be content to run EMUs as locomotive-hauled stock, their presence is by and large considered a waste of valuable siding space, in

which they sit and rust away over the years through lack of volunteer interest.

Yet if our aim really is to preserve a representative selection of stock to reflect Britain's proud railway past, surely we should be taking on board items from all aspects of its history, not just the ones deemed to have a second-hand use value, like steam and diesel locomotives. I have long compared this principle to the treatment of a classical symphony – do you bother only with the popular 'bits' that enthrall the audiences at Last Night of the Proms, and cut out the 'boring' pieces inbetween, or do you cherish the work as a whole?

Brunel's broad gauge accounted for a fair slice of Britain's network in the 19th century, and the same principle applies to electric traction in the 20th and 21st. Yes, space is at a premium, but it should, indeed must, be found.

Coventry City Council threw away a golden opportunity when it forced the closure of the Electric Railway Museum, rather than investing in it as a tourist attraction. Thankfully, the stock from there has been saved, and thanks to Jeremy, two of its principal items now stand a chance of seeing service once again in future times. Yet more needs to be done.

I've said it before, but what about all that space that the Science Museum holds at Wroughton in Wiltshire? Surely it could accommodate a barn or two to house electric stock safe from the elements? And what are local authorities around the country doing to preserve examples of their modern traction heritage?

It is ironic that a building which earned its keep for decades selling electric trains – albeit in OO gauge – is now leading the way in conserving full-size examples. Top marks to Jeremy also for saving this superb structure which, while never rail connected, turned out products which inspired many a generation of schoolboy enthusiasts who graduated into today's preservationists.

Robin Jones Editor

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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.heritagetrain.co.uk

ADVERTISING

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

CUSTOMER SERVICES

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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

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The final week of BR steam

BR steam came to an end on Sunday, August 4, 1968. Trevor Gregg remembers the final week of steam operations and the specials that ran to mark the end of steam.



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COVER: LNER A4 Pacific No. 60009 *Union of South Africa* rounds the curve out of Bury Bolton Street station on the East Lancashire Railway on June 10. BRIAN DOBBS



'End of Steam Commemorative Railtour'

Several railtours were run to mark the end of BR steam on August 4, 1968. Chris Scott, then aged 22, travelled on one of the trains and this is his account of the day, written soon after the event.

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Boom times at Broadway!

The Gloucestershire Warwickshire Railway's opening of the long-awaited northern extension to Broadway has reaped rich dividends for the heritage line. Robin Jones visited the landmark Give My Regards To Broadway spring bank holiday Cotswold Festival of Steam.

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Eardington 150

One of the Severn Valley Railway's forgotten gems recently celebrated its milestone with an open weekend. Paul Appleton went along to find out more.

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Driver for a Fiver

Gareth Evans talks to eight heritage railways operating low-cost driver experience courses for £20 and under and learns about their approaches and what they can offer would-be participants in the hope of inspiring others to 'have a go'.

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Three Island Ivatts

The Isle of Wight Steam Railway celebrated the restoration of three Ivatt locomotives. Brian Sharpe reports on the gala weekend that saw the three 2MTs in steam together for the first time.

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Heritage operator saves the day for Windermere branch

By Robin Jones

MARKET-LEADING heritage steam and diesel charter operator, West Coast Railways, stepped into the breach after problem-hit operator Northern Rail cancelled all of its services on the Oxenholme to Windermere branch, delivering an unexpected bonus of a loco-hauled shuttle service.

Passengers across the north of England have endured thousands of cancellations and delays on services run by the Arriva UK subsidiary since a new timetable was introduced in May. Northern has laid the blame for the disruption at the door of delayed engineering works and a shortage of trained drivers.

Carnforth-based West Coast Railways, which last year ran the Swanage Railway's award-winning trial 'real train' service from the resort to Wareham using heritage diesels in top-and-tail mode, stepped in and has provided trains on the 10 mile Lakes Line, after none had run for a fortnight with the promised replacement bus service being labelled inadequate.

The initiative came from former Liberal Democrat leader Tim Farron, the MP for Westmorland and Lonsdale, who joined forces with a local passenger group to facilitate West Coast being brought in; the Department for Transport will meet the £5500 daily cost, with passengers travelling free. WCR's managing director Pat Marshall frequently uses the branch, so also has a personal interest.

A three-coach trial service was run by West Coast on Sunday, June 17, and was said to have been full.

The firm began running six round trips a day between 9.25am and 7pm the following day. Rail replacement buses were still being used to fill in the gaps.

The MP said: "It's a victory for the can-

do over the can't-do. We've shamed the Department for Transport and Northern Rail by making something happen.

"Between us we managed to get a good rail service, not a complete one, but a rail service running in a way that the Department for Transport and Northern Rail have not managed to do.

"It's a reminder that if we give the rail franchise for our area to somebody who actually cares about it, we might get a decent service."

He said he will continue to campaign for Northern to increase the reliability of its services on the line.

No steam

West Coast is, of course, best known for the summer walk-on 'Jacobite' steam services on the West Highland Extension between Fort William and Mallaig. However, there has currently been no talk of steam traction being used for any of the Windermere branch services.

Lakes Line Rail User Group chairman Robert Talbot said: "I think it's great that West Coast Railways has identified an opportunity and is prepared to go out there and do this."

It was also reported that Virgin Trains staff were pleased and relieved with the West Coast action, as they had been wrongly berated by many passengers for the unexpected absences of passenger trains from Oxenholme.

The suspension of Northern services on the branch is set to last until July 2, after which it will bring in a 12-times-a-day shuttle rail service between 6.30am and around 8pm, but still also using buses.

Northern has said that reinstating services on the Lakes Line would be likely to cause further delays and cancellations, both on the branch and across the wider network.



West Coast to the rescue! Class 37 No 37669 (with Class 57 No. 57316 dead on the rear) at Windermere on June 18, heading the 2204 11.30am Windermere to Oxenholme service. TIM ROGERS

A spokesman for Transport for the North said: "Transport for the North is extremely disappointed and concerned with the inadequate performance of Northern. We have formally raised these concerns with Northern, making it clear that we want more to be done to rectify the performance issues and to mitigate against impacts on passengers and for action to be taken immediately."

Meanwhile, new statistics indicated that Northern failed to register a single improvement with passengers even before the current chaos over the timetable changes. The National Rail Passenger Survey published by the watchdog Transport Focus showed the company's rating across 38 categories to be "significantly unchanged" or worse than last spring, with punctuality 7% less.

A Department for Transport spokesman said: "As an open-access operator, West Coast Railways has agreed access with Network Rail and

holds a valid safety certificate with the Office of Rail and Road, permitting it to run services.

Tremendous reception

"We have been clear that there must be a full resumption of services on this line as soon as possible to give passengers a reliable service and we will continue to work with Northern to achieve this."

The department does not have a contract with any operator other than Northern regarding the operation of train services on the Lakes Line.

Pat Marshall said: "We were very pleased to be able to provide the resources of our locomotives, coaches and train crew to enable train services to run again, following the upheavals of recent weeks. The reception from passengers has been tremendous and providing a service to them is what matters."

Access gets better in mid-Wales!

WELSHPOOL & Llanfair Light Railway passengers – especially those who suffer from mobility issues – are now enjoying the benefits of a £42,500 project.

In May 2016 the line won a £42,500 Government grant to improve access to its trains for wheelchair-bound visitors. Portable platform lifts were purchased for stations at both ends of the line, while the two most heavily-used bogie carriages, built in the 1950s for the Hungarian State Railways, were modified to improve wheelchair access.

Meanwhile, on June 11, the Vale of Rheidol Railway held a launch event for one of four accessible carriages that will enable wheelchair users to ride in them for the first time.

Special guests including Ben Lake MP, Elen Jones AM and Simon Thomas AM, plus councillors, trustees and local businessmen.



Deltic No. 9009 Alycidon speeds along the East Coast Main Line near Thirsk with 52A Railtours' 'Albert Gilmour Memorial Railtour' from Linlithgow to King's Cross on June 16. STUART BROWN



Cavalcade finale: all six Talyllyn Railway steam engines coupled together to go back to Pendre, followed by the diesel cavalcade. BARBARA FULLER

Talyllyn storms the net with live show

By Gareth Evans

THE Talyllyn Railway clocked up several feats at its Anything Goes gala on June 16, pulling in the crowds both on the ground and online with a special live broadcast on social media.

The line's marketing co-ordinator Daniel King said: "For the first time in many years, all of our available steam and diesel engines were in working order. Therefore, we thought it would be a wonderful idea to have a day when everything moveable was operating on the railway before No. 1 *Talyllyn* was withdrawn for its 10-yearly overhaul on June 18."

In recent weeks, No. 3 *Sir Haydn* and No. 4 *Edward Thomas* have returned to service and Baguley diesel No. 11 *Trecwn* has entered traffic following the fitting of air brakes by the team at Pendre, joining fellow former RNAD Trecwn workhouse No. 12 *St Cadfan*.

No. 1's overhaul is expected to commence in the coming months, with a view to returning to service

during 2019. Daniel continued: "We then thought it would be even better to share our Anything Goes gala with the world, so our good friend Tim Dunn of BBC's *Trainspotting Live* agreed to host a live streaming event – '#TalyllynLIVE' – throughout the day.

"The 10.30am departure from Tywyn Wharf was ridden on online by over 13,200 Facebook viewers!"

Network Rail chairman Sir Peter Hendy was also there to name *Trecwn*. He also contributed as guest speaker at Friday night's Ask The Panel where volunteers were able to ask a selection of Talyllyn Railway management challenging questions.

Daniel added: "We were rushed off our feet. Compared with the same weekend last year, which was a normal running day, we were 273% up on revenue."

Explaining the technology behind the live broadcast – possibly a railway preservation first for such wide coverage – Tim said: "This all began when we decided it would be nice to share our luck in being able to ride on engines

and see behind the scenes, with other people. It was a way for people no matter what their age, physical ability or location to get aboard a steam loco, see how it works and perhaps understand a bit more about how a heritage railway runs.

"The cab rides and engineering train rides were broadcast using the latest in 4G uplink technology from the trains, using 'bonded cells' for high quality footage; trains had cameras mounted on them, creating mobile wi-fi local area networks as they moved.

"A mixing desk manned by a producer on the train ensured a single feed was broadcast to Facebook, and other cameras were used occasionally for Twitter and Instagram."

The gala came two weeks after the centenary of both the RAF and No. 6 *Douglas* were marked at the TR. On June 1, a full-size replica Spitfire was displayed at Tywyn Wharf, with senior RAF personnel attending. The day was part of a larger event over the weekend, called Leave on the Line.

Guns n'Roses in miniature!

TWO members of the rock band Guns n'Roses made a surprise appearance at Leicestershire's 10¼in gauge Stapleford Miniature Railway's Models and Miniatures Weekend on June 9-10.

Lead vocalist Axl Rose waved to fans as he left the grounds of the estate by private helicopter following a stay at Stapleford Park Hotel, while bass guitarist Duff McKagan bought a ticket to ride.

Railway spokesman Nigel Spencer said: "Aside from it being a brilliant weekend it was topped off by this great surprise."

IN BRIEF

→ **A4 Pacific No. 60009 *Union of South Africa* will be visiting the Bluebell Railway alongside B1 4-6-0 No. 61306 *Mayflower* for its October 12-14 Giants of Steam autumn steam gala.**

→ **DAVEY Paxman 2-8-2 *River Esk* returned to service on the Ravensglass & Eskdale Railway on June 15 following a five-year overhaul.**

→ **THE boiler of the Keighley & Worth Valley Railway's BR Standard 2MT 2-6-0 No. 78022 has arrived back at Haworth after overhaul and has been craned into the chassis. No. 78022 is set to return to traffic this summer.**

→ **MEMBERS of the Llangollen Railway's Corwen station development team welcomed their latest VIP visitor, the Welsh Minister for Culture, Tourism and Sport, Lord Elis Thomas AM, on Monday, June 18. He said: "The completion of this project will add a new dimension to tourist facilities in North East Wales."** See also News, page 15.

→ **THE Derby Refugee Advice Centre has been handed £450 raised when the Ecclesbourne Valley Railway ran a Christmas carols train to support the charity. The railway's relationship with DRAC began last September when a group of refugees visited while on a day trip to Wirksworth.**

The boiler of LMS Jubilee 4-6-0 No. 45596 *Bahamas* was reunited with the frames at Tyseley Locomotive Works on June 8 for the first time since January 16, 2014. The last time this boiler went back on after a repair was at Dinting Railway Centre on January 3, 1988 and it performed faultlessly until No. 45596's fire was dropped in December 1997, after which it went 'to live' inside Oxenhope shed on the Keighley & Worth Valley Railway for 16 years. *Bahamas* may be on view 'visually complete' at the Tyseley open weekend on June 30 and July 1.

JOHN HILLIER/BLS



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The two electric units now under cover inside the Locomotive Storage facility in Kent. HETT



Hosking gives a bolthole to classic electrics at Margate

By Robin Jones

JEREMY Hosking's Locomotive Storage Limited has given an under cover home to two classic EMU sets that were forced to leave the Electric Railway Museum at Coventry after it closed.

The 4-SUB set No. 4732 and LMS Class 503 set, plus a spare 4 EPB trailer No. 5176 in BR blue, have followed Jeremy's A4 Pacific No. 4464 *Bittern* into the iconic former Hornby headquarters in Margate's Westwood Industrial Estate.

Bittern arrived on June 2 for storage and eventual public display, followed five days later by the EMUs.

Locomotive Storage, which bought the building in February last year, operates a storage and maintenance business for classic railway locomotives and for heritage rolling stock. Its main depot facility is in Crewe.

Restoration plan

The main warehouse at Margate has undergone extensive engineering works in order to accommodate railway vehicles, with seven tracks laid and access loading docks installed for the unloading and loading of locomotives and carriages. It is estimated that the warehouse will eventually house 30 vehicles.

Hornby, which was based in the building from 1954-2015, still retains a presence on the site in the form of the Hornby Visitor Centre, but it has

relocated its main business to premises in Sandwich. Multi-millionaire Jeremy, a long-term shareholder in Hornby, has also backed the SBEL Trust, which is restoring a 'Brighton Belle' electric set for main line operation.

The EMUs, the last surviving examples of their classes, will now become part of the new Heritage Electric Trains Trust, which aims to eventually restore them to working order for use on heritage lines.

A total of 185 4-SUB units were built between 1941-51 and ran out of Waterloo, Charing Cross, Victoria and London Bridge. The units were designed by the Southern Railway under the direction of Chief Mechanical Engineer Oliver Bulleid.

They were withdrawn in 1983 when the Class 455 fleet was introduced. The 4-SUB Association has been established to raise funds for the set's upkeep.

The Class 503 trains were manufactured in two batches, the first (including the preserved example) in 1938 by Metropolitan Cammell and the Birmingham Carriage & Wagon Company, for use by the LMS on the newly-electrified route between Liverpool Central and the Wirral Peninsular or Rock Ferry via the Mersey Railway but run by the LMS. The second batch appeared in 1956 to replace the original Mersey Railway stock.

Both of these sets were saved by BR, while the rest of their classes were scrapped. The Class 503 set – which



Gresley A4 Pacific No. 60019 *Bittern* now safely housed in the former Hornby warehouse at Margate, until its turn in the Locomotive Services overhaul queue arrives. LOCOMOTIVE STORAGE

comprises vehicles Nos. 28690, 29720 and 29289, was used until 1988 on special trains, and No. 4732 operated charter trains with the Southern livery applied.

Coventry homes

The 4-SUB was privately purchased by the Suburban Electric Railway Association, which had also bought the Class 503 set, for £5785 in April 1999.

The Electric Railway Museum, which occupied a site next to Coventry airport

at Baginton, closed after holding its last open day on October 8, 2017.

The landowner, Coventry City Council, refused to renew the museum's lease, having earmarked the land for alternative development.

However, despite fears that heritage lines would not want any electric stock because it had no use and it would take up valuable space, enough of them managed to rally round to offer homes to all of the 41 vehicles that were stored there.



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Jeremy Hosking confirmed to be worth £355 million

By Cedric Johns

JEREMY Hosking, the man who has been quietly building his own railway empire that includes Train Operating Company Locomotive Services TOC Limited, is worth a net £355 million according to the Sunday Times Rich List.

Described as a 59-year-old veteran fund manager, his interests include steam railways, Crystal Palace FC – of which he is a director – and he is also a Brexit supporter, having donated

£1.7 million to the anti-EU campaign and to the Conservative party.

Regarded as one of Brexit's biggest backers among financiers, he is believed to be sheltered from the possible effects of leaving the EU because his firm, Hosking Partners' biggest investments are in the US giants Amazon, PayPal and Google-owner Alphabet.

It has also ploughed millions into Russian companies, including the national airline Aeroflot.

According to financial reports that

were published in the national press, Hosking Partners has invested about 11% of its capital into companies in the UK.

Whether part of that £1.7 million has been invested in Hosking's interest in railways is perhaps a moot point.

With such powerful financial backing it is perhaps not surprising that he has been able to launch a 12-train programme of excursions – with Saphos Trains – selling seats at attractively reduced fares this year.



LNER A4 Pacific No. 60009 *Union of South Africa* departs from Paddington with the Railway Touring Company's 'Cotswold Venturer' on June 16. JAMES HAMILTON

NVR *Scotsman* tickets touted

THE Nene Valley Railway has been praised for its swift response to 'touts' attempting to resell tickets for its special *Flying Scotsman*-hailed trains at a profit online.

While the NVR was selling adult return tickets for adults/seniors for £25 each, one vendor was attempting to sell a pair of tickets for £100 on a well-known internet auction site as a 'buy it now' listing. The action attracted criticism online from well-wishers for the vendor apparently attempting to profit from a charity.

In a statement, the NVR said: "Sadly, we have already seen people trying to resell *Flying Scotsman* tickets for profit on the likes of eBay etc. Therefore, we would like to bring to everyone's attention section 4 of our terms and conditions, specifically clause 4.4.

"This clause explains that we will cancel any tickets found to be for sale (refunding the cost minus administrative charges of £5 per ticket), so anyone holding that ticket will be refused entry and they will be null and void. These tickets will then be resold by us with a different code. We will also refuse entry to anyone found to present a re-sold ticket.

"Tickets purchased are only for the personal use of you and your party. We reserve the right to cancel tickets purchased if there is any resale or attempted resale of tickets at a higher price than purchased.

"This includes tickets being traded at an inflated price including through auction sites."

Railworld volunteer recognised by royalty

By Gareth Evans

A VOLUNTEER who has dedicated years of his spare time to creating a rail-based haven for nature and environmental awareness in Peterborough has been awarded an MBE.

Brian Pearce has helped to transform a derelict piece of former railway land in the city centre into the Railworld Wildlife Haven over the past 25 years. He recently received written confirmation that he is to receive the honour, which is awarded by the Queen and recognises outstanding service to a community.

Brian said: "I was stunned when I got the letter and it's still sinking in. I could not

have achieved anything without the help of all our volunteers and companies who have helped us over the years for free. This award belongs to everyone involved and it is a great honour."

Queen's Award

"This is my job and my passion. It's what I do every single day, so for me it's no different to any other line of work. I'm just lucky that I've had a great team of people to help me out. The haven shows what is possible when people come together with a shared goal. It feels great to be able to put something back into the community and see people young and old come along and enjoy themselves."

Brian is waiting for an official date to receive his MBE, but he stressed he is "tremendously excited" by the prospect of meeting royalty.

The news comes hot on the heels of Railworld winning a Queen's Award for Voluntary Service – the equivalent of an MBE for volunteer groups.

It is the highest award given to local volunteer groups across the UK to recognise the outstanding work done in their own communities.

Any group doing volunteer work that provides a social, economic or environmental service to the local community can be nominated for the award.



BR green Class 33s D6566 and D6575 approach Blue Anchor during the West Somerset Railway diesel gala on June 10. STEVE DONALD

Council ends Poole Park line contract

THE Borough of Poole has terminated the contract of a seaside miniature railway operator following several derailments and a walkout of volunteers.

As reported in our last issue, the 10¼in gauge Poole Park miniature railway has been closed by local council officials following a derailment in April.

The Friends of Poole Park controversially took over the line last year, after the council ended its tenancy agreement with Chris Bullen, who had run it since 2005.

The Friends group was awarded a 30-year concession to run the line, which reopened on July 22 last year. It was being run using volunteers as a community interest company for the benefit of the park. However, Anthony Rogers, the council's recreation and community manager, said that the Friends group had failed to provide "satisfactory evidence" that plans were in place to enable the safe running of the railway.

The council is now seeking a new operator. A statement said: "The council is committed to ensuring that the miniature railway remains in Poole Park."

Severn Valley halfway to £275k Falling Sands target

By Paul Appleton

JUST three months after it was launched, the Severn Valley Railway's appeal for funds to repair one of its key items of infrastructure has reached the halfway point of its target set by the Heritage Lottery Fund.

Repairs to Falling Sands Viaduct are urgently needed if the railway is to remain fully open, with an initial target of raising £1 million launched earlier this year.

A £275,000 target has been set by the Lottery as the railway's share of

the 'match funding'. SVR Charitable Trust's Shelagh Paterson said: "This groundswell of support shows how strongly people care about the railway's long-term future, and they understand the viaduct's importance to the SVR's operational viability.

"However, although half of the funding is now in place, we've still got the other half to find. The HLF has challenged us to raise £275,000 as match funding for the £1 million we hope to secure from them as a grant to repair the viaduct.

"We need to keep up the

momentum, so if you haven't signed up already, please do so now."

The SVR's first-ever donation wall is being specially created at the Engine House visitor centre at Highley and is planned to go on display at next year's February half-term and it will include the names of everyone who has donated, along with the businesses and community organisations that have also added their support.

→ To find out more about this important appeal, backed by *Heritage Railway*, visit www.svrtrust.org.uk

Rocket back in its home town

By Robin Jones

STEPHENSON'S *Rocket* is back in the town of its birth, ready to take a central role in the Great Exhibition of the North.

The Tyneside-built icon has been moved from London's Science Museum, its home since 1862, to Newcastle-upon-Tyne's Discovery Museum, where it will be displayed from June 22 to September 9, next to Charles Parsons' *Turbinia*, the first steam turbine-powered steamship, which dates from 1894.

Rocket was built at the city's Stephenson Works in 1829, the year in which it won the Rainhill Trials with a top speed of 25mph. Usually credited to George Stephenson, modern historians believe that *Rocket* was far more the work of his son Robert.

Its victory in the trials led to a contract to produce locomotives for the Liverpool & Manchester Railway, the world's first inter-city railway, and also set in stone the course for the future development of the steam locomotive.

Careful move

Rocket had been on continuous display at the Science Museum in South Kensington since 2000 after returning from a tour of Japan and a visit to the National Railway Museum in York.

An essay written by Stephenson about its design and building is also to go on show at the Discovery Museum.

On the evening of June 12, staff at the Science Museum began the

preparation of *Rocket* for the first stage of the journey, carefully dismantling the wooden plinth around it and then removing the chimney, under the auspices of Louise Burden, head of conservation and collection care for the Science Museum Group. On arrival at the Discovery Museum, it was reassembled, with 18 nuts and bolts returned to their correct positions.

The Discovery Museum has reinforced its display area in order to cope with the 5½-ton weight of *Rocket*.

The exhibition, designed to tell the story of the north of England through its innovators, artists, designers and businesses, and hosted by Newcastle and Gateshead, was launched on June 22 with a spectacular opening ceremony, when a giant fountain, mirroring the Angel of the North, rose over the River Tyne.

A new film telling the story of the North was projected on a big screen and an anthem for the North by poet and playwright Lemn Sissay was given its first airing.

The Great Exhibition's three walking trails, one each dedicated to innovation, arts and design, will lead visitors on a tour of Newcastle and Gateshead with attractions along the way.

The Innovation includes *The Rocket Reimagined*, also at the Discovery Museum, in which visitors are invited to take a virtual reality trip back to 1829 to experience the sight and sound of the early steam age, courtesy of tech



***Rocket* (far right) under wraps inside Newcastle's Discovery Museum, prior to its unveiling on June 22. It is next to *Turbinia*, the world's first steam turbine-powered steamship. DISCOVERY MUSEUM**

masters Hedgehog Lab. At the Mining Institute in Newcastle, Steve Mayes tells the story of northern innovation in 40 models, using 50,000 plastic bricks, including one of *Rocket*.

Next stop: Manchester

Further details of the exhibition and its many events are available at <https://getnorth2018.com>

After the exhibition ends, *Rocket* is to return to Manchester for the first time in more than 180 years.

It will be on display at the Museum of Science and Industry from September 22 until April 21 next year.

Rocket will be the second standout object from the Science Museum Group's collection to appear in Manchester this year, following the success of the national tour of Tim Peake's Soyuz spacecraft.

The Museum of Science and Industry is a particularly apt venue for *Rocket*, as it sits on the site of the terminus of the Liverpool & Manchester Railway, and the Grade I-listed booking office and first class waiting room are still open to the public.

It will then be displayed for a time at the NRM, although no dates have yet been fixed.



Visiting Warship diesel-hydraulic D832 *Onslaught* arrives at Sheringham during the North Norfolk Railway's mixed traffic gala on June 17. BRIAN SHARPE

Gala sees new Malcolm Root F5 painting unveiled

By Robin Jones

TO MARK the first anniversary of the Penny Salon at Ongar station during the Epping Ongar Railway's June 8-10 steam gala, artist Malcolm Root FRPS unveiled his latest painting, depicting a Holden F5 2-4-2T in its final years of service with its two-coach push-pull train at Epping.

It was inspired by the Ongar branch in the early 1950s, when the pre-electrification line was connected by the steam-hauled push-pull trains from Epping station.

The Penny Salon is a 'micro-gallery' set up in the ladies waiting room with the help of volunteer, photographer and *Heritage Railway* contributor Geoff Silcock.

3000 visitors

Malcolm said: "It's wonderful to be here at the Epping Ongar Railway today giving something back to the railways that have supported me over the years. Unveiling my latest picture, featuring a scene at Epping station, makes it particularly fitting that I am here at Ongar station."

EOR business development manager Dean Walton said: "Malcolm is rightly held in the highest regard for his wonderful compositions. It is an honour to host him at the Epping Ongar Railway with a new painting featuring a locomotive and coaches that, almost 70 years ago, ran to Ongar."

During the gala, the Penny Salon was often packed out with viewers. A limited

edition copy of the painting sold out within two days of the viewing.

Indeed, the gallery received around 3000 visitors in its first year at the railway, with many of those people being tourists from all over the world, most of whom have written their comments in the visitors' book.

Five steam locos

Malcolm is now considering a painting of the EOR's Blake Hall station, which is currently in private ownership, to coincide with 25 years since the closure of the branch by London Underground in 1994, and 70 years since the Central Line was electrified through to Epping, although the Epping-Ongar section was not electrified until November 1957.

The gala featured USATC S160 2-8-0 No. 5197, Port Talbot Railway/ GWR 0-6-0ST No. 813, Hunslet Austerity 0-6-0ST No. 3883 of 1963 *Lord Phil*, Metropolitan Railway E class 0-4-4T No. 1 and Hawthorn Leslie 0-6-0ST No. 3437 *Isabel*. It was the first time that a gala at the railway has featured five locomotives in steam.

Above right: Malcolm Root's latest painting shows a GER F5 2-4-2T at Epping in the Fifties.

Right: Visiting Port Talbot Railway 0-6-0ST GWR No. 813 arrives at North Weald and passes Hunslet Austerity 0-6-0ST *Lord Phil* during the Epping Ongar Railway steam gala on June 10. ANDREW SMITH



Engine House gets a reshuffle

By Paul Appleton

IT HAS been five years since the Severn Valley Railway changed the locomotive display to any significant degree at its Engine House visitor centre at Highley, but on June 20, Stanier 8F 2-8-0 No. 48773 saw daylight again, along with LMS 'Jinty' No. 47383 and Stanier 'Black Five' No. 45110.

The 8F was taken to Kidderminster to be prepared for participation in the August 4 'End of Steam' commemorative event, alongside No. 45110 as reported last month, in conjunction with a special display staged by Kidderminster Railway Museum. The 'Black Five' will be displayed in the yard immediately outside the Engine House for visitors to enjoy either side of the August 4 event.

Regional rebalancing

The 'Jinty's' release will be brief as it exchanges places with No. 45110, which will be brought outside towards the end of July. Replacing the 3F indoors are GWR Churchward small prairie No. 4566 and Collett 0-6-0PT No. 5764, which have both been in store inside Kidderminster carriage shed since they were withdrawn from service. This rearrangement will

help redress the regional imbalance inside the Engine House, which hitherto has included only one GWR locomotive (since the departure of No. 4930 *Hagley Hall* for overhaul) in the shape of Collett 2-6-0 No. 7325. Apart from ex-Longmoor Military Railway 2-10-0 *Gordon*, and ex-Manchester Ship Canal Railway Hunslet 0-6-0T No. 686 *The Lady Armaghdale*, the other engines on display have had a distinctly LMS/ LMR/BR flavour, with Ivatt 2MT 2-6-0 No. 46443 and Standard 4MT 2-6-4T No. 80079 alongside the ex-LMS trio of 8F, 5MT and 3F.

Overhaul for No. 45110?

Visiting 'Black Five' No. 45231 *The Sherwood Forester* and resident 'Flying Pig' No. 43106, which also have BR end-of-steam 1968 credentials, will be rostered over the weekend of the event, as well as for a 'Fifteen Guinea Special' recreation on the evening of August 4.

It has not been announced what will happen to Nos. 45110 and 48773 after the summer, but it has been speculated in some quarters that the 'Black Five' may move to Bridgnorth ahead of a long-awaited overhaul, while the 8F is expected to return to the Engine House.

For sale: Glasgow tube car

A RARE opportunity has arisen to acquire a restored carriage from the Glasgow underground system after the owner's plans for it fell through.

Built in 1896 by Hurst Nelson, the 4ft gauge car is currently located in Southam, Warwickshire and sits on its bogies on a short length of track.

Kevin McLuskey, its owner, said: "I love trains – I also run the 10¼in gauge railway at Brooklands Pleasure Park, Worthing. We had a café there. We were going to turn this carriage into a bistro, but the local authority wanted to redevelop the park, so we're now offering car T7 for sale."

McAlpine connection

Withdrawn upon the system's modernisation in 1977, T7 was stored until purchased by the late Sir William McAlpine, before being displayed at the National Railway Museum in York. After being acquired by a private individual, the car returned to Glasgow for storage at Possil bus garage. In early 2007, T7 moved to Beith Transport Museum, Ayrshire.

Kevin said: "The then owner started restoring it, but partway through, the premises it was housed in was sold by the landlord. The owner had to sell everything. I bought T7 and restored it. I've carried out the work to a high standard – I've double-skinned it and it's watertight."

Survivor

"I love doing things up. I've previously restored a horse-drawn carriage. While it's been finished for its intended use as a seating area, the original fittings have been retained."

According to the Vintage Carriages Trust database, parts of 10 Glasgow District Subway Company cars survive. However, other than No. 7, the three complete, restored survivors include 1901-built Driving Motor Open car 55 at Bo'ness, 1896-built Gripper car 1 (later Driving Motor) at the Glasgow Museum of Transport and 1898-built Trailer Third No. 9 at the Glasgow Riverside Museum.

TV show restores four 'no hope' coaches back to mint condition

By Robin Jones

CHANNEL 4'S new Great Rail Restorations series has been hailed as a major publicity boost for a large unseen aspect of the heritage sector.

Presented by Peter Snow, best known as an analyst of election results, and motorcycle expert Henry Cole, the five-part series has followed the restoration from scratch of four historic carriages, before they were all brought to the Llangollen Railway and assembled into one train behind a steam locomotive.

Peter, who presented the 2016 BBC series *Trainspotting Live*, took an in-depth look at each of the carriages and followed it step-by-step through its restoration, while Henry explored what it was like to be a passenger in each era of rail travel.

The series, which has done for coach restoration what Michael Portillo's *Great Railway Journeys* did for train travel, was commissioned by Lizi Wootton for Channel 4 and executive produced by creative director Jacqueline Hower for Brown Bob Productions.

Months of meticulous research identified four carriages which were verging on the 'Mission Impossible' category. At first, the producers came up with the idea of featuring carriages that had already been restored. However, they then decided to go the whole hog, and rebuild historic vehicles from scratch, stumping up the large amounts of cash to do so – but taking no more than six months on each project, which in normal circumstances would last several years.

A team of expert advisors, the International Railway Heritage

Consultancy Limited, led by former National Railway Museum head Steve Davies, who was responsible for organising the Mallard 75 celebrations, was brought in, along with his team comprising Helen Ashby, who spent a decade at the NRM as head of knowledge and collections, Richard Gibbon, the NRM's former head of engineering, and Colin Divall, professor of railway studies and head of the Institute of Railway Studies & Transport History, run jointly by York University and the NRM.

Teak transformation

The first episode, screened on June 6, saw the Llangollen Railway's teak Gresley Brake Composite Corridor No. 229 given a fast-track restoration by members of the Llangollen Railway's workforce, led by the line's chairman Peter Lund in view of the cameras.

Built at Doncaster in 1912 by the Great Northern Railway to diagram 218F, including a large first-class saloon, three third-class compartments, two toilets and a brake compartment for the guard, and converted from gas to electric lighting in 1932, it was used on East Coast Main Line express services for more 40 years before being relegated to Departmental duties by British Rail.

Out of use since 1977, it was purchased by the 4150 Locomotive Fund for use as a mess room and in 1986 bought by the LNER (Severn Valley Railway) Coach fund, which sold it on to a Llangollen Railway member in 1995. Before the restoration began, the vehicle was said to be in poor condition but substantially complete both inside and out, while the chassis

was held to be satisfactory. By the end of the programme, viewers saw No. 229 in showpiece condition.

Railway spokesman George Jones said: "This is a fantastic showcase for our railway and the Dee Valley."

Peter Snow added: "The Llangollen Railway is one of the best railways in the world. The six months allotted to the completion of this project meant that there were many late nights involved to get the job finished."

Episode 2 was screened on June 13 and featured a classic 'no hope' from the Isle of Wight Steam Railway in 1864-built Isle of Wight Railway four-wheeled composite coach No. 10, one of 24 vehicles built by the Oldbury Carriage and Wagon Company Ltd for the opening of the line.

It has a large central first-class compartment with second-class compartments either side. As built, the roof was all but flat and it was lit by oil lamp, later replaced by electric lights.

No. 10 was withdrawn in 1923 and was given a new life as a garden chalet at Bembridge. It was donated to the Wight Locomotive Society and moved to Havenstreet in 1983.

It was the oldest of the projects chosen for the TV series, and involved the building of a complete replacement all-wooden chassis, a rare feature indeed in carriage preservation.

Commenting on the experience, Peter Vail, IOWSR general manager, said: "In 2016, the production company contacted the railway to explain the format. Initially, we thought it was just impossible, but after some consideration

we felt that the being able to restore a genuine Island carriage of historical importance and be part of a national television series was just too good an opportunity to for us to miss.

"We're so proud of all the hard work our team put in."

June 20 saw Episode 3 screened, and featuring a much more 'modern' coach in the form of Tyseley Locomotive Works' 1960-built Metropolitan Cammell Kitchen First Pullman car No. 311 *Eagle*, which was supplied new to the Eastern Region. It has previously been based on the North Yorkshire Moors, Bluebell and Mid Hants railways and arrived at Tyseley in January 2011. Once restored, it is set to join the Vintage Trains operational fleet.

Days before the episode was seen by viewers, *Eagle* won a major award, at the BBC Gardeners World Live exhibition at the National Exhibition Centre near Birmingham which ran from June 14-18.

Pullman prizewinner

Award-winning garden designer Paul Stone was given 'Birmingham's Industrial Heritage' as a theme and created a railway embankment as a show garden complete with a backdrop of *Eagle* and Peckett 0-4-0ST No. 1 provided by Tyseley, with the transport and installation facilitated by local haulier Andrew Goodman. The display won the Best Show Garden 2018 award.

The last of the four carriages to star in the series, in Episode 4 on June 27, was one owned by renowned carriage restorer Stephen Middleton and based on the Embsay & Bolton Abbey Steam Railway.



Then and now: just six months separate these pictures of Isle of Wight Railway four-wheel composite coach No. 10. IOWSR



GNR Gresley teak Brake Composite Corridor No. 229 on static display at Carrog.

GEORGE JONES



Inside the plush interior of newly-kitted-out royal saloon. That passenger looks familiar! IRHC

The Garter King of Arms, Thomas Woodcock CVO DL FSA whose permission was needed to use the appropriate heraldry and coat of arms on Stephen Middleton's saloon. IRHC



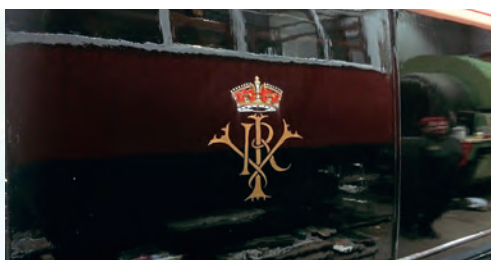
Steve Davies with presenter Peter Snow. IRHC



The line-up of the completed 'fast track' coach restorations at Llangollen on October 30, with Stephen Middleton's royal saloon in the centre. IRHC



The cypher which refers also to Queen Victoria's role as Empress of India as provided by the Garter King of Arms, and as transferred to Stephen Middleton's coach. IRHC



LSWR Open First No. 17 was built in 1885 and two years later was converted with a clerestory for the use of Queen Victoria in her Golden Jubilee year. The coach was withdrawn from royal service in 1912 and from traffic altogether in 1930, when it became a bungalow, along with a LBSCR coach since restored by the Bluebell Railway.

Stephen acquired it from Sail & Steam at Brightlingsea in Essex and brought it to Embsay in 2004. He acquired an LNWR underframe from a former ambulance coach.

During the making of the episode, the Channel 4 team visited the National Railway Museum at York to film other royal carriages of the period for comparison.

The International Railway Heritage Consultancy was aware that discussions had to take place with the Royal Household to gain various permissions for the use of royal heraldry and devices on Stephen Middleton's saloon.

Steve said: "We knew from the outset that we couldn't just use royal crests and cyphers without taking advice and seeking permission, so my first port of call was to an ex-Army chum of mine, Lieutenant Colonel Sir Andrew Ford KCVO, who is Controller to the Lord Chamberlain's Office at Buckingham Palace and is therefore a key figure within the Royal Household. He is the

officer you see carrying the Queen's Crown in a carriage to get it to the State Opening of Parliament, amongst many other high profile events.

"We discussed the need for two devices to be used: first Queen Victoria's royal coat of arms for the bodysides and second, a suitable royal cypher to be affixed to the doors of the Saloon that Her Majesty would have used.

"We were then referred to the Garter King of Arms, Thomas Woodcock CVO DL FSA, who is responsible for all heraldry and coats of arms within the British State. Myself, Stephen Middleton and a member of the Brown Bob production team thus visited the College of Arms near St Paul's Cathedral to discuss our request.

Royal approval

"Thomas Woodcock was exceptionally well informed and full of enthusiastic advice, and produced from his archives a drawing of the appropriate cypher which refers also to Queen Victoria's role as Empress of India. The saloon is dated from about the time she was so appointed. We developed a colour version which was to be hand-painted onto the saloon doors.

Thomas also advised that only the Royal Household could approve use of the Royal Arms as it is the personal property of The Queen, but there was



Pullman car *Eagle* on display at the BBC Gardeners World Live show at the NEC. VINTAGE TRAINS

an interesting twist to this in that our current Queen implemented a change to the original Royal Arms when she ascended to the throne. The Irish Harp on Queen Victoria's Royal Arms incorporates a female form on the solid edge, but the modern version is simply a wooden smooth edge. We thus had to gain permission not only to use the Royal Arms, but also to be allowed to use the original version – as displayed on Queen Victoria's saloon in the NRM.

"Andrew was exceptionally supportive and it was not long before Royal Household approval was given for us to do all this. We breathed a sigh of relief. It would not look nearly as good without these important details.

"We were keen for the Royal Arms to have a late-Victorian period feel, rather than look brand new. This was achieved by the simple expedient of photographing the Royal Arms on display at the NRM and having them reproduced as transfers. The resulting 'antique' finish looks great."

Stephen is now the sole private individual to own a royal train. He also restored GER family saloon No.8, which was built in 1877 and was converted for the exclusive use of Edward, Prince of Wales, four years later. Last year, the restored coach was highly commended in the Transport Trust's David Muirhead Award. However, the makers of the

series have tried to keep the contents of each episode under wraps until it is broadcast. The final episode, which was filmed in November, saw BR Standard 4MT 2-6-4T No. 80072 haul a unique train of all four carriages.

Carrog display

Liz McGuinness, Llangollen Railway business manager, said: "These four carriages carried our predecessors through some extraordinary periods in recent history. Bringing them back to life is a great way to both celebrate and explore our past."

Jacqueline added: "It was an incredibly ambitious project, but one which has left a lasting legacy for our heritage railways as our splendidly-restored carriages are returned to the rails for 21st-century passengers."

Sadly, GNR No. 229 is not allowed to carry passengers yet.

Liz explained: "The carriage is not unsafe but we prefer to enhance the underframe before putting it in a full carriage set.

"The carriage is old and there was only been minor work done on the underframe – most of the restoration was on the body and internal fittings. The work will be carried out before we run the carriage. In the meantime, it can be viewed by visitors both inside and out at Carrog."



Thomas Green 0-6-2T Barber gets into its stride soon after leaving Slaggyford on the South Tynedale Railway's extension on June 9. HENRY ELLIOTT

Passenger trains return to Slaggyford after 42 years

By Robin Jones

THE Mount Hooley Band played Bring Me Sunshine and the weather obliged as the first paying passengers since 1976 were carried into the South Tynedale Railway's Slaggyford station behind the 110-year-old former Harrogate gasworks 0-6-2T Barber.

On Saturday, June 9, the first passengers over the line's 1¼-mile extension were treated to refreshments provided by the Crossing Cafe and a souvenir fridge magnet.

The Lintley to Slaggyford extension had already been officially opened by Deputy Lieutenant of Northumberland Kathryn Tickell OBE, who cut a ribbon in a private ceremony on July 24 last year. That event marked the completion of the project backed by the Heritage Lottery Fund with a £4,276,000 grant, the first step towards the complete restoration of a 13-mile rail service from Alston to Haltwhistle by the South Tynedale Railway Preservation Society.

Five-mile ride

Chairman Richard Graham said: "It was an historic weekend for the society, one of whose main aims is to recreate a community railway linking Alston Moor, South Tynedale and the wider



Barber waits to depart from the reopened Slaggyford station on June 9. HENRY ELLIOTT

North Pennines Area of Outstanding Natural Beauty with the national railway network at Haltwhistle.

"Opening the extension to Slaggyford is the first step towards fulfilling this aim and I would like to thank the team of staff and volunteers who have worked really hard, overcoming numerous obstacles, to help us reach

this milestone in the society's history. Slaggyford is now the terminus for the line's operating timetable and trains were busy on our first day of operation. The new buffet car cafe, ex-SLR carriage No. 1048, which serves a range of light refreshments, was very popular.

"As the first train of the day pulled into Slaggyford, we were pleased to see

that the car park was already busy and there were passengers waiting at the station ready to make the journey back into Alston."

The extension brings the operating length of the 2ft gauge line up to five miles.

Frozen fare

Trains will now be operating from Alston to Slaggyford on Tuesdays, Thursdays, Saturdays and Sundays, and daily in school holidays, while the line has kept the price of its rover ticket at £10. The round trip now takes around 90 minutes.

The railway has already secured from British Railways Board (Residuary) Ltd a seven-metre-wide strip of land at Haltwhistle station following the line of the Alston branch. Negotiations with Network Rail to secure access for South Tynedale trains to the one-time bay platform at Haltwhistle are under way.

The standard gauge branch line was closed by British Rail on May 1, 1976. The trackbed is mostly intact, except at Lambley, where the station house and garden are in private ownership, and near Haltwhistle, where construction of the A69 Haltwhistle bypass severed the trackbed on the bypass itself and on an adjoining secondary road.

Network Rail head praises Llangollen's Corwen Central team

THE latest stage in the Llangollen Railway's Corwen Central development project has seen a major item of infrastructure installed in the form of a traditional style of a steam-era parachute water tank.

Brought round by road from the premises of Barnett Engineering Ltd in Rhosllanerchrugog, the installation took place on Tuesday, June 12.

The cylindrical water tank sits on top of a column and is designed to hold 2000 gallons of water for rapid delivery to replenish the tanks of a steam locomotive. Standing seven metres high, the completed facility weighs in at five tonnes. It incorporates a modern gate valve delivery system and will draw water from a borehole sited next to the railway at Corwen.

The structure has been built to modern standards using fabrication and welding methods to meet current regulatory



Sir Peter with members of the Corwen project team at the Green Lane railhead, left to right: Richard Dixon-Gough, Sir Peter Hendy, Phil Rogers and Liz McGuinness, Llangollen Railway business manager. GEORGE JONES

requirements, yet retains the appearance of an item of heritage equipment.

A Llangollen Railway spokesman said: "This latest addition to the railway facilities is now a major feature on the Corwen site and a further statement of our intent to complete the terminus station."

During a slick two-hour operation, the complete assembly of the water tank and its supporting column was off-loaded, pulled erect and lifted on to the base of a previously prepared foundation plinth. With the access stairs and swivel water delivery arm attached, this new item of infrastructure stands at the eastern end of platform 2 and will

service locomotives standing on either of the loop lines.

A trial filling of water must await the construction of a sump and drain away, once the borehole water supply is connected.

Donations from members and supporters raised £17,000 to fund the tank.

Work to complete the station and its facilities continues with the next stage concentrating on building the platform 1 wall during the summer. An opening of Corwen Central station in 2019 remains dependent on the acquisition of materials and the availability of manpower and finance.



The new water tower installed at Corwen Central. GEORGE JONES

On June 1, Network Rail chairman Sir Peter Hendy stopped by at Corwen Central during a visit to North Wales. He was taken on an escorted tour of the works site to see what has been achieved so far.

He praised the volunteer effort, aided by contractors, saying: "It is quite hard to build a railway station, as all at Network Rail know, and the Llangollen Railway is doing a brilliant job to build a station to modern standards."

Project manager Richard Dixon-Gough said: "We were thrilled that Sir Peter found time to visit us and show his appreciation for what we are achieving at the new-build Corwen station."

New head at Locomotion takes over in August

THE Locomotion museum in Shildon has appointed Dr Sarah Price as its new head.

Sarah arrives from Durham University, where she is currently head of engagement and learning, responsible for the visitor operations and the public programme at all of Culture Durham's venues, including award-winning exhibits such as the Lindisfarne Gospels exhibition and the new Durham Light Infantry gallery.

Here is the first senior appointment since the museum moved into the management of the Science Museum Group last December.

Sarah will join in late August and her key priorities including forging stronger links with the local community and reinvigorating the museum's programme of events and exhibitions.

The announcement of her appointment followed a Meet the Museum open event on June 12, aimed at providing the local community with a unique taste of what happens at the museum. More than 100 people were treated to music from local school children, access into locomotive cabs and a peek at work on the two-car 2HAP EMU, said to be the most comprehensive restoration of an electric train undertaken in the UK, and which is nearing completion.

Work is also progressing on Locomotion's historic structures, commencing with the stabilisation of

Dr Sarah Price at the Meet the Museum event at Locomotion on June 12. NRM



the Grade II listed historic coal drops by Durham County Council. The Science Museum Group has also appointed a project manager with a heritage background to oversee conservation of the museum's historic buildings, with ecological surveys due to start later this month. It is hoped that work to appoint the building contractors will start in the autumn, once architects have been appointed.

Locomotion also aspires to improve the museum to reinforce the story of Shildon's history and importance as a railway town. Emerging ideas for the future include a new building to house more rail vehicles and a larger workshop facility to support a programme of engineering and heritage apprenticeships.

Locomotion visitors are invited to comment on them at <https://locomotion.org.uk/about-us/vision-future-locomotion> until the autumn.

National Railway Museum director Judith McNicol said: "It is an exciting time at Shildon, especially as we await the visit from *Flying Scotsman* in July."

'Chatham' coach regains Worth Valley opening day livery

THE Vintage Carriages Trust has unveiled a restored coach which featured in the Keighley & Worth Valley Railway's opening train on June 29, 1968.

The 'Chatham' carriage was built in 1924 for the Southern Railway as No. 3554 but was little changed from earlier 'matchboard' carriages built for the SECR. It is one of only two surviving of this type and is now 94 years old.

Unveiled at the trust's Chairman's Day at Ingrow on June 9 in front of 60 members, it has been renamed KWVR 1.

It will now take part in the re-enactment of the opening train on Friday, June 29, carrying the same number and maroon livery as it did 50 years ago.

The KWR's 50th anniversary celebrations run from June 24 until July 1.



The Vintage Carriages Trust's 1924-build SR 'Chatham' coach as KWVR 1 in the same maroon livery as it carried on the Keighley & Worth Valley Railway's opening train in 1968. RODNEY TOWERS

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MP's survey claims anger railway project supporters

EXCLUSIVE

By Geoff Courtney

A CONTROVERSIAL survey by an MP who opposes plans to link two heritage railways has revealed a deep divide between her and a neighbouring Member of Parliament who is fully supportive of the £4½ million project.

The email survey was carried out by former Home Secretary Amber Rudd, the Conservative MP for Hastings & Rye, and appears to illustrate her opposition to the scheme, which would see the Rother Valley Railway linked with the Kent & East Sussex Railway. Her decision to seek the views of her constituents on the A21 level crossing that would be part of the project has caused concern among a number of its supporters, as neither of the two railways is in her constituency.

In her survey, Ms Rudd claimed compulsory purchase orders had been served on local farmers who do not wish to sell their land to enable the link to be built, and claimed a number of residents had voiced concerns that farmers had been subjected to a great deal of strain from the pressure, influence and wealth set against them. She also claimed Network Rail closed 1100

crossings between 2009 and 2017 due to safety concerns.

"As your MP for Hastings & Rye, I want to find out how many local residents support or oppose the A21 proposed level crossing," she wrote.

Supporters of the project who challenge her claims say compulsory purchase orders have not been served on the two farmers who do not wish to sell any of their land. They also deny the farmers have been subject to pressure, and say that the A21 level crossing has been approved by both Rother District Council and Highways England, which they believe Ms Rudd should have mentioned in her survey.

No response

Heritage Railway asked Amber Rudd for a statement on the wording and claims in her survey, but despite repeated emails and telephone calls, she did not respond before we went to press.

The magazine asked her whether she accepted that her claim that compulsory purchase orders had been served on the two farmers was factually incorrect, and how much research she had carried out on the claims by a number of residents that those farmers had been subjected to "a great deal of strain from

the pressure, influence and wealth set against them."

In addition, the MP was asked whether she was comfortable comparing the new level crossing across the A21, which would be used by only a handful of trains on certain days travelling at about 10mph, to crossings closed by Network Rail that expresses passed over at speeds in excess of 100mph, and why she had not mentioned in the survey that the level crossing had been approved by the district council and Highways England.

Finally, she was asked her view of an independent report that concluded linking the two railways would provide an annual economic benefit of £4.1 million, whether she regarded the wording of her survey to be balanced and fair and not intended to steer those who respond to a certain answer, and whether she had advised her neighbouring Conservative MP, Huw Merriman, in whose constituency the level crossing would be built, that she planned to distribute the survey.

As well as the level crossing site, Mr Merriman's Bexhill & Battle constituency includes the entire Rother Valley Railway and part of the KESR. He responded to an email with a detailed

statement, saying he had visited the RVR a number of times to discuss the benefits and implications of the project, which he believed had the potential to increase tourism, boost the revenues of local shops and services, and provide local employment opportunities.

Some 'valid concerns'

He added: "However, I do appreciate this project also brings some valid concerns for local residents about increased flood risks in Robertsbridge, the impact of a new level crossing on the A21, and parking issues for the village.

"As a result of hearing those concerns, I have been in direct and regular contact with Highways England, the Environment Agency, the RVR project organisers and Rother District Council, to seek assurances that all these risks have been fully considered and can be mitigated."

He said he was satisfied the impact of the A21 level crossing would be minimal, while he urged that positive negotiations with the two farmers continued, as the proposition of a compulsory purchase order was unpalatable for many, including the parish council and local residents.

"I have offered to help both parties

War and peace: SR USA class 0-6-0T No. 30070, now Longmoor Military Railway No. 300, at Cranbrook Road near Tenterden during the Kent & East Sussex Railway 1940s gala on May 19-20. The tank was making its first appearance bearing the name Frank S. Ross and the badge of the US Army Transportation Corps, as originally carried by No. 300. JAMES KINDRED





On the level: The location of a proposed new level crossing on the A21 Robertsbridge bypass that would form part of a link between the Rother Valley and Kent & East Sussex railways and has been approved by Rother District Council and Highways England but is being opposed by Hastings and Rye MP Amber Rudd, despite it not being in her constituency. GEOFF COURTNEY

to ensure that their cases are fully represented, and I have already stated will not be taking sides on this issue," he concluded.

David Gillett, who is RVR project manager for the application by the railway for a Transport & Works Act order, which was submitted to the government in April and is required to enable the link to be built, released a statement to *Heritage Railway* following the distribution of Amber Rudd's survey. He said: "We think it a pity the survey didn't ask: 'Are you in favour of bringing an income of £4 million per annum into this area of East Sussex and Kent, against the minor inconvenience of a level crossing, all in accordance with the Rother district plan 2006?'"

"The worst and most unlikely scenario of the level crossing's closure times is 112 seconds, the most likely 54 seconds, and the most optimistic 44 seconds, and will operate around only 10 times a day, all outside normal rush-hour traffic. Highways England and East Sussex County Council accepted that any delays would be insignificant, and that the modern double gate design would have appropriate safety features to make it acceptable for the A21."

Negotiations 'ongoing'

Of the negotiations with the two farming families over whose fields the link would be built and who are currently opposing the plans, Mr Gillett said: "Negotiations have been ongoing for over five years, and there have been more than 10 meetings in the last three years."

"We made further generous offers to the owners of the two outstanding areas of land needed in May last year, and we continue to try to negotiate the purchase with a figure that will be satisfactory to the landowners. It remains the wish of RVR to negotiate an agreed purchase if at all possible."

He said benefits, particularly to tourism, would be widespread, and that letters of support for the project had been received from the National Trust, East Sussex and Kent county councils, Rother District Council, Ashford Borough Council, and Network Rail.

The project to link the two railways is being privately funded, and has already seen considerable development at Rother Valley Railway's base beside Robertsbridge station. A connection to the Charing Cross-Hastings main line has been constructed, and further work includes a five-coach platform, engine and carriage sheds, and other facilities.

There is currently a two-mile gap across the two farmers' fields between the western extremity of the KESR at Austen's Bridge and the eastern end of the RVR at Northbridge Street, and if this is bridged, a 14 mile heritage line would be created between Robertsbridge and Tenterden.

1940s success

Meanwhile, a Kent & East Sussex Railway 1940s gala was proving the pulling power of a themed weekend on May 19-20 when, despite the formidable competition of the royal wedding at Windsor and the FA Cup Final at Wembley, 2000 people enjoyed the attractions and rode the trains that ran from Tenterden to Bodiam.

Highlights included a Spitfire aircraft display, a Winston Churchill actor, Viv the spiv with his wartime black market goods, 1940s' dancers and singers, vintage military and civilian vehicles displays, Land Army activities, and a Desert Rats' encampment display with weapons and Jeeps.

Another highlight was the appearance of former Southern Railway USA class 0-6-0T No. 30070 with a new name, *Frank S. Ross*, who was a distinguished member of the wartime US Army. The 0-6-0T was built by Vulcan Iron Works of Pennsylvania in 1942 for the US Army Corps of Engineers, shipped to the UK for wartime operations, and after the conflict was bought by the Southern Railway and numbered 70. It was renumbered 30070 by BR, withdrawn in 1967, and bought by the then embryonic Kent & East Sussex Railway.

In December it returned to traffic after overhaul as Longmoor Military Railway No. 300 – another USA class engine that remained in the UK after the war – but without the *Frank S. Ross* name, but that was rectified at the May 19-20 gala.

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Surprise donation marks untimely death of brilliant railway engineer

By Geoff Courtney

THE four granddaughters of one of India's greatest railway engineers, who spent many of his student years in the 1920s gaining practical experience on Britain's railways, including the LNER and the Welsh Highland Railway, have made a surprise donation to the WHR to mark their grandfather's untimely death in an air crash 50 years ago.

The engineer, Khurshed F Antia, died aged 63 on May 28, 1968, when the Convair CV990 aircraft that was taking him from Bombay to Amsterdam crashed just seven minutes after take-off. There were no survivors, and the crash remains a mystery as the aircraft's four engines that were recovered were deemed to have been working at the time of the crash, and the black box flight recorder was never found.

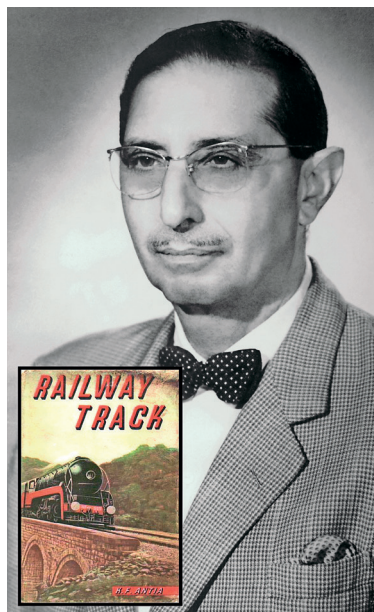
Antia was en route to Madrid as the official delegate of India and continental Asia at a major conference on structural engineering, and tragically he had made a last-minute change of flights to avoid transiting Beirut. He always prayed at take-off, and poignantly his daughter Thrity found his prayer book at the crash site.

Born in Navsari in west India north of Bombay in December 1904, Antia proved as a youngster to be academically brilliant and a fine sportsman. After four years at a local school and two years at the English Railway School in Moradabad, he became a student at a Jesuit-run college in Calcutta, where the principal persuaded his father to send him abroad to continue his studies, and at the age of 19 he entered King's College in London, one of the world's leading universities, to study railway engineering.

As part of his course he was required to gain practical experience, and so approached light railway king Colonel Holman F Stephens, who suggested a spell on two of his lines, the Welsh Highland and Festiniog railways. And so, in 1924, Antia arrived in north Wales and became acquainted with both railways and the region's varied narrow-gauge operations.

During this time the budding engineer wrote, with the support and cooperation of Col Stephens, a treatise on the WHR and FR as part of his course, which also included photographs taken in 1925, and this work is believed to have been a considerable influence on his subsequent illustrious career.

Antia's practical experience in north Wales was followed by a period in Edinburgh studying traffic working on the LNER, where the superintendent overseeing his studies described him as being "of the type so much needed now, who will lead and direct men and command their respect."



Left: Respected author and engineer: Khurshed F Antia, one of India's most brilliant railway engineers, whose granddaughters' recent donation to the Welsh Highland Heritage Group has revived memories of his spell at the railway during his engineering degree studies in London in the 1920s. Inset: Antia's book *Railway Track*, which remains essential reading for engineering students nearly 75 years after it was published. ANTIA FAMILY COLLECTION

Glowing appraisal

Armed with this glowing appraisal, Antia returned to London, gained a BSc engineering degree and subsequently an MSc at King's College, and returned to the LNER in the Scottish capital as a premium pupil in the engineer's office.

The tributes to this young man continued, for of him, W A Fraser, LNER Scotland chief engineer, wrote in September 1927: "Mr Antia has had experience in the general work of a railway engineer's office, including the preparation of drawings for the renewal of over and under bridges, as well as the preparation of calculations for the strength of existing bridges. Mr Antia is a neat and accurate draughtsman, and has given every satisfaction."

By now home beckoned, and in 1928 he returned to India to take up an appointment as assistant engineer on the Bengal Nagpur Railway, and one telegram to the railway's chief engineer proclaimed: "Antia properly linked 201 pairs of 36ft 90lb rails today, all the latest type of steel sleepers. This is a record!"

His ensuing 24-year railway career saw him in senior positions on the Bombay, Baroda & Central India Railway and on the Indian Railway board, and during the Second World War he was in charge of railway defence works and the construction of a number of urgent military depots.

During his time on the Welsh Highland Railway he had been influenced by the work of Sir Robert Concrete Bob McAlpine, and back in India he introduced pre-stressed concrete railway bridges that were recognised as being the first of their kind in the world for heavy trains. He also pioneered the introduction of welded steel girders, and in 1946 prepared a blueprint for an underground railway in Bombay

similar to the system in London.

He was twice awarded the Indian Railways Board gold medal for his papers, and his books became standard texts and reference material for engineering students – his most notable being *Railway Track* published in 1945 and still recommended reading in transport engineering. In addition, he was a Fellow of the Indian Institute of Science, the Permanent Way Institution of London, and the American Society of Civil Engineers, and three months before his death was elected president of the Institution of Engineers (India).

Treatise discovered decades later

His railway career ended in 1952 when he joined the Concrete Association of India as technical controller, a post he held for 10 years, and he also established the Bombay office of M N Dastur & Co, now one of the world's largest independent engineering consultancies.

The treatise Antia wrote on the Welsh Highland and Festiniog railways while he was a King's College student in the mid-1920s re-emerged in amazing circumstances nearly half a century after the young student had written it.

Its discovery came about in 1970 after Arthur Iggulden, Colonel Stephens' chief indoor assistant, contacted Michael Davies, one of the founder members of the Welsh Highland Heritage Group. Iggulden had saved various documents relating to Stephens' light railway empire when his office in Tonbridge closed in 1948, and thought they would be of interest to Michael.

Among the documents given to Michael was a Shropshire & Montgomeryshire Railway folder, from another of the colonel's railways. In it an amazed Michael found the original Antia



Above: Grandad's girls: Two of K F Antia's granddaughters, Cheryl (left) and Dinaz, at Caernarfon station in August 2010, when they visited the Welsh Highland Railway to see for themselves a line on which their grandfather learned much of his railway engineering trade during his studies in the UK. WELSH HIGHLAND HERITAGE GROUP

treatise with photographs and a date stamp indicating it had been received by Stephens in November 1928 and had remained untouched in a dusty cupboard in the Tonbridge office until being removed by Iggulden 20 years later.

The story took another twist 40 years later, a twist that has now led to the donation by Antia's granddaughters, whose mother was Antia's daughter Thrity. In 2010 one of the grandchildren, Yasmine, established contact with former Welsh Highland Heritage Group chairman David Allan, and it transpired that Yasmine had the original photographs that Antia took for his treatise.

Yasmine had never realised these photographs were taken by Antia in north Wales during his time there, and such was the bond quickly felt by the family that two other granddaughters, Cheryl and Dinaz, flew over to the UK in August of the same year to visit the WHR. There they saw for themselves where their grandfather had spent some of his time in the UK during his studies, and also to replicate some of the photographs he had taken 85 years previously.

That initial contact has been maintained, and then, a few weeks before the 50th anniversary of Antia's death at the end of May, came an unexpected email from Yasmine saying that she and her three sisters would like to donate £500 to the Welsh Highland Heritage Group to mark his death.

"It is a wonderful gesture that is greatly appreciated," said David, whose own collection of Antia photographs includes one of him shaking hands with Indian Prime Minister Jawaharlal Nehru. "They are a lovely family, and we will find a suitable memorial to honour their brilliant grandfather and the time he spent on the WHR"

Jack steams again at Statfold

A POPULAR 18in gauge 0-4-0 well tank that has been returned to action was undoubtedly the star of Statfold Barn Railway's June 9 Enthusiasts and Photographic Day.

To the delight of the 1800 visitors who attended the event, *Jack*, a Hunslet 0-4-0WT (No. 684 of 1898) ran light engine up and down the 18in gauge line that runs between Tram Station and Oak Tree. Owned by the Leeds Industrial Museum at Armley Mills, *Jack* is on loan to Statfold for the foreseeable future.

The locomotive's operation at Statfold seems appropriate – as it was built for service in nearby Ashby de la Zouch with John Knowles Metal Box Limited, manufacturers of fire bricks and earthenware pipes. *Jack* was used to transport clay materials to and from the kilns.

Withdrawn in 1957, the locomotive was donated to Leeds Museums. It arrived at Statfold in early 2016 ahead of the flooding that hit the Leeds museum.

Statfold's Henry Noon confirmed there are no plans to offer passenger rides on the 18in gauge line. "The track has been in place for a year or so, waiting for *Jack* to run," he added.

A total of 17 steam locomotives ran at the venue, which lies north of Tamworth, on June 9. They included



Hunslet 0-4-0WT *Jack* ran light engine along the 18in gauge line at Statfold Barn on June 9. GARETH EVANS

Marchlyn, *Sybil Mary*, *Isibutu*, *Statfold*, *Jack Lane*, *Harrogate*, *Liassic*, *Trangkil No.4* and *Howard*. Other popular performers included railbus *The Goose* and *Burton & Ashby Light Railways* tramcar No.14.

As featured in issue 240, the

recently opened, impressive new museum attracted a wealth of positive comments from visitors.

Henry concluded: "June 9 was another great day at Statfold. We're now looking forward to September 8, when we host our Enthusiasts' Day"

Boiler lifted off LSWRT3

LSWRT3 4-4-0 No. 563, which was gifted to the Swanage Railway by the National Railway Museum, has now had its boiler lifted from the frames.

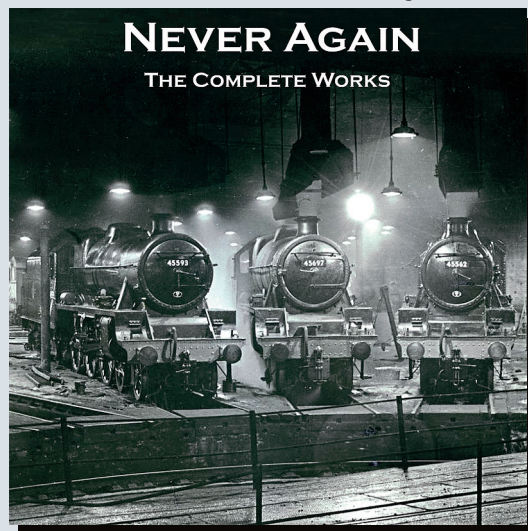
Removal of the boiler at Bill Parker's Flour Mill workshops at Bream in the Forest of Dean, specialists in the restoration of Victorian locomotives to running order, will enable a better assessment to be made of its condition so that a decision can be made as to whether it is feasible to return the locomotive to steam.

Standard tank reboilered

THE Bury Standard 4 Group passed another milestone in its restoration of BR Standard 4MT 2-6-4T No. 80097 on the East Lancashire Railway, with the fitting of the overhauled boiler into the frames at Bury on June 5.

NEVER AGAIN – The Complete Works By The MNA

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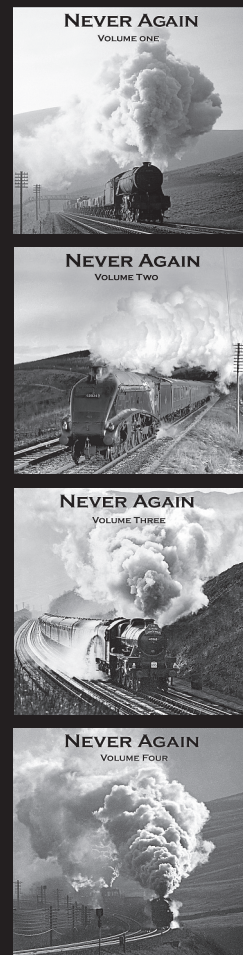
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Rhyl *Billie* to steam again

By Brian Sharpe

AFTER many years out of use, one of the 15in gauge Atlantics built at Rhyl in the 1920s finally has a secure future and is set to return to steam.

The Rhyl Miniature Railway was built by Miniature Railways of Great Britain Ltd which had been founded in 1904, with W J Bassett-Lowke as managing director, and Henry Greenly as engineer.

To operate the railway, a standard Greenly-designed Bassett-Lowke Little Giant 4-4-2 was provided, named *Prince Edward of Wales*.

The line was quickly sold to Rhyl Amusements Ltd, owned by a Mr Butler, which already operated the other attractions at the Marine Lake in Rhyl. The company had a manager named Albert Barnes.

Although a second Little Giant was

purchased second-hand, the two engines struggled as traffic grew. Bassett-Lowke had already produced larger versions of the Little Giant, but Greenly designed the more powerful Albion class for Rhyl and six were built by Albert Barnes & Co at its Albion Works in Rhyl. The two original engines were disposed of, as were two of the relatively-new Barnes engines, but their names *Michael* and *Billie* were transferred to the last two of the new ones so they remained all named after Mr Butler's children.

Eventually, of the engines, only the second *Billy* (note the different spelling) remained at Rhyl but was purchased by the council when it was offered for auction. Others had been sold or loaned to other lines including Belle Vue, Manchester and Dudley Zoo and became well-travelled until

the opportunity came for them to be returned to Rhyl.

The railway's first locomotive, *Prince Edward of Wales*, and No. 104, the original *Billie*, found themselves working at the Dreamland Miniature Railway in Margate in the 1920s.

After many years of successful operation, the Rhyl Miniature Railway closed in 1969 but was revived in 1978 and after many ups and downs under various operators since, in recent years has been operated by the Rhyl Steam Preservation Trust.

Prince Edward of Wales was last used at Margate in the early 1960s and ended up stored out of use. It was sold to two enthusiasts in 1968 who cannibalised it for parts to help rebuild another locomotive. The remains of the engine were moved to the Windmill Farm Railway near Burscough in Lancashire

where it was rebuilt and in 2014, the wheel turned full circle and the engine finally returned to Rhyl.

Meanwhile, the Margate railway closed at the end of 1979 and *Billie* returned to Rhyl. It was overhauled but never operated there as it went on to run at Dudley Zoo in the early 1980s and remained there until the line closed in 1992. In 1993 it came into the ownership of Preston Services in Kent, which advertised it for sale.

After many years out of use, it has now been purchased by Austin Moss of Lancashire's Windmill Farm Railway and transported to the line. Austin has wasted no time in stripping the locomotive to commence its rebuild which he expects to complete within a year. The locomotive will be turned out in green livery in view of its Southern connections.



New owner Austin Moss with *Billie*.
FIONA KENNAUGH



Wantage Tramway No. 5 *Shannon* in its new livery. FRANK DUMBLETON

Singing the praises of Didcot's Wantage Tramway engine

THE Great Western Railway's George England 0-4-0WT Wantage Tramway No. 5 *Shannon* is to be displayed outside the engine shed at Didcot Railway Centre in its new maroon livery on July 14.

The occasion is a repeat visit by the Shannon Express Male Barbershop Harmony Chorus which is based in Potton, where the locomotive originally ran on the Sandy & Potton Railway. In 1857, the locomotive was named *Shannon* after the frigate commanded by Captain William Peel VC who had the railway built as a private venture. The

Sandy & Potton was soon taken over by the LNWR as part of the Oxford to Cambridge 'Varsity Line'.

The engine was acquired by the two-mile Wantage Tramway which carried passengers and freight between Wantage and Wantage Road station on the GWR. Opened in October 1875, the tramway closed to passengers in 1925 and to goods traffic in 1945.

The event will provide an opportunity to see and photograph the locomotive in the new livery in the open air. It is normally kept inside the engine shed.

'Devon Belle' observation car celebrates centenary

THE Dartmouth Steam Railway has celebrated the centenary of its Devon Belle observation car.

Built in 1917 as an ambulance vehicle for the LNWR, it was converted in 1921 into a Pullman car with a new body. After the Second World War, it was again rebuilt, this time with an observation end for the Southern Railway's short-lived 'Devon Belle' Pullman train, which ran between Waterloo and Ilfracombe.

After this service was discontinued, the observation car was later transferred to routes on the Scottish Highlands where it was attached to ordinary trains as an observation vehicle to give passengers a superb view of the Highlands.

The Dartmouth Steam Railway & River Boat Company rescued it after its withdrawal from service. Operating on the line since the 1980s, and one of only two surviving examples of the type, it was rebuilt in 2017.

A note was also found chalked under one of the seats during the rebuild. It read: "Banbridge. Carriage and Wagon Shopman. Lancing Carriageworks, June 1947", and is most likely a memento left by a worker, possibly called Banbridge, who was refurbishing the vehicle.

The 100th birthday was celebrated at a special ceremony on May 25 at Queen's Park station, Paignton before it was used on a round trip to Dartmouth for guests.



The ceremony to mark the 100th birthday of the Dartmouth Steam Railway's 'Devon Belle' observation car on May 25. DSR

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Kerr Stuart 0-4-0WT No. 3063 with the ex-Stanton and Staveley slag ladle. MARTIN CREESE

Chasewater's half a century of operation

By Martin Creese

ON June 29, 1968 the first steam open day was held at the Chasewater Railway, the railway's roots having started years earlier with the formation of the Railway Preservation Society in 1959. The idea was to form the society into districts and each district would establish its own depot. The West Midlands branch was the first such district formed.

By June 1960, a depot had been established at Hednesford in Staffordshire with two six-wheeled pre-Grouping carriages acquired from the NCB becoming the first rolling stock. LNWR Webb Coal Tank No. 1054 was a static exhibit for a period of time in the 1960s, before being restored

at Dinting, followed by a subsequent overhaul at the Keighley & Worth Valley Railway, itself now celebrating 50 years of preservation.

With more stock being acquired, eyes were cast on to potential branch lines to operate. The Coalport branch and the GNR Stafford to Uttoxeter line were considered, but were rejected in favour of the Midland Railway Aldridge to Brownhills branch as the local council was establishing a park at Chasewater, a former canal reservoir. The RPS also created two other schemes which continue to thrive today at Bo'ness and Quainton Road.

After commencing operations at Chasewater, the railway expanded slowly. The railway reached its

lowest point when services were suspended in 1982, with the railway beset by vandalism and theft. A new preservation group was formed in 1985 and from there the railway has taken strides forward, the biggest of which came about in 2002/03 when, with the building of the M6 toll road, a new station and depot was built at Brownhills West.

The line now extends for two miles, running to Chasetown via Chasewater Heaths. The railway is making steady strides in adding signalling with the former Madeley (WCML) and Hadmore signalboxes having been rebuilt, both 'boxes actually being LNWR. Part of the former Hednesford No.2 frame has been installed in the Hadmore

signalbox at Chasewater Heaths and work is now progressing on installing the locking.

The railway was fortunate to recover a lot of equipment from the Rugeley line resignalling, including Brereton sidings 'box, which will in time be installed at the opposite end of Chasewater Heaths. A second platform and footbridge are planned, with a Midland Railway bridge from Bagworth and Ellistown station.



Newly-overhauled RSH/Bagnall 0-4-0DH No. 530003 Myfanwy at Chasewater Heaths. MARTIN CREESE

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Class 08 0-6-0DE shunter D3429 heads across the Heath with a ballast train. MARTYN TATTAM

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Kerr Stuart 0-4-0WT No. 3063 and Bagnall 0-4-0STs Dunlop No.6 and Kent No.2 treble-head a passenger train away from Brownhills West. ALISTAIR GRIEVE

The preservation of LNWR signalboxes is highly appropriate as the colliery lines of the Chase were signalled using LNWR equipment.

The railway lines in the area served the Cannock Chase coalfield, with the current Chasewater Railway running on former Midland Railway metals before joining the Cannock Chase and Wolverhampton Railway. Near to what is now Chasewater Heaths, junctions

gave access to four separate collieries. Over the last 50 years, the railway has collected rolling stock and equipment all relevant to the area's industrial heritage, including rakes of mineral wagons and the only rake of Merry-go-Round coal wagons in preservation.

As part of the celebrations of that first open day in 1968, the railway held a Made in Staffordshire gala over Whit bank holiday weekend. Star attraction

was Kerr Stuart 0-4-0WT No. 3063, built in 1918 and affectionately known as 'Willy the Well Tank' courtesy of its owners at the Flour Mill in the Forest of Dean. The engine spent its working life at Fairfield Mabey's works at Chepstow. Although Kerr Stuart-built, the design of the engine actually comes from Borrowes & Sons, whose works were at St Helens. Three of the Borrowes-built examples survive in preservation, one at

Tanfield and two at Preston.

A very quirky engine; the valve gear sits outside the frames but inside the driving wheels. Representing diesel traction; the penultimate Bagnall-built 0-4-0 diesel hydraulic No. 3207 of 1961 *Leys* came from its home on the Foxfield Railway. From the home fleet, Bagnall 0-4-0STs *Dunlop No.6* and *Kent No.2* were joined by diesel *Myfanwy*.

The Friday before, 30742 Charters ran a photo session featuring 'Willy the Well Tank'. A day of cloud and drizzle created some atmospheric scenes, with the engine appearing on the ex-Stanton and Staveley slag ladle, something it didn't look out of place on, as well as mineral wagons. The gala itself ran over three days with a mix of passenger and goods trains and an intensive timetable.

Over its 50 years the Chasewater Railway has built up an impressive collection of locomotives and stock. Forthcoming events in this celebratory year include the Burton Brewery Locomotives weekend on July 14/15 followed by the Summer gala on September 8/9.

Bagnall-built 0-4-0 diesel hydraulic No. 3207 of 1961 *Leys* from the Foxfield Railway stands at Brownhill West station. MARTIN CREESE



Ivatt replica diesel group launches £40K bogies appeal

By Robin Jones

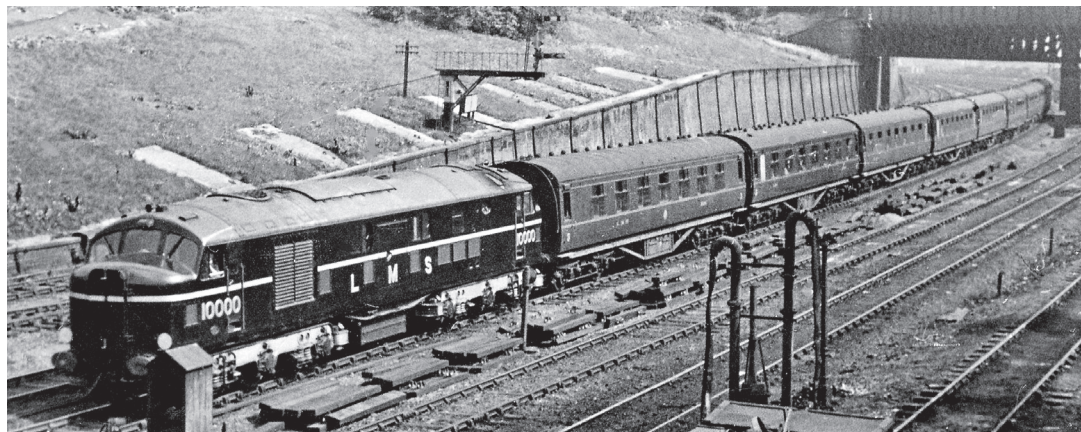
THE Ivatt Diesel Re-creation Society – which is attempting to build a copy of Britain's first main line diesel – has launched an appeal for £40,000 to buy and restore a pair of the correct bogies.

The group was formed in 2011 to fill a major gap in modern traction preservation, by building a new Class D16/1.

The first of the class, designed by HG Ivatt, was outshopped by the LMS only three weeks before Nationalisation.

Built at Derby with an English Electric 1600hp diesel engine, generator and electrics, No. 10000 was unveiled to the press at the works in December 1947 and was also presented at Euston station on December 18, 1947, before making a demonstration return journey to Watford. In March that year, the LMS has announced its intention to use diesel on main line passenger services.

The second and last member of the class, No. 10001, followed in 1948. They were both extensively used on the network, but did not last until the end of BR main line steam haulage, having together clocked up more than two million miles. No. 10000 was withdrawn in 1963 and its sister three years later, and both were scrapped in January 1968, before the railway preservation movement had turned its attention to diesels, and despite their immense historical significance and efforts by railwaymen to save them.



Pioneer LMS diesel No. 10000 on a St Pancras-Manchester express near Cricklewood on April 24, 1948. BEN BROOKSBANK/CREATIVE COMMONS

No. 10000 was offered to the British Transport Museum at Clapham, a predecessor of the National Railway Museum, but was refused on grounds of space and not representing a class, while No. 10001 was hidden at the back of Willesden depot, having been 'overlooked' for removal at least twice.

The society has now been given the chance to buy the sole surviving example of the right pattern bogies, which were previously used under a Class 77 (EM2) Woodhead Route electric locomotive. These bogies are essentially identical to those of No. 10000, the main difference being sandboxes and bracing. The bogie design was used practically unchanged on the EM2 electrics and its

equalising beam suspension influenced many subsequent British diesel locomotives designs.

Currently situated at the Midland Railway-Butterley's Swanwick Junction site, an independent assessment of their condition has already been provided. Their condition is not pristine but they have been said to be capable of restoration to running order.

The £40,000 is needed not only to buy the bogies but to overhaul them.

In 2012, the society obtained an early EE 16SVT diesel engine dating to the 1940s and a Class 58 diesel, a type which in many ways is a derivative design. It will form the frame for the new locomotive.

The society's president is Stanley

Fletcher, a retired English Electric engineer who rode on the prototypes in 1948/9 for 150,000 miles during commissioning runs and early passenger trains.

He is now recording his recollections for future use by the society.

The group is seeking to rent an industrial unit in which restoration work can be carried out and to which supporters can visit, preferably in the Midlands. Engineer Paul Etherington has obtained two A frames suitable for lifting components.

→ The society, a registered charity, can be contacted by email at info@LMS10000.co.uk while donations are invited at LMS10000.co.uk

Replica of world's first electric traction motor on show

By Hugh Dougherty

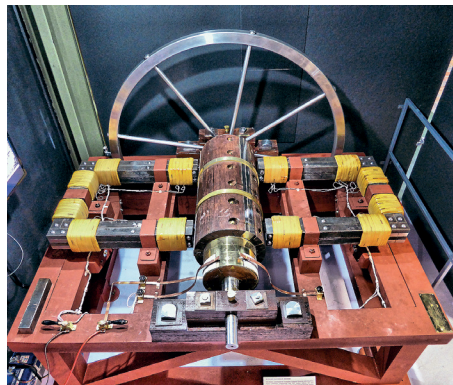
A WORKING replica of what is claimed to be the world's first electric traction motor has gone on display at the Grampian Transport Museum.

The original was used as one of four, powering Robert Davidson's electric locomotive, *Galvani*, which made history by running successfully on the Edinburgh & Glasgow Railway in 1842. That was 37 years before Siemens' electric tramway, often viewed as the first application of electricity to rail motive power, ran at the 1879 Berlin Exhibition.

Museum curator Mike Ward had the motor replica, a replica of the electrical pioneer's 20-cell battery, used to power the locomotive, and a model of *Galvani*, built as centrepieces of a new exhibition on electric traction.

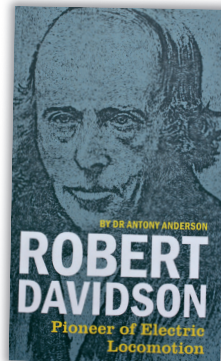
The displays take the story, starting with Aberdeen University chemist, Davidson's early machines, up to the present day.

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The working replica of what may have been the world's first electric traction motor. GRAMPIAN TRANSPORT MUSEUM

Some of the material was gathered thanks to an earlier museum appeal in *Heritage Railway*, for information on Robert Davidson, considered by Mike to be a scientist overlooked when charting the development of electric road and rail vehicles.



The new biography of 'forgotten' electric traction pioneer Robert Davidson.

Mike said: "Until we started to look into Robert Davidson, we hadn't realised just what a significant electric traction pioneer he was. Now we're telling his story which lies at the heart of all electric traction since his first moving vehicles took to the road and rails and bringing

it up to date with today's developments, which all relate back to Davidson.

"It was tragic that steam apprentices on the Edinburgh & Glasgow Railway felt so threatened by Davidson's electric locomotive that they broke into its shed and smashed it to pieces, so that its sickened inventor turned away from electric traction leaving its further development to others. Robert Davidson still deserves to be recognised as the father of electric traction on rails."

The exhibition is also being supported by the museum's publication of Robert Davidson, Pioneer of Electric Locomotion. This book was written by Dr Antony Anderson and tells the story of Robert Anderson whose life, from 1804 to 1894, spanned a period which saw the perfection of the steam engine, the invention of the telephone and the introduction of electric light. Copies of the softback 161-page, fully-illustrated volume are available from Grampian Transport Museum, info@gtm.org.uk at £9.99 plus postage.

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Flying Scotsman calls at Princes Risborough with a Steam Dreams charter on May 31. The new platform 4 can be seen to the right. PHIL MARSH

Princes Risborough main line interchange opening

By Robin Jones

THE Chinnor & Princes Risborough Railway is to start running public services in and out of its new main line interchange station on Wednesday, August 15.

On that day, the 100% volunteer-operated heritage line will become the nearest with a main line connection to London, just under 25 miles and 40 minutes from Marylebone.

The inaugural train into the cross-platform interchange, hauled by GWR 2-6-2T No. 5526 on loan from the South Devon Railway, will be for guests who have supported the project, such as the Department for Transport which made a £75,000 grant in August 2016, Network Rail and Chiltern Railways.

Public services will operate in the afternoon of August 15 from the newly-restored Princes Risborough platform running as 'The Watlington Flyer', the local name for the service in GWR and BR days, travelling non-stop for around 15 minutes each way for the four-mile trip in each direction. Tickets, which will be sold only in advance at the normal online price, will be valid for one return

journey between Princes Risborough and Chinnor or vice versa, and will go on sale in July at www.chinnorrailway.co.uk

Until August 15, trains will operate only between Chinnor and Thame Junction, enabling the final track alterations to be carried out at Princes Risborough. Summer Thursday steaming services on August 16, 23 and 30 will also operate to only Thame Junction.

Saturday, August 18, will be a normal operating day but with trains commencing at 11am from Chinnor and 11.40am from Princes Risborough, with tickets valid for one round trip only. Sunday, August 19, and subsequent weekend operating days will be as August 18, but tickets will be valid all day as normal.

CPRR chairman Danny Woodward said: "We have carried out a lot of research into what the opening days' loadings may be, but the truth is we don't know what will happen. We have been advised by colleagues in the heritage railway sector to expect up to a 35% surge in passenger numbers, so to make sure of travelling, intending visitors are urged to secure their tickets in advance via the website."

The Watlington branch line lost its



Class 121 'bubblecar' No. W55023 carried out a gauging run to the new platform 4 on June 1. CPRR

passenger services in August 1957. The last-ever BR train ran in January 1990, taking empty coal wagons from Chinnor cement works to Acton.

The Chinnor & Princes Risborough Railway Association was formed around August 1989. On May 19, 1991, the first train ran, in the form of a works train headed by a Baguley four-wheeled diesel.

The heritage line started running

passenger trains between Chinnor and the site of the former Wainhill Halt. Services extended to Thame Junction in 1996, and on February 21, 2016, the heritage railway was connected to the main line at Princes Risborough, with services commencing later that year running in to a siding adjacent to platform 4, the bay platform of the Watlington branch.

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Christine prepares for her first solo show with new Locomotion exhibition

By Geoff Courtney

A NEW exhibition set for Shildon's Locomotion museum will be a notable double in the traditionally male-dominated world of railway art – as it's the first time Christine Pulham will have had her own full exhibition, and it's the first time the venue will have featured a solo artist.

The show, to be held at the County Durham museum over six weeks in August and September, came about following a visit to Locomotion last year by Christine and her husband Rob, viewing an exhibition of work by railway artist John Wigston.

"Chris then thought how she might like an exhibition of her work there," said Rob, publicity officer for the Guild of Railway Artists. "So I contacted one of the duty managers, who was really enthusiastic about helping us."

Prestigious venue

Chris, herself a full member of the guild, said: "It's a little surreal, as if it's all happening to someone else. There's a lot of hard work in preparation, not just painting the pictures but doing the myriad other things needed to hold an exhibition at such a prestigious venue."

"The staff at Locomotion have been so helpful and enthusiastic in working with us to make it a reality."

The exhibition will comprise 28 works, which Chris has painted in acrylic or oils over the past eight years. One, of a BR ex-WD locomotive at Kirkgate station in Wakefield with a soldier returning from the Second World War, is in tribute to her father, who was a 'Desert Rat' in Africa throughout the conflict.

Other locomotives featured by Chris, who was born in Yorkshire in the 1950s, include A4s Nos. 4499 *Pochard*



Artist at work: Chris Pulham completes one of the paintings that will feature in her solo art exhibition at Locomotion, Shildon, from August 19-September 30. ROB PULHAM

(renamed *Sir Murrough Wilson* in April 1939) and 60007 *Sir Nigel Gresley*, No. 4073 *Caerphilly Castle*, Britannia No. 70001 *Lord Hurcomb* and B1 No. 61240 *Harry Hinchcliffe*.

There is also Class 52 diesel-hydraulic D1015 *Western Champion* – Chris's first painting of a diesel – and the prototype *Deltic*, LMS 'Black Five' No. 44824 and 8F No. 48196, and such classes as LNER J15, J21, J52, L1, N2 and J94, while locations include the sheds of Barrow Hill, Burton, King's Cross, Leeds Holbeck, Wakefield and York, plus the Wisbech & Upwell Tramway.

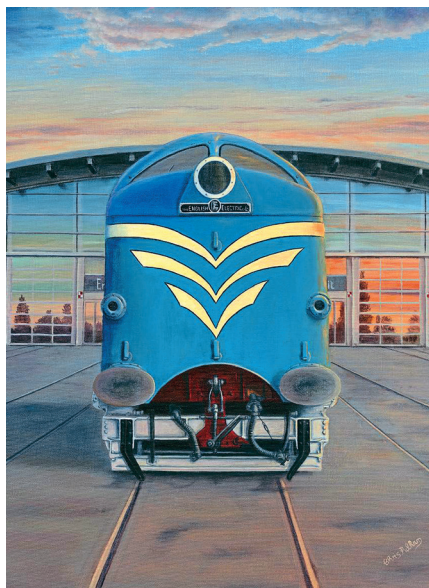
Railway showcase

Locomotion events manager Pam Porter said: "We're really excited about the exhibition. The paintings showcase a wide range of railway vehicles and locomotives, some of which are housed at Locomotion. It is an excellent way to reminisce about the power of steam and celebrate heritage railways."

"Chris has been instrumental in allowing the exhibition to be on show, and has been hands-on, helping us display the paintings in their best light."

The exhibition runs from August 19 through to September 30.

Deltic power: This painting by Chris Pulham of the prototype *Deltic* at its home base at Locomotion, Shildon, will be part of an art exhibition being held at the museum from August 19-September 30. The Co-Co diesel was built by English Electric in 1955 and, after trials on both the west and east coast main lines, was the forerunner of an order by BR of 22 such locomotives which, initially as D9000-21 and subsequently Nos. 55001-22, operated on the East Coast Main Line. *Deltic* itself was withdrawn in March 1961, while the last service run of the class was on December 31, 1981, by No. 55019 *Royal Highland Fusilier* on an Aberdeen-York train.



Wood you believe it: the Amberley Museum steam crane displays its load-carrying capabilities prior to it being taken out of service last year for boiler repairs. The museum has launched an appeal to raise funds for the repair of the boilers of both the crane and another steam resident, road roller *Joan*. Inset: A Thomas Smith & Sons' brochure of a steam crane of the type at Amberley Museum in West Sussex. AMBERLEY MUSEUM

Appeal sets sight on restoration of two popular steam old-timers

By Geoff Courtney

AN 81-year-old steam crane that was in commercial use for nearly half a century is to be restored by Amberley Museum, the West Sussex attraction that has its own working steam railway and is home to the country's most varied collection of different gauge locomotives.

The crane, which runs on standard gauge track and originally had a maximum loading of five tons, was built in 1937 for an Essex company by Thomas Smith & Sons of Rodley near Leeds, at a time when there were many examples on the railways and construction sites, and at docks and factories. The Amberley crane was bought by Charlton Saw Mill of Chichester in 1963 and remained in use there until 1986, when it was donated to the museum.

There it became a popular working exhibit for many years, being demonstrated lifting wood, but last year it was withdrawn for repairs to the boiler, for which the museum has launched a fundraising appeal.

Rebecca Main, the museum's marketing and communications manager, said that fewer than half a dozen similar cranes remained in operational condition in the country. "We are appealing for funds to employ a specialist welder to carry out the boiler repairs. Our aim is to reinstate the crane and saw benches as a working exhibit in the wood yard."

"This will greatly add to the educational and enjoyment value of the yard – the working crane is a dramatic and exciting sight."

The history of Thomas Smith & Sons goes back to 1820, when, like many companies around Leeds as the industrial revolution reached its peak, it supplied machinery to the local mills, which were becoming increasingly mechanised. The company started manufacturing hand-operated cranes in 1840 and steam-powered versions in about 1860, these enabling larger and heavier loads to be handled.

One of the company's most popular products were small steam-powered cranes such as that at Amberley Museum, and these were to be found at numerous railway yards and other industrial sites at both home and overseas. On these the jib was counterbalanced by the boiler and the crane was either mounted on rails to enable movement around a site, or on ground for use in such locations as quays.

Some of the major construction projects to use Smith cranes were the Manchester Ship Canal and the Aswan Low Dam in Egypt, the latter being built by the British at the end of the 19th century and was at the time the world's largest masonry dam. The company has had a number of owners over the years and is currently within the Langley Holdings portfolio.

The crane appeal also aims to raise funds for another steam-powered exhibit that needs boiler repairs, road roller *Joan*. This was built by Marshall Sons & Co of Gainsborough in 1925 for Midhurst Rural District Council and worked in the area for nearly 60 years, gaining the distinction of becoming in the early 1980s the last steam roller operated by a local authority anywhere in the UK. It is owned by West Sussex County Council and is on long-term loan to the museum.

Carrying the registration number PX 2690, it was named *Joan* after the wife of its regular driver, Alan Pronger following their marriage in 1955, and the couple set up home in the vehicle's living van, which is also an Amberley exhibit.

Based in a former chalk pit near Arundel, the museum's public railway is a 2ft gauge half-mile line with three stations, while its locomotive collection comprises more than 30 steam, diesel, petrol and battery-driven engines of 13 different gauges, from 1ft 10in to 5ft 3in. Other attractions include traditional craftspeople and 40 exhibit buildings portraying transport and industrial history.

Details of the twin fundraising appeal, which aims to raise £2000, may be found on www.amberleymuseum.co.uk.

Flagship streamliner hit by new problems as return delayed again

By Geoff Courtney

THE controversial and much-delayed restoration of one of the world's flagship streamlined steam locomotives has been hit by new problems that have led to its eagerly-awaited return to the main line being put back yet again.

New South Wales Government Railways' C38 class 4-6-2 No. 3801, built by Clyde Engineering of Sydney in 1943 and saved for preservation by the state government in 1962, was taken off railtour duty at the end of 2007 for a £1¼ million overhaul that was initially expected to be completed in 2011.

More than 10 years after it last steamed, and seven years after its anticipated return however, the Pacific is still in pieces in Chullora works near Sydney, with no end in sight to a project that has been a repeated embarrassment to the state government and its department, Transport Heritage NSW, which has the locomotive under its wing.

Problems first arose after the delivery in October 2010 of a brand-new £600,000 boiler built for the locomotive by DB Meiningen of Germany, the manufacturer of the boiler for A1 Peppercorn Pacific No. 60163 *Tornado*.

After examining the boiler, Australian officials declared it "not fit for purpose" and, 13 months after its arrival in Sydney, sent it back to Germany for rectification.

DB Meiningen returned it to Sydney more than three years later, in January 2015, but it was still unusable. By this time there were rumblings of discontent among state taxpayers – who are paying for the restoration – and preservationists, many of whom had expressed surprise that the restoration involved a brand-new

boiler rather than the overhaul of the old one removed from No. 3801.

The official line after the DB boiler's return to Australia at the beginning of 2015 was that it would be assessed with a view to it being completed and put into service, while the old boiler would be considered for possible retention as a spare. However, that September Transport Heritage NSW, which had taken over the restoration, performed a U-turn by announcing the old boiler would indeed be overhauled and refitted.

THNSW said at the time the locomotive would return to service in the second half of 2017 and when *Heritage Railway* queried whether this was feasible, THNSW expressed confidence it was.

New twist

However, there is still no sign of No. 3801's return, while there was also an admission by Andrew Moritz, chief executive of THNSW, there had been "some recent challenges" with repairs to the old boiler.

THNSW announced in September 2016 these repairs would be by K & H Ainsworth Engineering of Goulburn, 120 miles from Sydney, and, although no date for completion was given in the announcement, it is understood the contract was for delivery of the repaired boiler by the end of August last year.

The announcement of the decision to award the contract to Ainsworth was heralded by the company, local politicians and the media as a "great boost" for Goulburn.

Such euphoria now seems to have faded, for in a recent statement Moritz said: "The contractor is well aware of our disappointment and we are working to ensure the boiler's completion in the

shortest possible timeframe, without compromising on quality. As soon as these repairs are complete we will be in a better position to announce when the boiler will be reunited with the frame and returned to steam."

In defence of this new delay, Moritz said: "We are performing a major overhaul on a piece of technology from the 1940s, which sometimes gives rise to unexpected challenges where, for example, parts no longer commercially available need to be made from scratch."

The condition of the wheel bearings has also become a stumbling block and all need replacing.

Despite these latest setbacks, Moritz said he remained confident No. 3801 would return to steam this year.

CEO speaks to *Heritage Railway*

Moritz spoke to *Heritage Railway* at the end of May in an exclusive interview. Of the projected return date by the end of this year he insisted: "Assuming all goes to plan from here, having the engine ready for steam trials by the end of this year isn't unrealistic," although he added a caveat that the plan was "highly dependent on the firebox being successfully reunited with the boiler."

One internet blogger claimed that the boiler problems had arisen due to the holes in the inner box not matching the outs, and while Moritz did not confirm this, he said: "Our contractor built a brand new firebox to specifications based on the boiler's original design."

"During trial fitting it became evident that at some stage during decades of service, variations had been made to the outer casing. The contractor will now replace the outer casing and while this

has created delays, we will now have a new inner and outer firebox, greatly enhancing the boiler's longevity."

Asked about the wheel bearings, he said: "When 3801 returns it will perform more main line operations than originally envisaged back in 2009, when the wheel bearings were first assessed."

"At that time it was determined that, although the bearings were showing age, by increasing the degree of monitoring and inspection, their replacement could be deferred to a later date. Nine years on, the intended use of the locomotive is expected to be more intensive."

Moritz said THNSW had undertaken a worldwide search for replacement bearings, following which the decision had been made to carry out the work in two stages. The first will replace the tender and trailing truck bearings, as these were commercially available.

He said an engineering solution would be developed to replace the remaining bearings after its return to service.

While enthusiasts and state taxpayers are doubtless braced for a final restoration figure well in excess of the original £1¼ million – the now-discarded boiler cost half of that – Moritz avoided confirming the latest cost, saying: "3801 is an internationally recognised locomotive and a state-owned heritage asset."

"The NSW government determined this locomotive should be returned to steam as a showcase of NSW railway history. We are assessing the project's budget with the state government in the light of additional works," he said.

The new discarded boiler is languishing in the open air in Newcastle, 100 miles from Sydney, and its future will not be assessed until No. 3801 returns to service.



Above: In the driving seat: Andrew Moritz, chief executive officer of Transport Heritage New South Wales, who has announced another delay in the restoration of flagship streamlined Pacific No. 3801, on which work started in 2007. TRANSPORT HERITAGE NEW SOUTH WALES

Right: Late delivery: The streamlined front of Class C38 No. 3801 looms large as its restoration continues in the state government-owned Chullora railway works near Sydney. The Pacific's overhaul was originally expected to be completed in 2011. TRANSPORT HERITAGE NEW SOUTH WALES





Former British Railways Western Region 4-6-0 No. 7827 *Lydham Manor* rounds the curve at Broadsands on the Dartmouth Steam Railway on June 1. JOHN STORER

Remembering 'Mr Bill' – the Romney, Hythe & Dymchurch saviour

SATURDAY, June 9 saw the Romney, Hythe & Dymchurch Railway company and supporting association's annual general meetings – held for the first time in many years without Sir William McAlpine as chairman.

However, the 15in-gauge railway used the occasion to remember him, describing him as "perhaps the railway's best friend".

It was in 1973 that Sir William formed a consortium to take over the line after it fell into severe financial difficulties. As much investment was subsequently ploughed into the line, he remained as one of its biggest shareholders, holding 38,837 (7.63%).

Last year saw Sir William look proudly upon some of his many achievements when, for the line's 90th anniversary, Davey Paxman 4-6-2 No. 7 *Typhoon* was paired with A3 No. 60103 *Flying Scotsman*, which he repatriated from the US, at the Bluebell Railway.

June 9 saw Krauss 0-4-0 No. 4 *The Bug*,



Fireman Tom Robinson and driver Zak Clark with *The Bug* carrying the special headboard in memory of Sir William McAlpine. RHDR

which was saved by Sir William from the scrapheap when his consortium took over, carry a memorial headboard and wreath.

Sir William, 82, known to his friends as 'Mr Bill' lost a three-month battle against sepsis in the Royal Berkshire Hospital at Reading on March 4.

Help build a Hudswell Clarke boiler for a Hunslet!

THE Old Kiln Light Railway is aiming to raise £68,000 from a public appeal to help build a new boiler for Quarry Hunslet 0-4-0ST No. 920 of 1906 *Pamela*.

In 1952 it was brought into the Penrhyn Slate Quarry workshops near Bethesda and fitted with the cab and boiler from Hudswell Clarke *Bronllwyd*, leaving it with a unique appearance today.

Following a change of ownership, *Pamela* arrived at the Old Kiln Light Railway near Farnham in Surrey in 1984, when restoration began, only for the boiler to be found to be beyond repair.

The railway's volunteers want to restore *Pamela* as it is today, complete with a new Hudswell Clarke-type boiler, and they are talking to Israel Newton & Sons, which built a near-identical boiler for Hudswell Clarke No. 1238, based at the Moseley Railway Trust at the Apedale Valley Light Railway.

➔ More details about the appeal can be found at www.oldkilnlight railway.co.uk

Bude branch on show

A NEW exhibition featuring the history of the railway that served Bude for 68 years until October 1, 1966 will run at Bude Castle for 18 months thanks to a grant from Arts Council England.

The exhibition recalls forgotten stations between Bude and Okehampton and features a collection of memorabilia belonging to the late Claude Daniel, a former guard who worked at Bude station from 1953 until its closure.

Bell lifted by helicopter

A HISTORIC navigation bell 100ft above water level at the top of Runcom's Britannia bridge has been lifted off by helicopter so it can be fully restored.

The viaduct is being restored at a cost of £6 million as a part of Network Rail's Great North Rail Project, marking its 150th anniversary in October. The bell, which used to warn ships of fog on the Manchester Ship Canal, is no longer used, and will be displayed in the town's Brindley Theatre.

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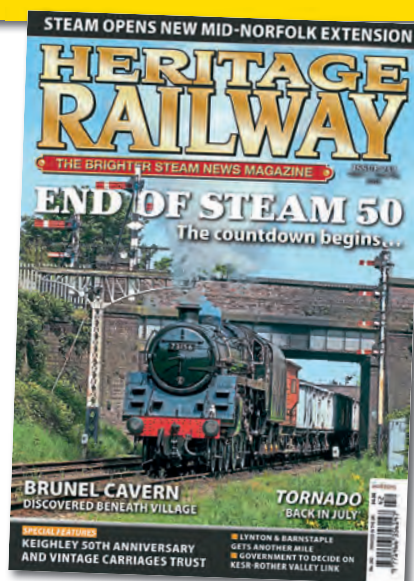
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Seaton Tramway opens new showpiece town station

By Robin Jones

THE Seaton Tramway has completed its new £3 million state-of-the-art terminus. The official opening of the Seaton station on June 28 marked the culmination of a 10-year project to provide a contemporary, all-year round facility, cafe and gift shop.

It will allow visitors to learn about the history and operations of the 2ft 9in gauge tramway before boarding a tram.

Chief executive Jenny Nunn said: "The new project has been a huge undertaking by the tramway and represents major investment in the tourism economy of Seaton. The town has witnessed a very successful regeneration project over the past few years, which has seen the addition of Tesco, Seaton Jurassic, Premier Inn and 220 Bovis homes."

Undercover

Jenny added: "The new tram station will be one of the final pieces in the puzzle for the town's regeneration project and a unique addition to the Southwest's coastline. With the 301 square metres of internal space, it will enable the charity to attract even more visitors to the area than ever before."

Building work which started last September has seen around 500 tons of



ballast, 300 sleepers and more than 190 piles being used in the project to lift the station 7ft above the ground.

The new building has four platforms, which will house four trams each night, creating a showroom for the line's heritage trams.

A new cafe and gift shop, Claude's, is named after and dedicated to Seaton Tramway's founder, Claude Lane.

With visitor numbers increasing over recent years, the new station will enable space for events, exhibitions and a greater visitor experience, accommodating many family events

and evenings, including The Dinosaur Tram Adventure, The Fairy Special, The Pirate Tram, The Bright Sparks Science show and, returning this Christmas, the award-winning Polar Express Tram Ride Experience.

Behind the scenes

The tramway has been supported by the 'Making it Local' programme, which is in part funded by the European Agricultural Fund. It has been granted £100,000 for its continued support for rural tourism, cultural and heritage activities.

During construction of the new building, the tram service has been operating from the tramway's nearby Riverside Depot – allowing visitors to temporarily see behind the scenes.

The new station's first 1000 visitors will each receive a limited-edition commemorative poster.

The tramway is laid on the formation of the Seaton branch, which opened on March 16, 1868, and closed on March 7, 1966. The station, originally named Seaton & Beer, lay half a mile from the town centre. The original station building was subsequently demolished.

Royal seal of approval for Swanage success

MORE than 40 years of achievements have been officially recognised by Prince Richard, Duke of Gloucester presenting the Queen's Golden Jubilee Award for Voluntary Service to the Swanage Railway.

A first cousin to the Queen and a patron of the Severn Valley Railway, the duke visited the heritage line on Friday, June 8, accompanied by the Lord Lieutenant of Dorset, Angus Campbell.

During his visit, the duke also unveiled a plaque in the booking hall of Swanage station, marking the Peter Manisty Award presented by the Heritage Railway Association earlier this year, in recognition of the railway relaunching 'real' passenger services between Swanage and Wareham after a 45-year gap during a 60-day trial in the summer of 2017.

The duke was welcomed by Swanage Railway Trust chairman Gavin Johns and Swanage Railway Company chairman Trevor Parsons, as well as the town mayors of Swanage and Wareham and the chairman of Purbeck District Council, who is also the chairman of the Purbeck Community Rail Partnership.

The duke and the lord lieutenant then



A plaque marking the Heritage Railway Association's Peter Manisty Award for Excellence to the Swanage Railway is unveiled by the duke in the Swanage booking hall. ANDREW PM WRIGHT

boarded the 'Wessex Belle' dining train – along with more than 70 other special guests, volunteers and staff – for a trip to Corfe Castle, where, in the goods shed museum, five Swanage Railway volunteers were presented with the Queen's Award for Voluntary Service crystal trophy.

With a Royal Train headcode of four white discs on the front, the train was hauled by Southern Railway U

2-6-0, No. 31806 which used to haul Basingstoke to Swanage day tripper trains during the 1950s, and which recently gained main line certification.

The crew of the steam locomotive was father and son Swanage Railway volunteers Peter and Steven Duncalfe. A driver since the mid-1980s, Peter joined the railway in 1978 at the age of 16, while Steven, 19, is a recently-qualified fireman.



Prince Richard, Duke of Gloucester (left) and the Lord Lieutenant of Dorset, Angus Campbell, the Queen's representative in the county, on the footplate of SR U 2-6-0 No. 31806. ANDREW PM WRIGHT

The duke said: "There is a huge satisfaction both in hearing the wonderful sound of a steam engine and also in providing a public service that is extremely useful to the community."

After the presentation, the duke cut a special cake marking the occasion before viewing a display about volunteering on the railway and chatting to volunteers and staff.



Stephen Middleton's Hudswell Clarke 0-6-0ST No. 1208 *Illingworth/Mitchell* made its passenger debut on the Mid-Suffolk Railway over the weekend of June 9/10 when visiting for the line's 'Special Engine Month'. It is seen powering round the curve at the base of the climb to Brockford station on the Sunday. KARL HEATH



NER Y7 0-4-0T No. 985 at Brockford & Wetheringsett on the Mid-Suffolk Light Railway on June 3. JAMES KINDRED

1844 engine shed saved

AN ENGINE shed which was built for 'Railway King' George Hudson's Newcastle & Darlington Junction Railway at Darlington in 1844 and which survived modern-day plans to demolish it has been converted into mews-style social housing.

The shed off Haughton Road, beside the East Coast Main Line, which was declared redundant six months after it was built, has been converted by the Railway Housing Association.

It was built to serve the 'Handover point' between the N&DJR and the Great North of England Railway near Bank Top station, but after the company took over the GNER, it was no longer needed, and was then used only for storage.

Declared surplus in 2004, it was sold to a developer who wanted to build 65 houses on the site, but local people objected and four years later it was granted Grade II listed building status. Now it has been turned into seven homes.

The shed stands on the trackbed of the Stockton & Darlington Railway. With the help of the Friends of the S&DR, the RHA has aligned its adjacent 73-home development so there has been no building on the 1825 formation.

Last train at Poynton

THE operators of the Brookside Miniature Railway at Brookside Garden Centre, in Poynton, Cheshire, have been given notice to quit after 34 years.

The last train on the 7¼in gauge line, which has an authentic GWR station, a full-size Midland Railway signalbox and a museum, will run on September 30, prior to undergoing a full refurbishment. It will then reopen under a new operator.

In a statement, the garden centre said that the move is due to a "change in ownership".

'Unique' Lydney footbridge to be restored

THE last surviving piece of infrastructure from the Severn & Wye Junction Railway is to be restored with the aid of grant funding.

The Dean Forest Railway is to restore the Grade II listed St Mary's footbridge which crosses over the line in Lydney and was originally built to eliminate accidents caused by people scrambling across the tracks.

The 125-year-old structure in the Lydney Conservation Area was closed for safety reasons in 2007 and has since fallen into further disrepair. A public right of way linking the town and the boating lake with Church Road is routed

over the footbridge and so the 11-year diversion along a short detour via the bypass will at last be lifted after the bridge's reinstatement.

The bridge will be restored thanks to funding from the Rural Development Programme for England – Rural Tourism Infrastructure Growth Programme and by the European Agricultural Fund for Rural Development.

The railway's project manager Jane Kelly said: "The restoration will also enable free, all year round, heritage railway tourism for the benefit, appreciation and enjoyment of the local community, visitors and future generations."



Out of bounds for 11 years: St Mary's footbridge in Lydney. DFR

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

Heritage railway.co.uk **33**

Builder sought for new P2 *Prince of Wales* boiler

By Robin Jones

THE A1 Steam Locomotive Trust is inviting tenders for the manufacture of the boiler for the £5 million new-build Gresley P2 2-8-2 No. 2007 *Prince of Wales*.

The boiler for what will be the seventh member of the class of Britain's most powerful steam locomotive will be similar to that built by DB Dampfkloswerk Meiningen in Germany for new Peppercorn A1 Pacific No. 60163 *Tornado* in 2006/7, a fully-welded design with a steel firebox.

The trust owns the design rights to the boiler. It is intended that a number of minor modifications that have been applied to *Tornado's* diagram 118A boiler since it was originally built will be incorporated into this design.

The arrangement drawing has been sent to 10 potential manufacturers in the UK and overseas but it is still open to approaches by other interested parties. The boiler for the new P2 is intended to be directly interchangeable with the one fitted to *Tornado*. *Tornado's* boiler is 17in shorter than the P2 boiler, so No. 2007's smokebox has been extended within the cladding. The 250psi of No. 60163's boiler will be retained to improve economy and

increase maximum power. The builder of the new boiler should have a track record in construction of new boilers and/or major repairs to existing boilers of a similar size, and have facilities and equipment large enough to adequately handle a boiler of this size.

Boiler Club support

The successful bidder must operate a quality management system that will, as a minimum, include British Standard ISO 9000 and that clearly demonstrates adequate control of critical processes including material specification and traceability, weld procedures and welder qualifications. The firm must have a clear relationship with a mutually-agreed notified body to facilitate certification of the boiler to the appropriate national and European standards, and the ability to deliver on time to an agreed schedule.

The trust aims to have the supplier of the boiler chosen by the end of this year, with all negotiations and the finalisation of technical specification in the first half of 2019. It is intended to place a firm order next June, with delivery in January 2021.

Following the success of The Founders Club, which was designed to get to the P2 Project to the point of cutting

No. 2007's frames, the trust decided to establish The Boiler Club to fund the construction of *Prince of Wales'* boiler, and it was launched in October 2014. The aim is to raise at least £600,000 for The Boiler Club from 300 supporters each donating £2000 in up to 40 payments of £50 by standing order, in return for a set of incentives.

More than half of the required 300 members have joined The Boiler Club, which now has 160 members that have pledged nearly £400,000 including Gift Aid so far.

P2 project director Mark Allatt said: "The boiler is the beating heart of a steam locomotive and to keep the construction of No. 2007 *Prince of Wales* on schedule for completion in 2021 we need to place the order for the boiler in 2019 for delivery in 2021.

"Passing the halfway point in the membership of The Boiler Club marks a significant milestone in the project to build Britain's most powerful steam locomotive. It is our desire if possible to complete No. 2007 debt-free.

"The next few months will see further major announcements as the construction of the locomotive gathers pace. We are now appealing to those

who want to be a part of this exciting project to become covenantors, sponsors and volunteers to help us maintain this momentum."

The project has already received pledges of over £3 million for the new locomotive.

Rods in motion

The trust has recently placed a £220,000 order with Stephenson Engineering Ltd of Atherton, Manchester for the forging, machining and heat treatment of the nine heavy motion rods.

The motion, which is funded by another trust initiative, The Motion Club, is expected to be delivered in batches between December 2018 and December 2019.

Mark added: "Raising 27% of our £210,000 target for The Motion Club in just seven weeks has given us the confidence to place the order for the nine heavy motion components whilst we work hard to raise the remaining £150,000."

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Steam breaks new ground at Skeggy on longer LCLR



Right: The crew of 1903-built Peckett 0-4-0ST *Jurassic* prepare to couple it on to its train for the return of the first journey over the extension at South Loop. Driver Mick Allen is on the footplate, while fireman Mike Gott stands on the ballast. DAVE ENEFER/LCLR



Left: The first public passenger train over the new section of the track prepares to return to Walls Lane behind Motor Rail Simplex diesel No. 5 *Major J.E. Robins R.E.*, which was built for the War Department in 1944, with driver Peter Balderston at the controls. DAVE ENEFER/LCLR

REGULAR steam and diesel services are now operating over the 170-yard extension to the Lincolnshire Coast Light Railway that was completed over the winter.

The line in the Skegness Water Leisure Park has been extended to a point beside Skegness Aerodrome. The terminus run-round loop at South Loop has been moved to this new point, with provision made for the construction of the line's second station at some time in the future.

Services on the extended line began on Sunday, May 27. Spokesman John Chappell said: "The crowds turned out

and filled the trains right from the first run over the extended line. Of course, the first steam-hauled train of the day – pulled by our beautiful steam engine *Jurassic* – was full and it justified all the hard work our volunteers had put in over the winter to extend the line and install new run round facilities at the terminus at South Loop."

"A new section of passenger railway opening in Lincolnshire is a rare and special occasion. We had visitors from as far as London, Cheltenham and even two people from the village of Southam, in Warwickshire, who work for Cemex, the company that took over the quarries

where *Jurassic* operated from 1903 to 1956."

The driver of the first train over the new extension was Peter Balderston, while the driver of the first steam train over the extension was Mick Allen, who has been a volunteer on the line since a day or two after it opened in August 1960. His fireman was another long-serving volunteer from the LCLR's early days at the original Humberston site, Mike Gott.

In between service trains the railway ran demonstration trains of military vehicles from the First World War with heritage diesel locomotives – every

historic vehicle in operable condition was run – even the hand pump trolley from the Admiralty Seaplane Jetty at Killingholme.

Summer services will operate on Saturdays from July 21 to September 1 on Wednesdays in August and Bank Holiday Sunday, August 26 – and also on the weekend of September 15-16 in support of the Classic Wheels Car Show in the leisure park on the Sunday.

Services will continue to operate from Walls Lane station, close to the park's reception building, which was opened by Princess Anne last year.



Above: Waiting for the off: Manchester-built Beyer-Garratt No. 6029 at Mount Victoria station, New South Wales, with a shuttle to Lithgow on May 26. The 4-8-4+4-8-4, which has recently returned to railtour duty after a change of owners, was a star of celebrations marking the 150th anniversary of the arrival of the railway to the town. MICHAEL KEMP

Right: Doubling up: Former New Zealand Government Railways' Class Ww Nos. 644 (leading) and 480 double-head a train at Glenbrook Vintage Railway south of Auckland on May 26. The window of opportunity for the photograph was just a matter of days, as No. 480 had returned to steam after a major overhaul on May 24, while No. 644 was taken out of service on May 31 on the expiry of its boiler ticket. JOHN ST JULIAN



British-built steam giant returns while veterans make last-chance double-header down under

By Geoff Courtney

TWO Antipodean locomotives, one a UK product and the second homegrown down under, have been wowing enthusiasts and the general public alike after returning to service.

They are former New South Wales Government Railways' Beyer-Garratt No. 6029 and ex-New Zealand Government Railways' Class Ww No. 480.

The 4-8-4+4-8-4 Garratt, which weighs 254 tonnes, is the world's largest operational steam locomotive. It was built by Beyer Peacock in Manchester in 1953, withdrawn in 1972, and in November 2016 it was placed in storage at NSW Rail Museum in Thirlmere, south-west of Sydney, after the financial collapse of Canberra Railway Museum, where it was based.

Last November it was bought by Phil Davis and David Sommerville, and is

now back on railtour duty, doing what it does best – hauling packed trains, being the centre of attention and being admired by everyone who sees it.

On May 26 it took passengers on a 75-mile main line journey from Sydney to Mount Victoria station in the Blue Mountains, where it helped celebrate the 150th anniversary of the arrival of the railway to the town. Later that day it ran three return shuttles to Lithgow 12 miles away, worked three more the following day and returned to Thirlmere that evening without passengers.

NSW Rail Museum is to be the giant Garratt's home for at least the next year following an agreement between its new owners and Transport Heritage NSW, which runs NSW Rail Museum and is a division of the state government.

David Sommerville told *Heritage Railway*: "Transport Heritage NSW has the necessary in-house skills, expertise

and facilities, and 6029 being based there means it can be properly serviced and maintained for use at events across the state."

Across the Tasman Sea at Glenbrook Vintage Railway, south of Auckland, former New Zealand Government Railways' Class Ww 4-6-4T No. 480 returned to service on the same weekend and for a few brief days it was able to double-head trains with fellow class member No. 644.

No. 480, built at NZGR's works in Dunedin in 1910, has undergone a five-year overhaul that included a new all-welded boiler built by RCR Energy of Dannevirke on the North Island. It received its ticket on May 24 and two days later it operated trains on the heritage line in tandem with classmate No. 644. It was a close call, as explained by Glenbrook workshop manager and driver John St Julian. "We only just made

it, as No. 644's boiler ticket expired on May 31.

"We couldn't resist a double-header – it was lots of fun. We took advantage of No. 480's new boiler to increase the operating pressure by 20psi, and with oversize cylinders through reboring, I reckon the tractive effort is 10% higher than originally. It is a very lively locomotive."

John said that the overhaul of 1915-built No. 644, which has already started, would also include a new boiler supplied by RCR Energy.

The 3ft 6in gauge line runs for nearly five miles, from Glenbrook to Waiuku in the country's North Island on part of a branch line closed by NZGR in 1967.

Now claimed to be New Zealand's premier steam railway, it was opened in 1977, has five stations and a fleet of six steam locomotives, including a Ja Class 4-8-2 and four diesels.

Swiss rack locomotive to visit Snowdon

By Robin Jones

A STEAM locomotive from Switzerland is to visit the Snowdon Mountain Railway in September.

The 1891-built locomotive, the Brien Rothorn Bahn's No. 2, is a sister engine to the Snowdon line's locomotives which were also built by Swiss Locomotive and Machine Works, a railway equipment manufacturer based in Winterthur.

Much of the world's mountain railway equipment was constructed by the company, founded in 1871 by the British engineer Charles Brown.

The 4.7 mile Brien Rothorn Railway – a tourist rack railway, which climbs from Brien, at the eastern end of Lake Brien, to the summit of the Brienzer Rothorn – also uses the Abt double lamella rack system, and unusually for modern-day Switzerland, the line is not electrified, and most trains are operated by steam locomotives.

The railway, which is also built to 2ft 7½in gauge, ascends to 7362ft above sea level and is the fourth highest railway in Switzerland.

No. 2 will be brought to North Wales by Switzerland Tourism and Switzerland



Snowdon-bound No. 2 in action on the Brien Rothorn Bahn. SWISS TOURISM

Travel Centre to mark 126 years since the SLM locomotives were together.

To commemorate this once in a lifetime occasion, the Travel Centre has planned a range of activities over a four-week period starting on September 1, and will include free rides during a special timetable, these being available on a first-come first-served basis.

Visitors will be invited to inspect

No. 2, have their photograph taken with Swiss St Bernard dogs or sample Swiss food. They will also be invited to enter a competition to win a Swiss holiday and explore the country's rack railways. It will be the first time that a Switzerland-based rack locomotive has operated in the UK.

Further information is available from the Swiss travel centre on 08000 100 200 30.

Merchant Navy No. 35011 project is making progress

THE General Steam Navigation Locomotive Restoration Society has made further progress in filling a sizeable hole in Britain's heritage fleet by the back-conversion of a rebuilt Merchant Navy Pacific to its as-built form, complete with air smooth casing and Bulleid's unique chain-driven valve gear.

The society has bought a set of nameplates for its engine, No. 35011 *General Steam Navigation*, thanks to sponsorship from members.

Chairman Simon Shutt said: "Having the nameplates is a great statement of intent that the project is making great progress. We will be taking them out with our sales stand to several railways over the coming year in order to help drum up support in the project."

The two nameplates were painted differently in order to reflect both possible liveries the finished locomotive could return to steam in. The black nameplate was displayed alongside the locomotive at the society's Sellindge restoration base in Kent in early May.

However, the biggest engineering success of the year was the purchase of a Bulleid-designed steam reverser.

The society has secured the majority of components in the steam reverser's assembly, with only some easily manufactured cab controls missing. The selection of these components was

earmarked from the beginning as a high priority purchase, given it's one of the few items required for the locomotive that has not been manufactured in the preservation era.

Simon said: "The reverser is the first major part we have purchased of the Bulleid valve gear arrangement that will drive *General Steam Navigation*. The Bulleid-designed steam reverser had a bad reputation in BR operation, but the preservation era has proved it's a reliable design if you maintain it correctly, like changing the piston seals in the oil cylinder at the first sign of trouble."

The components are in good condition and will only need some light overhaul work to make them suitable to be used on the locomotive.

Work has also been focused around the overhaul of the trailing truck, which has been earmarked for an overhaul once the locomotive is stripped down. No. 35011's trailing truck is unique when compared with its sisters as the locomotive has the only surviving fabricated-style example in existence. When it and the rest of the first 20 Merchant Navies were built, they were all fitted a cast trailing truck. The first fabricated trailing truck entered service behind No. 21C21 *New Zealand Line*. The following Merchants all entered service with the fabricated design.

The reason for this change was to



Members of the General Steam Navigation Locomotive Restoration Society with No. 35011's new nameplate at Sellindge. GSNLRS

produce a design that was lighter than the original and parallels the use of fabricated frame structures.

In order to ensure this unique piece of the locomotive is overhauled quickly, the society has been manufacturing all the necessary components such as the spring beams, hangers, springs, axlebox covers and keeps. Simon said: "Getting all the components for the trailing truck together at this stage will allow us to fast

track its overhaul and have the first part of the locomotive ready to enter service."

Built in 1944 and first allocated to Nine Elms, where it was rebuilt in 1959, No. 35011 was withdrawn in February 1966, a month after heading an enthusiasts' special over the Somerset & Dorset main line, despite the class being banned from it. It entered Barry scrapyard in June 1966 and was one of the last to leave, in the late 1980s.

On June 5, the boiler of LMS 'Crab' 2-6-0 No. 13065 was lifted out to be sent away for repairs after the East Lancashire Railway recently announced that it had been taken out of traffic with boiler problems. EMMA SEDDON



SOS appeal to save AC Cars railbus

AN EMERGENCY crowdfunding appeal has been launched to restore an AC Cars railbus saved at the last minute from being scrapped by the Great Central Railway at Loughborough.

W79976 was withdrawn by BR in 1968 but with much of the running gear absent, it was displayed at the Yieldingtree

Railway Museum at Bleaden & Uphill station and then the Bodmin & Wenford, Mid-Norfolk and Colne Valley railways.

Now bought privately for restoration at the Ecclesbourne Valley Railway, the project will begin only if £1500 is raised by July 12. Donations can be made at www.crowdfunder.co.uk/ac-railbus-79976



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Last ditch bid to save Southern Railway paddle steamer *Ryde*

EXCLUSIVE

By Phil Marsh

A FRESH bid has been launched to save 1937-built Southern Railway paddle steamer *PS Ryde*.

The Southern Railway operated a fleet of ships from south coast ports to various destinations between Rotterdam, Belgium, France, the Isle of Wight and to the Channel Islands. This aspect of 'railway' history has been well documented in the past but perhaps the final chapter should have been written last November with the scrapping of *PS Ryde*.

The ship was launched on April 23, 1937, built by Dumbarton's William Deny & Brothers (as many other SR ships were), to ply the Solent as a 1050-capacity passenger ferry. When war broke out, the Southern Railway was operating 13 Isle of Wight steamships illustrating how large its fleet was.

In the Second World War she was used as an anti-aircraft vessel and also in the June 1944 Normandy landings. After the war, *PS Ryde* returned to the SR and then BR Isle of Wight duties and was laid up in 1969. Its vital statistics are 29ft wide, 216ft long and 10ft draught.

It started another career as a nightclub called the Ryde Queen in 1972 at its current location, now called Island Harbour, midway between Cowes and Newport on the River Medina.

Following a fire, the ship has been subject to several restoration attempts and a final deadline was issued, ordering it to be removed from Island Harbour by last November or she would be cut up and scrapped to make way for an ongoing leisure development.

In steam locomotive terms, *PS Ryde* is about in as bad a 'Barry scrapyard' condition as the last few locomotives rescued from there in the mid-Eighties. The several attempts at restoration



Last chance for *PS Ryde*, seen rotting in Island Harbour on May 15. PHIL MARSH

have seen some of the engines and artefacts removed, along with asbestos removal, but these have brought further deterioration of the vessel. The superstructure is collapsing and the ship is thought to have broken its back and the hull rusted through in some areas.

Potential

The ship is resting, fenced off from public access, on a tidal inlet in mud within an environmentally-sensitive area, flooding with every high tide. Around 1980, *PS Ryde* was thought to have been used as a filming location for *The Wildcats of St Trinians*.

Step forward Newcastle-based 35-year-old Lisa Marie-Turner, who owns ship restoration company Siward and Co and has a degree from Southampton University in underwater archaeology. She has started a last-ditch *PS Ryde* restoration project with business partner Danny Broom.

Asked why she would attempt to salvage the broken rusting ship, she replied: "I fell in love with the rusty old steamer as soon as I saw it and first

visited the Isle of Wight 20 years ago and I have been aware of *PS Ryde* for some years. I came down to see it a few weeks ago – it's lovely. There is something romantic about it, that nostalgia."

Citing the *PS Waverley* and the *Medway Queen* as examples of what can be done with paddle steamers, Lisa enthused: "People will say it's never going to happen, but the vessel's got life left in it yet, I'm sure of it. I'd love to get it back up and running."

Lisa has history in steam ships, as her family worked for Swan Hunter shipbuilders and made an unsuccessful attempt to save the *TSS Dover*, renamed the *Tuxedo Royale* floating nightclub, moored on the River Tyne, Gateshead. This ship was destroyed in a fire and was subsequently scrapped, but then her attention moved to *PS Ryde*. She formed her company for this rescue and has learnt from this attempt.

PS Ryde is on the National Historic Ships UK Register allocated National Historic Fleet Certificate No. 61, but it is unclear who the owner is. Lisa has made a large financial offer for the ship

to Island Harbour using her own funds and has declined offers of financial assistance so far.

She has a meeting planned for the coming weeks with Island Harbour to discuss details and is writing a mission statement for the Environment Agency and Isle of Wight Council to consider. If she is successful, then *PS Ryde* will be moved to a dry dock for a complete survey, which will enable a cost estimate to be made and will be fed into a costed restoration plan and funding applications from various sources.

Plans afoot

Lisa's business partner Danny Broom has a passionate interest in all things to do with the Second World War and is heavily involved in the embryonic project. His interest stems from when *PS Ryde* was renamed *HMS Ryde* for its war service. Lisa said: "You can't log on and simply buy a genuine paddle steamer anymore so, as with steam locomotives, original ones should not be scrapped but restored."

If efforts to save the ship fail, Lisa wants to salvage and donate various parts to museums. Timescales are very tight as once the ship has been removed from its current environment, it will deteriorate fast so funding applications will have to be made without delay. If the project comes to fruition, Lisa is looking for a shipyard in Newcastle or Glasgow to restore it, creating jobs and apprentice training. A charity is being currently formed.

Lisa concluded: "Dreams and dedication are a powerful combination, war veterans are sometimes forgotten but *PS Ryde* will get the thank you she deserves."

➔ For more details visit www.pstrydetrust.co.uk or Facebook page Friends of *PS Ryde* or www.nationalhistoricships.org.uk

Rock 'could have derailed' South Tynedale train

SAFETY fears have been expressed at the South Tynedale Railway after it was repeatedly targeted by vandals in recent weeks.

Carriages have been damaged and bins tipped on the track. The worst incident came on the evening of Sunday, May 27, when a large rock was placed on the line. Marketing and events manager Nic Cullens said that the rock could have derailed a train, and CCTV footage has been handed over to the police.

"It could have been very difficult for the people on the train," he said.

Scotsman to wow crowds at Shildon and Wansford

FLYING Scotsman is to be the star attraction at the Locomotion museum in Shildon this summer.

The world's most famous locomotive will be visiting the museum from July 11 to August 1 as part of the free admission venue's 'Steam Season'.

Visitors will be able to access the footplate and corridor tender or ride behind No. 60103 for a small fee.

The season, which runs from May to September, is designed to offer visitors an insight into the power of steam and its influence on the railways. There will also

free activities for schools and family visitors.

Meanwhile, *Flying Scotsman* will return to the Nene Valley Railway in September for public running. It will be in service on September 29-30 and October 1, but tickets for travel behind the A3 must be purchased in advance.

Nene Valley

Passengers will only be able to board at Wansford – a shuttle service will be run for passengers to travel from Peterborough, Orton Mere and Overton to travel behind *Flying*

Scotsman will be hauled by Class 46 Peak diesel D182.

Scotsman's visit, its first hauling public trains since 1994, will be a 'thank you' gesture for the assistance that the heritage line provided with the repairs to the locomotive last October.

The railway's Jolly Fisherman fish and chips service will also be hauled by No. 60103.

➔ Tickets for the *Flying Scotsman* trains on the Nene Valley Railway went on sale on June 4 and can only be bought at www.nvr.org.uk/events/flying-scotsman



Judy stands at the platform at Ramsbottom, waiting for the level crossing gates to open. JIMMY JAMES

When the smallest stole the show!

DURING the very warm May Bank Holiday weekend, the Bodmin & Wenford Railway's diminutive Port of Par Bagnall 0-4-OST *Judy* made the long journey north to star at the East Lancashire Railway's Thomas the Tank Engine event.

The Lancashire public were taken by

surprise and did not expect to see such a small steam locomotive performing on their railway alongside a Bulleid Light Pacific and a Class 40 diesel.

Judy's daily duties over the three-day event were to sort trucks at Ramsbottom, thus creating the startling sight of the smallest

operational steam locomotive in standard gauge preservation passing through Bury, Burrs and Summerseat stations.

With some clever rostering, 18 ELR enginemenn were able to sample *Judy's* footplate, even if some of them are over 6ft tall.

Houses plan would halt line

THE Swindon & Cricklade Railway is bidding to block plans to build 81 homes on land which would end members' dreams of having a main line connection.

Beechcroft Land Ltd has appealed against Wiltshire County Council's refusal of planning permission for the development in Purton Road. "This will prevent forever the possibility of charter trains travelling directly from other parts of the country onto the Swindon & Cricklade Railway," said Roger Barber, secretary of the heritage line.

Purton Parish Council also objected, highlighting a flood risk and existing traffic problems. Planning officers said that the development was outside the framework boundary for Purton, did not make provision for affordable housing and was within a county wildlife site.

Former Midland Hotel now named Paddington – but why?

By Geoff Courtney

THE former Midland Hotel is within yards of a main line and in a street named after a pre-Grouping railway. Not far away lie a rank of sidings that are still in very active use and a once-busy steam depot, all in a county town with two stations, one of which welcomes nearly four million passengers a year.

So the name of the 19th century building – The Paddington – that started life as a hotel more than 150 years ago and has been converted into bedsits, shouldn't raise any eyebrows. But it surely does, even those of non-enthusiasts who would fail to distinguish between an A4 Pacific and an N7 tank.

For The Paddington isn't within the

GWR heartlands of west London, Bristol, Exeter or South Wales and isn't close to any other part of the company's former territory. It is in Bedford, deep in the operating stamping ground of the Midland Railway and LMS and directly opposite the site of the town's first main railway station, which in 1978 was relocated 100 yards up the road.

And to compound the conundrum, the locomotive adorning the building's sign has, if one is imaginative and allows for artistic licence, echoes of a GWR locomotive rather than a design from the pen of William Stanier or any of his predecessors or successors.

The Paddington started life in Bedford's Midland Road in 1860 as the Midland Hotel, but at some stage in its recent history that changed to

its current name. Bedford railway enthusiast Richard Pill is one of many stumped by its new identity. "It's a good question," he said. "I believe it changed its name to The Paddington in the 1990s, but I don't know why."

"We did have a branch of the GWR Society that used to meet in the town, but that could be nothing to do with it. There was also another railway connection just up the road, a pub named the Engine and Tender, but that has now closed down."

The puzzle has beaten even Bob Ricketts, president of the Bedford Local History Society, who enlisted the help of committee members to check directories and old telephone number listings, but to no avail.

"It was still listed as the Midland Hotel

in the 1980 telephone directory, which is the last printed reference we have found," he said. "We have no idea why it was renamed The Paddington – there are no obvious local connections. On a whim, perhaps?"

The town's main station is also no stranger to being renamed. It was opened by the Midland Railway in 1859 as Bedford, renamed Bedford Midland Road in 1924, replaced in October 1978 by a new station 100 yards to the north named Bedford Midland and is now simply Bedford.

The 1859 station, which was originally on the Midland Railway line to Hitchin – the extension to St Pancras opened in 1868 – was demolished when its replacement opened in 1978 and nothing of it remains today.



Foreign territory: The building in Bedford that opened in 1860 as the Midland Hotel and is now residential accommodation named The Paddington, despite there being no obvious connection with the GWR's London terminus. Inset: The building's sign carrying a painting that, with a little imagination, could be a GWR locomotive. GEOFF COURTNEY



As it was: Bedford's main railway station in June 1962 when it was named Bedford Midland Road. At the time it was immediately opposite the town's Midland Hotel. The car park in this 56-year-old photograph provides a requiem to the once proud British car industry that is now largely just a memory. Nothing remains of this station following its demolition when a new station was opened 100 yards to the north in October 1978. BEN BROOKSBANK/CREATIVE COMMONS

Calder Valley DMU steals the show!

By George Jones

It has been said that the best way to appreciate the scenery of the Llangollen Railway is to take a trip on a DMU. The spacious windows act like those in an observation car, allowing unparalleled views of the stupendous upland landscape.

For the line's Railcar Gala on June 2/3, the star of the show was undoubtedly the imported Calder Valley Class 110 DMU from East Lancashire Railway.

It made an interesting contrast with its Class 104 compatriot, and was seen as an upmarket version of the earlier Birmingham Railway Carriage & Wagon type, with a revised cab design and raised bedside window frames.

The fact that they were primarily intended for services on the arduous Calder Valley route meant that Class 110s needed more power than other first generation DMUs, so they were fitted with 180hp Rolls-Royce C6NLFH engines, and when delivered they had the highest hp/ton ratio of any of the first generation DMUs.

The 4x180hp Rolls-Royce engines gave the Class 110 a sprightly performance noticeable on the ascent of Berwyn Bank and easy running within the timetabled station stages. The set proved popular with visiting fans eager to sample the unit on its visit to Wales.

Class 127 back in action

The other star was the return of the line's own Class 127 DMU fresh out of the Pentrefelin workshops after a major overhaul which has seen parts of the bodywork reclad and front end rebuilt. The green paint was barely dry after a hurried reassembly the previous Tuesday and the absence of whiskers or yellow warning panel on the front end shows a need for further work to complete the refurbishment. However, an excellent effort by the Llangollen Railcars Group saw four units of assorted styles turned out for the two-day event.

The timetable for each day from



The Llangollen Railway's now-unique Class 109 two-car Wickham railcar set Nos. 50416+56171 at Carrog, alongside the visiting Calder Valley Class 110 DMU comprising vehicles Nos. 51813+59701+51842 from the East Lancashire Railway. LR

9.30am provided a frequent train service along the valley with departures from Llangollen every 45 minutes. Passing places were at Goods Junction, Glyndyfrdwy and Carrog, with operations at Llangollen limited to platform 1. On the Sunday, Deeside loop was available to vary the passing of trains.

However, the centre for most of the action was Carrog where, for the most part, a half-hourly shuttle service operated between Carrog and Corwen, initially with the Class 104, involving a not always convenient connection from arrivals at Carrog for those having to cross the road bridge. Later, other trains ran through to Corwen to ring the changes. Up and down the line, there always seemed to be a train in sight, such was the service frequency.

The Class 110 did make two sorties to Corwen East during the afternoon and was considered likely to be the first such unit to visit Corwen. Although the line was steamed worked until the end in January 1965, BR excursions to Barmouth and some railtours did see DMU workings on occasions prior to closure. As always, the occasion showed how things might have been if the line had remained open for longer, with DMU operations simplifying and speeding up services but not at a half-hourly frequency!

Unit variation

Sunday saw the sun come and provide best views of the late springtime Dee Valley with a placid River Dee flowing past. For some ordinary day trippers who came expecting a steam service,

the railcar experience provided best all-round view of the line with the forward and rear-facing seating. The four sets were kept busy with a continuous flow of trains along the valley providing plenty of opportunities for aficionados to sample the different classes along sections of the line, with Berwyn as a popular station at which to change trains and catch the next one onward.

The chairman of the Llangollen Railcars Group, Karl Latham, said: "The 2018 gala has been another success, both for the railcar group, and for the railway, with plenty of visitors on both days of the event. It was great to be able to arrange the first visit of a Class 110 unit to the railway, as well as providing Corwen with an intensive service throughout the event."



Class 127 Driving Motor Brake Second No. 51618 to the fore at Carrog during the gala. The car is one of eight surviving Class 127 vehicles. LR



The Llangollen Railway's Class 104 DMU comprising vehicles Nos. 50416+56171 at Corwen East. LR



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GWR 2-8-0 No. 2857 crosses Ribbenhall viaduct on June 2. JOHN TITLOW

Churchward centenarian returns to SVR service

By Paul Appleton

THE scheduled intermediate overhaul of Churchward 2-8-0 No. 2857 was completed on time for it to star in its own 100th birthday event at the head of a loose-coupled freight during the Severn Valley Railway's Goods Train Gala over the weekend of June 2-3.

At the same time, the locomotive's comeback helped alleviate a mini-crisis on the SVR after a spate of lineside fires in early May forced the withdrawal of Ivatt 4MT mogul No. 43106 on May 7, which had sustained a distorted ashpan and was spilling hot ash onto trackside vegetation. Worse was to come with the enforced withdrawal of Bulleid West Country light Pacific No. 34027 *Taw Valley* on May 11 for allegedly being the cause of more fires, and with GWR 0-6-0PT No. 7714 out for a boiler washout, the remaining steam locomotives (Nos. 7802 *Bradley Manor* and 0-6-0PT No. 1501) had to be supplemented by diesels.

No. 43106 has now re-entered traffic and the railway once again has six locomotives capable of hauling at least six coaches along the full 16 miles of line. Collett 0-4-2T No. 1450 is also serviceable and Port Talbot Railway/GWR 0-6-0ST No. 813 has had its recent brake troubles cured, but is now away for an extended break at the Bluebell Railway. However, neither of these locomotives can handle normal service trains, although they do participate on Sunday luncheon trains, charters, footplate experience turns (1450) and of course, at gala events, where they handle 'local' shuttles.

Double boost

The railway is set to receive a double boost during the summer when 'Black Five' No. 45231 *The Sherwood Forester* joins the operational fleet to handle the peak summer services, and also the return of BR Standard 4MT 4-6-0 No. 75069 following completion of its late-running overhaul. The boiler is

now complete and was due to have its hydraulic and steam tests during mid-June, prior to reassembly. The chassis is complete and waiting unification, with the boiler inside the workshops, although there is a considerable amount of pipework, plus all of the cab fittings, to be completed before the locomotive can be tested under its own steam.

The next priority in the boiler shop is that for LMS Stanier mogul No. 13268, with work on the frames at an advanced stage, including the welding-in of a new section of frame to replace cracked plate that was discovered during the overhaul. The boiler has been worked on sporadically over the last year or so, but the overhaul programme on SVR's own locomotive boilers is being accelerated, with the decision to sub-contract the overhaul of the boiler for GWR 4-6-0 No. 4930 *Hagley Hall* at Northern Steam Engineering in Stockton.

The Stanier mogul, which has previously appeared as BR No. 42968

and LMS No. 2968, will be restored to its original LMS condition and number for the first time in preservation. As well as the repairs to the main frames, work is currently focused on the axleboxes, with the wheels recently returned from the South Devon Railway following tyre turning; the chassis should be wheeled during the autumn. It is hoped No. 13268 will return to service next year, while No. 4930 is planned for a return in 2020.

Replacing No. 75069's boiler in the boiler shop will be that for GWR large prairie No. 4150, which is loaded on a wagon at Bewdley awaiting transfer to Bridgnorth. It is also planned to complete the boiler for new build BR Standard 3MT No. 82045 over the next 18 months or so. Work on the rest of the Collett 2-6-2T is progressing at Bewdley and once the boiler is close to completion will move to Bridgnorth for trial fitting of the boiler.

Standard 3MT

At Bridgnorth, No. 82045 was lifted onto its wheels on April 17 and has since had its cab roof and smokebox refitted, which were removed to allow the frames to be lifted. The side tanks for this locomotive have also now been completed at the workshops at Dinas on the Welsh Highland Railway. Cladding covers and steam chest-end covers are currently the focus of attention for the team of volunteers building the locomotive. Fitting of the main springs will then be the next major job.

Contract work on Beamish Museum's repatriated 0-4-4T *Dunrobin*, built by Sharp Stewart in 1895 for the Duke of Sutherland, awaits delivery of the new wheelsets from South Devon Railway Engineering before the chassis can be rewheeled. Meanwhile the boiler is progressing well in the boiler shop.



The boiler for No. 75069 is virtually complete inside Bridgnorth boiler shop, with all tubes, flue tubes and washout plugs fitted. SVR



New-build BR Standard 3MT 2-6-2T No. 82045 was wheeled for the first time at Bridgnorth on April 17. PAUL APPLETON

SVR hosts corporate rail event with GBRf Class 66

FOLLOWING on from the appearance of GBRf Class 66 No. 66763 *Severn Valley Railway* during its namesake's Goods Gala on June 2-3, the EMD Co-Co diesel electric stayed on Severn Valley Railway (SVR) metals for a series of corporate events provided for Network Rail and GBRf during the ensuing week.

Delegates were able to enjoy driver-experience sessions at the controls of the 3,300bhp main line Class 66, in what the SVR described as being "a much

more hands-on and in-depth version of a driver-experience course that brings (the SVR) a closer working relationship with key industry partners."

During the Goods Gala, the modern consist operated between service trains on both days to offer a contrast with the early 20th century loose-coupled freight train hauled by centenary No. 2857. The event was staged to celebrate the 100th birthday of GWR Churchward 2-8-0 No. 2857.



GBRf Class 66 No. 66763 *Severn Valley Railway* makes an incongruous sight at the head of a train of new air-braked bogie hopper wagons at Bridgnorth on the evening of June 2. PAUL APPLETON

Farewell to 1874-built *Bellerophon* at Foxfield gala

THE focus of the Foxfield Railway's annual steam gala is a celebration of Haydock Foundry 0-6-0WT *Bellerophon*.

The 1874-built locomotive's 10-year boiler ticket expires on July 22. On loan from the Vintage Carriages Trust, the loco will feature on the Knotty Trust's Heritage Train and will lead the traditional 18-wagon freight up Foxfield Bank on the Sunday.

Visiting the railway courtesy of the Middleton Railway is the relatively

recently-restored *Brookes No. 1*. It will operate on the intensive passenger service, and along with the rest of the fleet will take turns hauling demonstration freight trains on Foxfield Bank.

As in previous years, a connecting bus service will link the two ends of the railway, and on the Saturday, it will connect with the main line at Blythe Bridge station.

The overhaul of Beyer Peacock 0-4-0ST No. 1827 is proceeding, with extensive repairs to the saddle tank

in progress, along with reassembly of the motion. Subject to an appropriate level of testing, the 1879-built engine will join the line-up, also featuring newly repainted 'Austerity' 0-6-0STs *Wimbebury* and *Whiston*, whose repairs to the main steam pipe are complete.

Dubs 0-4-0CT No. 4101 will feature on its first booked turns this year at Foxfield Colliery, where it will be used for banking freights, conducting lifting demonstrations and as yard pilot.

Chaloner to mark Buzzard steam 50

A SPECIAL train will run on the Leighton Buzzard Railway to mark 50 years of steam operation.

On June 29, 1968, the first steam train on the line was hauled by 1877-built vertical-boilered de Winton locomotive *Chaloner*, which had been bought for just £21 by enthusiast Alf Fisher.

Half a century later, *Chaloner* will haul a public train on its own for the first time in more than 30 years on Sunday, July 1, departing from Page's Park at 1.30pm.

Pre-booking of seats is essential. "This is an unmissable opportunity," said Alf.

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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**



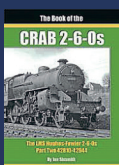
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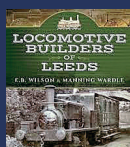
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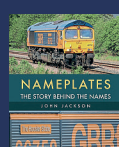
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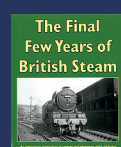
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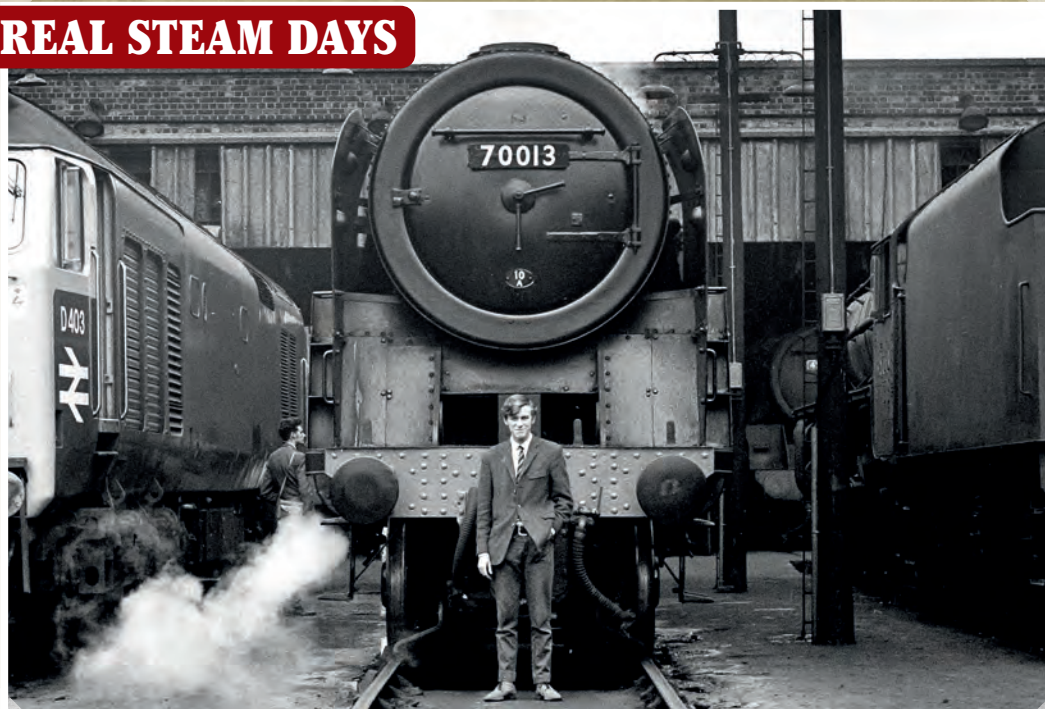
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The author stands in front of BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* at Lostock Hall shed on July 27, 1967.

50 YEARS ON THE FINAL WEEK OF BR STEAM

BR main line steam ended on Sunday, August 4, 1968. In an exclusive feature **Trevor Gregg** remembers the final week of steam operations and the specials that marked their end.

On Saturday, July 27, 1968 I set off from my home in Blyth with mixed emotions. I was looking forward to the week's holiday chasing after the last BR steam operations, but it was sad to think this would essentially be the end of my hobby. Steam engines had been part of my life for as long as I could remember.

My earliest memories were of watching the NER G4 0-4-4Ts working the passenger services between Blyth and Newsham. This developed into trainspotting with weekends and school holidays spent at Newcastle Central station. Joining my school railway club then brought about organised visits to steam sheds that started my interest in steam locomotive photography.

Although it was sad, I certainly could not miss seeing and experiencing the last rites of BR steam, so with a fellow steam enthusiast I joined a Newcastle to Manchester train. We arrived at Manchester Victoria to find there were no longer 'Black Fives' waiting to provide banking assistance for the climb to Miles

Plating, Newton Heath had closed to steam on June 30 and now BR Type 2 diesel D7595 was standing ready to undertake the role. We changed onto a train for Preston, which was to be our base for the week.

Arriving at Preston we dropped our suitcases off at our B&B, which was conveniently situated not far from the station and then we were off to Lostock Hall shed. When we arrived at the shed late in the afternoon, we found it was like an open day – there were large numbers of steam enthusiasts wandering around taking numbers and photographs.

Immaculate Britannia

Quite a number of steam locomotives were still to be seen. On the scrap lines there were five 8F 2-8-0s, five 'Black Five' 4-6-0s and one Ivatt 4MT 2-6-0. Inside the shed were a further four 8Fs, eight 'Black Fives' and two Ivatt 4MTs. Standing outside the shed mouth were a further five 'Black Fives', two 8Fs and an immaculate BR Standard Britannia Pacific No. 70013 *Oliver Cromwell*, which had moved down from its home

shed of Carnforth in preparation for railtour duties the next day.

The Britannia was standing alongside one of the new English Electric diesels D403, which was on temporary loan to the shed for crew training. Enthusiasts were climbing up into the cab of the Britannia to take photographs and I quickly followed suit. Sitting in the driver's seat taking photographs, then having someone take my photograph standing in front of the locomotive, it was like a carnival atmosphere.

There was great camaraderie between the steam enthusiasts and the willingness to share and spread information. We were told that 1P58, which was the Blackpool section of the Euston train due to depart Preston at 8.50pm would be steam-hauled and probably for the very last time. With this news we were quickly off back to Preston to buy our return tickets to Blackpool! Some refreshments were acquired and with our tickets purchased we were back onto the station platform.

'Black Five' No. 44806 was

the station pilot undertaking some shunting and later it would provide overnight carriage heating for the sleeping cars from 1P54. The train from Euston appeared and as soon as the Barrow section of the train had departed, a very clean 'Black Five' No 45388 backed up and onto the train. As it was believed this would be the final steam working of this, the last officially booked BR steam passenger service, a wreath together with a 1P58 reporting board had been fitted to the smokebox door.

Huge army

The passengers on the train were amazed when a huge army of steam enthusiasts swarmed onto the train and proceeded to occupy nearly every available window. The crew of No. 45388 then treated us to a superb run to Blackpool South. The 'Black Five' departed from each station on the route with slipping wheels, huge plumes of smoke and a crescendo of noise that shattered the peaceful Saturday evening. For any enthusiast taking sound recordings, they must have



LMS 8F 2-8-0 No. 48665 drifts downhill past Great Harwood signalbox with a coal empties on July 29, 1968.



thought that all their dreams had come true.

The acceleration of the 'Black Five' out of St Annes and the speed it then attained was incredible. On arrival at Blackpool South, enthusiasts crowded around No. 45388, heaping praise on the crew. I managed a time exposure photograph before we boarded the next train back to Preston. My last photograph of the day was at 10.20pm, another time exposure, this time of No. 44806, now carrying out its overnight carriage heating duties.

Our plan for the next day, Sunday, July 28, was to see and

photograph the Manchester Rail Travel Society and the Seven Valley Railway Society joint 'Farewell to BR Steam Tour'. From Stockport to Carnforth via Wigan, the tour would be hauled by No. 70013 *Oliver Cromwell*; from Carnforth to Skipton by two BR Standard 4MT 4-6-0s; from Skipton to Bolton, Blackburn and Rose Grove by two 'Black Fives' and finally from Rose Grove back to Stockport by an 8F.

We started by joining the 8.29am Preston to Wigan train hauled by D413 and after arrival at North Western station, we walked to a location just to the north. It was



LMS 'Black Five' 4-6-0 No. 45388 accelerates away from Preston with 1P58, the 8.50pm to Blackpool on July 27, 1968.



Rose Grove shed with LMS 8F 2-8-0s Nos. 48493 and 48423 on July 29, 1968.



An immaculate LMS 'Black Five' 4-6-0 No. 45017 stands at the north end of Carnforth shed on July 30, 1968.



BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* stands at Carnforth shed on August 1, 1968.



Metro-Vic Co-Bo diesel D5712 and LMS 'Black Five' 4-6-0 No. 44809 arrive at Carnforth at 8.10pm on July 30, 1968.



LMS 'Black Five' 4-6-0 No. 45318 with a northbound empty stock train at Farington Junction on July 31, 1968.



Carnforth's LMS 'Black Five' 4-6-0s Nos. 44874 and 45231 meet near Farington Junction, Preston on August 1, 1968.

11.15am when *Oliver Cromwell* arrived and after taking our photographs we set off for Wigan Wallgate to take a train to Bolton. Changing on to a Blackburn bound train we arrived at the scenic location of Entwistle.

We had been to Entwistle on a number of occasions and this time we decided on a photograph just north of the station on the four-track formation leading up to Sough tunnel. Although the four-track formation was still in situ, the two fast lines were now out of use. At 5.25pm the tour arrived double-headed by Nos. 45073 and 45156, both locomotives working hard on the 1-in-77 gradient.

Successful day

Back onto a train for Bolton and then joining a train for Manchester, we arrived at Victoria station just in time to see 8F No. 48773 arriving with the tour. Banking engine D7595 was attached to the rear of the train and No. 48773 then set off on the 1-in-59 climb to Miles Platting and then on to Stockport.

We judged it had been a successful day – we had managed to see three out of the four sections of the tour and all by rail on a Sunday! While waiting for a train to return us to Preston, D7646 departed at 8.55pm with the 'Belfast Boat Express' to Heysham. Arriving back at Preston just after 10pm, we found



LMS 8F 2-8-0 No. 48723 shunts at Lostock Hall station sidings on August 2, 1968.

it was again No. 44806 on carriage heating duties.

For Monday, July 29, we decided it would be Blackburn and Rose Grove sheds. We arrived at Blackburn just after 9am and set off walking to Daisyfield Junction. Daisyfield, situated on the junction of the line from Blackburn to Clitheroe and Blackburn to Burnley still retained a signalbox and a level crossing, but the station had long since closed.

We found 'Black Five' No. 45156, no longer with *Ayrshire Yeomanry* nameplates fitted, undertaking some shunting in the sidings. At 10.35am the Blackburn to Clitheroe freight arrived, but unfortunately with No. 45073 running tender first. We walked further up the line towards Burnley and found Great Harwood signalbox with Whitebirk power station in the background. We were taking photographs from the lineside when the signalman appeared at the top of the steps and in a broad Lancashire voice said: "Like to come up into the 'box lads?"

He did not have to ask us twice, for the next two hours we were taking photographs from the signalbox and chatting to the signalman. It was great – he gave us advance warning of what was due and then the full train details. 8F No. 48663 was on the Whitebirk power station to Bickershaw colliery empties,



Viewed from the cab of No. 45353 are LMS 8F 2-8-0s Nos. 48765, 48445, 48546, 48445 at Lostock Hall on August 2, 1968.

followed by No. 48773, with its distinctive yellow stripe on its cab sides, hauling the Burnley Central to ICI Burn Naze coal. No. 48493 was on the Preston to Cudworth empties and No. 48746 on the Burnley Central to Wyre Dock power station coal. There were also a number of light engines that passed by. What a great location, but as Rose Grove shed was our aim, we said goodbye to the friendly signalman and set off walking back to Blackburn station.

Withdrawn engines

It was just after 4pm when we got off a train at Rose Grove and made our way to the shed. As usual, we found sidings full of withdrawn locomotives. There were 10 8Fs and seven 'Black Fives'. Outside the shed mouth were three 8Fs, two 'Black Fives' and No. 45156 was being topped up with coal at the coaling stage. Inside the sheds were a further eight 'Black Fives' and two 8Fs. The weather had deteriorated and

although it was not raining it was very grey, probably in keeping with the dirty and many forlorn looking locomotives. We managed to take a few photographs and then we were on our way back to Preston for something to eat. Later in the evening we returned to the station for some time exposure photographs – including No. 45055, which arrived on the parcels from Barrow.

For Tuesday, July 30 we decided to start in the Farington Junction ➔



LMS 8F 2-8-0 No. 48773 on an ICI Burn Naze coal train at Great Harwood with Whitebirk power station behind.



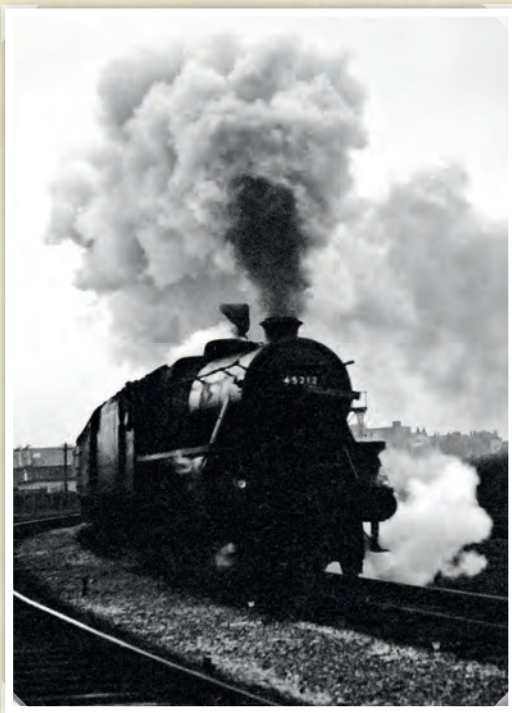
The final steam working of the Wyre Dock to Burnley Central coal empties near Todd Lane Junction behind LMS 8F 2-8-0 No. 48278 at 4.10pm on August 2, 1968.



Right: LMS 8F 2-8-0 No. 48423 climbs away from Farington Junction with the final steam-hauled 7N99 Ribble Sidings to Healey Mills freight on August 2, 1968.



LMS 'Black Five' 4-6-0 No. 44709 drifts through Carnforth with the 6.10pm freight from Kendal on August 2, 1968.



LMS 'Black Five' 4-6-0 No. 45318 prepares to leave Preston with the very last timetabled BR steam passenger train; the 9.25pm to Liverpool Exchange on August 3, 1968.

Left: In the fading light, LMS 'Black Five' 4-6-0 No. 45212 heads out of Preston with the final steam-hauled 1P58, the 8.50pm to Blackpool on August 3, 1968.

area, just south of Preston station. Here there were a number of busy sidings, a junction where trains diverged from the West Coast Main Line and could take the East Lancashire route to Lostock Hall, Bamber Bridge and Blackburn, via a bridge over the main line. Trains could also traverse another junction taking them onto the route for Burscough, Ormskirk and Liverpool. Standing near this overbridge, we saw No. 45110 on the Deepdale to Farington mixed freight, then No. 48510 appeared on the Whitebirk power station to Bickershaw colliery empties. Other freights passed through, together with a number of light engine workings. By early afternoon we moved on to Lostock Hall station where we joined a train to take us back to Preston.

At Preston we then decided to join a train for Barrow, which would take us to Carnforth. Alighting on the curved Furness line platforms, we were immediately greeted by No. 44709 bringing in a freight from the Barrow direction. Leaving the station, we headed across the long footbridge into Carnforth shed. The first photograph was of an immaculate No. 45017 standing at the north end of the shed.

Inside the shed we found No. 70013 *Oliver Cromwell*, Standard 4MT 4-6-0 No. 75048 and the last operational Standard 5MT 4-6-0 No. 73069, which had been transferred to Carnforth when Bolton closed to steam. At the southern end of the shed were eight 'Black Fives', two Standard 4MTs Nos. 75019 and 75027 and, under the coaling stage, Nos. 45025 and 44871.

Under the footbridge we had crossed was a line of stored locomotives, Nos. 46441, 42085, 61306 and 75009. There were

also a couple of lines containing 18 withdrawn locomotives that included the last three BR Standard 9F 2-10-0s in service, Nos. 92077, 92167 and 92160 which had been withdrawn at the end of June. No. 92167 had been built only 10 years earlier and was one of only two 9Fs to be fitted with a mechanical stoker.

After fully exploring all parts of the shed, we moved to a footbridge just south of the station, which gave a good vantage point for photography. Steam-hauled freights arrived at regular intervals, including one with Metropolitan Vickers Co-Bo D5712 and 'Black Five' No. 44809 double-heading. Our final photograph was of No. 44894 on the Morecombe to Carnforth freight, which arrived at 8.20pm. Arriving back at Preston, we found No. 45017 standing with the parcels train from Barrow.

Not as busy

On the Wednesday we started the day off by taking a train from Preston to Bamber Bridge, where we photographed 8F No. 48775 on a freight. We moved across to Lostock Hall and over to Farington Junction and the sidings. It was not as busy as the previous day, but we recorded four freight workings plus a number of light engine movements. One of these was of Rose Grove's 8F No. 48393 crossing over the main line with an additional working of the Burnley Central to ICI Burn Naze coal.

Then, from Lostock Hall, we took a train to Todd Lane Junction, the next station on the route to Preston. Here it was No. 45055 on the Courtaulds sidings to Preston, followed by No. 48340 on the Wyre Dock to Burnley Central coal empties. Moving back to Lostock Hall, we photographed No. 48763 on the 6.40pm Preston Ribbles Sidings to Healey Mills. Returning to Preston station, we found No. 45318 was the station pilot for the night and at 10.15pm the Barrow parcels arrived with

No. 44871 on the front.

The week was going fast and it was now Thursday, August 1. We joined a stopping train for Carnforth and got off at the small seaside resort of Hest Bank. We were hoping for a photograph of a steam locomotive

picking up water from the Hest Bank water troughs. The troughs were not far from the station and our first photograph was of a diesel, D1676, on a northbound passenger. Then we saw No. 48715 light engine, followed by two further light engines, No. 75019 and finally No. 73069. Although both the Standard 4-6-0s picked up water, it was not the photograph we were looking for.

We had been at Hest Bank for more than two hours and with no sign of any freights, we decided to take a train onwards to Carnforth. We were soon across into the shed and as usual there were numerous 'Black Fives' and 8Fs. This time *Oliver Cromwell* was also standing outside the shed but not

in steam. Apart from No. 73069, there were three other Standards Nos. 75019, 75027 and 75048. We photographed No. 45407 and then a very clean No. 44894 backed up on to the turntable.

The engine was filthy

As the locomotive was turned and the other side came into view we got a surprise – it was filthy! Years later I discovered enthusiasts had started cleaning the locomotive when it arrived into the yard at Kendal the day before. However, they did not have time to finish the cleaning as it was despatched to Windermere to pick up a freight. We then moved to the footbridge south of the station we had found earlier in the week. It was here we took our final photograph of the day, No. 44709 arriving with the 6.10pm mixed freight from Kendal.

Friday, August 2 arrived and we again decided to spend the day in the Farington and Lostock Hall area. No. 44806 was on shunting duties in Preston station when we arrived to take a train to Lostock Hall. We walked across to Farington in time to see No. 44874 on the Deepdale sidings to Farington mixed. It was certainly quieter than earlier in the week and it appeared steam operations were slowly winding down. We then moved across to Lostock Hall for a quick look around the shed, before taking the short train journey to Todd Lane Junction. Here, at 4.35pm, we photographed Rose Grove's 8F No. 48278 on the final steam working of the Wyre Dock to Burnley Central empty coal working.

Returning to Lostock Hall, we positioned ourselves near the top of the climb from Farington Junction, where the line to Lostock Hall and Blackburn

"As the numbers increased, the shed authorities got concerned and called on the services of the Transport Police, who then cleared us all out!"



The SLS 'Farewell to Steam No 2 Special' drifts down from Sough Tunnel towards Entwistle with LMS 'Black Five' 4-6-0s Nos. 44874 and 45017 on August 4, 1968.

Right: Running three hours late, LMS 8F 2-8-0 No. 48476 and BR Standard 5MT 4-6-0 No. 73069 storm up out of Entwistle with the RCTS 'End of Steam Railtour' on August 4, 1968.



crossed over the West Coast Main Line. This was to see another final steam working, 7N99, the 6.40pm Preston Ribble Sidings to Healey Mills.

It was however, almost 7.30pm before we saw signs of steam at the bottom of the bank at Farington Junction. Then a very long freight train came into view with an 8F on the front struggling with the heavy load. As it came nearer, we found it was Rose Grove's No. 48423. With photographs taken, it was then a train back to Preston and for something different, we took a train to Lancaster to see the final steam working of 1P92 – the 8.28pm Barrow to Preston parcels. It arrived at 9.35pm with legendary Carnforth driver Ted Fothergill at the controls. Some time exposure photographs were

taken and then it was back to Preston and our B&B.

It was now Saturday August 3 – effectively the last day of steam operations. We expected there would be very few, so we decided to spend the day at Lostock Hall shed. We were planning to see locomotives being prepared for the end of steam specials that would be running the following day. Just as we were about to enter Preston station, we heard a whistle towards the old East Lancashire goods shed and the line to Todd Lane Junction, we saw Nos. 73069, 70013 and 44874 all coupled together and travelling to Lostock Hall from Carnforth.

Transport Police

Arriving at Lostock Hall station, we found No. 45318 shunting

in the yard near the station. At 12.30pm we were surprised to see a steam-hauled freight appear; an extra working of the Rose Grove to Ribble sidings mixed freight with Rose Grove's 8F No. 48715. It was then into the shed to get some photographs among the large number of enthusiasts who, like ourselves, had decided to spend the day at Lostock Hall.

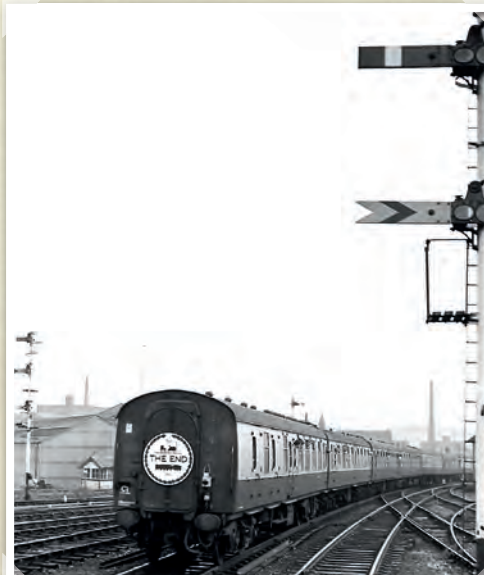
As the numbers increased, the shed authorities got concerned and called on the services of the Transport Police, who then cleared us all out! Again, information was spreading like wildfire and we heard that 1P58, the 8.50pm Preston to Blackpool South, would be steam-hauled and it was possible that the normally diesel-hauled 1F51, the 9.25pm Preston to Liverpool Exchange, would also

be steam hauled. Armed with this information, we set off back to Preston and found a location just out of the station to photograph the Blackpool train. The light was starting to fade, but I managed a photograph of No. 45212 storming out of Preston with the last officially booked steam passenger working on BR. We rushed back to the station to find that someone must have pulled some strings, as the Liverpool train was indeed to be steam-hauled.

'Black Five' No. 45318 was already standing on the front of what was now to become the final timetabled steam passenger working on BR. There were large crowds on platform six where the train was standing, so we headed for an opposite platform from which to get some time exposure photographs. There we saw two



LMS 'Black Five' 4-6-0s Nos. 45390 and 45025 leave Blackburn at 7.45pm with the LCGB 'Farewell to Steam Tour' on August 4, 1968.



The rear coach of the LCGB railtour leaving Blackburn says it all. August 4, 1968.



LMS 'Black Five' 4-6-0 No. 45156 *Ayrshire Yeomanry* leaves Blackburn with the GC Enterprises tour almost four hours late as Nos. 45407 and 73069 arrive with the RCTS tour on August 4, 1968.

gentlemen dressed in top hat and tails carrying a mock coffin to signify the death of BR steam. All too quickly 9.25pm arrived and No. 45318 set off with its train to Liverpool illuminated by the numerous camera flashguns that were fired. On board and looking out from open windows was a large contingent of enthusiasts, wanting to experience this unique event. There was then an eerie silence after the last sounds of the departing train had faded – that was it – the end of regular steam.

Sunday, August 4 was the day for the end of steam specials. There were six running and we were hoping to see five of them. These five would be travelling over the section between Bolton and Blackburn, so we decided Entwistle would be a good location. With a train journey to Bolton where we joined a Blackburn train, we arrived at Entwistle just before noon. It was crowded and there were enthusiasts everywhere. Like us, they had considered Entwistle was a good location.

Two identical specials

Positioning ourselves on the east side of Entwistle viaduct, the first tour arrived at 12.50pm, with No. 45156 storming up the bank and over the viaduct producing a superb display of smoke. This was the GC Enterprises 'Farewell to Steam' tour, which No. 45156 hauled throughout.

We were expecting two tours to pass by, one in each direction, the Locomotive Club of Great Britain 'Farewell to Steam Rail Tour' and the Stephenson Locomotive Society 'Farewell to Steam Rail Tour No 1'.

We had moved to a location just north of the viaduct and it was the SLS Tour that arrived first, with Nos. 44871 and 44894 on the front drifting down the bank towards Bolton. Then, 20 minutes later, at 2.50pm, and running 40 minutes late, the LCGB Tour arrived with No. 70013 *Oliver Cromwell* leading 'Black Five' No. 44781, both climbing effortlessly up the bank from Bolton.

We then moved further north towards Sough tunnel and, at 3.40pm, the SLS 'Farewell to Steam Rail Tour No 2' appeared rattling down the bank towards Entwistle, with No. 44874 leading No. 45017. The huge demand for tickets had resulted in the SLS running two identical specials and both were double-headed throughout.

There was still one special to come and eventually, at 4.22pm, almost three hours late, it arrived. It was the Railway Correspondence and Travel Society, 'End of Steam Commemorative Rail Tour'. It came roaring up the bank with 8F No. 48476 leading No. 73069 at the head of the 13-coach train, both locomotives producing superb smoke and sounds. We then rushed back to Entwistle station to catch a train to Blackburn, hoping to see some of the specials again as they passed through the station on their return journeys.

Back at Blackburn, it was 7.30pm when the tours arrived, three of them in succession! The first was the LCGB tour with No. 45390 leading No. 45025. After taking water, the train set off and it was then that I noticed on the end of the rear coach was

a large board with 'The End' written on it. The board also had a drawing of the *Rocket*, with the date of 1829 and a 9F with a date of 1968, presumably depicting the first and last steam locomotives to be built.

This was followed almost immediately by the GC Enterprises Tour, arriving with No. 45156 *Ayrshire Yeomanry* still on the front. While the 'Black Five' took water I noticed a 65B St. Rollox shedplate had been fitted onto the smokebox door. St. Rollox had been the Black Five's home shed for more than 20 years, so someone must have thought it was appropriate for it to be fitted, on this, the final run the locomotive would make.

Four hours late

Just as No. 45156 restarted its train with clouds of steam and smoke, the late running RCTS tour appeared on the station avoiding line, with No. 45407 now leading No. 73069. This tour was now running almost four hours late. My final photographs were of the RCTS tour disappearing into the distance and that was it, the end of BR steam.

It was a sad end to a superb holiday and it was difficult to believe the lives of almost all of the steam locomotives we had seen during the past week had now come to an end.

We returned to Preston and the next morning we joined a train for Manchester and then on to Newcastle. It was the end of BR steam operations but there was still one final one still to come, the BR 'Fifteen Guinea Special', IT57, which was running the following Sunday. **HR**

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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.

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THE END IS NIGH

A MEMORABLE FINAL TOUR

Several railtours were run to mark the end of normal BR main line steam working on August 4, 1968. **Chris Scott**, then aged 22, travelled on one of the trains and here is his account of the momentous day, written soon after the event.

SUNDAY, August 4, 1968 dawned grey and gloomy in the mind as well as in meteorological fact. British Rail, as it proudly proclaimed, was running out of steam. The long-awaited and long-dreaded end was nigh.

There were six steam railtours that Sunday, to the last refuges in the far north-west. I was booked with a group from SEERS – the South East Essex Railway Society – on to the Railway Correspondence and Travel Society tour, which promised a grand 560 mile safari from Euston, lasting 13 hours! With four steam classes, various diesels and electrics and a complex route, a memorable day seemed assured. So it was to prove, although not always in the intended manner.

Due to engineering work, the usual lightning run from Euston was a series of checks and delays, starting on Camden bank. Over an hour was lost to Stockport where Brush type 4 diesel D1624 took over from E3183 for the last few miles into Manchester Victoria. That station teemed with spectators eager to feast their eyes on the numerous specials booked through during the day.

The sun may have been shining by now but the feast was really a wake, the 'Fifteen Guinea Special' and preservation apart.

As we drew in to Victoria, the engines taking us on were lined up on the centre roads – Stanier 8F 2-8-0 No. 48476 piloting the last Standard 5MT 4-6-0 No. 73069. Both were unusually clean and several miles of film were exposed as they moved off to take over our train. Then, as we awaited departure, an ecstatic cry from the corridor brought everyone to their feet. A resplendent No. 70013 *Oliver Cromwell* was leading 'Black Five' No. 44781 into the station, only a matter of yards away – a real photographic bonus, even if we were due to be hauled by the 'Brit' later in the day.

Four hours late

It's rather difficult for three people, each wielding a camera, to take simultaneous photographs through the same carriage door window. A remarkable feat of co-operative contortion was achieved however, followed by a further epic of co-operative disengagement. Suddenly, during this latter process, we were off – backwards – which had the great advantage of requiring another forward movement and giving us a second close-up of the magnificent duo as we drew slowly past and out of the station.

The ascent of Miles Platting bank was a stately affair, graced by a considerable smoke

screen at the front of the train. We had not reached the top however, when signals brought us to a stand – for nearly a hour. Apparently something, somewhere was blocking the line ahead. Eventually, with an eruption of nuclear mushroom proportions, we restarted and began a weary progress under caution to Oldham, Rochdale, Bury, Bolton and finally to Blackburn. Continuous steep gradients, long signal checks, wrong-line running and a stop to water the 8F caused our arrival time at Blackburn to be almost three hours late.

The scene inside the station could fairly be described as chaotic, with people and engines all over the place. It took a long time to detach No. 48476 and replace her with a not very clean 'Black Five' No. 45407. When we did get away, we only got as far as Clitheroe before being held for another 20 minutes, awaiting clearance into Hellifield. Once there, some damp photographs were taken of the engines coming off the train to run round before taking the train on to Skipton, running tender first.

At Hellifield there was steam galore with another pair of engines, 'Black Fives' Nos. 45390 and 45025, standing outside the station on another tour train. Control must have been a minute by minute operation, particularly as some of the trains had been in

BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* and LMS 'Black Five' 4-6-0 No. 44781 at Manchester Victoria ready for railtour duties on August 4, 1968. PHOTOGRAPHS BY THE AUTHOR





Left: LMS 8F 2-8-0 No. 48476 and BR Standard 5MT 4-6-0 No. 73069 wait at Manchester Victoria to head the RCTS 'End of Steam Commemorative Railtour' on August 4, 1968.



No. 48476 and No. 73069 set off from Manchester Victoria and start the climb of Miles Platting bank.



Stanier 8F 2-8-0 No. 48476 piloting the last Standard 5MT 4-6-0 No. 73069 at Hellifield on August 4, 1968.

the wrong place at the wrong time for most of the day.

Our two engines seemed to run faster tender first than they had run forwards from Blackburn to Hellifield. At Skipton, another reversal took us in the direction of Lostock Hall, via Accrington and Blackburn.

Another delay occurred at Blackburn, waiting for 'Black Five' No. 45156 to leave. Four hours late, we were off. We should have been passing Lichfield by then.

Oliver Cromwell

Blackburn to Lostock Hall is just over nine miles and the engines were really opened up for a last fling on the falling gradients. Speed rose to around 60mph, accompanied by

furious whistling to spectators. It was during this exciting run that we learned of route changes to save some time. Instead of running to Manchester via Liverpool in order to pass Rainhill, we were being sent direct via Horwich and Bolton. I thought about a friend waiting with his camera somewhere near Rainhill. Maybe he got a message via the grapevine?

At Lostock Hall, Nos. 45407 and 73069 came off and *Oliver Cromwell*, steam pluming from the safety valves, backed on. It was nearly dark as we set off and the 'Brit' soon began to move along in fine style. We were passed by two pairs of 'Black Fives' returning to Lostock Hall for the last time.

Approaching Manchester, huge blocks of flats appeared alongside the line. The residents

certainly knew we were there as repeated blasts on the chime whistle echoed off their buildings, to be recorded by those who had any tape left. The rest of us just committed them to memory as we would not hear their like again.

At Manchester Victoria, there was pandemonium as a human tide swept out of the carriages and along the platform, merging somehow with the masses already there. Flashbulbs snapped, crackled and popped, reflecting brightly off No. 70013's shiny paintwork as it stood quietly emitting a few wisps of steam.

Memorable day

The 10 minutes scheduled for watering the buffet car became extended, but we eventually got away for the last 11 miles to Stockport with D7513 assisting on Miles Platting bank. Even this short journey took nearly half an hour, followed by further riotous scenes of farewell as the Pacific hooked off and ran slowly out of sight. The inevitable 'box on wheels' arrived as its replacement (E3183 again) and that was it. Diesels and electrics ruled – okay?

All that now remained was getting home. Departure from Stockport was 48 minutes after we should have arrived at Euston and with stops to make at Crewe and Rugby. More delays took us further into Monday and a final arrival at 2.15am. Fortunately, there were some coaches to distribute weary passengers around London before a ride home, in my case from Liverpool Street, with the papers. I got to bed at 6am – and did not go to work. What a day – long, sad, very memorable and as we thought, never to be repeated. How wrong can you be? 

No. 48476 and No. 73069 on arrival at Blackburn three hours late where the 8F would be replaced by 'Black Five' 4-6-0 No. 45407.



HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* heads over the stupendous Stanway Viaduct on the approach to Toddington with a service train from Broadway during the Gloucestershire Warwickshire Railway's late May bank holiday Cotswold Festival of Steam, as photographed from a drone. Thanks to the extension into Broadway, the viaduct is likely to become a seminal location for photographers.

PAUL BEGG





RTC cancels Southern tours

By Cedric Johns

THE Railway Touring Company has been forced to cancel two special Southern trains when suitable locomotive power to add authenticity to the trips was declared non-available.

The trains cancelled are the 'Bournemouth Belle' and 'End of Southern Steam' anniversary special.

Booked to run from Waterloo to Bournemouth on Saturday, July 7, the 'Belle' promised Pullman-style rolling stock and a Bulleid engine at the front end.

In similar fashion, a Bulleid 4-6-2 was a key part of the promotion, detailing the 'End of Southern Steam' special departing Waterloo on Monday, July 9 travelling via Salisbury and Yeovil Junction to Weymouth.

On paper, three Bulleids were possible candidates, but with West Country 4-6-2 doubling as No. 34052 *Lord Dowding* now tied to Saphos Trains operations and Merchant Navy class 4-6-2 No. 35028 *Clan Line* operated by DB Cargo, the only remaining candidate, Merchant Navy 4-6-2 No. 35018 *British India Line* was declared unavailable by West Coast Railways.

No. 35018 *British India Line* is, it is

understood, not yet cleared – by West Coast – to operate out of Southall until the Bulleid has accumulated enough trouble-free mileage to prove the engine's day-to-day reliability.

While the 4-6-2 has completed two sectional runs with 'Great Britain XI' including two trips over the Settle and Carlisle, the engine has not been allowed to stray too far from Carnforth, although it has been regular power for the 'Scarborough Spa Express'.

This approach to running in the 4-6-2 is the reason that the Merchant was not made available for two RTC trips from London to the south west in early July.

Situations like this are nightmarish for railtour promoters who, often at short notice, have to concentrate time, staff, telephones and or computers in an effort to advise ticket holding passengers that their train has been cancelled. It is hoped that the trains can be redated for the autumn.

Memorable Sunday

The 'Bournemouth Belle' can be redated – but can the same be said about the 'End of Southern Steam' special linked, as it was, to that memorable Sunday when Merchant Navy 4-6-2 No. 35030 *Elder Dempster Lines* worked the last

steam-hauled passenger train from Weymouth to Waterloo on July 9, 1967.

That aside and with the summer holiday period very much in mind, RTC is repeating its proven formula of running day excursions to popular tourist hotspots this year. Commencing on July 22, trains are booked to run through August into September.

Saturday, July 22 marks the opening of RTC's 'Royal Duchy' summer season with trains tabled for August 5, September 2 and 16. Running from Bristol Temple Meads, the 'Duchy' stops at Yatton, Taunton, Exeter St David's and Plymouth – the destination being Par.

There's talk of Tyseley's Castle, No. 5043 *Earl of Mount Edgcumbe* working the inaugural train. The Castle is also down for the first of a series of trains, the 'West Somerset Steam Express', which as might be imagined, starts out from Paddington and after Taunton runs onto the West Somerset Railway.

Departing Paddington on Saturdays, July 28 and August 18, the train picks up at Slough, Reading and Newbury thence non-stop to Bishops Cleeve, where an engine change takes place. The train continues to Minehead behind a resident WSR locomotive.

RTC winds up its summer specials in the south with the 'Swanage Belle', which departs London Victoria on Thursday, September 13 bound for the Dorset coast.

Stopping at Staines, Woking and Basingstoke, the 'Belle' heads down the main line passing Winchester, Eastleigh, Southampton and Bournemouth en route to Wareham, before joining the Swanage Railway.

A4 takes the strain

Motive power is given as A4 No. 60009 *Union of South Africa*. As in previous years, the returning train will be diesel hauled by Swanage-based Class 33 D6515 as far as the approaches to Southampton, where the A4 will take the strain, working the 'Belle' back to London via Romsey, Laverstoke, Andover and Basingstoke.

In a small way of redressing the balance, RTC's 'North Wales Coast Express' runs from Manchester Piccadilly to Holyhead on Saturday, July 22.

Calling at Warrington Bank Quay, Frodsham and Chester, the 'Express' sets down at Llandudno, Bangor and Holyhead. The train is booked for haulage by Jubilee 4-6-0 No. 45690 *Leander*.

Thunderbird gives *Leander* a tow

IN terms of steam operations, West Coast Railways is unique in as much that it can usually rustle up a diesel locomotive at short notice to assist a stranded steam-hauled charter train when things go wrong on, or in front of, the footplate.

This ability was demonstrated on Tuesday, June 11 when Jubilee 4-6-0 No. 45690 *Leander*, working a 'Fellsman' trip, was hit by an injector problem prior to tackling the water-consuming gradients on the Settle and Carlisle line on the return journey.

In the event, West Coast produced a Class 47 diesel, which towed the train

and the 4-6-0 over Ribbleshead to Hellifield, where on arrival, the Jubilee was uncoupled and made its own way back to Carnforth. The 'Fellsman's' journey was completed by the 47.

June marked West Coast's 20th year as a Train Operating Company, but without any form of drum beating or flag flying.

LMS Jubilee 4-6-0 No. 45690 *Leander* passes Houghton, Lancashire with the outward working of Statesman Rail's 'Fellsman' from Lancaster to Carlisle on June 11. DAVID PRICE



Union of South Africa arrives too late at Southall for Cardiff trip

Booked to work a 'Cathedrals Express' from Paddington to Cardiff on Thursday, June 14, A4 4-6-2 No. 60009 *Union of South Africa* arrived at Southall the evening before, too late to be prepped for the following day's run over the Welsh border.

Reports indicate that repair work being carried out on the A4 at Riley Engineering, took longer than expected, hence the late arrival.

In the event, 'Black Five' 4-6-0

No. 45212 worked the 'Express' to Cardiff and performed well.

So good was the 4-6-0's performance on the return trip that the 'Express' was put on the Up main from Reading arriving at Paddington five minutes early.

So having been given time to be prepared, the A4's next turn was an RTC excursion to Worcester via Oxford and Evesham, Saturday, June 16.

It was Worcester again on Thursday,

June 28, this time for Steam Dreams, the train travelling by way of Redhill, Guildford and Oxford.

According to the engine's present roster, it is booked to work another 'Cathedrals Express' which, starting from Southend for Bournemouth and Poole, is steam hauled by the A4 from Willesden down the South Western main line on Saturday, July 21.

On Thursday, July 16 the A4 is down to head RTC's 'Dorset Coast

Express' from Victoria to Weymouth travelling via Staines, Southampton and Bournemouth.

Will it be the A4 or *Earl of Mount Edgcumbe* heading RTC's 'West Somerset Steam Express' from Paddington by way of Reading, the Berks & Hants line and Taunton to Bishops Cleeve, Saturday, July 28?

If Tyseley is unable to release the Castle then *Union of South Africa* will be the obvious choice...



LMS 8F 2-8-0 No. 48151 climbs steadily towards Ais Gill past Angerholme with West Coast Railways' 'Dalesman' returning to Hellifield on May 22. DAVE HUNT

Tornado limited to 75mph for 2018

By Cedric Johns

FOLLOWING the failure of new-build A1 Pacific No. 60163 *Tornado* on the main line when working the 90mph 'Ebor Flyer' on April 14, owner The A1 Steam Locomotive trust has ruled out another 90mph run this year.

Operations director Graeme Bunker-James said: "Work continues to return the A1 to traffic with the focus on repairs to the engine's valve bore, including the fitment of new valve liners to the middle valve and machining other components such as a new crosshead, union link and combination lever.

"In due course, work will move on to the new valve heads that are required, plus smaller components like fitted bolts and so on as we reinstate the 4-6-2 back into service."

He added that the investigation into the incident continues and while that happens, the focus will be on an alignment issue in the middle valve and concern over clearances in the valve rings, along with questions about contamination or degradation in the lubrication used thus far.

"We will continue to work through these issues to ensure

robust conclusions are reached and agree suitable remedial actions with our industry partners to avoid a reoccurrence of problems in the future."

Graeme concluded: "We will not be undertaking any 90mph running during the rest of this year's season. The engine needs to be run in before we consider future runs above 75mph, nevertheless we are reviewing plans for 90mph with our partners. This is something we have also asked First Class Partnerships to look at."

As we closed for press, it remained the intention of the A1 Trust that *Tornado* will be returned to traffic, picking up its railtour programme on July 10 with its Lincoln to King's Cross and return RAF 100 Special tying in with a flypast of 100 aircraft over London and other events.

This trip is to be followed by two circular tours, both departing Darlington on Sunday, July 29 to celebrate the A1's 10th anniversary. The morning train picks up at Northallerton and continues on to York and Leeds. The late afternoon departure picks up at Thirsk, the popular Pacific heading on for York and a trip around Yorkshire.

The trust's long-term aim is to have a rake of Mk.3 coaches to run behind *Tornado* at 90mph.

Western Champion delayed

MUCH to the disappointment of Class 52 fans, the anticipated return of Western Region diesel-hydraulic D1015 *Western Champion*, has been further delayed because repairs to Maybach engine B have not been completed as hoped.

In a recent statement, the 52's owners, the Diesel Traction Group, said: "Due to ongoing delays with engine rebuilds, No. D1015 will be unavailable to work scheduled tours in August."

In full, the statement continued: "Unfortunately, there have been further delays in the engine (B) being rebuilt on our behalf in Germany.

"At present, it is not known when this will be delivered to the UK. In parallel to this, our engineers have been rebuilding another engine on site at Kidderminster.

"It has been discovered that one of the crank pins was reground undersize, most likely from Swindon days and consequently requires oversize bearings to fit. Fortunately, the grinding was to MTU official undersize so we will be sourcing a replacement from MTU. This option, along with the possibility of machining a replacement has a far greater lead time than that which allows us to have a main line locomotive ready for August.

"As some people may be aware, D1015 failed during the recent Severn Valley gala on the Saturday evening while operating on one engine.

"Investigations are ongoing, but it is hoped that the failure is related to

a fractured pipe rather than a more serious problem."

This development has resulted in the second postponement of Pathfinder's 'Western Glory' 500-mile plus main line trip in August with the class by BR in 1977. Whether it will now take place later this year remains very much in the hands of the Diesel Traction Group.

In August, Pathfinder has two trips in the month to mark the 50th anniversary of BR's '15 Guinea Special'.

On Saturday, August 11, *Tornado* is booked to head the first of two trains. Entitled 'The S&C Golden Express I' the train departs Bristol diesel-hauled to Preston, where the A1 takes over for the run to Carlisle via Shap.

Taking the station avoiding line, the 'Express' stops at Appleby for two hours, before heading on over the Settle and Carlisle line to Hellifield and on to Crewe. On arrival, the engine gives way to diesel power for the homeward leg to Bristol.

On the following Wednesday, *Tornado* returns to the action with 'Express II' which starts out from Didcot with a diesel heading for Crewe. In similar fashion, the A1 backs on for the run to Appleby via the Carlisle avoiding line.

After a break, the 4-6-2 tackles the Settle and Carlisle line before making for Crewe, where a diesel takes charge for the run back to Didcot.

As we closed for press, 'Express I' had sold out, but seats remained available in 'Express II'.

It's a Saphos sell-out!

By Cedric Johns

IN an unprecedented sell-out launch of its trains, Jeremy Hosking-backed Saphos Trains' railtour operation has succeeded all expectations by selling virtually every seat available on board the promoter's expertly and expensively-refurbished coaches.

For example, Saphos Trains' venture into Torbay with its 'English Riviera Express' running from Bristol to Kingswear via Bath, Bradford-on-Avon, Westbury and Frome sold out weeks before departure on Sunday, June 24.

Suitably encouraged, the trip is being repeated on Sunday, July 1 – this time running via Yatton, Weston-super-Mare, Bridgwater and Taunton.

Questions vanished

Any questions about its success vanished when all seats were sold before the trip on June 24 had turned a wheel.

Needless to say, excursions to Stratford-on-Avon, on Saturday, July 21 from Preston and the 'Pennine Moors Christmas Explorer' – a sort of 'Cumbrian Mountain Express' – departing from Crewe on Saturday, December 8 are both sold out.

The only exception to date is the 'Welsh Borders Christmas Explorer', which starts out of Crewe on Sunday, December 2. This trip, which lasts for about four hours is, in effect, a circular tour taking in stretches of the Welsh borders. Yes, seats are available – at the moment...

All this success is, according to lineside chatter, down to fares.

In its introductory preamble, Saphos Trains said: "It will always be our aim to keep ticket prices at an affordable level and for the first year of operation, we invite you to sample our superb new train at a greatly reduced price with some fares being a 50% reduction from the normal charge." The take up says it all.

Locomotive Services

Turning to another part of the Hosking empire – Locomotive Services – work continues apace on rewheeling of BR 7P 4-6-2 *Britannia* at Crewe. When completed, the engine will be given a proving run with the hope that the lengthy attention to the drivers will result in a smoother ride.

Once the 7P is up and running, work will be concentrated on LNER Peppercorn A2 No. 60532 *Blue Peter* and its boiler.

As previously noted, 'Black Five' No. 45231 *The Sherwood Forester* makes its first main line trip on Saturday, July 7, heading an Arriva-sponsored excursion, 'The Sugar Loaf Mountaineer' over the Central Wales line.

Perhaps surprisingly, the 4-6-0 will be put out to grass after this trip, spending the remainder of the summer on the Severn Valley Railway.

Until the 'Brit' is returned to traffic, Locomotive Services continue to operate just two engines, LMS 4-6-0 No. 46100 *Royal Scot* and SR 4-6-2 No. 34052 *Lord Dowding*.



SR Merchant Navy Pacific No. 35018 *British India Line* speeds past Howsham with West Coast Railways' 'Scarborough Spa Express' on June 14. DAVE RODGERS

Mayflower nearly ready

Hopes that B1 4-6-0 No. 61306 *Mayflower* would be available to work the return leg of Steam Dreams' four-day 'Lakes Express' tour to the Lake District on Thursday, June 21, were dashed because the engine was still receiving attention at Carnforth.

Instead, one of Carnforth's fleet worked the train.

The B1 was virtually out of its lengthy overhaul but the 4-6-0 still apparently needed some fettling plus a paint job and a proving run before it joined the 'Cathedral Express' programme.

That said, 'Black Five' 4-6-0 No. 45212 has been performing in fine style in the south of England but nevertheless it was with some surprise to find the 4-6-0 piloting *Flying Scotsman* on the 'Cathedrals Express' north from Victoria to Carnforth on Monday, June 18.

This was a positioning move for the 'Black Five' which was returning to home ground, to run on the Keighley & Worth Valley Railway during its 50th anniversary gala.

On its return trip, the 'Lakes Express' was expected to be hauled by Carnforth's No. 48151 only as far as Crewe with a diesel taking over to Victoria.

As things stand an optimist might suggest that No. 61306 could be available for a 'Cathedrals Express' trip to Salisbury and Bath via Clapham, Leatherhead, Effingham, Guildford and Haslemere on Thursday, July 12. Its next scheduled trip is then to Canterbury on July 19, followed by Swanage on July 29.

August sees the engine running to Minehead and another trip to Salisbury and on September 23, *Mayflower* returns to East Anglia with a trip from King's Cross to Norwich. The B1's autumn programme includes visits to gala weekends on the Nene Valley Railway (September 1/2), West Somerset Railway (September 27-30) and Bluebell Railway (October 12-14). It is also booked to head a 'Cathedrals Express' to Worcester on October 27, starting from the Bluebell Railway's Sheffield Park.

Highest station on England's main line for sale

DENT station – the highest on the English main line at 1150ft above sea level – is on the market for £425,000.

Situated on the Settle and Carlisle route within the Yorkshire Dales National Park, and four miles away from the village of Dent, it is only the third time since 1877 that the Grade II listed property has been on the market.

Currently in use as a holiday let, it stands in a third of an acre of land. The former station house and platform have been restored to high standards by the current owners with a distinctive period 'railway' appearance, with the restored woodwork finished in Midland Railway maroon and cream.

The converted station house has three bedrooms and the former booking hall now a spacious lounge, while the original ladies' waiting room transformed into a kitchen/dining area.

From the May 2018 timetable change, the Northern stopping service between

Leeds and Carlisle service has been increased to eight northbound and six southbound calls on weekdays and six each way (including the DalesRail service) on Sundays.

The sale is being handled by estate agent Thomson Hayton and Winkley.

The station was closed in May 1970 but was reopened by British Rail in 1986 following a campaign to maintain regular stopping services along the line, which had been under threat of closure.

During the 1970s, the station was rented out to Barden school in Burnley as an outdoor pursuits centre, providing accommodation for up to 15 pupils whilst they carried out various courses ranging from pot holing, caving, to geology and map reading.

A row of stone-built Snow Huts at the station is also used as holiday lets.

Current owner Robin Hughes said: "After 11 years of thoroughly enjoyable ownership, I am downsizing at Dent



LMS 4-6-2 No. 6201 *Princess Elizabeth* passes Dent station with the Railway Touring Company's 'Cumbrian Mountain Express' on June 3, 2006. BRIAN SHARPE

by retaining the Snow Huts and selling the station.

Dent Station is a fabulous property and restoring it and owning it as a holiday let over many years has been a great pleasure. We've had many lovely

guests over the years.

"Later this year I will be opening Castle View Retirement Village in Windsor and the responsibility of running that will mean less time at Dent."

Timetabled South Western trains now running to Corfe Castle

By Cedric Johns and Robin Jones

FOR the first time since British Rail axed though trains from Waterloo to Swanage in 1969, a new service inaugurated by South Western Railway has restored the railway's main link with London and towns in Wiltshire, north Dorset and the fringes of Somerset.

Now built into the working timetable, a Saturdays-only experimental service operated by South Western Railway began on May 26, running from Salisbury and calling at Tisbury, Gillingham, Templecombe, Sherborne, Yeovil, Maiden Newton, Weymouth, Dorchester South, Moreton, Wool and Wareham.

The train, a three-car Class 159 DMU, then departs Wareham at 11.17am for Corfe Castle via Worgret Junction, returning to Wareham at 12.10pm. A second 'shuttle' departs Wareham at 12.40pm returning from Corfe Castle at 2.10pm.

The third train of the day departs Wareham for Corfe Castle at 2.40pm and on returning to Wareham at 3.35pm forms the return train for Weymouth, Yeovil, Salisbury and which then travels on to Waterloo via Basingstoke, arriving at 8.19pm. South Western Railway and Swanage Railway promotional fares apply.

South Western Railway passengers from Bournemouth, Branksome, Parkstone and Poole are able to change trains at Wareham for Corfe Castle.

Already operating a steam locomotive, Southern U class 2-6-0 No. 31806 and a BR class 33 diesel D6515 – both passed for main line working, this new SO innovation which commenced on Saturday, May 28, firmly places the Purbeck Line on the network map.

Three-car units

Why are South Western Railway's three-car units terminated at Corfe Castle? It is understood the frequency of these trains cannot be inserted into the Swanage Railway's own working timetable. Passengers on the new South Western Railway service can also purchase a Corfe Castle to Swanage return ticket for the steam or diesel heritage train, depending on the timetable in use, at a discounted price of £10 for an adult and £5 for a child.

Such has been the level of public interest about the new service on social media, that the Swanage Railway recorded a 10-fold increase in traffic on its Facebook page and a five-fold increase in traffic on Twitter over a 24-hour period.

Having successfully completed three SO operations the fourth, on June 23,



The first timetabled South Western Railways trip to Corfe Castle on May 26 passes the ruins of the medieval castle. ANDREW PM WRIGHT

was threatened by yet another three-day RMT Union strike as this page went to press.

Swanage Railway Company chairman and volunteer guard and signalman Trevor Parsons said: "After the investment in the future, grant contributions from the Purbeck and Dorset councils and the Government's Coastal Communities Fund helped us to upgrade the link between Swanage and the national network. We are keen to see the four-mile line between Norden station and Worgret Junction used as much as possible."

South Western Railway's head of service strategy Chris Loder said: "The new train service is thanks to a new 'ground breaking partnership' with the Swanage Railway that aims to encourage new rail journeys to boost the Isle of Purbeck's tourist economy.

"It was astonishing to see so many people coming to Corfe Castle by train from across the region, more than 100 on the very first train alone. We'll be gathering feedback to improve the service as much as we can over the summer," he added.

Purbeck Community Rail Partnership chairman Bill Trite described the new service to Corfe Castle as an "enterprising arrangement" and "a great step forward."

Railtour promoters

The heritage line, of course, is already frequently used by railtour promoters, notably the Railway Touring Company and Steam Dreams, which run steam-hauled excursions off the main line into Swanage during the summer months. Steam Dreams is visiting on Sunday, July 29 and RTC's 'Swanage Belle' is dated Thursday, September 13.

Swanage Railway Project Wareham director Mark Woolley said: "In addition to running our heritage steam train services between Swanage, Corfe Castle and Norden, we remain committed to operating a 90-day trial diesel train service to Wareham during 2019."

→ To book tickets – or for more information about the new South Western Railway train service – visit www.swanagerailway.co.uk/summersaturdays or www.southwesternrailway.com/summersaturdays.

Brighton Belle 90mph plan

THE restoration of the all-Pullman 'Brighton Belle' third rail set has included the unit's motors and running gear being uprated to allow 90mph main line running.

Anticipated to be completed this autumn, the historic unit is to be transferred to Eastleigh, which is expected to be its home base, for proving runs.

Eastleigh base

When given its main line ticket, the new 'Brighton Belle' will be ideally placed to operate over new territory working between Waterloo and Weymouth in addition to its traditional route of Victoria to Brighton.

Compared to today's high-density passenger rolling stock, the Pullman experience will undoubtedly prove to be a big attraction.

The 'Brighton Belle' was steam-hauled when introduced in 1908. First known as the 'Southern Belle', the train ran once a day from Victoria to Brighton and back. In June 1910, the service was doubled to run twice each day, the

journey lasting an hour.

With a break during the First World War when Brighton was a restricted place, it ran until December 31, 1932 when the third rail electric service was opened between London and the Sussex coast.

Electrifying Pullman

Unique in being the only all-Pullman electric multiple unit, three five-car sets were built for the 'Belle' – the train running as one set or coupled with a second set according to demand.

The title 'Southern Belle' was eventually considered to be rather vague, bearing in mind the train only served one destination, so 18 months after electrification, the service was renamed 'Brighton Belle'.

The 'Belle' continued to operate with the original three 5PUL units until April 1972.

BR repainted the units in a Pullman version of the 1964 blue and grey livery but for many, this destroyed the distinctive Pullman Car Company's livery.

No date for promised new Okehampton services

NO firm date has been given for the start of a trial of regular rail services from Exeter to Okehampton via the Dartmoor Railway.

The Government has already confirmed that proposals for a trial rail service to Okehampton are being drawn up by Great Western Rail.

In a Lords Written Reply Baroness Sugg, the parliamentary Under Secretary of State for Transport, confirmed to Lord Berkeley that the operator was developing proposals for both a trial service and a longer-term strategy to reinstate trains on the route.

She said: "Great Western Railway is developing proposals for both a trial service and a longer term strategy for reinstatement of regular train services between Okehampton and Exeter."

"The reopening of this route to regular train services was included in the list of potential schemes by the Secretary of State on November 29,

2017 in Connecting People: a Strategic Vision for Rail.

"GWR is bringing together relevant stakeholders, Network Rail maintenance expertise and specialist consultants to produce a review of the infrastructure condition and a costed maintenance programme. The date for the introduction of regular train services will therefore depend on the outcome of that work."

While through services on the Southern railway main line from Exeter to Plymouth ceased in 1968, services from Exeter to Okehampton survived until 1972.

It was said that at the time Okehampton had about 50 regular users per day and a handful of season ticket holders.

Today, over and above Dartmoor Railway heritage services, a summer Sunday service from Exeter to Okehampton operates as part of the Dartmoor Sunday Rover network.

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Main line overhauls surge ahead in Tyseley Works

EXCLUSIVE

By Cedric Johns

WHILE Vintage Trains' main line operations have been grounded for the past six months pending a successful application for Train Operating Company status, the wheels of industry within Tyseley's locomotive works have continued to run unabated.

Since January, classic Great Western locomotives, Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* and 4-6-0 No. 4965 *Road Ashton Hall* – with No. 7029 *Clun Castle* waiting in the wings – have stood idle as Vintage Trains Limited's negotiating team, led by Adrian Shooter, has engaged with Office of Rail & Road in lengthy talks.

Meanwhile, Tyseley's chief engineer Bob Meanley and his workforce have been busy, working hard to satisfy the requirements of commercial contracts essential to the well-being of the engineering department.

Bob highlighted the intensity of the current work in progress under the guiding hand of works manager Alistair Meanley. In terms of main line locomotives, the boiler of Jubilee 4-6-0 No. 45596 *Bahamas* is back in the frames, with a new ashpan and smokebox fitted. The ashpan has been

modified to have hopper doors to assist disposal. The locomotive's electronic systems, namely TPWS, OTMR and GSMR are almost completed.

"We shall now be concentrating on reassembling all of the pipework, fittings, boiler casing and so on with the all-important paint job being fitted around these activities," Bob said.

As an aside, RTC has perhaps optimistically booked the engine for trips in August but according to Tyseley's progress report, it seems to be unlikely.

Progressing well

Work on No. 71000 *Duke of Gloucester*, BR's one-off three cylinder 8P 4-6-2 is progressing well, with a new copper firebox tubeplate ready to fit once copper welding repairs to the firebox are complete. Work is also progressing on the cam boxes.

Bob added: "We have preliminary designs completed for alterations to pistons and rods.

"The 71000 volunteers are doing an immense amount of good work in cleaning and painting the frames and components while assisting with various mechanical jobs."

On the Western front, Tyseley has undertaken several sub-contracts for

the repair of motion, axleboxes, pistons and valves for the ongoing overhaul of 4-6-0 No. 6024 *King Edward I*.

"We have been assisting too with the current repairs to Princess Coronation 4-6-2 No. 6233 *Duchess of Sutherland*, with the supply of superheater flue tubes and elements, reverser screw nut and other items."

Tyseley is also involved in work for locomotives running on heritage lines, including for example, the general repair of another Western engine, 4-6-0 No. 4936 *Kinlet Hall*, where boiler work is at an advance stage, with large areas of the firebox removed and numerous stays drilled out.

The owner's volunteers are contributing a considerable amount of time cleaning and repainting the frames to which Bob added: "It is an interesting task doing these repairs all over again after almost 20 years – after we took this engine from scrap condition to working order in 2000."

Work is also well under way on yes, another Western engine, 4-6-0 No. 7812 *Erlestoke Manor*. The boiler has been lifted and work started in earnest on stays and tubes. Support has also been given to the team overhauling GWR 2-8-0 No. 2885. This includes axlebox, tyre, and journal

turning, some welding, fabricating parts and riveting.

Full overhaul

Similarly, wheels and axleboxes for the Great Western Society's new-build 2-8-0 No. 4709 have arrived for a full overhaul of 'boxes and fitting to refurbished wheelsets. The pony truck is also due for overhaul and possible renewal of the truck reins.

In a change of colours, SR Battle of Britain 4-6-2 No. 34070 *Manston* is in the workshops for front end repairs, work on which is well advanced.

"On our Great Western 'Unipart' front, we have been busy with the manufacture of various fittings, a batch of five safety valve assemblies for various engines, superheater elements etc," continued Bob.

"We are also in the process of manufacturing new steel firebox door plates for two LMS engines – just to show there is no partisanship!"

Bob concluded: "Whilst all of this may sound enough, just like any other engineering contractors, we are continuously talking to potential new customers to maintain workflow – with some exciting projects on the horizon."

Tyseley will be holding an open weekend on June 30/July 1.

Vintage Trains cracks initial share issue target of £800,000

HAVING cracked its target of selling £800,000 worth of shares, the Vintage Trains Community Benefit Society has been able to form its publicly-owned Train Operating Company, Vintage Trains Limited.

At a board meeting of shareholders held on June 1, chairman Michael Whitehouse told the meeting that the shareholding had reached a total of £850,000, the funds enabling Vintage Trains Limited to secure its passenger charter licence – subject to approval by the Office of Rail & Road – and establish its mobilisation plan.

The meeting also authorised Tyseley Locomotive Works to begin the carriage restoration project starting with safety and maintenance checks.

Spokesman Ben Mason said: "We are delighted that Vintage Trains Community Benefit Society will be run and managed by shareholders as a true co-operative. While Vintage

Trains Charitable Trust will be the parent arm, all Community Benefit Society directors and officers are shareholders."

The trust board currently comprises Adrian Shooter, Michael Gilbert, Robin Coombes (company secretary), and Michael Whitehouse.

Community railways concept

The board meeting also confirmed the appointment of Professor Paul Salvenson, a cofounder with Michael Whitehouse of the community railways concept, now the Association of Community Railways, some years ago.

Jim Kirkman is named as finance officer, Peter Jordan registrar and Mary McCullough, assistant secretary.

It was also reported that the management team has already been established for Vintage Trains Limited. It will be led by Cath Bellamy, managing director, with Ben Mason,

commercial director and Ian Lake, operations and safety director – the team working under the guidance of Adrian Shooter, chairman.

On the locomotive front, No. 7029 *Clun Castle* was reported as having all its electronic systems completed and as soon as Vintage Trains Limited receives its steam safety certificate and licence, main line trials will begin.

"It will be wholly appropriate that we begin our steam services with No. 7029 *Clun Castle*, the engine which inaugurated the Tyseley collection," Ben enthused.

"It was one of the first privately-owned steam locomotives to see service on excursion trips run on British Railways and the first to work services and subsequently authorised by BR after the end of the end of main line steam."

As for footplate crews, it was understood that discussions are taking place with

individual enginemen.

The statement said that plans for the community plan, based initially at Tyseley depot, which this year celebrates 110 years of continuous service as a locomotive depot, will be progressed.

Keeping the share offer open

"We intend to develop Tyseley works by adding new and upgrading existing buildings, inaugurate Metropolitan Railway & Carriage Company Limited and develop community space for various functions, training and other activities."

Referring to the achievement of raising £850,000, Michael Whitehouse said: "It means that we can now keep the share offer open until the end of the year to raise further funds to improve our carriages and develop the Tyseley Locomotive Works site."

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Victoria station evacuated

THE appearance of *Flying Scotsman* at London's Victoria station sparked controversy when smoke detectors triggered fire alarms which resulted in the station being closed and passengers evacuated as a safety precaution.

The alarms sounded on Thursday, May 31, when after working a Steam Dreams' luncheon train to Oxford, *Scotsman* was booked to head an evening trip from Victoria around the Surrey Hills route via Guildford, Redhill and East Croydon.

Commuters, milling around outside the station, were bemused and frustrated during a 15-minute evacuation and by subsequent delays to train services.

Passengers on the 'Cathedrals Express' were oblivious to the upheaval that their train's departure had caused and no doubt were settling down in anticipation of the meal served as part of the trip.



LNER A3 Pacific No. 60103 *Flying Scotsman* heads Steam Dreams' 'Cathedrals Express' lunchtime dining train from Paddington to Oxford on May 31. JACK HAYNES

Rail operator Southeastern claimed that the alarm – which is usually disabled when a steam train visits the station – may have been switched back on too soon.

"The cause of the fire alarms at Victoria has been found, the steam train set them off. The station will reopen shortly and trains will commence running."

A spokesman for Network Rail

confirmed that steam and smoke from the famous locomotive sparked the evacuation between 7.21pm and 7.36pm on Thursday. (The 'Cathedrals Express' was timed to depart at 7.19pm.)

Responding to Southeastern's explanation for the evacuation and delays someone compared the steam train to the Thomas the Tank Engine cartoon, posting a picture of the

children's favourite with caption: 'Ban him from ever visiting again!'

Later, a reliable source said that the alarm went off immediately after *Scotsman*'s departure.

According to the source it was the diesel banking the train up the 1-in 67 out of the station which caused the problem. The smoke alarm was activated by diesel fumes rather than heat...

Scotsman to Holyhead

IN A joint venture between the Class Forty Preservation Society and the East Lancashire Railway, LNER A3 Pacific No. 60103 *Flying Scotsman* has been

booked to work a tour throughout from Bury to Holyhead and return on September 15.

The train, to be operated by West

Coast Railways, is being run to raise money for the East Lancashire Railway's purchase of SR West Country Pacific No. 34092 *City of Wells*.

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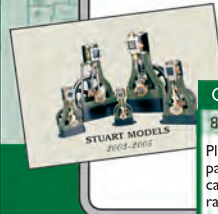
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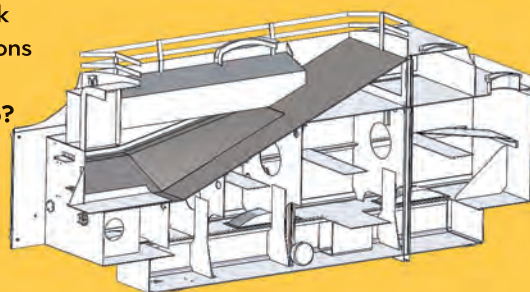
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WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW

By Don Benn

THE LOCOMOTIVES of the month are surely the Bulleid rebuilt Merchant Navy Pacifics, No. 35018 *British India Line* and No. 35028 *Clan Line*, which is very appropriate as this issue of *Heritage Railway* will reach the bookstands a few days before the 51st anniversary of the end of Southern steam.

Who would have believed all those years ago that performances seen in 2018 would equal those in the last days of steam, and indeed *Clan Line* would produce a power output rivaling the best seen in the 1960s?

I wasn't on any of the latest trips, so I am indebted to my correspondents David Bradbury, Alan Rawlings and Sean Emmett for details of the runs which follow.

Table One shows details of *British India Line's* first run on the northbound 'Cumbrian Mountain Express' from Carnforth to Carlisle. This train is virtually guaranteed to be pure steam, although it's a shame that the selected locomotive isn't advertised beforehand, so by the time I heard that the May 12 trip would be hauled by No. 35018, I couldn't change my plans and book to go. Shame, as there were plenty of empty seats and the running showed just what a big difference it makes to have a class 8 up front rather than a class 6.

David Bradbury uses mileposts as the primary source of information, so where these coincide with known places I have substituted these. The train was 63 minutes late away from Carnforth due to delays in the Rugby area and with Steve Chipperfield and Chris

Holmes in charge on *British India Line* and the usual 11 coaches grossing less than normal at 425 tons, the running throughout was excellent. 39mph at Yealand, 50½ at Grayrigg and 40 over Shap were all good and these, plus the usual dash down to Carlisle, put the train inside even time by milepost 66¼.

The actual time of 65 minutes, 13 seconds was up with the best, recovering 12 minutes of the late start. I hope that WCR sees the benefits of using class 8 power on this train and that many more opportunities will arise to sample the Bulleid in future. I will cover the southbound run over the S&C in a future issue. On a technicality, there is some doubt about the weight of coach No. 99316 – it being either 39 or 36 tons. I believe it is 36 tons, so this is used to make up the tare weight.

'Quantock Intruder'

Turning now to *Clan Line*, this fine engine produced two more even time runs and a brilliant climb to Whiteball within a few days of each other.

On May 26, it worked 'The Quantock Intruder' from Paddington to Minehead in one direction only in order to get positioned for its duties on the 'Torbay Express' and the UK Railtours 'Cornishman' on June 17. I chose to go to the Gloucester/Warwickshire Railway gala, so missed the 'Quantock Intruder', but Alan Rawlings has supplied the details in Table Two.

His commentary on this follows: "The charter was away from the water stop at Frome a few minutes ahead of time, but despite a lack of traffic on the

avoiding line, we were held at Blatchbridge Junction until our booked slot. The 44 minutes that were allowed from the junction for the 40.68 miles to Taunton was a decent schedule, given that the first six miles up to Brewham are against the collar with an increasingly challenging gradient towards the top.

"Once clear of the junction, *Clan Line* took off like a scalded cat and speed increased with no sense that we were actually going uphill.

"Only in the final half a mile of 1-in-107 did progress falter and we just dipped below 60mph at the top. Thereafter it was a headlong dash down through Castle Cary to the foot of the climb to Somerton. We entered the tunnel at 71 and then Steve Matthews swept us down to Athelney, before finally easing off at Cogload for the approach to Taunton. The overall start to stop time was two minutes inside even time after almost exactly 30 miles of sustained running at 70+ mph.

"There are few stretches of the network other than on the East and West Coast main lines where steam charters can run for mile after mile at 75mph. The Berks and Hants with its continuation across the Somerset Levels provides that opportunity. *Clan Line* and her crew took full advantage of that on the 'Quantock Intruder'. The start to stop average was 63.45mph.

The next three tables show the work of *Clan Line* on the 'Torbay Express' on Sunday, June 3 and I am very grateful to Sean Emmett, member of the Railway Performance Society, for sending me the abridged versions of his detailed logs. The new axle counters at Bristol Temple Meads resulted in the train engine having to do more work to position its train for departure, which was thus 36 minutes late. More progress from Network Rail?

All but seven minutes of this had been recovered by Taunton – a reflection of the easy schedule via Westbury as much as performance by the locomotive.

"Once clear of the junction, *Clan Line* took off like a scalded cat and speed increased with no sense that we were actually going uphill. Only in the final half a mile of 1-in-107 did progress falter and we just dipped below 60mph at the top."



With Pen-y-ghent in the background, SR Merchant Navy Pacific No. 35018 *British India Line* passes Selside with the Railway Touring Company's 'Great Britain XI' on April 20. DAVE RODGERS

In Table Three I have set out the section from Westbury to Taunton and here once again *Clan Line* achieved even time; 64.05mph start to stop. Quite why 65 minutes is allowed for the 47.13 miles is not clear as even with 12 coaches for 465 tons, Vince Henderson and Steve Matthews did not have to extend No. 35028 in order to gain nearly 21 minutes.

In fact, the hardest work of the outward journey was the start away from Trowbridge at Yarnbrook where Sean estimates that *Clan Line* was producing 1800EDBH on the 1-in-288 at an average speed of 38.6mph.

Table Four shows the continuation to an extra stop at Exeter St Davids which involved a good solid climb to Whiteball, topped at 40mph after 59 after Wellington. This required 1543EDBH from Norton Fitzwarren over a distance of 8.76 miles, a decent figure. By comparison, on September 3, 2017, also with 12 on for 460 tons, Wayne Thompson had to handle *Clan Line* very carefully in heavy rain and a strong south west wind to reach Whiteball Tunnel in 15 minutes, 27 seconds at 34.4mph after 53mph at Wellington.

Record run?

For the return run, the crew were Graham Ward and fireman Dave Proctor. The 70 minute schedule from Paignton to Taunton leaves nothing to spare with the usual checks along the coastal section and so it proved, despite what is thought to be a record fastest time with 12 coaches of 17 minutes, eight seconds from passing Exeter St Davids to Whiteball Summit (milepost 174). This better *Tornado's* time of 17 minutes, 41 seconds by some margin.

Speed was 70mph or more from Stoke Canon until Burescombe, reaching no less than 77 at Tiverton Parkway, before the final two miles of 1-in-115 dragged speed below 70mph to a minimum of 68mph.

This was a truly great performance and Sean calculates that it required 1820EDBH over the whole 18.64 miles from Cowley Bridge Junction to Whiteball which at an average of 71.3mph I calculate is 2550 Indicated Horsepower (IHP) and 2086EDBH for the 2.20 miles from Pugham. This would be about 2750IHP which puts this run at the top end of Bulleid Pacific

TABLE ONE: CARNFORTH TO CARLISLE

Date	Saturday, May 12, 2018				
Train	'Cumbrian Mountain Express'				
Loco	Rebuilt Merchant Navy 4-6-2 No. 35018 <i>British India Line</i>				
Load	11 coaches, 405½ tons tare 425 tons gross				
Driver	Steve Chipperfield				
Fireman	Chris Holmes				
Recorder	David Bradbury				
Position	2nd coach of 11				
	miles	sched	mins	secs	speed
Carnforth DGL	0.00	0.00	00	00	
Yealand MP 9½	3.51		07	53	39
Burton and Holme	4.61		09	26	56
Milnthorpe	7.44		12	01	69
Hincaster Junction	9.41		13	49	64½/58½
Oxenholme	13.12	19.00	17	06	60
Hay Fell	16.41		20	50	56
Lambrigg	18.21		22	44	55½
Grayrigg Summit	20.01		24	43	50½
MP 28	22.01		26	48	60
Dillicar	24.01		28	36	72
MP 31½	25.51		29	51	73
MP 32	26.01		30	16	71
MP 33	27.01		31	09	67
MP 34	28.01		32	05	61
MP 35	29.01		33	10	53
MP 36	30.01		34	24	47
MP 37	31.01		35	45	43
MP 37¼	31.26		36	06	42
Shap Summit	31.51		36	29	40
Shap Old Station	33.59		38	57	68
Thrimby Grange	37.01		41	42	70
Clifton	41.01		44	54	79
MP 48½	42.51		46	06	72/75
MP 49	43.01		46	31	70½/73
Penrith	45.21	57.00	48	25	68½
MP 55	49.01		51	26	79
MP 59½	53.51		54	30	74/76
Wreay	55.61		58	40	73½
MP 66	60.01		60	05	79
MP 67	61.01		60	53	68½
Carlisle	63.11	77.00	65	13	

TABLE TWO: FROME TO TAUNTON

Date	Saturday, May 26, 2018				
Train	'The Quantock Intruder'				
Loco	Rebuilt Merchant Navy 4-6-2 No. 35028 <i>Clan Line</i>				
Load	11 coaches, 395 tons tare 425 tons gross				
Driver	Steve Matthews				
Fireman	Tim Stedman				
T.I	Tom Rees				
Recorder	Alan Rawlings				
	miles	sched	mins	secs	speed
Signal W216	0.00	0.00	00	00	
Blatchbridge Jct	0.20		01	26	23
MP 118	1.55		03	38	51
Woodlands	2.30		04	31	55
MP 120	3.55		05	51	58
E.Somerset Jct	4.41	4.00	06	43	60
MP 122	5.55		07	49	61
Brewham Summit	6.20		08	28	59½
MP 124	7.55		09	39	76
MP 125	8.55		10	26	75
Bruton	9.66		11	19	75
MP 128	11.55		12	49	76
Castle Cary	13.10	12.00	14	02	76
Alford	15.21		15	45	76
Keinton	17.96		17	54	74
Mandeville					
Charlton Mackrell	20.21		19	45	76/79
Somerton GF	23.90	23.00	22	42	72
Somerton Tunnel E	24.50		23	11	71
Somerton Tunnel W	25.10		23	40	76
MP 128	25.76		24	12	79
MP 129	26.76		24	58	78
Langport East	27.79		25	46	76
Currel Rivel	28.76		26	35	76
MP 133	30.76		28	07	74
Athelney LC	32.75	33.00	29	43	76
Cogload Flyover	35.59		31	59	76
Cogload Jct	35.91	38.00	32	26	76
Creech	37.76		33	45	69
Taunton E Jct	39.99		36	06	46
Taunton	40.68	44.00	38	46	
start to stop average: 63.45mph					
* brakes or speed restriction					

TABLE THREE: WESTBURY TO TAUNTON

Date	Sunday, June 3, 2018		
Train	'Torbay Express'		
Loco	Rebuilt Merchant Navy 4-6-2 No. 35028		
	<i>Clan Line</i>		
Load	12 coaches, 430 tons tare 465 tons gross		
Driver	Vince Henderson		
Fireman	Steve Matthews		
T.I	Geoff Ewans		
Recorder	Sean Emmett	GPS	
Position	4th of 12 coaches		
Weather	Sunny intervals, light east wind		

	miles	sched	mins	secs	speed
Westbury	0.00	0.00	00	00	
Westbury S Jct	0.39		01	32	26
Fairwood Jct	1.44	5.00	03	08	44
Clink Road Jct	4.74	11.00	07	13	52
Blatchbridge Jct	6.69	14.00	09	08	65
Woodlands	8.78		11	05	63
Witham	10.81		13	10	57
Brewham Summit	12.68		15	11	50
Bruton	16.15	24.30	18	15	79
Castle Cary	19.56	29.00	20	50	79
Alford	21.69		22	28	78
Keinton Mandeville	24.51		24	40	74
Charlton Mackrell	26.71		26	26	76
Somerton GF	30.34	41.00	29	19	71
Somerton Tunnel W	31.58		30	21	75
Langport East	34.26		32	25	78
Athelney LC	39.23	53.00	36	20	78
Cogload Jct	42.39	59.00	38	49	77
Creech St Michael	44.24		40	16	76
Taunton E Jct	46.55	63.30	42	34	46
Taunton	47.13	65.00	44	09	

start to stop average: 64.05mph

* brakes or speed restriction

"Vince Henderson and Steve Matthews did not have to extend No. 35028 in order to gain nearly 21 minutes. In fact, the hardest work of the outward journey was the start away from Trowbridge at Yarnbrook where Sean estimates that *Clan Line* was producing 1800EDBH on the 1-in-288 at an average speed of 38.6mph."

performance and Sean thinks the EDBH a tad higher than No. 60009 *Union of South Africa's* epic run on February 19, 1995.

On April 4, 1965 No. 35012 *United States Line* on 10 Pullmans and a bogie van for 455 tons, almost the same weight as *Clan Line* had on June 3 topped Roundwood at 76mph, producing 2325EDBH or 3065IHP. For seven minutes the EDBH was 2175 and the IHP 2905. It was only for that period that the cut off was increased to 27%.

On June 3, Graham Ward increased the cut off progressively to 36% for the final mile or so. As it was back in 1965 pressure was 'on the line' all the way up.

Graham is not one normally noted for pushing things along, but the train was 12 minutes late passing Exeter St Davids and so the crew decided to have a go. They

Clan Line joins the Berks & Hants main line at Fairwood Junction near Westbury with UK Railtours' 'Quantock Intruder' to Minehead on May 26. NEVILLE WELLINGS

said afterwards that more was possible, but they didn't want to push her too much.

Optimum cut off

On the 1960s high output runs, 40% cut off was often used with speeds up to 100mph, but in my view it can be counterproductive and better to sustain 30-35% for longer periods which may be the way that this superlative effort can be beaten.

On the more normal run of September 3, 2017 in damp conditions, Steve Matthews and Matt Hunt produced a time of 18 minutes, 15 seconds from Exeter to Whiteball with the same engine and 460 tons, the minimum being 62mph after 73.4mph at Tiverton Junction. Net time was 65 minutes, compared to my estimate of 64 minutes on June 3.

TABLE FOUR: TAUNTON TO EXETER

Date	Sunday, June 3, 2018		
Train	'Torbay Express'		
Loco	Rebuilt Merchant Navy 4-6-2 No. 35028 <i>Clan Line</i>		
Load	12 coaches, 430 tons tare 465 tons gross		
Driver	Vince Henderson		
Fireman	Steve Matthews		
T.I	Geoff Ewans		
Recorder	Sean Emmett	GPS	
Position	4th of 12 coaches		
Weather	Sunny intervals, light east wind		

	miles	sched	mins	secs	speed
Taunton	0.00	0.00	00	00	
Silk Mills	1.33		04	26	40
Norton Fitzwarren	1.89		05	12	47
Victory LC	2.93		06	25	53
Bradford LC	4.51		08	10	56
Wellington	7.11	11.00	10	55	58/59
Beam Bridge	8.89		12	51	49
Whiteball Tunnel E	10.03		14	24	41
Whiteball Tunnel W	10.65		15	21	40
Whiteball	10.89	15.30	15	42	42
Burlescombe	11.61		16	35	56
Tiverton Parkway	14.19	18.30	18	48	76
Tiverton Jct	16.00	20.00	20	16	71/70
Cullumpton	18.30		22	08	78
Hele LC	22.38	26.30	25	24	78
Silverton	23.63		26	23	77
Stoke Canon LC	27.06	31.30	29	10	70
Cowley Bridge Jct	29.53	34.00	31	49	33*
Exeter St Davids	30.76	35.30	35	13	

* brakes or speed restriction





A relative stranger to heritage lines, *Clan Line* brings the 'Quantock Intruder' into the West Somerset Railway's Minehead terminus on May 22. NEVILLE WELLINGS

Finally, Table Six shows full details of a high speed light load run with *Clan Line* right at the end of steam in 1967.

This was my third fastest actual time from Basingstoke to Woking, giving a start to stop average of 72.56mph. The engine was slipping at high speed otherwise it would have produced the third 100mph run on the same train that week.

Just as I was finalising the column came news of yet another stunning performance by *Clan Line*, this time on the 'Cornishman' of June 17. With 10 coaches for 380 tons, the time from Exeter to Plymouth was 62 minutes 21 seconds and the minimum speeds were 34mph on Dainton and 32 mph on Rattery, both in the wet! The eastbound time Plymouth to Exeter was 60 minutes 45 seconds. Time to dig out the record books again? **HR**



Bulleid rebuilt Merchant Navy Pacific No. 35028 *Clan Line* is seen on the return 'Torbay Express' speeding along the Dawlish sea wall on June 3. THOMAS MILLS

TABLE FIVE: PAIGNTON TO TAUNTON

Date	Sunday, June 3, 2018
Train	'Torbay Express'
Engine	Rebuilt Merchant Navy 4-6-2 No. 35028 <i>Clan Line</i>
Load	12 coaches, 430 tons tare 465 tons gross
Driver	Graham Ward
Fireman	Dave Proctor
Recorder	Sean Emmett GPS
Position	9th of 12 coaches
Weather	Sunny intervals, light east breeze

	miles	sched	mins	secs	speed
Paignton	0.00	0.00	00	00	
Preston Platform	0.88		03	50	29
Torquay	2.11	4.30	06	01	44
Torre	2.98	6.00	07	20	36
Lowe's Bridge	3.71		08	38	31
Kingskerwell	5.76		11	14	59
Aller	7.06		14	49	7* sigs
Newton Abbot W Jct	7.58	13.30	16	26	30
Newton Abbot	8.08	14.00	17	21	30
Hackney	8.84		18	48	36
Bishopsteignton	11.13		21	33	59/61
Teignmouth	13.21	21.00	23	38	57
Dawlish	15.98	24.00	26	31	60
Dawlish Warren	17.63	25.30	28	12	34* sigs
Starcross	19.68	27.30	30	52	59/23* sigs
Exminster	23.46		37	27	43/56
Exeter St Thomas	27.30	36.00	41	56	41*
Exeter St Davids	28.23	37.00	43	13	45
Cowley Bridge Jct	29.46	39.00	44	40	56
Stoke Canon LC	31.93	41.30	47	06	65
Silverton	35.36		50	05	71/70
Clyst Hayes	35.89		50	32	71
Hele LC	36.61	46.00	51	08	75
Cullompton	40.69		54	21	77
Five Bridges	41.99		55	23	74/72
Tiverton Jct	42.99	52.00	56	12	73
Tiverton Parkway	44.80	54.00	57	38	77
Pugham	45.90		58	29	76
Babcock's Middle	46.58		59	02	73
Burslecombe	47.38		59	42	70
Whiteball	48.10	57.30	60	21	68
Whiteball Tunnel W	48.34		60	33	70
Whiteball Tunnel E	48.96		61	04	75
Beam Bridge	50.10		61	57	76*
Wellington	51.88	61.00	63	18	79*
Bradford LC	54.46		65	19	78
Victory XC	56.06		66	35	75
Norton Fitzwarren	57.10	67.00	67	35	37* sigs
Silk Mills	57.66		68	32	33/37
Taunton	58.99	70.00	71	31	

net time 64 minutes

* brakes or speed restriction

TABLE SIX: BASINGSTOKE TO WOKING

Date	Monday, June 26, 1967
Train	6.15pm Weymouth to Waterloo
Loco	Rebuilt Merchant Navy 4-6-2 No. 35028 <i>Clan Line</i>
Load	3 coaches and 4 vans, 205½ tons tare 220 tons gross
Crew	Fred Burridge and R Symon, Nine Elms MPD
Weather	Damp with wet rails
Recorder	DB

	miles	sched	mins	secs	speed
Basingstoke	0.00	0.00	00	00	
MP 47	0.75		01	44	40½
MP 46	1.75		02	47	64
MP 45	2.75		03	41	74½
MP 44	3.75		04	27	78
Newnham Siding	4.05		04	42	80
MP 43	4.75		05	13	80½
Hook	5.59		05	48	83
MP 41	6.75		06	37	87½
Winchfield	7.92		07	26	90
MP 39	8.75		07	58	91
MP 38	9.75		08	37	93/95
MP 37	10.75		09	15	94
Fleet	11.27		09	34	95½
MP 36	11.75		09	53	95
MP 35	12.75		10	32	93
MP 34	13.75		11	12	90
Farnborough	14.55		11	45	82
Sturt Lane Jct	15.60		12	33	70½/59*
MP 31	16.75		13	44	64½
MP 30	17.75		14	34	75
Pirbright Jct	18.26		14	52	80
MP 29	18.75		15	18	83
Brookwood	19.76		16	00	88½
MP 27	20.75		16	42	84*
MP 26	21.75		17	27	74*
Woking Jct	23.00		18	34	53*
Woking	23.46	26.00	19	24	

start to stop average: 72.56mph

average speed milepost 39 to 34: 92.8mph

* brakes or speed restriction

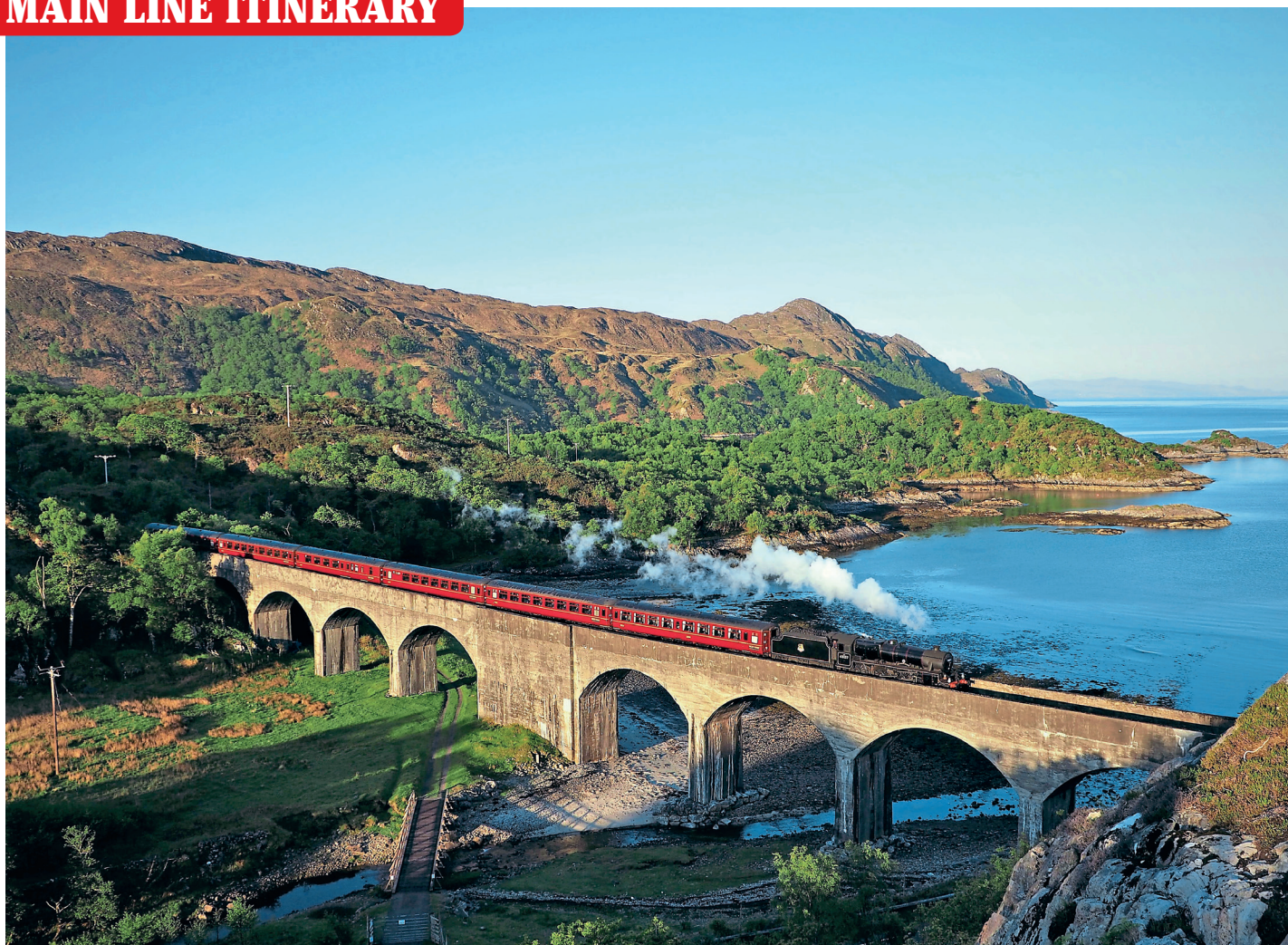
net time 18½ minutes: tsr at Sturt Lane Jct

Train left Bournemouth 30 minutes late and arrived at Waterloo four minutes early

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.





LMS 'Black Five' 4-6-0 No. 45407 running as No. 45157 *The Glasgow Highlander* crosses Loch nan Uamh viaduct with a special 5am 'Jacobite' working from Fort William to connect with a sailing at Mallaig on May 26. SANDY SMEATON

July

SAT 30: 'The Yorkshireman'

Ealing Broadway, Melton Mowbray, York and return.

Steam hauled: Ealing, York.

Loco: No. 60103 *Flying Scotsman*. RTC

SUN 1: 'Cathedrals Express'

Paddington, Stratford-upon-Avon and return.

Steam hauled throughout.

Loco: No. 60009 *Union of South Africa*. SD

SUN 1: 'The English Riviera Express'

Bristol, Weston-super-Mare, Kingswear and return.

Steam hauled throughout.

Loco: No. 34052 *Lord Dowding*. ST

THUR 5: 'Cathedrals Express'

King's Cross, York, Newcastle and return.

Steam hauled: York, Newcastle and return.

Loco: No. 35018 *British India Line*, No. 45690 *Leander* or No. 45699 *Galatea*. SD

SAT 7: 'The Sugar Loaf Mountaineer'

Birmingham, Carmarthen and return.

Steam hauled: Shrewsbury, Llandrindod Wells, Carmarthen and return.

Loco: No. 45231. PT

SUN 8: 'The Waverley'

York, Hellifield, Carlisle and return.

Steam hauled throughout.

Loco: No. 60103 *Flying Scotsman*. RTC

TUES 10: 'The RAF 100'

Lincoln, Sleaford, King's Cross and return.

Steam hauled throughout.

Loco: 60163 *Tornado*. UKRT

SAT 14: 'Belmond British Pullman'

Victoria, Staines, Guildford, Shalford, Redhill and Victoria.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SUN 15: 'Torbay Express'

Bristol, Westbury, Kingswear and return.

Steam hauled throughout.

Loco: No. 35028 *Clan Line*. TEL

TUES 17: 'Dalesman'

Chester, Hellifield, Carlisle and return.

Steam hauled: Hellifield, Carlisle and return.

Loco: No. 35018 *British India Line*, No. 45690 *Leander*, No. 48151 or No. 45699 *Galatea*. WCR

THUR 19: 'Cathedrals Express'

Victoria, Canterbury, Whitstable, Faversham and return.

Steam hauled throughout.

Loco: No. 61306 *Mayflower*. SD

SAT 21: 'The Talisman'

King's Cross, Newcastle and return.

Steam hauled: King's Cross, Newcastle (D9009 *Alycidon* return)

Loco: 60163 *Tornado*. UKRT

SAT 21: 'Cathedrals Express'

Southend Airport, Willesden, Poole and return.

Steam hauled: Willesden, Poole and Southampton, Willesden.

Loco: No. 60009 *Union of South Africa*. SD

SAT 21: 'The William Shakespeare'

Preston, Crewe, Walsall, Stratford-upon-Avon and return.

Steam hauled: Crewe, Stratford and return.

Loco: No. 46100 *Royal Scot* or No. 34052 *Lord Dowding*. ST

SUN 22: 'The Royal Duchy'

Bristol Temple Meads, Par and return.

Steam hauled: Taunton, Par, Taunton.

Loco: No. 5043 *Earl of Mount Edgcumbe*. RTC

SUN 22: 'North Wales Coast Express'

Liverpool, Chester, Holyhead and return.

Steam hauled throughout.

Loco: No. 45690 *Leander*. RTC

TUE 24: 'The Welsh Mountaineer'

Preston, Chester, Llandudno Junction, Blaenau Ffestiniog and return.

Steam hauled throughout.

Loco: No. 48151 or No. 45699 *Galatea*. RTC

Regular Steam

DAILY: 'Jacobite'

Fort William, Mallaig and return.

Steam hauled throughout.

Loco: No. 44871, 62005 or No. 45407. WCR

JUL 2, 3: 'Dalesman'

York, Hellifield, Carlisle and return.

Steam hauled: Hellifield, Carlisle and return.

Loco: No. 35018 *British India Line*, No. 45690 *Leander*, No. 48151 or No. 45699 *Galatea*. WCR

TUES JUL 10, 24: 'Fellsman'

Lancaster, Hellifield, Carlisle and return.

Steam hauled throughout.

Loco: No. 45690 *Leander* or No. 45699 *Galatea*. SMT

THURS TO SEP 13: 'Scarborough Spa Express'

Carnforth, York, Scarborough and return.

Steam hauled: York, Scarborough and return.

Loco: No. 35018 *British India Line* or No. 48151. WCR

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PT	Pathfinder Tours 01453 835414	TEL	Torbay Express Ltd 01453 834477
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SD	Steam Dreams 01483 209888	WCR	West Coast Railways 01524 737751
ST	Saphos Trains 0800 038 5320		

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

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ROBIN JONES

snatching the opportunity to obtain their own steam engine – even if it does not run on rails.

Popular steam fairs are held throughout the year in the UK and they also make appearances at numerous heritage railway events and galas, always attracting crowds.

So, if you're keen to sample even more steam, and are looking for a fun day out across the UK, here are some great events well worth paying a visit during this summer.

For more events later in the year, keep reading *Heritage Railway*.

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Cathedral city success as LMS tops the charts

HEREFORD may have been at the heart of GWR territory, but the cathedral city joined forces with the LMS at Great Central's June 2 sale at Stoneleigh Park to demolish the opposition, when nameplate *City of Hereford* from Princess Coronation No. 46255 sold for £22,000.

The plate from the 1946-built Pacific was the only five-figure realisation under the hammer, although *Devizes Castle* from GWR No. 7002, also built in 1946, sold at half-time at its reserve of £12,000.

The LMS also featured at the head of the four-figure realisations, with *Oberon* from LNWR Precursor class

4-4-0 No. 2164/LMS No. 25277 selling for £8400, closely followed at £8200 by *Castle Hedingham* (LNER B2 No. 61614) and at £8100 by *Sir Ironside* from SR King Arthur No. 30799.

Completing the main line steam nameplates sold under the hammer were *Minoru* (LNER A3 No. 60062), *Linette* (BR Standard Class 5 No. 73087) and *Nanhoran Hall* (GWR No. 4947), at £7000, £6300 and £4400 respectively. *Cudworth*, from LBSCR Remembrance class 4-6-0 No. 32330, went to a new home at its reserve of £7000 following its sale after close of play.



A quartet of nameplate non-sellers

comprised GWR pair *Prince Albert* and *Wyke Hall* (Nos. 4042 and 7929, the latter the last member of its class to be constructed), *Eire* (LMS Jubilee No. 45572), and *Byron* (Standard Britannia No. 70031).

A Brit 'did shine in the smokebox numberplate category, when that from No. 70012 *John of Gaunt* went for £4000, way ahead of the £1650 achieved by the runner-up, a plate from Midland Railway/LMS 0-4-4T No. 1429. Top BR totem station signs were Chesterfield Midland (£4800) and Waterloo (£4300), and leading SR



target sign
Torrington (£1450).

Still with signs, a cast iron Wye Valley Railway trespass warning sold for £4700 and a BR(S) enamel fascia sign from Hellingly station for £2000, and top of the signalling items were an LSWR Tyer's train describer (£3600) and a pair of Walker's ex-Redhill describers (£2150).

In the days of yore, the worksplate and cabside selections were the domain of steam, but times are changing. Thus at Stoneleigh, steam was eclipsed by diesel and electric in both categories, with the worksplates being led by a 1960 BR Darlington example from an unidentified Class 24 Type 2 in the D5094-D5119 series (£2200), and the cabside by E3032 from a West Coast Main Line Class 83 later renumbered 83009 (£3200).

Top electric worksplate at £1200 was a 1952 Gorton plate from Class EM1 No. 26033, while the steam leader was a 1909 LNER Stratford rebuilt from a crane 0-6-0T given the letter D early in its life rather than a number, but numbered

68669 by BR and
withdrawn in 1950 (£1150).

Among the cabsides, the leading diesel was D1028 from Class 52 *Western Hussar* (£1900), and head of the steam selection was 1447 from a GWR 0-4-2T built in 1935 and withdrawn in 1964 (£1800).

A steam era headboard from 'The Thames-Clyde Express' went for £4200, a 1976 painting by Don Breckon of SR Battle of Britain class Pacific No. 34051 *Winston Churchill* on an Up express beside the Tamar between St Budeaux



and Bere Alston, sold for £3500, and a Lynton & Barnstaple Railway poster

board header for £2000. Prices exclude
buyer's premium of 15% (+ VAT).

Auctioneer Mike Soden said: "Totems are as buoyant as they have ever been, signalling is very strong, and *City of Hereford* shows that the best nameplates are holding their own. The appeal of 'The Thames-Clyde Express' headboard was doubtless due to its route including the Settle to Carlisle line and it going into Glasgow St Enoch in the steam era."

Robert Urie remembered in Honiton collectors' sale

A SELECTION of items presented to London & South Western Railway chief mechanical engineer Robert Urie on his retirement in 1923 attracted enthusiasts to a collectors' sale held by Chilcotts in Honiton, Devon, on June 2, with the top price of £680 being achieved by a silver trophy bowl presented to him by district supervisors and running staff.

An inscribed hand-painted citation and other personal paperwork went for £620. The citation, bearing an image of King Arthur class pioneer No. 736 *Excalibur*, was signed by various members of Urie's staff, and the accompanying paperwork included his letter of appointment as CME of

the LSWR dated December 6, 1912, typed notes for a talk he gave to the LSWR Engineering Society, technical drawings, and notebooks detailing locomotives and their costings.

A third item, a silver salver presented by supervisors, drivers and firemen at Eastleigh depot, sold for £320.

Prices exclude buyer's premium of 19½% (+ VAT).

Scottish-born Urie joined the Caledonian Railway in 1890 and moved to the LSWR as works manager at Nine Elms in 1897, becoming CME in 1912 and designing such locos as the King Arthur and S15 class 4-6-0s. He died in 1937 at the age of 82.

Swiss roll over the opposition

TWO O gauge electric models from Swiss manufacturers seized the top spots in a Vectis model trains sale at Thornaby on May 18.

At the head of the list was an SNCF 232 U1 class 4-6-4, one of a limited production produced by Fulgurex in 1993, which fetched £2400.

The locomotive on which the model was based was a one-off built in 1949 at the Paris works of Corpet Louvet & Co to the design of the engineer Marc de Caso, and is considered to have been the most technologically-advanced express engine ever built in France.

A regular on the Paris-Lille route, it was saved for preservation after

withdrawal in 1961 and is on display at the National Railway Museum in Mulhouse, eastern France.

The Swiss runner-up at £2300 was a model of the German state railway DRG 06 class 4-8-4 No. 001, made by Lemaco in 1995 and also a limited production. Another O gauge came third, LNER A4 No. 4487 *Sea Eagle* made by Golden Age of Swanage, Dorset, that went for £1800.

This 1937-built Pacific was renamed *Walter K. Whigham* in October 1947 within months of Nationalisation, renumbered 60028 by BR, and withdrawn in December 1962. Prices exclude buyer's premium of 25% (inc VAT).

Diesel on the march as steam takes a back seat

IF THE diesel brigade wants to reinforce its message that the new order is on the march, it need look no further than Talisman Railwayana's May 12 auction at Templecombe. The message will be nearly 4ft long and 10in wide, made in aluminium, look distinctly unsteam-like, and carry the name *Implacable*.

You've got it – it's a nameplate from a diesel. An English Electric Class 50 in fact, that started life in October 1968 as D439, became No. 50039 under the TOPS renumbering system, was named in June 1978, and withdrawn in June 1989.

The nameplate from the 2700bhp Co-Co locomotive, named after a Second World War Royal Navy aircraft carrier that saw service from 1944 to 1954, went under the hammer for a class



record £14,000. And just to add to the schadenfreude of the diesel enthusiasts, that five-figure realisation was nearly double that of the highest steam locomotive nameplate prices.

They were achieved by *Wimpole Hall* from GWR No. 5963, which with its cabside numberplate sold for £7200, and by classmate *Plowden Hall* and its 4956 cabside plate (£7100). Another leading steam loco item was the smokebox numberplate from SR West Country No. 34044 *Woolacombe*, a

Somerset & Dorset Joint Railway regular (£3700).

Between the two Halls and the West Country Pacific came another S&D memory-jerker, an arrow-shaped titled car park direction sign from Wells station (£4100), while an S&D ex-Edington Junction handlamp headed its category at £2800. Further down the list, a 'London Bath & Bournemouth trains over the bridge' enamel sign from Templecombe station went for £1400, an S&D bridge numberplate from Bath

for £1150, and a running-in board from Bath Green Park, whose engine shed (71G and later 82F) was home to the S&D 7F 2-8-0s, for £1050.

Other category winners included a GWR 8in dial clock (£1500), a SR target station sign from Chandlers Ford (£1400), and a BR(W) Bourne End station totem sign (£1250).

Prices exclude buyer's premium of 10% (+ VAT).

Talisman's Roger Phipps said: "We had a fantastic day with our largest ever turnout. The Class 50 nameplate realisation was a record for the class by some considerable way, and another highlight was the S&D car park enamel sign, and the S&D handlamp was keenly fought over. Indeed, S&D items were very buoyant and reflected our auction location."



West Country proves best in internet test

IN AUCTION terms, it was close to a dead-heat. In sporting terms, it was two similarly talented rivals running neck-and-neck as they approached the finishing line. In economic terms, it was a success.

Two West Country Pacifics were in the spotlight in the Railwayana.net internet auction from May 15-20, and eventually the nameplate, coat-of-arms and West Country Class scroll from No. 34107 *Blandford Forum* sold for £35,000, a smidgeon ahead of a similar set from No. 34040 *Crewkerne* which went for £33,000.

The former was built at Brighton by BR in April 1950, and withdrawn from Exmouth Junction (72A) in September 1964, while No. 34040 emerged from the same works as 21C140 in September 1946 and bowed out of service in July 1967 when allocated to Bournemouth (70F).

The ensuing four realisations were also reminders of the south and west, headed at £6200 by a Southern Region totem sign from Barnstaple

Town station, which closed in 1970 and is now a school. At £5100 and £5050 came two Southern Railway target signs, from Bournemouth Central and Callington respectively, and for £5000 a collector was the successful bidder for a steam era 'Bournemouth Belle' headboard.

A 1958 English Electric worksplate from Class 23 'Baby Deltic' D5908 sold for £3200, the smokebox numberplate from LMS Jubilee No. 45635 *Tobago* for £3000, and a set comprising nameplate, cabside and front numberplates, and EAR bunker letters, from East African Railways Class 59 Beyer-Garratt 4-8-2+2-8-4 No. 5908 *Mount Loolmalasin*, for £2800.

Mention should be made of a SR platform ticket machine that fetched £2650, and a Bude station enamel sign that made £2500. Prices exclude buyer's premium of 15% (+ VAT).

Of the six-day sale, Railwayana.net's Chris France said: "Wonderful. Lots of interest and strong bidding."

The mystery of a first-class trip 150 years ago

IT OFTEN intrigues me how some of the railway tickets sold in the specialist auctions have survived for so long – an example being a North Eastern Railway first class ticket that will be one of the highlights of Paddington Ticket Auctions' sale on July 21. It was issued 152 years ago, in January 1866, for a journey from York to Pocklington, a station on the line to Market Weighton that opened in 1847 and closed in November 1965.

Why was the ticket retained in the first place, and where has it been all these years, surviving unscathed? I even wonder who the traveller was, why only one-way and – being able to afford first-class travel – what his or her status was. I will never know.

Other Victorian survivors include another first-class single, issued in the 1870s by the North London Railway for a journey from Bow to Dalston Junction Railway, and an Inverness & Perth Junction Railway ticket for travel from Dunkeld to Elgin which was issued in August 1893, nearly 30 years after the line became part of the Highland Railway. Doubtless, says Paddington Ticket Auctions' Chris Dickerson, an example of a railway company using up old stock in the interests of economy.

A 1923 LMS 3d platform ticket for Edinburgh Princes Street printed in the house style of the Caledonian Railway will also be going under the hammer, as will a Lynton & Barnstaple Railway Woody Bay-Lynton return and a Corris Railway Aberllefenni-Machynlleth single from the 2ft 3in gauge line that closed to passengers in 1931. The auction, at the Royal National Hotel in central London, starts at 11am.

Gauge one in demand

JAPANESE live steam was the undisputed winner of a Lacy Scott & Knight railwayana and collectors' models sale in Bury St Edmunds on May 19, when an Aster gauge one Class C57 Pacific went for £1800, followed at £780 by a Reeves Castings' 3 1/2in gauge live steam No. 56158. This 0-6-0T was a member of the Caledonian Railway's 498 class of dock shunters introduced in 1911, all 23 of which survived into BR service and numbered 56151-73. Prices exclude buyer's premium of 20% (+ VAT).

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BITE-SIZE DRIVER EXPERIENCES

Gareth Evans talks to eight heritage railways operating low-cost driver experience courses for £20 and under and learns about their approaches and what they can offer would-be participants in the hope of inspiring others to 'have a go.'

You've admired locomotives large and small at heritage lines, but have you ever wondered what it would be like to be in the driving seat? Not everyone has a three-figure sum for an intensive driver experience course or the time to commit to climb the ranks to become a fully-fledged volunteer locomotive crew member at a heritage line.

Fortunately however, a number of heritage railways across the country offer low-cost driver experience courses, ranging in price from £5 to £20. As well as whetting appetites for a more in-depth experience in due course, such 'taster' sessions provide an affordable birthday or Christmas gift for a loved one – or maybe a treat for one's good self.

For railways, they can be useful cash generators for minimal outlay, providing an unforgettable experience for participants and generating invaluable goodwill in the process – perhaps eliciting donations or volunteers as a result. Former industrial diesel shunters appear to be the traction of choice among many more embryonic lines, but others such as the Vale of Rheidol offer the chance to drive a charming steam locomotive for £5, while visitors to Cambrian Heritage Railways can try their hand on a class 101 DMU at Llyncllys for £20.

Vale of Rheidol

The Vale of Rheidol Railway began offering driver for a fiver five years ago. "It's part of our educational programme for people to learn how an engine works and to have a go," explained Debbie Morgan, VoR marketing manager. "We also wanted to make use of our smaller engines in the collection – and it gives people the opportunity to see

them working too."

'Quarry' Hunslet 0-4-0ST (No. 605 of 1894) is currently allocated to the duty, which takes place in the siding at Devil's Bridge station between July 16 and August 30 on Mondays, Tuesdays, Wednesdays and Thursdays – plus Saturdays in August, between the hours of 11am and 5pm.

Visitors can drive the veteran Penrhyn Quarry Railway locomotive for a donation of £5 or ride on the footplate for £3. All funds raised go towards the on-going restoration of locomotive No. 7, which has been out of service since 1998.

Participants need to be of good health and deemed fit and able. Children may participate with parental consent, but must be supervised – and the driver may ask for a parent/guardian to accompany.

Rocks by Rail

On selected Sundays, visitors to Rutland's Rocks by Rail can take to the controls of an historically significant diesel locomotive for £5 on top of the museum's normal admission fee.

Named *Mr D*, the 1967-built Thomas Hill Vanguard 0-4-0DH hauled the last quarry train in the UK in 2005 at Barrington Cement Works, before being donated to the museum. For the remainder of the 2018 season, driver for a fiver will be operating on August 5, September 9 and October 7.

Explaining why the museum offers the experience, Robin Bickers, curator said: "We started driver for a fiver last year. We only steam one Sunday a month, so we wanted an additional attraction on other selected dates. The novelty factor has appeal.

"Operationally, our diesels are dual-



The Plym Valley Railway offers driver for a fiver in its Sentinel 0-4-0DH No. 10077, which looks smart in its pseudo BR livery. DANIEL PHILLIPS



First-hand experience

I'M NO STRANGER to driving smaller narrow and standard gauge steam and diesel locomotives, having previously experienced the Ffestiniog & Welsh Highland's Hunslet 0-4-OST *Lilla* in Minfford yard, the Welshpool & Llanfair's Drewry diesel *Chattenden* and Cambrian Heritage Railways' diminutive Hibberd *Cyril* in Oswestry.

Fun for a fiver

However, while casually browsing the Rocks by Rail website last autumn, the opportunity to have a go at driving an industrial standard gauge diesel locomotive for the bargain price of £5, at a time of year when not a lot is happening, was too good to miss.



HR's assistant editor, Gareth Evans is seen at the controls of Rocks by Rail's Thomas Hill Vanguard 4wDH No. 186V Mr D. SARAH CARTER

My partner Sarah and I were made most welcome by the friendly team of volunteers when we visited. After being asked some basic questions such as whether I'd had any previous experience of driving a locomotive, the driver ran through the controls. Sarah liked the fact that although I was the one driving, she was made to feel included – and she enjoyed taking photos.

Out on the line

On the outward run, after applying a small amount of power to leave the platform, it was all about controlling the speed during the descent of the three-quarters of a mile run. Having stopped smoothly upon reaching the end of the line, it was time to engage reverse gear. The return leg was a bit more fun – there being the need to carefully apply power to climb the 1-in-60 gradient, with its gentle undulations. After easing off over the points in the yard, we arrived safely back in the platform road.

It was then time for a coffee and a cake in the affordably-priced cafe. Highly recommended.

Video clip

Watch a film of the Vale of Rheidol's driver for a fiver on its YouTube Channel at [//youtube.com/channel/UC5pHmQaBpDA](https://www.youtube.com/channel/UC5pHmQaBpDA) or use the QR code.



controlled, so they're safe. It's relatively cheap to run compared to a steam loco that needs to be lit at 5am. Resourcing it is minimal too – we only need one driver, a responsible officer/controller and one volunteer in the cafe. It's a great income stream for us."

Turning to what advice he would give to other railways, Robin enthused: "The popularity of giving people the chance to drive a diesel locomotive should not be underestimated. We could charge more but £5 rolls off the tongue."

Derwent Valley Light Railway

Located on the eastern edge of York, the Derwent Valley Light Railway only began offering 'driver for a fiver' at Easter this year.

"We wanted to give people the opportunity to drive a real full-size locomotive and help raise much needed funds for the railway," explained Allan Briggs, DVLRS trustee.

"It's immediately proved popular. We were pleased to launch this unusual experience at a truly bargain price and it's just because fiver happens to rhyme with driver. The cost is five pounds, but as such a rare life experience, the value is surely far higher, so come along and enjoy it for a fiver before some poet/wordsmith finds a different rhyme or alliterative name to fit its true worth."

There are a limited number of sessions over the course of the line's scheduled running days, which are held on Sundays and bank holiday Mondays from Easter to the end of September. It is therefore recommended that participants, who must be aged 18 or over, arrive early to register for a session to avoid disappointment.

According to Allan, all the line's operational

locomotives are suitable for the duty: "Up until now we have used our one-time Island Line-based 03 No. 03079 and Ruston 4wDM 88DS *Rowntree No. 3 Ken Cooke*. The 03 is the easiest loco to drive but some people want something more challenging."

Offering a railway experience with a difference to a wider audience, the DVLRS also welcomes group bookings, which can be accommodated on non-operating days.

Allan said: "For example, we have a Land Rover club which comes annually where most members do driver for a fiver and we hold that on a Saturday."

Asked what advice he would offer railways considering following in the line's footsteps, Allan replied: "Just do it, but make sure you have the correct insurance in place and ensure the drivers running it are competent and willing – not everyone wishes to do it."

"Also, publicise it – we have made two 'A' boards to advertise it. We keep one on the platform and the other at the entrance to the farming museum. On top of this, we advertise as much as possible through social media."

Aln Valley

The Aln Valley has taken the concept of a low-cost driver experience course a step further by offering it for sale as a gift which can be presented to friends or loved ones.

Mark Hayton, company secretary at the Northumberland line said: "We have been doing them for a few years and they are very popular, providing a welcome income stream for our small railway."

"We sell vouchers which are valid for a year, so they make ideal presents for £10. Participants normally get to drive our Drewry



A popular attraction at the Vale of Rheidol Railway's Devil's Bridge station on selected dates in July and August, will be the opportunity to drive or ride on the footplate of Quarry Hunslet 0-4-OST *Margaret*. VALE OF RHEIDOL RAILWAY



Cambrian Heritage Railways provides the opportunity to drive one of its Class 101 DMUs for £20 for a return trip between Llynclys and Pen Y Garreg Halt, where this photo was taken. CHR/GARETH EVANS

0-6-0DM *Drax* backwards and forwards a few times along about 250m of track. With dual controls, the locomotive is ideal for anyone from teenagers to a lady well into her 80s – yes, it was on her bucket list.”

The locomotive is an industrial version of a BR Class 04, built by Robert Stephenson & Hawthorns of Darlington as Works No. 8199 in 1963. Weighing 32 tons, it is powered by a Gardner 8L3 engine, generating 204hp.

Stainmore Railway Company

Visitors to the Stainmore Railway Company normally have the opportunity to take the controls of a diesel locomotive, but the operation is currently suspended, pending

completion of permanent way works.

“We allow adults to drive my 0-6-0DE Yorkshire Engine *Stanton 50* for a short distance up and down the tracks at Kirkby Stephen East under supervision,” explained Sue Jones, secretary and director of the Cumbrian line.

“We currently have major track work on-going so cannot offer this option, but once the task is complete, we will resume. This option is only available on steam operating days as we use *Stanton 50* on the passenger service on diesel days with my other locomotive, 0-4-0DM Hibberd Planet *Elizabeth*.”

The railway also offers cab rides for adults on operating days, where the crew explain the

“Operationally, our diesels are dual-controlled, so they’re safe. It’s relatively cheap to run compared to a steam loco that needs to be lit at 5am. Resourcing it is minimal too – we only need one driver, a responsible officer/controller and one volunteer in the cafe. It’s a great income stream for us”

workings of the engine – the cost for a single trip being £15 for steam and £7.50 for diesel.

Yorkshire Wolds Railway

Driver for a fiver is currently being offered on one day a month at the YWR, which is in the early stages of restoring part of the former Malton & Driffield Junction Railway as a heritage line.

“Because our line is currently 300ft long, we wanted to offer an out of the ordinary experience that would appeal to any sized pocket,” enthused Matthew Brown, the line’s membership, media & archive director.

“It’s created a lot of interest. We try to encourage all participants to pre-book as it ➔



On steam days, visitors to the Stainmore Railway Company can normally drive Yorkshire Engine Company-built 0-6-0DE *Stanton 50* for a short distance up and down the tracks at Kirkby Stephen East station for £5. ALAN USHER/ STAINMORE RAILWAY COMPANY LTD

allows us to better plan our days and helps to avoid disappointment. We want everyone to be happy.”

Participants can drive GEC Traction 0-4-0DH *Sir Tatton Sykes*, new in 1979, to High Shotton Steelworks.

“The locomotive is perfect – it’s dual-controlled, so our driver can sit opposite the participant,” added Matthew.

Participants must be at least 18 years of age. At the discretion of the driver, one paying adult guest may be permitted in the cab during the experience.

Open Sundays and bank holidays until the end of October, the YWR also offers a ride in the cab for £1.50 per adult or £5 for a family of four.

Plym Valley Railway

The Plym Valley Railway offers what it calls a ‘Driver Taster’ course for £5 in between its normal passenger train workings.

Lasting approximately 15 minutes, participants learn the controls of the diesel locomotive and then drive the train for a return trip over half the line, a distance of approximately one mile.

All participants must be over 14 and those under 18 must be accompanied by an adult at all times. Under 14s are welcome in the cab of the locomotive with an adult driving. All attendees in the cab (a maximum of two visitors) must be wearing sensible clothing and footwear, be medically fit and be able to disembark from the locomotive to track level in an emergency. Participation is at the discretion of the driver on an individual basis.

Explaining why the line began to offer the low-cost course, the PVR’s Daniel Phillips said: “We wanted to allow the public to do



Driver for a fiver operations at the Weardale Railway are handled by this Sentinel 0-6-0DH. TONY SLACK

something different, something they’ve perhaps not done before and to stand out from other railways in the area.

“We mainly use our Sentinel 0-4-0DH No. 10077 due to the dual control and ease of use.

“Pre-booking isn’t necessary, but we have recently started offering online booking as it gives us a guaranteed income and provides reassurance for participants. We also fit in people turning up in between the booked slots.”

As for advice he would give to other railways considering following suit, Daniel commented: “Give it a try and vary it to use different engines for example, so participants return several times. It is

a perfect gift.”

The PVR also offers brake van rides and cab rides at intervals between the driver experiences.

Cambrian Heritage Railways

The charm of a 1950s railcar is something many of us find irresistible. It may therefore come as no surprise that the opportunity to drive a return trip between Llynclys and Pen Y Garreg Halt in CHR’s class 101 DMU for £20 has become an increasingly popular draw.

According to CHR chairman Rob Williams: “It doesn’t have to be pre-booked, but it is advisable.”

Participants enjoy a cab ride on a scheduled



The locomotive of choice for driver for a fiver at Rocks by Rail is *Mr D*, a 1967-built Thomas Hill Vanguard 0-4-0DH. It holds the honour of hauling the last quarry train in the UK in 2005 at Barrington Cement Works, Cambridgeshire. GARETH EVANS



“Just do it, but make sure you have the correct insurance in place and ensure the drivers running it are competent and willing – not everyone wishes to do it. Also, publicise it”

In addition to individuals, the Derwent Valley Railway welcomes groups to enjoy driver for a fiver, by prior arrangement, on days the railway is not normally operating. The line's fleet of diesels are available for the duties, including this former Island Line class 03. JONATHAN D STOCKWELL / DVLR

service in which the driver talks through the line and the vehicle's controls and features. They then drive a non-public train, albeit with members of the participant's family or friends on board, who must be in possession of a valid ticket.

CHR also offer the £20 experience in two of its industrial diesels – Ruston 165DE *Alun Evans* at Llyncllys or Drewry/Vulcan Foundry *Telemon* at Oswestry.

“In my experience, those who take up the budget priced course tend not to be part of the railway enthusiast community – they're the sort of individual who fancies trying something different,” Rob enthused.

“Smaller railways are well-placed to offer

low-cost driver experience courses as they can normally fit easily around the regular public trains. As a driver, I've found the courses can help break up the day because you're meeting different people, teaching them about the locomotive and getting to know them.”

As for any advice he would offer other heritage lines, Rob said: “Just do it. It takes minimal effort to prepare a small diesel locomotive – and it's even more efficient if the loco or unit is already in use that day.”

Weardale Railway

The Weardale Railway began running driver for a fiver on Father's Day 2015.

“We operated it during the following two seasons to supplement the normal running days up and down platform 2 at Stanhope,” explained Tony Slack, trust director.

“However, we've been unable to offer it this year due to the Sentinel 0-6-0DH diesel shunter we use on it awaiting maintenance. Our mechanical engineering department volunteers are having to focus their time on preparing our recently-acquired former Bodmin & Wenford Railway class 108 DMU for service.”

Tony was keen to stress: “We are though, planning to restart driver for a fiver as soon as possible. We will post details on our website when it's back in action.” **HR**

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EARDINGTON 150

One of the Severn Valley Railway's forgotten gems recently celebrated its milestone with an open weekend. Paul Appleton went along to find out more.

Eardington station on the Severn Valley Railway celebrated its 150th anniversary in style over June 2/3, with a special open weekend to mark the occasion.

The actual anniversary would have been on the Friday as the station opened on June 1, 1868. A nice touch was the delivery of a letter, from a passing train, from Malcolm Broadhurst at Arley on the Saturday morning. Malcolm is a former Kidderminster stationmaster and a valued supporter and advisor to the project to restore Eardington station.

The single platform station is currently the subject of a £34,000 project to repair part of the platform that was partially demolished 34 years ago when it became unsafe. Led by stationmaster Steve Downs, 6000 reclaimed bricks were cleaned and prepared for use in the rebuilding of the platform by the Friends of Eardington Station. Contractors have largely completed the brickwork, and now all that remains is to fund the casting and fitting of new edging slabs.

Platform appeal

The Friends group has raised around £13,000, with £6500 contributed by each of the SVR Charitable Trust and the SVR Guarantee Company. Around £8000 remains to be raised so that Eardington can return to its former glory.

Timetabled service trains last called at Eardington Halt in 1982, but it still sees occasional special trains, which are limited to three coaches due to the shortened platforms. The fully-restored station will be able to

accommodate up to six coaches, but Steve was quick to caution: "There are no plans to reintroduce regular timetabled trains."

What Steve and his team do hope is that once work is finished – and subject to raising the outstanding funds to complete the work – that trains can call at the station during special gala events. The 1-in-100 gradient precludes heavy trains restarting in the Bridgnorth direction, but local trains of shorter formations could call there running between Bridgnorth and Hampton Loade in a typical SVR-style gala itinerary. A special one-off train has been mooted for November, but nothing has been confirmed yet – watch this space!

The open weekend saw a line-up of vintage cars in attendance, while the excellent lamp room was open for inspection, and the station building was suitably decorated, inside and out, and visitors could buy refreshments, including an excellent assortment of home-made cakes. The station's velocipede was also operating along the siding with brave visitors having a go at operating the manually propelled platelayers' machine.

Eardington truly is a wonderful spot from which to watch the trains go by and is unlike anywhere else along the line. The open weekend coincided with the SVR's Goods Train Gala marking the 100th birthday of Churchward 2-8-0 No. 2857, which could be seen operating a loose-coupled GWR goods train.

Steve and his dedicated team also have plans to add to the attractions at Eardington. By an amazing stroke of good fortune, they have



Stationmaster George Cooke stands proudly at Eardington station c1910.

been gifted a ground frame hut which once stood at Eardington, controlling the ground frame at the north end of the station.

It had found its way to Castle Caereinion on the Welshpool & Llanfair Light Railway, where it was used as a station waiting room. It is planned to re-erect the small building at the north end of the goods dock, so that visitors can look inside it and enjoy a special display of artefacts and images that Steve plans to put on show when the station is open. Placing it back next to the track would preclude this. In a move to help Eardington establish its own identity, special Eardington transfers have been commissioned for use on the station's barrows and benches. These have been made by Malcolm Broadhurst and were delivered in the letter dropped off on the Saturday morning.

Historical context

Arley station has also sent Eardington a present, donating one of its original chimney pots, restored by master stonemason Philip Chatfield. This matches the original pot seen in the c1910 photograph. "The goodwill shown to Eardington from along the railway has been most encouraging," Steve enthused.

Like many rural GWR stations, the halt is a mile or so away from the village it purports to serve. To the uninitiated, it appears to be in the middle of nowhere, but there is a large settlement much closer to the station, out of sight on the west bank of the nearby River Severn, which was once a thriving community. As well as providing a more readily available source of passengers than Eardington village



Above: With the brickwork almost complete, the focus is now on casting the edging stones to finish the platform edge, for which £8,000 still needs to be raised.

Left: Eardington Station on Saturday, June 2, dressed up for its 150th anniversary weekend. The restored brickwork of the platform face can be seen in this view.



Stationmasters past and present: Steve Downs stands alongside 'George'. It has been possible to calculate how tall George Cooke was by counting the brick courses in the picture of him at Eardington.



Watching the trains go by; visitors enjoy the spectacle of trains passing through Eardington nonstop. Here, Hawksworth 0-6-0PT No. 1501 heads a train for Kidderminster.

itself, it also had a large working forge, whose products, along with local agriculture, made good use of the single loop and siding and the loading facility there, situated directly opposite the passenger platform.

Steve said: "All too often we focus on the 'heritage' we have re-created and the achievements of the preservationists, which is fine in itself, but I want to see the railway put into its historical context. We should be telling our passengers what it was like in Great Western days and what the people were like who worked here."

On one of the walls inside the tiny station building is a picture of George Cooke, former Eardington stationmaster. Steve and his colleagues have been busy digging into the past to build a picture of what times were like at the turn of the previous century. "We have found out a bit about this interesting gentleman," Steve told me. "However, we are still building the picture and need to know more from those with memories of his family, the railway and the local population."

George was born in Eardington on January 22, 1865, and worked for the railway from the age of 13 when he became a lad porter, first at Hampton Loade, where he earned seven shillings per week, and then in a similar role at Buildwas, Broseley and Bridgnorth. By the age of 18, he was a porter at Stourbridge. Therefore, you might rightly ask, why would he end up being stationmaster at Eardington. Surely such a small outpost wouldn't attract anyone to stay there for too long, yet George stayed for at least 20 years, recorded as becoming station inspector there

in 1891 and as stationmaster in 1911.

What is known is that George had a major career change in 1884 at the age of 19 and this took him away to Witney in Oxfordshire. He married Elizabeth in 1886, who was from Hampshire, and by 1891 they were living at Ducklington, Oxfordshire where George was signalman. However, that August he and Elizabeth suddenly moved to Eardington, where they stayed until George retired, and ultimately passed away, but why?

Steve said: "This had been puzzling us, but if you look at the pictures of George, he appears to have an injured or disabled right arm and this could be behind the reason. The ever-paternal GWR would have been keen to find him a post that he could manage, and it seems logical that George asked if he could return to his native Eardington."

Shropshire secrets

They moved into Eardington Crossing Cottage, which still stands, and by 1901 they had three children, along with a 15-year-old, live-in mother's helper, called Eva Draper. Records are not conclusive, but it appears that George stayed in the job at Eardington until he retired in 1930. He died two years later at the age of 67.

It was common for the wife of a railwayman to take on the role of crossing keeper, and from 1891 Elizabeth did this at Eardington Crossing. By age 35 in 1899, she was on a wage of four shillings per week, roughly £25 in today's money. Although the crossing there is a quiet place today (and indeed there is a more recent bridge that superseded it), it was

an important crossing point in the late 19th and early part of the 20th centuries. Being part of the parish of Quatford, a lane led to a ferry across the Severn, with the church on the eastern side of the river and the parish school on the western side, the crossing would have been used regularly with children living in Quatford going to school in Eardington and churchgoers from Eardington attending Sunday service in Quatford. It was also usually the last journey taken by parishioners living – and dying – in Eardington village as the funeral cortege would have made its way down to the ferry to cross to the churchyard, leading to the lane's official name of Church Lane often being referred to locally as The Corpse Road.

This part of rural Shropshire has many more secrets to discover, and Steve and his small team will continue to investigate every morsel of information that they uncover. If you have any information you would like to pass on to Steve, contact him by email on earlingtonstation@gmail.com 

£8,000 still needed

Funds are still needed to pay for the edging slabs to complete Eardington's platform. At £160 per metre-long slab, £8,000 still needs to be raised. This equates to £50 per foot of platform. If you can help, donations would be gratefully received, however large or small as follows:

By cheque, payable to 'Eardington Station (SVR) Fund' to Eardington Station Platform Appeal, 3 Lower Forge, Eardington, Bridgnorth, Shropshire WV16 5LQ.

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Colonel Stephens 150 success

IT was good to see coverage of Kent & East Sussex Railway matters in issue 242. Let's hope that the long-running saga of the missing link between Bodiam and Robertsbridge is satisfactorily resolved.

Not only did the KESR stage a special weekend to commemorate the 150th birthday of Colonel Stephens' this year, but it also ran some mixed trains, so characteristic of many of his lines. The KESR even hung an authentic 'last vehicle' board instead of a lamp.

All of this coincided with the Colonel Stephens Society's annual get together during which we also travelled on the East Kent Railway (delicious strawberry cream teas) and visited the impressive new works at Robertsbridge.

Ross Shimmon,
Colonel Stephens Society



The Kent & East Sussex Railway's Kit Kat van with the red 'last vehicle' board. ROSS SHIMMON

TRACK TALK

→ **Don't complain – get stuck in**
I WONDER if the letter from P J Lawrence has a ring of bitterness about it?

We all have our favourite locomotives which we would like to see in steam again but Mr Lawrence does not make his case any stronger by denigrating others such as *Flying Scotsman* and the A4s. To realise his ambitions, perhaps he should create an organisation or join a group with similar aims to his.

John Jones, *Pevensey Bay, East Sussex.*

→ **The real vanity projects**

I AM writing to say that while I agree with Richard Meredith of Stroud, I take issue when he says we need more doctors, nurses and police officers. I do not agree with him that reopening the railway line between Okehampton and Plymouth is a vanity project; HS2 is a vanity project.

Malcolm Hicks, *Lowestoft*

STAR LETTER

The forgotten heritage railway bank branch!

AS a regular reader and subscriber to *Heritage Railway*, I see that you carry what I would call 'human interest' stories as well as core heritage topics.

I recently received a communication from Royal Bank of Scotland to advise that its Longsight, Manchester branch was to close on November 8. You may ask why this is of interest to the heritage railway fraternity.

Long ago, the RBS Longsight branch was branded under the Williams Deacons Bank Ltd banner and the bank manager in the 1960s was George Cedric Davies (generally known as George, but sometimes Cedric).

George was instrumental in early railway preservation, being involved

in the establishment of the Stockport Locomotive Society, which eventually took on the site that became Dinting Railway Centre under his chairmanship.

He then went on to help David Shepherd set up the East Somerset Railway before George's untimely death around 1977. Through the Longsight branch of Williams Deacons Bank Ltd and their club, George was instrumental in organising some of the steam railtours in the latter years of BR steam. I believe, he also played a part in the relaxation of the BR ban on private steam locomotives running on BR metals.

Later, after the bank had been renamed Williams & Glyn's, the branch

would set up at significant steam events, still offering sponsorship and support to the railway preservation movement. So, the closure of the bank branch represents the end in part of the story of the railway heritage preservation movement.

I'm sure this isn't the whole story about the branch and how it influenced the 1960 and 1970s preservation movement. George once suggested to me that he had several bank accounts at Longsight held by preservation societies who he had managed to get preferential rates for in their embryonic days – perhaps not just a listening bank!

Colin Stanaway, email

FACE 8

Banker quits to live his railway dreams

By HAROLD PENDLEBURY

CEDRIC DAVIES decided he had reached the end of the line as a bank manager and gambled on a new career... as a railwayman.

He left behind the world of current accounts and overdrafts and now runs a tiny country station.

Instead of hand-sewn suits, he wears slacks and a pullover and lunches in the station refreshment room on home-made sandwiches and a cup of railway tea.

But he is happy. He has achieved his dream of making his hobby his work.

Mr Davies was manager of Williams & Glyn's branch in Stockport Road,

Longsight, Manchester. Then he was offered promotion and a move to London.

At the same time, his friend, wildlife painter David Shepherd, who has a passion for preserving steam locomotives, offered him the chance to run a private railway which he was opening in Somerset.

Since boyhood, Mr Davies has been a lover of the steam train and was the major force behind the development of the Dinting Railway Centre near Glosop, Derbyshire, which attracts 60,000 visitors a year.

The offer of a full-time job with his beloved trains was too good to turn down.

So after 31 years in banking, he made the decision to change his life completely.

Last month he became the first chief of the Cranmore Railway Co. Ltd, which operates as the East Somerset Railway on a track adjoining the old Cheddar Valley line.

Mr Davies said: 'I haven't missed the bank or my old life at all. My hobby is now my work and there is never a dull moment.'

'I had many sleepless nights before I made up my mind to accept the challenge of this job.'

'But the bank was very good and my pension was safeguarded, so I said goodbye to the city.'

Mr Davies has a 170-strong force of volunteers who help to maintain the station, eight locomotives, five passenger coaches and 15 goods wagons.

Every Sunday he becomes booking clerk, porter, and ticket collector as visitors pour in for nostalgic rides aboard the steam trains up and down the 450-yard track.

Since opening day there have been more than 4,500 visitors, so Mr Davies has been kept busy. But soon he will have the help of 59-year-old Jack Stanaway, who is to be the line's security officer.

He and his wife will move into the station-master's house at Cranmore, when they have sold their grocery business in Stalybridge, Cheshire.

2W

Daily Mail, Monday, September 16, 1974



CEDRIC DAVIES... his hobby becomes a job

An article from the Daily Mail of Monday, September 16, 1974 (priced 4p!) relating to preservation banker George's move to Somerset to head up the East Somerset Railway. COLIN STANAWAY

Okehampton route to Plymouth can be done

RICHARD Meredith (Platform, issue 242) appears to be attempting to make us feel guilty over wishing Government money to be spent on reopening lost railways rather than the NHS. Without getting into political discussion, both can be done.

You might as well argue against new motorways, a third Heathrow runway, HS2, or any new railway across London come to that.

If the particular case in question were simply as a diversion for the Dawlish route, I might agree with Mr Meredith, but it is surely more than that? It sounds better than building concrete viaducts over the seashore at any rate!

We all know of lines which never should have closed of course, and there are at least three prime examples here in Yorkshire, not

counting the Woodhead route.

Each have successfully 'passed' feasibility studies, but whether any will come to fruition must be doubtful.

Incidentally, houses on former trackbeds are only third on the list of 'insurmountable obstacles' these days – after cycle paths and wildlife habitats.

Phillip Crossland,
Nafferton, Driffield, East Yorkshire.

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The 'exhibits' at Shenyang included semi-streamlined Japanese-built Pacific No. 815. CHRIS COBB

In praise of Chinese railway museum

THANKS to the magazine and Paul Stratford for the article and pictures of the China Railway Museum. How gratifying it is to see the Chinese are taking their heritage seriously with this impressive museum.

I visited China on an organised tour in 1988 and visited a 'museum' at

Shenyang, next to Su Jia Tun depot, which consisted of a fenced compound containing 12 engines, some of which had been given some cosmetic restoration, but all were open to the elements. I wonder if they are still there or whether some made it to the Chaoyang collection.

Of the individual engines mentioned in the feature, I saw two. On November 16, 1988, QJ 2-10-2 No. 101 (without deflectors) was at Su Jia Tun depot. Three days later, the first QJ, No. 0001, was seen in the semi-roundhouse at Jilin.

Chris Cobb, Dunnington, York.

TRACK TALK

→ What is happening to our England?

REGARDING News, issue 241, 'No German soldiers at Levisham event' for fear of contravening the new Equalities Act: My school years were during the Second World War but I thoroughly enjoyed a day's entertainment at the Nene Valley Railway's 1940 event, complete with German soldiers.

It is all a part of our history which cannot be changed by Parliament's suppressive laws.

For those that remember how things were, would they dare to abolish Remembrance Day?

What really should be corrected is to remember that BR did not exist during this period and to put it right, return to the big four liveries.

Derrick Martin,
Burnway, Hornchurch, Essex.

→ Channel Islands apart, no German soldiers ever occupied part of Britain and it is therefore a historical inaccuracy to depict them on our railways.

In recent times we have, quite rightly in my opinion, become far more aware of the sensitivities of victims of Nazi persecution – Editor.



Midland 0-4-4T information required

I WAS given the enclosed postcard during my travels for work but regrettably cannot remember any detail.

It is a Midland Railway 1262 class 0-4-4T built by Neilson in 1876 and

withdrawn in 1927, but no other details have come to light.

Can any readers shed any light as to the location, date or other details?

Norman Fearnley,
Doncaster/

Right resort, wrong viaduct

REGARDING *Heritage Railway* magazine issue 240 and the article on Bill McAlpine on page 48. This shows a photo of *Flying Scotsman* crossing Broadsands viaduct in Torbay.

Unfortunately this is incorrect. It is actually Hookhills viaduct: Broadsands viaduct is a third of a

mile to the left.

I understand that these two structures were the first on the GWR to be constructed in stone, whereas previously they were stone pillars with wooden trusses. I live just out of shot to the right of the picture.

Dave Perkin, email

Frustration at refusal to overhaul Duchess

IN ISSUE 242 you published an email from P J Lawrence under the query 'Why can't *City of Birmingham* be returned to steam?' The answer is simple – it could be, but the owners don't want to.

The issue was covered at great length some years ago when it was still in the (now closed) Birmingham Museum of Science and Industry in Newhall Street and the reply was unequivocal – "It's not going to happen." No change there apparently.

Mr Lawrence goes on to bemoan the fact that Midland Pacifics weren't thrashed down Stoke Bank. I would remind him that such antics don't create meaningful performance figures and the 'duck' that he refers to was severely damaged as a result.

The apathy he refers to with regard

to Nos. 46201/3 is imaginary. Far more realistic are the reasons for this temporary absence – time and money.

Unlike the 1950s when locomotives could go through Crewe in a couple of weeks, heavy general repairs nowadays mean 'waiting for a slot' and possibly crippling expense that often has to be deferred when it can't be defrayed.

As to his negative remarks about *Flying Scotsman*, having become a 'dangerous obsession' that has held back other projects, I suggest that he takes a good look round the heritage scene; not a week goes by without valuable progress being made somewhere or other. We have a great deal to be thankful for and nothing to complain about.

Martin McGinty,
Frome, Somerset.

No more 'train stations'

IN PLATFORM, issue 238, Phillip Crossland complained that Lidl called Halstead railway station by the ugly name 'train station', probably an Americanism.

When such uninitiated sources use the ugly words for British stations, I point out that they were called 'railway stations' when they were built over 100 years ago, and there's no reason to

change the name now.

After all, this original wording appears on many maps and road signs, and even in pop songs (Simon & Garfunkel) and classic films (*The Great Escape*). So why reject history?

It would be equivalent to renaming motorway service stations to 'motorway vehicle stations'!

Ian McKenzie, email

NEWS FOCUS SPECIAL

BOOM TIMES AT

BROADWAY!





The Gloucestershire Warwickshire Railway's opening of the long-awaited northern extension to Broadway has not only reaped rich dividends for the heritage line, but it has generated an extra major income stream for the Yellowstone tourist honeypot. **Robin Jones** visited the landmark Give My Regards To Broadway spring bank holiday Cotswold Festival of Steam.

The impact of a heritage railway going from 'somewhere to somewhere' has rarely been more forcefully underlined than at the Gloucestershire Warwickshire Railway in recent weeks.

The late May bank holiday Cotswold Festival of Steam, the line's first gala since the opening of its extension to Broadway on Good Friday, March 30, and sponsored by *Heritage Railway* publisher Mortons Media Group Ltd, attracted 35 short of 6000 fare-paying passengers over the star-studded May 25-27 event. It featured Didcot's 'Blue King', GWR 4-6-0 No. 6023 *King Edward II* fresh from its Severn Valley Railway adventures, Britannia Pacific No. 70013 *Oliver Cromwell* from the Great Central Railway, working out the last few months of its current boiler ticket on heritage lines, USATC S160 2-8-0 No. 5197 from the Churnet Valley Railway and Hugh Shipton's GWR 0-6-0PT No. 6430 from the Llangollen Railway.

Record ridership

But it was not just the hugely-successful festival – which saw passenger numbers soar by 66% compared to last year's corresponding event – that has sent attendances at the line soaring through the roof, placing it firmly in the Premier League of Britain's heritage railways.

Up to the end of May, the railway had carried 42,000 passengers compared with 25,900 in the same period in 2017 – a phenomenal 62% increase, bearing in mind these are ordinary ticket sales, and exclude special services such as

Carrying a 'Red Dragon' headboard, visiting Britannia Pacific No. 70013 *Oliver Cromwell* accelerates away from Winchcombe towards Greet tunnel on May 26. ALAN HOLDING

the race trains, fish and chip specials and driving courses. Also, this year the season opened a week later than in 2017.

Spokesman Ian Crowder said: "The figures overall have been astonishing and have taken the GWR by surprise – while we expected a big uplift in passenger numbers, to have achieved this kind of endorsement of all the hard work that has gone into extending the line to Broadway is, to say the least, very gratifying.

"Of course, given our status as a mainly volunteer-run enterprise, it means that the railway's reserves are being significantly bolstered and it will enable us to press ahead with many of the projects planned – not least is the £90,000 expenditure on crash beams to protect Broadway's Station Road bridge and the development of the locomotive department's facilities at Toddington, which includes good mess facilities, shower and changing facilities,

lecture rooms and offices, as well as an extension to the machine shop.

"Also planned are a carriage shed at Winchcombe and improved secure facilities for the signal and telegraph and permanent way departments and a facility to protect our more historic rolling stock."

Rising numbers

A breakdown of the passenger numbers in this purple patch shows that following the opening of Broadway station, Easter passenger numbers were 92% up on the same period last year, while other ordinary running days in April were 86% up. Ordinary running days in May were 69% up on 2017.

The Forties-themed Wartime in the Cotswolds was 11% up on last year, while the May Day bank holiday weekend saw a colossal rise of 127% up on the same weekend last year.

The Steam and Bricks (Lego) weekend saw passenger numbers 47% up on the first Steam and Bricks event last year.

The Real Ale and Steam weekend (which coincided with the royal wedding and FA Cup final this year – and which the Independent online covered in its sideways look at events around the country you could go to if you wanted to avoid the royal pomp and circumstance at Windsor and on TV – was 69% up on last year. That huge success left railway officials wondering what the figure would have been if Harry and Meghan had not tied the knot on the day.

Ian added: "We expect numbers to continue to be significantly higher than last year however, some events – such as the fish and chip specials and Santa specials – are already at their limit in terms of numbers. So a possibly conservative estimate is that we will see the year out with somewhere between 130,000 and 140,000 passengers – which will be the third year in succession that we have carried over 100,000 passengers.

"This has certainly projected the railway into the big league. Broadway seems to have completely changed the dynamic of ticket sales – particularly Cheltenham Racecourse, which has had some record days and has sold more tickets than any other station on the line. In the past, Cheltenham accounted for between 25% and 30% of ticket sales – on some days this year, it has been the biggest contributor to ticket revenues.

"We are now running eight-coach train sets, which provide 15% greater capacity than last year. Yet even on ordinary running days it can be difficult to find a seat, while during the Cotswold Festival of Steam some trains really were like commuter services. However, unlike Northern Rail, we are running trains reliably and to time."

Bustling Broadway

Broadway, for decades a gem of a destination for weekend trippers from the West Midlands conurbation, is clearly a major catch for the heritage railway portfolio. During the day I noticed an endless line of pedestrians making their way to the village centre from the station and back again, while for those who preferred not to walk, the railway operated a free shuttle service using its London Routemaster bus, RML2478. Many local traders, shopkeepers and hoteliers have probably thought that Broadway could not get more popular. Steam has proved them wrong.

Since it pushed north into East Grinstead, the town and the Bluebell Railway have never had cause to look back.



Above: BR Standard Britannia Pacific No. 70013 Oliver Cromwell departs from Broadway on May 27. JACK BOSKETT



Left: BR Standard Britannia Pacific No. 70013 Oliver Cromwell prepares to depart from Broadway with a non-stop run to Cheltenham Racecourse on Saturday, May 25. ROBIN JONES



GWR 4-6-0s Nos. 7820 Dinmore Manor and 6023 King Edward II emerge from Greet tunnel. KARL HEATH



Above: GWR 4-6-0 No. 6023 *King Edward II* departs Cheltenham Racecourse on Sunday, June 3, with another packed ordinary service train. The headboard relates to a visit by the Sutton Coldfield Railway Society. IAN CROWDER

Right: Blue King No. 6023 *King Edward II* face-to-face with USATC S160 2-8-0 No. 5197 running light engine north of Toddington on May 25. ROBIN JONES



Two more of our heritage lines will soon be going somewhere to somewhere too. As highlighted in our News section, Chinnor & Risborough Railway steam services will be running in and out of Princes Risborough's main line station from August 15. And rapid progress is being made on the Llangollen Railway's Corwen Central terminus, while fundraising continues in earnest.

We also look forward to the day when the Bala Lake Railway completes its extension into Bala town centre, bringing multiple benefits to the heritage line and local traders, and the arrival of the Churnet Valley Railway in Leek, for which permission was recently given.

Then there is the long-term prospect of an Ashburton 'gold rush' if the South Devon Railway is allowed to extend into the wonderful

Brunel-design station that survives there. Back at the G/WR, the day will one day come when a further push northwards will ultimately result in a main line connection at Honeybourne, and tourists from London and elsewhere arriving into Broadway by train.

And if the powers that be ever come to their senses and clock the benefits that a southern extension into Cheltenham High Street and maybe beyond could bring to the Regency spa town, including the alleviation of summer traffic congestion... **HR**

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THREE ISLAND IVATTS

The Isle of Wight Steam Railway celebrated the restoration of three Ivatt locomotives, types which never ran on the island in BR days. **Brian Sharpe** reports on the gala weekend, which saw the 2MT trio in steam together for the first time.

Over the May Bank Holiday weekend, the Isle of Wight Steam Railway staged a Three Island Ivatts event as a tribute to the Ivatt Locomotive Trust.

The three engines were donated to the railway by the trust in various states of repair and have all been returned to service over the past 10 years. The weekend represented a great milestone for both the railway and the Ivatt Trust, with all three engines in steam together for the first time.

Ivatt 2MT 2-6-2T No. 41298 was purchased direct from BR on withdrawal, while another 2-6-2T No. 41313 and 2-6-0 No. 46447 were later purchased from Barry scrapyard. Restoration of all three locomotives progressed slowly at the Buckinghamshire Railway Centre at Quainton Road until the

trust donated them to the IOWSR, after which No. 41298 was completed at Havenstreet and the other two at Cranmore.

A tender first

The two 2-6-2Ts are now based permanently on the Isle of Wight, while the 2-6-0 is on long-term loan to the East Somerset Railway and was transported to the island by Wightlink Ferries especially for this event.

It was the first time that a tender locomotive has ever run on the island's railway network.

Peter Vail, general manager of the Isle of Wight Steam Railway said: "We started to plan for this event as soon as the restoration of Ivatt 41313 was completed last autumn. To have all three of these impressive Ivatts running together, is a dream come true for

many here at Havenstreet. The day was a great opportunity to thank the former Ivatt Trust for gifting these locomotives to us and to celebrate with the engineering teams from both our railway and the East Somerset Railway. We were joined by over 300 of our members who were able to enjoy the spectacle of these three locos in steam together – all in glorious May sunshine."

The guest of honour was Roy Miller, a founding member of the Ivatt Trust which saved the locomotives from the breakers' yard back in the 1960s. Joining Roy were members and staff of the Isle of Wight Steam Railway and 33 members of the East Somerset Railway. The other member of the Ivatt Trust, Peter Clarke, was unfortunately not able to travel to the island due to ill health. **HR**



The three Island Ivatts at the Isle of Wight Steam Railway. JOHN FAULKNER/IOWSR



LMS Ivatt 2MT 2-6-2T No. 41298 and 2-6-0 No. 46447, the first tender locomotive to run on the Isle of Wight, are seen at Smallbrook Junction. JOHN FAULKNER / IOWSR



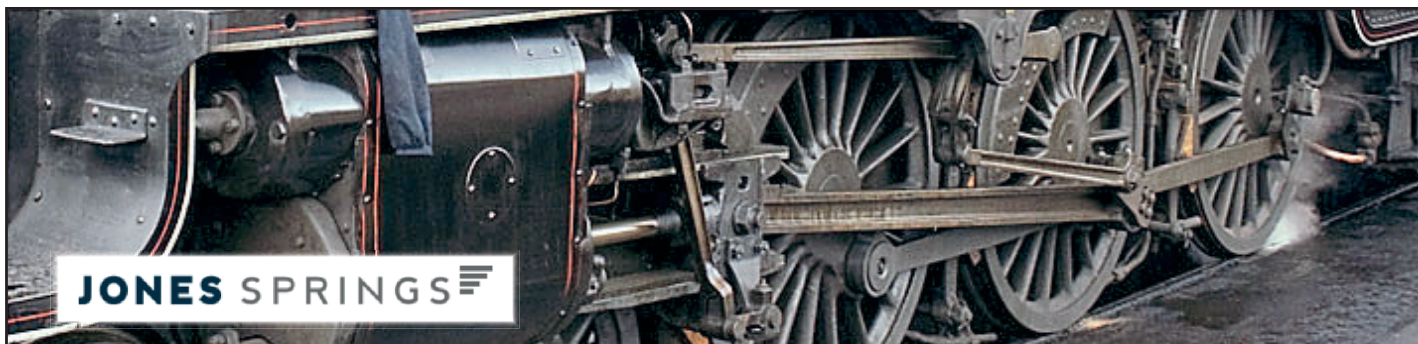
Ivatts 2-6-2T No. 41313 and 2-6-0 No. 46447 approach Deacons Lane bridge on May 28. NICK GILLIAM



Roy Miller of the Ivatt Trust in the cab of No. 41313. JOHN FAULKNER/IOWSR



Ivatt 2MT 2-6-0 No. 46447 shunting a train of ballast hoppers plus a 20-ton ballast plough brakevan. The two Dogfish hoppers closest to the camera came from London Transport and the two furthest from the camera, came from Eurotunnel. STUART DUDDY



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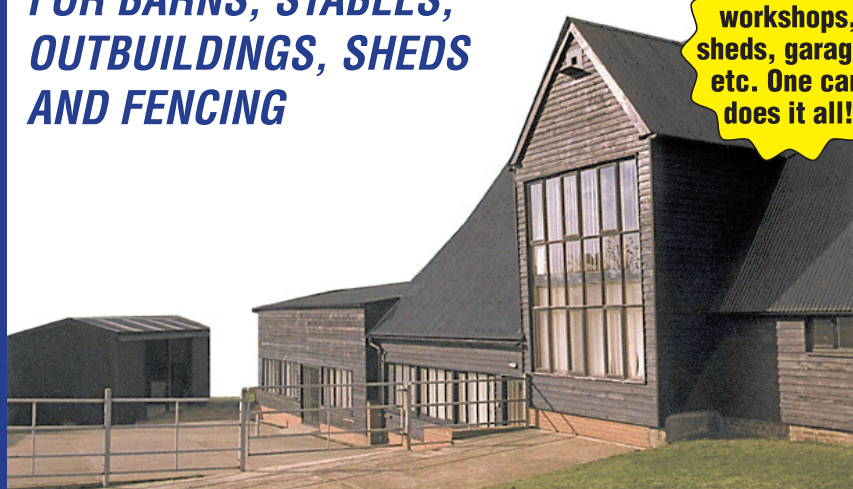
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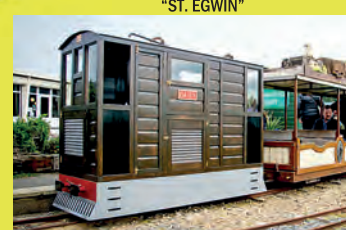


Visiting Engines

15 inch Gauge Steam Engine
Evesham Vale Light Railway's
"ST. EGWIN"



Returning to Fairbourne
Windmill Farm Railway's 15 inch Gauge diesel
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A history of the Metropolitan Railway and Metro-Land

By Irene Hawkes (hardback, Crecy, 160pp, £30, ISBN 978 0 86093 674 9).

THE Metropolitan Railway 150 celebrations brought the history of the world's first underground system to life for a new generation, and set the stage for steam specials to run over parts of the system for several years afterwards. This refreshing new history builds on the renewed public interest in this ground-breaking railway.

The Met was more than just any other Victorian railway enterprise. Opening on January 10, 1863, at a stroke it eased the notorious road congestion in the booming capital that was worsening back then, as it still is today. Not only that, but the new rapid transit to the city centre allowed the development of spacious new suburbs for commuters.

Concise, accessible, informative and highly readable throughout, here is a one-stop shop as far as the role of the railway in the development of modern London is concerned.

Containing more than 200 archive photographs and diagrams, this book outlines the story of the railway stage by stage – its first extensions, the East London Railway, the inner city, the Met's bid under Sir Edward Watkin to become a main line railway, the northern push to Verney Junction (and Brill!), electrification and nationalisation. Part Two looks at the phenomenon that is Metro-land, and takes an in-depth look at Wembley as an example of suburban development.

Here is a book that should not only be on every London enthusiast's bookshelf, but also those of every school and further education establishment in the capital.

ESSENTIAL LONDON HISTORY

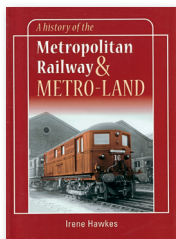
Waverley Route: the battle for the Borders Railway

By David Spaven (softback, Stenlake Publishing, 300pp, £17.95, ISBN 9781840337846)

THE working life of the railway which ran between Edinburgh and Carlisle for 107 years came to an end on January 6, 1969 under the Beeching Axe.

It was always known as the Waverley Route, running through the border country immortalised in Sir Walter Scott's novels. However, in a remarkable reversal of fortune, just over a third of the line was reopened in 2015, reborn as the Borders Railway; reconnecting Edinburgh, Galashiels and Tweedbank by train. It was the longest line to be built in Scotland since 1901.

As well as the history of the line and



Lost Lines: Railway Treasures

By Nigel Welbourn (hardback, Crecy, 224pp, £25, ISBN 978 0 66093, 691 6).

HERE is a magnificent volume that will both inspire exploratory visits to half-forgotten locations and many hours browsing through it.

The author has previously written 15 volumes in his Lost Lines series, each covering a different region. This one takes a national overview of what has been lost following railway closures from the days of horse-drawn waggonways through the Beeching Era up to the present day.

There are more than 400 photographs to illustrate locations that were once busy and which the world has passed by, but are all the more fascinating for it.

The first picture is that of a section of rail still to be found at Belvoir Castle near Grantham, a surviving artefact from a horse-drawn line dating from 1814 which ran from the Grantham Canal and fell out of regular use in 1918.

Next we see the surviving Stockton weigh house built to serve the

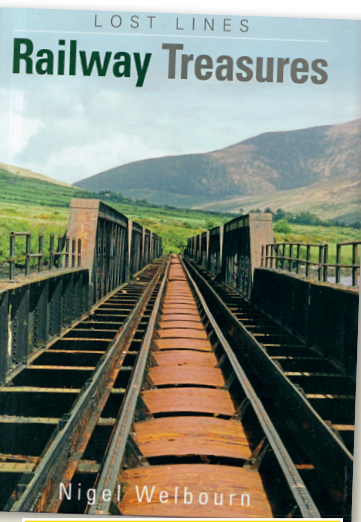
Stockton & Darlington Railway which opened in 1825.

Then there comes the old station at Hampton-in-Arden – answering the perennial question posed by numerous Solihull residents who drive past Old Station Road and wonder what it was all about, not knowing that it was replaced in 1886, but served freight until 1952.

There follows a journey through the world of yesterday's infrastructure – stone buildings, metal bridges, mineral conveyance facilities, closed tunnels, the "clever use of concrete"...

A separate chapter covers the early BR era and is followed by one on Beeching's biggest blunders and another on the last days of the branch line, and the decaying station buildings and signalboxes that rotted away unloved and uncared for for decades afterwards.

Another looks at relics to be found on Britain's lost main lines, such as Ruabon to Barmouth, the East



EDITOR'S CHOICE

Lincolnshire Line and last but by no means least, the Great Central's London Extension.

Of course, not all railway relics are found amidst the undergrowth in the shires. Chapters are devoted to urban treasures such as Nottingham Victoria's station clock tower and Southport's Lord Street station.

A chapter looks at ports and piers, and first port of call is Southwold Harbour, where a length of track from the legendary Southwold Railway was still rusting away in the mud on the bank of the River Blyth in 1999. Then we have Tyneside's Dunston Staithes, which are still with us despite a fire in 2003.

I could go on, and on, and on. Every page offers something to fascinate and enlighten, and is certainly a welcome surprise to find how much still survives.

A GRIPPING COMPENDIUM

the story of its closure, this third edition of Waverley Route covers the headline-making royal reopening of the railway in 2015, the big gap between

pessimistic official patronage forecasts for the three Borders stations and actual passenger numbers achieved, and the wider impact the railway has had on the Borders, despite some controversies over unreliable train performance in its early days.

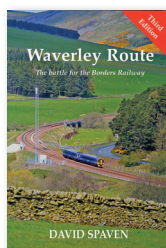
The book reflects on the first two years of operation and concludes with lessons to be learned and considers the scope for future improvement to the railway and possible extension to Hawick and even Carlisle.

CONTEMPORARY RAILWAY HISTORY

The Princess Royal Pacifics

By Tim Hillier-Graves (hardback, Pen & Sword, 222 pages, £25, ISBN 1473885787).

HERE is another tribute, maybe a definitive volume, to one of Britain's most-loved locomotive classes.



Sadly, only two of these Stanier masterpieces survive, and one has not run for decades, with no date set for an overhaul to running order.

At the LMS, the Princess Royals were a bridge link between Stanier's wealth of knowledge and expertise gained from decades of experience under Churchward at the GWR and his development of the company's ultimate design, the Princess Coronation Pacifics.

The Princess Royals also marked an end to the inherited Midland Railway's small engines policy and provided a beast capable to hauling express trains, setting the scene for the renewed rivalry between the West and East Coast main lines in the Thirties.

Every stage in the evolution of design is outlined in detail, from *The Great Bear* through to the Castles and Kings and

beyond. The story is taken into the final decade of BR steam, with the class being withdrawn in 1961-62.

Comprehensive appendices list the initial specification of the Princess class, the operational histories of each class member and, for extreme thoroughness, biographies of all the people involved in the design.

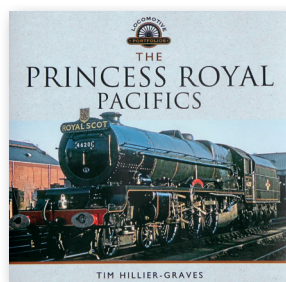
Both newcomers to the subject and seasoned fans alike will find much to appreciate in this volume, which uses its large square format to bring to life the wonderful collection of archive black-and-white photographs.

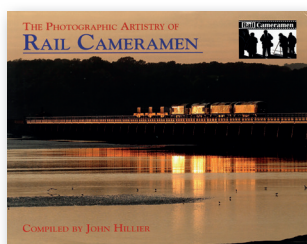
INTENSE BUT ENJOYABLE

The Photographic Artistry of Rail Cameramen

Compiled by John Hillier, hardback, 128pp, £30, The Nostalgia Collection, ISBN 978 1 85794 521 8.

THIS book features a selection of photographs from the members of the Rail Camera Club which had its origins in the prestigious Railway Photographic Club formed by Maurice W Earley in 1922. Membership of the RPS was by invitation only and over the years virtually all of the top photographers were members. As a result of the circulation of boxes of prints for fellow





members to see and comment on, the standard of railway photography improved significantly.

The RPC became the RCC in 1980 when Stephen Crook revived the organisation after the retirement of Maurice Earley. The folio boxes of prints began to be circulated once again.

The 100th RCC folio was circulated in the autumn of 2017 and led to the publication of this commemorative book, featuring work from virtually all the photographers who have contributed to the folios over those 38 years.

A wide variety of subject matter is featured, from BR steam to modern traction in Britain and abroad – and naturally, British preserved steam features prominently. Although until the 1960s many photographers concentrated on 'traditional' front three-quarter views on sunny days, several RPS and RCC practitioners assumed rather more adventurous styles and various approaches are included.

It is not purely a photographic album, there is plenty to read about the art of railway photography. With contributions from most of Britain's top railway photographers, past and present, there is something for everybody in this well-produced book.

TOP QUALITY PHOTOGRAPHY

The Pretenders: An illustrated review of steam-outline internal combustion powered locomotives in the UK

By Lawson Little, softback, 52 pp, £9.95, Main line & Maritime Ltd, ISBN: 97819003340489.

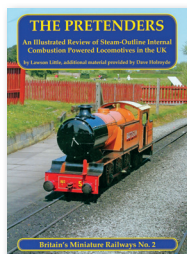
SUBTITLED

Britain's Miniature Railways No. 2, the author has tackled an interesting subject which few enthusiasts ever stop to think about.

It does not attempt to detail every narrow gauge locomotive of its type and excludes anything under 9½in gauge.

The main individual locomotives and the more numerous classes built by various manufacturers are described in considerable detail, with a more comprehensive list in an appendix at the end.

The book starts with what is considered to be the first engine of its type and built as early as 1909 by



Bassett-Lowke, the 4-4-4 *Blacovesley*, which is still in existence, although in store.

Subsequent chapters cover the various manufacturers, with many of their products still in service on some well-known pleasure railways across the country. Many of the more historic locomotives are now preserved in their own right, although some have been left to deteriorate in open storage for many years.

FASCINATING NARROW GAUGE HISTORY

Lynton & Barnstaple Railway

Official Guide (softback, 32pp, LBR, Woody Bay station, Martinhoe Cross, Parracombe, Devon, EX31 4RA, www.lynton-rail.co.uk/shop Tel: 01598 763487, 32pp, £4.50 plus £2.50 postage and packing).

THE Lynton & Barnstaple Railway may be one of Britain's shortest heritage lines, with a current operating length of just under a mile, but its official guide can quite easily be described as the most artistic.

Making the most of its A4 format, it is a one-stop shop for those seeking instant knowledge of the legendary line. The cover itself, another beautiful watercolour by Eric Leslie, this time of Baldwin 2-4-2T *Lyn* at Woody Bay, alone makes you want to pick it up and take in to the counter.

The guide contains a mixture of archive black and white and modern-day colour pictures, a vintage Ordnance Survey map of the whole route, a modern-day larger-scale equivalent depicting the current plans to extend westwards to Wistlandpound Reservoir, plus detailed descriptions of locomotives past and present and carriages.

We need more railways to produce guides to this standard.

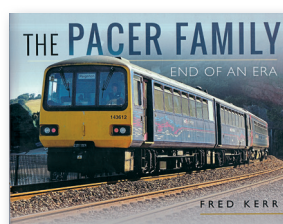
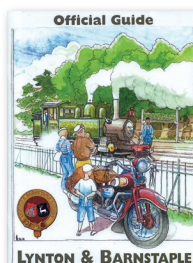
INFORMATIVE AND INSPIRATIONAL

The Pacer Family: End of an Era

By Fred Kerr (hardback, Pen & Sword, 120pp, £25, ISBN 1526726939).

WE rode on them, we derided them, we hated them, but now their days in regular traffic are coming to a swift end. Here is the story of the much-lambasted BR Class 14x Pacer trainsets.

Designed and developed in the Eighties as a replacement for first-generation DMU, they basically comprised a Leyland bus body bonded to a four-wheel freight chassis. Cheap to operate, passengers criticised them because of their rough riding.



This definitive volume by *Heritage Railway* modern traction correspondent Fred Kerr looks at the development of the concept; the Leyland Experimental Vehicle 1 prototype which is now preserved at the Wensleydale Railway; the history of the four different types of Pacer; the locations where they operate; and an experimental project that may postpone their demise scheduled for 2020. It is superbly illustrated throughout with quality colour pictures from all of the routes that they served.

While they will disappear from the network due to their failure to comply with the Rail Vehicle Accessibility (Interoperable Rail System) Regulation 2008, it is likely that some will find a second life on heritage lines looking for a cheap to maintain people carrier. Indeed, the National Railway Museum has already indicated that it may add one to its collection.

DEFINITIVE VOLUME

Northern Lines: Preston to Blackpool including Fleetwood

By John Matthews and Peter Fitton (hardback, Middleton Press, 96pp, £18.95, ISBN 978 1 910356 16 6).

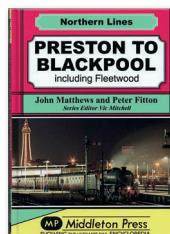
LANCASHIRE'S

Fylde region is the latest to appear in the Middleton press all-embracing Ordnance Survey-style coverage of the UK network.

The book is divided into three parts: Preston to Blackpool Central, Kirkham Junction to Blackpool North and the Fleetwood branch.

Again, archive black and white pictures illustrate every significant location, such as stations, halts, docks and industrial sidings, from the pre-Grouping era through the LMS years to modern times, with a brief historical description of each. Where available, large scale OS plans are used to illustrate station track diagrams.

ESSENTIAL LOCAL HISTORY



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Newly returned to service NER J27 0-6-0 No. 65894 enters Levisham station with Gresley teak coaches on the North Yorkshire Moors Railway on May 24. KARL HEATH

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: Wed-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, 65, 847, 30541, 73082. Running: Daily.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Running: July 1.

Bursledon Light Railway

2ft gauge, ¼ mile.
Bursledon Brickworks Museum
Swanwick Lane, Swanwick, Hants.
SO31 7HB. Running: Jul 22.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: W/Es.

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: 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: 32678, 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, 1¼ miles.
Sittingbourne, Kent.

Tel: 01795 424899.

Running: Suns + July 7.

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.
Bittton, 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, 6023.

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, 5637

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: July 29.

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-Thurs.

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: July 14, 15.

South Devon Railway

Standard gauge, seven miles, footplate experience, wine and dine. Buckfastleigh, Devon. Tel: 01364 644370.

Engines: 6412, L92.

Running: Daily.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

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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: Jul 8.

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.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.

Brockford, Suffolk. Tel: 01449 766899.

Running: Sun.

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, 90775.

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.

96 Heritagerrailway.co.uk



Bressingham-built 0-4-0STT No. 1 Alan Bloom is seen operating on the 10¼in gauge Garden Railway on June 24, 2017. GARETH EVANS

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience.

Quainton Road, Bucks.

Tel: 01296 655720

Open: Sun - Wed.

Running: Suns + Jun 29, Jul 14.

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 30, Jul 1, 14, 15.

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 + Jul 20, 27.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: W/Es.

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. Engine: 5542.

Running: W/Es.

Cambrian Heritage Railways

Standard gauge, ¾ mile.

Llynclys station & Oswestry station (museum open Tues-Sun).

Tel: 01691 728131.

Running: W/Es (Llynclys). Suns + July 14, 21,

28 (Oswestry).

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.

Running: W/Es + Jul 26.

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. Engine: 5541.

Running: W/Es, Weds.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076. Engines: 47406.

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 + Jul 21.

Gloucestershire Warwickshire Railway

Standard gauge, 15 miles, footplate experience. Toddington, Glos.

Tel: 01242 621405.

Engines: 2807, 4270, 35006, 7903, 7820.

Running: W/Es + Tues-Thurs.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323. Engines: 48624, 46521,

92214, 78018, 70013, 73156.

Running: W/Es, Weds + Jul 13, 17, 19, 24, 26.

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: Jul 15.

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: Jul 1, 7, 15.

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, 45231.

Running: Daily.

Sherwood Forest Railway

1ft 3in gauge, ¼ mile.

Edwinstowe, Nottinghamshire.

Running: Daily.



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Visiting the Ecclesbourne Valley Railway for the summer season is LMS 3F 'Jinty' 0-6-0T No. 47406, seen in action on May 26. JOHN STORER

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. Warcop, 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. Open: W/Es.

Running: Suns + Jul 14.

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 + Jul 7, 21, 24, 26.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe. Tel: 01652 657053.

Running: Jun 30, Jul 7, 14, 28.

Bowes Railway

Standard gauge, one mile.

Springwell, Tyne & Wear.

Tel: 01914 161847.

Open: Thur-Sat.

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: Jul 1.

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, 41241.

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: Jul 21.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: Suns.

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, 65894.

Running: Daily.

South Tynedale Railway

2ft gauge, 5 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 + Jul 12, 21, 26.

Weardale Railway

Standard gauge, 11 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.

Yorkshire Wolds Railway

Standard gauge, 300ft.

Fimber, East Yorkshire, YO25 3HG.

Tel: 01377 338053.

Running: Suns.

WALES

Bala Lake Railway

2ft gauge, 4½ miles.

Llanuwchllyn, Gwynedd.

Tel: 01678 540666.

Running: Daily.

Barry Tourist Railway

Standard gauge, two miles. Barry Island, Glamorgan. Tel: 01446 748816.

Running: Jul 28, 29.



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UP & RUNNING

Brecon Mountain Railway

2ft gauge, 3½ miles.
Merthyr Tydfil, Glamorgan.
Tel: 01685 722988.

Running: Daily.

Corris Railway

2ft 3in gauge, ¾ mile.
Corris, Machynlleth.
Tel: 01654 761303.

Running: W/Es.

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.

Talyllyn Railway

2ft 3in gauge, 7½ miles, footplate
experience. Tywyn, Gwynedd.
Tel: 01654 710472.

Running: Daily.

Teifi Valley Railway

2ft gauge, ½ mile. Henllan, Ceredigion



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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.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles.
Llanfair Caereinion, Mid-Wales.
Tel: 01938 810441. Engines: 822, 823.
Running: W/Es, Tues - Thurs. Daily from
July 14.

SCOTLAND

Almond Valley Railway

2ft 6in gauge, ¼ mile. Livingston,
West Lothian.
Tel: 01506 414957.

Running: Daily.

Bo'ness & Kinneil Railway

Standard gauge, five miles.

Bo'ness, West Lothian.

Engine: 5643

Tel: 01506 822298.

Running: W/Es, Tues + Jul 18. Daily from
Jul 24.

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.

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.
Tel: 0161 832 2244.

Ayrshire Railway Centre

Standard gauge, ½ mile.
Dunaskin, Dalmellington Road (A713),
Waterside, Ayrshire.
Running: Suns.

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: Jul 1, 8. W/Es from Jul 14.
Giant's Causeway & Bushmills
Railway

Narrow gauge, two miles. Bushmills,
County Antrim. Tel: 0282 073 2844.

Running: Daily.

Stradbally Woodland Railway

Narrow gauge, ½ mile.
Stradbally, County Laois.

Running: Jul 14, 15.

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.
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: Sat, Sun and Wed.
Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester.
Open: Daily.
Tel: 0161 832 2244.

National Railway Museum

Leeman Road, York. Open: Daily.
Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd. Open: Daily.

Rail Story

Ingrow, West Yorks. Open: Daily.
Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset.
Open: Sat, Sun and Wed.
Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. Open: Weekends.
Tel: 01984 640869.

STEAM - Museum of the GWR

Swindon, Wilts. Open: Daily.
Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Tues-Sun.

West Cumberland Railway Museum

St Bees, Cumbria. Open: Monthly,
dates as per Facebook entry or email
petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.



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We are roughly in the middle of the Severn Valley line, and with the convenience of hopping on and off at each station it's the perfect place for exploring on a day trip or spreading it over a couple of days.

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an old river ferry near by. Cycling is possible, with each property having a lockable shed for the bikes.

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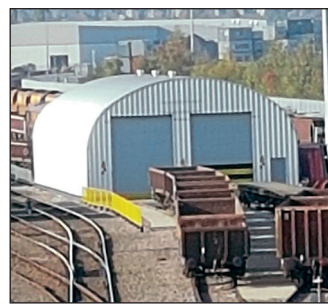


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Vol 215 LONDON MIDLAND STEAM MISCELLANY No 4

G.W. Steam Miscellany No 4 has been compiled from much previously unseen footage with coverage across the old GW empire and includes film taken by Jim Clemens, Harry Ashby, Alan Blencowe and David Cooper. We begin at Bromsgrove and the Lickey Incline. Although the tracks here were LM, in later years the GW exerted a considerable influence, especially with the bankers, and this also extended along the main line and branches to places like Ashchurch, Bredon and Tewkesbury. Along the route from Wellington to Wolverhampton we see Hollinswood Junction, Madeley Junction and Cosford, plus also Wolverhampton Low Level and Birmingham Snow Hill. There is film at Bristol Temple Meads and a visit to St Philips 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, 28xx, 43xx, 2251, 42xx, 45xx, 41xx, 66xx, 1366, 64xx, 57xx, 94xx and 14xx. 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.

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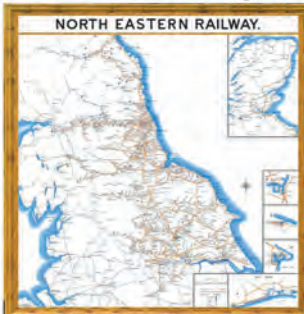
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Visiting LMS Ivatt 2MT 2-6-2T No. 41312 heads an early morning goods train during the Dean Forest Railway's steam gala on June 18. DAVE BOWLES

More anniversary events

AMONG all the 50th anniversary events, this summer also sees a 40th and a 70th.

Seventy years ago was before the advent of steam preservation, so the opening of a miniature pleasure railway in Cleethorpes in 1948 was a commercial venture, not volunteer run.

The Lincolnshire seaside line has

seen many changes over the years, but 70 years later there is still a miniature railway on the Cleethorpes seafront, but it is now 'preserved'.

While the boom in preserved railway reopenings started in the late 1960s, those which reopened in the late 1970s and afterwards tend to be regarded as relative newcomers.

The Strathspey Railway was the first major standard gauge heritage line to open in Scotland and that was not until 1978. Nevertheless, this is now 40 years ago and the line has made considerable progress in that time.

Elsewhere, there are Thomas and other family events, modern traction events and 1940s-themed events.

Major steam events tend to take a back seat during the summer but the West Midlands does see a couple of traditional events in the shape of the Tyseley open days and the Foxfield summer gala.

Heritage Railway will be covering these and other events over the coming month.

SPECIAL EVENTS

June

30, Jul 1: Amerton Railway: Summer Steam Gala

30, Jul 1: GCR Nottingham: Summer Diesel Extravaganza ■

30, Jul 1: Severn Valley Railway: Step Back to the 1940s

30, Jul 1: Tyseley Locomotive Works: Open Days ■

This popular annual event will feature GWR 4-6-0s No. 5043 *Earl of Mount Edgcumbe*, No. 7029 *Clun Castle* and No. 4965 *Road Ashton Hall*

plus 0-6-0PT No. 9600, with train rides, turntable demonstrations and locomotive cavalcades.

July

1: Leighton Buzzard Railway – *Chaloner's 50th Anniversary*

6-8: East Lancashire Railway: Diesel Gala ■

6-8: South Devon Railway: 30s Weekend

7: Eastleigh Lakeside Railway: Days Out with Thomas ■

7: Statfold Barn Railway: Families Day

7, 8: Aln Valley Railway: 1940s Weekend

7, 8: Isle of Wight Steam Railway: 1940s Experience

7, 8: Severn Valley Railway: Step Back to the 1940s

7, 8: Welshpool & Llanfair Railway: Vintage Trains

13-15: Apedale Valley Railway: Tracks to the Trenches

14: Romney Hythe & Dymchurch Railway: 90th Anniversary of Dungeness Extension

14, 15: Amberley Museum: Railway Gala Weekend

14, 15: Cleethorpes Coast Light Railway: 70th Anniversary Weekend ■

Marking 70 years since a miniature railway was first opened in Cleethorpes, an intensive timetable will be in operation throughout the weekend featuring residents from the railway and some very special guests that will be announced in due course.

At Lakeside station, there will be entertainment, children's activities, model railway layouts and a display of the railway's history. Visitors can get behind the regulator of a CCLR resident engine in *Driver for a Fiver*.

14, 15: North Yorkshire Moors Railway: 1960s Festival

21, 22: Amerton Railway: Diesel Gala ■

21, 22: Foxfield Railway: Summer Gala ■

The annual highlight of the railway's year is the Foxfield summer gala. As well as passenger services between Blythe Bridge, Caverswall Road and Dilhorne Park stations, alternating between the standard service set and the restored 1880s North Staffordshire Railway heritage train, there will be the customary demonstration coal trains on the 1-in-19 of Foxfield bank.

The event will be the last to feature

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21, 22: Great Central Railway: TPO & Mountsorrel Branch Weekend

21, 22: Kirkstall Light Railway: Days Out with Thomas ■

21, 22: Strathspey Railway: 40th Anniversary Event ■

Marking 40 years since reopening in 1978, Boat of Garten station will host traction engines, steam lorries, vintage MacBraynes buses and a model railway.

22: Eastleigh Lakeside Railway: Summer Steam Gala

25-29: Isle of Man Steam Railway: Manx Heritage Transport Festival

27-29: Gloucestershire Warwickshire Railway: Heritage Diesel Gala ■

RAILWAYANA

July

1: Transport Auctions of London, Croydon

14: GW Railwayana, Pershore

21: Paddington Ticket Auctions, central London

KEY ■ Major or featured galas

■ Diesel and/or electric galas

■ Thomas or family event

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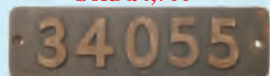
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