

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 245
August 24 –
September 20, 2018

THE END... AGAIN!

How we restaged
BR's last steam
of August '68

CHINNOR
NOW LINKED
TO LONDON!



TORNADO
AIMS FOR
SEPTEMBER 29
COMEBACK



OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos

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



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted £182.71
31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Reel' in LMS crimson (RRP £184.95) **BARGAIN** £104



32-850A Class 9F 2-10-0 92220 'Evening Star' in BR green late crest £161.46

Diesel locos



32-484 Class 40 40159 in BR Blue £123.21



32-818 Class 47/0 47245 in West Coast Railway Company maroon **NEW** £135.96

DMUs

32-939DS Class 150 150236 Arriva Trains Wales passenger figures and DCC sound £297.46
32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe (RRP £164.95) **BARGAIN** £96

Dapol - Diesel locos



4D-012-007 Class 22 D6321 in BR green small yellow panels and headcode boxes **NEW** £127.46
4D-012-006 Class 22 D6327 BR blue small yellow panels and headcode boxes £127.46
4D-012-005 Class 22 D6331 BR green full yellow ends and headcode boxes **NEW** £127.46
4D-022-010S Class 68 68008 'Avenger' Direct Rail Services compass - DCC sound fitted £254.96

Hattons - Steam locos

H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 Caledonian Railway lined 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 **BARGAIN** £99



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



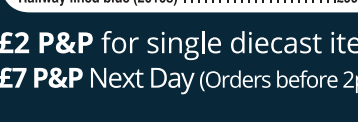
H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) **NEW** £99
H4-P-007 SECR P Class 0-6-0T 31027 in BR black early emblem £99
H4-P-008 SECR P Class 0-6-0T 31223 in BR black late crest £99



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem **NEW** £99



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



NEW



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green **NEW** £99

H4-P-014 SECR P Class 0-6-0T 5753 in ROD green **NEW** £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-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 BR yellow 'Stratford Shark' £43



H4-BH-005 Beilhack snow plough (ex Class 45) ZZA ADB966098 in BR yellow NSE Branding **NEW** £43
H4-BH-006 Beilhack snow plough (ex Class 45) ZZA ADB966099 BR yellow NSE Branding **NEW** £43

Heljan - Steam locos

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



4784 Class 47xx 2-8-0 'Night Owl' 4705 in BR lined green late crest **NEW** £154



4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering £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 GWR green post-war GW lettering £154



4785 Class 47xx 2-8-0 'Night Owl' 4709 in BR lined green late crest - as preserved **NEW** £154



3912 Class 02/3 Tango 2-8-0 63948 in BR black early crest stepped tender (RRP £184.95) **BARGAIN** £89
3913 Class 02/3 Tango 2-8-0 63952 in BR black late crest stepped tender (RRP £184.95) **BARGAIN** £89
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



2500 Class 05 Hunslet shunter D2574 BR green (RRP £129.95) **BARGAIN** £99



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



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



1409 Class 14 D9531 in BR green - as preserved £110

Electric locos

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



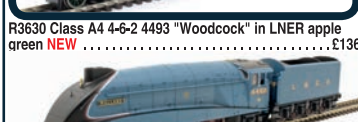
Hornby - Steam locos



R3612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 'Mallard' and commemorative box set **NEW** £184
R3692 Class 14xx 0-4-2T 1424 in BR green late crest **NEW** £51
R3620 Class 7MT 4-6-2 Britannia '70007' 'Cour-de-Lion' BR green late crest £153



R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 'Royal Observer Corps' in BR green late crest **NEW** £144
R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 'Elder Dempster Lines' in BR green late crest £136
R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (RRP £100.99) **BARGAIN** £68



R3676 Class A4 4468 'Mallard' in LNER garter blue - as preserved £152
R3380 Class J15 0-6-0 7510 in LNER black (RRP £109.99) **BARGAIN** £76



Diesel locos

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (RRP £99.99) **BARGAIN** £74
R3686 Class 59/0 59004 'Paul A. Hammond' Yeoman Aggregates - Railroad Range **NEW** £68



R3665 Class 121 'Bubble Car' 121034 in BR green - Railroad Range £56



Train sets - digital

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



Oxford Diecast - Buses

76PAN007 Plaxton Panorama - Ribblesdale **NEW** £16



Commercial vehicles

76TPU001 Ford Transit Dropside - Stobart Rail **NEW** £10



76CHV001 Combine Harvester - Red **NEW** £13.50



76JCX001 JCB 3CX - 1980s **NEW** £17

N Gauge

Dapol - Coaches



2P-012-253 Pack of three Maunsell coaches - Set 394 - brake third, compartment third and compartment third in SR olive green **NEW** £70.13

Wagons

2F-025-001 MJA mineral & aggregates twin bogie box wagon 502003 and 502004 in Freightliner green **NEW** £32.26



2F-025-002 MJA mineral & aggregates twin bogie box wagon 502017 and 502018 in Freightliner green £32.26
2F-025-005 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue **NEW** £32.26
2F-025-007 MJA mineral & aggregates twin bogie box wagon 502031 and 502032 in GB Railfreight blue **NEW** £32.26

Graham Farish - Steam locos



372-800B Class A1 4-6-2 60163 'Tornado' in BR Express blue (as preserved) £144.46
372-184A Princess Coronation Class 4-6-2 46228 'Duchess of Rutland' in BR crimson late crest £144.46

OO9 Narrow Gauge

Bachmann Branchline - Steam locos



391-028 Baldwin Class 10-12-D 4-6-0T 'Hummy' in Ashover Railway black - weathered £131.71



391-026 Baldwin Class 10-12-D 4-6-0T 590 in Welsh Highland Railway black £123.21

O Gauge (1:43 Scale)

Corgi Collectables - Cars

VA11509 Triumph TR5 - Jasmine Yellow £24

75-007-006 Class 57xx 0-6-0PT pannier L92 London Transport maroon **NEW** £206.13
75-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green £199.75



75-007-004 Class 57xx 0-6-0PT pannier L94 in London Transport maroon **NEW** £206.13
75-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green £199.75



Heljan - Diesel locos

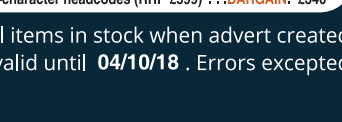
2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (RRP £599) **BARGAIN** £360



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



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





Collett 0-4-2T No. 1450 and its matching auto trailer re-create 'The Coffee Pot', a once familiar service on the Honeybourne to Cheltenham line before the withdrawal of passenger services in 1960. The opening of the Gloucestershire Warwickshire Railway's northern extension to Broadway has seen passenger numbers soar by 52% this year. JACK BOSKETT

EDITORIAL

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

ADVERTISING

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

CUSTOMER SERVICES

General Queries & Back Issues
01507 529529
Monday-Friday 8.30am-7pm
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Answerphone 24H
help@classicmagazines.co.uk
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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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Time for a reality check over the Rother valley

MUCH interest has been renewed in railway history by the ground-breaking appearance of *Rocket* on home territory in the Great Festival of the North. However, there appear to be those in the south of England who have taken a trip on a 'rocket', not one of a George or Robert Stephenson variety, but one which has conveyed them to 'another planet', probably one light years beyond our solar system.

Imagine the uproar in Minehead, Pickering or Porthmadog if an announcement was made their local heritage line would be no more. Remember the huge drop in trade suffered by traders in Bridgnorth a decade ago when flash summer flooding closed the Severn Valley Railway for several months?

Fact - heritage railways are brilliant if not essential for the economies of the local communities lucky enough to have them. It is not just the passenger numbers - how many tourists divert to a locality just to look at and photograph a heritage railway, one of the greatest free shows on earth, and then spend their money in the local shops, pubs, restaurants and garages?

All this seems to be lost on one south coast tourism chief, who despite her employers' support for the project, has publicly criticised the linking of the Kent & East Sussex and Rother Valley Railway, which would at a stroke open up the immense commercial benefits to Tenterden and surrounding villages, and which would then once again be accessible from London by train.

Her opposition to the scheme, which I find absolutely astonishing, comes despite figures that predict a £4 million annual input to the local economy at the creation of 75 jobs once the railways are joined together.

Look at the latest passenger figures on the Gloucestershire Warwickshire Railway since it opened its dream extension into the tourist magnet of Broadway on Good Friday - a whopping 52% up on the same period last year. Critics might say the railway is merely tapping into a thriving visitor centre, but no - local traders are

already reporting an increase in business away from the railway as a direct knock-on effect.

On August 15, Chinnor was spring-boarded on to the rail tourism map. After many years of trying, the Chinnor & Princes Risborough Railway (CPRR) opened into a main line interchange platform and connection at Risborough, and there is already talk of through steam specials from London to Chinnor. What I would give to now own a store in that village, with the prospect of 500 or more visitors with wallets at the ready decanting into it for a few hours.

The CPRR now boasts it is the nearest rail-connected heritage line to London. I wonder if that tourism chief 'down south' will be watching the multiple benefits this link will bring in the years ahead, and learn a lesson or three?

On a different track, I have been delighted by the many events over the country organised to commemorate the 50th anniversary of the end of British Rail main line steam haulage.

However, for me one of the best of them was the one I enjoyed from my study chair, not on the lineside.

When the Great Central Railway held the second of its end-of-steam weekends, focusing on 1T57, the 'Fifteen Guinea Special', The National Railway Museum streamed an expert running commentary from the footplate of the named star of August 11, 1968 - No. 70013 *Oliver Cromwell* - on its Facebook page!

I found it thrilling to watch all the well-known scenes on the line whizz past while the operation of the locomotive from the cab was demonstrated to viewers.

Ingenious in its simplicity and effectiveness, it left me wondering why more heritage lines don't make better use of freely accessible and cheap internet technology like this? Sadly, too many websites I found in the beginning to be impressive are often now stale, and not updated sufficiently to be of much use.

Anyway, well done NRM for this one!

Robin Jones Editor

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Tyseley – the steam shed that refused to die!

Less than seven weeks after the 'Fifteen Guinea Special' marked the end of BR main line steam, the public were admitted to a former depot where the roots of railway preservation had firmly taken hold. Tyseley Locomotive Works' September 29-30 open day will mark 50 years since it held its first, writes Robin Jones.



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A Southern interloper amidst the beauty of the Yorkshire dales: David Smith's recently-restored rebuilt Bulleid Merchant Navy Pacific No. 35018 *British India Line* heads westwards along the Wensleydale Railway with the 9.45am Leeming Bar to Redmire service on Saturday, July 21, beyond Wensley station with Pen Hill in the background. West Coast Railways supremo David loaned the locomotive to the line for its Leyburn 1940s weekend. MAURICE BURNS
COVER: BR Britannia Pacific No. 70013 *Oliver Cromwell* heads north past Swithland sidings carrying the 1T57 reporting number with the 2.30pm from Leicester North on the Great Central Railway on Saturday, August 11. NICK GILLIAM

The last weekend of BR steam reborn!

The first weekend in August saw the Severn Valley and Great Central railways remember in style and atmosphere the final weekend of timetabled BR steam exactly 50 years before, writes Robin Jones.

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Cleethorpes' exciting future

Gareth Evans visits the Cleethorpes Coast Light Railway and talks to its two young owners about their plans to extend and continue to grow passenger numbers on the classic seaside line, which recently celebrated its 70th anniversary.

70

Steam afterglow!

Long before the final demise of main line steam in north-west England, many enthusiasts had accepted it was all over and had found hobbies anew. Not so Trevor Gregg and fellow die-hard steam aficionados, who sought out places where standard gauge steam was still in use.

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Tyneside treasure

Mark Smithers visits the North Tyneside Railway and its associated Stephenson Railway Museum – and learns more about the locality that became the 'cradle of the railways'.

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Basingstoke's Milestones Museum

Railways comprise a major part of local history. Phil Barnes visits a Hampshire museum with an impressive display.

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Chinnor Princes Risborough opens main line interchange

By Robin Jones

THE Chinnor & Princes Risborough Railway officially opened its new main line interchange at Princes Risborough on Wednesday, August 15.

The new interchange between the CPRR and Chiltern Railways has created the nearest main line-connected heritage railway, with a cross-platform interchange facility, to London, being just 40 minutes from Marylebone by Chiltern Railways services.

The interchange has been constructed by the 100% volunteer-operated line and was part-funded by a £75,000 grant from the Department for Transport made in August 2016, and a private major benefactor, along with hundreds of donations made over the last 25 years.

The project has been partnered by Network Rail and Chiltern Railways. The interchange now offers a cross platform interchange with Chiltern Railways' trains from London Marylebone, Aylesbury, Oxford, Banbury and Birmingham Snow Hill.

Public services commenced in the afternoon of August 15 running as 'The Watlington Flyer' travelling non-stop along four miles of the GWR Watlington branch line to Chinnor station, which is the end of the line for now.

Forty minutes from London

Regular steam and diesel-hauled trains will then serve the new interchange on several days a week until the end of October. Full information is available at www.chinnorrailway.co.uk

Network Rail chairman Sir Peter Hendy said: "The connection of the CPRR with the National Railway Network is a stunning achievement for a volunteer-operated railway, and will generate environmentally friendly rail-based tourism on the closest preserved railway to London. Network Rail congratulates the railway for this extension, and it will be a privilege to ride on the first public train on it."

Chiltern Railways managing director Dave Penney, said: "We are delighted to be helping make this attraction even easier for tourists and families to visit. As this important local attraction is now accessible by rail from Marylebone in just 40 minutes, this will certainly help drive more visitors and help boost the local economy."

Parliamentary Under Secretary of State at the Department of Transport, Nusrat Ghani MP, said: "We are hugely fortunate to have a thriving heritage rail scene in this country, supported by thousands of volunteers such as those working on the CPRR. Thanks to their hard work and this new link at Princes Risborough, the romance of branch line steam travel is

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GWR prairie No. 5526 departs from Platform 4 at Princes Risborough with the official opening train to Chinnor around 12.30pm on August 15. ROBIN JONES



South Devon-based GWR No. 5526 and resident Class 20 D8059 with the official opening train from Chinnor on Platform 4 at Princes Risborough on August 15. ROBIN JONES



now closer to London than ever before."

CPRR chairman Danny Woodward said: "The physical work has been carried out over the last three years by a dedicated team of volunteers working in temperatures ranging between -10°C and 31°C. They have been joined by volunteers from key partners Network Rail and Chiltern Railways.

"Volunteer labour has been estimated to have saved over £750,000 and the opening phase of



Above: Chiltern Railways Turbo train No. 165035 heads the VIP guest train from London via Princes Risborough into Chinnor for the official launch on August 15. Among the guests were Lady Judy McAlpine, widow of the late Sir William McAlpine, and new owner of Steam Dreams, David Buck. ROBIN JONES

Left: Class 20 D8059 pulls the first passenger-carrying train into Platform 4 at Princes Risborough on August 12. PHIL MARSH

the project costed at about £350,000, demonstrating the value of volunteers. This is the end of the first phase of the project with another estimated three years' work to be carried out."

More infrastructure upgrades will take up to the end of 2019 to complete.

Landmark progress

The Watlington branch lost its passenger services, known affectionately as 'The Watlington Flyer'

in August 1957. The last-ever BR train ran on January 4, 1990 taking empty coal wagons from Chinnor cement works to Acton.

The CPRR operated its first train in August 1994 over a one-mile section of the line from Chinnor station towards Princes Risborough. The line was reconnected by volunteers to the national rail network in February 2016 and operated its first train into Princes Risborough in June that year.

Sir Drefaldwyn now expected to be back in action in 2019

THE overhaul of the Welshpool & Llanfair Railway's German Military Field Railways 0-8-0T No. 699.01 *Sir Drefaldwyn* is now set for a return to action next year, the line has confirmed.

Commenced in 2014, some of the work on overhauling the powerful workhorse, No. 10 in the fleet, is being redone. In a statement, the WLLR said: "All involved with the restoration of *Sir Drefaldwyn* are naturally disappointed that the restoration of the locomotive is taking far longer than originally planned. This is due to both new issues arising and a reappraisal of the priorities for the locomotive.

"A repeat external inspection of the rebuilt boiler identified some additional work required, principally in the areas of the dome and the firehole ring. This has been carried out by contractors and the good news is that this work will result in the 10-year boiler 'ticket' restarting.

"At the same time, a change in engineering management at the WLLR led to a review of the specifications for the restoration. With the knowledge that other currently operational locomotives will require extensive work over the next several years, we decided to replace or re-machine components more extensively than had been originally intended. This has resulted in the locomotive being dismantled and a number of components upgraded, including the frames and cylinders being dispatched for specialist machining work. By doing this work now, the WLLR hopes to ensure that 'Sir D' will require no time in the workshop, other than for routine maintenance, over the majority of its 10-year boiler cycle, enabling resources to be focused on the other locomotives.

"The WLLR mechanical engineering team is confident that No. 699.01 will return to service early in the 2019 season."

South Devon 50th anniversary appeal to fund two new projects

THE South Devon Railway is planning two major new developments at its Buckfastleigh headquarters.

The first is a restoration building that will include a new carriage and wagon workshop, which is urgently needed to provide more suitable working space for carriage overhaul and maintenance. The second is a new running and maintenance building to replace the life-expired stock shed built in the early Seventies.

With the restoration building, the opportunity has been taken to create a more modern appearance. It will have a contemporary name, The Restoration Hub. By contrast, the running shed will be based on using modern cladding materials to replicate the traditional style of GWR running sheds and to maintain the

theme of the recently-completed carriage shed.

Railway officials are now in the process of submitting planning applications to Teignbridge District Council for these next two phases of the site. In the meantime, the railway will be seeking quotations for the construction from local contractors.

Next year, the line will celebrate its 50th anniversary. It was on April 5, 1969, that it was reopened by none other than former BR chairman Dr Richard Beeching as the Dart Valley Railway. The railway is working on grant applications and a major anniversary appeal that may include a share issue in order to provide funds. However, it is essential that planning consent has been obtained and construction costs established, as this is likely to be a condition from the grant providers.

NYMR makes surplus of £1.6m

THE North Yorkshire Moors Railway's annual accounts, released to its membership ahead of its annual general meeting in September, show that it generated a surplus of just over £1.6 million over the preceding 12 months on turnover of around £7.7 million compared with £7.5M for the previous period.

The surplus compares with a figure of around £950,000 for the previous year, which was said to be anomalous because it covered a 14-month period due to a change in accounting dates.

Of the £1.6 million, £757,234 was

operating profit, generated by the trust's trading subsidiary and covenanted back to the trust, with the balance mostly coming from a big increase (almost £1 million) from grants, bequests and donations. Income from the operation of the railway actually fell by around £600,000 but again, this may be due in part to the period in question being 12 months as opposed to 14 months for the previous period.

The figures for the current year show signs of healthy improvement, perhaps as a result of the recent Channel 5 fly-on-the-wall documentary series.



Sutton Flyer in its Sutton Miniature Railway days. MICHAEL WHITEHOUSE COLLECTION

'Lost' Sutton Park stock homecoming to feature in Tyseley 50 open weekend

EXCLUSIVE

By Robin Jones

TYSELEY Locomotive Works will be celebrating 50 years since its first open day on September 29-30 – and among the many star attractions will be two traction items from Birmingham's legendary Sutton Miniature Railway.

The 15in gauge line in Sutton Park was adored by tens of thousands of children for nearly six decades until it was closed and torn up in 1962.

Black Country businessman Bill Hunt, whose family owned and operated the railway, were told to rip up the line after the former Sutton Coldfield Borough Council controversially reclaimed the lease on the fairground through which the railway ran.

The Sutton collection was stored in Oldbury in the Black Country until 2000 when a £299,000 grant from the Heritage Lottery Fund allowed the stock to be acquired by the Cleethorpes Coast Light Railway, as reported in issue 33.

Returning to action

Tyseley has negotiated the loan of 4-4-2 No.2 *Sutton Flyer* and the SMR's GWR railcar for the event. Tyseley's workshop staff are aiming to get the railcar working and run in with other visitors, former Fairbourne Railway flagship Bassett Lowke Class 30 Atlantic *Count Louis*, and three closed SMR carriages on 350 yards of demonstration track. The Sutton stock will therefore appear in the West Midlands for the first time in 56 years.

As part of the loan deal, *Sutton Flyer* will undergo an overhaul at Tyseley.

Alongside, a 10¼in gauge miniature railway will feature locomotives *John Terence* built at Broome Hall by engineer Grimshaw in 1908 and *Tali*, a two-third

scale replica of the Beyer Peacock works locomotive built in 1887. *Tali* was completed in 2017 and resides at a private railway. As reported in issue 244, the open weekend will be its first appearance in public. There will also be a 7¼in miniature line running alongside both.

Bahamas in steam

The open weekend will see LMS Jubilee 4-6-0 No. 45596 *Bahamas* in steam in public for the first time too, following its restoration to main line condition at Tyseley.

There will also be a line-up of four Castles. WR 4-6-0 No. 7027 *Thornbury Castle*, which was bought by Jonathan Jones Pratt of JJP Holdings South West Ltd, from Pete Waterman in 2016 and moved to the firm's premises in Weston-super-Mare, will by then have arrived at Tyseley for restoration. It will be positioned alongside Tyseley's No. 7029 *Clun Castle*, No. 5043 *Earl of Mount Edgumbe* and No. 5080 *Defiant*.

Lady Judy McAlpine, widow of mega enthusiast Sir William McAlpine, who died earlier this year, will recommission first class Pullman car *Eagle*, one of the stars of Channel 4's recent Great Rail Restorations with Peter Snow series. Visitors will be able to take a ride in it on the site shuttle train. Pannier tanks Nos. L94 and 9600 will share duties on the passenger shuttle and demonstration goods trains.

At noon on Saturday, September 29, the Transport Trust will present a red wheel award to Tyseley Locomotive Works to acknowledge it as a centre of excellence for steam locomotive engineering.

➔ **Tyseley: the steam shed that refused to die – pages 46-49.**

➔ **Cleethorpes' exciting future – pages 70-74.**

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The 'real' 1T57 runs again on the Great Central!

EXCLUSIVE

By Robin Jones

THE second weekend of the Great Central Railway's special gala to mark the 50th anniversary of the end of BR steam not only saw BR Britannia Pacific No. 70013 *Oliver Cromwell* in action hauling a 'remake' of the legendary 'Fifteen Guinea Special' – but for one train only, it carried the same reporting number headboard that was used on the original train on Sunday, August 11, 1968.

The historically-priceless headboard was acquired by West Coast Railways' commercial manager James Shuttleworth several years ago – and on August 11 it was carried on one of

three main line 1T57 commemorative trains, as highlighted in News, pages 14 and 15.

However, the following day, James brought it to Loughborough and exchanged it for the replica reporting number carried by No. 70013 on *Oliver Cromwell*'s last train of the day (the replica used by West Coast on its 2008 re-run of the train). The 2.30pm from Leicester North arrived into Loughborough at 2.56pm, proudly displaying the seminal piece of railway history on its smokebox.

Starting at 11.30am on the Saturday

of the event, *Oliver Cromwell*'s owner, the National Railway Museum, staged a unique live broadcast from the footplate of the locomotive as it hauled a service from Leicester North to Loughborough. The broadcast, featuring TV presenter and railway historian Tim Dunn, was streamed live on the museum's Facebook page and the exercise was repeated that afternoon. The broadcast featured interviews with

passengers, the train crew and NRM curator Anthony Coulls, along with film footage of the original 'Fifteen Guinea Special'.

A museum spokesman said: "We are delighted that so many people were able to enjoy our experiment with Facebook Live – bringing the sights and sounds of a truly momentous day back to life. We are always trying to find new ways to tell the story of the past, present and future of the railways – whether that's in the museum itself, on the tracks or through our website and social media channels."

"The stream itself has had a shade under 34,000 views – which was beyond our wildest expectations!"

Anthony said: "The 'Fifteen Guinea Special' effectively brought an end to the age of the steam engine – a fantastically successful technology that Britain gave the world, but the railways would quickly move on, adapting and



The ultimate recreation of the August 11, 1968 'Fifteen Guinea Special'? For its last passenger trip of the day, No. 70013 *Oliver Cromwell*, the only named locomotive in action on that legendary last BR steam trip 50 years before, steams into Loughborough with the original routing number board from that day. ROBIN JONES



Stanier 8F No. 48624 (as No. 48476) and BR Standard 5MT No. 73156 (as No. 73069) approach Quorn & Woodhouse with the 1.50pm service from Loughborough on August 11. HAYDEN SHEPPARD

developing to serve a new generation of UK rail passengers."

The August 11/12 weekend on the double-track heritage line also saw Stanier 8F 2-8-0 No. 48624 masquerading as scrapped sister No. 48476 and BR Standard 5MT 4-6-0 No. 73156 as No. 73069, both locomotives having been present at the end of BR steam. Also in steam was BR Standard 2MT 2-6-0 No. 78018 as itself.

The weekend also featured freight trains, Class 25 diesel D5185 in BR green and Class 47 D1705 in early BR blue, a photographic exhibition in the general waiting room at Loughborough featuring prints of the 'Fifteen Guinea Special' and guided tours of Loughborough shed.

➔ The last weekend of BR steam reborn – feature, pages 50-53.

Christmas may fund Telford growth

THE hugely-successful US-style Polar Express Christmas trains on the Telford Steam Railway are to help fund a £400,000 extension.

The money will be used as the first phase of a £1.5 million project to extend the existing heritage line south over the A4169, and eventually link up with the redundant freight line to the now-closed Buildwas Power Station.

A bridge has already been obtained to cross the road as part of the first stage – an extension to Doseley – which could open up access to four miles of the mothballed Network Rail line.

In the longer term, the railway could be

looking at an extension into the former Coalbrookdale station, near the heart of the Ironbridge World Heritage Site.

Railway director Phil Neal said: "We are still looking at options for the extension, probably in the £250,000 to £400,000 range, all funded by the Polar Express."

"We're talking to stakeholders in the plans for the power station and the rail link and are having positive meetings with Network Rail, local authorities and a developer in progressing our project. We're now planning our extension to Doseley, which we hope to make significant progress on in the coming year."

Oliver Cromwell to star in Poppy Line and Locomotion autumn galas

BR Britannia Pacific No.70013 *Oliver Cromwell* is to star in the North Norfolk Railway's August 31-September 2 autumn steam gala.

The star of the Great Central Railway's 1T57 anniversary celebrations will run alongside the home fleet of N2 No. 1744, B12 No. 8572, BR Standard 4MT No. 76084, Y14 No. 564, 9F No. 92203 *Black Prince* and WD 8F No. 9077.

Other visitors were being negotiated as we closed for press.

Oliver Cromwell is part of the Poppy

Line's modern-day history. Following the reconnection of the heritage line to Network Rail's Bittern Line with the reinstatement of the Station Road level crossing at Sheringham, on March 11, 2010, No. 70013 hauled the first passenger train over the new link in the form of a special from Liverpool Street.

No. 70013 will also attend the Locomotion museum's autumn steam gala on September 22/23. Visitors will be able to have passenger train rides and have access to the footplate on the locomotive.

National Railway Museum expansion plan in York seeks planning consent

AN application for planning permission has been submitted for the York Central development including a major expansion of the National Railway Museum.

The outline planning application of

8 Heritagetrailway.co.uk

the York Central Partnership for the York Central masterplan also includes provision for up to 2500 homes, new office, retail and leisure premises, community and hotel premises, car parking, a new access road and

pedestrian and cycling access points, open spaces including a great park and new western concourse and new access to York station.

Local residents have protested against the planned closure of Leeman Road

to join the two sides of the museum together. Around 1000 people have signed a petition expressing concern about access. If planning is approved, it is hoped work could begin on the site as early as next year.



Above: In a recreation of the end of BR main line steam 50 years ago, LMS 8F 2-8-0 No. 48624 (as No. 48476) pilots BR Standard 5MT 4-6-0 No. 73156 (as No. 73069) on arrival at Leicester North station on the morning of Saturday, August 11. JOHN HUGHES



Left (six photos): A series of stills from the live Facebook stream from *Oliver Cromwell's* footplate on August 11, starting with the locomotive waiting to depart Leicester North, a cab interior scene, heading towards Rothley, passing Quorn & Woodhouse, approaching Loughborough and Anthony Coulls (left) talking to Tim Dunn after arrival at Loughborough.

Welsh Highland Railway derailment “could have been worse” – RAIB

THE derailment of a Welsh Highland Railway passenger train might have had “a significantly more serious outcome” if it had happened in a steeper section, a Rail Accident Investigation Branch report has found.

The derailment occurred at 12.15pm on June 10 when the nine-coach train hauled by NGG16 articulated Garratt No. 143 from Porthmadog to Caernarfon became derailed close to Clogwyn y Gwin South footpath crossing, ¾-mile north of Rhyd Ddu station while travelling at around the maximum permitted speed at this location of 10mph.

The leading wheelset of No. 143 derailed on a right-hand curve, said the report. The driver immediately applied the train's brake and it came to a stop in a distance of about 30 yards. There were 74 passengers and seven members of staff on board the train. Nobody was injured.

The accident occurred as a result of the failure of a suspension component

on No. 143, resulting in the complete unloading of the left leading wheel, the report said. The component that failed was a hook forming the end of a suspension equalising beam.

“Although this derailment had relatively minor consequences, there are many areas on the Welsh Highland Railway where the railway operates close to steep embankments,” the report concluded.

“In slightly different circumstances a similar derailment could lead to a significantly more serious outcome.”

Ffestiniog & Welsh Highland Railways general manager Paul Lewin said: “Investigations supported by RAIB identified an incorrectly fitted suspension component as the cause of the problem. All other similar suspension components on our locos were checked before service the next day and all found to be okay. A new marking system for these components was devised to ensure that they are always correctly fitted in future.”

IN BRIEF

→ BODMIN-based LSWR Beattie well tank No.30587 will be visiting the Avon Valley Railway for its November 10-11 end-of-season gala, which will also mark the end of the First World War.

→ THE York City & District Society of Model Engineers will be running its steam locomotives at the Yorkshire Wolds Railway's Fimber Halt on Sunday, August 26, the first rideable steam engines on site since the closure of the line in 1958. Christopher Vine, author of Peter's Railway, will also be on site selling and signing copies of his excellent books, along with explaining the workings of a steam locomotive.

→ THE latest addition to the Ffestiniog & Welsh Highland Railways' carriage fleet has entered service thanks to a generous donation from *Heritage Railway* advertiser Ffestiniog Travel that funded the entire build. New 'Super Barn' No. 120 makes use of the maximum available loading gauge

of the Ffestiniog Railway to provide more comfortable and spacious accommodation, and features graphics on each table acknowledging the support of Ffestiniog Travel.

→ THE Yorkshire Wolds Railway took delivery of its third item of rolling stock in the form of a BR 20-tonne standard brake van on August 1. After a full restoration, the YWR will use its latest acquisition, from Gloucestershire, to give brake van rides along its line at Fimber Halt. Chairman Ed Hague said: “To the naked eye, yes, a lot of work will be required to get it into use, but the frame, wheels and chassis are all in good order for its age.”

→ A PASSENGER on the Romney, Hythe and Dymchurch Railway died at New Romney station following a heart attack. Police and paramedics were called to Littlestone Road just after 3.20pm on August 13, but attempts to resuscitate the man were unsuccessful.

Broadway effect sees numbers soar by 52% at Gloucs-Warks

By Robin Jones

THE opening of the Gloucestershire Warwickshire Railways' northern extension to the tourist honeypot of Broadway has seen passenger numbers soar by 52% at the halfway stage of the season.

Figures revealed that by the end of June, nearly 72,000 passengers had travelled between Cheltenham Racecourse and the newly opened

station at Broadway. That compares with 46,500 passengers at the year to date in 2017 – an increase of 52%.

The Give My Regards to Broadway-themed Cotswold Festival of Steam over the late-May Spring Bank Holiday – sponsored by *Heritage Railway* publisher Mortons Media Group – saw the average number of visitors per day rise from 1195 in 2017 to 1987 – an increase of 66%.

The real ale weekend in May saw

a 69% increase in visitors from 680 to 1151.

The May Day Bank Holiday weekend saw a 1276% increase from 329 visitors a day on average to 891.

Passenger numbers on ordinary running days between April and June rose from an average of 353 in 2017 to 570 – an increase of 63%. Broadway station was officially opened to the public on Good Friday, March 30.

G/WR commercial director Colin

Fewell said: "The Broadway effect is eclipsing our past success and records are tumbling one after the other."

"We have strengthened our trains to eight coaches this year, with a capacity of around 400 seated passengers, but often popular trains are nearly full even on midweek days, especially the first train of the day out of Cheltenham Racecourse."

"Our railway now goes through more than 14 miles of glorious landscape from Cheltenham to arguably the most delightful of Cotswold villages, Broadway. Businesses in Broadway are telling us they have noticed an increase in the number of visitors to the village since the station opened once again, 58 years after it was closed by BR."

"We are also in demand for organised coach trips, but we are having to turn some away because we simply can't accommodate them."

"The popularity of the line since we opened Broadway station is simply astonishing!"

"And, although we would like to run more trains and provide extra capacity, there is a limit to what we can do – but this is the first year of our newly expanded railway and we are learning as we go along."

Colin also thanked the line's 950 volunteers for helping to make the latest soaraway success happen. "We aren't Network Rail and our volunteers



Busy Broadway station staff, left to right, are Andy Smith, Dave Boot, Leslie Last, Roger Wyton and Barrie Etter.
IAN CROWDER

'Gifted' National Collection GWR 2-8-0 locomotive back in its Swindon birthplace at STEAM museum

By Robin Jones

THE controversial move of the National Collection's GWR 2-8-0 No. 2818 to Swindon's STEAM museum was due to have taken place on Tuesday, August 21.

The National Railway Museum was criticised in some quarters for gifting the 113-year-old Churchward heavy freight locomotive to the museum, after it has been on static display at the Locomotion museum in Shildon for several years.

At the same time, the museum came under fire from some commentators for gifting LSWRT 3 4-4-0 No. 563 to the Swanage Railway. That loco has since been dismantled at Bill Parker's Flour Mill workshop at Bream, in the Forest of Dean – a renowned expert in the restoration of Victorian locomotives – to assess its potential to be returned to working order.

However, an 'arms length' clause in the gifting arrangement ensures if either venue wants to offload the item at a later date, it has to offer it back to

the National Collection first.

STEAM curator Frances Yeo said:

"We've been working closely with the National Railway Museum to secure the transfer of the locomotive, which will soon be standing beside STEAM's station platform."

"The locomotive will take the place of No. 7821 *Ditcheat Manor*, which is moving to the display area in the designer outlet centre."

"Staff and volunteers at STEAM are very excited to be welcoming No. 2818 to Swindon. This is the first complete locomotive to be owned by STEAM and comes to the museum in very good condition."

"The return of No. 2818 to the site where it was built is a momentous occasion in Swindon's history and we look forward to having the locomotive on display here at STEAM."

Andrew McLean, assistant director and head curator at the NRM, said: "The transfer of Churchward's 2818 to STEAM



GWR 2-8-0 No. 2818 outside the Locomotion museum at Shildon, prior to returning to home territory. NRM

ensures the locomotive's positive long-term future in its Swindon birthplace.

"The locomotive will be seen and

appreciated by thousands of visitors who may not have had the chance to travel to the north-east of England, where it was based before."



Bulleid Merchant Navy Pacific No. 35006 *Peninsular & Oriental SN Co.* south of Broadway on March 21, when it hauled a special trip for sponsors and volunteers to the new northern terminus. This was nine days before the official opening, since when Cotswold tourism has never looked back! MALCOLM RANIERI

run the railway because it gives them enjoyment – and that often comes as a surprise, especially to people visiting for the first time,” he said.

“Our volunteers often go above and beyond in their commitment to make

sure all our visitors have a fantastic day out. This railway is a real passion for people from all walks of life who freely give of their time and are enjoying its success – and lots of visitors tell us that their passion rubs off.

“We get so many commendations saying how friendly our volunteers are, which really makes our day.”

Hayles Abbey Halt, a replica of the one that stood there until 1960, was opened last year and has proved

popular with people wanting to visit the nearby beautiful Cistercian abbey and walkers keen to explore the adjoining network of footpaths.

Colin added that the Santa season trains are also being booked up fast.

Votes for women – stop a tram!

ON July 19, 1908, a votes for women rally was held in Manchester's Heaton Park.

Present was Manchester-born Mrs Emmeline Pankhurst, the political activist who led the British suffragette movement

She stopped a tram to highlight the issue, and a photograph was taken as a record of the protest.

The modern-day Heaton Park Tramway Company re-created this tram protest on the exact spot of the actual track, and with an almost identical tram, in conjunction with the women's Enjoy Arts group, on July 22, nearly 100 years to the day.

Tramway company chairman Keith Whitmore said: “We are delighted that we have been able to participate in the centenary of women's rights.

“We were especially pleased with the spirit in which the public entered into the event by following the protest march from the lakeside in the park to the depot for the re-enactment, following which protest songs new and old were sung.



The Heaton Park Suffrage event on July 22. HEATON PARK TRAMWAY COMPANY

IN BRIEF

→ **SALTASH** Town Council has been given planning permission for a major refurbishment of the town's rundown station which it bought in 2017. It is intended the building next to Brunel's Royal Albert Bridge over the River Tamar, and which dates from 1881, will provide better passenger facilities, including toilets, waiting areas, a cafe and offices to be let.

→ **THE** boiler of Didcot Railway Centre-based GWR 0-6-0PT No. 3650 was lifted out of the frames on August 7, using the 86-year-old hoist in the 1932-built lifting shop. The move marks another major step forward in the 10-year overhaul of the locomotive.

→ **THE** Welsh Highland Railway booking office in Caernarfon, was broken into sometime between 6.30pm on Wednesday, August 8 and 8am on August 9. Burglars made an untidy search causing damage to various items, but nothing was stolen.

Mayflower pulled out of Nene Valley gala after NR steam testing ban

B1 4-6-0 No.61306 *Mayflower* will not be attending the Nene Valley Railway's Steam in Green event on September 1-2.

Officials were expecting David Buck's No. 61306 to join A4 No. 60009 *Union of South Africa* and resident No. 34081 92 *Squadron* at the event.

The cancellation is because of the heatwave steam ban on Network Rail, which means that running in trials of steam locomotives are suspended.

Nonetheless, No. 60009 and Bulleid Battle of Britain Pacific No. 34081 92 *Squadron* will still be in steam for the event.

Mammoth progress on Goliath

THE overhaul of the Dartmouth Steam Railway's GWR 5205 2-8-0T No. 5239 *Goliath* is progressing well at the East Somerset Railway.

Needle-gunning of the boiler is now complete. The axleboxes are being machined gradually and painting the frames is coming along nicely.

The locomotive was withdrawn at the end of 2015 pending overhaul, with the task starting at Cranmore last October. It will return to Devon upon completion.

Portillo takes president's role on Settle-Carlisle Line

By Geoff Courtney

MICHAEL Portillo, one of the highest-profile names in the world of railways, has become president of the Friends of the Settle-Carlisle Line.

A former Conservative MP, government minister and close friend of Margaret Thatcher, he will be welcomed into the fold of the scenic Cumbrian line's many supporters because of his reputation as being the man who nearly 30 years ago saved the route from closure.

Mr Portillo, 65, was Transport Minister in 1988, when the dark clouds were swirling over the 72-mile line. In the minds of many, closure was an odds-on certainty, a matter of when rather than if, and even the Government had announced it was 'minded' – political speak for 'we're going to do it' – to approve BR's closure application.

However, Mr Portillo's predecessor as Transport Minister, David Mitchell, told him: "You have to save the Settle Carlisle," and the new incumbent did just that, although he readily says he was not alone in that success.

Two key elements that ultimately helped to ensure the line remained open were firstly BR's estimate of the cost to repair the Ribbleshead viaduct, which was a major reason for closure, was challenged by a leading engineer, and secondly a rise in passenger numbers, due in part to a successful campaign by the Friends.

In a *Heritage Railway* interview published in issue 163, Mr Portillo said: "Passenger numbers went up and the cost of the viaduct repairs went down. I don't think David Mitchell wanted to close it, and perhaps nobody wanted to.

"It fell to me to make a recommendation that we find a way



Railway enthusiast: Michael Portillo, who has accepted an invitation to become president of the Friends of the Settle-Carlisle Line, relaxes at home with a book on Victorian railways.

GEOFF COURTNEY

to save the line, and I regard that as my greatest achievement in politics."

And so in April 1989, Mr Portillo was able to announce the line would remain open, to the joy of the 'Friends' and railway enthusiasts everywhere. The government had picked up the vibes of the electorate – doubtless relayed to them by Mr Portillo – studied the reasons for and against closure, and backtracked on its resolve to agree to BR's request.

The ministerial letter to the Friends relaying the good news was personally signed by Mr Portillo, so cementing the goodwill from campaigners that remains as solid today as it was nearly three decades ago.

The son of a Spanish father and Scottish mother, Mr Portillo was at one time tipped to be a Conservative party leader, but turned his back on politics in 2005, since when he has forged a second career as a television and radio broadcaster and journalist. It is a career

that has made him a household name in Britain and has seen him on television numerous times, especially with his programmes on railway journeys – frequently accompanied by an ancient Bradshaw's Guide – covering here at home and overseas, including mainland Europe, the USA and India.

Mark Rand, a former chairman of the Friends and still an active member, said Portillo was a unanimous choice to succeed the late Sir William McAlpine as president, but the committee overseeing the appointment was not sure he would accept.

"He gets many such approaches from rail causes and turns them all down," he said. "For the Friends, though, he has made an exception, and we are indeed honoured."

In accepting the presidency, Mr Portillo said: "Thank you for the compliment you pay me by asking me to assume the role of president. I am deeply saddened by the death of Sir William McAlpine, who was a good friend and a great railwayman. In this unique case I will accept, because I do indeed feel a strong connection to the line through our shared history."

Mark, who said the role was honorary and symbolic but "sent a strong message about the Friends," added: "Michael as then Transport Minister played a key part in saving this magnificent railway from closure. That he has now become our president gives a new twist to an already remarkable story."

In his *Heritage Railway* interview, Mr Portillo said he would like to see Kyle of Lochalsh-style observation cars with glass roofs included in the line's rolling stock. Charter operators who organise railtours on the scenic lines would doubtless endorse such an ambition.

Wembley exhibition 2ft-gauge coach restored as new at Toddington

THE North Gloucestershire Narrow Gauge Railway has restored a coach which was built for a special line at the British Empire Exhibition at Wembley in 1924/25.

The body of the 2ft-gauge vehicle was retrieved from Teddington Fields, next to the A46 between Tewkesbury and Teddington Hands, by members of the narrow gauge line based at the Gloucestershire Warwickshire Steam Railway at Toddington.

Builder the Gloucester Railway Carriage & Wagon Company Limited retained ownership of the narrow gauge Wembley carriages. When found a decade ago, the carriage body still retained a small Gloucester RCW

workplate inside the saloon.

There were several light railways laid at the exhibition, which in the railway sector was most famous for showcasing GWR 4-6-0 No. 4079 *Pendennis Castle* and LNER Pacific No. 4472 *Flying Scotsman*.

It is believed the 18 Wembley carriages built by Gloucester RCW were eventually sold off, one of which ended up on a Lincolnshire potato railway. The one acquired by the NGNGR went to a farm near Longdon, Worcestershire by the early 1930s, before being moved to Teddington Fields.

The wooden chassis appears to be from a War Department bogie



wagon, which Gloucester RCW built in considerable numbers during 1914-18, although the original bogies have long-since disappeared. The coach was officially launched into traffic at Toddington on August 11.

Above: The sole-surviving coach from the 1924/25 British Empire Exhibition at Wembley now set for a second career on the North Gloucestershire Narrow Gauge Railway. MALCOLM RANIERI



Take your pick: KESR Austerly 0-6-OST No. 25 Northiam, built by Hunslet Engine Co in 1953 for the Army and recently returned from major overhaul, emerges from the trees near the top of Tenterden bank with a train from Bodiam on July 14. The railway will be holding a hop-pickers' festival on September 8-9, precisely 60 years after the last special trains brought in the pickers from London. GEOFF COURTNEY

Tourism backing for KESR galas as link row rumbles on

By Geoff Courtney

AGAINST a background of a fierce ongoing debate about the planned link-up of two heritage railways in Kent and Sussex, a local tourist organisation has come out in strong support of the value of one of the railway's gala events.

Kevin Boorman, manager of 1066 Country Marketing, which promotes the region's history and culture and includes on its board representatives of a number of local authorities, made his comments after local Conservative MP Amber Rudd and the tourism chief of one of the local authorities on the board each hit out at a privately funded £4½ million project to link Robertsbridge-based Rother Valley Railway with the Kent & East Sussex Railway.

The strongest attack on the project came from Coun Sally-Ann Hart, a local magistrate and Rother District Council's cabinet member for tourism and culture,

whose comments were reported in last month's issue of *Heritage Railway*.

She astonished many supporters of the plan with claims that linking the railways, which would provide a 14-mile heritage line between Tenterden and Robertsbridge connected to the national rail network, would be of little tourism and economic benefit to the region.

One of her standout opinions was the project was not a major tourist attraction that would materially benefit the district, but was "merely a hobby project by a group of privately funded railway enthusiasts", and that a level crossing on the A21 Robertsbridge bypass that is part of the project would be a "tragedy" for Hastings, Rother towns and villages, and their visitor attractions.

Her views have caused a backlash, as illustrated in the readers' letters pages in *Heritage Railway*, and now 1066 Country

Marketing's manager Kevin Boorman has come out in support of the special events run by the Kent & East Sussex Railway, which runs 10½ miles from Tenterden to Bodiam.

While not directly addressing the opposition of Coun Hart or Amber Rudd, Mr Boorman said: "Tourism is really big business in this area, contributing hundreds of millions of pounds to the local economy every year and supporting many thousands of jobs. All of our research shows that residents and visitors alike particularly enjoy the area's special events."

One of these events, he said, was the annual KESR hop festival, which is being held on September 8-9.

He added: "HopFest is a really special event, and it promises to be particularly popular, especially with so many local people and Londoners having family connections to hopping."

The KESR has an historical link with

hop-picking, as hops were grown along the Rother Valley and at Guinness hop farms at Bodiam, the railway's current western terminus. Special trains brought in hop-pickers from London, mostly from the capital's East End, with entire families being involved.

Although BR ceased a regular timetabled passenger service on the line in 1954, these special trains continued until 1958, and as the preserved railway's product & reservations manager Helen Douglas says: "The men, women and children would spend several weeks in the countryside each year, picking hops as their late-summer holiday. There was much drinking too!"

This year's HopFest will feature steam trains every 45 minutes between Tenterden and Bodiam, and also a variety of other attractions, including a re-created hoppers' hut, live music and local dancing groups, barbeques and heritage vehicle displays.

Superb will be even more so at big Welshpool gala

BAGNALL 0-6-2T *Superb* will be making a return visit to the Welshpool & Llanfair Light Railway for the August 30-September 1 gala.

Superb, built in 1940 for the Bowaters paper mill at Sittingbourne, and based at the Sittingbourne & Kemsley Light Railway, proved a big success on its inaugural visit to Mid Wales last year.

However, for this year's gala, it is planned for *Superb* to be used more extensively, including for the first time taking charge of passenger services over the whole line, including the 1-in-29 Goffa bank out of Welshpool. It is also set to double-head with home-based locomotives, including Kerr Stuart 0-6-2ST *Joan*, which is effectively a sister design to *Superb*.

Also visiting from the Sittingbourne

line will be a hand pump trolley, to be stationed on the bay platform line at Welshpool Raven Square station, and for a donation to railway funds visitors will be invited to 'have a go'.

Raven Square will host a miniature railway, miniature road steam engines, a model railway exhibition in the display shed and various railway-themed stalls. Llanfair highlights will include displays in the workshop, traction engines and other vehicles in the yard, and a large 16mm layout and model engineering display in the former Colinette industrial unit next to the station. There will be an evening train on the Saturday too.

Llanfair station will also be linked by a free bus to the separate-entry garden railway show on the Saturday and Sunday at Llanfair High School.



Superb attracting admiring glances during its previous visit to Llanfair Caereinion. WLLR



Leander heads the 'Waverley' (or IT57) carrying the original headboard from 50 years ago past Ribbleshead station. MAURICE BURNS

Main line relives 1T57 on August 11

By Robin Jones

THREE tours commemorated the legendary 1T57 'Fifteen Guinea Special' – the last BR steam-hauled trip – with trips on the anniversary day operating over part of the route taken on August 11, 1968.

However, in recalling the end of steam, all three trips on Saturday, August 11, may be viewed to some extent as symbolic, as the steam locomotives on each were diesel assisted, to comply with lineside fire-risk mitigation, following the summer heatwave.

The originally booked A1 Peppercorn Pacific No. 60163 *Tornado* was

unavailable for Pathfinder Tours' 'The Settle & Carlisle Golden Express I', and was replaced by A4 Pacific No. 60009 *Union of South Africa*.

Operated by DB Cargo, the trip was diesel-hauled from Bristol Temple Meads to Preston, where No. 60009 took over. It then ran through Lancaster, Oxenholme and Tebay before arriving into Appleby. The return journey from there took it over the Settle and Carlisle line, Clitheroe and Blackburn en route to Crewe, where a diesel took over for the return to Bristol.

The other two trips were operated by West Coast Railways for the Railway Touring Company.

None of the original 1T57 locomotive

types featured on any of the anniversary trips, but 'The Waverley' from York to Carlisle via the Settle and Carlisle line and back via Appleby, Leeds, Keighley and Ribbleshead saw a black 4-6-0 – in the form of LMS Jubilee No. 45690 *Leander* – carry the original routing number from 50 years ago on its smokebox. As reported in Headline News, the routing number is owned by West Coast commercial manager James Shuttleworth.

The second RTC trip saw sister No. 45699 *Galatea* (with supporting Class 47 diesel) haul a leg of the 'Cumbrian Mountain Express' from Carnforth to Farington Junction via Carlisle, Settle and Blackburn.

"Tornado will still get its chance to haul a 50th anniversary special."



A4 No. 60009 *Union of South Africa*, in grimy condition, pushed by a Class 66 diesel through Tebay with 'The Settle & Carlisle Golden Express I'. DAVE COLLIER



Jubilee No. 45699 *Galatea* hauls the 'Cumbrian Mountain Express' up past Ais Gill. JACK HAYNES

The tour left Euston behind electric traction, in the form of Class 86 No. 86259. *Galatea* was added to the front of the train at Carnforth Down and Up Goods Loop, supported behind by a West Coast Class 47. Steaming through Oxenholme and Penrith, it ran non-stop to Carlisle.

Departing an hour later, it ran via the Settle and Carlisle line to Hellfield, and then on through Clitheroe and Blackburn before arriving into Farington Junction outside Preston. From there, a diesel returned the train to Euston.

Tornado will still get its chance to haul a 50th anniversary special as it has been booked – completion of repairs at the Nene Valley Railway and a main line test run permitting (Main Line News, page 56) – to haul Pathfinder Tours' redated 'The Settle & Carlisle Golden Express II' on October 3.

Diesel-hauled from Didcot to Crewe, *Tornado* will head the trip through Blackburn, Clitheroe and Hellfield to Settle Junction and on to Appleby for a break. The train will then head north, avoiding Carlisle station and turning directly on to the West Coast Main Line before speeding through Penrith and up Shap summit.

It will return to Crewe where a diesel takes over for the return to Didcot.



Carrying the same train reporting board used exactly 50 years earlier, a black Carnforth-based 4-6-0 awaits departure from Carlisle, with the 50th anniversary commemoration of BR's last steam train on the exact day. JAMES SHUTTLEWORTH



LMS Jubilee 4-6-0 No. 45690 *Leander* waits for sister No. 45699 *Galatea* to clear the single line between Carlisle station and London Road Junction on August 11. Although both trains were run to commemorate the 50th anniversary of the end of BR steam in August 1968, the scene has more of a 1967 flavour, when Leeds Holbeck 5Xs were regularly used on summer Saturday trains, between Leeds and Carlisle. JAMES SHUTTLEWORTH



A4 No. 60009 *Union of South Africa* passing Greenholme with 'The Settle & Carlisle Golden Express I'. MICHAEL ANDERSON

Bishops Lydeard's Gauge Museum scoops £40,000 National Lottery cash

By Robin Jones

THE West Somerset Steam Railway Trust has been given a National Lottery grant of £40,000 to relaunch the Gauge Museum at Bishops Lydeard station.

The grant will improve the displays in the museum, which is housed in the Brunel-designed goods shed and dates from the opening of the line in 1862. The museum contains a unique 1897 GWR sleeping car, owned and restored by the trust.

A statement from the trust said: "The West Somerset Railway is the longest heritage railway in Britain. It is one of Somerset's most visited attractions.

However, apart from enjoying a journey behind a steam locomotive, visitors to the railway do not currently have many opportunities to learn about its history.

"The project will, for the first time, seek to present and develop the trust's collections in a way which enables and encourages broader public engagement with both the local community (including schools and colleges) and visitors.

"The trust, which took over management of the museum in

January 2017, will improve displays and make use of audio-visual equipment to tell the story of the railway more clearly and illustrate the social, physical and economic impact of railways in Somerset.

"In delivering the project, we will actively engage with the local community by, for example, recruiting and training volunteers to help manage the museum and its collections, to research and document the social and operational history of line and to undertake a recording project with retired railway workers and users of the line."

Revitalisation

The grant will allow the trust to employ a part-time learning officer to promote the use of the museum for school visits. The trust is now establishing a project group to take the revitalisation of the museum forward.

Trust chairman Chris Austin added: "We are delighted with the grant which, together with our fundraising and volunteer input, will allow us to make the



The 1897-built GWR sleeping car takes pride of place in the Gauge Museum. WSRT

museum more interesting and relevant to the railway's visitors.

"It will also allow us to reach out into the community and inspire a new generation with the excitement of a steam railway and to understand

better the rich history of the WSR in the Somerset community."

The upstairs of the museum contains Gauge Junction, an 00 gauge steam-era model railway depicting a railway scene somewhere in rural England.

Mixed trains at Buzzrail gala

THE Leighton Buzzard Railway plans to offer its most intensive timetable in recent years at its September 15-16 gala. Guest locomotives will be Patrick Keef's 1924 Bagnall 0-4-0ST Woto and Nick Williams' 1925-built Barclay 0-4-0T Jack.

Home-based locomotives in action will include de Winton 0-4-0VBT Chaloner, built in 1877, Baguley 0-4-0T Rishra, built in 1921, Orenstein & Koppel pair 0-4-0WT PC Allen of 1913 and 0-6-0WT Pedemoura of 1924, plus Barclay 0-6-0T Doll of 1919.

Nine departures each day are planned to run from Page's Park between 10am and 4pm, with trains running every 40 minutes in the morning and early afternoon.

Some services will be operated as mixed passenger and freight trains.

Another guest locomotive is set to be announced.



THE Isle of Wight Steam Railway held its Three Island Locos gala over the weekend of August 4-5. Adams 02 No. W24 Calbourne, Stroudley A1X No. W8 Freshwater and its sister No. W11 Newport operated an intensive passenger timetable. The three-train service featured the LBSCR bogie set, the Victorian four-wheelers and the Ventnor West push-pull set on the Wootton shuttle. The gala was a last opportunity to see all the three engines working together until the overhaul of No. W8 Freshwater has been completed. Pictured here are Nos. W8 and W11 in action during the gala. FRED KERR

St Austell's GWR footbridge may stay in Cornwall

ST AUSTELL station's landmark GWR Victorian footbridge will no longer be moving to North Wales, as local protestors feared.

Network Rail has confirmed the Bala Lake Railway no longer wants the footbridge, which campaigners have been fighting to keep in Cornwall.

The covered cast-iron lattice footbridge was built after the GWR took over this section of the Cornwall Railway

in 1877, and the date 1882 is stamped on the spandrels. It is visually similar to the footbridge at Bodmin Parkway station, southern terminus of the Bodmin & Wenford Railway.

The Helston Railway was reported to have recently shown an interest in acquiring it.

Local MP Steve Double said: "My preferred option has always been that this iconic part of our town should stay

where it is and be restored, but keeping it in Cornwall is certainly a step in the right direction."

Network Rail submitted an application for listed building consent to remove and relocate the footbridge at the station as part of a multi-million pound project to improve access. However, the proposed removal of the bridge was met with a wave of opposition from historians and residents alike.

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.





Brackley's Central station building is threatened by development.
SAVE BRACKLEY'S RAILWAY STATION

Last-ditch bid to save Brackley Central building

TOWNSFOLK in Brackley have launched a campaign to save its former Great Central Railway station from being demolished.

The late-Victorian structure in Top Station Road was vacated by tyre firm ATS Euromaster in July, and is due to be sold at auction via sealed bids.

Residents fear it will be demolished and the site used for housing.

They have set up a Save Brackley's Railway Station Facebook page at www.facebook.com/groups/244365462848149/about/

Lifelong resident Colin Parry, who is spearheading the campaign, claimed he has spoken to several developers, who all said they would build homes on the site given the chance.

Colin said: "That would be a stupid waste of a piece of the town's history."

He has approached councillors about keeping the building for community use.

He said many of the station's original features remain intact.

Brackley Central, opened on the GCR's London Extension on March 15, 1899, was the second station in the town, following the one built by LNWR, which was known simply as Brackley

The station, a variation on the standard island platform design typical of the London Extension, was closed to all traffic on September 5, 1966, after BR chairman Dr Richard Beeching saw the GCR route as duplicating the Midland Main Line, which he recommended should stay open instead.

In the cutting below the station building, the platform and its buildings have long since been replaced by a range of industrial units.

Swindon & Crickland steam train rescues injured dog walker

THE Swindon & Cricklade Railway ran an impromptu ambulance train to help take a stricken dog walker to hospital.

Members of the public had called 999 on the morning of Saturday, August 11 after hearing screams for help near the line in Oakhurst.

Police asked railway personnel for help in moving the woman, who had broken her leg, from a remote field back to Taw Valley Halt.

Polish Tkh 0-6-0T No. 3135 *Spartan*, which had been waiting at the halt, came to her aid.

Railway spokesman Adrian Thompson: "We had to stop the

trains to get across the line, where officers found a dog walker who had broken her leg when her foot had gone through a rotten plank on a bridge over the River Ray.

"All the emergency services could reach her to rescue her, but we couldn't get the ambulance to her.

"The patient was loaded aboard for a quick trip down the track where the ambulance was waiting at the station.

"We're proud of having been of assistance in getting the patient to hospital."

Topsy, the woman's Jack Russell, was taken home by police.

The first Warship in the woods?

FOR the first time, a Class 42 WR diesel hydraulic Warship will be cruising north of Lydney on the Dean Forest Railway.

The Bury Hydraulic Group's D832 *Onslaught* will be the special guest locomotive for the September 14-18 annual diesel gala. It will run alongside residents D9521 and D39237 *Gladys*.

The last time a Warship came to the

Forest was in the 1960s, to Lydney Junction yard.

The gala will feature 'Driver for a Fiver' footplate experience journeys, setting off from Norchard low-level platform using one of the line's Hunslet 0-4-0 industrial shunters, *Salty* or *Don Corbett*. There will also be traditional diesel gala rides aboard the line's Dogfish ballast wagons.



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Applications with CV's should be sent to **Mr M Hills, Brecon Mountain Railway Company Ltd, Pant Station, Merthyr Tydfil. CF48 2UP or emailed to enquiries@bmr.wales**

Experienced Steam Locomotive Fitter

Llangollen Railway are looking for an experienced steam locomotive fitter on a permanent basis to join their engineering department.

The Llangollen Railway is the only standard gauge heritage railway in North Wales. The line follows the picturesque River Dee, for its entire length, passing through some of the finest natural beauty North Wales has to offer and operates both steam and diesel locomotives.

The engineering department undertake the maintenance, restoration and new build of steam locomotives, to support both the running of the Llangollen Railway and also for external customers on a contract basis.

The principle requirement is for an experienced steam locomotive fitter to perform the following tasks:

- ◆ Regular inspections according to detailed procedures and the completion of locomotive examination reports
- ◆ To perform the necessary maintenance and repairs on the Llangollen Railway's running fleet.
- ◆ To contribute to the restoration of locomotive chassis and running gear
- ◆ To contribute to the build of new steam locomotives.

The fitter role will be primarily focussed on the chassis and running gear, and therefore a thorough understanding of locomotive chassis, wheel sets, axle boxes, horns, brake systems, piston and valve gear will be required.

Previous experience of firing or driving steam locomotives would be an advantage.

The position will be based at the engineering works in Llangollen and will be for a nominal 40 hours per week, from 8.00am to 4.30pm, Monday to Friday.

Salary negotiable based on experience.

**Please email your CV to:
info@llangollen-railway.co.uk**



Railwayana auction boss David Lewis dies aged 56

By Geoff Courtney

THE close-knit world of railwayana is mourning the death of David Lewis, who died on August 2 at the age of 56 after a long battle with cancer.

He is the second auction house principal to pass away in his fifties in a little over a year, following the death 14 months ago of Solent Railwayana's Nigel Maddock.

In recent years David, who leaves a widow Helen and two children, Peter and Claire, had run railwayana auctions at Crewe Heritage Centre, but his involvement with the movement stretched back many years.

Among the many who knew him was Mike Soden, director and auctioneer of Great Central Railwayana. "I knew him as a collector for about 30 years, before he ran any auctions.

"He had a wide and varied range of interests, from nameplates to cashbag labels, and was both a buyer and seller from an early age."

Hobby to full-time role

David, who became a grandfather for the first time just a month before he died, held his first railwayana auction at Stoke in the early-1990s, and after a spell away from these sales resumed them at Crewe eight years ago.

"I always found him very fair with his prices if he was selling privately," added Mike.

"He built up a lot of contacts, and I remember him helping me with a nameplate I particularly wanted. He will be sorely missed as a person and a collector."

Mike said David's biggest collecting theme was for his local area in Shropshire.

Mike White, who was auctioneer for David at Crewe for four years, said: "I had known him for about 30 years, and I would describe him as a 'go-to' man. Although he wouldn't have experienced the BR steam era, he was extremely knowledgeable on a variety of railway

subjects, and he was heavily into preservation. Railwayana was a hobby that turned into a full-time job, and it was him who introduced modern traction into the auctions."

Tribute

Simon Turner, of GW Railwayana, said: "David will be missed on the railwayana scene by all. He was a regular stallholder at our auctions right up to when he was diagnosed, and we always had a chat on the day before while we were both setting up."

David's funeral was held on August 14 at St John the Baptist Church in Ightfield, Whitchurch, Shropshire.



Under the hammer: Crewe Railwayana auctioneer Mike White, seen in action at a Crewe Railwayana sale, has described the auction house's principal David Lewis as a 'go-to' man.

Left: Sad passing: Crewe Railwayana boss David Lewis, who has passed away aged 56, displays a nameplate from LMS Jubilee No. 45566 *Queensland* at one of his auctions. JOHN HUGHES

Gelert back in action at Porthmadog

THE Welsh Highland Heritage Railway (WHR) in Porthmadog formally relaunched into traffic its popular Bagnall 0-4-2T *Gelert* on July 29.

The locomotive is now sharing passenger duties with the line's flagship locomotive, Hunslet 2-6-2T *Russell*.

Gelert last steamed in 2013. It had been known for some time the boiler was not in the best of health, the original 1953 boiler having been patched up many times over the years.

Thanks to generous sponsorship, a new boiler was built by Israel Newton in Cromford, Derbyshire in 2016.

The locomotive moved to the

Statfold Barn Railway in 2017 for overhaul, and was steamed at Statfold's open day in March.

A number of smaller items were fixed in the weeks that followed the locomotive's return to Porthmadog on April 14.

Gelert was repatriated from the Rustenberg Platinum Mines in South Africa, and was owned by a consortium of WHHR members.

With the realisation the shareholders were not getting any younger, it was decided the best way to secure the locomotive's future would be to transfer ownership to a charitable trust, and The *Gelert* Trust was granted charitable status in February 2017.



Bagnall 0-4-2T *Gelert* (left) is now sharing passenger duties at the Welsh Highland Heritage Railway with Hunslet 2-6-2T *Russell* (right).

MICHAEL CHAPMAN

A rolling 15-year agreement is in place for the locomotive's operation at the WHHR, helping to ensure it will remain a familiar performer on the

popular 2ft-gauge line.

More details about the locomotive can be found at: <https://gelert-trust.org.uk/>



Photographed from the public viewing gallery, *City of Peterborough's* frames and driving wheels are seen on July 22. GARETH EVANS

Was *City of Peterborough* the last locomotive to leave a BR steam shed?

THE overhaul of the Nene Valley Railway's flagship BR Standard 5MT No. 73050 *City of Peterborough* – which has a claim to being the final steam locomotive to leave a BR shed in August 1968 – is progressing at the line's Wansford workshops.

The 4-6-0 was withdrawn at the expiry of its boiler ticket in 2014, and work began in early 2017.

Fully stripped down, the cylinders have been bored and the roller bearings inspected. The wheels are in need of reprofiling and the tender is currently being worked on.

Initial inspection of the boiler has highlighted some issues, and a section has been sent away for analysis.

Heritage Railway reader Steve

Dymond claims No. 73050, which received its name in the heritage era, has an often overlooked claim to fame in this year of the 50th anniversary of the end of BR steam haulage.

He said: "I recall correspondence with the late Alan Castle of Preston, circa 2008. We were trying to ascertain the all of the 'lasts' in August 1968.

"I forget the source but it was discovered No. 73050 had been towed to 9D Newton Heath for repairs ready for its journey.

"It then departed from there for Peterborough, meaning Newton Heath was the last shed from which a steam loco left in steam, unless anyone knows different..."

Happy homecoming for Taff Vale tank

TAFF Vale Railway 0-6-2T No. 85 is set to make its first visit to South Wales in nearly 90 years.

The Keighley & Worth Valley Railway (KWVR)-based locomotive is one of two guests booked for the Pontypool & Blaenavon Railway September 14-16 annual gala.

No. 85 will see four days of operation, with three days of the gala and a photographic charter. On its way to the gala, it is hoped the locomotive will visit its old haunt, now known as Cardiff Bay, on Wednesday, September 12.

That flying visit will not only raise awareness of the loco and the railways at which it operated, but also stand as a reminder of the origins of Cardiff Bay and the docks that preceded it.

No. 85 was built in 1899 by Neilson Reid for the TVR, which connected Cardiff docks with the coal mining industry located in the Valleys a few miles to the north.

When the Taff Vale Railway was absorbed by the GWR in 1922, the engine soon became surplus to

requirements as the Swindon empire had a policy of standardisation.

In 1927, the engine was withdrawn, and in 1929 the engine was sold to the Lambton, Hetton & Joicey Colliery in County Durham to haul coal trains between the inland collieries and the coast on its internal railway system.

When the coal industry was nationalised in 1947, the locomotive became NCB No. 52 and remained in service there until 1968. Following withdrawal, the engine arrived at the KWVR in December 1970.

No. 85 was rebuilt to its original outline by a group of volunteers in the 1990s.

It is now fully lined out in its original TVR livery.

The second guest will be Hudswell Clarke 0-4-0ST No. 1742 of 1946 *Millom* from the Buckinghamshire Railway Centre.

The two steam locomotives will join home-based Robert Stephenson & Hawthorns Austerity 0-6-0ST No. 71515 *Mech Navvies* and Barclay 0-4-0ST *Rosyth* No. 1 in action.

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Bulleid Battle of Britain Pacific No. 34072 257 Squadron at Harman's Cross on Saturday, January 4, 2003, its penultimate day in traffic. ANDREW PM WRIGHT

257 Squadron steams at Swanage

By Gareth Evans and Robin Jones

SOUTHERN Locomotives Limited-owned unrebuilt Bulleid Pacific No. 34072 257 Squadron moved under its own steam at the Swanage Railway on August 9 after an absence of 15 years.

The occasion was the first major test the 4-6-2 has had since leaving the line's Herston Works last year.

Further mileage accumulation and testing will follow, before the locomotive returns to passenger traffic.

Explaining why it has taken so long for 257 Squadron to be returned to traffic, having been transferred to the railway some months ago, SLL said: "The railway has to use the pits constantly for operational locomotives and steam test runs have to fit in between trains, which on some days is simply not possible.

"An unexpected problem arose with

a jammed axlebox, probably caused by the extended motionless stay in Herston Works awaiting the long overdue return of the boiler.

"This was rectified after a lengthy time in which a vast amount of diesel and lubricants were utilised which finally cured the problem, and proved to be a seized driving axle spring rather than the box itself."

Popular performer

One of the most popular performers in the history of the heritage line – 257 Squadron – was outshopped from Brighton Works in April 1948 and first allocated to Dover to work the heavy continental expresses to London.

It was withdrawn in October 1964 from Eastleigh, but re-steamed two months later to an enthusiasts' special between Fareham and Southampton Docks.

It arrived at Barry scrapyards in March 1965 and stayed there until November 1984, when it was acquired by the group restoring Merchant Navy No. 35027 Port Line.

It was moved into Swindon Works, and Tarmac, whose directors had expressed an interest in seeing No. 34072 restored by September 15, 1990 – the 50th anniversary of the Battle of Britain – offered a five-year interest-free loan, enabling three full-time staff to work on its restoration. A main line test run finally took place in 1990.

On September 8 that year, it steamed into Folkestone, where Air Commodore Peter Brothers, a former 257 Squadron pilot, carried out the renaming ceremony. It then hauled a train to Dover and then ran back to Ashford.

That autumn, after a visit to the Bluebell Railway, 257 Squadron was moved to the

Swanage Railway where it operated until May 1991. It went on to visit other lines, including the North Yorkshire Moors, East Lancashire and Severn Valley railways, but never ran on the main line again.

Continuous service

October 1992 saw it moved back to the Swanage Railway. Twelve years and four months after returning to traffic, 257 Squadron was withdrawn with serious firebox problems in January 2003. It was said no other locomotive in preservation has operated for so long in one continuous stint.

Following a lengthy overhaul, it was due to be relaunched into traffic at Corfe Castle station on September 30 last year, in the presence of designer Oliver Bulleid's grandson, but the event was cancelled because further boiler tests were requested.

Scotsman, Class 50s and a Deltic all feature in Pathfinder Tours' itineraries

By Cedric Johns

WITH booked locomotive A1 Pacific No. 60163 Tornado unavailable, A4 No. 60009 Union of South Africa stepped into the breach to haul Pathfinder Tours' 'Settle & Carlisle Golden Express I' on Saturday, August 11.

However, with the engine due back down south immediately afterwards, the second 'Express', scheduled for Wednesday, August 15, was postponed until Wednesday, October 3.

Next up, the 'Wessex Wanderer', featuring a pair of Class 50 diesels, will depart East Midlands Parkway on Saturday, September 8 for Weymouth.

Picking up all stations to Birmingham New Street, the Class 50s head on, calling at Stourbridge Junction, Worcester and

Cheltenham to Bristol Parkway.

Covering new ground, the 'Hoovers' travel south-west by way of Bath, Trowbridge and Westbury, joining one-time familiar territory for the English Electric-built locomotives – the West of England Main Line – at Fairwood Junction.

At Castle Cary, the pair cover more new territory, heading on through Yeovil Pen Mill, taking the singled line to Maiden Newton and Dorchester West.

For the return journey from Weymouth, the 'Wanderer' travels over yet more new ground via Dorchester South, Poole, Bournemouth, Southampton, Basingstoke, Reading, Oxford, Worcester, and from there back to the East Midlands.

Flying Scotsman provides the attraction on Saturday, September 22 when it takes charge of the 'Ynys Mon

Express' from Crewe to Holyhead via Chester. The train begins its day from Bristol diesel-hauled, before a change of motive power at Crewe.

Steam heads the 'Sugar Loaf Mountaineer' on Sunday, September 23 when 'Black Five' 4-6-0 No. 45231 The Sherwood Forester is booked to head the train from Shrewsbury to Carmarthen via Llandrindod Wells and return.

The Central Wales line train was originally scheduled to run on Saturday, July 7, but was postponed because of the possibility of fire risk in the tinder-dry conditions.

Saturday, September 29 reveals more heritage diesel traction in the shape of Deltic D9009 Alycidon booked to head Pathfinder's 'Deltic Deviator' from York to Durham and Newcastle by way of old BR diversionary routes. As a bonus, it will return southwards to Carlisle, where

a break will be taken, prior to a trip over Ribbleshead.

This excursion starts from Willington – the train hauled by a Class 68 – stopping all stations to York, where the Deltic takes over. The Deltic trip concludes Pathfinder's current programme, but there is more to come.

Now in the throes of planning excursions for the remainder of the year, general manager Peter Watts said at least one more steam-hauled outing is on the cards, possibly in late autumn.

Regarding the 'Torbay Express', he said that if available, Merchant Navy 4-6-2 No. 35028 Clan Line would work the penultimate trip to Kingswear on Sunday, August 19, with the possibility of the locomotive heading the season's final outing, on Sunday, September 2 remaining to be confirmed as this issue closed.

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MAYOR OF LONDON



Wolverton Works appeal thrown out by High Court

By Phil Marsh

A LAST-ditch attempt to save the historic Wolverton Works from the bulldozer has failed.

However, the future of the site is again enshrouded in uncertainty following a 'surprise' sudden sale.

The London & Birmingham Railway opened the works on September 17, 1838 and it is likely to be under new ownership for its 180th anniversary, according to the current operator Knorr-Bremse's August 5 announcement it had sold the rail renovation business to a German-based holding company called Mutares.

Knorr-Bremse bought the rail business on August 27, 2013 four weeks after it had entered administration, when previous operator Railcare ran out of cash, and has therefore run Wolverton and Springburn for five years.

This sale, which many locals consider not coincidental, closely followed the High Court's dismissal on July 30 of the appeal made on May 23 this year by Historic England against the controversial planning consent to demolish 99% of the works.

The court's ruling was described as "very disappointing" by Historic England because Wolverton Works is the most complete example of a major UK Victorian railway works, and is within a conservation area, and because the ruling means that in theory no conservation area is safe from demolition and redevelopment.

The Judge, Mr Justice Dove, said in his 44-page ruling he considered Milton Keynes Council was in law entitled to conclude the future use of one part of the site for railway-related employment and the replacement of the rest for housing outweighed the retention of the unlisted buildings for the contribution they make to the character of Wolverton.

The key to this decision is that property



Class 08 No. 08629 and match wagon run past the site of the new proposed works at Wolverton. PHIL MARSH

developers and Wolverton Works's site owners St Modwen have said they will build a smaller railway works at the eastern end of the 38-acre site – and therefore rail-related employment will continue as the link to the past.

So, in theory, any conservation area without listed buildings can now be demolished so long as any industry associated with its heritage continues in some form for historical continuity, even in modern replacement buildings.

The planned First World War memorial to the 213 Wolverton men who died in that war has now been ready for erection since the start of last year, but St Modwen continues to refuse to answer questions about where it can be sited.

Wolverton & Greenleys Town Council has tried to resolve this issue, but only Knorr-Bremse, which part funded the memorial, is assisting in the project.

Wolverton Works' staff arrived at work on August 6 to be given a letter telling them the business had been sold, but with no other information offered.

It is also understood all photography has been banned within the works itself.

A press statement said Knorr-Bremse is

carrying out a strategic realignment of its vehicle services business in the UK market, which prompted the sale of the sites in Wolverton and Springburn.

Milton Keynes Council leader Peter Marland has said the buildings are in a dangerous state and Historic England should work with St Modwen to preserve what is left as much as possible.

He said: "Milton Keynes Council is responsible for making the decision on the Wolverton Works site, but we are not the land owner or applicant, and the planning committee needs to make decisions based on the law.

"Wolverton is my ward and I care deeply about the works. As ward councillor I have tried to moderate and improve the designs the land owner has put forward, and I'm the first to agree they are not what I'd have ideally liked, but let's be clear that as well as being historic there are still jobs on the site which need modern buildings.

"The works are not just history, they still exist and we need to make sure they continue to exist into the future.

"Historic England has now failed in the High Court, they have failed with an application to the Secretary of State

to 'call in' the decision, and they have failed to engage constructively at all with reality."

The new owner's website states Mutares "is a holding company that typically acquires companies or divisions that are no longer part of the core business of a larger corporation.

"As an investor with its own consulting team, Mutares specialises in increasing production efficiency, leveraging synergies and enabling growth.

"In particular, they invest in European companies that have significant potential for development and already possess established business models – often combined with strong brands."

However, the established business model has not worked according to Wolverton locals and behind this is the fear that the kind of rail renovation work carried out at Wolverton will come to an end with the introduction of new train fleets in new rail franchises. These will bring wholesale withdrawal of British Rail-built trains, so there will be no work such as currently carried out beyond a few years' time.

The recent signing of a 25-year lease between St Modwen and Knorr-Bremse now seems to have been designed to offer continuity of rail-related work at Wolverton to satisfy planning constraints rather than the probability of such work continuing. The Chinese Railway and Rolling Stock Company's flirtation last year with Wolverton is also over so the works' future now looks to be bleak.

Historic England told *Heritage Railway* it is considering an appeal to a higher court, but have asked for readers' expressions of support. These should be sent to Andy.Brown@HistoricEngland.org.uk or posted to: Andrew Brown PhD MCIFA, Planning Director South East, Planning Group, Historic England, 195-205 High Street, Guildford GU1 3EH.

False alarm for police at MNR event

POLICE turning up to the Mid-Norfolk Railway's Yaxham station in response to reports of gunfire found themselves in the middle of a Second World War battleground.

A local resident dialled 999 after hearing shots being fired around the station. However, what was described as "automatic assault rifle" fire turned out to be a demonstration model in action to add authenticity to the railway's August 4-5 weekend, which would have sounded like a real gun being fired, police said afterwards.

Police knew about the wartime weekend but still responded to the call

on the Sunday afternoon.

Yaxham went back in time to 1940, with the British Expeditionary Force holding the station while under fire from the advancing Germans near Dunkirk. Dereham station was invaded by period military and civilian vehicles, including Jones's van from TV show Dad's Army.

On social media, Norfolk Police said one of the officers who attended "had a spiffing time" posing on a wartime motorcycle with members of one re-enactment group.

General manager George Saville said: "It's our most successful event to date. We've been blessed with the weather."

New GWR-style spear-top fencing nears completion on the outdoor patio extension at Bridgnorth station's new platform 1 refreshment room and toilet facility. Structural work is virtually complete, with contractors currently fitting out the interior. It is planned to commission the new building this autumn. It is part of Phase One of the Bridgnorth Development Plan for which more than £2.5 million has been raised through the 2016 share scheme. PAUL APPLETON





Visiting the Wensleydale Railway for the high summer period, NER J27 0-6-0 No. 65894 approaches Newton-le-Willows on August 7. DAVID PRICE

On a plate: preserved steam loco error corrected

By Geoff Courtney

A PRESERVED steam locomotive worksplate error that went undetected for decades has been corrected at a small ceremony during a rail gala at Amberley Museum in West Sussex on July 14-15.

Former ironstone quarry 0-6-0ST *Scaldwell* had been carrying the wrong worksplate throughout its 35 years at Amberley and possibly before, but the error was spotted only when ownership of the engine was transferred to the Southwold Railway Trust in Suffolk last year.

The 3ft-gauge engine was built by Peckett & Sons of Bristol in 1913 as works No. 1316, and spent its entire working life at Staveley Minerals' ironstone quarry in Scaldwell, Northants. The previous Peckett built, works No. 1315, was a near identical locomotive, and it too saw service at the quarry, carrying the name *Lampport*.

Both were withdrawn on the closure of the quarry in 1962. *Lampport* was cut up two years later, but *Scaldwell* escaped such a fate and was saved for preservation to become part of the Brockham Museum collection in Surrey. The museum closed in 1982 and its entire collection, including *Scaldwell*, was moved to Amberley, where the 0-6-0ST remained unrestored until last year, when ownership passed to the Southwold

Railway Trust. It was realised then its No. 1315 worksplate was in fact that of scrapped classmate *Lampport*.

For how long *Scaldwell* was incorrectly believed to be works No. 1315 is unclear, although interestingly a June 1975 article on ironstone narrow gauge railways in an authoritative specialist publication gave 1316 as the works number for the locomotive, while a photograph of the same engine accompanying the article listed it as being works No. 1315.

Rebecca Main, Amberley's marketing and communications manager, said: "It is my understanding that *Scaldwell* came to Amberley (in 1982) with the wrong plate – in other words, the plate from *Lampport*, which by then had been scrapped.

"I don't believe they ever carried the wrong plate when they were in service.

"The correct plate for *Scaldwell* was part of the Industrial Railway Society's collection and was on loan to the Chasewater Railway in Staffordshire for display, while at Amberley we had the plate which we believed was that of *Scaldwell*, but was in fact from *Lampport*.

"The mistake was discovered when we were transferring *Scaldwell* to the Southwold collection, and it has taken us more than a year to locate the correct plate, at the Chasewater Railway."

A 'worksplate swap' corrected the decades-long error at a rail gala at Amberley over the July 14-15 weekend,



It's a swap: Amberley Museum's John Stanton (left) and Colin Billinghurst of the Industrial Railway Society exchange worksplates from two 1913-built Peckett 0-6-0STs at the museum's July 14-15 rail gala, and so correct an error that had been undetected for decades. Behind them is *Peter*, a Bagnall 0-4-0ST that was celebrating its 100th birthday prior to being taken out of service for a major overhaul. GERRY CORK

when Colin Billinghurst, from the Industrial Railway Society, presented the No. 1316 plate to Amberley's John Stanton in exchange for plate No. 1315. Then, in turn, Simon Wilson of the Southwold Railway Trust was presented with the No. 1316 plate for it to be reunited with *Scaldwell*, which is undergoing restoration at the railway.

To some, including enthusiasts, such an error may be regarded as minor, but a worksplate is an essential part of a locomotive's past, be it preserved or not, and historians go to great lengths to ensure locomotives and plates match, while within the railwayana movement worksplates regularly fetch four-figure sums.

Another engine in the spotlight at the gala was *Peter*, one of the museum's resident locomotives that was celebrating its 100th birthday. The former Ministry of Munitions and quarry Bagnall 0-4-0ST was, like *Scaldwell*, one of the Brockham collection locomotives that arrived at Amberley in 1982, since when it has become a popular member of the fleet operating public trains on the museum's 2ft-gauge line.

The gala was its last appearance prior to a major overhaul, including a new boiler, with Amberley having launched a campaign to raise the £40,000 it is estimated the work will cost. It can be accessed at www.justgiving.com/amberleymuseum



Above: No. 656 was lowered off the Matterson jacks and onto a Weltrol wagon inside Wansford works on August 8. SMALL LOCO GROUP

Left: Being fitted with a bell, the Danish 0-6-0 became affectionately known as *Tinkerbelle* by NVR members. ALAN GLADDEN/NVR ARCHIVES

Nene Valley's Danish tank 'Tinkerbelle' returning to steam

By Gareth Evans

A DANISH steam locomotive at the Nene Valley Railway that has not run for more than three decades is now being returned to action by a group of primarily younger volunteers.

Work to overhaul the Danish State Railways Class F 0-6-0T has resumed at Wansford shed after receiving the go-ahead from the Board. Withdrawn in 1986, No. 656 has fortunately been stored undercover for much of that time.

Stop-start

Stripping began in 2005, when a volunteer-led project tackled the overhaul in earnest. However, it stalled in the late-2000s, mainly because of funding.

"It's one of those projects that's always been on the cusp of restarting but not happened," explained Nathan Wilson, one of those leading the current overhaul. When we started the Small Loco Group in 2012, 656 was one we wanted to bring under our wing. We didn't do a lot with it, but we did ensure the parts were all together and started fundraising."

The SLG, a group of mainly younger volunteers, focused its efforts on the cosmetic restoration of Hudswell Clarke 0-6-0ST *Derek Crouch*. The Wissington Light Railway veteran has been transformed from a derelict eyesore into an exhibit which is proudly displayed at Wansford on special occasions.

Impressed with the work carried out on *Derek Crouch*, the NVR identified the opportunity for 656 to allow locomotive overhaul skills to be secured for the future, as well as providing a boost to the home steam fleet.

Nathan, who heads up the SLG, added:

"It's a great opportunity for younger volunteers to showcase what they can do. Jamie Allen, NVR's full-time fitter and I are both aged 27. Also, because it's so far progressed, we know exactly what needs doing – there are no hidden surprises left, so we can accurately cost it."

Progress

"New crankpins were made in 2013," explained Nathan. "They will be fitted while the 4ft 1in-diameter driving wheels are away for turning. The tyres are in good condition. Once they're back, we can do remedial work on some of the axleboxes. Once they're done, the wheels can be refitted and we're on the way to getting the bottom end done."

"In the meantime, while the wheels are out, the chassis has been placed on a Weltrol wagon to enable it to be moved out of the shed as required."

"The motion has been removed from the chassis and laid out to enable parts to be cleaned, checked and measured to ensure they are ready for service. The steam pipes have also been set up to enable them to be hydraulically tested to ensure they are fit for service."

"One tank has all been cleaned and painted, the other is currently being tackled."

"As for the boiler, the inner firebox needs one half side replacing because it's quilted – the original reason for its withdrawal. Several stays are in need of replacement and a set of new tubes is required. Some building up of the barrel

is also needed. We're currently awaiting the return of quotes, after which it will be sent away."

"We're fortunate the original team did so much to it. It's effectively at the stage of being a giant Airfix kit. In fact, Dave O'Connell, one of the original team is helping too, along with other members of the NVR's mechanical engineering department."

"Once we've got all the components together, the locomotive needs re-assembly. That's not as easy as it

sounds because the drawings are in Danish. Fortunately for us, the original team visited a heritage line which runs sister locomotive No. 657 in Denmark."

LNWR connection

No. 656 has a tenuous link to historic British railway practice. Despite being built as late as 1949, the design dates back to 1873.

Constructed in response to an urgent need for shunting locomotives following the devastation of the Second World War, the old design was followed – even to the extent of fitting Allen straight link valve gear, developed by Alexander Allen, chief engineer of the London & North Western Railway at Crewe in the 1850s and long-since superseded in British practice.

Withdrawn and stored at Aarhus depot, No. 656 was bought by NVR member Richard Hurlock and transported to Peterborough in 1975.

Steamed for the first time at the NVR in 1976, it saw regular off-peak service after the NVR's opening a year later.

Being fitted with a bell, it became

affectionately known as *Tinkerbelle* by NVR members.

The locomotive's antique appearance made it a popular choice with film makers, including the TV series *Secret Army*, where it was shot at by an RAF Mosquito.

Future

According to Nathan, the locomotive is expected to return to traffic in two to three years: "We're aiming to have a rolling chassis by the time the boiler is back, so it can be dropped back into the frames."

"Although it's a smallish 0-6-0, it's powerful and ideal for mid-week services. It can haul four to five Mk1s. With the Swedish railbus and its soon-to-be operational trailer, not to mention our carriage fleet, perhaps we will be able to run a continental weekend. It takes the railway back to its roots – one of its continental rolling stock."

What next for the SLG after No. 656? "We want to complete the cosmetic restoration of Hunslet 0-6-0ST *Jacks Green*, which serves as a footplate accessible locomotive at Wansford," replied Nathan.

"We then want to overhaul *Derek Crouch*. 2024 will be the 50th anniversary of it hauling the Peterborough Railway Society's opening passenger train, so we'll be able to recreate that."

"*Derek Crouch* will be ideal for Yarwell and Fletton branch shuttles. We repaired the cab and running plate during its cosmetic restoration. We also used the opportunity to examine the locomotive, so again it's a known quantity."

➔ To get involved or support the work of the SLG, visit www.facebook.com/TheSmallLocoGroup/

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Photos: (Above) R H Leslie - P.J Robinson collection (Top) Science Museum, Creative Commons (Bottom right) Mrs Jean Harrington

Crimson lake Duchess to headline Severn Valley and Swanage galas

By Robin Jones and Cedric Johns

NEWLY restored and reliveried *Duchess of Sutherland* has been booked for the Severn Valley Railway's September 20-23 autumn steam gala, which organisers are boasting will be bigger and better than ever.

The annual showpiece event will also feature LMS 'Black Five' No. 45231 *The Sherwood Forester* and the North Eastern Locomotive Preservation Group's LNER Q6 0-6-0 No. 63395. Another guest engine may be booked.

There will be overnight running on the Friday and Saturday with GWR 4-6-0 No. 7802 *Bradley Manor* and Ivatt 'Flying Pig' mogul No. 43106.

An added attraction is that Collett 0-4-2T No. 1450 will be hauling auto-trains, using one (push-pull) or two coaches (sandwich mode).

An early-morning walk-on breakfast train will run from Bridgnorth and Kidderminster on the Saturday and Sunday, and the Severn Valley Limited Dining Train will operate on the Sunday.

Eardington Halt will open for visits, although trains will not stop there.

The Engine House at Highley will have two new residents in small prairie No. 4566 and pannier No. 5764.

SVR gala line-up

The planned roster is as follows:

■ **Thursday:** Nos. 2857, 7714, 6233 *Duchess of Sutherland*, 63395 + TBC.

■ **Friday:** 1450, 2857, 7714, 6233 *Duchess of Sutherland*, 34027 *Taw Valley*, 45231 *The Sherwood Forester*, 63395 + another to be confirmed.

■ **Saturday:** 813, 1450, 2857, 6233 *Duchess of Sutherland*, 34027 *Taw Valley*, 45231 *The Sherwood Forester*, 63395 + TBC.

■ **Sunday:** 813, 1450, 2857, 6233 *Duchess of Sutherland*, 43106, 45231 *The Sherwood Forester* + TBC. All locomotives are subject to availability.

BR Standard 4MT No. 75069 will not be ready in time to star in the gala as originally planned. The locomotive is expected to return to steam following overhaul towards the end of 2018.

Meanwhile, history will be made with the first visit of *Duchess of Sutherland* to the Swanage Railway.

The locomotive will headline the October 12-14 autumn gala. It will be the first visit of a class member to the Isle of Purbeck.

However, the visit is subject to a final gauging confirmation.

This autumn, the *Duchess* is scheduled to be stabled at Southall from where it will be used on excursions for Steam Dreams and the Railway Touring Company.

Duchess of Sutherland is now complete after major boiler repairs at Butterley West Shed, and will be returned to traffic in its original LMS livery of crimson lake, the engine's chief mechanical engineer Simon Scott confirmed.

A failed fitness-to-run exam in November last year revealed a cracked flue tube, but further investigation showed 21 tubes had suffered the same fate.

That and other jobs resulted in a decision by owners the Princes Royal Class Locomotive Trust to carry out



Appearances can be deceptive: BR Standard 4MT 4-6-0 No. 75069 looks well on its way to completion at Bridgnorth Works, but despite being pencilled in for its debut on the Severn Valley Railway's 2017 Santa season trains, it is still unlikely to see action until the back end of this year. The boiler is in the frames for trial fitting of footplating supports and so that other fittings that attach to the boiler can also be prepared. A few days after this picture on August 4, the boiler was due to be removed for out-of-frames hydraulic and steam testing, but final assembly of the locomotive still has some way to go with so much of the plumbing on the BR Standards going on the outside. An SVR spokesman said: "If it was a 'Manor' we could have it put together in a month or so, but BR engines are a different matter. It will take quite a lot longer for this one and although it could be on static display at the SVR autumn steam gala in September, it is not likely to steam for another month or so after." PAUL APPLETON

comprehensive work on the 4-6-2's boiler to obtain a new certificate rather than wait until the boiler's ticket ran out in some three years' time.

Duchess in crimson lake

That said, work on the boiler was delayed by the overhaul of the trust's BR Standard 2-6-4T No. 80098 which, already underway, was given priority in order to finish the work and prepare it for hiring out, thus clearing the way for

the engineering team to concentrate on the *Duchess*. The painters were due to arrive at the West Shed in August 20 to begin the task of stripping BR green paintwork prior to priming and applying the 4-6-2 with crimson lake.

The paint job is estimated to take two weeks before the final polish when, said Simon, an open day will be arranged to enable supporters and the public to see the *Duchess* in its restored LMS livery prior to outings elsewhere.

Fairbourne annual steam gala a success

THE Fairbourne Railway's annual steam gala took place at the end of July this year, rather than the end of May as previously, and suffered a little from the abrupt end to the heatwave and its replacement by powerful winds.

There were the now-traditional 15in-gauge visitors on the dual-gauge track at Fairbourne, with Exmoor Steam Railway-built 0-4-0 *St Egwin* travelling from the Evesham Vale Light Railway, supplemented by former Fairbourne diesels *Rachel* and *Gwrlil*, and for the first time in many years there was a visiting 12¼in-gauge steam locomotive, in the form of Exbury Garden's Exmoor-built 0-6-2 *Naomi*, making a reciprocal visit following the operation of the Fairbourne Railway's *Sherpa* at Exbury Gardens a little earlier.

Unlike the 15in-gauge visitors, *Naomi* was able to travel over the full length of the line.

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Rachel was making a first return to the line since its departure for Wigan in 1984, and partnered Fairbourne's former Lister, *Gwrlil*, with both engines appearing courtesy of the Windmill Farm Railway.

The gala closed with another special, this time featuring the four 12¼in-gauge locomotives in a spirited run to Barmouth Ferry.



St Egwin, Naomi, Yeo and Sherpa at Fairbourne. GRAHAM BILLINGTON/FR



The quadruple header at the Barmouth ferry. GRAHAM BILLINGTON/FR



LNER B1 4-6-0 No. 1264 carried a wreath on the North Yorkshire Moors Railway as a mark of respect to the Thompson B1 Loco Trust's long-term secretary Dave Fowler, who died on Saturday, August 4, aged 74. Dave had been involved with the B1 since the days of its acquisition from Woodham's Barry scrapyard in the early-1970s, and only recently had negotiated its future five-year placement on the Moors. As well as guiding the locomotive through major overhauls in his role as trust secretary, Dave was also an active working member on the locomotive at Grosmont, having retired from Harpenden to Pocklington, in East Yorkshire, following a career in the energy industry. He leaves a wife Margaret, and daughters Gillian and Julia. MARK O'BRIEN

Mixed summer fortunes for North Yorks Moors

By Roger Melton

THE fine weather of the summer months had brought mixed blessings to the North Yorkshire Moors Railway (NYMR).

At the end of July the year-to-date figures were showing an increase of around 13% in visitor numbers, equivalent to around 11,400 extra passengers, although income was up by a lesser amount at 9%, indicating that secondary spend has fallen, with many families opting to bring sandwiches and drinks rather than buy them at the railway.

The good weather has not been entirely beneficial, however.

The tinder-dry nature of the railway lineside has meant the NYMR has been operating under "firecon 3" rules, whereby all trains remain steam-hauled, but all are given diesel assistance.

Unlike several other heritage lines, it has continued to offer steam haulage, but diesel help means the locomotives do not have to work so hard, thereby reducing the risk of locomotives throwing sparks that might cause fires.

This aim has been achieved, with only minor lineside fires being reported, quickly dealt with either by train crews or by the mobile fire patrols that follow each train, particularly between Levisham and Goathland. To date, the fire brigade's

services have not been called upon.

To help with firefighting in the remote location of Newtondale, 1000-litre international bulk containers filled with water have been placed at strategic sites along the line to provide back-up supplies of water to the fire patrols.

Despite the extra traffic, the cost of maintaining the service has also risen. Hiring in two Class 20 diesels and the extra fuel consumed by them and the railway's home-based diesels has meant the extra costs incurred have more or less balanced out the increased takings, to the extent that while visitor numbers are up by 13%, income is only up by 4% on the year to date.

As an example, the extra diesel fuel being used per week is equivalent to filling the average family saloon around 180 times!

In mid-August the home-based Class 37 No. 37264 returned to traffic after having two traction motors replaced, potentially allowing one of the on-hire Class 20s to be dispensed with and saving some hire charges.

The NYMR has also successfully implemented a £250,000 campaign of carriage wheel tyre renewal or turning, allowing it to have three seven-coach sets of Mk 1s available for peak services, along with its teak train and Pullman dining train.

Yobs try to derail train with point jam

HOOLIGANS tried to derail a Swindon & Cricklade Railway train as it approached Taw Valley Halt.

Horrified staff saw two youths attempting to jam pieces of wood into pointwork.

The train driver managed to stop in time. One of the youths ran off, while the other was taken back to the station.

Fencing was also broken down by the

youths in the incident on Wednesday, July 25.

Railway spokesman Adrian Thompson said: "When they saw the train coming towards them, they ran towards the train would you believe."

The railway has experienced regular problems with vandals since Taw Valley Halt was opened in 2014.

Bala Lake changes couplings

THE Bala Lake Railway is changing its couplings to the 'chopper' design, widely used on other 2ft-gauge lines in the British Isles.

Quarry Hunslet 0-4-0STs *Alice* and *Maid Marian* have been modified to date, along with two items of rolling stock. The rest of the

carriage fleet will be completed in due course.

In addition to standardising the couplings on the home fleet, visiting locomotives will be more easily accommodated, with visits of BLR engines to other lines being undertaken more efficiently.

No agreement with new town planners – Mid-Norfolk

By Robin Jones

THE Mid-Norfolk Railway (MNR) has moved to distance itself from claims it could become a commuter line serving a proposed new town.

As reported in issue 242, the railway has extended its operational running line to Worthing crossing, north of the previous limit for special train operations at Hoe, and a short distance away from the line's next target of North Elmham station.

Norwich-based property developer Lanpro was reportedly drawing up a proposal for a new 1294-acre settlement of up to 10,000 homes between the villages of North Elmham, Billingford and Bintree, as part of a Government drive to back new garden towns.

The plans for what has been described as "the first planned new settlement within Norfolk" have yet to be lodged with local authorities.

The MNR, which occupies the southern section of the GER Wells-next-the-Sea branch, and which

holds aspirations to reconnect to its isolated County School station – and maybe in time Fakenham – has held exploratory talks with Lanpro concerning the potential role of the railway in providing commuter services along our line should the network plan ever come to fruition, said a statement from the heritage line.

Heritage status

However, the statement continued:

"The old railway track between County School and Wymondham Abbey was saved by the MNR in the mid-1990s with much appreciated financial assistance from Breckland and South Norfolk district councils. Since then, the MNR has become a very successful volunteer organisation and a major visitor attraction in mid-Norfolk.

"While the MNR is always prepared to consider new commercial ventures to help us both maintain and develop our facilities, we are concerned that Lanpro has carried out no feasibility studies into this project to our knowledge, and we

must also make it clear that we have not entered into any formal agreement with Lanpro nor have any intention of doing so in the foreseeable future.

The statement continued: "Our primary concern is to preserve our status as a heritage railway and, until all the implications concerning the future of the MNR if this new township goes ahead are made clear, which Lanpro have so far failed to do, we are in no position to either support or oppose these proposals.

"The MNR would like to stress, therefore, that we have no formal relationship with Lanpro, trading here as 'Norfolk Railway Village Ltd' and, in particular, have no involvement, control or input into the plans for the new township, which have still to be approved by the planning department of Breckland Council.

"We trust that our position is now clear when future press releases concerning these plans are made public."

However, the plans have received a cool local reaction from outside the

railway. Bill Borrett, Breckland district councillor for Upper Wensum, said: "I am extremely concerned by this proposal which will greatly affect communities and change the whole character of the area," adding that the proposed new town would be bigger than Dereham.

Land allocation

David Hook, from the Campaign to Protect Rural England, said: "We're not in favour of the concept of new settlements, because in all of the Norfolk local plans currently, there are already huge amounts of land allocated for housing."

Lanpro managing director Chris Leeming said: "We are told the Government's call for sites for new garden towns is imminent, and this proposal will be submitted subject to local planning authority requirements and the Government timelines.

"This spot in mid-Norfolk has been chosen for the site as we have looked at several suitable areas and this scored the highest on the most criteria."

Catch-me-who-can art trail launched by Bridgnorth

By Robin Jones

BRIDGNORTH is renowned as the northern terminus of the Severn Valley Railway (SVR), Britain's second most popular heritage line in terms of passenger numbers.

However, it is often forgotten it was also a cradle of the steam railway.

For it was in the town's Hazeldine Foundry the locomotive which hauled the world's first fare-paying passenger train was built in 1808. Cornish mining engineer Richard Trevithick's *Catch-me-who-can* ran on a circle of track near the future site of Euston station.

Now an art trail comprising 12 decorated statues of



The first of the 12 *Catch-me-who-can* statues arrived at Bridgnorth station in July on a train hauled by GWR 2-8-0 No. 2857. BRIDGNORTH ART TRAIL

the locomotive has been commissioned by Bridgnorth Town Council and set up around the town.

The first of the statues appropriately arrived by train, hauled by GWR 2-8-0 No. 2857 on July 24, and was unloaded at Bridgnorth station. Designed and produced by Bridgnorth artist Tania Holland, it was decorated with historic newspaper articles linked to the station's past.

SVR general manager Nick Ralls said: "The trail will add another element to Bridgnorth's appeal as a destination to day trippers, holiday makers and our own passengers alike."

Bridgnorth-based firm Grainger and Worrall cast the 12 statues, with much of the design work carried out by eight apprentices, aged 17-23, from the Marches Centre of Manufacturing & Technology in Estate Road. Lead apprentice Ella Jones was at the station to welcome the arrival of the first statue.

The Mayor of Bridgnorth, Coun Ron Whittle, officially opened the trail in High Street on July 28.

Fairbourne launches £35,000 appeal to overhaul *Beddgelert*

THE Fairbourne Railway has launched an appeal for £35,000 to restore its half-size 0-6-4T *Beddgelert*, which has been resting in the museum at Fairbourne for the last five years following its withdrawal for overhaul.

At the Ffestiniog Railway's recent Hunslet 125 event, it was on display on a flat wagon and provided a load for a special train over the Welsh Highland Railway (WHR).

Beddgelert is, of course, a half-sized replica of a Hunslet locomotive that once operated over the original WHR.

Ticket prices for that train included a donation to the fund and, with some large and generous contributions, almost 10% of the target has been raised.

Work on the locomotive will not start until the full amount of the appeal has been raised, but in the meantime one of the railway's other locomotives – 2-6-4T *Russell*, the subject of a recent successful appeal – will receive a boiler overhaul over the coming winter that will include the manufacture and fitting of a new firebox by the boiler shop staff at the NYMR.

It will be the third of the Fairbourne Railway's locos to receive such attention in recent years, following on from Darjeeling 0-4-0 *Sherpa* and L&B replica *Yeo*.

→ Donations to the *Beddgelert* Overhaul Fund can be sent to the Fairbourne Railway at Beach Road, Fairbourne, Gwynedd LL38 2EX, or visit www.fairbournerrailway.com for more information on how to donate.



Lead apprentice Ella Jones (left) and staff from the Marches Centre of Manufacturing & Technology with some of the colourful *Catch-me-who-can* art trail statues. BRIDGNORTH TOWN COUNCIL

A steam locomotive, GWR 0-6-0PT No. 6412, is pulling a train through a lush green landscape. The train is passing a small wooden bridge over a river. The locomotive is black with a red front and is emitting a large plume of white steam. The train consists of several yellow and blue passenger cars. The landscape is filled with dense green trees and foliage. A small wooden building with a sign that reads "HOOD BRIDGE" is visible in the foreground. The train is moving along a track that curves through the landscape. The overall scene is a picturesque representation of a summer day on the GWR branch line.

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Cotswold Steam Preservation Limited-owned GWR 28xx
2-8-0 No. 2807 is seen at Toddington on the Gloucestershire
Warwickshire Steam Railway on August 1, 2018. JOHN STRETTON



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Charity worker Sarah continues family's long steam railway tradition

By Geoff Courtney

TO SAY Sarah Tagart has steam railways in her blood would be akin to describing The Shard as a fairly tall building, or Lewis Hamilton a reasonably good racing driver. An archetypal British understatement. The 22-year-old charity worker has become the third generation in her family to qualify for working on the footplate, following in the footsteps of her father and grandfather – and for good measure, the footsteps of her partner George and his father.

Sarah, who lives in Ashford and is a volunteer on the Kent & East Sussex Railway (KESR), is celebrating passing her guard's test in May and her firing test at the end of June, dressed in her grandfather's treasured railway overalls and greasetop cap.

Sarah's family roots are on the Isle of Wight, from where she moved to Kent four years ago to study for a degree. She soon found herself volunteering on the KESR as a locomotive cleaner, progressing to steam raiser and then joining the guards' department, leading to her recent successes in the guard's and firing tests.

Her grandfather Ken West was a BR driver on the Isle of Wight in the steam era, and she often heard stories about him and her grandmother doing much of their courting on the footplate.

"Since he passed away in 2012 I have always aspired to be like him," she said. "When I am around the railway and on the footplate, I often feel him with me and can hear his voice giving me pointers or taking the mic."

The family roll call includes her father Chris, who is a volunteer on the Isle of Wight Steam Railway in a variety of roles, including driver, fireman, signalman and guard; her mum Liz, who is employed on the same railway in the events team; and

an uncle, Robin Tagart, who is a guard and steam raiser.

Then there is her 22-year-old partner George Harman, who she met through the KESR, where he is a driver and firing inspector. His dad Michael is a senior driver on the railway – and a driver for Southeastern – while his granddad John built the signalbox at the heritage line's Wittersham Road station between Rolvenden and Northiam.

Sarah works for the Porchlight homeless charity and is active within the Guiding movement. She is a competitive Irish dancer, and counters the fact she volunteers within an essentially male environment by – in her own words – "using being a female to my advantage".

She admits that, if she is struggling with something on, for example, the footplate, she flutters her eyelids and soon gets a hand. "Pete Salmon, the operating manager, asked me recently: 'How do you get away with it?' My answer was: 'I don't know' – with a little wink!"

She has become used to remarks about her being a woman on the footplate. "I just prove to people that I can do it, and we have worked out that we can run a train with just females."

"My friends and work colleagues think I'm mad, but recently two of my friends came down to the railway to see what I do, and they said: 'This is so cool!'"

While being on the footplate undoubtedly carries the most risks, Sarah found at a very early stage that being a guard can have its downside: "On my first solo guard's turn, where I was in my brand-new uniform when I jumped down to couple-up the engine and heard this almighty rip – I had split my trousers!"

The joy she sees on children's faces when she steams into view takes her back to her not-so-far-off young days on the Isle of Wight: "I was always running



Testing times: Sarah Tagart, 22, on the footplate of the Kent & East Sussex Railway's Austerity 0-6-0ST No. 25 Northiam after passing her fireman's exam and thus following in the footsteps of her father and grandfather.

around the then small length of surviving line helping my mum with events until I was old enough to start volunteering from the age of 14, initially as a porter at Havenstreet and then progressing to conductor and booking clerk.

"As soon as I was 16 I was allowed to start training in the Havenstreet signalbox, and I continue to try doing so

on my short trips home to the island."

One railway ambition Sarah harbours is to fire on a main line steam trip, but a second is much more personal – to drive W24 Calbourne, the former loW O2 class 0-4-4T that is preserved at the island's steam railway. "My grandfather used to drive that little black engine on the Ryde-Shanklin line," she said wistfully.

The 2HAP with two different liveries

REMARKABLE progress is being made on the National Collection's 2HAP two-car EMU, comprising vehicles Nos. 61275 and 75395.

The workshop staff and volunteers at the Locomotion museum in Shildon are now nearing the end of the restoration of the first carriage, in partnership with the Network South East Railway Society, whose members are working on the refurbishment of seats and interior fittings.

The carriage bears two historic liveries: on one side is the British Rail blue and grey of the 1960s to 1980s, and the other side carries the Network South East livery, which the train carried from 1986 until it was taken out of service.



Both sides of the National Collection's 2HAP EMU: one in BR blue and grey and the other in Network South East livery. LOCOMOTION

It is said to be the most comprehensive restoration of an electric train in the UK to date. The carriage is one of a pair that make up possibly the furthest-travelled train in the National Railway Museum's collection in terms of miles covered in its service life, the equivalent of five times to the moon and back!

The 2HAPS (BR Class 414) were built between 1956-63, HAP referring to Half lavatory with electro-Pneumatic Brake.

The class formed part of the Southern Region's express fleet, being fitted with the standard 90mph express gear ratio for such units.

With a working life spanning four

decades from the 1950s to 1990s, it epitomises commuter travel in and out of London and saw the birth of privatisation of the railways which led to Privatisation.

The 2HAPS were withdrawn in 1995. Only two sets survived: the other being owned by Andrew Briddon at Peak Rail.



Brush strokes: GWR 4-6-0 No. 5029 *Nunney Castle* heads the Up 'Torbay Express' past an angry sea at Dawlish in a painting by Guild of Railway Artists' president John Austin that will be exhibited at Railart 2018 at Kidderminster Railway Museum between August 25 and September 30.

Artists brushing up their skills for Railart 2018

By Geoff Courtney

SOME of the world's top railway artists have been brushing up on their unique talents in readiness for the annual exhibition organised by the Guild of Railway Artists that opens at Kidderminster Railway Museum on August 25.

Railart 2018, which is being held at the museum for the 14th time, will feature more than 60 works of art using a variety of mediums. A selection of the paintings

to be exhibited was due to be held a week before opening, and competition for places was stiff, according to guild spokesman Rob Pulham.

"Standards are very high," he said, adding that many of the works would be available for purchase. "Visitors will be able to enjoy some superb paintings, and also have a wide variety of top-class artworks to choose from."

Last year, paintings were priced from below £100 up to £5750, and nine were sold within hours of the

exhibition opening.

Railart 2018 is being organised by guild exhibition officer Anna Bastin, who said: "The venue is perfect for a railway art exhibition set among original locomotives nameplates and relics of yesterday's railway, with the sound of steam and diesel engines wafting through the window. First-class railway art amidst pure nostalgia."

The guild was founded in 1979 and its membership of both full and part-time artists includes a strong overseas

contingent from four continents.

Since last year's exhibition the guild has attracted three new full and nine associate members, all of whom were invited to make their debut at this year's event.

The exhibition is being opened by Chris Hughes, a former railwayman who is a regular on BBC TV's *Eggheads* and is a supporter of the LMS-Patriot project that is building No. 5551 *The Unknown Warrior*. Entry to the exhibition, which runs until September 30, is free.

Councillors in call to reopen two GWR routes for passenger services

By Robin Jones

A LOCAL councillor has called for the freight-only line which served Ironbridge Power Station to be reopened to bring more tourists into the area.

The "once-in-a-lifetime opportunity" would bring more tourists into the area and allow for better transport links into the area, says Eric Carter, chairman of the Marches Strategic Rail Group and borough councillor for Newport South and East.

Previously, the Telford Steam Railway had signalled its intentions to connect to the former GWR line from Madeley Junction and run services to the power station site.

Development company Harworth Group has bought the power station site for an undisclosed sum and intends to build "several hundred" homes on the 350-acre site.

Coun Carter said the line could serve as a park-and-ride for Ironbridge Gorge, reducing the number of car journeys.

"This is the main line that links

Ironbridge to Birmingham and the rest of the UK.

"It would be foolish to ignore the chance this gives us bringing people in by rail instead of just by road. It would be a massive boost to the Gorge," he said.

Timetabled passenger services were withdrawn in 1962, but a special train was run to Coalbrookdale from Birmingham on May 27, 1979 as part of the Ironbridge bicentenary programme.

Further to the west, a plan to restore the GWR line from Gobowen

through Oswestry to Welshpool – part of which is occupied by Cambrian Heritage Railways – has gained support.

Powys councillor Elwyn Vaughan has called for a study to be carried out into the possibility of bringing the line, closed to passengers between 1965-66, back into service.

Coun Vaughan said: "The Welsh Government is already funding a similar study for the line between Aberystwyth and Carmarthen and we have seen other lines reopened recently in Scotland."



Looking right at home, *Brookes No.1* departs Foxfield Colliery in atmospheric style with a rake of coal wagons on July 22. The Hunslet 0-6-0ST was visiting from the Middleton Railway in Leeds. JAMES KINDRED



Kieron Rigby and Dave Scragg pause in the middle of cleaning and oiling around the Dübs crane tank at Caverswall Road shed on July 22. ANDREW RAPACZ

Foxfield: Steam above the seam

By Gareth Evans

THE Foxfield Railway held its summer gala over the weekend of July 21-22 – the highlight event so far in its 2018 calendar.

Industrial steam locomotives went through their paces up the grades on the delightful former Staffordshire colliery line, creating wonderful sights and sounds.

Regular demonstration coal trains ran on the 1-in-19 Foxfield Bank, while passenger services operated between Caverswall Road and Dilhorne Park stations.

A welcome visitor was Hunslet 0-6-0ST *Brookes No. 1* (No. 2387 of 1941) from the Middleton Railway, Leeds.

Bowing out, however, was 1874-built Vintage Carriages Trust-owned 0-6-0WT *Bellerophon*, operating its final weekend of service, before the expiry of its 10-year boiler certificate.

Another attraction was Dübs 0-4-0

crane tank No. 4101, joined by Foxfield workhorses *Whiston* and *Wimblebury*, the line's operational Austerly 0-6-0ST duo.

A vintage bus service allowed visitors to travel between Caverswall Road, Blythe Bridge mainline railway station and Foxfield Colliery.

From the colliery, visitors could enjoy the performance of locomotives starting the notorious Foxfield Bank, where engines of all sizes took their turn hauling the heavy trains up the ruling gradient, averaging 1-in-25.

Homemade cakes were on offer in the original paint stores, while a selection of real ale could be sampled in the One Legged Shunter, Foxfield's popular pub.

The next opportunity to experience the sight, sound and smell of steam locomotives climbing the grades, as well as visiting the colliery, will be the line's Anything Goes gala on September 22-23.



Delightful Dübs-built 0-4-0 crane tank No. 4101 moves off at Foxfield Colliery on July 22 – the scene aided by the headgear and rustic trackwork. KIERAN HARDY

Providing a reminder that its 10-year boiler certificate was about to expire, the smokebox of 1874-built Haydock foundry 0-6-0WT *Bellerophon* was chalked with: 'Not a farewell, just adieu'. PHIL WATERFIELD



Hunslet Austerity 0-6-0ST *Whiston* climbs Foxfield Bank, with its ruling 1-in-25 gradient, on July 22. The field is a popular photographic spot. JAMES KINDRED

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



With a lovely exhaust, Hunslet Austerity 0-6-0ST No. 3839 of 1956 *Wimblebury* departs Foxfield Colliery on July 21. MARTYN TATTAM

New-build P2 is wheeled and £350,000 electrics ordered

By Robin Jones

THE team behind A1 Steam Locomotive Trust's project to build new Gresley P2 2-8-2 No. 2007 *Prince of Wales* has agreed a £350,000 order for a state-of-the-art electrical system.

The mechanism is based on that fitted to the trust's A1 Pacific No. 60163 *Tornado*, and includes systems that generate and store electricity, together with lighting and instrumentation apparatus, plus all current railway safety and communication procedures, and also the new systems that will soon be needed on the Network Rail lines.

In order to complete No. 2007 *Prince of Wales* by 2021, the trust needed to start work on the electrical network during the third quarter of 2018 and at its most recent board meeting, the trustees reviewed the proposed system's architecture, key equipment locations, wiring and interconnect, power generation & supply, essential lamps, systems and instrumentation.

The P2's electrical system will improve on that fitted to *Tornado* and will be based on key principles, including dual-redundant power supplies, electronic battery management, steam turbine and axle-driven generators, all-LED lighting, structured trunking system for wiring, military specification components for reliability and optimised equipment locations for minimum wiring.

Systems will be moved from the engine to the tender where practical and conventional wiring will be used for power and lighting. A bus-based communication system is being considered for instrumentation, along with wireless connectivity where required.

With regards to power generation, a new design for an axle-driven alternator



Wheely there: The world's fastest-growing standard gauge new-build steam locomotive project, P2 No. 2007 *Prince of Wales*, now has all eight driving wheels beneath it. MANDY GRANT

based on an off-the-shelf truck alternator is well underway.

Replicas of the distinctive P2 lamps will be constructed and fitted with new LED luminaries inside. The rear of the tender will be equipped with recessed marker/tail lamps and lamp brackets/plugin points for headlamps if needed on heritage railway.

The team, led by electrical director Rob Morland, includes Alan Parkin (power generation and 3D CAD design), John Moyce and Steve Sims (both instrumentation) and Paul Depledge (implementation). The electrical part of

the project will run from now through to 2021, in parallel with the mechanical engineering work.

The trust has also fitted the eight 6ft 2in driving wheels to what it claims will be Britain's most powerful express passenger locomotive. The rear Cartazzi wheelset was fitted earlier in 2018 and the pony truck wheelset is expected to be fitted in August 2018.

The wheeling at Darlington Locomotives Works was funded by 200 members of the The Mikado Club of The A1 Steam Locomotive Trust, who each donated £1000 towards the project.

The total cost of the wheeling, including all components, is estimated at around £400,000.

A selection of wheeling-related parts – including a 6ft 2in driving wheel at £12,000 – are still available for sponsorship under the trust's Dedicated Donations scheme.

P2 project director and trustee Mark Allatt said: "The fitting of the eight 6ft 2in driving wheels to *Prince of Wales* marks a significant milestone in the construction of the new steam locomotive and we are now only a month away from having the first standard gauge Mikado in Great Britain since 1945 thanks to the dedication of our supporters.

"We remain confident we are on-track for completion of new Gresley class P2 locomotive No. 2007 *Prince of Wales* in 2021."

He added: "I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly 'P2 for the price of a pint of beer a week' covenantor. "It's time to get on board!"

➔ To become a monthly covenantor, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.



The essential services control panel fitted to *Tornado*. An improved version of *Tornado*'s proven electrical systems will be fitted to P2 No. 2007 *Prince of Wales*. ROB MORLAND



The outside frame LED lighting fitted to *Tornado*. ROB MORLAND

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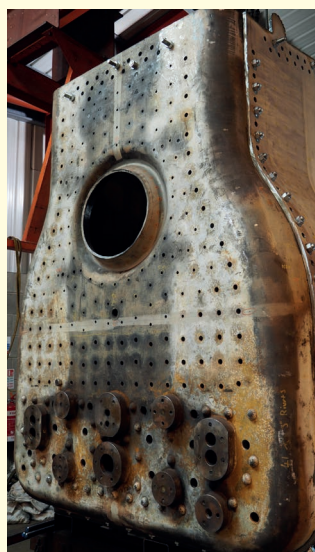
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A1 *Tornado's* tender loan paid off three years early

By Robin Jones

THE A1 Steam Locomotive Trust has announced it has bought Peppercorn A1 Pacific No. 60163 *Tornado's* tender from principal sponsor William Cook Cast Products Ltd.

The news came on August 4, the day marking the 50th anniversary of the end of scheduled BR main line steam-hauled services.

The trust's dedicated fundraising body The 163 Pacifics Club was formed five years ago, and raised more than £200,000 towards the purchase of the tender, which was leased to the trust under a 15-year loan agreement, due to come to an end in 2021.

William Cook Cast Products Ltd's chairman Sir Andrew Cook CBE had offered to fund the construction of the tender in 2006, allowing funds being raised to be freed up for construction of the engine.

No. 60163
Tornado's
tender is
now owned
by The
A1 Steam
Locomotive
Trust.
JOHN
WILKINSON



Tornado's tender is a development of those built for the original Peppercorn A1s, mainly because of the different operating environment on the modern network. It carries 6200 gallons, as opposed to 5000 gallons, and seven tons of coal, rather than nine tons in the original A1s, because of the lack of

surviving steam infrastructure.

The tender is also the home for many of *Tornado's* other unique features, including an alternator, Timken cartridge roller bearings (pre-greased sealed self-contained units which do not have to be fitted in enclosed axleboxes), Train Protection

& Warning System, National Radio Network radio, Global System for Mobile Communications, railway radio, GPS tracker, and even a mobile telephone charger!

The locomotive made its first moves in front of the world's press at Darlington Locomotive Works on August 1, 2008, prior to running-in on the Great Central Railway.

Trustee Mark Allatt said: "There could be no better way to celebrate *Tornado's* first 10 years in steam than the purchase of her tender from William Cook Cast Products Ltd, thus completing the project to build a new Peppercorn class A1 Pacific, launched in 1990."

Sir Andrew Cook said: "As the trust's principal sponsor, I believe the building of *Tornado* is a great example of 'The Cook Guiding Principles' – nothing in the world can take the place of persistence... persistence and determination alone are omnipotent."

Corwen Central station comes closer

By George Jones

VOLUNTEERS have been encouraged to press on with different aspects of Llangollen Railway's new Corwen Central western terminus project following high-profile inspections by successive visitors to the site.

The 'guest list' has included chairman of Network Rail, Sir Peter Hendy CBE, the Welsh Minister for Culture, Tourism & Sport, Lord Elis-Thomas, and Network Rail manager for England and Wales, Andy Thomas.

The temporary building, as delivered 12 months ago, has received planning permission from Denbighshire County Council and, after acquiring a new watertight roof and new entrance and exit doors, a coat of chocolate and cream paint has been applied to the exterior.

The interior is now available for fitting out as a ticket office and waiting room. The work will be undertaken by the Dwyrair Corwen East temporary station

staff as their future new workplace.

It has been decided access for the mobility impaired will be via a chairlift to be installed in the subway stairway, rather than the initially proposed access ramp off the embankment at Green Lane. The provision of the lift comes at an additional cost, of course, and funding towards it is being sought.

Signalbox

Building of the locking room for the signalbox acquired a new urgency during the summer when it was decided the eventual layout of the points for the loop and the siding would complicate the delivery of the wooden cabin top. Brick laying to above door frame height, incorporating lower window frames, as previously restored, is nearing completion by early-August.

The ex-Weston Rhyn signalbox cabin, as stored at Carrog, is receiving remedial attention, with the rear wall painted to

avoid access problems when in situ at Corwen. The aim is to encase the cabin in a steel frame, with a view to arranging a move sooner rather than later.

The cabin will be taken by road the 2.5 miles to Corwen, and a big lift arranged to locate it on top of the locking room may take place as soon as early September. Further renovation of the cabin will take place when in situ, backing onto the boundary fence with the water treatment works.

The signalling frame will likely be installed over the next several years. It will make another dramatic statement when present at the station site. Initially, the terminal loop line will be operated from ground frames for one engine in steam beyond Carrog as the railway serves the new terminal.

Building of the platform 1 wall around the pinch point of the subway access block has been completed this summer, and infilling of the adjacent platform area has seen 50 tonnes of spoil brought in

and compacted by contractors.

Work continues with the building of the wall eastwards using Easi-blocs for the base, with a gap left to provide a level crossing access for the bringing in of spoil from the former Ruthin branch.

The size of the area of infill required to create the island platform becomes apparent. So far, with the infill compacted to a depth of 5ft, perhaps 20% has been in-filled and the remainder will follow during the autumn, emphasising the need to complete the matched funding for the cost of contractor hire.

The line's Tenner for the Tonne appeal has so far raised £8000 and a further £2000 is needed in donations. Fundraiser Paul Bailey is suggesting £50 for five tonnes or £100 for 10 tonnes as options, with appropriate travel options, that will find donors from among the project's supporters to boost the funds.

2019 opening

With the water tank now an accepted feature on the station site, the sump and drainage for the water overflow has been completed and plumbed into the platform drains and water supply. This part of the project is nearing conclusion, with the prospect of water flowing into the tank when the electrics for the valve switch are finished.

Project leader Richard Dixon-Gough said: "The final phase of the project comes in sight with the aim to complete through to a basic station by the start of



The exterior brickwork of the Corwen Central signalbox.
ALL IMAGES: GEORGE JONES



The platform 1 wall construction with gap for level crossing access.



The Strathspey Railway celebrated 40 years of timetabled steam operations between Boat of Garten station and Speyside station Aviemore with an anniversary gala over the weekend of July 21-22. It was on July 22, 1978 that Ivatt 2MT 2-6-0 No. 46464 hauled the first scheduled passenger train. For the anniversary weekend, No. 46512 was transformed into No. 46464 and fitted with a 62B Dundee Tay Bridge Shed plate, its home shed. The real No. 46464 is currently at Bridge of Dun on the Caledonian Railway undergoing a full overhaul. One-time Oswestry shed-based No. 46512, renumbered as No 46464 is seen leaving Boat of Garten with the 1.55pm to Aviemore on July 22. TREVOR GREGG

next season – perhaps April, if resources and the winter's weather permit."

Meanwhile, Llangollen Railway Trust chairman Liz McGuinness has announced the final day for trains to Dwyrain Corwen East as Sunday, November 3, after which platform materials will be recovered and the scaffolding dismantled after a successful four-year period as the temporary terminus.

For the 2018/19 winter period, trains will terminate at Carrog, as engineering work proceeds at the western end of the railway to prepare for the link into the Corwen Central site. The current station building will be closed and its contents moved to the new one. The renovated portable building has also served the temporary station well over four years, but staff will be glad to move nearer the town's car park and the town centre when the new terminus opens.

Liz said: "Llangollen Railway members are very excited about the prospect of finally having a terminus station at Corwen. We are proud of the work the team has done so far, and we're committed to support the Corwen Project in any way possible to enable Corwen Central to open in 2019 (date to be announced). These are interesting times for Llangollen Railway and the opportunities are vast once Corwen Central is open."

The number of new shares applied for since the Big Push brochure was issued in April 2017 has reached 115,000 and more than 200,000 remain available



The latest high-profile visitor to the Corwen Central station construction site was Andy Thomas, Network Rail's managing director England and Wales, who was given a guided tour of the station works site by project leader Richard Dixon-Gough. He was shown the current progress with the building of the platform 1 wall and the recently installed new-build water tank. Andy (pictured left) said: "The Llangollen Railway provides the local community and visitors to the area the chance to journey back in time, and I am pleased to see the heritage railway able to expand through generous donations, including from the Welsh Government. This is an exciting time as the new station platform is completed at Corwen Central, and I would encourage staff from Network Rail to use their volunteer leave to support the Llangollen Railway volunteers in these final stages of the project."

for purchase which, if sold, would help speed completion of the project.

Otherwise support for fundraising with donations will be gratefully received by the Corwen Central Railway Development, c/o Dolwen, Bryn Eglwys, Corwen LL21 9LY.

Cambrian Coast gala

Meanwhile, the role played by the GWR Ruabon to Barmouth line in connecting holidaymakers from north-west England and the Cambrian coast will be celebrated at the Llangollen Railway's

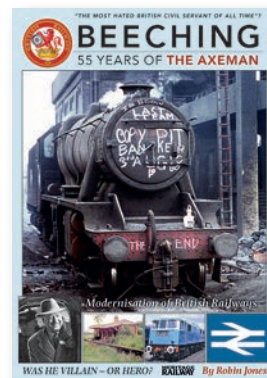
October 12-14 autumn steam gala.

The gala is entitled Along Cambrian Lines 2 and follows on from the popular event in April 2016. BR Ivatt 2MT No. 46521 will be visiting from the Great Central Railway. This locomotive was allocated to Oswestry, Brecon and Machynlleth sheds during its working life and was a regular sight in Barmouth during the 1950s and 1960s. It worked trains along the Cambrian coast and the regular shuttles to Dolgellau via the Mawddach Estuary.

Other visitors are to be announced.

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BEECHING 55 YEARS OF THE AXEMAN

Described as the most hated civil servant in Britain, it was half a century ago that Dr Richard Beeching was appointed as chairman of British Railways with one key directive - to cut the soaring losses.

The 1950s had seen the start of a mass shift from public to private transport, as lorries, cars, buses and motorbikes replaced trains as Britain's most popular means of travel.

So often pilloried by the press and public for closing numerous picturesque and romantic country branch lines, leaving even many large towns cut off from the railway network, Beeching might also be seen as merely streamlining a process that was already underway.

Against the dynamic background of the greatest decade of change of the 20th century, Heritage Railway editor Robin Jones looks back at the forces that were shaping the railway's fortunes, the Beeching Axe, its critics, aftermath and its repercussions today.

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Five heritage line tour departures

By Cedric Johns

STEAM Dreams is planning to run five steam-hauled 'Cathedrals Express' excursions from and to heritage line stations which are connected with the national network.

The first of these trains, Alton to Exeter, Paignton and optionally Kingswear, on Thursday, August 16, was advertised as being worked by a vintage diesel.

The 'vintage' locomotive turned out to be a West Coast Class 47.

The second 'Express' is due to depart the Bluebell's Sheffield Park and call at East Grinstead on Saturday, October 27, before setting off for Oxford and Worcester. Motive power is booked for B1 4-6-0 No. 61306 *Mayflower*.

A 'Cathedrals Express' will leave the Mid-Hants Railway's Alresford terminus bound for Salisbury, on Monday, December 17. Having crossed 'The Alps' behind *Mayflower*, the train makes a loop around Surrey and Hampshire calling at Alton, Bentley, Farnham, Aldershot, Guildford and Petersfield, and from there travelling via Havant, Eastleigh and Romsey.

Festive runs

On Friday, December 14, the procedure is reversed as a train is scheduled to arrive on Mid Hants metals, terminating at Alresford, passengers transferring to nearby Winchester by road.

Booked for No. 61306, the 'Express' departs Ashford (Kent), calling at Charing, Maidstone East, Borough Green, Bromley South and Kensington Olympia.

The fifth train is a new innovation – Alresford to Sherborne for seasonal carols in the abbey. The trip, another booking

for *Mayflower*, follows the same route as that on December 17, but of course, having reached Salisbury, the 4-6-0 takes its 'Express' on to Sherborne via Wilton South, Gillingham and Templecombe.

After dropping passengers at Sherborne, the train will proceed to Yeovil Junction for servicing in Yeovil Railway Centre's yard.

Autumn 'Scotsman'

Looking north, Steam Dreams' team is hoping to experience the power of Camforth's Merchant Navy class 4-6-2, in the form of the recently outshopped No. 35018 *British India Line*.

This is likely to happen on Tuesday, September 11 when an 'Express' departs Radlett – diesel-hauled to Hellfield – for a trip over the Settle and Carlisle line.

After Radlett the train picks up at St Albans, Bedford, Kettering, Leicester, East Midlands Parkway and finally, Sheffield.

Last but not least, *Flying Scotsman* takes centre stage during October – with news the double-header with *Mayflower* from Plymouth to Penzance on Saturday, October 6 was sold out 24 hours after being announced. This trip is booked to be double-headed from Taunton to Plymouth, prior to the train running on to Penzance.

On Thursday, October 4, enthusiasts are offered the chance to ride behind *Flying Scotsman* from Theale – a regular watering spot in the past – to Plymouth via Westbury and Taunton. *Flying Scotsman* and the B1 return from Penzance on Monday, October 8, the train calling at Plymouth, Exeter and Taunton en route for Bristol.

As reported in our last issue, the A3 is booked to work October 13's 'Alan Pegler Farewell' run from King's Cross to York.



Stirling Single No 1 displays the RCTS headboard at a special photo shoot at the National Railway Museum in July. It should be so adorned again for one week from September 11. RCTS

That first railtour 80 years on

SEPTEMBER 11 will mark the 80th anniversary of what is thought to have been the first enthusiast railtour, which ran from King's Cross to Peterborough and return in 1938.

The LNER had decided to briefly return to service preserved Stirling Single No. 1 to promote its new high-speed service from London to Edinburgh.

An engine of this type had been used on in the 1888 Race to the North trains when there was an outbreak of fierce competition between the east and west coast routes to provide the fastest service between London and Scotland.

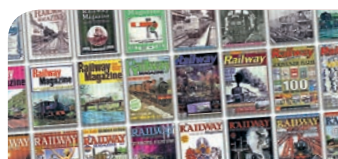
The return to use of No. 1 came as a surprise to many enthusiasts. Not wanting to miss the chance of a ride behind the veteran, the Railway

Correspondence and Travel Society used its influence in high places to persuade the LNER to run a one-off special from London to Peterborough.

The trip, which used appropriate vintage carriages, was a great success with a maximum speed of nearly 70mph being achieved.

No. 1 is today housed at the National Railway Museum and it is planned to display the engine, complete with the original RCTS headboard, at the York museum for one week from September 11.

To mark both this anniversary and the 90th anniversary of the founding of the RCTS, the society is offering free membership for 2018, details of which can be found at RCTS.org.uk



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The Seventies-style closure notice published by the Spa Valley Railway. SVR

Spa Valley loop officially closed!

LINE closure notices were a market feature of the 1950s and especially the 60s under the Beeching Axe, but thankfully they are a rarity in the heritage sector.

An exception came on Thursday, August 2 when a genuine pre-closure 'last train' ran on a section of the Spa Valley Railway.

Diverging from the railway's main line at Groombridge Junction, a length of both the Up and Down lines of the Ashurst loop (first closed in 1969) were relayed in the late-1990s to initially form carriage sidings, and were later used for

general rolling stock storage.

The land was owned by a supporter of the railway, but following a change of ownership new landowners wish to have the formation back for their own use, and as a result the track will be removed.

The last time a passenger train ran the length of both lines of the spur was the 1pm departure from Tunbridge Wells West on that day. Class 207 DEMU No. 1317 formed the last passenger working.

All track visible (right) will be lifted and the land returned to private use.



Class 207 DEMU No. 1317 forms the last train on the Ashurst loop. DAVID STAINES/SVR

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Help move track materials for Cricklade extension

By Robin Jones

THE Swindon & Cricklade Railway has launched an appeal to pay for the carriage of track materials to the site of its new northern extension.

The railway hopes to celebrate its 40th anniversary by reaching the second town in its name.

However, before it can lay track as part of the push to Cricklade, the materials must be moved from the line's Blunsdon base.

The railway, a registered charity, has appealed for sponsors to help meet the £1000 daily cost of hiring a specialist lorry to move the rails into place. They are being invited to donate £500 to cover one delivery.

The lorry can collect and deliver two loads of 25 60ft lengths – a total of 250 yards – of rail in one day.

Meanwhile, railway volunteers have lifted a large amount of track and associated fixtures from the sidings that served the former Didcot A power station site.

The railway was initially donated several panels of track lifted by the owner of the site, Clowes Group, during its development on the western side.



Removing the e-clips from one of the former Didcot coal loop departure lines. The coal unloading bays were located around to the left in the far distance. SCR

While the railway was collecting these materials, it was noticed that the rest of the track was still in place. Following subsequent discussions with the development manager, Graftongate, the railway was donated the remaining track.

A small but dedicated team of volunteers worked at the site for around six months, in all weathers. The work included cutting around 1½ miles of continuously welded rails into 60ft lengths and removing the e-clips, before gathering and stacking them for transport.

The remaining track was bullhead rail, already in 60ft lengths. The rails needed their joining fishplates removed and the chairs unscrewing from the sleepers and de-keying from the rails.

There were also five sets of points, all broken down into transportable sub-assemblies and gathered for transport. Finally, the various track fittings, fishplate bolts and rubber pads created around 180 heavy duty bulk bags to move.

The signalling department has also gained a substantial quantity of

signalling equipment. The track was originally a large double-track loop with a coal unloading stage about halfway round. Trains could enter, unload and exit without needing to stop.

The remaining sections of a single-track loop were recovered too. This used to run around the top of the power station and was used to remove dust for the construction industry and for deliveries of oil used to start the power station boilers.

Railway spokesman Adrian Thompson said: "As a railway we are eternally grateful for the generous donation of all the materials. It is a chance of a lifetime being given all this equipment for our use."

→ To donate towards the cost of moving track materials to the Cricklade extension site, contact Bill Poling at billpo@virginmedia.com telephone 01793 722594 or visit Blunsdon station on a Wednesday or Saturday. Donations should be sent c/o Russell Wear, Treasurer, Swindon & Cricklade Railway, Blunsdon Station, Tadpole Lane, Swindon SN25 2DA, with a company logo or letterhead for incorporation on the charity's sponsors list.

Middleton appeal to fix fire damage

THE Middleton Railway is appealing for donations to help repair damage resulting from an arson attack on the neighbouring Jewson builders merchants yard at its Moor Road headquarters – after it remained to be seen how much will be covered by insurance.

As reported in issue 244, on July 15 the blaze not only forced the cancellation of the gala that day, but resulted in a host of other damage – including badly scorching the side of the Engine House and platform shelter, as well as destroying the PA system.

The paintwork of the line's Dogfish ballast wagon suffered major damage.

However, the Palvan four-wheeled box van bore the brunt, being partly burnt out and this impacted on the permanent way tools stored inside.

Fortunately, it appears that the chassis and the steel framework of the van are relatively undamaged, so the main work in repairing it will be the replacement of the wooden panelling, including the doors and the roof.

Donations can be made online at middletonrailway.org.uk

Battlefield to host 5542's birthday bash

THE BATTLEFIELD Line is holding a gala in October to celebrate the 90th birthday of GWR 2-6-2T prairie No. 5542, which has been operating on the railway this season.

The all-steam event on October 13-14 looks set to feature a decidedly GWR theme. Confirmed attendees so far include GWR Pannier No. 6412 and autococh No. 233 from the South Devon Railway. Resident Peckett 0-6-0ST *Sir Gomer* will also be running.

"We're trying to arrange at least one other visitor," explained Adrian Lock, a director of the Battlefield Line.

"This will be our first gala since 2015. The autotrain will operate shuttles between Shackerstone and Market Bosworth, while our main service will run the full length of our line between Shackerstone and Shenton."

A demonstration freight train will also run, featuring some of the vehicles recently acquired from the former Electric Railway Museum, Coventry, including, it is hoped, a Conflat, a hand crane and an LNER brake van. These will be supplemented by



GWR prairie No. 5542, a popular engine on the West Somerset Railway for many years, is seen at Shackerstone station. ADRIAN LOCK/BATTLEFIELD LINE

several of the Battlefield Line's recently restored wagons.

Real ale from local breweries and breakfasts will be on offer in the griddle car. No. 5542's actual 90th birthday was on August 2.

In a separate development, Battlefield Line volunteers have recovered the last remnants of the Electric Railway Museum, which closed in October 2017

– the site having to be cleared by mid-August for the expansion of the Jaguar Land Rover plant. A quantity of rails and sleepers, a signal post and a van body, plus the Midland Railway signalbox from Little Bowden Junction and the Welford and Kilworth station building are now at Shackerstone. Plans for the re-erection at the Leicestershire line are currently being finalised.

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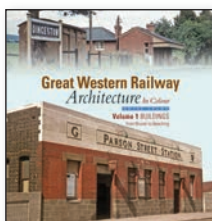
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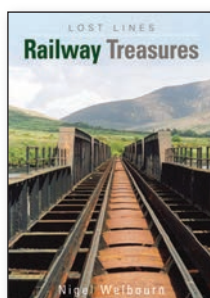
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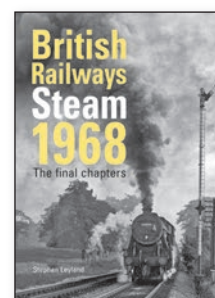
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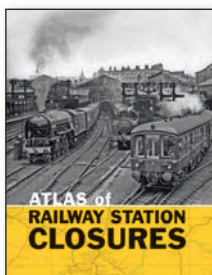
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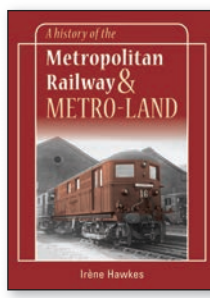
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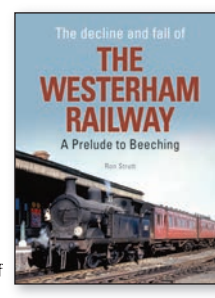
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Plans for Peebles railway museum in former NBR weighbridge office

By Hugh Dougherty

THE Peebles Community Trust plans to open a railway museum in the Borders tourist town to commemorate its extensive, but largely ignored railway heritage.

The group has its sights set on a former North British Railway weighbridge office, the sole survivor of the company's station in the town.

The railway it served was closed by British Railways in 1962 and the station was bulldozed shortly afterwards, with the site now being covered by a road and carpark.

Trust chairman Lawrie Hayworth said: "If we get the green light for taking the railway museum forward, we'll look for funds to restore the weighbridge office and house the museum there. This is a really exciting project which will ensure that the railway heritage of Peebles will be kept both alive and accessible."

Peebles was once served by the North British and Caledonian Railways, with trains linking the tourism and mill town



Railway museum for the future: The surviving North British Railway weighbridge office at Peebles.

BOTH: HUGH DOUGHERTY

to Edinburgh, Glasgow and Galashiels, on the former Waverley Route, while commuter expresses ran to both Edinburgh and Glasgow before the First World War.

The railways allowed tourism and the local weaving industry to grow enormously after the line to Edinburgh was opened in 1855, and the trust says it's vital the effects of railways on Peebles at the time, which it has likened to the impact of the internet on the world today,



Memories of the railway: This representation of a NBR 4-4-0 sits beside the former trackbed at the Peebles station site.

are remembered and celebrated.

Rundown and closure of the lines came in the 1950s and 1960s, with the town's last line, linking Peebles with Edinburgh, disappearing pre-Beeching, in 1962.

There are still extensive remains of the Caledonian Railway's line just outside the town, including a viaduct over the River Tweed, while part of the North British line to Galashiels has been converted into a cycle path. Very little remains within the town itself, except for the Borders

Council-owned weighbridge office in the car park occupying the former North British Railway station site.

The railway is commemorated by a plaque and a representation of a NBR 4-4-0 on a wall beside the road which occupies the former trackbed.

Although the Peebles Community Trust, which exists to promote and develop the town, is concentrating on the railway museum, there is a drive locally to have the railway from Peebles to Galashiels on the revived Borders Railway reopened, to re-establish rail connections to and from Edinburgh. The benefits of steam trains running to the tourism honeypot that is Peebles once again, are being emphasised as part of that campaign, which also predicts a healthy commuter traffic on a re-opened railway.

Readers who feel they might like to support the trust in its efforts to establish a railway museum, or who have items or photographs which they might be willing to lend, are invited to contact Alex Wilson, PCT railway museum co-ordinator, at admin@peeblescommunity.org

New buoyancy benchmark for *Maid Of The Loch*

THE last railway paddle steamer to be built in the UK, *Maid of the Loch*, has been reunited with its buoyancy benches. The owners, Loch Lomond Steamship Company, joined forces with the Scottish Maritime Museum to provide a new 'benchmark' on the vessel's journey back to full steaming condition.

The benches were starting to rot after years of exposure to weather and have been repaired and restored by apprentices and trainees at the museum's Irvine boat building workshop.

Now in place on deck, they afford visitors a place to sit and enjoy the views of the Bonnie Banks of Loch Lomond. They join another, original bench, long believed lost, but dredged from the depths of the loch in 2014 by a diver, and restored by a volunteer.

Loch Lomond Steamship Company director John Beveridge said: "We're thrilled to have the buoyancy benches back on board. The Scottish Maritime Museum has done a fantastic job of restoring them to their original condition."

Scottish Maritime Museum director David Mann said: "It has been a joy and privilege to watch our boatbuilding apprentices and trainees restoring these artefacts. We hope that we can continue to provide support as work starts on the refit of this wonderful vessel."

John Beveridge revealed LLSC is now just £150,000 short of the £5.5million needed to get the last railway paddle steamer to be built in the UK sailing again. "The buoyancy benches are proof positive that we are very much afloat in more senses than one," said John, renewing his call for last-gasp donations to the fund.

7¼in-gauge model of former Mach' Standard 2MT No. 78005 expected to fetch £50,000 at auction

By Geoff Courtney

IN ITS BR days, Standard 2MT No. 78005 led a quiet life in the western outpost of the national railway system, albeit perhaps attracting occasional attention by heading the 'Cambrian Coast Express'.

Six decades later however, it is set to be in the spotlight, but in a rather more miniature form, when a live steam model of the 2-6-0 has a top estimate of £50,000 in a transport sale being held by auction house Dreweatts on September 19.

The 7¼in-gauge model was made by Oxford Society of Model Engineers member Mr J Middleton and took 10 years to build, and such is the attention to accuracy that the driver's seat is sprung while the locomotive carries a detailed worksplate and the tender a 3000-gallon BR plate.

Michael Matthews, Dreweatts' steam and model engineering consultant, said: "The model was meticulously researched, planned and built, and must rate as one of the finest examples of a BR Class 2 in any gauge."

He said the model had been exhibited in recent years at a number of shows in the East Midlands.

US 10¼in-gauge locomotive

The locomotive on which the model is based was built at Darlington in February 1953, one of 65 in a class that had an axle loading of below 14 tons, enabling them to operate on lightly laid lines and secondary routes.

A long-time resident of Machynlleth shed (89C), No. 78005 was withdrawn from Gloucester Horton Road (85B) in September 1964, three years before the last of the class was taken out of service.

Another model in the auction with an estimate of well into five figures is a 10¼in-gauge American 2-6-4T built in the UK from castings supplied by the US company Roll Models, of Minneapolis.

The model, which would be suitable for commercial use as well as on a private garden railway, incorporates a driver's seat in the tender and is fitted with a steel boiler manufactured by Bell Boilers of Gloucestershire. It is estimated at up to £40,000.

£20,000 each for Manor & 'Black Five'?

Two other estimates of up to £20,000 each are for 7¼in-gauge LMS 'Black Five' No. 5041 and a 5in-gauge GWR Manor class 4-6-0, the latter carrying the fictitious number and name 7830 *Trerice Manor*. This model was started by John Bellchamber of Surrey, working over 28 years from original Swindon drawings and research material, and after his death in 2013 was completed by members of the Malden & District Society of Model Engineers. The GWR, and later BR, built 30 Manors, Nos. 7800-29, while a further 10 were due to be built but were cancelled. The first of these would have been No. 7830, but its name was to be *Norton Manor*.

The final five-figure estimate is up to £18,000 for 5in-gauge GWR Castle class No. 7017 *G.J. Churchward*, built by gold medal-winning model maker Graham Hawkins of Bristol. The sale is at Donnington Priory, Newbury, and starts at 12 noon, with viewing on September 16 (10am-2pm), 17 (9am-5.30pm), 18 (9am-4.30pm), and on the day of the sale from 8.30am.

➔ See Geoff Courtney's railwayana column in this issue for further details of models in the auction.

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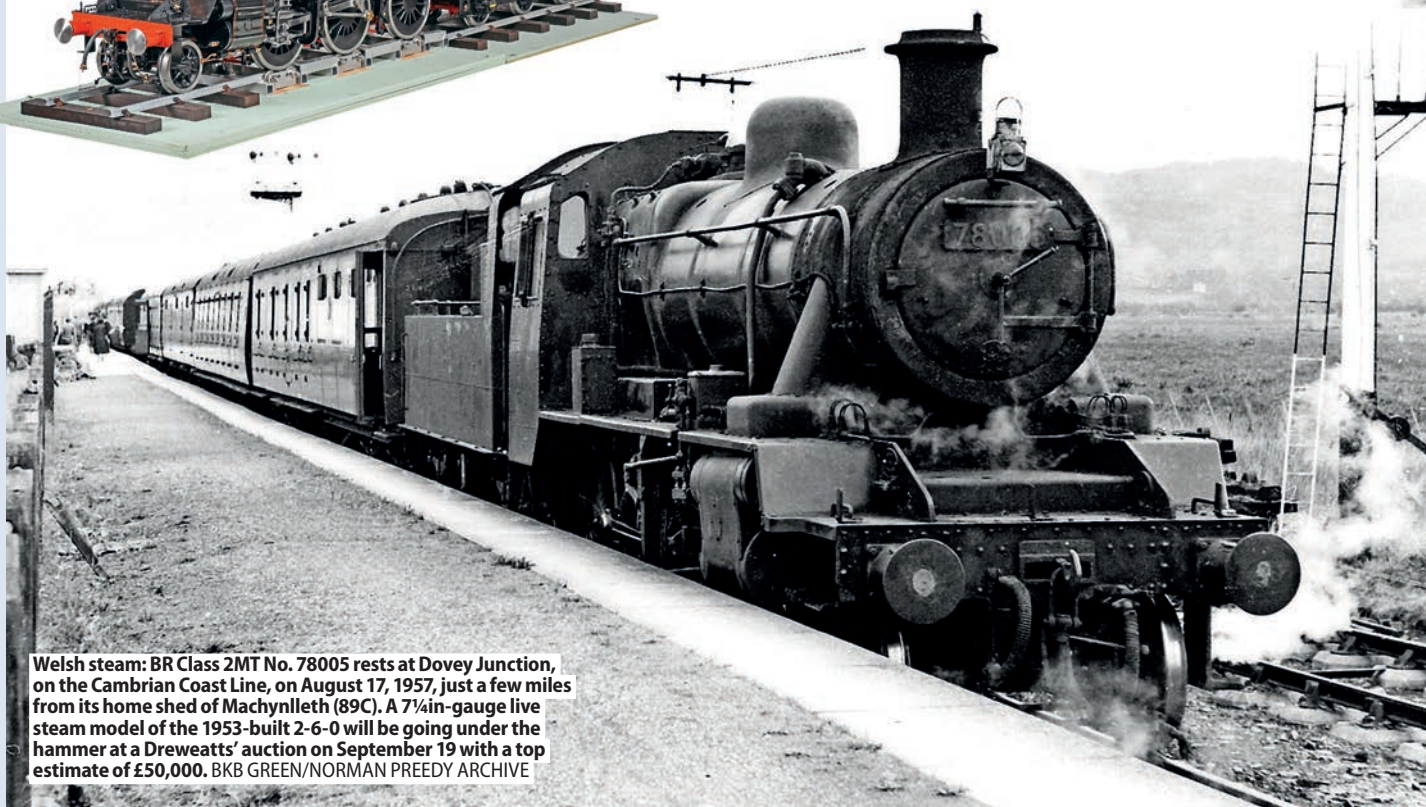
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← Standard bearer: The 7¼in gauge live steam model of BR Standard 2MT 2-6-0 No. 78005 that carries a top estimate of £50,000 in an auction in Newbury on September 19. Michael Matthews of Dreweatts, the auction house holding the sale, describes the model as "one of the finest examples of a BR Class 2 in any gauge." DREWEATTS



Welsh steam: BR Class 2MT No. 78005 rests at Dovey Junction, on the Cambrian Coast Line, on August 17, 1957, just a few miles from its home shed of Machynlleth (89C). A 7¼in-gauge live steam model of the 1953-built 2-6-0 will be going under the hammer at a Dreweatts' auction on September 19 with a top estimate of £50,000. BKB GREEN/NORMAN PREEDY ARCHIVE

TYSELEY

THE STEAM SHED THAT REFUSED TO DIE!

Less than seven weeks after the 'Fifteen Guinea Special' marked the end of BR main line steam, the public were admitted to a former depot where the roots of railway preservation had firmly taken hold. Tyseley Locomotive Works' September 29-30 open day will mark 50 years since it held its first, writes **Robin Jones**.

As a young child, the workaday Birmingham suburb of Tyseley was hallowed ground. My elder brother Stewart took me trainspotting at Widney Manor station on the Birmingham Snow Hill to Leamington line from an early age, and our dad worked as head of printing at the Midland Electrical Manufacturers factory in Reddings Lane, Tyseley. Occasionally on Saturday mornings we would be taken into the works, and to get the bus back often we walked down to Warwick Road. There, on a back siding from Tyseley steam shed, would often stand in all its glory a GWR-design 4-6-0 for us to gaze and marvel at.

Little did we think in our wildest dreams



Car park ticket for the first Tyseley open day in 1968.

that Tyseley shed would, within the ensuing decade, become a hub of the emerging and still-embryonic railway preservation movement, and keep our precious steam alive.

Tyseley shed was opened in July 1908, superseding a smaller depot at Bordesley to the north.

It was a Churchward standard brick-built Great Western Railway two-turntable shed,

similar in design but not in size to other GWR depots like Old Oak Common.

The east roundhouse catered for passenger engines, while the west one catered for freight. Originally, 72 engines were allocated to it, rising to around 100 by the Fifties. It served the growing GWR network to the south west of the city, including the cross-country route to Stratford-upon-Avon and Cheltenham for Bristol and the south west. The North Warwickshire Line, the northern-most section of that route, also opened in 1908.

However, Tyseley was always secondary to Wolverhampton Stafford Road, which handled the expresses from the West Midlands. The freight roundhouse was closed

LMS maroon is the colour: Jubilee 4-6-0 No. 5960 Leander approaches as sister No. 5593 Kolhapur looks on at the 1985 event. Kolhapur was, of course, present at that first open day in 1968. MICHAEL WHITEHOUSE COLLECTION





Tyseley flagship WR 4-6-0 No. 7029 *Clun Castle* enthral the crowds at the 1969 open day. MICHAEL WHITEHOUSE COLLECTION

in 1963 and Tyseley shed finally closed in November 1966, when it housed smaller locomotives like tank engines for suburban services, although steam officially lasted at Tyseley until 1967, with many LMS and BR locomotive types then appearing there. The depot became known as Tyseley Traction Maintenance Depot, but steam locomotives still continued to visit the site for wheel turning in the new factory until the demise of main line steam in summer 1968. Both roundhouses had gone by the end of that year.

When the Tallylyn Railway was saved in 1951, its preservation society's secretary, Pat Whitehouse, and its treasurer, Birmingham accountant Pat Garland, struck up a lifelong friendship with steam at its heart.

In 1958, Pat Whitehouse began work on the BBC's much-loved Railway Roundabout series of 25min children's hour programmes.

Early days

In the early Sixties, with Western Region steam disappearing on a daily basis, the two Pats decided to buy a tank engine of their own and then find a railway on which to run it.

Eventually, they ran the rule over the closed GWR Ashburton branch. The Dart Valley Light Railway Company Limited was accordingly set up to buy the line and acquire suitable locomotives.

Pat Whitehouse was undertaking a building job on a bridge when a chance conversation with the stationmaster at Walsall led to him and Pat Garland buying their first engine, GWR 2-6-2T No. 4555, for £700. The deal included a spare boiler, an overhaul at Swindon Works and a load of spare parts.

The two Pats then bought GWR pannier tanks No. 6435 (with enthusiast John Wilkins) and No 1638, plus Collett auto tank No. 1420 for the Dart Valley. At the time, the new heritage line was not ready to accept the locomotives, which had to be stored, so Pat Whitehouse negotiated the use of the steam depot at Tyseley in Birmingham for the purpose.

While it was based at Tyseley, as payment for its accommodation, No. 4555 returned to British Railway service, even though it was privately owned and had been repainted from



Above: A3 No. 4472 *Flying Scotsman* arrives at Tyseley for the 1960 inaugural open day. MICHAEL WHITEHOUSE COLLECTION

Right: Enthusiasts clamouring to 'cab' LMS 'Black Five' No. 5428 *Eric Treacy* at the 1968 open day. MICHAEL WHITEHOUSE COLLECTION



Below: Collett 0-6-0 No. 3205 at the open day in 1969. On May 23 the following year, it hauled the first public train on the Severn Valley Railway, from Bridgnorth to Hampton Loade. MICHAEL WHITEHOUSE COLLECTION



In the days when heritage railways were very much in their nascent stage, Tyseley depot was like a beacon shining through a dark night, and the annual open day generated queues stretching down Warwick Road. Ivatt 2MT 2-6-0 No. 46443 is pictured at the 1969 open day. It was one of the locomotives used on the Severn Valley Railway opening weekend in May 1970. MICHAEL WHITEHOUSE COLLECTION



The 1971 open day featured no less than preservation icon LMS Princess Royal 4-6-2 No. 6201 *Princess Elizabeth* heading the 'Royal Scot' within the depot limits. MICHAEL WHITEHOUSE COLLECTION



Left: LNER greats V2 2-6-2 No. 4771 *Green Arrow* and A4 Pacific No. 4498 *Sir Nigel Gresley* were the star guests at the 1973 event. MICHAEL WHITEHOUSE COLLECTION

Below: The National Collection's LSWR T9 4-4-0 No. 120 and Lancashire & Yorkshire 2-4-2T No. 1008 on display at the 1973 open day. MICHAEL WHITEHOUSE COLLECTION



LNER A2 Pacific No. 532 *Blue Peter* in passenger service during the 1974 open day. MICHAEL WHITEHOUSE COLLECTION



Visiting B1 4-6-0 No. 306 *Mayflower* in action at the 1984 event. MICHAEL WHITEHOUSE COLLECTION

BR livery to GWR green with appropriate lettering on the side! As if thumbing a nose at the Modernisation Plan, Tyseley's shedmaster Tommy Field occasionally rostered the prairie tank for the 5.25pm commuter train from Birmingham Snow Hill to Knowle & Dorridge. That allowed Pat Garland to catch 'his' train home, but not as a conventional passenger. An amateur driver, he could jump on the footplate of his engine and take control of the regulator!

No. 4555 was also used for short freight workings, carriage shunting and for hand-hauling 'last' specials over the Bromyard, Brecon, Wombourne and Severn Valley lines.

Flagship locomotive

Soon, Tyseley steam depot had evolved a preservation identity of its own over and above temporary storage for the Dart Valley. Much of it was down to what became its flagship locomotive, Swindon 1950-built WR 4-6-0 No. 7029 *Clun Castle*, whose shining moment came on May 9, 1964, on the Plymouth to Bristol leg of an Ian Allan special to mark the unofficial 100mph record set 60 years earlier by GWR 4-4-0 No. 3440 *City of Truro*. It also hauled the last official steam train out of Paddington (to Banbury) on June 11, 1965 and was officially withdrawn in December that year.

Patrick Whitehouse bought it for its scrap value of £2400 on January 1, 1966, and its ownership was then passed to No. 7029 *Clun Castle* Ltd.

In 1967, in Brunswick green livery, it hauled trains to mark the closure of the GWR route to Birkenhead.

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

The trust acquired a long-term lease on a large part of the Tyseley site and established the Tyseley Collection. The coaling stage building was leased to No. 7029 *Clun Castle* Ltd and it was adapted to form a new home for both *Clun* and *Kolhapur*. A tool room was formed within this building, now known as 'Top Shed' and so the tradition of stabling, maintaining and servicing steam engines at Tyseley depot continued.

The site became the Birmingham Railway Museum and is now known as Tyseley Locomotive Works. Today, Tyseley is one of Britain's foremost depots for maintaining and overhauling steam locomotives for use on the main line.

Its operating arm, Vintage Trains, runs many special trains during the year, including the twice-daily summer Sunday 'Shakespeare Express' trips to Stratford.

Mainly using GWR locomotives, it might now be viewed as having taken over the role of Swindon Works itself, and is a monument to the achievements of Pat Whitehouse in those early days.

Now Vintage Trains is establishing itself as a Train Operating Company, able to run trains over the national network in its own right.

On September 29, 1968, nearly seven weeks after the end of British Rail steam haulage, Tyseley held its first, and very successful, public open day with a fantastic display of steam locomotives and traction engines, tapping into the desire of a public who did



Celebrating the centenary of Tyseley shed at the 2008 open day around the turntable are GWR 4-6-0 No. 4965 *Rood Ashton Hall* and panniers Nos. 9600, 9466, 7760 and 7752. MICHAEL WHITEHOUSE COLLECTION

“...over the weekend of September 29-30, Tyseley aims to recreate the atmosphere of the original event and celebrate half a century of open days at the depot.”



Clun Castle surrounded by crowds as it celebrates its 25th birthday at the open day in 1975. MICHAEL WHITEHOUSE COLLECTION



Former Fairbourne Railway stalwart *Count Louis* will attend the 2018 open day. MICHAEL WHITEHOUSE

not know just what they had lost until it was well and truly gone and they wanted it back again.

September event to remember

Exactly 50 years later, over the weekend of September 29-30, Tyseley aims to recreate the atmosphere of the original event and to celebrate half a century of open days at the depot.

In 1968 the first steam locomotive preserved at Tyseley, *Clun Castle*, was in operation, and it will again be a star attraction at the anniversary event.

There will be a host of additional attractions, including some historic miniature railway locomotives that have rarely been seen in public.

A 10¼in gauge miniature railway will feature locomotives *John Terence* built at Broome Hall by engineer Grimshaw in 1908 and *Tali*, a two-third scale replica of the Beyer Peacock works locomotive that was built in 1887. *Tali* was completed in 2017 and resides at a private railway. As reported in issue 244, the open weekend will be its inaugural appearance in public.

One-time Fairbourne Railway flagship, the 15in gauge Bassett Lowke Class 30 Atlantic *Count Louis*, will also attend.

Furthermore, drivers and passengers with pre-September 29, 1968 vehicles can register in advance to park at the event depot and receive discounted admission.

Vintage fairground rides will include a steam-powered carousel built in 1893. The

carousel has 34 horses and two cockerels that gallop to the historic sounds of the Gavioli organ music.

There will be a children's carousel dating back to 1910 with a fantastic selection of restored cars, steamroller, horses and other period toys. There will also be side shows and a traditional candy floss stall.

Visitors are encouraged to dress in 1960s fashion to enter into the spirit of the event.

The event is open from 10am to 5pm both days.

Advance tickets are available from www.ticketsource.co.uk/vintage trains

Admission prices are (advance): Adults £15, aged 5-16 (£4), family £30 and drivers/passengers of pre-68 vehicles £10: (on the day): adults £17, 5-16s £5, family £35. **HR**

THE LAST WEEKEND OF BR STEAM REBORN!

The first weekend in August saw the Severn Valley and Great Central railways remember in style and atmosphere the final weekend of timetabled BR steam exactly 50 years before, writes **Robin Jones**.

Sunday, August 4, 1968 was the day when 'normal' timetabled British Rail main line steam ended. That day saw just two engines with a full head of steam at Rose Grove.

Immaculately turned-out No. 48773 was all set for the Blackburn-Hellifield-Carnforth leg of the Locomotive Club of Great Britain's 'Farewell to Steam Railtour'. A grimy No. 48519 was kept in steam as standby.

As it turned out, No. 48519 became the last steam locomotive to leave Rose Grove, replacing a Class 08 diesel shunter on a permanent way working, in order to let its large fire burn out.

No. 48773 was the last steam locomotive to arrive on shed that evening, when it came back from Carnforth via Preston light engine. It was also the only one of the final steam allocation to Rose Grove to have a new life in preservation.

Rose Grove 8F No. 48493 was kept in steam at Lostock Hall until the following morning, when around 9am it shunted ballast wagons. This humble shift comprised the final non-passenger steam working on the British Rail standard gauge network.

However, that working was missed by the army of enthusiasts who were following the various Farewell to Steam specials that day.

The Locomotive Club of Great Britain had organised its own railtour – 1Z74 – from St Pancras to Carnforth, with a complicated route north of Manchester, via Bolton, Blackburn and Hellifield to Carnforth. From Manchester to Blackburn, it was headed by *Oliver Cromwell* and No. 44781 double-headed. However, because of the loss of paths caused by engineering works, No. 70013, heading 1Z74, was running late by three-and-a-half hours, and was very low on water by the time that Stockport was reached, and it was 2am on the supposedly seamless Monday the train arrived back in London four hours behind schedule.

Exactly 50 years later, the Severn Valley Railway and Great Central Railway held events to remember the end of BR steam haulage – the one-off 'Fifteen Guinea special' – a week apart.

On August 4, 1968, two Severn Valley locomotives were in operation – LMS 'Black Five' No. 45110 and Stanier 8F

No. 48773. For its Last Days of Steam event on Saturday, August 4, 2018, the pair were placed on static display at Kidderminster Town station, making rare appearances outside their current home of the Engine House at Highley.

No. 45110 also hauled the first and last legs of the 'Fifteen Guinea Special'.

There was a reunion of Lostock Hall and Rose Grove shed footplate crews from August 4, 1968, including the man who dropped the fire of No. 45110 after it had worked that last train on August 11.

Members of the Master Neverers Association (MNA), a group of mostly Midlands-based photographers, who between 1965 and 1968 illicitly sneaked into sheds to clean the locomotives which they would later capture on film, re-enacted the cleaning of No. 45110.

Half a century ago, hundreds of locomotives received MNA attention, including No. 45110, ahead of its famous appearance on IT57.

There was also a gathering of footplate crews from August 4,



Master Neverer in action: long-standing volunteer and Severn Valley Railway board member Tony Bending cleans the number of No. 45110. LEWIS MADDOX



Spick and span: after the Master Neverers had finished their work, 'Black Five' No. 45110 stands free of grime. ROBIN JONES



Above: BR Britannia Pacific No. 70013 *Oliver Cromwell* approaches Quorn & Woodhouse on August 4, the first day of the Great Central Railway's two-weekend 50th Anniversary of the End of Steam on BR event. The 1150 headboard recalls the locomotive's part in the Railway Correspondence & Travel Society's 13-coach special from Euston to Skipton exactly 50 years before, on August 4, 1968. ALAN WEAVER

Right: Crowds gather to admire the work of the Master Neverers in sprucing up No. 45110 at Kidderminster Town on August 4. Back in the Sixties, very few people witnessed the Neverers clandestine night-time shed activities! LEWIS MADDOX



'Black Five' No. 48773 carries a Locomotive Club of Great Britain headboard recalling its place in the August 4, 1968 Farewell to Steam tours, and a wreath, marking the end of steam and the closure of Rose Grove shed. ROBIN JONES



The shape of the future: the Class 50s were built by English Electric at Vulcan Foundry in Newton-le-Willows between 1967/68. Severn Valley Railway-based No. 50035 *Ark Royal*, seen at Kidderminster Town on August 4, 1968, was in service for the special event, marking the transition from steam to diesel. ROBIN JONES



Classic cars were displayed on the concourse inside Kidderminster Town station as well as outside. ROBIN JONES



BR Standard 2-6-0 2MT No. 78018 passes Swithland Sidings with the 10.06am 7G06 Quorn-Rothley Brook van train during the Great Central Railway's end-of-steam event on August 4. GRAHAM NUTTALL

1968, from Lostock Hall and Rose Grove sheds who were involved in the final days of steam, including the man who dropped the fire of No. 45110 after it had worked that last train on August 11.

However, plans to re-create the 'Belfast Boat Express', the final BR regular named train, which last ran from Heysham Harbour to Manchester Victoria on May 5, 1968, were scuppered by the

non-availability of Locomotive Services' 'Black Five' No. 45321, which had been due to arrive on the SVR at the end of July, but was unavailable.

No. 45231 was used in the 40th anniversary special of the 'Fifteen Guinea Special' on August 10, 2008 working alongside sister No. 45407 when they double-headed the train from Carlisle back to Blackburn.

No. 45231 then hauled the train alone back to Liverpool Lime Street via Wigan.

Sadly, No. 45231 would also not head the SVR's re-creation of 1T57 as planned because of its non-availability. Instead, Ivatt 'Flying Pig' No. 43106 deputised, taking its 'Fifteen Guinea Special' out of Kidderminster Town at 7.30am tender first, with the headboard mounted on the back of



BR Standard 5MT 4-6-0 No. 73156 as 73069 approaches Quorn & Woodhouse during the Great Central Railway's first 50th Anniversary of the End of Steam on BR weekend. JOHN STORER



Ivatt mogul No. 43106 arrives at Kidderminster Town, complete with end-of-steam chalk messages on the smokebox. KENNY FELSTEAD

the tender. Inside Kidderminster Railway Museum, a photographic exhibition displayed classic images from the last days of steam.

Around 1300 people attended the event, which was declared a huge success by the railway.

Meanwhile, the Great Central Railway, held the first of two weekends marking the 50th anniversary of the end of BR steam.

The August 4-5 weekend saw steam running only as far south as Rothley.

The section between there and Leicester North was deemed too great a fire risk in the heatwave, because of the growth of lineside grass.

Oliver Cromwell, currently in the final year of its boiler ticket, and which also ran on the same weekend half a century before, was in service, while BR Standard 5MT 4-6-0 No. 73156 took on the identity of No. 73069, which survived in BR service until the end of steam.

The third locomotive in steam was Ivatt mogul No. 78018.

A DMU service ran between Rothley and Leicester North, while steam trains were returned from Rothley to Loughborough in top-and-tail mode.

Elsewhere, the Epping Ongar Railway remembered August 11, 1968 with an exhibition in the Penny Salon gallery at Ongar. **HR**



The Bewdley Brewery produced this special beer for the Severn Valley's end-of-steam event. ROBIN JONES



Ivatt 'Flying Pig' No. 43106 arrives back at Kidderminster Town with the Severn Valley Rail's re-creation of 1TR57, the 'Fifteen Guinea Special' on August 4. DAVID DEW

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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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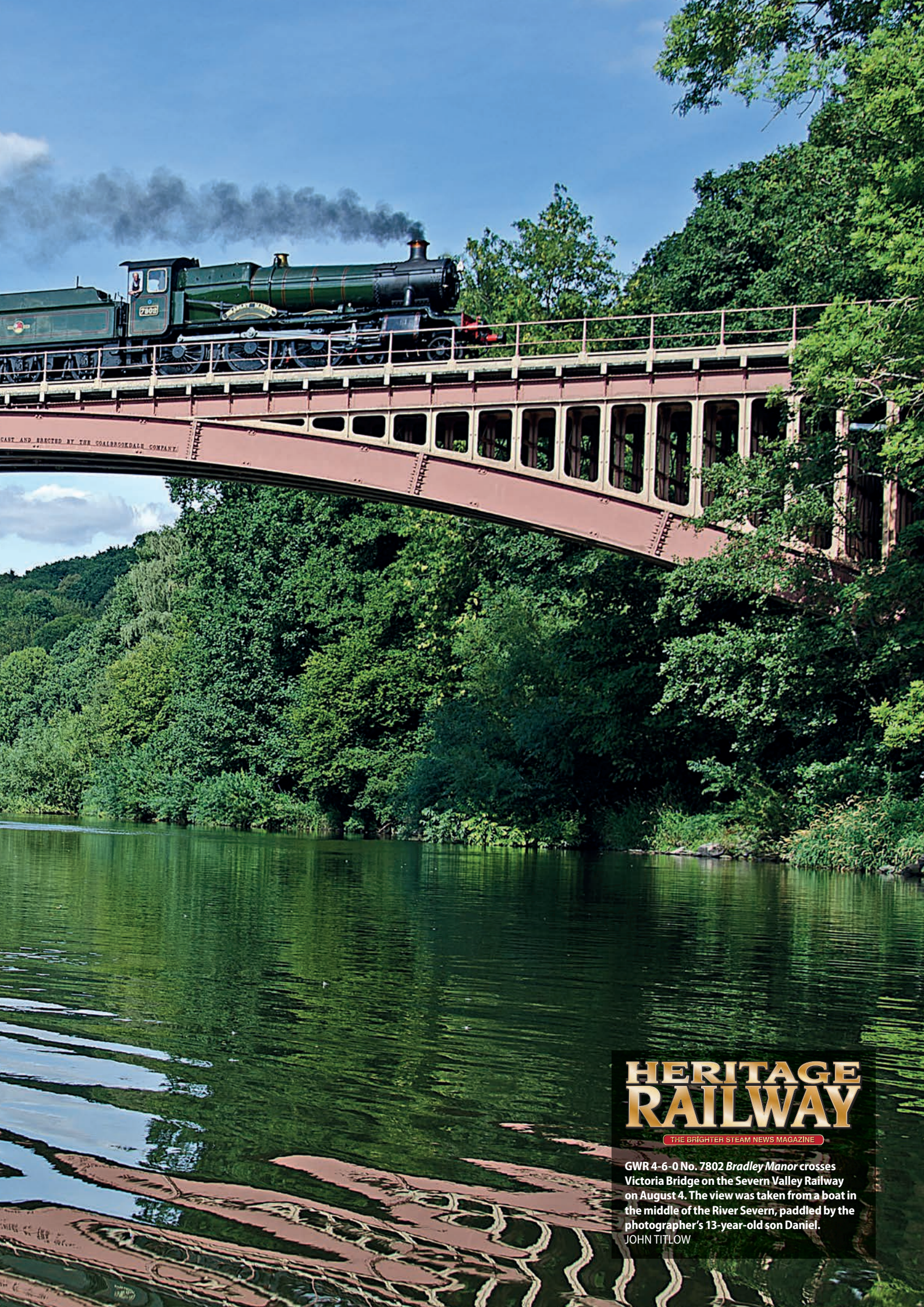
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GWR 4-6-0 No. 7802 *Bradley Manor* crosses Victoria Bridge on the Severn Valley Railway on August 4. The view was taken from a boat in the middle of the River Severn, paddled by the photographer's 13-year-old son Daniel.
JOHN TITLOW

Tornado main line comeback aimed for September 29

By Robin Jones and Gareth Evans

A1 PEPPERCORN Pacific No. 60163 is set to return to main line traffic on September 29.

That is the date when owning group The A1 Steam Locomotive Trust hopes to have the locomotive hauling its 'The Ynys Mon Express' from Leicester to Holyhead.

At Wansford, on the Nene Valley Railway, the trust and its contractors are continuing the work to return No. 60163 *Tornado* to operational service since it failed on the East Coast Main Line with the April 14 'The Ebor Flyer' from King's Cross to York.

A statement issued by the trust on August 10 said: "We are pleased to report that the two outside engines are now rebuilt and ready for final inspection before testing and running

in operations. In the coming week the equivalent work will be undertaken on the inside engine so that the locomotive can then be weighed and prepared for steaming.

"It is anticipated that *Tornado* will make its first moves under its own power around the Bank Holiday weekend and will undertake running-in operations at the Nene Valley Railway before returning to main line operations on Saturday, September 29.

"We are pleased to confirm that all of the components required for the reinstatement to traffic of No. 60163 are now to hand or undergoing final machining. This includes the replacement outside union link which has been manufactured by Stephenson Engineering of Manchester."

As we closed for press, a date for a main line test run was being arranged.

The prospect of any test run has been inhibited by Network Rail's demand that during the recent heatwave, all steam locomotives must have a diesel behind them, effecting doing much if not all of the work, to reduce fire risk

Tornado's outings on Monday, August 27 – 'The Canterbury Tale' from Peterborough to Canterbury, on Saturday, September 8 – 'The Devonian' from Birmingham to Plymouth, and on Saturday, September 15 'The Talisman' from London to Newcastle have been cancelled, although the latter tour will still go ahead.

'The Devonian' has been postponed to the spring, with the steam-hauled leg of 'The Talisman' to be now hauled by No. 60009 *Union of South Africa*.

The following rail tours will then be hauled by *Tornado*, with tickets available from the trust's booking agent

UK Railtours on 01438 715050: Saturday, September 29 – 'The Ynys Mon Express'; Sunday, October 7 – 'The Auld Reekie' from Doncaster to Edinburgh (Deltic D9009 on the return leg) and Saturday, December 1 – 'The Christmas Border Raider' from Birmingham to Carlisle via the Settle and Carlisle line.

It is also booked (News, p14 and 15) to haul the Pathfinder Tours October 3 'Settle & Carlisle Golden Express II' over the S&C and Shap, and three trips for the Scottish Railway Preservation Society – two 'Fife Circle' outings on October 13 and an Edinburgh to York trip via the S&C on November 3, the return diesel hauled.

The statement concluded: "We would like to thank all of our volunteers, staff and contractors for their hard work over the past few months to return *Tornado* to main line service."



Repairs to *Tornado* following its April 14 failure of the East Coast Main Line while heading the 'Ebor Flyer' are ongoing at the Nene Valley Railway's Wansford works, where it is seen on July 22. GARETH EVANS



The left-hand side of *Tornado* now back in one piece following reassembly at Wansford. A1SLT.

Britannia almost ready for testing – now in final stages of reassembly

LOCOMOTIVE Services' 7P 4-6-2 No. 70000 *Britannia* – seemingly an almost forgotten engine – is in the final stages of being reassembled after nearly three years out of traffic because of vibration problems.

The work underway is the second attempt to solve severe vibrations experienced when the 4-6-2 is running at speed on the main line.

Assessing the wheels in the South Devon Railway's workshops, machining axles at Riley Engineering, and the lengthy

time lag in acquiring new sets of ball bearings all contributed to the time it has taken to carry out and complete work anticipated to overcome the problem.

Having been re-wheeled on July 23, by mid-August the tender had been coupled on, the motion replaced and new rods fitted, with an expectation the 'Brit' could be completed in the coming weeks ready for main line proving runs.

Initial testing has been arranged to take place on the Severn Valley

Railway. The move to Bridgnorth is, it is understood, to be undertaken by road.

With the 7P freeing up workshop space, efforts will now be concentrated on the major overhaul of A2 4-6-2 No. 60532 *Blue Peter*.

As a result, work on GWR 4-6-0 No. 5029 *Nunney Castle* has surprisingly been placed on the back burner.

Equally surprising, 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester's* annual inspection continues at

Southall. It was therefore unable to attend the Severn Valley Railway's August 4 event marking 50 years since the end of timetabled BR steam, as highlighted on pages 50-53.

Apparently, several unexpected issues have cropped up during the engine's examination – not least the need for a new injector.

No. 45231 is booked to head a Shrewsbury-Llandrindod Wells-Shrewsbury excursion on September 23.



Pictured passing Huddleston Grange, between York and Leeds, popular A3 No. 60103 *Flying Scotsman* worked the first 'Waverley' of the summer season on July 7, assisted by Class 37 No. 37669. CHRIS GEE

Ray Churchill: Drive 'Duke' with regulator in the roof!

WHILE work on the overhaul of BR's unique three cylinder 4-6-2 No. 71000 *Duke of Gloucester* continues to progress on schedule at Tyseley, it is interesting to learn of one driver's opinions about handling the engine out on the main line.

The driver? No less than the redoubtable Ray Churchill, who is a prime example of footplate crew lost from the main line railtour business through retirement.

The Duke's trust chairman, Trevor Tuckley, said: "I had a very interesting chat with Ray Churchill when we spoke at

length about the 'Duke' as Ray has high regards for the engine's abilities.

"He recalled that on a run into Devon and back he found that having the regulator wide open – in the roof – and controlling the engine by means of the cut off gave the best results.

"He said that on the climb to Whiteball summit, the Duke continued to accelerate, despite him slowly winding the cut off back.

"He smilingly said that he wondered if it would be possible to reduce speed before it was actually put into reverse!

"His memories of the Duke were that when drivers took the trouble to understand the subtle difference between the Caprotti Duke and other Walschaerts 4-6-2s, excellent results could be achieved."

Trevor added: "These comments coming from Ray – a master of his art – were certainly worth listening to and taking on board for future reference."

On a separate note, it's pleasing to report readers have responded positively to our exclusive story regarding the opportunity to acquire the Duke's old

washout plugs – by buying a large number of the originals.

A few plugs remain at £25 each, the proceeds of which go towards the appeal for funds to assist the refurbishment of the Duke's support coach.

Finally, the numbers of enthusiasts joining the Duke's 'family' continues to grow and the owning trust's revised target for this year is well advanced.

For details of the plugs or membership, visit www.theduke.uk.com/product/donate-to-the-duke

Saphos Trains launches Class 40 tour programme

SAPHOS Trains has somewhat surprisingly announced a short programme of exclusive railtours featuring restored Class 40 D213 *Andania*, finished in its original BR green livery.

In January, Locomotive Services (TOC) Limited signed a three-year deal with the Class 40's owner which sees D213 becoming part of its expanding fleet of modern traction based in the former diesel depot at Crewe.

The locomotive has been restored by Locomotive Services and fitted with mandatory electronics, including Network Rail's GSM-R communications system.

On August 8, the 'Whistler' operated a loaded test train of air-conditioned Mk2s, with Class 47 No. 47805 attached to the rear. What is believed to be *Andania*'s first main line run since it

was withdrawn in 1985 completed the circular route from Crewe via Telford.

The first of three trains announced, the 'Cumbrian Mountain Whistler' is bound for Carlisle on Bank Holiday Monday, August 27.

Departing Crewe, it picks up at Warrington Bank Quay and Wigan North Western. After a three-hour break, the return journey takes the Class 40 and train over Shap, through the Lune Gorge and descending past Oxenholme.

On Saturday, October 6, the 'Yorkshire Coast Merrymaker' gets away from Crewe heading for Scarborough, the train stopping at Warrington and Wigan.

Travelling along the West Coast Main Line the 'Merrymaker' joins the route over Chat Moss, passing through Manchester Victoria and tackling the 1-in 59 Miles Platting bank.

The third train, the 'North Wales Coast



Class 40 No. D213 *Andania* is seen between Albrighton and Codsall while operating its first loaded test run on the circular run from Crewe to Crewe via Telford on August 8. MARTYN TATTAM

Forty', starts from Crewe on Saturday, October 13, and is routed along the North Wales Coast Line to Anglesey via the Conwy Valley and its castle, with a brief visit to Blaenau Ffestiniog.

Fares for all three trains are £75 standard class and £99 first class.

A buffet bar is open and available for light refreshments throughout most of the journey(s).

Dry weather through to autumn?

By Cedric Johns

RECORD-BREAKING high temperatures and dry weather, which has resulted in Network Rail issuing an edict saying that main line steam hauled trains be worked by accompanying diesels, is likely to stay until the autumn.

According to the Met Office's three-month forecasts briefed to local authorities and transport organisations for the period August to October, above average temperatures are more likely to fall into the warmest of five categories used to predict long-range weather patterns.

On August 6, a Met Office spokesman said: "The South East will have above average dry temperatures until the end of the (August) month. We may see occasional breaks, but it looks like the following weeks we will get high pressure again, with temperatures reaching the 80Fs."

The Met Office then predicted the warmer dry weather is set to last well into the autumn.

If the experts are right, it means railtour promoters and train operating companies will have to continue to run excursions with a diesel positioned inside steam locomotives, incurring extra operating costs and a high degree of day-to-day servicing to ensure the constant availability of diesel power, and for that matter, drivers and guards.

At least one popular excursion route entails the use of two diesels in addition to the booked steam locomotive.

Stanier Jubilee 4-6-0 No. 45690 *Leander* heads through the faded glory that was once Rhyl station, with the Railway Touring Company's Manchester to Holyhead North Wales Coast Express on July 22. Class 47 No. 47746 *Chris Fudge* 29.7.70-22.6.10 was assisting because of the risk of lineside fires. The Grade II-listed Rhyl No.2 signal box was closed in 1990. ANDREW SOUTHWELL



It is often said the last coach on a charter train produces the profit. If that is the case, Network Rail's edict that at least one diesel is the mandatory source of motive power for a steam-hauled excursion must bite into the anticipated profit margins.

There is another factor – passengers. In talking to railtour promoters, it is often said the vast majority enjoy a day out on rails irrespective of what type of locomotive – steam or diesel – is at the head of the train.

If, however, the advertised steam locomotive fails to appear and is

replaced by a diesel, there can be a question of compensation for those who are prepared to complain.

Then of course there are the purists – they used to be called 'rivet counters' – enthusiasts, including photographers who insist it's steam or nothing.

At the time of writing, seven weeks have passed without one incident being reported of a line side fire attributed to a steam locomotive assisted by a diesel working inside.

However, apart from mixing steam with diesel power the fire risk situation has and is having a serious effect on the

availability of main locomotives.

By mid-August four main line engines were waiting – or coming close – to the need for a proving run out on the network. These are: 7P 4-6-2 No. 70000 *Britannia*, B1 4-6-0 No. 61306 *Mayflower*, A1 4-6-2 No. 60163 *Tornado*, and GWR 4-6-0 No. 7029 *Clun Castle*.

Until the fire risk 'ban' is lifted, none of these engines can be 'prepped' for a light and loaded test on the main line.

Think of the implications for the owners if warm dry weather did run through September into October.

No certificate, no hiring fees.

Many steam workings have been assisted by diesel traction because of the hot, dry spell. Here, Stanier 8F 2-8-0 No 48151 double-heads fellow West Coast-operated Class 47 diesel No. 47237 with a southbound 'Dalesman' to Chester on July 17. MATT EVANS





'Black Five' 4-6-0 No. 44871 passes Burntisland on the Fife Circle Line on August 5 with an SRPS raitour. NEVILLE WELLINGS

SRPS: Scots enjoy steam with cream

SCOTTISH Railway Preservation Society officials are pleased with their decision to repeat last year's one-off August programme of steam-hauled trips from Linlithgow over the Borders line to Tweedbank via Edinburgh, following last year's results.

The trips are run every Sunday through August, and this year's new innovation, afternoon cream teas, has also brought smiles to the faces of passengers.

Following the same itinerary – Linlithgow to Tweedbank, calling at Dunfermline, Kirkcaldy, Dalgety Bay and Edinburgh Waverley – the trains continued via the Fife Circle to Galashiels and Tweedbank.

Again, following last year's motive power arrangements, one of Ian Riley's 'Black Fives' provided steam, with a West Coast diesel assisting at the rear.

Interestingly, the diesel was not present to work the trains, but to reverse engine and coaches at Niddre Junction prior to reaching Edinburgh on the return journey.

'Black Five' No. 44871 travelled from

Fort William to head the first departure on Sunday, August 5, and was booked to stay over at Millerhill in preparation to working trains on the following Sundays – August 12/19. The last trip, Sunday, August 26, was to be handled by No. 45407, providing nothing changed.

Society spokesman Jim Peterson said that although last year's sell-out loadings were not expected to be matched, an average of more than 300 passengers per train was anticipated, basing ticket sales on the first two departures.

The society has planned for more steam in October. A morning train departs Linlithgow on what amounts to a circular tour taking in the Fife Circle Culross, Kincardine, Alloa and Stirling. An afternoon train is scheduled to leave from Inverkeithing following the same route.

Steam is also booked to work a trip from Linlithgow to York on Saturday, November 3. Calling at stations en route to Edinburgh, 'The York' heads for Carlisle (break) via Beattock, returning over the Settle and Carlisle line to York and Newcastle.

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The 11-coach Southend Victoria to Poole Cathedrals Express on July 21 was hauled by LNER A4 No. 60009 *Union of South Africa*, assisted by Class 47 No. 47760, and at the rear of the train, No. 47580. The train reversed direction at Southampton Up Goods Loop and was taken forward to Poole by No. 47580. The West Coast train is seen here approaching Millbrook, Hampshire. MARK V PIKE

‘Number Nine’ hits hot spot

By Cedric Johns

JOHN Cameron's A4 No. 60009 *Union of South Africa* hit a hot spot on Thursday, July 26 – the warmest day recorded in the month – when temperatures soared into the eighties as the 4-6-2 led Railway Touring Company's first summer season 'Dorset Coast Express' to Bournemouth, Wareham and Weymouth.

Led is the operative word because in keeping with Network Rail's fire risk edict that steam locomotives would only be allowed to represent the image of coal-fired power, the A4 appeared more or less as a token gesture, with an accompanying diesel actually working the trains.

In the event, the 'Express' was accompanied by two Class 47 diesels.

As laid down by Network Rail, the train was worked by a Class 47 diesel positioned immediately behind 'No. 9'; the second Class 47 tailing at the rear.

Why two '47s'? Whether Network Rail's instructions were taken literally with regards to the positioning of a diesel behind the locomotive or not, the second 47 was attached in order

to work the whole train back as far as Southampton from Weymouth that evening.

Then, as has become practice, the 'Express' and A4 were facing the right way around for the remainder of the homeward journey, travelling via Romsey and the Laverstock loop, Whitchurch, Andover and Basingstoke.

Turnaround time

Accepting the fact the presence of a second diesel was because of extreme circumstances, the business of using a diesel to haul the trains back from Weymouth to Southampton calls into question the original practice of running train engines up to Yeovil Junction for turning and servicing in the Yeovil Railway Centre's yard.

This practice was discontinued because of the time it took to shunt the rolling stock at Weymouth into Jersey sidings, and release the engine.

This created a pathing problem, especially as on July 26 only three hours of passenger leisure time was built into the itinerary.

And yet, when the volunteers who

turn locomotives around at the Yeovil Railway Centre handled the RTC's 'GB XI' tour earlier this year, they did so right on schedule.

As recounted in the July issue of the Centre's magazine *Turntable*, Day Eight of the tour saw 'GB XI' running from Cardiff to Swanage via Bristol, Westbury, Yeovil Junction and Weymouth.

First arrival was Swanage-based U class 2-6-0 No. 31806. It arrived on site at the west end and moved onto the turntable for servicing and watering before being stabled in the loop.

'Black Five' 4-6-0 No. 45212 arrived with its tour at 12.55pm, the engine uncoupling, and after being turned was positioned over the nearby pit for fire cleaning, oiling and watering.

In addition to attending to the Mogul, volunteers turned their attention to topping water levels in 'GB XI' carriage tanks.

While this was happening, the site came alive with passengers visiting the exchange shed for refreshments and the railway centre's shop.

As the clock ticked, No. 31806 moved out onto the main line and resident

Andrew Barclay 0-4-0ST *Lord Fisher* joined the action by shunting the tour's support coach into the loop ready to be attached to the 'Black Five'.

When coupled back on, the support coach and the 4-6-0 moved onto the main line at the rear of the train ready for departure at 2.42pm.

Both engines had been turned so that after reversal at Yeovil Pen Mill the 2-6-0 worked the tour to Weymouth.

Facing the grade

So, if two engines, a rake of carriages and a crowd of passengers could be dealt with efficiently in the space of two and a half hours, why not a single engine running up to Yeovil and back to Weymouth?

It could work, providing tour promoters plan to treat passengers for four hours by the sea.

There is one snag however. Immediately after leaving Weymouth, trains face a rising gradient, which after Radipole stiffens to some three and a half miles at 1-in-50/52 up and through Bincombe Tunnel to Dorchester Junction.

LMS workhorse to the rescue: 8F No. 48151 on the RTC's 'Royal Duchy'

HOPES of beginning its 'Royal Duchy' season in style by using Tyseley's Great Western 4-6-0 No. 5043 *Earl of Mount Edgcumbe* as an appropriate form of motive power were dashed on Sunday, July 22, when the Railway Touring Company had to make do with a goods engine.

After creating headlines by announcing the Castle would work the train from Bristol Temple Meads to Par via Exeter and the South Devon banks, such plans were dropped when

Tyseley withdrew the engine for an early overhaul.

Having shopped around for a replacement engine, the best that could be found was Carnforth's Stanier 8F 2-8-0 No. 48151, diesel-assisted. Hardly a 'Royal' engine, but suffice to say the heavy freight engine made it.

The RTC's bad luck reared its head again when its 'Royal Duchy' on Sunday, August 5, which was booked for Bulleid haulage – Light Pacific No. 34046 *Braunton* as No. 34052 *Lord*

Dowding – was cancelled because Network Rail stepped in at the last moment by taking line possession for engineering work.

The two remaining trips from Bristol to Par will run on Sundays, September 2 and 16.

By contrast, the RTC's 'Dorset Coast Express' to Weymouth has figured well with A4 No. 60009 *Union of South Africa* much in evidence, albeit with diesel assisted in both directions on July 26 and August 9. Remaining

dates for the 'Express' were August 23 and September 6.

The RTC's final fling along the Dorset coast line will take place on Thursday, September 13 when 'The Swanage Belle' departs London Victoria for a trip to the seaside.

Calling at Staines, Woking and Basingstoke, the 'Belle' is routed straight down the South Western Main Line, passing Winchester, Southampton, Bournemouth and Poole – possibly behind No. 60009.

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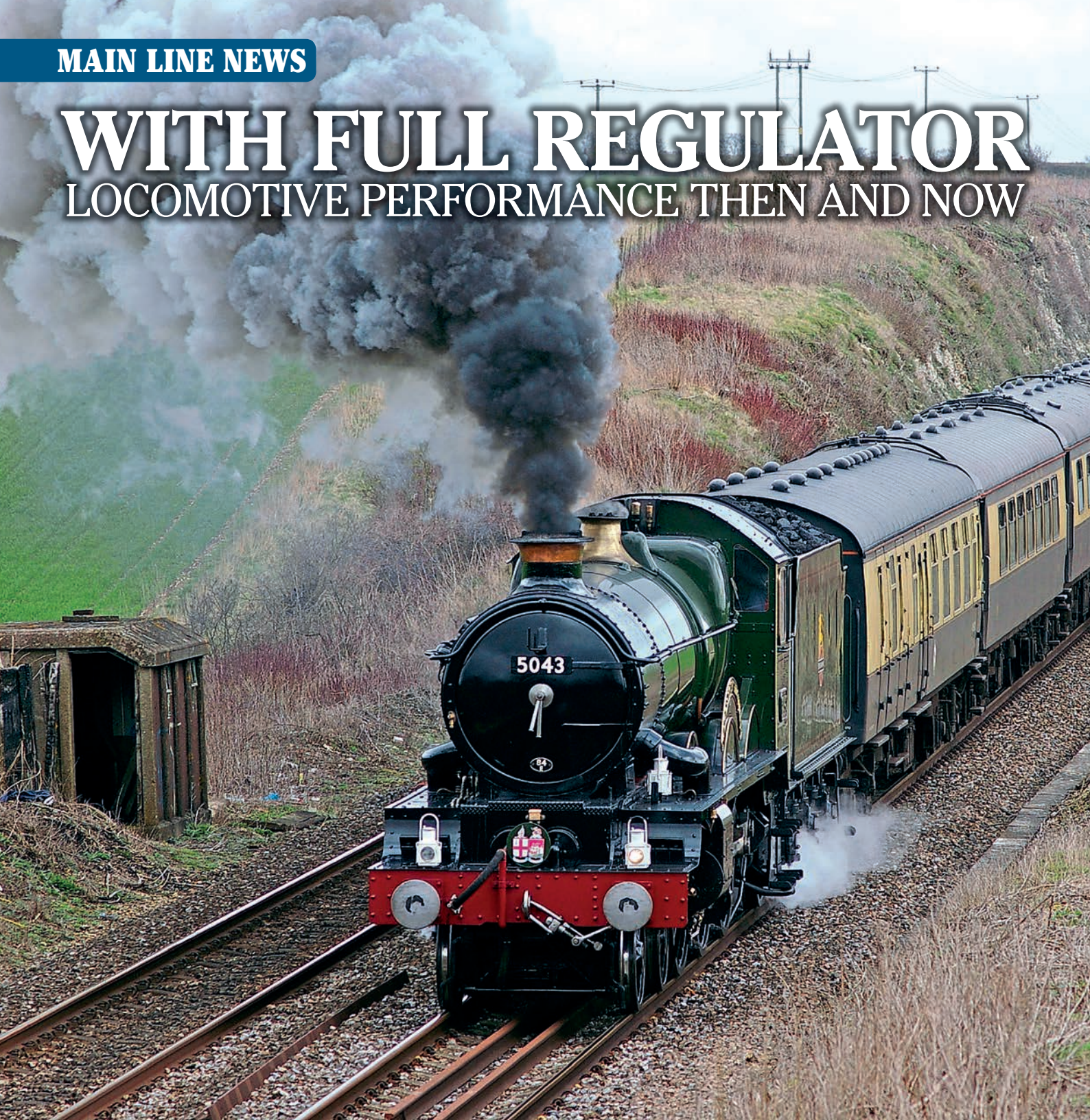
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LOCOMOTIVE PERFORMANCE THEN AND NOW



By Don Benn

TYSELEY has announced that its fine GWR double chimney GWR Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* has been withdrawn for overhaul.

Although Bob Meanley is quoted as saying that the work shouldn't take too long, it cannot be started until ongoing work on other locomotives is finished, so we may not see it back on the main line for a few years yet. Therefore, I thought it would be appropriate to pay homage to this superb and reliable main line performer.

No. 5043 was built in 1936 and originally named *Barbury Castle*. It had a double chimney and a four row superheater fitted in 1958, when steam was just beginning to be edged out by the Warship diesels. It was allocated to Old Oak Common for most of the 1950s and then went to Cardiff Canton, before spending its last months before withdrawal in December 1963 at Cardiff East Dock (88L). It went to Barry, but was bought

in 1973 by the Birmingham Railway Museum and stored at Tyseley, originally as spares for No. 7029 *Clun Castle*. However, it was decided in 1996 to restore it to full main line running in its late 1950s condition and the long task was finally finished in 2008. It is looked after at Tyseley by Bob Meanley and his team, and it is always in immaculate external condition and it has been kept in tip-top mechanical condition as well.

Many will remember the outstanding runs of the 'Cheltenham Flyer', the non-stop 'Marylebone Flyer' and '1Z48'. Driver Ray Churchill was always full of praise for No. 5043 and when I talked to him just after he retired, he told me he thought his top trip must be 1Z48 with No. 5043 on May 10, 2014, which re-enacted the railtour of May 9, 1964, and to be told on arrival at Bristol by the late Mike Notley that he had shaved some three minutes or so off the original record, making him and his fireman Alastair Meanley the fastest steam loco crew between Plymouth and Bristol. Ray also mentioned the Inter City from

Birmingham to Marylebone, 'Marylebone Flyer', where we were almost brought to a stand at West Ruislip by signals and, as the signal cleared, a great cheer went up all along the train as our non-stop status had been saved.

I asked him what he considered to be his favourite engine of all those he has driven and he thought for a moment and then said "fifty forty three". Yes, that's No. 5043 *Earl of Mount Edgcumbe* of course, which is no surprise really. I then suggested to him that Castles needed to have full or nearly full pressure to produce the best results and he agreed, adding that they were best worked in second valve with full boiler pressure and cut off adjusted to suit the conditions and to keep or regain time.

The Cornishman

For my tribute, I have chosen some sections of 'The Cornishman' on April 28, 2012 which had Bill Warriner and Alastair Meanley in charge of No. 5043 all day on



GWR Castle Class No. 5043 Earl of Mount Edgcumbe tops the climb from Hurstbourne, recovering from the speed restriction over the viaduct with the 7.38am Solihull to Salisbury run on April 3, 2010. DON BENN

its trip from Bristol and Plymouth and back, the train having started at Tyseley. Table one shows details of the section from Bristol Temple Meads to the water and pathing stop at Tiverton Junction (Loop). The schedule was a reasonable 66min for the 60.74 miles and with a modest load of nine coaches for 340 tonnes full, I expected this to be easily kept.

The day was damp with drizzle, but this didn't cause any problems. A good start was made to the summit of the climb out of Bristol at milepost 123, just before the tunnel at Flax Bourton and then with a clear road, we ran for mile after mile across the Somerset Levels at or around the maximum permitted speed of 75mph, averaging 75.36mph over the 33.83 miles between Nailsea and Creech St Michael, a beautifully judged performance. A speed restriction of 30mph exists for steam-hauled trains through Taunton, 44.74 miles, passed over seven minutes early in 40min 47sec and then a very lively climb to Whiteball followed: my notebook littered with words such as 'nice thrash' and

TABLE ONE: BRISTOL TO TIVERTON LOOP

Date	Saturday, April 28, 2012
Train	Cornishman-1049 Bristol TM to Plymouth
Engine	Castle Class 4-6-0 No. 5043 <i>Earl of Mount Edgcumbe</i>
Load	Nine coaches, 315½ tonnes tare, 340 tonnes gross
Driver	Bill Warriner
Fireman	Alastair Meanley
Recorder	DB with GPS
Position	Second of nine coaches
Weather	Drizzle with north east wind

	miles	sched	mins	secs	speed
Bristol Temple Meads	0.00	0.00	00	00	right time
Bedminster	0.90		03	00	33½
Parson Street	1.75		04	20	44
Long Ashton	3.63		06	41	49
MP 123	4.58		07	53	49½
Flax Bourton	5.85		08	54	58
MP 125	6.58		09	57	65½
Nailsea	8.00		11	13	72
MP 128	9.58		12	29	76
Yatton	11.89		14	18	78
MP 132	13.58		15	36	74
Puxton and Worle	15.56		17	47	75
Worle Junction	16.70	18.00	18	14	75½
Uphill Junction	19.64		20	26	76
MP 141	22.58		22	46	75½
Brent Knoll	24.08		23	58	76
MP 144	25.58		24	08	76
Highbridge	26.85		26	08	76
MP 147	28.58		27	29	75½
MP 149	30.58		29	06	75
Bridgwater	33.16	36.00	31	09	76
MP 153	34.58		32	18	75
MP 155	36.58		33	52	77
Cogload Flyover	39.65		36	27	72½
Cogload Junction	39.98	43.00	36	43	77½
Creech St Michael	41.83		38	09	77
Taunton East Jct.	44.05		39	55	60*
Taunton	44.74	48.00	40	47	28½* tsr
Silk Mills	46.04		42	54	44½
Norton Fitzwarren	46.59		43	29	57
Victory Crossing	47.64		44	31	60½
MP 168	49.58		46	25	63
Poole Siding	50.58		47	21	62½
Wellington	51.78		48	34	65½
MP 171	52.58		49	18	64
Beam Bridge	53.60		50	14	57
MP 173	54.58		51	21	52
Whiteball Tunnel In	54.74		51	33	51
Whiteball Tunnel Out	55.36		52	17	49½
Summit	55.58	59.00	52	34	49
Burlescombe	56.33		53	36	65
MP 176	57.58		54	29	69/70½
Tiverton Parkway	58.90		55	56	29* sigs
Tiverton Loop	60.74	66.00	61	13	4½ mins early

net time 57½ minutes
* brakes or speed restriction

TABLE TWO: EXETER TO TAUNTON

Date	Saturday, April 28, 2012
Train	Cornishman-1640 Plymouth to Bristol TM
Engine	Castle Class 4-6-0 No. 5043 <i>Earl of Mount Edgcumbe</i>
Load	Nine coaches, 315½ tonnes tare, 340 tonnes gross
Driver	Bill Warriner
Fireman	Alastair Meanley and Tom Allen
Recorder	DB with GPS
Position	Eighth coach of nine
Weather	Cloudy with north east wind

	miles	sched	mins	secs	speed
Exeter St Davids	0.00	0.00	00	00	2¼ mins early
Cowley Bridge Jct	1.24		03	28	43½
MP 192	1.90		04	20	51½
Stoke Canon LC	3.70		06	08	61
MP 190	3.90		06	23	61½
MP 188	5.90		08	16	67
Silverton	7.14		09	23	66
Hele LC	8.39		10	30	69/68½
MP 183	10.90		12	41	70½/71
Cullompton	12.56		14	06	70
MP 180	13.90		15	12	65½
Tiverton Jct	14.74		16	04	69/71½
Tiverton Parkway	16.58	20.00	17	35	69½
MP 176	17.90		18	46	66
Burslecombe	19.15		19	55	62
Whiteball	19.90		20	40	61½
Whiteball Tunnel W	20.11		20	52	63½
Beam Bridge	21.88		22	18	
MP 171	22.90		23	02	
Wellington	23.70		23	42	67*
Poole Siding	24.90		24	45	71
Victory XC	27.84		27	03	76½
Norton Fitzwarren	28.89		27	55	76
Taunton	30.74	36.00	31	32	7½ mins early

* brakes or speed restriction

TABLE THREE: TAUNTON TO EXETER

Date	Sunday, June 17, 2018
Train	Cornishman-0803 Bristol TM to Par
Engine	RbIt MN Class 4-6-2 No. 35028 <i>Clan Line</i>
Load	10 coaches, 357 tonnes tare, 385 tonnes gross
Driver	Vince Henderson
Fireman	Dave Proctor
Traction Insp.	Geoff Ewans
Recorder	Sean Emmett with GPS
Position	Second of 10 coaches
Weather	Light rain/drizzle

	miles	sched	mins	secs	speed
Taunton	0.00	0.00	00	00	26 mins late
Silk Mills	1.33		03	18	45
Norton Fitzwarren	1.89	3.00	03	59	51
Victory LC	2.93		05	07	58
Bradford LC	4.51		06	42	63/64
Poole Siding	5.86		07	58	63
Wellington	7.11		09	10	64/65
Beam Bridge	8.89		10	53	56
Whiteball Tunnel E	10.03		12	11	50
Whiteball Tunnel W	10.65		12	58	48
Summit Bridge	10.89	15.00	13	15	49
Burlescombe	11.61		14	03	62
Pugham	13.09		15	22	71
Tiverton Parkway	14.19	19.00	16	29	44*/4* sigs
Tiverton Loop	15.94	22.00	22	13	
	0.00	0.00	00	00	19 mins late
Five Bridges	1.06		03	21	43
Cullompton	2.36		04	47	64
Hele LC	6.44		08	09	76/74
Silverton	7.69		09	09	76/78
Stoke Canon LC	11.13		11	53	72
Cowley Bridge Jct	13.59	16.00	14	24	43* tsr
Exeter St Davids	14.93	18.00	17	34	

* brakes or speed restriction



Ray Churchill is seen at Marylebone on No. 5043 with the Marylebone Flyer on April 6, 2013. DON BENN



Above: No. 5043 is seen at Plymouth with the return Cornishman train ready to depart at 4.40pm on April 28, 2012. DON BENN

“For mile after mile, we were being paced by traffic on the M5 and there is at least one lengthy video clip of our train on YouTube.”

TABLE FOUR: PLYMOUTH TO LISKEARD

Date	Sunday, June 17, 2018				
Train	Cornishman-0803 Bristol TM to Par				
Engine	Rblt MN Class 4-6-2 No. 35028 <i>Clan Line</i>				
Load	10 coaches, 357 tonnes tare, 385 tonnes gross				
Driver	Vince Henderson				
Fireman	Dave Proctor				
Traction Insp.	Geoff Ewans				
Recorder	Sean Emmett with GPS				
Position	Second of 10 coaches				
Weather	Light rain/drizzle				
	miles	sched	mins	secs	speed
Plymouth	0.00	0.00	00	00	9 mins late
Devonport	1.26		04	03	24/21
Dockyard	1.65		04	54	35
Keyham	2.22		05	45	44/47
St Budeaux	3.08	5.00	06	59	35
Saltash	4.22	9.00	10	31	16*
Defiance	5.08		12	11	41
Wearde Rd	5.39		12	37	45
Shillingham	6.18		13	36	49
Nottar	7.75		15	16	65/67
Markwell	9.09		15	34	66*
St Germans	9.24	15.00	16	51	47
Probatric Rd	10.60		18	47	36
Trerule	11.35		20	01	41
Palmorgan	11.70		20	32	42/40
Mount Pleasant	12.33		21	23	43
Berry Farm	12.85		22	06	48
Trevethic	13.34		22	40	53/52
Menheniot	14.68		24	07	56
Treviddo	15.70		25	20	46
A38	16.18		25	59	41
Kitty Cross	17.03		27	09	47/50
Bolitho	17.40		27	37	46*
Liskeard	17.78	28.00	29	29	

* brakes or speed restriction

TABLE FIVE: PAR TO LISKEARD

Date	Sunday, June 17, 2018				
Train	Cornishman-1731 Par to Bristol TM				
Engine	Rblt MN Class 4-6-2 No. 35028 <i>Clan Line</i>				
Load	10 coaches, 357 tonnes tare, 385 tonnes gross				
Driver	Steve Matthews				
Fireman	Steve Rodenhurst				
Traction Insp.	Don Clarke				
Recorder	Sean Emmett with GPS				
Position	10th of 10 coaches				
Weather	Fair				
	miles	sched	mins	secs	speed
Par	0.00	0.00	00	00	right time
Marsh	0.55		02	34	24
Homeward Hill	1.13		04	19	31
Plantation	1.36		04	46	30
Trenadyn	1.74		05	34	25
Great Trevarran	1.99		06	11	24
Treverrin Tunnel W	2.26		06	50	30
Treverrin Tunnel E	2.57		07	20	37
Pig Farm	3.25		08	06	50/55
Lostwithiel	4.36	9.00	09	28	45*
Lidcoat Road	4.60		09	47	45
Restormel	5.44		10	45	55/61/59
Brownqueen Tunnel E	6.60		11	58	60
Restpryn	7.01		12	23	54*
Bodmin Road	7.79	15.00	14	17	
	0.00	0.00	00	00	1½min early
Underline Bridge	0.38		01	57	26
Underline Bridge	1.01		03	10	42/44
Newbridge Road	1.42		03	44	43
Penadlake Viaduct	1.77		04	13	41
Underline Bridge	2.07		04	39	42
Clinnick Viaduct	2.44		05	11	41
Underline Bridge	2.76		05	38	43
Darrycombe Viaduct	3.07		06	06	41
Draw Wood Viaduct	3.54		06	45	40
West Largin Viaduct	3.76		07	06	40
East Largin Viaduct	4.16		07	40	42
St. Pinnock Viaduct	4.52		08	11	41/40
Doublebois	5.82		10	04	44
Sprerrin Tunnel E	6.34		10	39	58
Tremabe	6.84		11	11	55
Duloe Rd	7.20		11	34	55/61
Moorswater Viaduct W	8.40		12	50	53*
Liskeard	9.15	17.00	14	48	

Except where shown all viaduct times are at the east side

* brakes or speed restriction



Earl of Mount Edgcumbe is caught on camera at Plymouth on April 28, 2012. DON BENN



Ray Churchill contemplates the number plate of his favourite locomotive on April 6, 2013. DON BENN

‘storming climb’. In fact, we reached 65½mph after Wellington, before hitting the final 1-in-80 to the summit, where speed just dipped below 50mph. Easy running followed down to the stop at Tiverton Junction, with a signal controlled approach and very slow running to a stop in search of the water bowser, which in fact hadn’t arrived.

While we had been well inside even time passing Tiverton Parkway, the very slow finish frittered the seconds away and my colleague and I watched with frustration as ‘even time’ slipped away as we drew slowly to a stand. The actual time of 61min13sec for the 60.74 miles represented a start to stop average of 59.53mph and an arrival nearly five minutes early. I calculate the net time to be 57½min. The bowser finally arrived but delayed our departure by 23min for our run on to Plymouth, which will be covered in a future column.

Superb effort

On our return with the same crew, we left Exeter St Davids just over two minutes early and proceeded to make very good progress on the largely uphill section through the Exe valley to Whiteball. The engine was once again being worked hard and speed reached 71½mph in the slight dip after Tiverton Junction.

For mile after mile, we were being paced by traffic on the M5 and there is at least one lengthy video clip of our train on YouTube. The 61½mph minimum at Whiteball was top drawer and, in terms of speed loss from the maximum, comparable with the best achieved by class 8 locos. Once over the top, and reflecting the encouragement given to Bill at Exeter to ‘maybe just leave the regulator open for a bit after Whiteball’ speed rose very quickly indeed, before hard braking brought it down to well below the limit allowed.

Table two shows the detail of the Exeter to Taunton section, though I have omitted some speeds deliberately. After a very slow finish, an even time section once again evaded us but 31minu 32sec for the 30.74 miles was quite excellent and one of my most enjoyable steam runs in preservation. My notebook reads: “20 minutes of very hard running to Whiteball and then a wonderful dash down the other side. SUPERB!” More sustained 75mph running



followed (averaging 75.15mph between mileposts 156 and 136) from Taunton as far as Worle, 28.63 miles in 25min 38sec, where we caught up with a service train and ended in Bristol four minutes late.

Clan Line to Cornwall

The second 'Cornishman' I am covering this time was the one run by Pathfinder Tours on June 17 this year and I have selected four sections of the Bristol to Par tour from the detailed logs sent to me by Sean Emmett. Once again the Exeter to Plymouth parts will feature in a future column. Signalling problems at Temple Meads resulted in a 30min-late start for Rebuilt Merchant Navy Class Pacific No. 35028 *Clan Line*, which had 10 coaches for 385 tonnes full behind the tender and faced less than ideal weather for the first foray of a Merchant Navy Pacific into Cornwall. Vince Henderson and Dave Proctor were in charge going down, with TI Geoff Ewans.

Table three shows the running from Taunton, leaving 26min late, to Exeter including a pathing and water stop at Tiverton Junction (Loop). The climb to Whiteball was good but not exceptional with this load, which was some 80 tonnes less than the usual Torbox load of 12 coaches. Sean calculates that the equivalent drawbar horsepower (EDBH) averaged around 1600 for the 8.76 miles from Norton Fitzwarren to the summit, stretching to about 1650 at Wellington. Having left Tiverton 19min late, time was only just kept to Exeter, despite running at up to 78 mph. I have shown the running from Plymouth to Liskeard in table four, where the 28min booking for the restricted and heavily graded route proved too tight. In summary the line climbs out of the Tamar Valley from Saltash before a level section to Menheniot and another climb with gradients as steep at 1-in-74, before a short run down to Liskeard.

For the return run, the crew were Steve Matthews and Steve Rodenhurst, with TI Don Clarke. Departure was on time and I have shown the section from Par to Plymouth, which includes the 5.82-mile climb from Bodmin Road to Doublebois with gradients as steep at 1-in-58 and many viaducts, plus two single line sections. Details are in table five and the outstanding feature being the vigorous climb, where Sean estimates the EDBH as being 1850 at Largin, where speed was being held at 40mph on the 1-in-90, which was good work indeed.

Steam in Cornwall is quite unusual and good paths can be found, but this may not be the case if Great Western Railway holds to its promise of timetable improvements. Finally, on the June 17 trip, table six shows the running from Exeter to Taunton, again with a stop at Tiverton Junction. No. 35028 ran very fast along the initial stretches of the Exe Valley, reaching 76mph at Hele before adverse signals into the Tiverton Loop. The 13min 21sec to pass Cullumpton 12.46 miles was outstanding.

Priming

From here *Clan Line* made the most extraordinary start to pass Tiverton Parkway, 1.81 miles on the 1-in-216 at no less than 50mph. This entailed 2350 EDBH, a very high figure. Indeed, it surpasses even my own highest figure for Merchant Navy Pacific of 2325 EDBH on the famous up Bournemouth Belle run of April 4, 1965, which I have always regarded as a record.

From video clips on YouTube it appears that *Clan Line* was priming. This means that water from the boiler is carried over with the steam and gets where it shouldn't be leading to changes in handling and can also mean the regulator becomes very stiff to operate. So why did it occur? I suspect that the boiler was filled at Tiverton Loop with, maybe, the injectors left on after the start in anticipation of the final haul to the summit of Whiteball. The highly volatile water state under these conditions may then have triggered the priming. Fortunately, there seemed to be no serious consequences as although running from Whiteball to Taunton was very subdued, the onward return to Bristol included further lively running in the Bridgwater area. I remember some years ago one of the S&D 7Fs on the West Somerset Railway priming on the climb out of Bishops Lydeard. It was quite obvious from the exhaust sound what was happening but the crew got things under control before reaching Crowcombe.

I am very grateful to Sean Emmett for his logs of the June 17 run and for Alan Rawlings from on holiday somewhere in Europe in this case for his help and clarification. There is currently a dearth of pure main line steam operation due to the drought, but now that this has ended and many parts of the country have had significant amounts of rain, normal service ought to be resumed soon. [HR](#)

Above: No. 35028 *Clan Line* is seen working the Cornishman though Dawlish in the rain on June 17, 2018. THOMAS MILLS

TABLE SIX: EXETER TO TAUNTON

Date	Sunday, June 17, 2018					
Train	Cornishman-1731 Par to Bristol TM					
Engine	RbIt MN Class 4-6-2 No. 35028 <i>Clan Line</i>					
Load	10 coaches, 357 tonnes tare, 385 tonnes gross					
Driver	Steve Matthews					
Fireman	Steve Rodenhurst					
Traction Insp.	Don Clarke					
Recorder	Sean Emmett with GPS					
Position	10th of 10 coaches					
Weather	Fair					
	miles	sched	mins	secs	speed	
Exeter St Davids	0.00	0.00	00	00	8mins early	
Cowley Bridge Jct	1.24	3.00	03	18	43	
Stoke Canon LC	3.70		06	01	63	
Silverton	7.14		09	02	73	
Hele LC	8.39		10	03	76	
Nags Head	10.79		11	59	74/73	
Plumtree	11.76		12	47	74	
Cullumpton	12.46		13	21	73	
Five Bridges	13.76		14	41	35*/16* sigs	
Tiverton Loop	14.76	19.00	18	36		
	0.00	0.00	00	00	4mins early	
Venn	1.24		03	19	41	
Tiverton Parkway	1.81	2.00	04	03	50	
Pugham	2.91		05	16	53	
Babcock's Middle	3.59		06	02	52	
Burlescombe	4.39		07	02	48	
Whiteball Summit	5.11	7.00	07	56	49	
Whiteball Tunnel W	5.35		08	13	52	
Whiteball Tunnel E	5.97		08	53	57	
Beam Bridge	7.11		10	00	66/74	
Wellington	8.89		11	30	71	
Poole Siding	10.14		12	54	68/66	
Victory LC	13.08		15	10	68	
Norton Fitzwarren	14.11	16.00	16	14	43*	
Silk Mills	14.68		17	07	35*	
Liskeard	16.00	19.00	20	31		

* brakes or speed restriction

MAIN LINE ITINERARY



With the sky overcast, 'Jubilee' 4-6-0 No. 45690 *Leander* passes over the Weaver Navigation at Frodsham with the Railway Touring Company's Manchester to Holyhead 'North Wales Coast Express' on July 23. Class 47 No. 47746 *Chris Fudge* 29.7.70-22.6.10 is providing most of the power due to the lineside fire risk. Moored at the quay is the steamship *Daniel Adamson*. The former canal tug was built in 1903 to tow barges from Cheshire to the Port of Liverpool. ANDREW SOUTHWELL

September

SAT 2: 'The Torbay Express'

Bristol Temple Meads, Yatton, Weston-super-Mare, Taunton, Kingswear & return. Steam-hauled throughout. Loco: No. 60009 *Union of South Africa*.

TEL

SAT 2: 'The Royal Duchy'

Bangor, Stratford-upon-Avon & return. Steam-hauled: Crewe, Stratford & return. Loco: No. 46100 *Royal Scot* or No. 34046 *Braunton*. RTC

WED 5: 'Belmond British Pullman'

London Victoria, Staines, Guildford, Shalford, Redhill, Victoria. Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

THUR 6: 'The Dorset Coast Express'

London Victoria, Weymouth & return. Steam-hauled throughout.

Loco: No. 45305 or No. 60009 *Union of South Africa*. RTC

SAT 8: 'The Cheshireman'

Norwich, Peterborough, Nuneaton, Chester.

Steam-hauled throughout.

Loco: No. 60009 *Union of South Africa*.

RTC

SAT 8: 'The William Shakespeare'

Preston, Stratford-upon-Avon & return. Steam-hauled: Crewe, Stratford & return. Loco: No. 46100 *Royal Scot*, No. 34046 *Braunton* or No. 70000 *Britannia*. ST

SUN 9: 'The Waverley'

York, Leeds, Settle, Carlisle & return. Steam-hauled throughout.

Loco: No. 45690 *Leander*, No. 45596 *Bahamas* or No. 46233 *Duchess of Sutherland*. RTC

TUE 11: 'The Cathedrals Express'

Radlett, Loughborough, Carlisle & return. Steam-hauled: Hellifield, Carlisle & return.

Loco: No. 35018 *British India Line*, No. 45690 *Leander*, No. 48151 or No. 45596 *Galatea*. SD

THU 13: 'The Swanage Belle'

London Victoria, Swanage & return. Steam-hauled: London Victoria to Swanage, Southampton to Victoria.

Loco: No. 60009 *Union of South Africa*. RTC

THU 13: 'The Salopian Express 2'

Dumfries, Shrewsbury & return

Steam-hauled: Crewe, Chester, Shrewsbury, Crewe.

Loco: No. 45690 *Leander*, No. 45596

Bahamas or No. 46233 *Duchess of Sutherland*. WCR

SAT 15: 'The Brief Encounter Steam Special'

Carnforth to Blackburn

Steam-hauled: Carnforth, Hellifield, Blackburn, Preston, Carnforth.

Loco: No. 45690 *Leander*, No. 45596 *Bahamas* or No. 46233 *Duchess of Sutherland*. CAR

SAT 15: 'The Cathedrals Express'

London Euston to Carlisle & return.

Steam-hauled: Carnforth, Shap, Carlisle, Workington, Carnforth.

Loco: No. 45690 *Leander*, No. 45596 *Bahamas* or No. 46233 *Duchess of Sutherland*. SD

SAT 16: 'The Royal Duchy'

Bristol Temple Meads, Par & return. Steam-hauled: Taunton, Par, Taunton.

Loco: No. 46100 *Royal Scot* or No. 34046 *Braunton*. RTC

SAT 22: 'Belmond British Pullman'

London Victoria, Shalford & return. Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 22: 'The Oxford Explorer'

Three Bridges, Eastleigh, Basingstoke, Oxford & return.

Steam-hauled throughout.

Loco: No. 60009 *Union of South Africa*. RTC

SAT 22: 'The Ynys Mon Express'

Bristol Temple Meads, Holyhead & return. Steam-hauled: Crewe, Holyhead, Chester.

Loco: No. 60103 *Flying Scotsman*. PT

SUN 23: 'The Cathedrals Express'

London Kings Cross, Norwich & return

Steam-hauled: London Kings Cross, Norwich.

Loco: No. 61306 *Mayflower*. SD

SUN 23: 'The Sugar Loaf Mountaineer'

Birmingham New Street, Carmarthen & return.

Steam-hauled: Shrewsbury, Llandrindod, Carmarthen & return.

Loco: No. 45231 *The Sherwood Forester*. PT

Regular Steam

DAILY: 'Jacobite'

Fort William, Mallaig & return.

Steam-hauled throughout.

Loco: No. 44871, 62005 or No. 45407. WCR

SEP 4: 'Dalesman'

Chester, Hellifield, Carlisle & return.

Steam-hauled: Hellifield, Carlisle & return.

Loco: No. 35018 *British India Line*, No. 45690 *Leander*, No. 48151 or No. 45699 *Galatea*. WCR

THURS TO SEP 6: 'Scarborough Spa Express'

Carnforth, Skipton, Keighley, York, Scarborough & return.

Steam-hauled: York, Scarborough & return.

Loco: No. 35018 *British India Line* or No. 48151. WCR

THURS TO SEP 13: 'Scarborough Spa Express'

Carnforth, Hebden Bridge, Wakefield, Kirkgate, York, Scarborough & return.

Steam-hauled: York, Scarborough & return.

Loco: No. 35018 *British India Line* or No. 48151. WCR

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

Tour promoters

BEL Belmond Pullman
0845 077 2222

CAR Carnforth Station Heritage
Centre
01524 735165

PT Pathfinder Tours
01453 835414

RTC Railway Touring Company
01553 661500

SD Steam Dreams
01483 209888

ST Saphos Trains
0800 038 5320

SMT Statesman Trains
0845 3102458

SRPS Scottish Railway Preservation
Society
0131 202 1033

TEL Torbay Express Ltd
01453 834477

UKRT UK Railtours
01438 715050

WCR West Coast Railways
01524 737751



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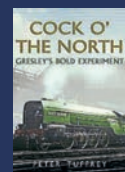
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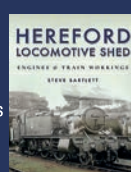
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CLEETHORPES' EXCITING FUTURE

Gareth Evans visits the Cleethorpes Coast Light Railway and talks to its two young owners about their plans to extend and continue to grow passenger numbers on the classic seaside line, which recently celebrated its 70th anniversary.



In the minds of most people, the traditional profile of a miniature railway owner would probably be a middle-aged man, who had gained experience with other business interests, who perhaps fancied the prospect of a challenging but seemingly fun thing to do in the run up to retirement.

However, the owners of the Cleethorpes Coast Light Railway (CCLR) have a combined age of only 48 – and they're now into their fourth year of operating the Lincolnshire coast 15in-gauge line.

The CCLR marked its 70th anniversary in style over the weekend of July 14-15 (as reported in issue 244) with a gala – an event that's set to be repeated next year.

Shortly before the gala, I enjoyed my inaugural visit to the line. I was immediately

struck by the welcoming staff, their enthusiasm shining through. It was clear all were keen to remember the past while looking forward to the future

Meet the owners

Since 2014, the CCLR has been owned by business partners Peter Bryant, 26, and John Kerr, 22.

"When we took over the line, we had a combined age of 40 and people told us that most 40 year olds hadn't done anything like this," recalled Peter.

Asked how he got into it, Peter replied: "My grandparents lived in Weston-super-Mare. As a child, a 7¼in-gauge miniature railway ran along the seafront, which I grew to love – and dad also built a garden railway. "I bought an Ian Allan ABC book on

miniature railways. I tried to visit as many as I could and I got to know those involved. For whatever reason, I was fixated on miniature railways – I think it's because miniature lines are approachable and not so daunting to a child. I also believe that because the field of railways is so broad, you have to focus on particular aspects.

"In circa 2004, the book was out of date, and I decided to build a miniature railway website that did essentially the same as the book. I no longer have to time to update it as often as in the past, but it's still live at: www.miniaturerailwayworld.co.uk

"I wanted people to visit the miniature railways and through that website, one of the people I got to know was Chris Shaw, who ran the CCLR. We created a forum on the site.



The line's main workhorse is Fairbourne Railway-built 2-6-2 No. 24. Capable of hauling the heaviest trains, it has a distinctive whistle, which on a clear day can be heard for miles. The locomotive is seen at Humberston on June 27. GARETH EVANS

A BRIEF HISTORY

OPENED on July 16, 1948, the 10¼in-gauge CCLR was re-laid and extended a year later with double track.

A change of ownership followed in 1954, before the line was acquired five years later by Cleethorpes Borough Council.

Battery locomotives replaced steam in the 1960s. Further investment from the local authority came in 1972, with the line extended in both directions and re-gauged to 14¼in. Two Severn Lamb-built Rio Grande steam outline locos formed the motive power.

Further changes came in 1991 with the sale of the line to Chris Shaw, who re-gauged the railway to a more conventional 15in and acquired new rolling stock.

In 2002, a Heritage Lottery Fund grant enabled the acquisition of stock from the long-dismantled Sutton Miniature Railway from Sutton Coldfield. This included *Sutton Belle*, *Sutton Flyer*, No. 4 and Bassett-Lowke Class 10 Little Giant *Mighty Atom*. The station canopy and engine sheds moved to Lakeside as a museum.

The line was extended in 2007 towards Buck Beck, formerly named as North Sea Lane, close to the Meridian Line, Pleasure Island Family Theme Park and the Haven Holiday complexes. This brought the total current running length to two miles (3.2 km).

In May 2014, the railway was sold to its present owners, John Kerr and Peter Bryant.



Two Sutton Miniature Railway carriages are in service, but are set to be withdrawn. A former Longleat carriage can be seen on the left. GARETH EVANS

"A group of us formed the Miniature Railway Museum Trust and created an exhibition over here called Rails to the Sands, housed in two of the craft units next door. We ran it for two years and it was a great success. I'm still a trustee – we have plans in place for the future.

"I graduated in business from Durham University. In 2011, my business partner John and I started a company to run miniature railways. We operated a 15in-gauge line at Craigtoun Park, St Andrews for two years. The 400-yard circular railway had fallen into disrepair."

John said: "It was such a great success that the local authority decided not to renew our contract and awarded the tender instead to a voluntary charitable group."

Peter continued: "We then looked at taking somewhere over. As it happened, Chris Shaw was looking at retiring from the CCLR. A colleague suggested I speak to him and we met Chris in February 2014, and we were running it by May of that year.

"John and I worked here flat out. More recently, I've worked here full-time and John's here for a week each month, which works well."

John has grown up with small railways – his family runs the famous Kerr's Miniature Railway in Arbroath, Angus. John's father died when he was 10, so he had to grow up very quickly. His mum kept the line going and he took over at the age of 16.

"My grandfather built Kerr's Miniature Railway in 1935. It's not just a business – it's a passion," John said.

"For a combined age of 48, we work well together," Peter enthused. "We mainly think the same – we like the same music and even share a love for James Bond films. The parallels are quite freaky."

John continued: "You only need one person to run the CCLR on a day-to-day basis. When I'm down there, we cram as many meetings in as we can.

"Not being here all the time helps me to maintain an objective view. Our parents are our most fierce critics, however. We take any feedback on-board because the obvious can sometimes be easily missed."

Taking on all the responsibilities of running

a railway is no feat at any age, so how did they manage to do it?

"We've had some tough seasons, but it's certainly been aided by the enthusiasm and dedication of the staff and volunteers alike," said John.

Peter agreed, adding: "It hasn't all been plain sailing, but that's life. I would encourage young people to be involved but to come with a mature mentality – not a 'I just want to drive trains'. There's a lot more to it than that.

"We were fortunate to be able to draw on our experience of running the lines at St Andrews and Kerr's. University helped me to some extent, but I think the answer is probably connections – friends, including other railway managers, and time on the job. Also, having a switched-on attitude and being willing to learn are essential, plus being willing to listen to an extent while sticking to your objectives.

"The other thing is, I don't think we approached it with the attitude of 'we're young so we should be treated differently' – we came at it with the belief we're here to do our jobs. It doesn't matter what age we are, as long as we know what we're talking about, that translates through. Age doesn't matter – it's about the attitude and the vision. You also need drive.

"Part of the pleasure of it for me is working with other railways, local businesses and stakeholders. Also, the fact we've been able to put our own mark on the place, as opposed to working with something someone else has put in."

Progress

On that note, Peter said: "We bought a railway that needed work doing on everything. That's no disrespect to the previous owner. He became leader of the local council and for the last five years before we took over, the railway was neglected somewhat.

"Some of the rolling stock and buildings were tired. It remains an on-going process. The good thing about it is that we've been able to put our own mark on it.

"We've extended the platform at Lakeside, giving more space for everyday use, as well as events. It's important for people to be able to enjoy this extra space, especially those with buggies and wheelchairs.

"We're running longer trains now too – we generally operate six-coach trains and we expect we'll need to expand to seven. The longer platform will allow us to do that.

"This year, we've also started developments at Lakeside in order to add a playground in due course. We recognise that it's important to have something to occupy children while they wait for the train.

"We refurbished the pub two years ago. It's important to continually improve.

"We've kept out of the limelight while we've been trying to enhance the line since we took over. Some of the changes we've made haven't been particularly railway-orientated. Doing up our pub for example, is hardly headline railway news.

"The combination of all we've got works well – the pub and café with the railway.

"We're a tourist attraction first and foremost and railway second. The main purpose is transporting people from where they're staying – the caravan parks – up to town. Outside our station (the leisure centre), a road train operated by a separate company runs along the prom.

"In 1948, when this railway was built, it was for pleasure purposes only. That changed in the 1970s when it ran up to the zoo. We're now a viable alternative to the bus, walking or the car – we're stress-free."

Today the CCLR carries 80,000 passenger each year. It has a team of 30 volunteers and five full-time staff, supplemented by 10 seasonal staff across the whole business.

Peter added: "On Wednesdays and Saturdays, a volunteer group comes up the shed to help alleviate the pressure on the staff in the workshop. I cannot stress enough how much we value their contribution. Members of that volunteer team are primarily older in terms of age – they bring significant knowledge and experience."

Asked whether the line makes money, he replied: "Yes. Every single year since we took over, we've improved the revenue and been able to grow. We've reinvested a lot.

"For example, our Santa trains were fully booked before they even started running. It's amazing. The business is growing. We've got more staff than ever before. Our facilities



Above: Since the change of ownership, developments at Lakeside have included the extension of the platform. A play area is to be created on the right. Plans are also afoot to extend the main building on the right and to install a water tower at the station. GARETH EVANS

Right: CCLR owners John Kerr, 22, and Peter Bryant, 26, celebrate the line's 70th anniversary on June 14, complete with cake – the real No. 24 can be seen behind them. NIC BRIDSON

are improving. We've increased fares this year for the first time in eight years. All the costs go up each year. We're very happy with the performance. We're driven to continuous improvement."

Rolling stock

Two Severn Lamb-built carriages have recently been acquired from the Lightwater Valley Theme Park in North Yorkshire.

"They were closed coaches but the bodywork was too far gone, so we've decided to turn them into open coaches," said Peter.

"They increase our capacity. In warmer weather, open carriages are highly sought-after."

"We have two rakes – one of which we call 'the council rake', built by Alan Keef. The vehicles at either end have verandas to carry prams and so on. With the planned extension into Thorpe Park, luggage provision will be important – we expect to carry people with baggage for the start or end of their holidays."

"The other rake currently comprises four Severn Lamb-built ex-Longleat Safari Park carriages, with two Sutton Miniature Railway coaches. The idea is these two new carriages will replace the SMRs in the rake. The SMR coaches are lovely and we have more in-store."

"However, they only seat 12 people and we've had complaints about the difficulty of getting in and out of them. They're no longer practical for everyday use. People today have large rucksacks, prams and so on. We currently have one wheelchair coach and plan to add a second. It's lovely to be able to carry people in wheelchairs and mobility scooters as not all railways can accommodate them."

"This is the argument between the general public and enthusiast psyche – I think the SMR carriages are great personally."

Freight stock includes three box vans, a former NCB open wagon, and a bogie flat used to bring supplies to the workshop.

The line's stalwart steam locomotive is 2-6-2

NUMBER CRUNCHING

80,000

The number of passengers carried on the CCLR each year.

£4.50

The cost of an adult return ticket on the CCLR.

1km

The length of the line's planned southern extension from Humberston to Thorpe Park caravan site.



Sandy River replica No.24, built in 1990 by the Fairbourne Railway. The other regular performer is LNER 04 Class No. 6284, which was repainted in time for the 70th anniversary commemorations, including the addition of lining. Like its full-size counterpart, it's a powerful and popular member of the fleet.

Having the ability to haul four or five coaches, 0-4-0 *Effie*, a Heywood replica built in 1999 by Great Northern Steam, is used during off-peak periods.

Owned by a volunteer, 1970-built 4-4-0 *Yvette* is currently being reassembled. Once owned by Bill McAlpine, it previously ran at Lightwater Valley.

On long-term loan from the Ravenglass & Eskdale Railway, Kerr Stuart 0-4-2 *Bonnie Dundee* is away being restored, which Peter said will be ideal for the CCLR's needs.

He added: "It arrived here with *Flower of the Forest*, a very long-term project. We haven't considered plans for *Flower's* overhaul yet."

CAREERS: VOLUNTEERS TO STAFFERS

THE CCLR is fortunate to be run by a committed and enthusiastic team, who are passionate about the railway and take considerable pride in what they do. Two team members have progressed from childhood visitors to volunteers and are now employed on a full-time basis.

Ryan Middleton

"My family came here regularly, so we got to know the staff and volunteers, including Chris Shaw, the previous owner. Chris



Aaron Ellis, aged 24

encouraged me to get involved," explained Ryan, who began volunteering aged 9.

"I started as a ticket inspector. I then progressed to general duties, crossing keeper, controller, guard and then diesel driver. I'm now senior guard and oversee the training and I also co-ordinate the volunteers."

"I'm currently training to be a steam driver. I'm indebted to Geoff Matthews, a former BR driver, who's encouraged me and taught me a lot."

Ryan has been a full-time member of staff since 2016 after he completed his apprenticeship in customer service. Reporting to the office manager, he was involved in organising special events, and during the main running season he also worked on the trains.

"Before that I was seasonal paid staff," he recalled. "I now tend to work Wednesday to Monday. I've enjoyed my time here so far. I see it as a hobby rather than a job. It's great to see the railway heading in the right

direction – it's got renewed confidence."

Ryan maintains an interest in the wider heritage rail scene: "I enjoy visiting other railways. I liked seeing *Royal Scot* at the recent Keighley & Worth Valley gala."

Asked about the highlights of his time at the CCLR, Ryan replied: "Guarding the train that carried the Olympic flame and guarding the train for the BBC's *Strictly Come Dancing* star Kevin Clifton."

Aaron Ellis

Having started volunteering aged 12 as a travelling ticket inspector, Aaron moved into the workshop at the age of 13 as a cleaner.

"I helped with fitting jobs. Aged 15, I made my first bush for a connecting rod," he recalled.

"My parents were delighted that I was out of the house but they were not so pleased that I wanted to spend all my spare time here. I studied engineering and then car mechanics at college in Louth."

"I worked in dad's pub and at the age



Ryan Middleton, aged 22
BOTH GARETH EVANS

of 19, I ran one in York. Now at the age of 24, I'm just finishing my apprenticeship in mechanical engineering. I see this as my second apprenticeship. I undertook the first one when I was 14, learning from the old hands. I'm normally here up to six days a week. I enjoy driving our steam locomotives. In fact, the handle on my shovel is from a beer pump that was spare from dad's pub."

Aaron concluded: "I've joked it's time for a long service award – I've spent half my life here."

"When we've got our new workshops in place, perhaps it will be the ideal project for our future apprentices to learn on."

As for the diesels, DA1, a former Bush Mill Railway diesel mechanical 0-4-0, is operational, while Lister No. 7, which carries Toby tram bodywork, is awaiting engine repairs.

"We own all the coaches, diesel locomotives and No. 24. That's something we're looking to rectify in due course," added Peter.

"A lot of people are passionate about the Sutton Collection, which is currently stored," explained Peter.

"All 10 coaches and three locomotives were restored to service. When we acquired the line in 2014, all these locomotives were out of traffic. The coaches were becoming tired, too. They were used too much. We would probably have used them as a sort of vintage train, to operate on special days.

"When we took over, there was so much for us to do. For a collection we don't own and has limited use, it sits quite far down the list of priorities. Although we love the collection – it's a fantastic story of how it all ran together, was stored together and then restored after 40-odd years – what's best for the collection and what's best for the railway don't necessarily meet, whereas before, everyone thought these vehicles were the best things to operate the railway. We don't think that. The collection is technically owned by the CLLR Supporters Association."

Asked about the status of the collection itself, Peter replied: "Sutton Flyer is awaiting repairs to the firebox – it's the closest to being a runner. The railcar is in need of work on the gaskets. Sutton Belle requires boiler repairs – it's a lot of work.

"Basset Lowke-built *Mighty Atom* is owned by a consortium, of which we're part. It's in need of a new boiler and tender, and may have a slightly different future. The argument is whether we put work into returning it to action or cosmetically restore it for display. It's a familiar debate when stock reaches a certain age. Basset Lowke locomotives tell an important part of the miniature railways story, so you never know."

Museum returns for 2019

Plans are afoot to reopen the museum at Lakeside for next season.

"This was really quite a nice museum – and it will be again, hopefully next year," explained Peter.

"Previously it was principally about telling the story of the Sutton Collection, but we're planning for it to be more about our railway's history. We have been using the space as a bar during the cider festival, the railway's biggest event – and also for other events such as Day Out With Thomas and our Santa Specials. Clearly, our pub is quite small."

Among the exhibits inside is recently restored 7¼-in-gauge *Henrietta*, which previously ran at the Wonderland Amusement Park at the other end of town.

Route

The two-mile return trip is undertaken at a welcome turn of speed – progress is made, but it's a pleasurable experience. An adult return is £4.50, while a family ticket costs £14.

There are three stations – the hub and headquarters being located halfway along at Lakeside, the middle station. Offering a wealth of car parking, Lakeside is also home to the railway's Signalbox pub, shop and cafe. Food and drink in the latter is affordable, with



With its partial overall roof, Cleethorpes Kingsway is the northern terminus, located next to Cleethorpes Leisure Centre and the Southern Promenade. There are plans to install a turntable at either end of the line in future. GARETH EVANS



The smallest pub on the planet? The bar is a popular attraction at Lakeside. GARETH EVANS

generous portions cooked fresh.

Cleethorpes Kingsway is the northern terminus, located next to Cleethorpes Leisure Centre and the Southern Promenade. With its partial overall roof, the station is home to a gift shop and cafe selling snacks and light refreshments.

The current southern terminus is at Humberston, which is home to a signalbox. The station building is now available for sale.

Serving Thorpe Park, the station offers some outstanding views of the Humber Estuary – including Spurn Point and its lighthouse.

Expansion and enhancements

During its 70th anniversary celebrations the CCLR formally announced plans to extend the line by about two thirds of a mile.

The current terminus at Humberston will be closed and removed. Crossing Buck Beck, the line will run parallel with the coastal path, before swinging round to the Thorpe Park caravan site car park at the entrance to The Fitties. A turntable will be installed there and at Cleethorpes Kingsway stations. The estimated cost is in the region of £350,000.

"The extension is as far as we'll go," said Peter. "You can have a railway that's too long. We're very optimistic that lengthening the line would be a great thing for the line. We're waiting to hear back from the Environment Agency. We're optimistic. We're fortunate to have the support of both North East Lincolnshire Council and Haven-owned Thorpe Park.

"The target is three to five years, by the time the railway is 75. We've already bought the



The planned extension is set to cross the stream and run to the trees in the distance, before swinging right into the car park. GARETH EVANS

track for the extension from the closed Pleasure Island Family Theme Park. The half-mile of 30lb rail, which matches what we run on, is in very good condition."

While there is no timescale yet, plans are also afoot for a new rolling stock shed and workshop. The facilities in their current location are impractical. Lacking in road access, all supplies have to come in by rail. Comprising a purpose-built structure, with running shed, workshop, offices and staff facilities, it is intended to be located on the wide formation between the two Meridian Road level crossings, next to the craft units.

Peter cautioned: "However, it will have to be done carefully as sheds don't necessarily bring money back in. That's why we're focusing our efforts on the extension to partly-fund the new sheds. We had previously intended to construct the new sheds within two years. We have generated some revenue from outside work and do some contract work for other railways."

Peter said the main building at Lakeside, which currently benefits from a contemporary feel with traditional quality touches, is also set to be extended: "We want to look at using Lakeside as a function area. The space beneath the canopy is used for parties and festivals, as well as impromptu music gigs. It's about getting people who may not otherwise come on site to visit us. Even if they don't go for a train ride, they might buy food or drink from the cafe or pub. They might then return with other family members for a ride."

Perhaps John summed it up when he said: "The CCLR has a bright future ahead. It's exciting!" **HR**



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STEAM AFTERGLOW!

Long before the final demise of main line steam in north-west England, many enthusiasts had accepted it was all over and had found hobbies anew. Not so **Trevor Gregg** and fellow diehard steam aficionados, who sought out places where standard gauge steam was still very much in use – on colliery and other industrial internal systems in the North.

With no main line steam to photograph, after British Rail ran its final steam-hauled main line passenger train, the 'Fifteen Guinea Special' of August 11, 1968, and the departure of A3 Pacific No. 4472 *Flying Scotsman* on its ill-fated tour of North America, my attention then became focused on industrial steam, principally colliery steam in Northumberland.

Colliery steam was in decline. A few diesels had been around for a number of years but it was the arrival of surplus BR diesels, made redundant by branch line closures under Beeching, that would eventually bring an end to colliery steam.

The large Ashington system was the first to experience this with the arrival of the Swindon-built Western Region diesel hydraulic Class 14 0-6-0s. D9511 arrived in January 1969. Two months later it was D9528 and D9508, then three months later a further four.

The Paxmans were used at other collieries, but it was at Ashington where they were most successful. Nineteen of these locomotives ended up working at Ashington. On a visit to the Ashington sheds in April of that year, I found there was still 16 steam locomotives, but a month later this had reduced to seven as the numbers of Paxmans increased. The number of steam locomotives gradually reduced until the final two – NCB Nos. 41

and 43 – were withdrawn and scrapped in March 1973.

In south Northumberland there were two steam operational centres – Backworth and Burradon. At Backworth there were engine sheds at Eccles Colliery, and when I started visiting in 1969 the sheds were allocated seven steam locomotives with normally four in steam. The locomotives were used for moving coal from Eccles Colliery and Fenwick Colliery to the BR exchange sidings on the Blyth and Tyne Line.

NCB insider

The route to Fenwick Colliery crossed over the BR line, with this crossing controlled by Earsdon signalbox. Stone was also transported from a washery at each colliery to the old Backworth 'C' Pit for disposal. Here was also a branch of just over four miles to Whitehill Point on the River Tyne from which coal could be shipped, but this line was closed in August 1969.

Therefore, there were plenty of photographic opportunities at Backworth, and I made numerous visits until steam was finally displaced in 1975. Burradon Colliery had two locomotive sheds, one for steam and one for diesels, where in 1969 I found Class 14s D9555 and D9531. The sheds were allocated at least seven locomotives for an extensive system.

There was a connection from Burradon to

Eccles Colliery and then a mile-long branch from Burradon to the large Weetslade Coal Preparation Plant.

Continuing from Weetslade, there was a two-mile branch to Seaton Burn Colliery and a three-mile branch to Havannah Colliery. The latter had an ungated crossing over the main A1 road, where traffic was stopped by a man waving a red flag when a train was due! There were numerous photographic locations; climbing up the sides of pit heaps was one that often afforded good views.

Further north, it was my home town of Blyth, with the large and modern Bates Colliery and the small Crofton Mill Colliery, where steam was still to be found. In 1969, steam was in control at both of these, although later in that year Mill Colliery was closed. Mill Colliery had two steam locomotives and Bates had five steam and one diesel.

Bates was unique in that as well as producing coal for shipment at its own shipping staithes, it also brought in coal from other collieries for shipment, which included Crofton Colliery. Coal from Crofton was taken via Newsham, the junction on the main Blyth and Tyne route, to the Bates exchange sidings at the closed Isabella Colliery. From these exchange sidings the coal wagons were taken just over a mile to Bates.

I had joined the NCB in September 1967



With scenic Alnmouth in the background, National Coal Board Austerity 0-6-0ST No. 45 climbs out of the BR exchange sidings with a load of empties for Shillbottle Colliery on September 26, 1972.



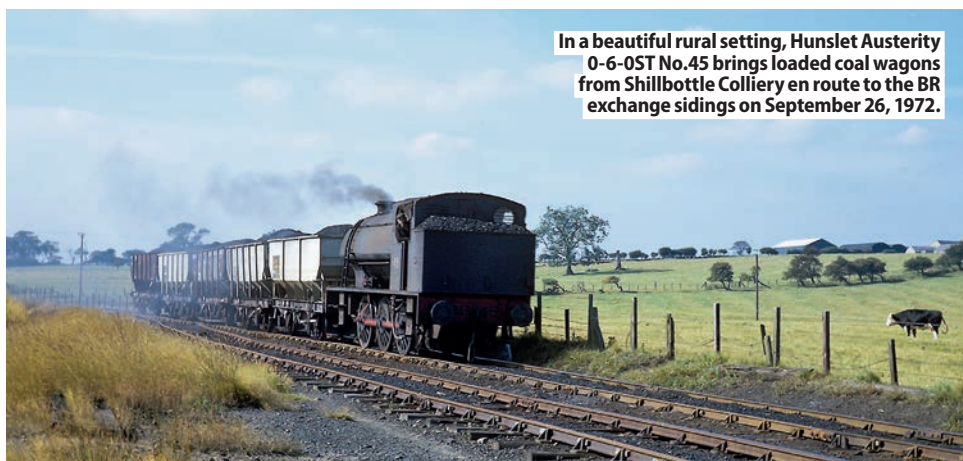
Robert Stephenson & Hawthorns-built Austerity 0-6-0ST No. 7097 of 1943, Eccles Colliery No. 9 heads out of Weetslade Washery on August 12, 1969. Built for the War Department, this locomotive entered military service as WD75061. After the end of the Second World War, the locomotive was one of many acquired by the National Coal Board. It was used by the NCB at Eccles Colliery at Backworth, which at 1440ft was the deepest in the Northumberland coalfield. The colliery was one of the last to operate steam locomotives and No. 9 was withdrawn from service in 1976. Now based on the Strathspey Railway, it is currently stored at Boat of Garten awaiting overhaul.



NCB Robert Stephenson & Hawthorns 0-6-0T No. 29 at Backworth school crossing, just north of Eccles Colliery, on August 11, 1969.



RSH outside cylinder 0-6-0ST No. 23 blasts out from under the washery at Bates Colliery on June 25, 1969.



In a beautiful rural setting, Hunslet Austerity 0-6-0ST No. 45 brings loaded coal wagons from Shillbottle Colliery en route to the BR exchange sidings on September 26, 1972.



NCB Hunslet Austerity 0-6-0ST No. 3687 of 1948 No. 62 stands beside the signalbox at Hawthorne Mine on September 5, 1972.



Left: Robert Stephenson & Hawthorns 0-6-0ST No. 5 climbs out of Bates Colliery with Blyth Power Station in the background on March 27, 1969. After withdrawal, this locomotive was cut up in April 1970.



Bates Colliery's diminutive Barclay 0-4-0ST No. 8 in steam on May 15, 1969.



The Eccles Colliery engine sheds on September 29, 1969 with NCB Nos. 60, 44 and 29 present.



NCB 0-6-0ST Hunslet Austerity 0-6-0ST No. 48 storms up towards Shillbottle Colliery with a load of empty wagons on September 21, 1971. This locomotive was built in 1943 for the Ministry of Defence and entered service as No. WD75015. It was later sold to the National Coal Board and became its Northumberland Area No. 48. In preservation, it operated for a limited period on the Strathspey Railway. It was taken out of service in 1980 when it was described as being in a poor condition and in April this year moved to the Aln Valley Railway. Initially to be cosmetically restored, it is planned that its overhaul will start in 2020.



On September 29, 1969, NCB Austerity 0-6-0STs Nos. 48 and 60 pass at Eccles Colliery with the line to the River Tyne in the background.

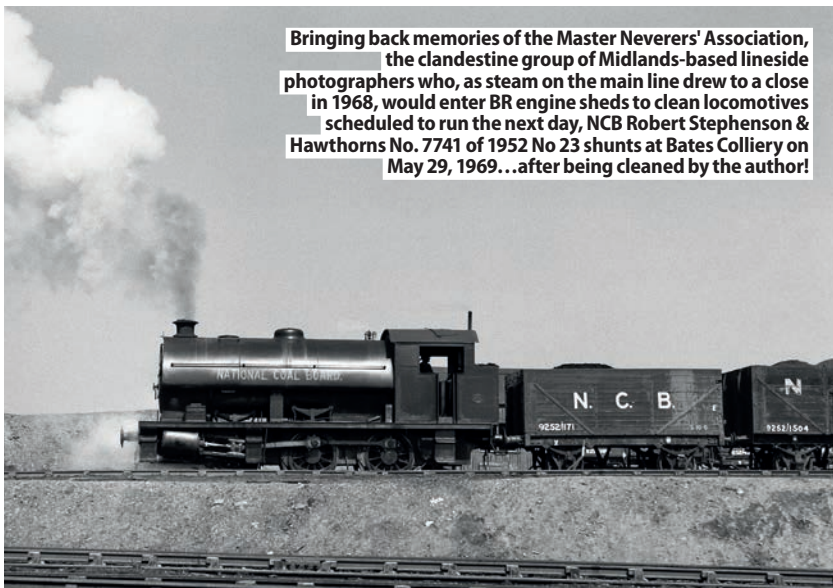
as an apprentice mechanical engineer, and although I moved around the Northumberland coal field during my training, Bates was my home colliery, where I spent most of my time. As part of my training during the summer of 1969, I managed to organise four months working alongside the fitters in the Bates engine sheds, often taking my camera to work with me.

They were happy days: my favourite activity was travelling in the locomotives to determine whether any additional work was required to the normal routine planned maintenance, or at least that was my excuse!

I quickly established a great rapport with the crews, who would allow me to have spells of driving the locomotives. Most enjoyable was the steeply graded line to the Isabella Colliery exchange sidings. Sadly, steam did not last much longer at Bates and by early



Bringing back memories of the Master Neverers' Association, the clandestine group of Midlands-based lineside photographers who, as steam on the main line drew to a close in 1968, would enter BR engine sheds to clean locomotives scheduled to run the next day, NCB Robert Stephenson & Hawthorns No. 7741 of 1952 No 23 shunts at Bates Colliery on May 29, 1969...after being cleaned by the author!



NCB diesel No. 506 hauling the 'Durham Coast Railtour' along the coast between Whitburn and South Shields on September 7, 1968. This trip, organised by the Manchester Locomotive Society and the Stephenson Locomotive Society, began at Huddersfield and was hauled from there to Tyne Dock (and later back again) by no less than *Flying Scotsman*, with diesels hauling a train of coal wagons fitted with seats inbetween.

1970 diesels had taken over completely, and all the steam locomotives were scrapped.

North of Blyth was the aforementioned Ashington system, which by now was mainly under the control of the Paxman Class 14s. Between Bedlington and Morpeth there was the tiny Netherton Colliery, which had two steam locomotives. Usually there was only one locomotive in operation, shunting between the colliery and the nearby BR exchange sidings at Choppington on the Blyth and Tyne branch from Bedlington to Morpeth.

Northumberland mines

Continuing north from Ashington and on towards Warkworth, there was a large area where opencast mining was undertaken. The excavated coal was washed and graded at a coal dispersal site at Widdrington.

This site was operated by Derek Crouch on

behalf of the NCB Opencast Executive.

The dispersal site was connected to the East Coast Main Line by a one-mile branch to a junction just north of Widdrington station. Two locomotives were provided for working the branch, a diesel and a steam locomotive with the number L2. This was an ex-BR J94 and it still carried its BR number 68078, having been bought from BR in March 1963.

Further towards the coast there was an engine shed at Broomhill on a branch line from the main line to the coastal town of Amble. Although Broomhill Colliery had been closed for a number of years, one steam locomotive was retained at the sheds and steamed when a ship arrived at Amble harbour to be loaded with coal.

The locomotive was used to push loaded coal wagons up to the shipping staithes to be unloaded into the ship below.

At the northern extremity of the

Northumberland coalfield, set in beautiful rural surroundings, were Whittle and Shillbottle collieries.

Whittle Colliery, four miles south of Alnwick, was allocated three or four steam locomotives, and had a four-mile branch to the BR exchange sidings at Brotherwick, located just south of Warkworth on the East Coast Main Line.

Favourite photo locations

Shillbottle, the most northerly colliery in the Northumberland coalfield, was renowned for the quality of its coal. It was said that in the days of coal fires at Buckingham Palace, it was only coal from Shillbottle that was burnt.

Shillbottle had a branch line of just under two miles to the BR exchange, located just south of Alnmouth Station. There were normally two steam locomotives in service –



NCB Robert Stephenson & Hawthorns-built 0-6-0ST (No. 7849 of 1955) No. 47 crosses over the Blyth and Tyne at Earsdon with a train from Fenwick Colliery on August 28, 1970. Built for the Northumberland Area of the National Coal Board, it was originally used at Backworth Colliery, near Whitley Bay, where it had a royal blue livery and carried the number 47. It later moved to Whittle Colliery at Felton where it remained until it was sold for preservation in 1973. It steamed on the North Yorkshire Moors Railway, where it was given the name *Moorbarrow*, the fictitious name of Goathland station in books and plays by Pat Wilson. It has since run on the East Somerset Railway and the Embsay & Bolton Abbey Steam Railway, and in 2015 moved to the Gwili Railway.

one for shunting at the colliery and the other for working the branch line.

Shillbottle was one of my favourite locations for photography. The line had sections that were steeply graded, and photographs taken at the exchange sidings had the picturesque village of Alnmouth in the background.

Although there was plenty of steam action to keep me busy in Northumberland, I occasionally went south of the Tyne into Durham. Derwenthaugh, near Blaydon, was always busy with steam locomotives hauling coal from Winlaton Mill Colliery and supplying coal to Derwenthaugh Coke works. Steam could also be seen at Norwood Coke Works, Marley Hill Colliery, Morrison Busty Colliery, and on the South Hetton Colliery system.

End of the steam ban

At the start of 1972 the number of colliery steam locomotives in operation had reduced significantly as a result of colliery closures and the influx of ex-BR diesels. It looked like my days of steam photography were now coming to an end.

However, towards the end of 1971 I heard some very encouraging news – the main line steam ban had been broken! The new BR chairman Richard Marsh had agreed to a request from Peter Prior, the managing director of Bulmers, to allow GWR 4-6-0 No. 6000 *King George V* to haul a Bulmers five-coach promotional tour.

A secret trial run was made on September 15 from Hereford to Newport, and on October 2 a special had run from Hereford to Didcot, followed two days later with one from Birmingham to Kensington Olympia. Three Mk1 carriages had been added to the



NCB 0-6-0ST No. 23 storms out of Bates Colliery with a train of loaded wagons after passing under Cowpen Road on March 26, 1969.

Bulmers coaches and fare-paying passengers had been carried.

This landmark trip essentially brought an end to the steam ban and opened the door for the return of steam onto the main line.

In October 1973, I was out photographing A4 No. 4498 *Sir Nigel Gresley* running along the Tyne Valley and the following year I was up in Scotland to see sister No. 60009 *Union of South Africa*, which owner John Cameron



NCB Robert Stephenson & Hawthorns 0-6-0ST No. 5 stands at Bates Colliery on May 17, 1969.

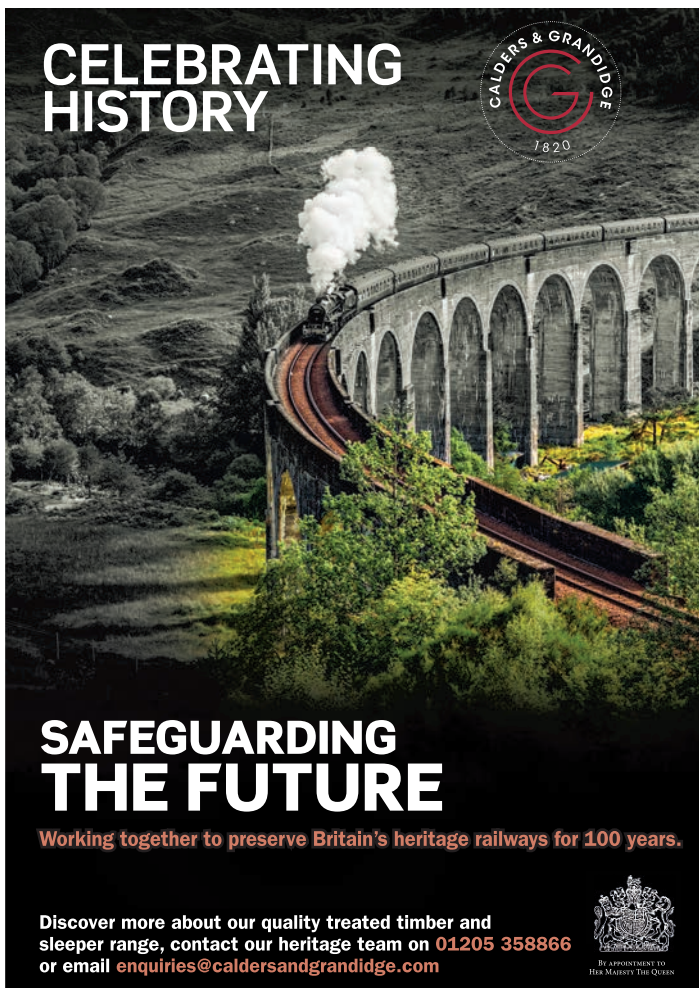


NCB Austerly 0-6-0ST No. 47 stands at Netherton Colliery on April 18, 1969.

was now running on the main line.

Looking back to that Sunday afternoon on August 11, 1968, when I watched BR Britannia Pacific No. 70013 *Oliver Cromwell* disappearing into the distance after hauling the 1T57 'Fifteen Guinea Special', I never thought for a moment steam would return to the national network – and amazingly 50 years later, I would still be taking photographs of main line steam! 

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Single collection sets tills ringing

FIVE nameplates from a single collection comprising four GWR examples and a Standard Britannia set the tills ringing at GW Railwayana's sale at Pershore on July 14, with hammer prices ranging from £3700 to £11,900.

The five-figure realisation was for *St. Mawes Castle* from No. 5018, which emerged from Swindon works in August 1932 and was withdrawn from Reading (81D) in March 1964. It was the first time either of the locomotive's nameplates had come up for auction.

Following in the 4-6-0's wake at £9500 was *Charles Dickens* from Britannia No. 70033, a December 1952 Crewe product that was withdrawn from Carlisle Kingmoor (12A) in July 1967, its service life of fewer than 15 years contrasting sharply with the Castle's career of nearly 32 years.

The collection's next success was *Fringford Manor* carried by 1939-built, 1965-withdrawn No. 7814 (£6000), and finally *County of Oxford* (No. 1023) and *Runter Hall* (No. 7919), at £5800 and £3700, respectively. The County's

cabside numberplate sold immediately after the nameplate to the same bidder for £2000.

Two main line steam nameplates not from the collection also went under Simon Turner's hammer, that from LNER B1 class No. 61016 *Inyala* for £6700 and *Quentin Durward* from GWR Saint No. 2979 for £4900. The latter engine was built at Swindon in 1905 as a 4-4-2 named *Magnet*, renamed in 1907, rebuilt as a 4-6-0 in 1912, and withdrawn by BR from Newport Ebbw Junction (86A) in January 1951.

Steam didn't have all its own way in the nameplate category, thanks to *Sir Ralph Verney*, whose price of £4500 was ahead of the Hall and not far behind the Saint. It was an alloy plate from

Metropolitan Railway electric locomotive No. 3 that

in 1953 replaced an original brass version on the 1922-built Bo-Bo.

Although the Castle nameplate was the top realisation, there was a second five-figure hammer price, that being £10,400 for a Westcliff-on-Sea totem station sign. This item had the totem fraternity buzzing in the weeks prior to the sale, because of it being an unknown survivor that had been acquired by a member of staff when the station was re-signed in the mid-1950s.

Although way down on Westcliff, the next two totems in the pecking order were the Western Region's Lye (£2600) and a near identical name, Rye, from the Southern Region (£1600), while the leading target sign was White City from

the London Underground (£2000).

Models were led by a trio of 5in-gauge live steam examples, WD 2-10-0 No. 90774 (£3600) and, at £2300 each, GWR Nos. 7817 *Garsington Manor* and 0-6-0PT 8754.

Top poster was a GWR issue by Claude Buckle promoting Bath (£3000), and still with the GWR, a nameboard from Towyn signalbox fetched £1650.

A 1934 LMS silver presentation key recording the opening of the relocated Leigh-on-Sea station sold for £1400, and other class winners included the smokebox numberplate from GWR No. 1013 *County of Dorset* (£1600), a circa 1870 Barry Railway 12in dial clock (£1500), and an 83G (Penzance, subsequently Templecombe) shedplate (£920). Prices exclude buyer's premium of 10% (+ VAT).

"Overall very pleasing and our highest ever sales total," said Simon Turner.

"Totems have been strong for about 18 months and continue to be so, and clocks, watches and posters also sold well."



Second XI to give stars full support in live steam sale

AS REPORTED in the news section of this issue, five live steam locomotive models with estimates of up to £50,000 will head a transport sale being held by Dreweatts on September 19.

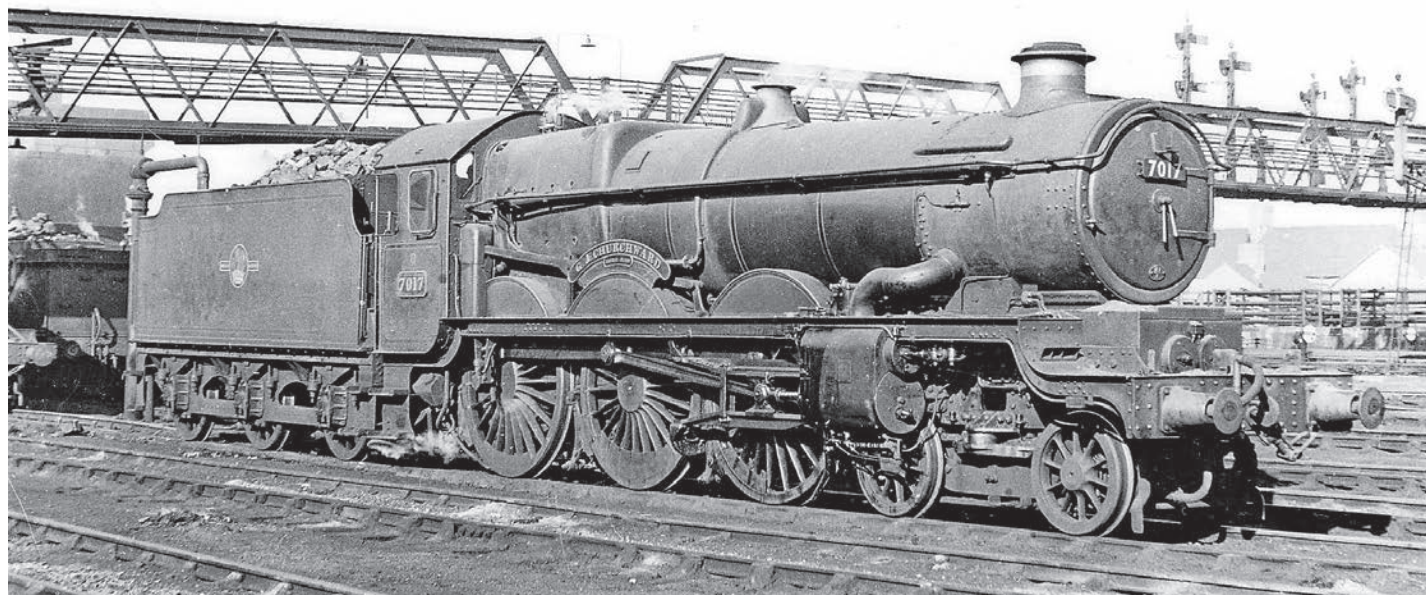
The quintet are GWR No. 7017 *G.J. Churchward* and a Manor class 4-6-0, LMS' Black 5' No. 5041, BR Standard Class 2MT No. 78005, and an American 2-6-4T, in a variety of gauges from 5in to 10¼in.

Although these are set to be the star items, three other 5in-gauge live steam models carrying top estimates of £8000 each will also be fighting their corner.

This trio comprises GWR No. 6000

King George V, Southern Railway L1 class 4-4-0 No. 31786, and a Great Northern Railway Stirling single 4-2-2.

The auction is at Donnington Priory, Newbury, and starts at 10.30am.



Home from home: No. 7017 *G.J. Churchward* simmers on Cardiff Canton shed (86C) in March 1959, about 130 miles from its Old Oak Common (81A) home.

The GWR-designed, BR-built 4-6-0, named after the GWR chief mechanical engineer from 1902-21, was based at 86C in the early-1950s and so was no stranger to south Wales. A 5in-gauge live steam model of the Castle class locomotive will be coming up for auction at a Dreweatts' sale at Newbury on September 19, with a top estimate of £18,000. NORMAN PREEDY

Latecomers boost Great Central's Stoneleigh auction nameplate tally to 14

THREE latecomers have swollen the number of main line steam nameplates at Great Central's Stoneleigh auction on September 1 to 14. As reported in last month's column, the sale was listed to offer 11 plates, headed by a GWR Star, a SR Battle of Britain, and an LMS Royal Scot. At a late stage, however, three additions have been added to the sale – *Wootton Hall* from preserved GWR No. 4979, *Madoqua* from LNER B1 No. 61027, and *Chale* from Isle of Wight O2 class 0-4-4T W31.

The hall was built at Swindon in February 1930, withdrawn from Oxford (81F) in December 1963, and named after a 17th century building near Henley-in-Arden. It is owned by the Furness Railway Trust and currently awaits restoration at Ribble Steam Railway, Preston.

No. 61027 emerged from Darlington in May 1947 and was withdrawn from



Sheffield Darnall (41A) in September 1962. It was named after a species of four small antelopes and features an unusual style of the letter 'q' on its nameplate, which Great Central Railwayana director and auctioneer Mike Soden believes may be unique to the loco.

W31 was built by the London & South

Western Railway at Nine Elms works in south-west London in April 1890 as No. 180, and crossed to the Isle of Wight in May 1927. There it survived until April 1967, being one of two that were retained after the end of steam on the island in December 1966 to work engineers' train on the electrification of the Ryde to Shanklin line. W31 was cut up, but the other engine, W24 *Calbourne*, was preserved and is a popular member of the Isle of Wight Steam Railway fleet.

A selection of other latecomers in the auction are a cabside numberplate from GWR Dukedog 4-4-0 No. 9018 that was originally set to carry the name *Earl of Birkenhead* but never did so, a Brighton 1879 worksplate from an unidentified LBSCR locomotive, believed to be a Class D, E or E1, and a similarly unidentified Midland Railway 1903 plate. The auction is at Stoneleigh Park and starts at 10am.



It's a 4-2 victory for the Continent at Thornaby

MAINLAND Europe enjoyed a 4-2 win over GB at the top of a Vectis model train sale at Thornaby on July 20, although the best British success was at least a silver medal, which went to a Wrenn OO-gauge streamlined LMS Princess Coronation Pacific No. 6237 *City of Bristol*.

That model's price of £1300 was, however, emphatically eclipsed by the £2400 achieved by an O-gauge model of Deutsche Reichsbahn Class 18 Pacific No. 18 201, one of a limited edition made by Fulgurex of Switzerland.

In third place was a Wunder O-gauge Deutsche Bundesbahn Class 23 2-6-2 No. 23 105 (£1200), closely followed at £1100 by another limited edition, Dutch Railways' overhead electric locomotive No. 1008 made by Philotrain also in O-gauge.

The final four-figure realisations, at £1000 apiece and both in O-gauge, were GWR 3700 'City' class No. 3433 *City of Bath* and a Wagons-Lits dining car.

The model of the 1903-built GWR 4-4-0 was made by Bing of Germany for Bassett-Lowke and was originally clockwork but subsequently fitted with three-rail electric mechanism, while the dining car model was made by the Far Eastern manufacturer Darstaed.

Prices exclude buyer's premium of 25% including VAT.

Seaside memories dominate Onslows' railway poster sale

SEASIDE memories were the dominant force in the railway section of a vintage posters' internet sale held by Onslows on July 13. Heading the nostalgia was the LNER, with a circa 1930 promotion of Whitley Bay in Northumberland, painted by John Littlejohns (1874-1955), that sold for £1600.

Then it was down to Dorset and Kent, firstly with a 1948 BR poster of Swanage by Charles 'Shep' Shepherd (1892-1976) that made £800, and secondly a Southern Railway 1929 issue featuring Broadstairs, painted by John Mace

(1889-1952), that realised £720.

There's no sea in the capital, but there was the Post Office Underground Railway – now a major London visitor attraction – and this unique subterranean line was the subject of a poster issued by the GPO in 1937, when the 2ft-gauge railway was at its peak transporting millions of letters and parcels a day between the west and east of London. With artwork by Austrian-born Lili Réthi (1894-1971) showing two of the railway's trains, it sold for £660. Prices exclude buyer's premium of 20% (+ VAT).

Golden memories as 'Streak' in the spotlight

THE smokebox numberplate from LNER A4 No. 60031 *Golden Plover* will head the line-up at a Thirsk Railwayana Auctions' sale in North Yorkshire on September 22. The Gresley Pacific was built at Doncaster in October 1937 and withdrawn from Glasgow's St Rollox shed (65B) in October 1965.

Another smokebox to go under the hammer is 5901 from GWR *Hazel Hall*, a May 1931 Swindon product that ended its days in June 1964 when allocated to Reading (81D).

A quintet of orange North Eastern

Region totem signs from North and West Yorkshire stations will also feature, comprising Harrogate, Pannal, Starbeck, Ripon and Leeds City.

Starbeck was home to the locomotive depot (50D) that had among its allocation a number of D49 'Hunt' class 4-4-0s, which to us London-based

trainspotters were among the most elusive of named locomotives. One internet posting shows, for example, that on one Sunday in September 1951 no fewer than 16 were on shed, all but one of which were allocated to the depot.

And talking of distant depots, another totem coming up for sale at Thirsk is Boat of Garten, where a sub-shed of Aviemore (60B) was located.

A sub-shed of a faraway remote Scottish shed? Now that is what you'd call elusive. The auction, at Thirsk Auction Centre, starts at 10.30am.



HERITAGE RAILWAY
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Countrywide selection scales the heights at ticket sale

A COLLECTION of 800 mostly BR, but also pre-Nationalisation, platform tickets from all the regions topped the charts among the railway ticket realisations at Paddington Ticket Auctions' sale in central London on July 21, with a hammer price of £780.

An even larger collection, comprising 1500 rail tickets also both pre and post-Nationalisation and mostly from southern England, was runner-up at £540, followed by a venerable LBSCR Third class Wimbledon-London Bridge return dating from the 1860s, which went for £450.

Of foreign interest were four Cyprus Government Railway first, second and third class child singles for journeys to or from Nicosia issued between 1929-38 that were sold as a single lot for £410. Prices exclude buyer's premium of 12%.

Commenting on the sale, Paddington Ticket's Chris Dickerson said: "Another successful sale, with prices reflecting the continuing interest in old railway, as well as tram and bus, tickets."

RAILWAY PROFILE

TYNESIDE TREASURE



Originally named *Ashington No. 5*, this Peckett 0-6-0ST is now called *Jackie Milburn* after the Newcastle United football hero of the 1950s. NTSR



Mark Smithers visits the North Tyneside Railway and its associated Stephenson Railway Museum – and finds an interesting attraction in an area that played a vital role in the dawn of the railway.

One of the railway heritage 'gems' to be found in the north-east of England is the North Tyneside Steam Railway and its associated Stephenson Railway Museum. The museum is managed by Tyne & Wear Archives & Museums on behalf of North Tyneside Council, while the railway is run by the North Tyneside Steam Railway Association. The single-track line currently runs between Middle Engine Lane (North Shields) over a two-mile formation to Percy Main.

Situated roughly parallel to a footpath occupying a section of the former Blyth and Tyne Railway, this line celebrates a period of local railway history stretching back to the use of horse-drawn timber waggonways.

The present line owes its existence to the fact that in 1975 a workshop and test track were constructed for testing stock for the Tyneside Metro system, which opened five years later. The trackbed was later used to create a heritage railway in conjunction with locomotives and rolling stock relocated from the now-defunct Monkwearmouth Station Museum, and steam passenger services began in 1991. The former workshop became the rear half of the Stephenson Railway Museum.

Museum

The waggonway phase of Tyneside's railway history is represented in the Stephenson Railway Museum by three conserved fragments of the Willington Waggonway, which were discovered in 2013 during the redevelopment of the Neptune Shipyards at Wallsend. The excavated section of track is the most complete and best preserved railway of this type anywhere in the world. The Willington line had two further important historical distinctions – namely it was the earliest known railway built to British standard gauge, and part of its formation was later incorporated into the Killingworth Colliery Waggonway upon which George Stephenson conducted



FLAGSHIP LOCOMOTIVE

Kitson survivor

THE 'celebrity' of the North Tyneside Railway collection is the former Consett Iron Company's Kitson long boiler 0-6-0PT locomotive *A No. 5* (No. 2509 of 1883). This unique survivor is believed to be the world's oldest working long boiler locomotive and belongs to a 19-strong class that was constructed in its mature form for the C.I.C. over a period stretching from 1883 to 1941, with four 'piano' saddle tank precursors (A Nos. 1-4) being constructed between 1872 and 1874. These latter locomotives, together with six of the pannier tanks, were built by Kitson, the last in 1917, while three classmates were manufactured by Hudswell Clarke; one by the New Lowca Co of Cumbria; and the last three by Robert Stephenson & Hawthorns in 1941. One classmate of the saddle tank variety (No. 1999 of 1875) was successively NER 994 and 1784, before eventually ending its days as Seaton Burn Coal Co No. 6 (scrapped circa 1912). A classmate of the pannier tanks (No. 2458 of 1882) was supplied new to the Cardiff Railway as No. 2, becoming GWR 693 at the Grouping, before being scrapped in Leeds by the makers in 1925. This design and a shorter four-coupled variant also saw use at Barrow Steelworks.

Although the 'long boiler'

configuration did not make for optimum riding characteristics, it proved useful for negotiating sharp curves, both on the NER and industrial users' metals, and many examples were relatively long lived in service. A particularly fine example, restored to original appearance, but sadly no longer operational, survives in the Trainworks Museum in New South Wales, Australia. Unforgivably, a double-framed specimen, built by Robert Stephenson & Company (No. 1747 of 1867) ex-NER 658 and Hartley Main Collieries No. 3 was allowed to go to the scrapheap in 1959, to be followed by two 1870s vintage ex-NER '964' class 0-6-0STs, latterly Seaham Harbour Dock Co's *Milo* and *Mars* in 1963 – the last Fletcher-era locomotives in service. Therefore, it was left to two Leeds-built examples, Manning Wardle (No. 1207 of 1890) *The Welshman* at Gresford Colliery and *A No.5* to carry the domestic industrial 'long boiler' flag into the final phase of industrial steam operation. Sold by the NCB in 1972, *A No.5* was initially located at Beamish Museum prior to transfer to the museum at Monkwearmouth Station, where it was overhauled and returned to working order in 1986. It has since been overhauled again during the winters of 1995/6 and 2013/4.

The long-boilered design of the NTSR's flagship Kitson 0-6-0PT can be appreciated in this side-on view. MARK SMITHERS



Above: This diesel locomotive is of particular interest – Consett Iron & Steel Co No. 10 was constructed in its owner's Templetown workshops in 1958. The general styling of the locomotive shows clear Hunslet influences. It now sees occasional use on the line. NTSR

Left: Built in 1816, former Killingworth Colliery 0-4-0 *Billy* is the third oldest surviving steam locomotive in the world. It is displayed on a section of original ex-Stockton and Darlington permanent way. MARK SMITHERS

his early experiments with steam locomotives.

The earliest locomotive in the Stephenson Museum is the ex-Killingworth Colliery 0-4-0 *Billy*. A recent archaeological survey on the engine provides evidence *Billy* was built in 1816, 10 years earlier than previously thought, establishing it as the third oldest surviving steam locomotive in the world, as highlighted in issue 244.

It is thought to have been acquired by the colliery from the Springwell Bank Foot Shed of the Pontop and Jarrow Railway circa 1863 and rebuilt at Killingworth in 1867, before being withdrawn in 1879. After being presented to the Mayor and Corporation in June 1881 to mark the centenary year of George Stephenson's birth, it was preserved in Newcastle until transfer to the museum.

Although possessing vertical cylinders and associated valves of original pattern, *Billy* has during its operational career acquired a multitubular boiler and conventional pattern smokebox. It is however, questionable just how many original components remain on the locomotive. Extensive rebuilding during the operational careers of colliery locomotives was a common occurrence – you only have to look at Beamish Museum's *Malleable No. 5* to see a more recent example. *Billy* is currently displayed on a section of original ex-Stockton and Darlington permanent way, although the ballast is not authentic.

The museum appropriately contains an important relic of the Blyth and Tyne Railway. This is the cab of former Blyth and Tyne Railway 'long boiler' 0-6-0 No. 8 which, after passing through NER hands, was sold in 1907 to the Seaham Harbour and Co, in whose ownership the locomotive survived, as *Ajax*, until 1926.

The cab was then transferred to another ex-NER locomotive *Clio*, which was scrapped in the 1950s, before eventually finding its way into preservation. It is currently displayed with a 'mock up' backhead and reversing lever and makes an interesting contrast to the 'Metro' cab also on display in the museum.

Steam locomotives

Ashington No. 5 started life as one of two identical outside cylinder Peckett 0-6-0STs delivered to Ashington Colliery Northumberland as No. 1979 of 1939. This extensive system had a varied collection of locomotives, which included 'cast offs' from main line companies, but be that as it may, *Ashington No. 5* remained in service on the system until withdrawn and sold by the National Coal Board to the North Norfolk Railway in 1969. In 1991 the locomotive returned to its adoptive county of Northumberland in the form of the NTSR and was re-painted in the livery it originally carried at Ashington. Currently operational, it now carries the name *Jackie Milburn* after the Newcastle United football hero of the 1950s.

A classic representative of post-Second World War Tyneside industrial locomotive building is currently to be found on display in the museum. This outside cylinder 0-6-0T was constructed at Forth Bank Works, Newcastle by Robert Stephenson & Hawthorns Ltd in 1951 as works No. 7683. This chunky design was a standard type used for the haulage of coal wagons between power station exchange sidings and the boiler feed coal bunkers.

Supplied new to Meaford Power Station in Staffordshire, it made its first move into preservation to the East Lancashire Railway,



where it hauled the earliest of the preservation body's trains at Bury. Following overhaul, the locomotive was transferred to the NTSR in 1996 and it now awaits another overhaul before it can return to service. It is currently painted in a dark blue livery as No.1 and carries the name *Ted Garrett, JP, DL, MP*. This locomotive makes an ideal companion for *Jackie Milburn* as a similar design, albeit with larger coupled wheels, saw use at Ashington Colliery.

During the post-Second World War period, attempts were made to update the basic specification of the industrial steam locomotive in an effort to stave off competition from the emerging threat of its diesel competitor. The most advanced design in this field came from W G Bagnall & Co Ltd in 1951 with the delivery of three 0-6-0STs (Nos. 2994-6) to the Steel Company of Wales at Margam as Nos. 401-3. These locomotives were required to haul a load of 450 tons up a 1-in-70 gradient and around curves of 165ft radius.

Weighing 52.5 tons in working order and with a 180PSI boiler pressure, all three were equipped

with 18in x 26in cylinders; 4ft 3in wheels, a wheelbase of 11ft and a tank capacity of 1500 gallons. The cylinders were of the outside variety, while unusually for an industrial locomotive, outside Walschaerts valve gear was used.

Several (for the period) 'state of the art' technical innovations were employed, including self-aligning roller bearings for the side rods, 'big ends', eccentric rod return cranks and axleboxes (the latter being of the double row variety); needle roller bearings for the remaining motion bearings; piston valves; rocking grates; hopper ash pans; self-cleaning smokeboxes; Owen balanced regulator; Lambert wet sanding; balanced reversing gear; manganese steel horn guide liners; and grease or mechanical lubrication for all moving parts.

Although at first sight for such a relatively advanced locomotive, it would appear superheating was not employed, it was apparently felt any efficiency savings obtained during the relatively short runs undertaken by the locomotives did not justify the cost of installation and maintenance of the relevant components.

Despite the impressive

performances put up by the three Bagnalls at Margam, the lower costs attributed to diesel operation ensured their disposal in 1957. No. 2995 passed, via a scrap dealer, to Ogilvie Colliery, in the Rhymney Valley, where it was withdrawn in 1967 with boiler problems, possibly caused by the design's use of a steel firebox and tubes. After an abortive scheme to fit a GWR-pattern boiler and pannier tanks – which would have been a very late manifestation of the Churchward/Collett rebuilding programme for both standard and 'constituent' GWR saddle tanks – the engine was scrapped.

Nos. 2994/6 were sold to Austin Motor Co at Longbridge, Birmingham, where they continued their revenue-earning careers until sold into preservation in 1973 – initially at the West Somerset Railway.

Eventually displaced on the WSR by larger ex-main line locomotives, No. 401 (2994) was acquired by the Stephenson Railway Museum and painted in a style similar to NER livery and named *Thomas Burt*. The locomotive operated until 2009, when it was taken out of service awaiting an overhaul

entailing extensive boiler and firebox work and the renewal of the tyres. This is now nearing completion and *Thomas Burt's* return to service is eagerly anticipated as it would make an interesting contrast with A No. 5.

Diesel and electric

The Harton Coal Co Ltd preferred to use overhead electric motive power rather than steam and three examples of its double bogie steeple-cab locomotives have survived. Two of these are located in County Durham (at Beamish Museum and on the Tanfield Railway), but the third, 1909-built E4, is to be found on the NTSR.

Built by Siemens, this locomotive cannot nowadays take its current from an overhead supply (there being none available on the line), so another solution has been adopted. When the museum took over the formation of the Metro test track, it also 'inherited' the 1927-built chassis of an industrial tank wagon (once registered for working over LMS metals). This was converted into a four-plank wagon and used to house the batteries that nowadays constitute the power supply for E4. ➔



Above: The museum contains an important relic of the Blyth and Tyne Railway – the cab of former Blyth and Tyne Railway 'long boiler' 0-6-0 No. 8. ALL: MARK SMITHERS



Right: Currently under overhaul is No. 401, one of three 0-6-0STs built by Bagnall in 1951 for the Steel Company of Wales.



Built by Siemens in 1909, electric locomotive E4 now takes its power from batteries in a four-plank wagon.

Three diesel locomotives are to be found on the NTSR. Two of these are ex-BR types, namely Class 08 No. 08915, which was once stationed at Allerton Depot. This has been restored in BR blue livery with wasp stripes and is a useful standby unit for the steam locomotives.

Class 03 No. 03078 was formerly based at Gateshead Depot and in preservation carries its original number D2078 and the cabside crest of North Tyneside Council.

The line's third diesel locomotive is of special interest. Consett Iron & Steel Co No. 10 is a user-built locomotive, a 0-6-0 300HP specimen with mechanical transmission constructed in its owner's Templetown workshops in 1958. The general styling of the loco, with its flat-fronted bonnet and inwardly tapered upper sides, shows clear Hunslet influences.

Eventually supplanted by diesel-hydraulics, No. 10 was presented to Tyne & Wear Museums by the British Steel Corporation in 1976 and it now sees occasional use on the NTSR.

An item of particular interest displayed in the museum is the sole surviving item of rolling stock from the NER's Tyneside Electric Suburban Network – No. 3267.

On loan from the National Railway Museum, the 1904-built vehicle started life as a motor parcels van, constructed by the NER at York using components supplied by British Thompson-Houston and Westinghouse.

It was originally equipped with driving cabs at each end, and in addition to its normal goods duties, saw employment on some passenger duties. Taken out of normal service in 1938, No. 3267 lost its motors and became a de-icing van, before eventually being rescued for preservation and restored to NER livery.

Carriages & wagons

The vehicles used for normal passenger operation on the line are three BR Mk.1 carriages originally preserved by the Bluebell Railway following withdrawal during the 1970s and acquired by the Stephenson Railway Museum in 1986.

These were all built at Doncaster: the earlier pair (dating from 1954), being respectively, No. 43010, a diagram 313 non-gangway composite and No. 43172, a diagram 371 brake

second. The remaining example, constructed during the following year is No. 48015, a diagram 330 lavatory second open.

The remaining passenger vehicle currently on site is No. 70754, an ex-LNER gangway passenger brake coach of Gresley design, but built at York in 1943 under the Thompson regime. This carriage was used for the transport of racing pigeons during its career and currently awaits transfer to the North Yorkshire Moors Railway in exchange for other items.

There is also a variety of non-passenger rolling stock, ranging from a 1956 vintage Metro Cammell ballast wagon to a Smith Rodley 10-ton, six-wheel diesel crane constructed during the following year.

Recent Developments

Passenger numbers on the NTSR have increased slightly in recent years and this has been aided during the current year by adding a Thursday service during school holidays to the usual Sunday and bank holiday workings.

The on-site cafeteria is now being run by enthusiastic North Tyneside Railway Association volunteers and has been rebranded the Waggonway Tearoom.

As with most heritage railways, however, ambition is constrained by limitations on resources and the availability of the required number of skilled volunteers.

While there has always been the hope of extending the NTSR to Royal Quays, it is unlikely therefore in the foreseeable future. Despite this fact, the Stephenson Railway Museum and NTSR have much to offer the casual visitor and enthusiast alike and they are appropriately situated in an area which had a crucial role in the wider sphere of railway history.

For opening times, visit stephensonrailwaymuseum.org.uk **HR**

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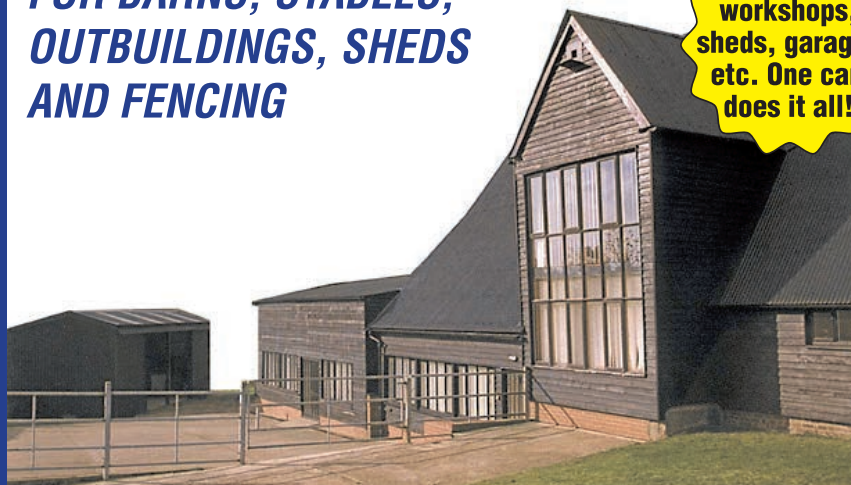
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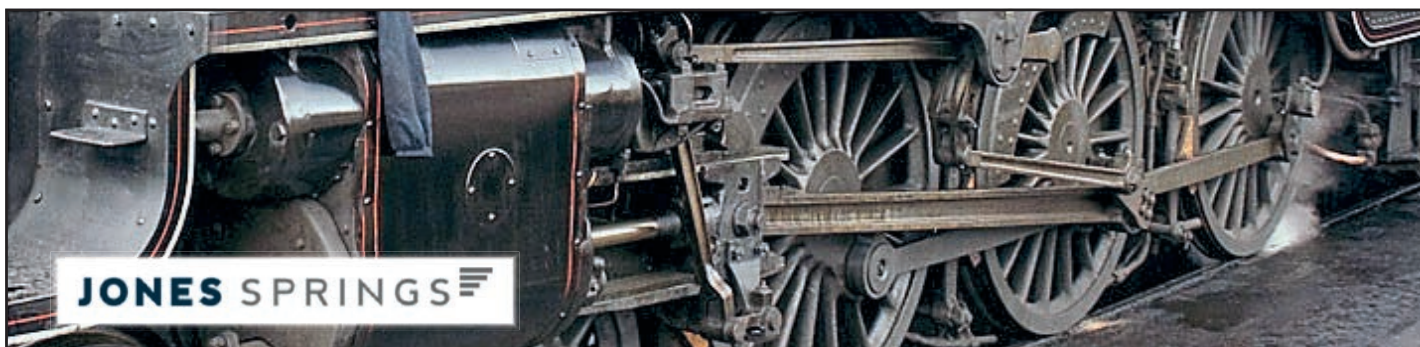
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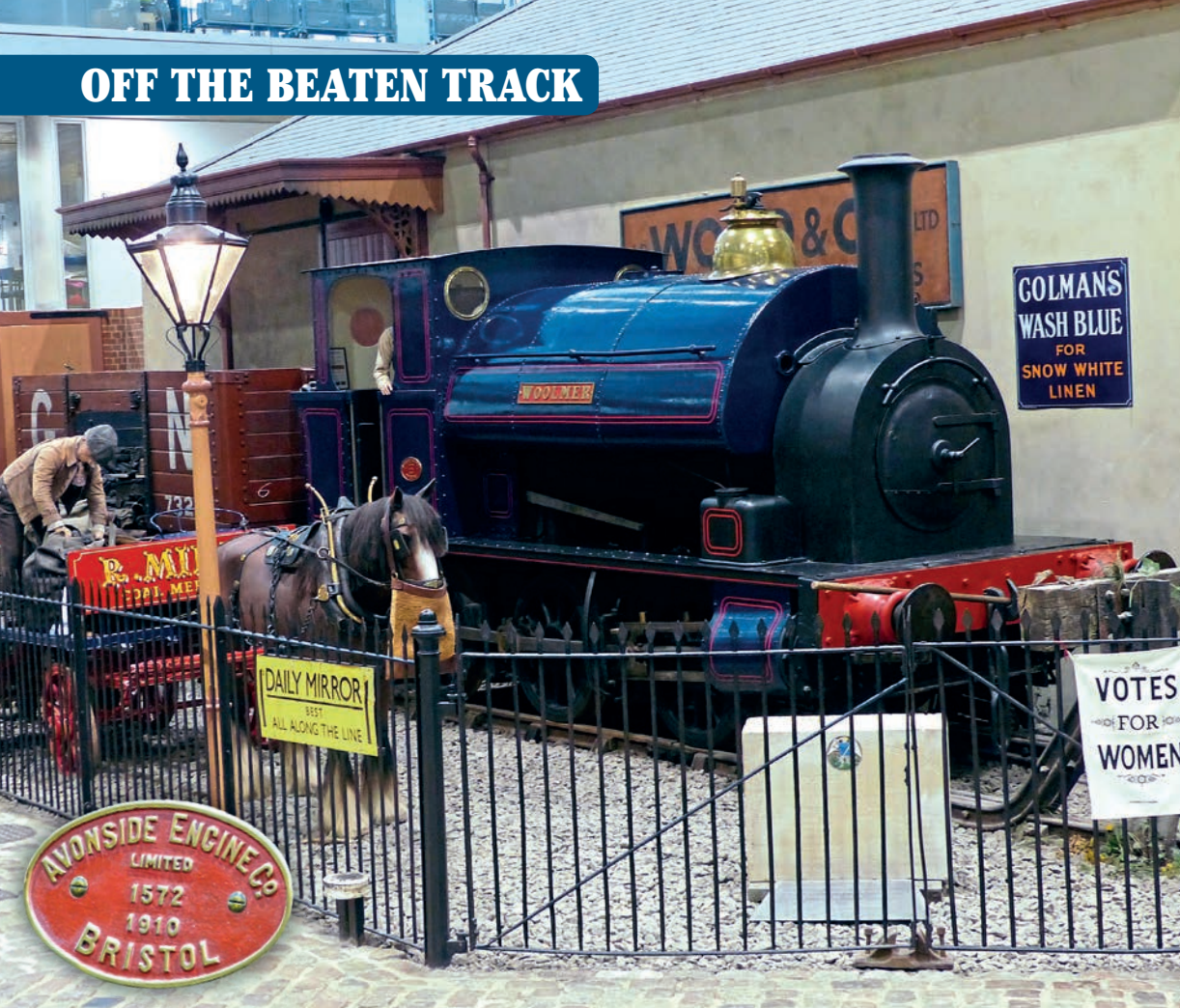
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1910-built Avonside 0-6-0ST No. 1572 Woolmer in the goods yard showing how coal was moved about. Inset: The worksplate of Woolmer.

Basingstoke's MILESTONES MUSEUM

Railways comprise a major part of local history. Phil Barnes visits a Hampshire museum which recognises this with an impressive display.

Portraying Hampshire's living history, Milestones Museum is situated to the west side of Basingstoke only a stone's throw from the site of the former junction of the branch line to Alton via Cliddesdon, which closed in the mid-1930s and was used for the filming of *Oh Mr Porter*, released in 1937. Opened by the Duke of Edinburgh on December 1, 2000 the museum was a joint project between Basingstoke and Deane Borough Council and Hampshire County Council and this was supported by money from the Heritage Lottery Fund.

In 2014, Milestones was transferred to the ownership of the Hampshire Cultural Trust as part of a larger transfer of museums in this area.

The museum building has the shape of a curved roofed aircraft hangar, but beneath it lays a small town of yesteryear. The museum houses a lot of re-created buildings typical of the Victorian and Edwardian eras and while some of these are shops and houses, others are bigger and carry the names of local industries. These include Taskers of Andover, Wallis and Steevens of Basingstoke and Thorneycroft which had its factory adjacent to the Alton branch line on a site only a few hundred yards from Milestones. These three names were

all involved in the manufacture of traction engines, road rollers, lorries and buses, which were of course machines in competition with the railways.

Railways form a major part of this museum – the largest item being the station, which is modelled on the former Didcot, Newbury and Southampton Railway's Winchester Chesil station, which closed in the mid-1960s with the demise of this line. The replica building houses a model railway of Chesil station, a ticket office and outside is a diorama showing passengers getting out of a governess cart.

Historically significant

The other large structure is more subtle, being in the form of a metal span bridge near the Gales pub on Jubilee Street, which also has a tram line running down it. Tramcar No. 84 can be found next to the Wallis and Steevens building and this historically-significant machine is described as 'unique'.

The tram was designed and built for the Portsmouth Corporation Tramways in 1903, utilizing an 1880 Milnes horse tram which was converted to electrical operation; and who says recycling is something new? On the technical side, No. 84 has Dick Kerr DE1 controllers, a Brill 21E truck and two 25hp DK 25A motors.

All the track in the streets at Milestones was sourced from Blackpool.

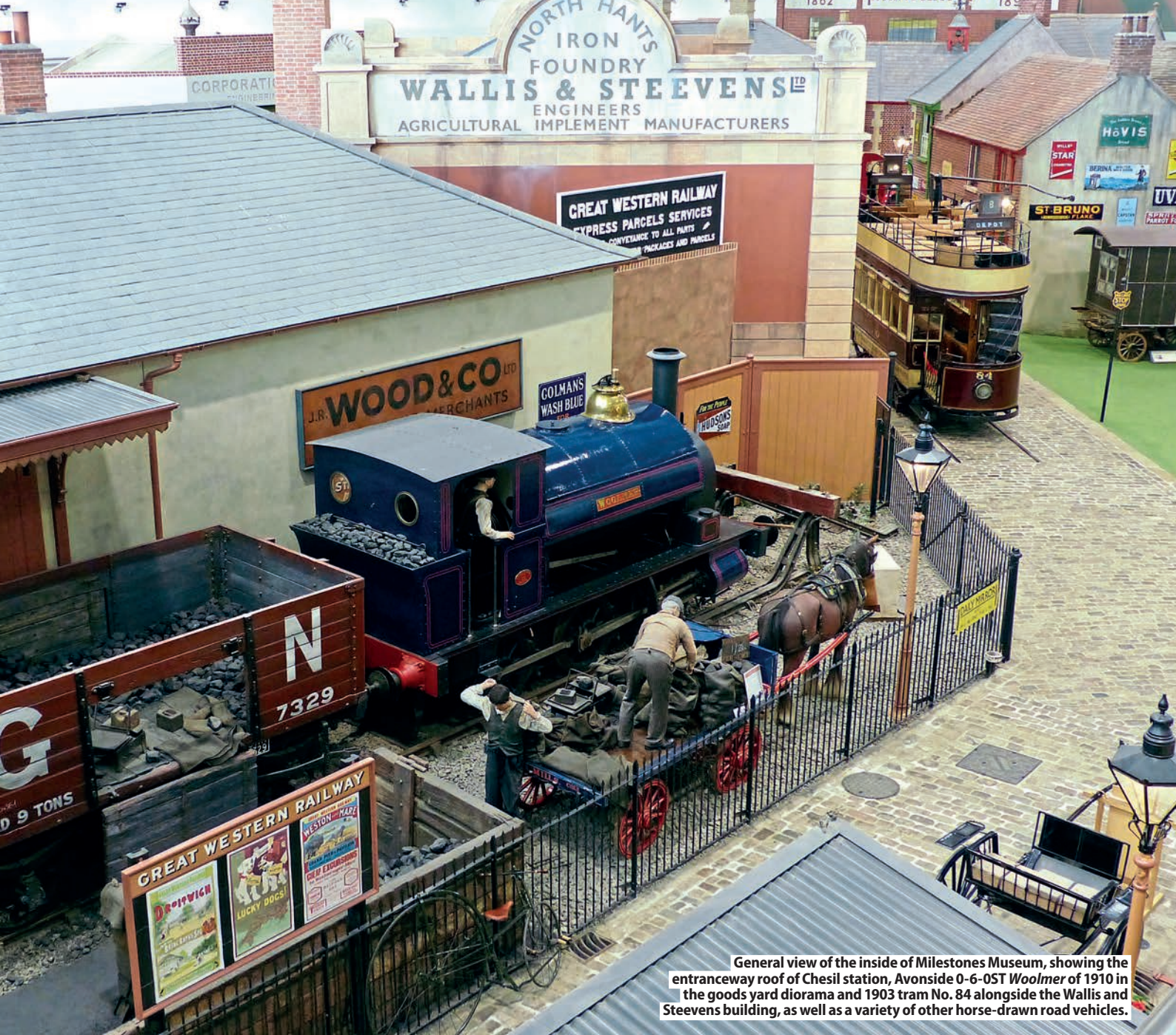
The steam presence at the museum is Woolmer, an 0-6-0ST of 1910 which was built by Avonside as works number 1572 and worked at the Longmoor Military Railway until 1954 as WD 74. Initially the LMR was known as the Woolmer Instructional Military Railway (up to 1935) and was located in the Woolmer Forest, hence the locomotive's name.

After Woolmer finished at the LMR, it resided at the Museum of Army Transport in Beverley and then Locomotion in Shildon, where it was cosmetically restored in around 2007. On January 17, 2010 it was moved back 'home' to Hampshire by low-loader, where it was offloaded and moved through the streets at Milestones to its current position. Woolmer is part of the National Collection and sports LMR blue and red livery and is now displayed with a GN coal truck in a goods yard diorama, this being just across from the Winchester Chesil station building.

Milestones Museum is coincidentally 27km from both Winchester and the Woolmer Forest with both being significant Hampshire 'landmarks' represented within the museum.

More information about Milestones Museum can be sourced from its website. [HB](http://www.milestonesmuseum.co.uk)





General view of the inside of Milestones Museum, showing the entranceway roof of Chesil station, Avonside 0-6-0ST Woolmer of 1910 in the goods yard diorama and 1903 tram No. 84 alongside the Wallis and Stevens building, as well as a variety of other horse-drawn road vehicles.



The entrance to Chesil station showing the ornate roof and passengers disgorging from a governess cart.



Portsmouth tram No. 84 of 1903 is viewed in the street next to the Wallis and Stevens building with a portable engine and Thorneycroft lorry in the background. Note the hangar-like roof.

TRACK TALK

→ Cutting up the rulebook, not locomotives

SEVENTY years ago, Campbell Thomas, stationmaster at Machynlleth, began one of the greatest feats in the history of railway preservation.

After the last train on the Corris Railway ran on August 20, 1948, he 'hid' the two Corris Railway locomotives – Nos. 3 and 4 – by sheeting them over in the lower yard at Machynlleth until March 1951, despite there being a national scrap drive. He knew there was a possibility one day they could go to the Talylyn Railway.

How he managed to fob off both Oswestry and Swindon Works for more than two years was a major achievement. Had he not done so, the Talylyn Railway would have been in a very difficult position.

Only one other railway manager managed to do a comparable act. He was Oliver Veltom, district traffic superintendent at Oswestry. He saved the two original Welshpool & Llanfair Light Railway locomotives in Oswestry Works from 1956 to 1962, without which the WLLR would not have survived.

*Chris Magner,
Bridgnorth, Shropshire.*

STAR LETTER

Smell the coffee, ladies!

JUST what world do the likes of Amber Rudd MP and Sally Ann Hart live in?

For a council tourism chief to claim that extending the Kent & East Sussex Railway into Robertsbridge will have a negative effect on tourism (News, issue 244) shows how totally out of touch they are with reality.

I visit Hastings quite often and like the place. However, it needs to attract many more visitors and one thing guaranteed to do this is the close proximity of a steam heritage railway.

These ladies should take some time to talk to tradespeople in places like Bridgnorth on the Severn Valley Railway to get a true picture.

Oh, and I'm sure it will be news to readers, especially those who are actively involved in any preservation movement, that our railways are, quote, "hobby projects for a group of privately funded railway enthusiasts"!!

If only it were that simple!

Neil Ewart, email



Hunslet Austerity 0-6-0ST No. 23 Holman F Stephens crosses a Kent & East Sussex Railway level crossing on September 3, 2014. Current plans involve the KESR being extended westwards to join sister line the Rother Valley Railway, with a level crossing over the A21 trunk road being a source of controversy. However, such a link could see visitors and specials from London travelling by rail all the way to Bodiam Castle and Tenterden, giving a major tourism boost to the Kent town, just as the new Chinnor & Princes Risborough main line interchange is almost certain to bring multiple benefits to its area – Editor. ROBIN JONES

Property for sale in Torbay - Offers in excess of £400,000

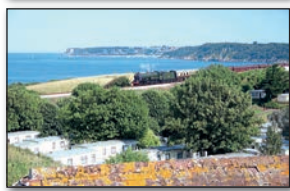
1936 built 4 bedroom detached house with garage in quiet cul-de-sac. Long driveway. Front garden to grass with terraced barbecue area at rear. South-West facing. Gas fired central heating, double-glazing, 1 bedroom en-suite, large bathroom and kitchen diner, separate cloakroom

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No chain, cash buyers preferred.

Please contact 07756-934625 for details or email qda1680@gmail.com



Can more complete early trains be replicated?

FOR several years we followed the progress of the Lynton and Barnstaple Railway in the pages of *Heritage Railway*, from its inception to the present day.

Originally from a short track and a few narrow gauge locos, we saw it develop as the group's wagon and carriage shop in north Essex restored coaches to their original condition and tantalisingly seeing them hauled by the Manning Wardle *Lyd*, knowing it has to be given back to Boston Lodge at the end of the week. Then finally, the L&B acquired the 'Yankie' *Lyd*, finished for the line by Alan Keef.

The L&B must be congratulated not only on this achievement, but on the inspiration it has given to others, as now we see the Southwold Railway taking the same course. Instigating a replica new-build locomotive at a workshop in Darlington, one or two replica carriages will of course be needed – maybe the workshop in north Essex could be of assistance.

Issue 243 shows the restoration of four carriages, but nothing can compare with the four Great Rail Restorations (with Peter Snow) episodes on Channel 4, which illustrated the immense scale of the project – the most impressive being the Victorian royal carriage.

However, the most impressive skills belonged to those people working on the Isle of Wight four-wheel 1864 coach.

This required a new sub frame of oak,

built as original, not mounted on an adapted goods vehicle frame. This was to be as originally built even with no brakes, and was still permitted to carry passengers provided the rear of the train had a braked vehicle. This is exactly what is missing from heritage railways – a complete early train which could be built from the 1850s Cravens carriage recovered by the Bluebell Railway, creating the oldest vintage train.

A good example is the Knotty Carriage Trust, now on its third carriage to create an early North Staffordshire Railway train for the Foxfield Railway. As stated, we have already seen the L&B bring a complete 19th-century train back to life.

Sadly, we also see Manchester, Sheffield & Lincolnshire Railway carriages restored as GCR coaches: this, of course, is good in one way, but they are never likely to run as a complete train, being owned by different railways. It surely would have been better to see them brought back in their original livery as MS&LR coaches to run as a complete train with the new-build MS&LR Class 2 4-4-0 being built at the GCR (Nottingham). The Great Central Railway will come to life when the three GCR matchboard carriages are restored.

This is why I believe it essential a fund should be created entirely for the construction of historic carriages.

*Derrick Martin,
Hornchurch, Essex.*

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GWILI 40 - 6th OCTOBER GALA

Hourly intensive service from 11.00-16.00..... standard fare

HALLOWEEN, GHOST EXPRESS - 31st OCTOBER

Services 11.00/13.00/15.00/18.30/20.00..... standard fare

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The Gwili Railway can accept no liability for failure to operate advertised services or attractions. A diesel locomotive may have to be substituted for steam locomotive at short notice for operational reasons. Information correct at time of going to print.

**SWANAGE
RAILWAY**

TRAVEL BACK IN TIME WITH THE TRANSPORT RALLY

FRI 7 SEPT - SUN 9 SEPT

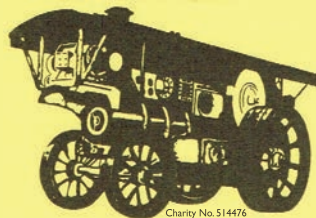
- Park easily at the 350 space park and ride just off the A351
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25
Steam
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Working Demonstrations

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Adults £10, Senior Citizens £9,
Children £5, Family Ticket £25,
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The organisers reserve the right to cancel or amend any events scheduled.

All enquiries to **Rally Secretary: Telephone 01978 780749**
www.malpas-yesteryear-rally.co.uk



GARETH EVANS' 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.

Running: Daily.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Running: Sept 2.

Bursledon Light Railway

2ft gauge, ¼ mile.
Bursledon Brickworks Museum
Swanwick Lane, Swanwick, Hants.
SO31 7HB. Running: Sept 6, 9, 23.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: W/Es.

Eastleigh Lakeside Railway

10¼in & 7¼in 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.

Running: Daily until Sept 13, then
Sat-Thur.

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.

Running: Daily until Sept 2, then w/es +
Tue-Thur.

Lavender Line

Standard gauge, one mile, footplate
experience, wine and dine. Isfield,
East Sussex. Tel: 01825 750515.

Running: Sundays.

Mid Hants Railway

Standard gauge, 10 miles, footplate
experience, wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: Daily until Sept 2, then w/es +
Tue-Thur.

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.

Spa Valley Railway

Standard gauge, five miles,
footplate experience.
Tunbridge Wells, Kent.

Tel: 01892 537715.

Running: W/Es + Sept 4-6.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles,
footplate experience, wine and dine.
Bitton, Bristol.

Tel: 0117 932 7296.

Running: W/Es + Sept 5, 19.

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.

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.

Running: Daily.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: Daily until Sept 9, then

Wed-Sun.

East Somerset Railway

Standard gauge, two miles. Cranmore,
Somerset. Tel: 01749 880417.

Running: W/Es + Weds.

Gartell Light Railway

2ft gauge, ½ mile. Common Lane,
Yenston, Templecombe, Somerset
BA8 0NB. Tel: 01963 370752

Running: Aug 27, Sept 30.

Helston Railway

Standard gauge. Helston, Cornwall.
Tel: 07875 481380.

Running: Suns, Thur + Sept 3

Launceston Steam Railway

2ft gauge, 2 miles. Launceston, Cornwall.
Tel: 01566 775665.

Running: Sun-Thur.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,
north Devon. Tel: 01598 763487.

Running: Daily - except Sept 28.

Moors Valley Railway

7¼in gauge, one mile.
Ringwood, Hants.

Tel: 01425 471415.

Running: Daily until Sept 16, then W/Es.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.

Running: Suns + Sept 22, 28.

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

Open Sun, Mon.

Running: Sept 15-16.

South Devon Railway

Standard gauge, seven miles,
footplate experience, wine and dine.
Buckfastleigh, Devon.
Tel: 01364 644370.

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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Saturday 8th & Sunday 9th September 2018



Intensive passenger service
Brake Van Shuttles
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Bagnall 0-4-0ST 2842, built 1946

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Chasewater Country Park, Pool Lane (off A5)
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Tel: 01543 452623

www.ChasewaterRailway.co.uk

info@ChasewaterRailway.co.uk



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8TH - 9TH SEPTEMBER 2018



29TH - 30TH SEPTEMBER 2018

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5th
October

7th
October

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gets all of its 'toys' out of the box

- featuring our magnificent collection of beautifully restored
original locomotives and carriages, with a supporting cast of
costumed characters adding to the convivial atmosphere.

• Victorian Railway Extravaganza •

(More details will be added to our website as plans are finalised.)

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UP & RUNNING

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.
Swanage, Dorset. Tel: 01929 425800.

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.

Running: Daily.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.
Tel: 01379 686900.

Running: Daily.

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.

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.

Running: W/Es, Weds + Sept 28.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.

Running: Suns.

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience. Wansford, Peterborough, Cambs.
Tel: 01780 784444.

Running: W/Es + Weds.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience.
Sheringham, Norfolk
NR26 8RA. Tel: 01263 820800.

Running: Daily.

Wells & Walsingham Railway

10¼in 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: Steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile,

96 Heritagetrailway.co.uk



GWR Prairie 2-6-2T No. 4144 is seen moving from the front of the engine shed after taking water at Didcot Railway Centre on July 28, 2018. The locomotive is a regular performer on steam days at the delightful GWR venue. FRANK DUMBLETON

footplate experience.

Quainton Road, Bucks.

Tel: 01296 655720

Open: Sun-Wed.

Running: Suns + Sept 5.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon.

Tel: 01844 353535.

Running: Suns + Sept 1, 8, 22.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.
Wallingford, Oxon.

Tel: 01491 835067.

Running: Sept 1, 2, 8, 9, 15.

Didcot Railway Centre

Standard gauge, footplate experience.
Didcot, Oxon.

Tel: 01235 817200.

Open: Daily.

Running: W/Es.

Epping Ongar Railway

Standard gauge, five miles.
Ongar, Essex.

Tel: 01277 365200.

Running: W/Es.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.
Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Sept 1, 2, 9, 15, 16, 23, 30.

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: Sats + Sept 2, 16.

Barrow Hill Roundhouse

Standard gauge, ¼ mile. Chesterfield, Derbyshire. Tel: 01246 472450.

Open: W/Es.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754.

Running: W/Es + Weds.

Cambrian Heritage Railways

Standard gauge, ¾ mile (Llynclys), ½ mile (Oswestry), footplate experience, Llynclys station & Oswestry station (museum open Tues-Sun).

Tel: 01691 728131.

Running: W/Es (Llynclys & Oswestry)

Tel: 01691 728131

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands. Tel: 01543 452623.

Running: W/Es + Aug 27, 28, 30.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine.
Cheddleton, Staffs.

Tel: 01538 750755.

Running: W/Es + Sept 5, 12, 19.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate experience.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: W/Es, Weds + Sept 14.

Ecclesbourne Valley Railway

Standard gauge, eight miles.
Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: W/Es, Tues, Thur.

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 + Sept 22.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles, footplate experience.
Toddington, Glos.
Tel: 01242 621405.

Running: W/Es + Tues-Thur.

Great Central Railway

Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.

Running: W/Es, Weds + Sept 7, 20, 21.

Great Central Railway Nottingham

Standard gauge, four miles.
Ruddington, Notts.

Tel: 0115 940 570.

Running: W/Es.

Midland Railway – Butterley

Standard gauge, 3½ miles, footplate experience, wine and dine.
Ripley, Derbyshire.

Tel: 01773 570140.

Running: W/Es, Tues-Fri + Sept 27.

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.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford, Gloucestershire.
Tel: 01594 834991.

Running: Daily until Sept 9. Then W/Es, Tues, Thur + Sept 14.

Rocks by Rail

Standard gauge, ¼ mile.
Cottesmore, Rutland.

Open: Sun, Tues, Thur.

Running: Sept 16.

Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01995 672280.

Running: W/Es.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es.

Severn Valley Railway

Standard gauge, 16 miles, footplate experience.

Kidderminster, Worcs DY10 1QR.

Tel: 01562 757900.

Running: Daily.

Sherwood Forest Railway

1ft 3in gauge, ¼ mile.
Edwinstowe, Nottinghamshire.

Running: Daily.

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.

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Photo courtesy of Ken Snowden.
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Crompton couple: Class 33s No. 33109 *Captain Bill Smith RNR* and 33103 *Swordfish* are seen powering past Townsend Fold during the East Lancashire Railway's diesel gala on July 7. The line's next modern traction event is the Autumn Diesel Gala on September 22-23. FRED KERR

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate experience. Bury, Lancs.
Tel: 01617 647790.

Running: Wed-Sun.

Eden Valley Railway

Standard gauge, two miles.
Warpoc, 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.

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: Sept 8-9.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Suns + Aug 27.

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.
Lionheart station, Alnwick,
Northumberland.

Running: W/Es + Sept 1, 29.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.
British Steel Steelworks,
Scunthorpe.
Tel: 01652 657053.

Running: Sept 1, 8, 22, 29.

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 + Aug 27, Sept 22.

Elsecar Railway

Standard gauge, one mile.
Footplate experience.
Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: Suns + Sept 1.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.
Embsay, North Yorks.
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.

Running: Daily until Sept 9.

Then W/Es + Sept 19, 26.

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: Aug 29 + Sept 1, 15, 16.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.

Open: Sept 8, 9, 23.

Running: Sept 1, 2, 30.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.

Running: W/Es.

North Tyneside Railway

Standard gauge, two miles.
North Shields. Tel: 0191 200 7106

Running: Suns + Sept 1.

North Yorkshire Moors Railway

Standard gauge, 18 miles,
wine and dine.
Grosmont, North Yorks.
Tel: 01751 472508.

Running: Daily.

South Tyneside Railway

2ft gauge, 5 miles. Alston, Cumbria.
Tel: 01434 382828/381696.
Running: W/Es, Tues, Thur.

Tanfield Railway

Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.

Running: Suns + Sept 22.

Weardale Railway

Standard gauge, 11 miles.
Stanhope, Bishop Auckland, Co Durham.
Tel: 01388 526203.

Running: W/Es + Sept 5, 12.

Wensleydale Railway

Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 0845 450 5474.

Running: W/Es (except Sept 1), 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: W/Es,
Tues-Thur + Sept 3, 10.

Barry Tourist Railway

Standard gauge, two miles. Barry Island,
Glamorgan. Tel: 01446 748816.
Running: Nov 5 (evening).

Brecon Mountain Railway

2ft gauge, 3½ miles.
Merthyr Tydfil, Glamorgan.
Tel: 01685 722988.

Running: Sat-Thur.

Corris Railway

2ft 3in gauge, ¾ mile. Corris, Machynlleth.
Tel: 01654 761303.

Running: Suns + Sept 1.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,
Gwynedd. Tel: 01341 250362.
Running: W/Es + Tues-Thur.

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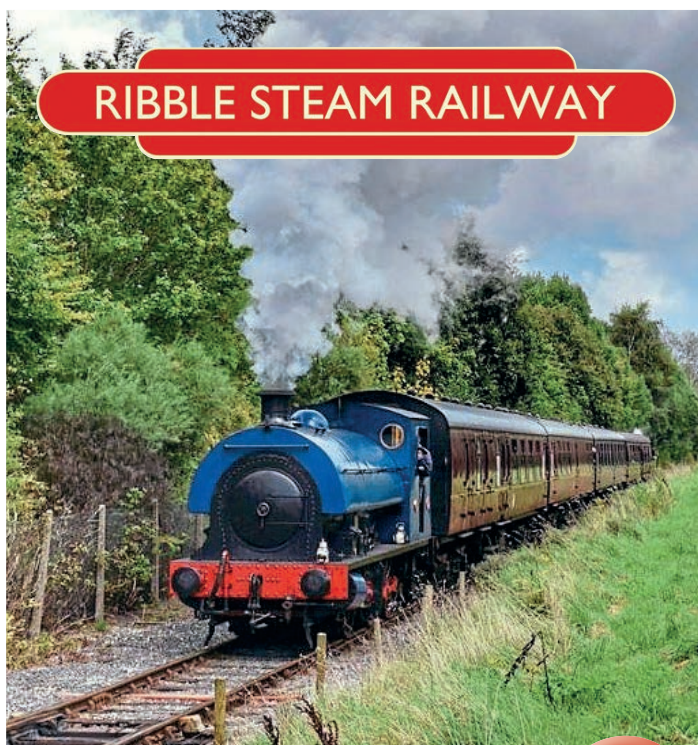
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UP & RUNNING

Ffestiniog Railway

2ft gauge, 13½ miles, Porthmadog, Gwynedd. Tel: 01766 516000.

Running: Daily.

Gwili Railway

Standard gauge, 4 miles. Bronwydd Arms, Carmarthenshire. Tel: 01267 238213.

Running: Suns, Tues, Wed + Sept 1, 22.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Sun-Fri.

Llangollen Railway

Standard gauge, 10 miles, footplate experience, wine and dine. Llangollen, Denbighshire. Tel: 01978 860979.

Running: Daily.

Pontypool & Blaenavon Railway

Standard gauge, two miles. Blaenavon, Torfaen. Tel: 01495 792263.

Running: W/Es, Weds + Aug 27, 29.

Rhiw Valley Railway

1ft 3in gauge, ¾ mile, footplate experience. Manafon, Nr. Welshpool, Powys.

Running: Sept 1, 2.

Rhyl Miniature Railway

1ft 3in gauge. Rhyl, North Wales. Running: W/Es.

Snowdon Mountain Railway

800mm gauge, 4½ miles. Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily.

Talylln Railway

2ft 3in gauge, 7½ miles, footplate experience. Tywyn, Gwynedd. Tel: 01654 710472.

Running: Daily.

Teifi Valley Railway

2ft gauge, ½ mile. Henllan, Ceredigion SA44 5TD.

Tel: 01559 371077. Suns, Weds.

Vale of Rheidol Railway

2ft gauge, 11¾ miles. Aberystwyth, Ceredigion. Tel: 01970 625819. Running: Daily.

Hunslet 2-6-2T

Russell departs the Welsh Highland Heritage Railway's Porthmadog station on May 26 with a train for Pen-y-Mount.
MICHAEL CHAPMAN



Welsh Highland Heritage Railway

2ft gauge, one mile. Porthmadog, Gwynedd. Tel: 01766 513402.

Running: Daily until Sept 9. The W/Es, Wed, Thur.

Welsh Highland Railway

2ft gauge, 26 miles. Caernarfon, Gwynedd. Tel: 01766 516000.

Running: Daily.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles, footplate experience. Llanfair Caereinion, Powys. Tel: 01938 810441. Running: W/Es, Tues-Thur.

SCOTLAND

Almond Valley Railway

2ft 6in gauge, ¼ mile. Livingston, West Lothian. Tel: 01506 414957. Running: W/Es.

Bo'ness & Kinneil Railway

Standard gauge, five miles. Bo'ness, West Lothian. Tel: 01506 822298.

Running: W/Es, Tues.

Caledonian Railway

Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992. Running: Sept 1, 2, 8, 9.

Invergarry & Fort Augustus Railway

Standard gauge, ¼ mile. Invergarry station, South Laggan PH34 4EA.

Running: Sept 2.

Keith & Dufftown Railway

Standard gauge, 11 miles. Dufftown, Banffshire. Running: Fri-Sun.

Leadhills & Wanlockhead Railway

2ft gauge, one mile. Leadhills, South Lanarkshire. Tel: 0141 556 1061.

Running: W/Es.

Royal Deeside Railway

Standard gauge, one mile. Milton of Crathes, Kincardineshire.

Running: W/Es.

Scottish Industrial Railway Centre

Standard gauge, ½ mile. Dunaskin, Dalmellington Road (A713), Waterside, Ayrshire. Running: Sept 2, 23.

Shed 47 Railway Restoration Group

Standard gauge, ½ mile. Scottish Vintage Bus Museum, Lothamond, Nr. Dunfermline.

Running: Suns + Sept 29.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire.

Tel: 01479 810725.

Running: Wed-Sun.

IRELAND

Cavan & Leitrim Railway

3ft gauge, ½ mile. Dromod, County Leitrim. Tel: 00353 71 9638599.

Open: Sat-Mon.

Downpatrick & County Down Railway

Standard gauge, four miles, footplate experience. Downpatrick, County Down. Tel: 028 4461 5779

Running: Sept 1, 2, 8, 9.

Giant's Causeway & Bushmills Railway

3ft gauge, two miles. Bushmills, County Antrim. Tel: 0282 073 2844.

Running: W/Es.

Stradbally Woodland Railway

3ft gauge, ½ mile. Stradbally, County Laois. Running: Sept 29, 30.

Waterford & Suir Valley Railway

3ft gauge, six miles. Kilmeadan, County Waterford. Tel: 00353 384058.

Running: Daily.

West Clare Railway

3ft 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.

WOODY BAY STATION

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In total we can accommodate 19 guests in two twin, three double and two family rooms, all with en suite shower facilities. Each room has its own front door – very useful for late arrivals or night walks with the dog; we take dogs in five of the rooms. There's a hospitality tray, TV and hairdryer in each one, and wi-fi is available.

We are conveniently placed for visiting the little steam trains and the many other attractions in the area.

For the energetic, we are five minutes away from Coed y Brenin forest, popular with mountain bikers, walkers and families. The ZipWire, Bounce Below, and Antur Stiniog downhill trails at Llechwedd slate caverns are only 20 minutes drive away, as is Portmeirion Italianate village. Trawsfynydd lake is a busy fishing centre circled by an eight-mile pathway, a delight for both cyclists and walkers.

You are welcome to enjoy our extensive gardens, one of which has a Japanese theme, and after breakfast we run the trains on our very popular model railway, weather permitting. Our two llamas love to meet the guests and the chickens provide delicious free-range eggs for your breakfast. The farm overlooks Trawsfynydd lake with the mountains beyond; the views are stunning, so don't forget your camera!



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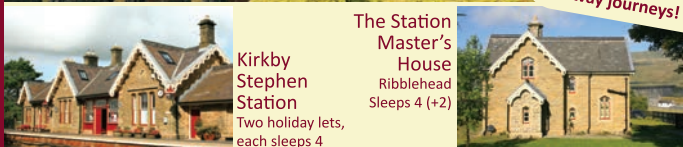
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RAILWAY STATION COTTAGES

Which region is your next destination?



RAILWAY Station Cottages was a present for my 40th birthday from my wife – perhaps I'd better explain! Like many of you, I have always loved the old railways and trains, so as my big birthday approached, my wife set about looking for a holiday in a cottage near an old but active railway. My wife was much enthused at her wonderful idea for my birthday, and was very disappointed to discover that it was difficult, if not impossible, to locate a suitable property in her chosen location. We were surprised that there was no centralised website to find railway properties, given the vast number of heritage railway enthusiasts, and surmised that others must also be finding it difficult to locate properties, too. And so Railway Station Cottages was created in 2013.

The website currently advertises around 70 railway stations, cottages, and carriages in England, Wales and Scotland. Visitors can search by either location or by type of property (station, cottage or carriage), and an advanced search allows particular features to be selected, for example pets welcomed. Properties are

then booked direct with their owners, through the information supplied on our website.

During 2017, more than 55,000 visitors used our website to browse for holidays. Railway Station Cottages also has a growing presence on Facebook and Twitter.

Our website is easy to find, usually located at the top of search lists on Google, and we are linked with several heritage railway websites.

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We begin at Woodham's vast scrap yard of over 200 locomotives at Barry Docks, South Wales, followed by linside at Blea Moor on
11th August 1968 to witness the passing of the last BR steam train, 'The Fifteen Guinea Special'. Then to the solemn lines of dead
and withdrawn locomotives at the former BR steam depot at Carnforth. All was not lost here as a lease had been obtained lighting a
preservation era spark which would transform the site into 'Steamtown Carnforth' in subsequent years. Next Keighley & Worth Valley
and Severn Valley lines in their very early preservation days. Quite a contrast to today!
Pockets of industrial steam still existed and we find 'The Lady Armaghdale' and 'Isabel' working for ICI near Manchester before
preservation. The NCB was the largest user of steam locomotives nationally after 1968 and we travel to Widdrington Colliery where
the one-time J94 No 68078 is seen at work. 'Flying Scotsman' made a final trip along the East Coast Main Line, complete with its two
tenders, in August 1969 before heading to Liverpool for shipping to the USA. BR's only remaining steam, the narrow gauge 'Vale of
Rheidol' line is visited followed by a trip around the Manchester Ship Canal system in Sept. 1969. Steam was still active in Northern
Ireland and operations are seen in 1969 inc. the spoil trains from Magheramore quarry to Belfast Lough.
In France we enjoy the ruggedly handsome North American-built 141Bs at Boulogne. Steam in West Germany including the 012 4-6-
2s on express passenger services (inc. a footplate run), heavy freight work with the class 044 2-10-0s and classes 023, 038, 050, 064,
065 and 078. In Portugal we see narrow-gauge 2-4-4-0 compound mallets.
Back to blighty we visit Tiseley's open day in Sept 1969, the LGB 'takeover' of Bowaters paper mill system in Oct 1969, the Bluebell
Railway and finally to Didcot and the GWS, where ex-Wantage Tramway 'Shannon' is seen in steam for the first time since 1942.
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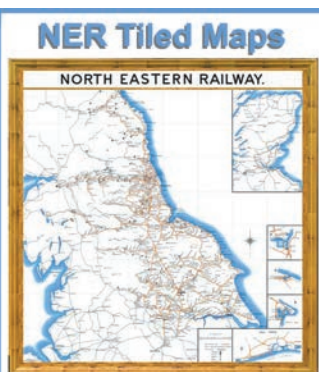


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Delights in store for September

By Gareth Evans

SEPTEMBER is set to offer plenty of gala interest to standard and narrow gauge enthusiasts alike, with 'must-attend' events at popular railways.

Billed by the railway to 'be bigger and better than ever', the Severn Valley's Autumn Steam Gala on September 20-23 has three interesting visiting locomotives: LMS Princess Coronation No. 6233 *Duchess of Sutherland*, LMS 'Black Five' No. 45231 *The Sherwood Forester* and LNER Q6 No. 63395. Overnight running is also set to take place.

The following weekend (September 28-30), the North Yorkshire Moors Railway is holding its Autumn Steam Gala, celebrating the centenary of both the RAF and the Q6. Highlights are expected to include two visiting centenarians – SVR-based GWR 2-8-0 No. 2857 and Nene Valley-based SR 4-6-2 No. 34081 *92 Squadron*. They are due to be joined by an RAF veteran – the Talyllyn Railway's 2ft 3in-gauge Barclay No. 6 *Douglas*, which will travel on a flat wagon as part of the railway's demonstration goods train.

Those of us interested in the Lynton & Barnstaple Railway can expect to see the welcome sight of replica Baldwin 2-4-2T *Lyn* in North Devon and North Wales. *Lyn* is booked to star in the Welsh Highland Railway's Super-Power gala on September 14-16, celebrating the 21st anniversary of the start of services between Caernarfon and Dinas and



Replica Baldwin 2-4-2T *Lyn* is set to re-create scenes not seen since 1935 at the September 29-30 Lynton & Barnstaple Railway's Autumn Gala. The locomotive is also due to stretch its legs at the Welsh Highland's Super-Power gala weekend on September 14-16. *Lyn* is seen here climbing the bank to Woody Bay station on May 13. TONY NICHOLSON/L&B

beginning the rebirth of the WHR.

While F&WHR-based Manning Wardle-style 2-6-2T *Lyd* will be confined to the Porthmadog end – *Lyn* and *Lyd* will meet at the L&B for its September 29-30 Autumn Gala.

Hauling authentic L&B carriages, the pair will re-create sights not seen since the L&B's closure in 1935.

Not to be forgotten is the visit of Taff Vale Railway 0-6-2T No. 85 from its current North and West Yorkshire stomping

ground to South Wales for the Pontypool & Blaenavon's gala over the weekend of September 14-16.

Heritage Railway will be covering these and other events over the coming month.

SPECIAL EVENTS

August/ September

31 – Sep 2: North Norfolk Railway: Autumn Steam Gala

31 – Sep 2: Welshpool & Llanfair Railway: Steam Gala

September

1: Crich Tramway Village: Simply Trams

1, 2: Lincolnshire Wolds Railway: 1940s Weekend

1, 2: Peak Rail: Heritage Shunters Trust Gala

1, 2: West Somerset Railway: West Country Railways Weekend

1-8: Manx Electric Railway: 125th Anniversary

5-8: East Lancashire Railway: Flying Scotsman

8: Eastleigh Lakeside Railway: Days Out with Thomas

8: Statfold Barn Railway: Open Day

The extensive all-day rail schedule will be joined by traction engines, vintage cars, Land Rovers, motorbikes, North American trucks and a steam saw mill will be working, demonstrating the way timber was milled years ago.

8, 9: Cholsey & Wallingford Railway: Shuntfest

8, 9: Embsay & Bolton Abbey Railway: Wartime Weekend

8, 9: Great Central Railway: Diesel Gala

8, 9: Kent & East Sussex Railway: Hop Festival Weekend

8, 9: Kirklees Light Railway: Steam & Diesel Gala

8, 9: Mid-Suffolk Light Railway: Country Railway Gala

8, 9: South Downs Light Railway: Steam Gala

14-16: Dean Forest Railway: Diesel Gala

14-16: Pontypool & Blaenavon Railway: Steam Gala

14-16: Welsh Highland Railway: Super-Power

15, 16: Amerton Railway: Anything Goes

15, 16: Epping Ongar Railway: Autumn Diesel Gala

15, 16: Hayling Railway: 30th Anniversary

15, 16: Leighton Buzzard Railway: Steam Gala

15, 16: North Norfolk Railway: The Forties Weekend

15, 16: Royal Deeside Railway: Victoria Weekend

16, 17: Rudyard Lake Railway: Steam Gala

20-23: Severn Valley Railway: Autumn Steam Gala

22: Eastleigh Lakeside Railway: Visiting Small Locos

22: Alan Keef Steam-Up 2018
The manufacturer's annual open event at Lea Line, near Ross-on-Wye. The opportunity to view progress on projects and to enjoy a short ride on the demonstration line.

22, 23: Didcot Railway Centre: Delivering the Goods

22, 23: East Lancashire Railway: Diesel Gala

22, 23: Foxfield Railway: Anything Goes

22, 23: London Transport Museum: Acton Open Weekend

27-30: West Somerset Railway: Autumn Steam Gala

28-30: Isle of Wight Steam Railway: Diesel Gala

28-30: North Yorkshire Moors Railway: Autumn Steam Gala

29: Great Bush Railway: Open Day

29, 30: Aln Valley Railway: End-of-Season Gala

29, 30: Llangollen Railway: Diesel Weekend

29, 30: Lynton & Barnstaple Railway: Autumn Gala

29, 30: Ribble Steam Railway: Autumn Steam Gala

29, 30: Severn Valley Railway: Small Engines Gala

29, 30: Sittingbourne & Kemsley Railway: End-of-Season Gala Weekend

29, 30: Tyseley Locomotive Works: 50th Anniversary Open Days

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September

1: Great Central Auctions, Stoneleigh Park, Works.

15: Stafford Railwayana Auctions, Stafford

22: Thirsk Farmers' Auction Mart, Thirsk

29: GBTicket, central London

KEY ■ Major or featured galas

■ Diesel and/or electric galas

■ Thomas or family event

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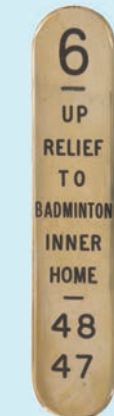
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NAMEPLATES (STEAM): 603 Squadron, Chale, Dick Turpin, Heveningham Hall, Knight of the Thistle, Loch Arkai, Madoqua, Orion (GWR), Princess Beatrice, Shamrock (LNWR), Shanklin (Replacement), The Prince of Wales's Volunteers, South Lancashire, Venus (Brit), Wootton Hall. **(DIESEL):** Cadeirlan Bangor Cathedral, Carmania (CI 40), Clothes Show Live, Inst of Mech Engineers 150th Anniv 1847-1997, Lanarkshire Voyager, Pride in Huddersfield, Sir John de Graeme, Stewarts Lane 1860-1985, Tyne and Wear Metropolitan County, West Yorkshire Metropolitan County + Badge, Yorkshire Cricket Academy + Badge. **CABSIDES:** GWR 83, 1665, 2854, 3219, 3601, 3830, 4147, 4280, 4574, 4979, 5221, 5684, 6139, 6324, 6620, 6724, 6979, 7228, 8752, 9018, 9416, 9788, D1049 (CI 52), E3040 (Electric), SNCF 141R 654. **SAR:** 1717, 2123, 2828, 2903, 3509, 3814. **SMOKEBOXES:** 3824, 5380, 5752 (L 91), 6427, 9788, 30792, 31848, 34077, 40656, 42662, 45232, 48374, 61259, 65862, 76075, 90095, 92231. **WORKSPLATES (STEAM):** Avonside GWR 1103, Bagnall (6710), (8447), Beyer Peacock, Brighton 1950 (42076), Brighton Works 1879 (Terrier), Dubs, Fowler, GCR Gorton 1911, GNR Dundalk 29 1905 + Cabside, Hudswell Clarke (GWR 2162), Hunslet (9491), Kerr Stuart, LMS 1886 St Rollox (57312), LMS Crewe (40656), LMS Horwich (42813), LMS St Rollox (57238), LNER (62468), (63774), LNER Cowairs (69164), LNER Darlington (65068), LNER Doncaster (64203), LNER Sharp Stewart (68467), LNER Stratford (62551), Midland Railway 1902, NBL (44061), (61120), (90154), NCB Philadelphia, Neilson (30568), Neilson Reid (64308), Peckett, Sharp Stewart (31716), Vulcan (41168), (41199), (90565). **(DIESEL):** Andrew Barclay (D2435), Brush Sulzer (47541), Class 50 Lease Plate, English Electric (37046, (50043), Hudswell Clarke (D2519), NBL/GEC (D61XX). **TOTEMS:** Aylesford, Bakewell, Banchory, Barrow, Bishopstone, Brentford Central, Brett Lane, Brimsdown, Bromborough, Brundall, Bulth Wells, Cannock, Carshalton, Church & Oswaldtwistle, Corby, Crowbrough & Jarvis Brook, Diggle, Dorchester West, Dundee Tay Bridge, East Malling Halt, Fishergate Halt, Fulbourne, Furness Vale, Giffnock, Gowerton North, Halifax, Kensel Green, Kensington Olympia, Keswick, Kinross Junction, Lingfield, Magdalen Road, Maidstone Barracks, Maidstone East, Melton Mowbray, Merthyr, Minehead, Motherwell,



(ex Victoria), Powerstock, Rodwell, Tynmouth, Whitley Bay. **SHEDPLATES:** 1F, 2A, 2B, 5E, 6H 10D, 10F, 12B, 16D, 21B, 33B, 34A, 34B, 41D, 52A, 56A, 56B, 60C, 62A, 62C, 64G, 65B, 65J, 65K, 68C, 70B, 74A, 75E, 81A, 81D, 81F, 83A, 84H, 84K, 86A, 86E, 87B, 87C. **TOKENS:** Arrochar-Glen Douglas, Bewdley-Cleobury Mortimer, Caersws-Carno, Holt-Patney & Chirton, Hookgate-Westbury, Kings Nympdon-Umberleigh, Llandoverly-Llangadog, Muir of Ord-Clacknaharry, Penmaenpool-Dolgelly, Penwithers Jct-Penryn, Rannoch-Tulloch, Taynuilt-Oban, Tulloch-Fort William Jc, Tulloch-Spean Bridge, Upper Tyndrum-Rannoch, Whitstone-Bude. **TABLETS:** Annasgaul-Dingle, Barnstaple Town-Pottington, Bellarena-Limervady Junc, Bolsover-Glapwell, Camelford-Delabole, Forres-Dunphail, Limavady-Limavady Junc, Newburgh-Bridge of Earn, Whitchurch-Fenns Bank. **STAFFS:** Armagh South-Tynan, Bramley-Cranleigh, Crossbarry-Ballinhassig, East Grinstead-Forest Row, Oldcastle-Virginia Road, Streamstown-Castletown. **SIGNAL LEVER PLATES:** From Dorstone (MR), From Swindon (MR), NER Stockton Darlington, Pilning Branch, Relief to Badminton (GWR). **SEAT BACK PLATES:** Crail, East Newport, Leuchars Junction, Maidstone West, Staveley Works (LNER). **SIGNAL BOX DIAGRAMS:** Kingennie LMS, Ruabon North Box (GWR), Tower Hill BR(S). **HANDLAMPS:** GER Harling Road, GER Norwich Victoria, GNR Colwick North Junc, LNER Pinchbeck, LNWR Banbury Goods, 1906 Kingskettle, NBR Newburgh. **PULLMAN:** Car Lamp Aquila & Medusa, Car Window, Marquetry. **GWR:** 1713 1906 Tenderplate, Cambrian Porter Armband, GWR & LMS, To Railway Station Enamel, Weston Clevedon & Portishead Railway Coach Plate, Yard Lamp. **LMS:** Dundee & Arbroath Jt Trespass, Royal Scot Headboard. **LNER:** Edinburgh & Northern Ladder Bar, GER 12" & GNR 8" Clock, GNER Crest, NER Scarborough Cash Bag, Wetwang N.E.R Platform Lamp. **SR:** Platform Ticket Machine (LBSCR), S&DJR Holcroft Finial. **GENERAL:** Crumlin GNR(I) Lamp Tablet, Isle of Man Teapot, Post Box, Post Office Direction Sign.



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From golden beaches in the south to rugged mountains in the north explore this scenic, but surprising island using its rail network.

Dresden Steam Festival ~ Departs 10 April 2019 - 8 Days from £1,075pp

Access all areas of the 11th Dresden Steam Festival as well as return journeys on the Weisseritztalbahn & Loessnitzgrundbahn steam railways.

Mountains & Coast in Montenegro ~ Departs 4 June 2019 - 12 Days from £1,925pp

Ride one of Europe's most spectacular railways and enjoy this country's stunning coast and mountains, even includes a touch of Serbia by good measure.

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This tour showcases the best that the Lake District has to offer steam enthusiasts - miniature railways, traction engines and standard gauge locomotives on two steam railways.

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