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HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 246
September 21 –
October 18, 2018

SUTHERLAND STEAMS...

in Crimson Lake!



**Will Union
of South
Africa
spend a
year on
the Moors?**

VINTAGE TRAINS BECOMES TRAIN OPERATING COMPANY

■ **FLYING SCOTSMAN ALL SET FOR CORNWALL** ■ **EARL OF MOUNT
EDGCUMBE'S FAREWELL STEAMING AT TYSELEY 50 GALA**
■ **MID-NORFOLK LANDS £96K EU GRANT** ■ **RECORD 11 CLASS 50s
SET FOR SEVERN VALLEY GALA** ■ **NEW COMPANY TO BUILD LNER V4**

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Diesel locos

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NEW



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Electric locos



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NEW



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NEW



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NEW



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N Gauge

Graham Farish - Diesel locos

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NEW



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371-386 Class 66 66416 in Freightliner Powerhaul **NEW** £114.71

NEW



371-398 Class 66/7 66779 "Evening Star" in BR green GBRF branding **NEW** £114.71

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



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O Gauge (1:43 Scale)

Dapol - Steam locos

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Heljan - Steam locos



6101 Class 61xx "Large Prairie" 2-6-2T 6106 in GWR green GWR lettering - as preserved **NEW** £500



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6104 Class 61xx "Large Prairie" 2-6-2T 6132 in BR lined green late crest **NEW** £500



6102 Class 61xx "Large Prairie" 2-6-2T 6144 in BR black early emblem **NEW** £500

Diesel locos



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5288 Class 52 D1023 "Western Fusilier" in BR blue **NEW** £480
5285 Class 52 D1035 "Western Yeoman" BR green small yellow panels **NEW** £480
5286 Class 52 D1061 "Western Envoy" BR maroon small yellow panels **NEW** £480



5289 Class 52 D1067 "Western Druid" in BR blue - weathered **NEW** £480



This is one of the most important photographs in the history of railway preservation, which has hit dizzy new heights with the restoration of the grounded body of pioneer NER petrol-electric railcar No. 3170, built in 1903 and which last ran 88 years ago, to full working order, complete with the newest diesel engine type to be built in Britain. As highlighted in issue 244, this ground-breaking vehicle, which also has a trailer, is the definitive missing link between the steam age (in the form of railmotors) and modern traction, as represented by diesel and electric railcars and DMUs and EMUs, which form the backbone of passenger trains on today's network. Seen undergoing breaking tests on the Embsay & Bolton Abbey Railway on September 5, the culmination of this project is a monument to the vision of acclaimed vintage carriage restorer Stephen Middleton and the sterling efforts of the NER 1903 Electric Autocar Trust. This historically-priceless vehicle is set to enter service on the line in late October. ALAN CHANDLER/NER 1903 ELECTRIC AUTOCAR TRUST.

Safety and security must come first

DURING my two decades in railway journalism, conflicts between the requirements of rails and the ambitions of cyclepath promoters have often been vexed issues, the latest manifestation being the controversy over the use of the footbridge that links Totnes to the South Devon Railway's Totnes (Riverside) terminus and the town's magnificent rare breeds farm next door that, as an animal lover, is the finest of its type I have ever seen.

So far the railway has refused to allow the footbridge to become part of a long-distance cyclepath stretching across southern England from the Kent coast to south Cornwall, and it has come under a barrage of criticism from local politicians at all levels for taking this stance. There are two factors at play here. Firstly, the footbridge would need to be open 24 hours a day. So who would be funding the cost of additional security at the station and the farm park?

Two years ago, I presented the Heritage Railway Association's Interpretation Award, which this magazine sponsors, to this railway for the creation of this station, using buildings saved from closed GWR stations across the former Swindon empire. Uninformed visitors would never guess in a million years that while everything they see there is genuine, nothing is new, but rebuilt on what was once an empty muddy greenfield site.

Sadly, our magazine regularly carries stories about vandalism of heritage railway buildings and rolling stock, which in far too many cases ends without the culprits being caught or given meaningful punishment as a deterrent to others. I'm all in favour

of green transport, but it should never be at the cost of our heritage. At the moment the sites accessed by that bridge are secured at night, and must remain so.

Secondly, according to the recommended measurements in what else but a document by cyclepath organisation Sustrans, the current bridge is far too narrow to be shared by both cyclists and pedestrians. What happens in the event of a cyclist hitting walkers and causing injury? Who is liable for compensation? Who will meet bridge owner the railway's insurance costs and liabilities? Don't all rush at once.

I have extensively read the local media's coverage of this issue. The railway is being painted in a negative light, and has even been accused of 'dividing the community', i.e. Totnes and the village of Littlehempston to the north. Erm, er... I have always assumed that these communities were or are

already 'divided' by the River Dart, which passes between them.

The other and sensible alternative here is to build a second river crossing for the cycleway at a cost of £500,000, which, of course, austerity-hit local authorities cannot afford at present and are whinging about it. Yet, if the cyclepath is to bring the major benefits to Totnes that its proponents claim, surely this should be seen as a justifiable investment?

The railway and the farm park are doing very nicely without an unnecessary burden being imposed on them, and they are both treasured gems of the local tourist economy. If it works, why fix it – or why throw a spanner in the works?

Robin Jones Editor

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EDITORIAL

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Confessions of a railway journalist

After years in the finance industry, and in a complete change of career direction, Brian Sharpe became assistant editor of *Heritage Railway* in 2002. This summer he stepped down to take a well-earned retirement, and over the following pages he recalls some of the preservation highlights he has witnessed and reported on over those 16 years.



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CONTENTS: Double Pacific power side by side: LNER A4 No. 60009 *Union of South Africa* passes unrebuilt Bulleid Battle of Britain No. 34081 92 Squadron at Wansford with the 9.40am train from Peterborough Nene Valley on September 2 during the line's Steam in Green gala. BEN SCOTT
COVER: LMS Princess Coronation Pacific No. 6223 *Duchess of Sutherland* fresh from overhaul and all set to take the main line by storm again, is unveiled in its new crimson lake livery outside its West Shed home at Swanwick Junction at the Midland Railway-Butterley on September 9. ROBIN JONES

East Somerset's friendly line

Steve Roberts enjoys a warm welcome at the East Somerset Railway and finds a line which is going from strength to strength, with rising passenger numbers and an excellent reputation for steam locomotive and rolling stock restoration.

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Britain's narrow gauge new-build steam locomotives – and also learns about the latest developments at North Bay Engineering Services.



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Heritage Railway readers are being invited to own a stunning new book showcasing some of the finest lineside photography of the past four decades – while helping an international charity which cares for homeless children found living on and around stations and their platforms.

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See page 20



Vintage Trains gets TOC status

By Cedric Johns

VINTAGE Trains, the Tyseley Locomotive Works-based railtour promoter, has been granted Train Operating Company status.

On September 5, a spokesman for the Office of Rail & Road confirmed that the operating licence had been granted, enabling the company to run a passenger service of express steam trains with Pullman dining on the national network.

The status has come, after months of discussions, meetings and fundraising via a share issue, as a tremendous boost to Vintage Trains' chairman Michael Whitehouse, whose aspirations have been not only to see railtours departing from Warwick Road once again, but to be able to plan and run Vintage Trains' main line operations in its own right.

A Vintage Trains statement said: "Gaining TOC status is the start of an exciting journey to develop Tyseley into

a centre of excellence in the running and ongoing preservation of steam on the main line for future generations to enjoy and in turn, maintain the heritage skills required to do so.

"The story also includes significant engagement with the local community in Birmingham and the West Midlands and investment in the Tyseley Locomotive Works infrastructure."

The last Vintage Trains' excursion, 'The Christmas White Rose', a trip from Tyseley's Warwick Road platform to York via Tamworth, Burton-on-Trent and Chesterfield, was worked by Castle class 4-6-0 No. 5043 *Earl of Mount Edgcumbe* on Saturday, December 16.

That trip nine months ago marked the end of Vintage Trains' association with train operator West Coast Railways, which had withdrawn its operating services because of crew shortages. It also marked the end of Vintage Trains' railtour business prior to getting the TOC licence.

The situation fired the company's determination to return to the main line and control its own destiny, leading to the formation of the Vintage Trains Community Benefit Society & Train Operating Company set up to finance the re-emergence of steam hauled trains on the main line, the development of supporting management teams, a traffic department and enhanced engineering capabilities.

A target of raising £800,000 in shareholdings was set – in minimums of £500 £1 shares – which was required by May 31 to ensure the success of the promotion.

Since then, additional shares have been on offer over the following six-month period ending November 30.

Michael described it as "the first public share offer in a new British main line railway company for over 100 years."

A major priority will be the task of organising and implementing main

line certification for Tyseley's flagship WR 4-6-0 No. 7029 *Clun Castle*, which was due to be in steam at the new TOC's media launch on September 18.

With another two Castles and Hall on Tyseley's books, the future for Vintage Trains looks bright plus of course, the agreement reached with the 8P Locomotive Trust that the unique three-cylinder 4-6-2 No. 71000 *Duke of Gloucester* will become available when its current overhaul at Tyseley is completed.

Vintage Trains has also confirmed that highly respected steam driver Ray Churchill, who retired from West Coast Railway in April 2016 after a railway career spanning 59 years beginning at Bescot shed in 1957, has come out of retirement to join Vintage Trains Limited as a steam driver.

The company said: "He will also be instrumental in the instruction of the next generation of drivers." Ray lives locally, near the Severn Valley Railway.

Earl of Mount Edgcumbe farewell at open day

TYSELEY'S 50th anniversary open weekend of September 29-30 will see Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* steaming in public for the last time before its 10-year overhaul.

It is able to steam on the occasion after some repairs were undertaken in the workshops.

As reported last month, the high-profile event will see a unique line-up of four Castles – the others being No. 7029 *Clun Castle*, No. 5080 *Defiant* and the to-be-restored No. 7027 *Thornbury Castle*.

It will also see the return to steam of Keighley & Worth Valley Railway-based LMS Jubilee 4-6-0 No. 45596 *Bahamas*, following its overhaul in the Tyseley workshops, and an appearance by two items of traction from the former Sutton Miniature Railway, 4-4-2 No.2 *Sutton Flyer* and the line's GWR railcar. In action on a 15in gauge line will be former Fairbourne Railway flagship 4-4-2 *Count Louis* and there will also be a 10¼in gauge line in



The gallopers from the opening sequence of ITV's *Vanity Fair* will be working at the Tyseley 50th anniversary open weekend. VT

operation and a display of 7¼in gauge locomotives from the Great Cockrow Railway, which is also celebrating its 50th anniversary, as featured in issue 244.

A West Midlands Trains Class 172 unit will be displayed, as will be two steam road rollers together with showman's engine *Repulse* and an organ, in addition to steam gallopers that feature in the title sequence of the new ITV period dramatisation of *Vanity Fair*.



A UNIQUE loan visit – that of a Swiss rack railway steam locomotive to the Snowdon Mountain Railway – was taking place throughout September. The Brien Rothorn Bahn's No.2, which was built in the same workshops as the Snowdon steam fleet more than 125 years ago, was giving passengers four free trips a day from Llanberis to Waterfall Halt after making the 900-mile journey from its home in the Alps. The visit, which as previously reported has been in the planning stage for several months, was organised with the help of the Switzerland Travel Centre. No.2 is seen at Llanberis next to Snowdon's 'sister' No.3 *Wyddfa*. SMR

'Number 9' set to steam for another year as plan fails

THE planned static display retirement of John Cameron's LNER A4 Pacific No. 60009 *Union of South Africa* looks set to be postponed for at least 12 months following reports that the planning application for his proposed railway museum and visitor centre on his sheep farm near Kilconquhar has been rejected by Fife Council.

John had hoped that the building would have been completed in time for the A4's retirement from the main line next July, thus allowing the A4 to go on display alongside his other locomotive,

K4 2-6-0 No. 61994 *The Great Marquess* and support coach BSK No. 35486.

New home at the Moors?

It is understood that one of the issues that Fife Council has is that there is already the Museum of Scottish Railways located at Bo'ness, making it difficult to justify giving planning permission for a similar museum.

With work yet to start at John's Balbathie Farm, it is now impossible for any such museum to be completed by next summer, forcing alternative

arrangements to be made for both locomotives.

Sources close to the A4 have said that negotiations with the North Yorkshire Moors Railway are under way with a view to No. 60009 being based there for at least 12 months, commencing from next July. The K4 is currently on display at Bo'ness and this arrangement is expected to be extended by a similar period.

John's decision to base both locomotives at his farm has divided the enthusiast community, with many saying that, although they are disappointed at

the decision, they respect his right to do as he wishes with his property.

Split opinions

Others, however, have been rather more vocal in their disapproval, claiming that it would be better if the locomotives were sold to someone who would return them to the main line. However, John has said on numerous occasions that it is not a question of money, but a desire to commemorate his achievements in both farming and railways by way of a museum and visitor centre.

It could be a typical shed scene from 60 years or more ago: inside the Didcot Railway Centre shed, repatriated GWR 4-6-0 No. 4079 *Pendennis Castle* stands on August 29, seemingly being prepared for a 'Cheltenham Spa Express'. The locomotive, which was bought from the late Sir William McAlpine by Australian mining company Hamersley Iron in 1977, was repatriated in 2000 and handed over to the Great Western Society. Its restoration to main line condition is continuing.
JACK BOSKETT



Duchess of Sutherland is back in its birthday suit!

PRINCESS Coronation 4-6-2 No. 6233 *Duchess of Sutherland* is back in steam – and also in its original LMS crimson lake livery to mark its 80th birthday.

Following the completion of a major overhaul, a special 'roll out day' was held on Sunday, September 9 at the iconic 1938-built locomotive's base – the West Shed at the Midland Railway-Butterley.

Over the last nine months, the former Butlin's Heads of Ayr holiday camp and Bressingham Museum locomotive has received a full boiler overhaul, with the major work being the retubing of 129 small tubes and replacing the 40 large flue tubes, at a total cost of around £150,000. The vast majority of the work has been carried out in-house by the Princess Royal Class Locomotive Trust's four full-time engineers with the assistance of volunteers.

The new livery has been hand painted and includes real gold leaf for the lining.

The locomotive was painted in

crimson lake when it was first restored by the trust in 2001. Since then, it has also carried Ivatt black livery and most recently BR green, following a vote by trust members.

No. 6233 is set to return to the main line with its first outing being at the Severn Valley Railway's September 20-23 autumn steam gala.

Pre-Christmas main line trips

After also appearing at the Swanage Railway's October 12-14 autumn gala, the *Duchess* is set to work several main line trips prior to Christmas. Afterwards, it will return to the West Shed in early 2019 to undergo pre-planned winter maintenance, including the necessary replacement of the tyres. As this task needs to be carried out by a specialist contractor, it was not possible to do it during the recent overhaul due to timing issues.

The approximate cost to re-tyre the



Unveiled in steam: LMS Princess Coronation 4-6-2 No. 6233 *Duchess of Sutherland* in its new crimson lake livery outside its West Shed home on September 9. ROBIN JONES

locomotive is around £50,000, and the trust is launching a fundraising appeal to help towards this cost.

→ Donations can be made to The Princess Royal Class Locomotive Trust

at www.prc.lt.co.uk/donations-and-sponsorship.html or by post to The Princess Royal Class Locomotive Trust, The West Shed, PO Box 6233, Ripley, DE5 4AD.

Betton Grange boiler complete: hopes for steaming in spring 2019

By Paul Appleton

WORK on the restoration of the boiler from former 'Barry 10' No. 7927 *Willington Hall*, which is to be used in the re-creation of a Collett Grange, is almost complete at Tyseley Locomotive Works, around three months behind schedule.

The delay has been due to the requirement for a new front taper section, which had not originally been envisaged, along with the delivery of the tooling to allow it to be correctly aligned with and fixed to the remainder of the original boiler.

It is planned to display the finished

boiler in the frames of new-build 4-6-0 No. 6880 *Betton Grange* at Tyseley's September 29/30 open weekend. Although *Betton Grange* has previously been displayed with the cosmetically restored boiler from No. 5952 *Cogan Hall*, which is also in the group's ownership, this will be the first time No. 6880 has appeared in public with the boiler it is intended to operate with.

Push to raise final £70k

Originally, it was hoped to have the completed boiler delivered to its Llangollen Railway base in late May, but a change of plan saw the chassis

delivered to Tyseley in late June so that the boiler could be test-fitted there and any snags sorted before moving it back to North Wales. Following news of the delay, it was then planned to move the partially reassembled locomotive back to Llangollen in November. It is now possible that further work will be undertaken at Tyseley before the locomotive returns to its home base in spring 2019, ready for its first steaming there.

A spokesman for the owning group said: "The delay is unfortunate as we had hoped to steam No. 6880 by the end of this year, but the new boiler

barrel section was unforeseen, as can happen when restoring steam-age equipment. We need to make sure everything works properly before we start thinking of lighting it up for the first time."

→ Meanwhile, the society's Final Push appeal to raise the remaining £70,000 to finish the locomotive stands at £30,000, with £40,000 left to raise before it can be steamed, with several parts available for sponsorship. Visit www.6880.co.uk for details of parts available for sponsorship and how to become a member, or to support the Final Push appeal.

IN BRIEF

→ THE West Somerset Railway not only increased passenger numbers by 2% this year, but had two record-breaking Wednesdays during August with more than 1600 visitors. General manager Paul Conibeaure attributed the success partly to the introduction of the West Somerset Railway annual pass, of which more than 200 have been sold since it was launched at the end of June.

→ MIKE Little's GWR 14XX No.1450 and matching auto-coach No. 178 will visit the South Devon Railway for its 50th anniversary gala on April 6-14, joining pannier tank No. 6430 from the Llangollen Railway.

→ A DERELICT tramcar was restored to its original 1898 condition for the Manx Electric Railway's 125th anniversary celebrations. Tram No. 14 went out of use in the 1970s, but was restored over three-and-a-half years by volunteers in time for the early September event.

→ THE Saltburn-by-the-Sea cliff lift broke down on August 25, leaving passengers unable to alight at the top for a short time. Following extensive refurbishment of the funicular railway, it had reopened only nine days before.

→ BR Mk.1 coach No. 4962 has become the first South Devon Railway vehicle to come out of Buckfastleigh works and re-enter service fitted with new pressed steel ends, which have been developed in the heritage line's workshops. The ends are on offer to all heritage railways whose Mk.1 stock has also suffered 'end rot'.

→ A JAPANESE steam locomotive which was derailed and sunk in the Mae Klong River at Chulalongkorn in the urban area of Ratchaburi, about 60 km southwest of Bangkok, is to be recovered, it was announced in early September.

Middleton wins top floral award

THE Middleton Railway was given a Gold Award in the 'Tourist Attraction' category of the RHS Yorkshire in Bloom awards at the Knavesmere, York Racecourse, on September 11.

The judge said that the floral displays on Moor Road station platform "gave a wow! factor" with the entire site looking clean and tidy and also having a strong environmental strategy about it.

The judge was also impressed that the railway continued with the competition, despite a disastrous fire in adjacent premises, which damaged the Moor Road site.

Railway chairman Charles Milner said: "The award is a great credit to volunteer Mick Jackson, who did much of the work."

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Great Central pays tribute to 'legend' MD Bill Ford

By Robin Jones

THE Great Central Railway has paid tribute to its former managing director Bill Ford, who died at the age of 81 on Sunday, September 2, after losing a long battle against illness.

Under the banner headline of 'Leader and legend 1937-2018', the GCR's website and Rail Mail bulletin said: "The very sad news of Bill Ford's passing on Sunday has no doubt already reached so many of our friends and supporters.

"Bill was instrumental in the railway's development from the earliest days of preservation. His involvement began in 1975, culminating the following year in the formation of Great Central Railway plc to buy the track – otherwise British Railways were adamant that it be lifted at the start of the following week.

Incredible energy

"Bill's financial support, business acumen and personal reputation at that time were crucial in the survival of the embryonic preservation scheme.

"In later years of course, Bill took to active management of the railway, after returning in 2003 following the death of David Clarke, our benefactor for the previous quarter-century.

"Especially in the first few years after 2003, the railway was in a 'delicate' state to say the least and the fact that GCR is now in the premier league of heritage railways is testimony to Bill's incredible energy and leadership.

"He will be greatly missed by the whole GCR family. Our thoughts are very much with Bill's family at this difficult time."

Bill, who was born in Leicester, worked in the Seventies as Unilever's head of automotive industries, leading a workforce of 11,000 while still finding the time to set up the GCR.

In September 2016 he cited health

reasons for his decision to stand down from the railway. At the time, he said: "I am proud to have been at the GCR for so many years, during which time we have seen the GCR grow into one of the finest heritage railways in the UK. The re-erection of the bridge over the main line has been an ambition for over 20 years and I am delighted that it has finally been secured and the money raised on my watch."

His successor as chief executive, Andy Munro, resigned for family reasons after less than a year in the job.

Several months before his death, Bill saw his autobiography, *A Life on Fire: Bill Ford's Story*, published by A Life on Fire Limited in Loughborough.

Parliamentarian praise

The foreword was written by local Conservative MP Nicky Morgan, the former Secretary of State for Education and Minister for Women and Equalities.

She wrote: "It is too easy to dismiss GCR employees, volunteers and supporters as amateur heritage railway enthusiasts and miss the fact that they are now running a thriving business and tourist attraction whose success is vitally important to the economic story of our corner of Leicestershire. The fact that transformation happened is due, in large part, to the enormous contribution made to the GCR's history by Bill Ford."

As we closed for press, no details of funeral arrangements had been announced.



On February 2, 2016, Loughborough MP Nicky Morgan and Bill Ford cut the first sod of the project to build a new railway bridge over the Midland Main Line to link the Great Central Railway and the GCR (Nottingham). She wrote the foreword to his recent autobiography, *A Life on Fire*. ROBIN JONES

New-build P2 boiler: two-thirds there!

THE project to build new Gresley P2 2-8-2 No. 2007 *Prince of Wales* has raised more than two-thirds of the money needed to build the boiler.

Builder The A1 Steam Locomotive Trust's The Boiler Club, which was launched in October 2014, now has more than 160 members who have each donated or pledged £2000.

The trust issued an invitation to tender to manufacture *Prince of Wales* boiler to more than 10 organisations in the UK and overseas and has received several

proposals and expressions of interest.

The trust will review the proposals received with the intention of selecting a preferred supplier by December and placing the order in June 2019 for delivery in January 2021.

Debt-free completion goal

P2 Project Director trustee Mark Allatt said: "Reaching the two-thirds point in the funding of No. 2007 *Prince of Wales* boiler through The Boiler Club marks a significant milestone in the project

to build Britain's most powerful steam locomotive. It is our desire if possible to complete No. 2007 debt-free.

"No one can now doubt that we really mean business. The next few months will see further major announcements as the construction of the locomotive gathers pace."

→ For details of how to join the world's fastest-growing standard gauge steam new-build project, visit www.p2steam.com or email enquiries@p2steam.com or call 01325 460163.

Peak Rail out of diesel traction

SINCE September 4, Peak Rail has had to rely on Vulcan Austerity 0-6-0ST No. 72 (5309) as its sole traction, following the failure of Class 44 D8 *Penyghent* a few days earlier.

This failure has resulted in services being able to operate only as far as Matlock Riverside, due to there being

no run-round facilities at the main Matlock station. Usually the steam locomotive top and tails with the Class 44.

Sources at Peak Rail say that "something went bang in the electrical cubicle" of D8 and this is currently being investigated, but the hope is that "it is

not too serious."

It is understood that customer-facing staff are telling passengers that Riverside station is being used due to the resignalling work taking place in the Derby area and that attempts to hire a diesel locomotive from the Heritage Shunters Trust proved unsuccessful.



July 14 was a special day for Bernard Davies of Cwmbran, South Wales, as he finally caught up with his dad's old steam locomotive. Bernard's dad worked at Whitehead Wireworks in Cwmbran and drove the firm's Peckett 0-4-0ST No. 1163 of 1908 *Whitehead* until the closure of its rail facilities in 1966. *Whitehead* would shunt the wagons loaded with coiled steel wire between the works and the BR exchange sidings and also take wagons of coal from the wireworks to the firm's brickworks in Cwmbran. However, on January 24, 1966, *Whitehead* was loaded on to a low-loader and taken away, never to be seen again by Bernard, until now. In the Eighties, he began searching for *Whitehead* after finding a cutting from a newspaper among his late mother's effects which showed *Whitehead* arriving on the English side of the then-new Severn Bridge. The locomotive went through a succession of owners in preservation, before ending up at the Midland Railway-Butterley, where it was finally reunited with Bernard and his family. MRB

Severn Valley in mourning for Bernard

FORMER Severn Valley Railway chief traction inspector Bernard Rainbow has died following a long fight with cancer.

Bernard began his railway career in 1949 at Tyseley carriage and wagon department, before moving to the loco department the following year.

He recalled on one occasion when he was a fireman on a GWR King, towards the end of their BR service, his wife joined him on the footplate for a run into Birmingham Snow Hill. Around Warwick, the driver beckoned to her to take hold of the regulator, which she did

with relish. She later explained that she didn't want to work her way up through the links but wanted to "start at the top!"

Royal recognition

In 1967 he moved to Saltley depot, where SVR diesel driver Bob Dunn worked with him. Bernard's last turn on the regulator at the Severn Valley Railway was in July 2009, when he was rostered to drive his personal favourite GWR 4-6-0 No. 7802 *Bradley Manor* for the day, marking his retirement as chief traction inspector.

Earlier that year, he had been awarded the MBE in respect of his voluntary services on the railway. To Bernard's amazement, Prince Charles remembered him from the previous year when he joined Bernard on the footplate of GWR 4-6-0 No. 6024 *King Edward I*, when it hauled the Royal Train along the SVR, the royal visit celebrating the completion of flood damage repairs.

On September 5, several locomotives on the line carried wreaths out of respect for Bernard. Picture – News, page 43.



Ex-Barry scrapyard GWR 2-8-0 has left the North Yorkshire Moors Railway after 32 years. A long-time resident of Grosfont shed yard, on September 11, the unrestored locomotive was towed by Class 37 No. 37264 to New Bridge to be picked up and taken on a low loader to the Llangollen Railway for its long-awaited restoration. The 1940-built locomotive was withdrawn in December 1964 and arrived at Dai Woodham's scrapyard two months later. LUKE TAYLOR

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

IN BRIEF

Students running First World War train at Elsecar

STUDENTS of University Campus Barnsley are to run special trains to mark the 'journey home' of millions of men and women from the Western Front at the end of the First World War.

The trains will comprise Severn Valley Railway-based GWR/PTR 0-6-0ST No. 813 hauling the trailer from Stephen Middleton's newly restored NER petrol-electric railcar, on the Elsecar Railway.

On board will be local people telling the real life stories of villagers from Elsecar, Wentworth and Hoyland who served in, or supported the war effort.

Each Home from the Front trip lasts 25 minutes and will run on October 31 and November 3, 4, 10 and 11, at 11am, 12pm, 1pm, 2pm and 3pm. Details of the project can be found at www.homefromthefront.co.uk and to buy tickets visit www.elsecarrailway.co.uk

New 'North Briton' trips for *Tornado*

THE A1 Steam Locomotive Trust has announced a new series of trips over the Settle and Carlisle line for 2019 headed by No. 60163 *Tornado*.

The trips, under the banner of 'The North Briton', will be run on February 9 and 16, June 8, July 20, and August 17 and 24.

Tornado has been under repair in the Nene Valley Railway's Wansford workshops since failing on the 90mph 'Ebor Flyer' on April 14. However, on September 11, the locomotive had a fire lit in it ahead of testing and running in, prior to a loaded main line test run.

The NVR has pencilled in a 'Tornado 10' anniversary event for September 22-23.

Channel 5 documentary benefits to NYMR extended

IT is becoming increasingly clear how valuable this year's Channel 5 documentary series about the North Yorkshire Moors Railway was in raising general awareness of the line.

Pullman dining services are now running more or less at full capacity, with occupancy at 94% or greater and 23 weddings have been booked for 2018, and a further 11 already booked for next year.

In addition, filming revenue is up 1294%, with income rising from a budgeted £4000 to £55,000!

A further series of seven episodes is now being filmed, including a Christmas special, which it is hoped will give a further lift to the railway in 2019.

Bluebell trains attacked by youngsters

VANDALS responsible for a series of attacks on Bluebell Railway trains over the August Bank Holiday period were as young as 12, staff believe.

The attacks, launched by up to three individuals, began on August 25 when ballast was hurled at three passing passenger trains just north of Dean's Crossing, between Horsted Keynes and Kingscote.

The following day, another incident at the same location saw a carriage window shattered. "It is pure fortune that a mother and her three-year-old child did not sustain personal injury," said a railway spokesman.

Police were informed, but on the Monday, two railway volunteers who agreed to locate themselves in the vicinity to act as a deterrent to further action, and also to be look-outs for passing trains, came under personal verbal and physical attack from missiles being hurled from two individuals, who were wearing hoodies.

One of the volunteers had a stick thrown at him and sustained a facial injury that led him to be treated at East Surrey Hospital's A&E department.

One of the youths, who was thought to be around 12 years old, was also carrying a knife. The volunteer was later discharged from hospital with no lasting damage to his eye.

Bluebell Railway plc chairman Dick Fearn added: "Any act of mindless vandalism is a matter of real concern. The safety of our passengers and our staff and volunteers takes the highest priority in all that we do. In this instance the physical attack and threat takes matters to the highest level of both concern and dismay, and from perpetrators so young."

The railway has since implemented protective measures to prevent any repeat incidents.

Tender secured for 9F 92134

AN AGREEMENT is reported to have been reached between the Nene Valley Railway for the hire of the tender from under-overhaul BR Standard 5MT No. 73050 *City of Peterborough* for use behind BR Standard 9F 2-10-0 No. 92134, which is in the final stages of reassembly at Grosmont.

No. 92134 currently lacks a tender of its own, so the hire of No. 73050's will allow it to enter service on the North Yorkshire Moors Railway sooner than would otherwise be possible. In the longer term, a new tender will be built for No. 92134 using parts already collected and in store.

Double boost for Mid-Norfolk Railway

By Robin Jones

THE Mid-Norfolk Railway has been given a £96,000 grant by the European Union towards the construction of a train shed at Dereham.

Another unexpected fillip for East Anglia's longest heritage line is that it has film producers lining up to use Dereham station for location filming, after landing a starring role in the new BBC drama series *Bodyguard*.

After 18 months of preparation and hard work, MNR vice chairman Barry Woodgett signed the EU Leader Fund grant agreement form on Thursday, August 22.

The form covers 80% of the costs of construction of the new three-track maintenance building. The rest of the costs will be covered by donations from members and visitors.

All associated rail infrastructure works and interior equipment will be installed and financed by the railway. If all goes to plan, the shed could be in place by Christmas.

The building will accommodate nine vehicles – the railway has always had to

carry out maintenance and restoration works outdoors and at the mercy of the weather.

The provision of undercover maintenance facilities provides a safe and dry environment, allowing for work to be carried out all year round, safeguarding the future of the railway's fleet of historic vehicles.

The provision of such facilities will also make the MNR more attractive to the owners of iconic locomotives.

Prime film location

The EU Leader Fund's Wensum and Coast Local Area Group's main aim is to boost levels of tourism and associated jobs for local people, away from the regular tourist 'hotspots' such as the coast.

The National Railway Museum joined local MPs and councils in writing letters of support to the EU for the project.

Meanwhile, Jed Mercurio's new drama *Bodyguard* premiered on August 26, with an audience of nearly seven million viewers, said to be the highest viewing figures for a new BBC drama in the multi-channel era.

The series is set around the fictional character of Police Sergeant David Budd, (played by Richard Madden) a heroic war veteran now working as a specialist protection officer for the Royalty and Specialist Protection Branch of the Metropolitan Police. He is assigned to protect the ambitious Home Secretary Julia Montague, whose politics stand for everything he despises.

One of the first scenes saw war veteran David Budd preventing a terror attack on a train to London. The station where all the action took place was Dereham. It had initially been intended to film the scenes at Waterloo, but an alternative had to be found after permission was revoked.

Other TV shows are also lining up to film at Dereham. MNR operations manager George Saville said: "Plenty of the railway was shown at the start, which is great because you can never be too sure how much will be included."

"We're now finding we are getting approached more and more. A German beer company spent the week with us last month and the station was turned into a German railway station."



Former Fairbourne Railway 15in-gauge stalwart 2-4-2s *Katie* and *Sian* double heading at the Kirklees Light Railway's gala on September 10. MARK SMITHERS

GC detective series set to be filmed on GC!

AN ATTEMPT to turn Stephen Done's popular Inspector Vignoles railway detective novels into a TV drama series has begun with location hunting on the Great Central Railway.

A short film will be shot in the autumn as a taster for television commissioning editors and production companies in an effort to prompt interest in creating a full-length network drama series.

The stories are set in the post-war East Midlands and centre around the life and crimes facing Detective Inspector Charles Vignoles and his railway detective department, in a period still deeply embedded in the steam train era.

The project to bring Inspector Vignoles and his railway world to the

small screen has been several years in planning by the author, along with producers Philip and Robert Ettinger, and publicist Peter Elson.

Writer David Griffiths, brought onboard by the Ettinger brothers, has written the initial 10-minute screenplay using Done's characters, based on the short story *One Way Ticket*, from the collection *The Mountsorrel Mystery & Other Stories*, published in 2017.

The novels are set on the former Great Central Railway trunk route, which was finally axed in 1969. The modern-day GCR, with its re-created 1940-60s period ambience, is seen as the perfect location for filming this adaptation.

Stephen Done said: "We had a really

productive initial visit. I was delighted, but not surprised, by the helpfulness of the GCR chairman Richard Patching and everyone else we met at the railway."

"It really is the most welcoming place and just about everyone I spoke to has read all the books!"

"This lovely railway is literally a film set just waiting for the cameras to roll and animate Vignoles."

Richard Patching said: "Having travelled over the Great Central to Leicester before it was closed in 1969 and being a train spotter at Nottingham Victoria back in the sixties, there's little doubt in my mind that Stephen has exactly the right ingredients here for television success."



The Llangollen Railway's new Corwen Central terminus is rapidly taking shape, as seen from this aerial view. The drone view of the site from east to west shows the area around the water tank, which is the challenge for the autumn. There, the railway will install the signalbox – the top base is off to the right – and has to lay out the points for the loop and siding in the foreground. The points will dictate the alignment of the track for the end of the loop and the position for the locomotive to take water from the tank. The track will determine the final stretch of the platform footings, with around 70ft to be excavated and concreted. In the background, the length of the island platform can be seen as infilling progresses relative to building the platform 1 wall. To the left, the pump house hut requires a roof, which will be added once the electrical installation has been fitted inside. DEWI DAVIES

Ray fulfils her childhood train driver dream at the South Tynedale Railway

RAY Bell has become the first female driver on the South Tynedale Railway (STR) for a decade.

A railway enthusiast since her childhood, Ray has just fulfilled a 40-year dream to pass out as a driver.

She has joined the volunteer crew at the 2ft-gauge heritage line and is now driving diesel-hauled trains over the newly extended line to Slaggyford in Northumberland.

She passed out as a diesel driver in July after just seven weeks of practice runs with an experienced driver, and now she wants to qualify as a steam driver, too.

Ray said: "As a four year old visiting a

railway at Christmas, I fell in love with the noise of the engines and that distinct railway smell.

"I'm now infatuated with this exquisite line and taking passengers through the beautiful North Pennines countryside is an absolute joy."

STR volunteer liaison officer Alan Farrar said: "If you have a desire to drive, a fervour for firing, an appetite for admin or a voracity for volunteering in general, then we would love to hear from you."

Ray Bell in the cab of 1952-built Hudswell Clarke 0-6-0DM No. 4 Naworth. STR



Gordon Hooper – true gentleman

By Don Benn

NINE Elms engineman Gordon Hooper, well known for his many great exploits with Bulleid Pacifics in the last few years of Southern Steam, died from a brain haemorrhage on September 1, aged 87.

He will be greatly missed by his colleagues and by the steam enthusiasts with whom he kept in touch by visiting the annual Nine Elms reunion at the Bluebell Railway and his monthly visits to the Woking Railwaymen's Club, which he continued right up until July this year.

Born on Boxing Day 1930, he joined Exmouth Junction shed as a cleaner and worked through the usual progression to driver, before he realised the Southern shed would soon close.

He had the choice of staying with the Western Region with diesels or moving to a shed of his choice. He chose Nine Elms, which at that time was a 'closed shed', but kept his seniority in the move, and so worked in No. 3 link and No. 2 link.

He first learned the road to Salisbury and then to Bournemouth, and it was on the Up 'Bournemouth Belle' on April 4, 1965, where he produced one of the finest runs behind steam, which I was privileged to be on.

After the end of steam, he worked WR Warship diesel hydraulics between Waterloo and Salisbury and electric services to Bournemouth. He then moved to Weymouth and on to Salisbury, both as a train crew supervisor. His final move was back to Exeter from where he retired in 1995.

He was a great driver and true gentleman and will be greatly missed by all who knew him.

District Line 150 features steam

LONDON Transport Museum has firmed up plans to run public steam trips over the District Line on March 16-17, 2019.

The trips will be headed by Metropolitan Railway E class 0-4-4T No.1 and Metropolitan Railway Bo-Bo No.12 electric *Sarah Siddons*, which has just been overhauled at Eastleigh.

They will run from Ealing Broadway to the South Kensington, and will mark the 150th anniversary of the District Line.

London Underground's 4TC set, Metropolitan Railway 'Jubilee' carriage No. 353, and restored District Railway coach No. 100, from the Kent & East Sussex Railway, will form the train.

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A1 Trust launches new V4 subsidiary for new-build

By Robin Jones

TORNADO builder The A1 Steam Locomotive Trust has launched a new subsidiary to build a Gresley V4 2-6-2 at a cost of around £3 million.

The trust has acquired more than 500 original class V4 drawings from Malcolm Barlow, a Doncaster scrap dealer who launched the now-defunct Gresley V4 Society in 1994 to build a new example of the extinct class.

The new V4 Steam Locomotive Company Limited will undertake the building of the trust's third new steam locomotive – V4 No. 3403 – after No. 60163 and No. 2007 *Prince of Wales*.

The V4 was Sir Nigel Gresley's last design for the LNER before he died in 1941.

The class V4s had similarities in their appearance and mechanical layout to the class V2s, of which pioneer No. 4771 *Green Arrow* is preserved as a part of the National Collection. Introduced in 1936, the V2s had limited route availability, but V4 was a lightweight alternative, suitable for use over the whole of the LNER network.

Two locomotives were built at the LNER's Doncaster Works in 1941.

The first, No. 3401 *Bantam Cock*, had a scaled-down version of the Gresley Pacific boiler with a grate area of 27½ sq ft. Its tractive effort of 27,000lbs was produced by boiler pressure of 250 psi and three cylinders of 15in diameter.

The second locomotive – No. 3402 – incorporated a fully welded steel firebox and a single thermic syphon for water circulation. It was not named, but was



An impression of what the new V4 will look like, based on a picture of No. 3401 *Bantam Cock* at Doncaster in February 1941. A1SLT

known unofficially as *Bantam Hen*.

The class was tried on the Great Eastern section of the LNER, and was well received, with more power than the Gresley class B17 4-6-0s and better riding qualities. It was anticipated many more would be produced, but after the sudden death of Gresley in April 1941 and his succession by Edward Thompson, no more were built.

Pre-launch phase

Instead, the simpler two-cylinder Thompson class B1 4-6-0 was adopted as the LNER's standard mixed-traffic locomotive and 410 were built between 1942 and 1952.

The two V4s were sent to Scotland for use on the West Highland Line, although their wheel arrangement was not particularly suitable for the line's steep gradients. The V4s were renumbered Nos. 1700/1 in 1946 and later became British Railways Nos. 61700/1. Both locomotives were scrapped in 1957 when their boilers became due for renewal.

At its silver jubilee convention in October 2015, The A1 Steam Locomotive

Trust announced it would follow its Peppercorn class A1 4-6-2 No. 60163 *Tornado* and Gresley class P2 2-8-2 No. 2007 *Prince of Wales* with the construction of further extinct LNER steam locomotives – a V4 2-6-2, a Gresley V3 2-6-2T and a Gresley K3 2-6-0.

At its annual convention in September 2017, the trust confirmed it has started work identifying and scanning the original drawings for the V4 at the National Railway Museum in York in order that the design book for a new locomotive could be created within 3D computer-aided design.

In January, the trust revealed it had acquired and taken delivery of a complete set of fully certified tyres for the new V4's pony, Cartazzi and 5ft 8in driving wheels. They were bought from David Buck – owner of Thompson B1 4-6-0 No. 61306 *Mayflower* and Steam Dreams – along with a chimney, two Class 08 shunter speedometer drive generators and two two-stage single spindle air pumps of Finnish origin, including lubricator pumps and check valves, for use on No. 2007.

The tyres were originally manufactured

in South Africa in the late 1990s for Malcolm Barlow. David acquired the parts six months ago in a job lot of items Malcolm had salvaged from Doncaster Works on its closure, including several B1 components.

Trustee Mark Allatt said: "We are now in the pre-launch phase of the project to build our third new main line steam locomotive. We want to be ready to start assembling our new Gresley class V4 as soon as our new class P2 is completed. If we're in our new and much larger base at Whessoe Road by then – and there's a good chance we will be – we could even start work on No. 3403 before No. 2007 *Prince of Wales* steams in 2021."

Regional main line tours

He added: "We anticipate the project costing around £3 million and taking around five years, subject to the pace of fundraising. Our new Gresley class V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line-connected heritage railways.

"Unlike the class P2, where we have had to do a considerable amount of development work to complete the job that Sir Nigel Gresley started in 1934, there will be very little redesign work needed as there were no known problems with the Gresley class V4s.

"Although there is no specific appeal open for No. 3403 yet, any donations made towards it will be ring-fenced for the project. The next steps will be to launch a website for the project and The Founder's Club to fund the early stages of the project."



East Lancashire Railway-based Class 42 'Warship' D832 *Onslaught* arrives at Quorn & Woodhouse with a local stopping service during the Great Central Railway's September 7-9 diesel gala. ROBIN JONES

KOYLI Group switches to Tulyar

THE volunteer group which has been stopped from maintaining Class 55 Deltic No. 55002 *King's Own Yorkshire Light Infantry* ('KOYLI') at the National Railway Museum has now switched its attention to sister locomotive No. 55015 *Tulyar*.

The group has been told by NRM officials to cease work on 'KOYLI' for the time being, and members have now offered their expertise to the Deltic Preservation Society (DPS), which has been making big progress on the restoration of *Tulyar* at Barrow Hill.

Tulyar's overhauled bogies are nearing completion and two power units – each generator having been professionally overhauled – have been earmarked for installing and the locomotive, which last ran in 1998, is soon to be rewheeled.

Society chairman Murray Brown said: "This is a really much appreciated gesture. Many of the KOYLI group members are already known to the DPS, having worked on the society's locomotives previously. Their help will certainly bring

forward the day when *Tulyar* erupts into life once more."

A NRM spokesman said: "The National Railway Museum is undertaking a review of the group's collection to provide a greater understanding of the items we care for. New insights will be published online, with the review also identifying priorities for future collecting and programming in our five museums.

"Our aim is that the collection continues to engage and challenge audiences. With 7.3 million items now in our care, the review provides the opportunity to ensure the collection is sustainable and can be enjoyed by future generations.

"As part of this review, we are seeking to determine the best future for each of our electric and diesel vehicles and we have temporarily halted all engineering work on these vehicles while the review takes place. We remain committed to our volunteers, who last year gave a combined 41,090 hours of their time."



BR Standard 2MT No. 78022 leaving Keighley on a loaded test run on September 7. RICHARD BECKETT

Second Standard Class 2MT back in KWVR action

THE Keighley & Worth Valley Railway's (KWVR) locomotive department has outshopped its second closely related Class 2 locomotive, with BR Standard 2-6-0 No. 78022 undergoing its initial steam tests and running in during early September, following closely behind its half cousin, red-liveried

Ivatt 2-6-2T No. 41241.

Built at Darlington Works in 1954, No. 78022 was withdrawn from Lostock Hall in Preston, where it was removed from British Rail service in February 1967. No. 78022 was bought from Barry scrapyard in 1975, and was returned to service in 1993. It proved to be a

popular locomotive, later withdrawn for a 10-year overhaul at the end of 2000, and was moved to Oxenhope for display inside the exhibition shed there.

In May 2014, it was moved back to Haworth for preparations for an overhaul, which started in early 2015 following the completion

of No. 75078.

The boiler was lifted out of the frames in March 2015 and the wheels removed the following year. Nos. 78022 and 41241 are likely to be the mainstay of KWVR traffic for the next few years.

Work has now started on the overhaul of WD 2-8-0 No. 90778.



The Railway has the following vacancy:

Pullman Car Restoration Fitter

This is a rare opportunity to work as part of the team involved in the restoration to working order of the historic Pullman Carriage "Car 54" focussing on the overhaul and manufacture of mechanical parts & brake gear, pipework and fittings.

The applicant will ideally have either completed an engineering apprenticeship, although on-the-job training will be provided to otherwise suitable applicants. Skills advantageous for this post include machining and fitting mechanical parts, welding and fabricating, pipework, and electrical systems.

This is a full-time post for a two year fixed period.

All applicants should be self-motivated and self-managing but also team players, and happy to work with both paid and volunteer staff alike.

The Carriage and Wagon Works operates 7 days per week, and some weekend working may be required.

Contact Lisa Boyle on lisa.boyle@bluebell-railway.co.uk or 01825 724884 for an application form.

The closing date for receipt of applications is 30th September 2018.

FOR SALE



W B Bagnall steam locomotive "Empress"

Built 1954. Works No. 3061
0-6-0 with 16" x 24" cylinders.
Boiler overhauled & hydraulic tested 2013.
Currently can be viewed at the Lavender Line
£80,000

Contact Richard Moore 07774165628



Superb enters Llanfair Caereinion as the first train of Friday morning returns from Welshpool. The locomotive did indeed live up to its name at the head of the three replica original carriages.

Crowds drawn to Welshpool's gala

Words & pictures by Gareth Evans

VISITORS were not in short supply at the annual Welshpool & Llanfair Railway gala, held between Friday, August 31 and Sunday, September 2.

One of the highlights of the narrow gauge scene's calendar, as is tradition, the Mid Wales 2ft 6in gauge line operated its most intensive timetable of the year – but with some welcome different twists and extras. A prime example was the ability for the public to experience a pump trolley in the bay platform at Welshpool. Visiting from the Sittingbourne & Kemsley Light Railway, it provided interest between trains, as well as augmenting the small model show in Welshpool's exhibition shed.

Another welcome attraction was Bagnall 0-6-2T *Superb* from the SKLR, making its second visit to the W&L – and this year it was allowed to haul trains unassisted.

As last year, *Superb* partnered up with W&L resident Kerr Stuart *Joan*, an earlier incarnation of the 0-6-2T design. Rescued from Antigua in 1971, *Joan* made a fine sight at the head of both original WLLR freight stock and the Sierra Leone Railway carriages.

As would perhaps be expected, the W&L's original locomotives, Beyer Peacock-built sisters *The Earl* and *Countess* proved to be attractions in their own right.

Attractions

While they were not scheduled to operate any diagrams, two of the line's four-strong diesel fleet were on display – No.7 *Chattenden* at Llanfair and Diema No. 17 at Welshpool.

The workshop was open at Llanfair, with several components on show for 0-8-0T *Sir Drefaldwyn* – including old and new parts of the motion, plus the wheels, while the boiler was outside. As

reported in our last issue, the powerful locomotive is now undergoing a more thorough rebuild than originally anticipated, which it is hoped will maximise future uptime.

Other attractions at Llanfair included a model engineering display in the Colinette yarns buildings; a display of vintage road vehicles; real ale from Porthmadog-based brewery Purple Moose; and a stand and information boards from Friends of the Sierra Leone National Railway Museum at Llanfair (see separate story, page 18). The separate Llanfair Garden Railway Show was also held at the village high school over the weekend.

Right: Heritage Railway deputy editor Gareth Evans could not resist a go on the pump trolley experience which was on offer in Welshpool bay platform. He is pictured here with W&L volunteer David Gauntlett.

Kerr Stuart 0-6-2T *Joan* awaits departure from Castle Caereinion with a train of original W&L good stock.



Normally on public display inside the exhibition shed at Welshpool, Bagnall 0-6-2T *Superb* was available to photograph outside in the sun with its smokebox door open.



Beyer Peacock-built 0-6-0T *The Earl* departs Welshpool with a train of replica original carriages.



The gala provided a rare opportunity to travel in the W&L's pair of Sierra Leone Railway carriages – each restored to their original third and first class configuration respectively. Hauled by *Joan*, the train is about to set off from Cyfronydd, the guard having given the right away.



One of the highlights of W&L galas is the operation of the line's most intensive timetable of the year. A mixed train of original W&L rolling stock hauled by *The Earl* crosses sister locomotive *Countess* at Cyfronydd, which was at the head of the line's Austrian and Hungarian coaching stock on the Friday.



0-6-2T design evolution: Kerr Stuart *Joan*, dating from 1927 is seen with 1940-built *Superb* at Llanfair Caereinion.



Left: *Superb* leads *Joan* as the 0-6-2T duo prepare to couple to their carriages to work a double-headed train to Welshpool and back on the Friday afternoon.

Wanted: memories of the Sittingbourne & Kemsley line

THE Sittingbourne & Kemsley Light Railway is appealing to *Heritage Railway* readers for their memories of visiting or working on the Kent 2ft 6in gauge line.

The railway has three 50th anniversaries approaching: October 2019 – the anniversary of the handover of the Bowaters Light Railway to the Locomotive Club of Great Britain; March 2020 – the anniversary of the first public trains; and 2022 – the anniversary of the creation of the SKLR for the operation and maintenance of the railway.

SKLR trustee Paul Best said: "We are looking for your memories of visiting or working at the railway. We are currently considering options for using your memories over the next few years. If you are donating physical objects or digital files, please describe them and we will get back to you."

Readers are invited to submit their memories via a dedicated webpage at www.sklr.net/50th

Appeal for GCR's canal bridge reaches £250K

By Robin Jones

THE Great Central Railway's nationwide appeal for funds to repair a Victorian cast iron bridge over the Grand Union Canal as part of its plans to create an 18-mile inter-city heritage line has raised more than £250,000.

An essential part of the project to link the GCR to its northern sister, the Great Central Railway (Nottingham), restoration work on the bridge just north of Loughborough shed will go ahead over the coming months.

GCR managing director Michael Gough said: "We are grateful to everyone who continues to respond to our appeal. During our national

campaign we attracted many new donors from across the UK, but it is extremely humbling to still be receiving donations from the railway's friends in the community."

Winter start

The work on the bridge needs to take place in the winter months to avoid major disruption to pleasure boat traffic on the canal. However, no date has yet been set for the work to begin, while arrangements with contractors are concluded.

The appeal has a target of £475,000, after which funds will then need to be raised for the design work and preparation of a planning application

for the remainder of the reunification scheme, which will include a new embankment to link the GCR to the bridge that has been installed over the Midland Main Line.

One of the largest projects ever undertaken by a UK heritage railway, it invites comparisons with the Ffestiniog Railway's Llyn Ystradau deviation.

Michael added: "The reunification project is a long-term aim, but we believe when complete it will be a benefit to the East Midlands economy and a significant national attraction.

"The canal bridge is the next part of the jigsaw. The support of everyone, including our stakeholders, is so encouraging. Meanwhile, as we plan

The Blue Circle on the market

AVELING & Porter 2-2-0WT traction engine on rails No. 9449 of 1926 *The Blue Circle* has been placed for sale.

Its current owner, Mick Smith, said: "I've had the locomotive for 30 years now and it's time for someone else to enjoy it. It's got eight years left on the ticket, so it's immediately available for someone else to derive some good usage.

"It's had a new front tubeplate and the firebox has been built up again and it's in great order. It's time for it to go to a good home."

The standard gauge

locomotive, donated to the Bluebell Railway by Associated Portland Cement in 1964 following withdrawal from Snodland Cement Works, is currently based at Rushden station in Northamptonshire, although in Mick's ownership it has been based at Quainton Road, the Chinnor & Princes Risborough Railway and the Battlefield Line.

Expressions of interest should be made to Mick Smith, telephone 07593 389924 or email mick.smith53@yahoo.co.uk



Aveling & Porter No 9449 *The Blue Circle* carried passengers at the August 23-27 Great Dorset Steam Fair on a length of track specially laid by the Swanage Railway, raising funds for the Shillingstone station project. The Great Dorset Steam Fair boasts that it is the world's largest heritage and cultural event showcasing Britain's national industrial, agricultural and leisure history. COLIN TYSON



Recalling 50 years since the end of steam, the traditional railway display at this year's Great Dorset Steam Fair 50th anniversary event included 'scrapyard' scenes. WR 4-6-0 No. 7027 *Thornbury Castle*, still very much in ex-Barry condition and owned by Jonathan Jones Pratt, called into the fair at Tarrant Hinton en route to Tyseley Locomotive Works, where the next stages of its restoration will be carried out. Local man Robert Coles created a scrapyard setting for it. In attendance too was BR Standard 4MT No. 73096, also pictured on August 27, which is waiting its turn in the Mid Hants Railway restoration queue, and 2ft gauge Kerr Stuart 0-4-0ST No. 3114 of 1918 that stood next to the Vale of Rheidol Railway publicity stand. PHIL BARNES





Restoration work can now start on the canal bridge in Loughborough. GCR

the expansion, vital work is also continuing on our existing facilities and infrastructure to ensure the railway is something we can all be proud of."

→ To find out more about the canal bridge appeal, the reunification project and to make a donation online, head to www.gcrailway.co.uk/unify

Donations to the appeal through the post can be made with a cheque (payable to 'David Clarke Railway Trust' with Crossing the Canal written on the rear) and sent to: DCRT, Lovatt House, 3 Wharnciffe Road, Loughborough, Leicestershire LE11 1SL.

Railway blocks cyclepath plan over safety and security fears

THE South Devon Railway is blocking a scheme to complete a national cycle network running across southern England from Dover to St Austell – by refusing Devon County Council permission to allow cyclists to use its footbridge over the River Dart around the clock.

Taking National Cyclepath Network Route 2 into Totnes via Littlehempston would complete the missing link between Newton Abbot and Totnes, but it relies on permission being granted by the South Devon Railway for cyclists to use the Bulliver Bridge that connects Totnes (Riverside) station to the town. Promoters and local councillors claim that they have been stonewalled by the railway in their bid to obtain its permission to include the 15-year-old footbridge in the cyclepath – and they may now have to build another for cyclists at a cost of £500,000.

However, it is not only the railway that has objected to the use of the bridge as part of the cycleway, but the adjacent award-winning Totnes Rare Breeds Farm too.

Below recommended width

Railway spokesman Dick Wood said that the use of the footbridge by cyclists at all hours of the day and night would affect the safety of passengers and station security.

He said that the bridge is more than 30% narrower than the three-metre minimum recommended width for shared use paths, as outlined in documents published by Highways England – and none other than cyclepath promoter Sustrans.

"The railway's concerns of the hazards that could be posed to the 25,000 passengers and a similar number of visitors to the Rare Breeds Farm that use the bridge annually can be fully appreciated, particularly in view of the fact that a number of highway authorities' legal departments across the country are now refusing to adopt such features where the three-metre minimum width cannot be provided," he said.

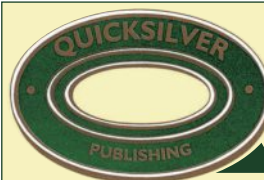
Forgotten costs?

"There is also the risk of the security of its station site, which has been lovingly constructed from scratch over the years, and is now regarded as something of a GWR style gem. The use of the private footbridge as a public right of way for cycles and pedestrians would require it to be open 24 hours a day, every day of the year, and the railway feels that this could encourage antisocial behaviour and vandalism of its property, as has been experienced at a number of other lines."

The county council is arguing that the £165,000 bridge was funded by public money, but the railway is now the sole owner and is responsible for its upkeep.

Dick added: "The option to use the existing bridge, rather than building a new one to the required standard, is likely to be around £500,000 cheaper for the council, but the costs of providing an increased maintenance regime for the structure, together with improved security for the railway and the other landowners affected by the new cycle route, will almost certainly exceed this figure."

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



A beautiful **NEW** Limited Edition print and our 2019 'Footplate' calendar from paintings by **PHILIP D. HAWKINS FGRA**



'Night Scot at New Street'

The unique 'Royal Scot' No.46170 'British Legion' waits patiently at Birmingham New Street station, platform 6, with the unofficially titled 'Night Scot' sleeper train to Glasgow in 1962. The loco had been serviced at Aston engine sheds and then collected the empty stock from Vauxhall carriage sidings. The Aston crew would work the train as far as Crewe.

This is a limited edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist.

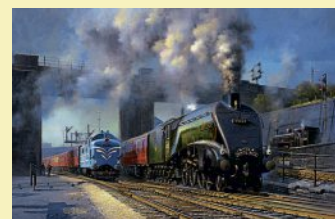
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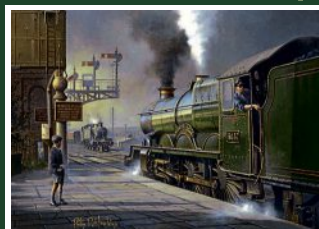


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2019 'Footplate' Calendar



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From London to Rio de Janeiro – by underground railway

By Geoff Courtney

ONE OF the most successful railway restoration projects of recent times has completed 9000 journeys and covered 10,000km – more than 6000 miles – since it opened a year ago. The distance, achieved by the Mail Rail underground railway in central London, is further than an air journey to Tokyo or Rio de Janeiro.

Mail Rail, in Clerkenwell, near King's Cross station, was opened by the Postal Museum on September 4 last year.

It is a restored stretch of the former 2ft-gauge Post Office Underground Railway that opened in 1927 and ran 70ft beneath the capital's streets for 6½ miles from west to east London, carrying millions of letters and parcels a day on driverless electric trains.

Popularity

The line closed in 2003, beaten by the relentless march of lorries and vans, but instead of being sealed up was mothballed and a small maintenance team retained. In 2013 a £26 million project was unveiled that comprised a new postal museum and also the restoration of part of the underground railway, based at Royal Mail's Mount Pleasant centre.

It was originally planned to open the railway next year, but such was the pace of fundraising, which included a £4½ million Heritage Lottery Fund grant, that this was able to be brought forward to last September.

An indication that the line was to be

a winner was evident soon after the railway's launch, when figures released exclusively to *Heritage Railway* showed no fewer than 55,000 passengers were carried in the first four months, while the total for the full first year to the beginning of September was nearly 165,000, making it one of the most popular heritage railways in the country, behind only such giants as the Swanage Railway.

The Severn Lamb-built battery-powered trains are boarded in the railway's former maintenance and repair depot beneath the Mount Pleasant site, which has been converted into an exhibition, hospitality and passenger centre.

Passengers are taken on a ride of nearly three-quarters of a mile, accompanied by a recorded commentary from Ray Middlesworth, a long-time Royal Mail employee, who in 2003 signalled the end of the railway's letter-carrying existence by turning off the power for the last time.

Momentous year

The 20-minute subterranean journey includes two audio-visual displays and passage through both platforms of Mount Pleasant station, one of the line's original eight stations that in the line's operational days were served by London's major sorting offices.

Laura Wright, chief executive officer of The Postal Museum, of which Mail Rail is a part, said: "It has truly been a momentous first year for us. Since we



The train now approaching: In its first year of operating public trains, Mail Rail in central London has completed 9000 journeys, travelled more than 6000 miles, carried nearly 165,000 passengers – making it one of the country's leading heritage railways – and earned its operator The Postal Museum a coveted Transport Trust red wheel plaque. THE POSTAL MUSEUM

opened in full (the museum and Mail Rail), we have worked tirelessly to find new and engaging ways to deliver the incredible history of human connection through the eyes of the British post.

"We were finalists for the Art Fund Museum of the Year award and were

awarded a Transport Trust red wheel plaque in recognition of the unique heritage value of Mail Rail. These are fantastic accolades, which show how far we have come in one year, and we are immensely proud of what we have achieved. It is a huge success."

IN BRIEF

→ Butterley 'Jinty' on way back

WORK on the boiler of 'Jinty' No. 47445 is progressing well at the North Norfolk Railway's Weybourne boiler shop.

The barrel has been aligned to the firebox and fully riveted back together. The new rear corner pieces have now been fully welded in position.

Owned by Derby City Museums and Art Gallery, the 1927-built 0-6-0T is on long-term lease to the Midland Railway Trust at Butterley. The LMS 3F is currently undergoing restoration in the heavy repair shed at Swanwick Junction.

→ Sybil's new boiler makes progress

A MAJOR step forward has been made with the restoration of former Dinorwic Quarry Bagnall 0-4-0ST *Sybil* at the West Lancashire Light Railway.

After detailed fitting work, the inner firebox has been temporarily fitted into the outer firebox. After fitting, the

firebox was checked for alignment, with positive results.

This progress forms another major step towards the completion of the locomotive's new boiler. Owned by the Sybil Locomotive Trust, the boiler work is being carried out 'in-house' at the line's Hesketh Bank headquarters.

→ Sierra Leone museum becomes charity

THE Friends of the Sierra Leone National Railway Museum has been awarded registered charity status by the Charities Commission. It means the group is recognised by the British Government as working in the public interest.

It is hoped it will help in profile building and fundraising for the museum in Freetown. The museum is home to a collection of 2ft 6in-gauge rolling stock, including 4-8-2+2-8-4 Garratt No. 73, Hunslet 2-6-2T No. 81, which is a sister to Welshpool & Llanfair Railway-based No. 85 – and two diesels.



A 1901-built NER wooden carriage that was used as a family home for 60 years has returned to service on the Tanfield Railway (TR). In the 1930s it was moved to Wiggenhall Saint Germans in Norfolk and converted into a bungalow, becoming a home for two generations of the Clarke family, who moved out in 1994. Saved for preservation in 2013, restoration was carried out at Stanegate Restorations in Haltwhistle. In the meantime, TR volunteers prepared a bogie chassis. Sisters Linda and Sally, part of the Clarke family, were invited to ride in it on the day of its launch at the heritage line on August 18. Sally said: "It's a bit weird seeing it as it is now, because we just remember it as being our house." TR



Single-minded: LMS-designed, BR-built Class 2MT No. 46432 waits at Threlkeld station, the fireman having been given the single line token to allow the train to proceed westwards towards Keswick, over the stretch of line that was converted into a popular railway path, but is currently closed after being ravaged by storms in 2015. The date of the photograph is unrecorded, but the 2-6-0 carries a 12C shedplate, indicating a date of between 1955 and 1958, when the engine's home shed of Workington was allocated that code. The 18-lever signalbox which towers over the locomotive closed in 1967, and on the right is the goods yard crane, constructed of timber, but with two heavy braces, perhaps to enable it to lift heavy stone blocks from nearby quarries. CUMBRIAN RAILWAYS ASSOCIATION/MAY038

Fundraisers celebrate as railway path reopening moves step closer

By Geoff Courtney

MEMBERS of the Lake District Foundation are celebrating the success of a campaign to raise funds towards the reopening of part of the former Cockermouth Keswick & Penrith Railway, a popular path until being devastated by floods nearly three years ago.

The three miles of trackbed between Keswick and Threlkeld had become a popular attraction to walkers, tourists and cyclists since its opening as a trail in 1985, but in December 2015 Storm Desmond struck the area with devastating results, and none more so than on this stretch of former railway.

Two original railway bridges crossing the River Greta and 220 yards of embankment were washed away, a third bridge was damaged, and a section of raised boardwalk destabilised.

The damage was estimated at nearly £5½ million, and last December Highways England provided a grant of £2½ million from a fund for paths that were suitable for off-road cycling, and so reduced the need for cyclists to use busy roads.

Community support

In addition, the Lake District National Park Authority announced a fundraising partnership with the Lake District Foundation, which finances conservation, environmental and cultural heritage projects, and this has now passed the six-figure mark – a landmark described by foundation director Sarah Swindley as “a testament to the amazing community spirit in Keswick”.

Praising the energy and enthusiasm of residents and visitors, who she said

greatly missed the path and had helped to raise more than £102,000 to date, Sarah said the campaign was supported by 72 local businesses, while a number of organisations also got involved, including a school and Keswick Athletic Club, which held a national fell running event. The foundation also hosted a charity auction that raised £8600.

The next step

Mark Eccles, head of park management at the Lake District National Park Authority, said: “A huge thank you to everyone who contributed towards the terrific fundraising effort, and to the foundation for co-ordinating the campaign. Everyone who took part should be proud.”

He said the authority was now waiting to learn of the results to a number of major funding bids. “We are highly optimistic that we will secure the amount needed to be able to begin construction, subject to planning permission, later this year.”

The work is expected to take two years, indicating a reopening in 2020.

The reconstruction work will include replacing the damaged boardwalk by reopening ‘Big Tunnel’, an original 92-yard railway tunnel on the line beneath the A66 near Keswick that because of cost was not incorporated into the path when it was opened 33 years ago.

The 3½-mile Cockermouth Keswick & Penrith Railway was opened in January 1865, and closed by BR in two stages – the Cockermouth to Keswick section in April 1966 and the stretch between Keswick and Penrith, part of which is now the Keswick-Threlkeld path, in March 1972.



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Farewell to steam owner extraordinaire Dennis!

DENNIS BRYNLEY HOWELLS MBE NOVEMBER 20, 1939 – AUGUST 18, 2018

A tribute from Phil Marsh

DENNIS Howells' name will be familiar to all *Heritage Railway* readers. This is the mark of the man, who is possibly best known today for his go-anywhere WR Hawksworth-design 0-6-0PT No. 9466, which he owned for 41 years, restoring it from a Barry scrapyard to concourse condition, operating across swathes of the national and preserved rail network.

He was diagnosed with cancer at the start of this year and suggested we record his railway history for the record. Having known each other for more than 30 years, with Dennis and his team being responsible for introducing me to railway preservation, this came as a huge honour and privilege. The following is a brief record and appreciation of his many railway achievements.

A schoolboy's dream fulfilled

Dennis joined British Railways in 1955, initially looking to join the footplate grades, something his family and careers master were against, possibly because this was the year of the BR Modernisation Plan, forecasting the end of steam.

His family suggested he became a skilled toolmaker, and subsequently had interviews with De Havilland, Handley Page and Napier, before joining the railways.

School holidays

were spent with his uncle Bill in Swansea, and in his own words he "split his time between the beach and riding with uncle Bill, a Swansea Paxton Street driver, on the footplate". One such trip shaped his 55-year railway career when they stopped at a signalbox and saw a telegraph linesman at work. "It was love at first sight," Dennis said.

Later that year, aged 15, he became an apprentice in the technical department at Watford and retired in 2010, aged 71, as the lead signal engineer with the Network Rail enhancement group.

He remained on the West Coast Main Line until 1992, also working Euston and Willesden until appointed signalling and telegraph engineer general southern, based in Croydon. He was also testing and commissioning engineer, Railtrack Major Projects Division Southern, and later worked on Railtrack's Anglia Zone as lead design and construction engineer.

Dennis said he had never had a job he didn't enjoy and the most 'getting-used-to' post was divisional signalling engineer (general) Southern, with the remit of achieving signalling and testing staff's independence after the Clapham disaster.

Dennis' career spanned the most recent two WCML upgrades, electrification in the 1960s, and 40 years later, Passenger Upgrade 2 for the tilting Virgin Class 390 Pendolinos. When asked if he had any regrets,

Dennis said: "Yes: when four aspect signalling was commissioned in 1965, I wanted to let a Camden Duchess loose to see how fast it could go."

He was called to the Ladbroke Grove disaster inquiry as a signal sighting expert witness, and was the holder of the first Institution of Railway Signal Engineers' senior engineer licence and also a Fellow of the Permanent Way Institute and IRSE.

Awarded an MBE

Dennis was awarded an MBE 'for services to the Railway Industry' in the 2002 Queen's Birthday Honours list. The award was presented by HM Queen, and he was certain he had turned his back on her, but the video showed to his relief he had met all protocols. His preservation career was not cited in the award.

Despite this, 99% of readers may only be familiar with his preservation career, which started with GWR King No. 6024 *King Edward I*, when in 1973, he became a founder member and then leader of the owning group at Quainton Road.

He worked on No. 6024 until May 1977 when he bought No. 9466, which he estimated "might have seen £500,000 lavished on it in 40 years". He also owned a GWR Toad brakevan, a Hawksworth brake carriage and Fruit D Van.

Restoration at Quainton started immediately with his parents' and Graham Tyler's assistance, first steaming

in 1985 sporting a GWR green livery. The engine was stripped to its frames, shotblasted, and restoration carried out to what was to become Dennis' trademark immaculate standards.

When he bought No. 9466, it was already at Quainton, but in Barry condition, with many missing parts, including a gauge frame.

As with other stages of the restoration, colleagues made out scrap firewood sales invoices to Dennis covering many components. For example, when Derby Works was converting a Polmadie steam crane to diesel power, a pair of gauge frames taken from them were bought and carried to London on a High Speed Train and then via the underground to his home in Rayners Lane.

A chance call led to him buying cab windows made available from the 15XX class panniers near Coventry being withdrawn, which fitted No. 9466.

While *A Jewel in The Crown* was being filmed at Quainton in August 1982, No. 9466 received an eviction notice from the film company as it was in the way of filming, but he managed to charge the film company to move the engine out of sight!

The pannier's boiler received its main line accreditation at Bridgnorth on August 23, 1984, and the engine first steamed six months later, carrying a GWR green livery. It was then due to take part in the Swindon 150 cavalcade



Dennis Howells and brother John stand by a Fowler tank in Swansea in 1948.

Left: Dennis Howells at Dereham on the Mid-Norfolk Railway on May 29, 2014. PHIL MARSH



Above: Graham Tyler, Bruce Murray, Dennis Howells and Roger Paddison on No. 9466 at Steam on the Met on May 9, 1996. PHIL MARSH

Left: The National Railway Museum Swindon's records project team of Dennis Howells, Tim Proctor and Ivor Lewis. PHIL MARSH

Right: Dennis Howells' Hawksworth 0-6-0 pannier tank No. 9466 at Norwich on June 23, 2012. Built by Robert Stephenson and Hawthorns in 1951 to a GWR design, it entered traffic in February 1952 at Worcester (85A). PHIL MARSH

Below right: Dennis Howells with No. 9466 during its overhaul at the Buckinghamshire Railway Centre on April 3, 2014. PHIL MARSH

from Didcot, but its tyres were $\frac{1}{2}$ in below the required thickness so it missed the trip.

Chesham centenary star turn

He returned to Didcot Railway Centre in July 1989 and met Roger Paddison and the Steam on The Met team, and No. 9466 was booked as the reserve locomotive for that year's Chesham centenary steam event.

Metropolitan Railway E class 0-4-4T No. 1 failed, but No. 9466 proved an admirable substitute and became a regular on these services. Dennis, who was a member of the Steam on the Met steering group, became their footplate inspector recommending crews and managing their competencies, as well as carrying out fitness-to-run exams, which he also carried out for all the main line steam operators.

The links were so close with London Underground that No. 9466 received its subsequent 10-yearly overhauls in 1995 at Ruislip and 2005 at Neasden depots, with running in carried out within depot boundaries.

No. 9466 is one of only two 9400 class survivors – National Collection-owned No. 9400 is displayed at Swindon. The sole operational survivor of its class has run on the national network in Cornwall on the Looe branch, steaming light engine over the Royal Albert Bridge on the subsequent positioning move, Dennis' most memorable trip.

The engine has also visited Stratford-upon-Avon, Ironbridge, Cardiff and Sheringham on main line work, as well as visiting most of the major league preserved railways. Dennis fondly recalled the November 2016 trip ascending the Lickey Incline when No. 9466's brick arch took 36 hours to cool down afterwards!

The Welsh excursion took place in 1992 when No. 9466 celebrated the Taff Vale 150 celebrations by operating a rake of 20-ton coke hoppers from Radyr around the Cardiff and Cathays area. Four years later, it operated a maintenance train on the Metropolitan Line in Hertfordshire.

In addition to working on the restoration of No. 6024, Dennis also led the restoration (apart from the boiler) of the Didcot-based No. 6023 *King Edward II*, where he was also locomotive manager and footplate inspector.

As if this was not enough, Dennis was the engineer who oversaw Didcot's GWR steam railmotor No. 93's motor bogie project.

It has been widely documented No. 6023 needed one set of new driving wheels, and Dennis was the first person to get a British-made steam wheelset



approved for main line working, and supervised 13 other similar wheelsets.

Wearing two hats and more

In addition to this, he found time to be the Mid-Norfolk Railway steam superintendent and the Buckinghamshire Railway Centre's locomotive inspector, which explains why Nos. 9466 and 6023 both worked at Dereham.

He was a member of the Acton-based Western Model Railway Society, being a keen modeller, scratch-building a large collection of O-gauge rolling stock.

From 2010, Dennis spent a lot of time at the National Railway Museum in York cataloguing its Swindon glass plates, blueprints, drawings and photographs of locomotives, carriages and wagons and road vehicles. He reckoned the team could do 70 a day and estimated that as there were 36,000 to identify, he would

never complete the task.

One surprising set of plans uncovered were for a GWR 4-8-4 bogie tender engine named *Uranus* on the blueprint.

His only regret is one of Camden's Duchesses did not run under the newly installed four-aspect signalling installed for the WCML electrification in 1965 to see just how fast one could go!

He also had a dream of running his Hawksworth third-class brake carriage No. 2242 as a support coach to No. 9466, which now seems unlikely to happen.

However, he did not expect his activities to be cut so short. Dennis Howells MBE has left a legacy for others to enjoy and remember him by for generations. He succumbed to cancer, aged 78, on August 18, not able to enjoy one last main line run with No. 9466.

Dennis enjoyed his final driving turn on No. 9466 at the Mid-Norfolk Railway on July 15.

The author, in conjunction with West Coast Railways, Network Rail, London Transport Museum, Mid-Norfolk Railway and the Chinnor & Princes Risborough Railway, was arranging one last main line outing for Dennis and No. 9466.

It is hoped his train will operate on Saturday, October 20 as a memorial train from Castle Bar Park to Princes Risborough and return, with No. 9466 being serviced at Chinnor.

→ News and tickets will be available via the Mid-Norfolk Railway's website www.mnrg.org.uk and any profits will be donated to St Luke's Hospice, where Dennis passed away. The link for readers' donations is: www.justgiving.com/fundraising/dennis-brynley-howells-mbe

Steam on the Underground in March 2019 will also be commemorating Dennis, with tickets available in the usual way via the London Transport Museum.

Tender progress on Bo'ness 8F

By Gareth Evans

THE restoration of the Scottish Railway Preservation Society's Stanier 8F has reached another stage.

The tender tank on Bo'ness-based TCCD No. 45170 (WD No. 554) has been lifted off the tender chassis. The tank has already been cleaned out and the coal hole has been repaired and painted. The wheelsets are now due to be sent for retiring after being cleaned.

The journals and horn guides will also be inspected and repaired as necessary – and the frames will be stripped back prior to painting.

The tender axles have been ultrasonically tested for cracks with all found to be sound. The front buffer plate will need to be replaced due to cracks and historical damage. Although in sound condition, the drag box will need its locating rivets renewed as at some time in its past, it has had a heavy shunt with damage to the rivets evident. The general condition of all the frames is remarkable, with no corrosion evident at all.

4MT progress

Built by the North British Locomotive Company in Glasgow in 1942, the 2-8-0 was loaned by the Ministry of Supply to the LMS, before being converted to right-hand drive and shipped to Turkey in 1943. After returning to the UK in 2011, it was on display at Shildon.

The SRPS is aiming to overhaul the powerful locomotive to main line standards. Donations to help return the locomotive to traffic would be welcome.



The overhaul of Caledonian Railway No. 419 is fast approaching completion. SRPS

Details can be found at: <https://mydonate.bt.com/events/stanier8f/>

The overhaul of the SRPS' BR Standard 4MT 2-6-4T No. 80105 continues. The pony truck and bogie have been assembled and placed in position ready for the lift to refit the driving wheels. Work is almost complete on the huge task of making and fitting of firebox stay nuts. The next job after the lift will be repairs to the smokebox and a new door.

The overhauls of two other popular

members of the SRPS steam fleet are approaching the finish line.

D49 & Caley

Repairs to the boiler of LNER D49 No. 246 *Morayshire* are all but complete, with tubing now in progress. Work on the frames and tender are complete and ready for the boiler to be fitted. The overhaul is being carried out by the Llangollen Railway Engineering Co in Denbighshire. The 4-4-0 is due to be finished in LNER apple green livery.

The overhaul of Caledonian Railway No. 419 is mechanically complete. Gloss painting and lining is progressing well and nearing completion. The 1907-built 0-4-4T is getting very close to a steam test. Work on this locomotive is now the main priority of the SRPS steam department's efforts in the running shed.

No. 419 is to star in the Bo'ness & Kinneil Railway's Caledonian Reunion gala on November 2-4. With 0-6-0 No. 828 visiting from Strathspey, two CR blue liveried locos will be fine sight.

AVR coaches in runaway

AN inquiry is under way into an incident in which a pair of unbraked coaches rolled 131ft into closed level crossing gates at Bitton station on the Avon Valley Railway.

Nobody was hurt in the incident, which happened at around 5.15pm on July 25 during shunting operations. Neither of the coaches was damaged.

Following a preliminary examination into the circumstances, a statement from the Rail Accident Investigations Branch said: "The collision caused minor damage to the gates and track.

"Having assessed the evidence which has been gathered to date, we have decided to publish a safety digest. The safety digest will be made available on our website in the next few weeks."

Hinton Manor comes home after 10-year exile

By Paul Appleton

ONE of the Severn Valley Railway's best-loved locomotives, GWR 4-6-0 No. 7819 *Hinton Manor*, has returned to the railway after more than 10 years on display in a shopping centre in Swindon.

The Designer Outlet Village is set in part of the former Swindon Locomotive Works, where No. 7819 was built almost 80 years ago at a cost of £4914.

The operation to remove the 68-ton locomotive included the removal of a large glass wall inside the shopping centre before it could move out of the building and be loaded on to the waiting low-loader for transport to Kidderminster, where it was unloaded in time for display in one of the bays there over the bank holiday weekend.

It is planned to clean up the locomotive, which last steamed in 1994, ready for display in the Engine House at Highley, where it will become the railway's 'wedding engine' – the visitor centre having a licence to marry happy couples at the SVR-run venue. There are no immediate plans to restore the



Back on Severn Valley metals: 1939-built GWR 4-6-0 No. 7819 *Hinton Manor* stands at Bridgnorth station opposite GWR 2-8-0 No. 2857, which is carrying a headboard in memory of the SVR's former locomotive superintendent Ray Tranter, who played a major role in the original restoration of *Hinton Manor*. A Friends of *Hinton Manor* group was set up in his memory. KENNY FELSTEAD

locomotive to working order.

The move at Swindon was part of a wider plan that sees two other locomotives appearing on display in new locations; the space vacated by *Hinton Manor* has been taken by No. 7821 *Ditchat Manor*, which moved the short

distance from STEAM – Museum of the Great Western Railway, which in turn was able to receive No. 2818, part of the National Collection, which has been deaccessioned by the National Railway Museum and was latterly on display at the NRM's Shildon outstation.

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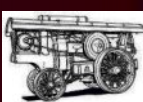
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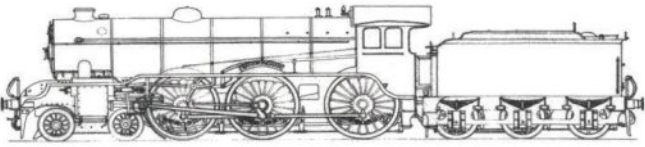


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Above: Rare Couillet-built *Chuquitanta* crosses the pond with a train for Richmond.

Right: Motor Rail Simplex No. 7403 heads a short goods towards New Barn Halt.



Richmond Light Railway's steam spectacular

Words & pictures by Kenny Felstead

NOT too far away from the Kent and East Sussex Railway is a little gem of a railway situated in a back garden. The Richmond Light Railway in Headcorn is a privately-owned railway that comes across as a big garden railway with its model railway-like perfectly kept grass and ballast.

Having seen photos of the set-up, I was intrigued to see what it was like myself so when a friend of mine asked me if I wanted to join him in attending the Vintage Fair on August 18, I jumped at the chance. I knew very little about the railway, so I was going in with an open mind and boy, I wasn't disappointed.

The story to date

The whole story for Richmond began in 2007 when Richmond Farm, previously used as a pig farm, was purchased. After renovation work to the house, plans were drawn up for a railway to show off the collection of locomotives and rolling stock acquired from across the world.

After demolishing a couple of the outbuildings on site, the engine shed was built in December 2010, with the first items of rolling stock arriving in April 2011. By the end of 2012 the mainline had been completed, with the addition of the passing loop in 2013, the main Richmond Station area, ash pit and water tower finished in 2014 and the



O&K 0-4-0WT *Susan* heads a short goods away from New Barn Halt



Passing trains at Richmond: As *Jenny* waits to depart for New Barn Halt, *Cloister* heads a loaded passenger train



Arn Jung 0-4-0WT Jenny heads for New Barn Halt passing the Ford Model T.

southern extension to New Barn Halt in 2015.

On arrival, we went through to the loco sheds and prep area where four little locomotives were raising steam ready for a rather busy day of entertaining the many visitors. The line-up from the railway's 'toybox' was rather interesting. From the steam side of things, there was Arn-Jung Jenny (No. 3175 of 1921), Orenstein & Koppel Susan (No. 3136 of 1908) and the rather rare Couillet Chuquitanta (No. 810 of 1885), discovered in a restaurant on the site of the old Sugar Cane Factory in Peru, where it worked.

Also operational were the line's Baguley-Drewry diesel No. 1 and Motor Rail Simplex No. 7403. Also appearing courtesy of the Hampshire Narrow Gauge Railway Trust was Quarry Hunslet 0-4-0ST Cloister, which looked right at home on this garden railway set-up.

Photo opportunities

It wasn't all about the railway either – plodding around the house grounds were a small selection of traction engines and vintage vehicles. These included the railway's own John Fowler 4nhp Compound Traction Engine, built by Colleen in 1927 – and at the other end of the scale, a Ford Model T. You could even enjoy a ride on some of the traction engines if you asked nicely.

Inside the boiler shop was a small model railway and locomotive display



Chuquitanta, Cloister, Susan and Jenny pose on the girder bridge at the end of the day.

alongside a photographic display of the construction of the railway.

The line is approximately three-quarters of a mile long, with a short branch line coming off of the main loop line. There are two stations – Richmond by the traction engine field and yard and New Barn Halt, where visitors join from the car park.

The line offered a wealth of photographic opportunities, with a near complete free for all access to all

areas across the site. There was a lovely steel girder bridge over a pond on the New Barn Branch, where you could photograph trains heading to and from New Barn from three different angles.

Popularity

Then there was the passing shot at Richmond, with a train sat in the platform waiting to head off to New Barn being passed by another service that was doing the circuit from

New Barn. There are also plenty of opportunities to line up the locos with the traction engines or cars.

The event seemed to be well attended for somewhere that has popped up in the last six years. Let's hope the popularity continues. You could almost say it's like a mini Statfold Barn in that you don't know what to expect until you get there – and there maybe something new each time you visit.

Double delight as railway works of art go on show

By Geoff Courtney

TWO exhibitions of paintings by some of the country's leading railway artists are currently delighting visitors to Locomotion in Shildon and Kidderminster Railway Museum.

The exhibition at Locomotion, which comprises 28 works by Christine Pulham, is a 'first' for both the museum and the artist, with the County Durham museum staging a display by just one artist, and it is also Chris' solo debut.

It opened to the public on August 19, and among those who attended the launch were representatives of the National Railway Museum and the prestigious Guild of Railway Artists, of which Chris is a full member.

Some of the paintings on display are available for sale, and the first purchase came within hours of the opening. This work was titled *The last autumn 1927*, and depicted a Wisbech & Upwell Tramway locomotive in the final months of the passenger service on this idiosyncratic East Anglian line.

Locomotives

Chris' exhibition came about after she and her husband Rob, who is publicity officer for the artists' guild, visited Locomotion last year. "Chris thought how she might like an exhibition of her work there, so I contacted one of the duty managers, who was really enthusiastic," said Rob, while Chris described the occasion as "surreal, as if it's all happening to some else".

Among the locomotives featured in the exhibition are A4 Nos. 4499 *Pochar* and 60007 *Sir Nigel Gresley*, No. 4073 *Caerphilly Castle*, Britannia No. 70001 *Lord Hurcomb*, B1 No. 61240 *Harry Hinchliffe*, and diesels *Deltic* and Class 52 D1015 *Western Champion*.

Meanwhile, over in GWR territory in



Work of art: A happy Chris Pulham among the paintings in her solo exhibition at Locomotion Museum on opening day, August 19. On display to the left is a late-1940s scene from York North shed titled *Shed bunking*, depicting two trainspotters at the doorway summoning up courage to enter as they admire the A1 and A4 Pacifics and a V2 inside. The painting on the right is *Lion – the pride of Beamish*, featuring Beamish colliery draught horse Lion pulling a coal wagon through the pit yard, a scene which Chris says in her exhibition notes would long ago have been an everyday event in the Durham coalfields. Behind the artist is Class 7F 'Super D' 0-8-0 No. 9395 (BR No. 49395), built at the LNER Crewe works in June 1921 as No. 485, withdrawn in November 1959, and preserved as part of the National Collection. ROB PULHAM

Kidderminster, railway artistry has also been on display at the Guild of Railway Artists' annual Railart exhibition. The show was opened on August 25 by television personality and keen railway enthusiast Chris Hughes at the town's railway museum, and within two hours, 15 of the exhibition's 53 paintings had been reserved.

The guild's exhibition officer Anna Bastin said of this instant success: "These sales were a gratifying indication of the reputation of the guild's artists, and the

continuing interest in railway art at its very best."

Compliments

The paintings on display are watercolours, oils, acrylics, charcoal and other media in a wide range of styles and sizes.

Anna said: "There have been many compliments from visitors about the works on display, including from Chris at the opening, who provided an entertaining and heartfelt address."

Chris, a former railwayman, a regular on BBC TV's *Eggheads* quiz programme, and a supporter of the LMS-Patriot project, which is building No. 5551 *The Unknown Warrior*, appropriately wore a greasewood driver's hat for his opening speech, much to the delight of the 100 guests.

Railways on Canvas by Christine Pulham at Locomotion and Railart 2018 at Kidderminster Railway Museum each run until September 30.

Entry to both is free.

Right: Main line – and branch line: One of the displays at Railart 2018 is this trio of paintings by three Fellows of the Guild of Railway Artists. On the left is *Hurricane through Kidderminster*, by guild president John Austin, showing GWR Castle class 4-6-0 No. 5072 *Hurricane*; SR Merchant Navy Pacific No. 35004 *Cunard White Star* (middle) is a work by Philip D Hawkins titled *Making Up Time*; and Malcolm Root's painting *In the Bleak mid-Winter* (right) depicts LNER F5 class 2-4-2T No. 67200 on an Ongar train at Epping station. ROGER BASTIN



Right: Platform for success: One of the artists exhibiting at Railart 2018 is Emma Safe, whose distinctive style in charcoal on paper has intrigued many since she appeared on the railway painting scene. A Liverpool Art School graduate, she is particularly interested in station scenes, as is illustrated by this drawing of passengers at Newcastle, one of three works by Emma selected for inclusion in the exhibition.





The Bluebell Railway's SECR H 0-4-4T No. 263 passes Hazelden with the 10am from Sheffield Park on August 17. NICK GILLIAM

Talylllyn launches £20,000 Corris coach rebuild appeal

By Gareth Evans

THE TALYLLYN Railway has launched an appeal to restore the only coach still operational from fellow 2ft 3in gauge line, the original Corris Railway (CR).

While the full extent of the work required will not be known until the panelling is removed, it is expected to cost in the region of £20,000, including labour. Once funding is in place, it is estimated the task will take around six months.

The 22-seater was built in 1898 by the by Metropolitan Carriage and Wagon Co in Birmingham and was one of the last two coaches built for the CR. It was made redundant when passenger services were withdrawn by the GWR, which had acquired the CR in 1930.

The carriage, No. 8 and sister No. 7 were sold to a GWR official and moved to his home in Gobowen, near Oswestry, Shropshire. No. 7 was turned into a chicken coop and No. 8 became a summerhouse/greenhouse.

Preservation

In 1958, the coaches were located by the TR. No. 8 was bought and moved to Tywyn in 1959, where the bodywork was restored. A new chassis and running gear were made in the TR's Pendre Works. The restored coach was painted in brown CR livery with ornate gold leaf grecian lining and with original CR crests surrounding the TR running number 17.



To mark the launch of the coach rebuild project on August 20 it was displayed at Tywyn Wharf station along with Corris van No. 6, before being moved to the railway's Pendre Works in preparation for the restoration work to begin. BARBARA FULLER

The coach entered service in 1961 and with its all-round windows immediately became popular.

On November 25, 1982 it carried the Princess of Wales from Pendre to Rhydyronen, with Prince Charles travelling on the footplate of Fletcher Jennings 0-4-0WT *Dolgoch*.

In 2008, No. 17 received a minor overhaul and repaint, when the former Pullman transfers used in 1961 were replaced with Dutch Bronze transfers. The vermilion lining was also altered to reflect a surviving panel still extant on the CR.

Nearly 60 years of use on the TR – almost twice its time in service on the CR – has taken its toll and the bodywork

now requires some major repairs and rebuilding.

While the full extent of the work required will only become clear when panelling is removed and the ravages of time are investigated, it is known the east-end corner pillars are rotten and panelling requires replacement.

Roughly half of the £20,000 estimate is for materials and half for labour. It is intended to do the work in Tywyn, which will require the employment of a skilled coach builder. It is hoped to retain as much surviving original material as possible, as there is still some 1898 material soldiering on in the carriage.

The carriage also requires a full mechanical overhaul, including



A close-up of one of the east-end corner pillars, both of which need to be replaced. TOM CURTIS/ TR

alignment checks on the bogies and suspension modifications.

The other survivor

No. 7, the sister carriage to No. 8, survives at the CR museum in Corris. Half the vehicle has been restored, the remainder left to give an idea of the condition it was found in. No. 7 was recovered 10 years after No. 8.

→ Donations can be made via <https://www.facebook.com/corriscoach17rebuild/> or by post to: Corris Coach Rebuilding Fund, c/o Tywyn Wharf Station, Neptune Road, Tywyn, Gwynedd, LL36 9EY. Please make cheques payable to Talylllyn Holdings Ltd.

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

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Eleven Class 50s at Severn Valley 50th anniversary gala

By Paul Appleton

FANS of the English Electric Class 50 'Hoovers' are set for a treat when the Severn Valley Railway stages its tribute to the class over three days from Thursday to Saturday, October 4-6.

Celebrating 50 years of the class, the Class 50 Golden Jubilee event will see as many as 11 members of the type in operation. Six of the surviving examples are in the care of the SVR-based Class 50 Alliance, with five others visiting from other lines and private individuals.

Scheduled to appear are Nos. 50007/8/15/17/26/31/33/35/44/49/50.

However, the participation of No. 50033 *Glorious* is subject to completion of its overhaul in time.

As well as full line services, a special timetable will include local 'extras' between Kidderminster and Bewdley, giving an intensive service of Class 50

operation along the 16-mile line.

This should be the largest gathering of a single main line type, either steam or diesel, with just 10 required in operation to achieve that objective.

Kidderminster Diesel Depot will be open to visitors on the Friday and Saturday, while another feature will see Class 50-hauled ballast trains in action.

Supporting stands with models, trade memorabilia and societies will also be in attendance.

Visit www.svr.co.uk for further details.

Steam heat

Elsewhere, the SVR has agreed a 12-month hire agreement with the East Lancashire Railway Diesel Group for one of its operational Class 40s to be based on the line,

The loan period will include the steam-heat period between October and May, when a steam-boiler-fitted



In a year in which the heritage railway sector has been marking the 50th anniversary of the end of British Railways main line steam, the Severn Valley Railway is set to hold a record-breaking landmark gala to mark the half-centenary of one of the best-loved diesel types that superseded steam – the English Electric Class 50s. No. 50031 (D431) *Hood*, in BR Intercity Swallow livery with yellow front ends, is seen at Bewdley repositioning empty coaching stock for the shuttle service to Kidderminster on May 18, 2017, during the spring diesel gala. HUGH LLEWELLYN/CREATIVE COMMONS

diesel locomotive is required to cover timetabled diesel turns on the line's Timetable A service.

This duty is currently being covered by green-liveried No. 40106, which was due to see operation during September, but is set to be replaced by fellow Class 40 No. 40135 for the remainder of the contract.

No. 40106 was built in 1960 at Robert Stephenson & Hawthorn Ltd and entered traffic with the pre-TOPS number 306. In August 1984, it was

named *Atlantic Conveyor* in honour of those who lost their lives when the Cunard cargo ship of that name was sunk during the Falkland Islands conflict in 1982.

Whistler swap

Split-headcode variant No. 40135 will change places with No. 40106 once it is ready to move to Kidderminster. It is a Vulcan Foundry-built example, entering service in 1961 as D335. It was recently repainted into BR blue.

Welsh Highland Railway tours will be repeated in 2019

By Gareth Evans

THE Ffestiniog & Welsh Highland Railways has confirmed it intends to repeat its series of heritage tours of the Welsh Highland Railway in 2019.

Marketed as *Journey into the Past*, and sponsored by the Welsh Highland Heritage Group, the special trains were trialled on Sundays in August.

Starting at Dinas, with a connection for the first train from Caernarfon, participants were greeted by their host for the day, before boarding their special train. Hauled by England 0-4-0STT No. 2 *Prince*, the three heritage carriages departed along the original North Wales Narrow Gauge Railway trackbed.

Different experiences

The first stop was at Tryfan Junction, where the station building has been lovingly restored by WHHG volunteers.

Participants could see inside and learn more about the once-busy little quarry line, the Bryngwyn branch. Helped by a mug of station master's tea or coffee, participants could also make use of some unusual photographic opportunities, including a run-past at Tryfan Junction.

After crossing the Caernarfon-bound service train at Waunfawr and continuing on to Rhyd Ddu, participants could stop and see other former stations and buildings, which often go un-noticed from regular passing trains.

While the locomotive ran around and



Ffestiniog Railway George England 0-4-0STT No. 2 *Prince* is seen at the head of a *Journey into the Past* special train, which ran on Sundays in August and will be repeated next year. CHRIS PARRY/ F&WHR

took on water at Rhyd Ddu, participants were served a packed lunch, with the chance to stretch their legs before the return to Dinas.

Those heading back to Caernarfon could enjoy observing the shunting in the hour's connection back at Dinas.

F&WHR commercial manager Clare

Britton said: "The trial has been a success – the concept has gone down very well. We thought the trains would only be popular with enthusiasts, but we've actually found they have attracted a surprising number of first time visitors, who've wanted to do something different. We intend to

operate them again in 2019.

"The nice thing about it is that Tryfan Junction was done up by volunteers, yet hardly anyone had seen inside what is a wonderfully restored building.

"Running these trains has led to a significant increase in footfall at the station."

New LMS Patriot: next stop Crewe

By Gareth Evans

THE construction of new-build LMS Patriot No. 45551 *The Unknown Warrior* continues at a number of locations – and an exciting stage is set to be reached in November when the public will be able to inspect the locomotive.

Parts continue to be delivered to Llangollen for fitting to the chassis ahead of its planned move to Crewe Heritage Centre in the week commencing October 29 for trial fitting the boiler in the frames.

Recent progress on the cab has included the application of the first coat of the correct red below waist height inside. Volunteer David Hughes is now experimenting on how to obtain the correct scrubbled (wood grain) effect for the cream section above. The seat bases and pivots for the driver and

fireman's side have been delivered and painted too.

David Bradshaw, chairman of The LMS-Patriot Project, said: "The boiler is going to be test fitted in the frames by the end of October or early November – it's a necessary stage to get it lined up.

"Meetings have taken place with three possible contractors to complete the locomotive – Llangollen Railway Engineering, Riley and Son (E) Ltd and Tyseley Locomotive Works.

First vision on public display

"We are hoping to be able to announce the successful bidder at our annual general meeting at Crewe Heritage Centre on November 10.

"The locomotive with the boiler still installed will be on display on November 11, hopefully with the new crest attached.

"This will be the first vision of a complete locomotive.

"We have contracted completion of the lubrication system to Nigel Day, a highly respected steam engineer who has recently overseen the complete rebuilding of *River Esk* at the Ravenglass & Eskdale Railway. The locomotive was extensively damaged in a major fire in the railway's workshop in which only a few original parts survived for re-use."

The Patriot's boiler supplier, Heritage Boiler Steam Services, has now secured its own premises, situated in Huyton, near Liverpool. The move from Butterley will enable HBSS to expand its business and it now has capacity to fulfil more requirements and take on additional contracts. The boilers of No. 45551 and Foxfield-based Bagnall 0-4-0ST *Hawarden* moved to the new facility in early September.

NYMR upgrade appeal progresses

AT its recent annual general meeting, the North Yorkshire Moors Railway announced solid progress with its £9.6 million Yorkshire's Magnificent Journey line upgrade and refurbishment project, with around 70% of the funding potentially secured.

The largest element, around £4.6million, is due to come from the Heritage Lottery Fund, assuming that the railway is successful in progressing through the Stage 2 process.

The final application is due to be submitted imminently, with a decision expected around February. Work is expected to start around next Easter if the application is successful and take around five years to complete.

Recent high-profile failures by the Great Central Railway (Leicester North museum) and National Railway Museum (York expansion) to pass the Stage 2 process, despite successfully passing Stage 1, provide cause for concern over the likelihood of approval, but the circumstances are somewhat different in that renewal of the Goathland bridges is key to the line's survival.

To date, just over £7 million has potentially been secured, including £1.7 million from the EU with the help of the Department for the Environment, Food and Rural Affairs. A further £700,000 from membership donations, bequests and other smaller grants leaves around £2.5 million to be raised. A generous donation from a member has allowed professional fundraisers to be employed.

Cromwell bows out of Poppy Line gala

BRITANNIA Pacific No. 70013 *Oliver Cromwell* is no longer attending the North Norfolk Railway's autumn steam gala due to a diary clash.

The NNR said in a statement: "While it had been agreed with both the National Railway Museum and the locomotive's custodians that No. 70013 would be visiting the NNR on October 12-14, it has now emerged that due to prior bookings at its home, the Great Central Railway, the transport logistics will make it impossible for the locomotive to appear at this year's event.

Next overhaul?

"We will still be operating an intensive timetable over the three-day weekend and will be fielding seven steam locos from our home fleet, including our long-term guests. We apologise for any inconvenience."

The NRM said: "*Oliver Cromwell*

will not be attending the rearranged NNR autumn steam gala following a scheduling clash. There are also plans for the locomotive to visit Locomotion in Shildon on September 22-23 and to attend events at the GCR, including the autumn steam gala (October 4-7) and the Last Hurrah of the Season (November 17-18). Attendance at all events is subject to last-minute changes and availability."

With the boiler certificate for No. 70013 due to expire on December 31, asked if there was any news as to what would happen to the locomotive after that, an NRM spokesman replied: "We're currently in discussions with the GCR and the 5305 Locomotive Association regarding the future operation of *Oliver Cromwell*. We are awaiting detailed proposals, and a decision will be made based on the merits of these plans."

The GCR said that No. 70013 may yet

appear on some Santa specials after the aforementioned events.

The GCR's autumn gala will mark 70 years since the 1948 Locomotive Exchange trials.

GCR gala line-up

The star guests will be unrebuilt Bulleid Light Pacific No. 34092 *City of Wells* in early BR livery and Thompson B1 No. 1264, and specially renumbered as No. 1251 *Oliver Bury*, which ran in the 1948 trials. They will join the line's Modified Hall 4-6-0 No. 6990 *Witherslack Hall*, which ran during the trials on the section of the GCR's London Extension that later became the heritage line.

They will join BR Standard 9F 92214, Stanier 8F No. 48624, Ivatt 2MT No. 46521, BR Standard 2MT No. 78018 and Fowler 3F 'Jinty' No. 47406 from the home fleet. 'Black Five' No. 45305 will appear if repairs are complete.

Teak survivor to be unveiled at NYMR wartime weekend

VISITORS to the North Yorkshire Moors Railway's October 12-14 wartime weekend will be able to see inside a Victorian restaurant car that has not carried passengers for 91 years.

An audio-visual presentation – From Steam, Speed and Sumptuous Dining to Tracks into the Trenches – will tell the story of East Coast Joint Stock third class dining car No. 189, which last carried passengers in 1927, after which the carriage body was sold to a Holme-on-Spalding-Moor pig farmer.

There it languished for some 60 years, before a preservationist secured it in the 1980s, mounting it on an old underframe recovered from a burned-out carriage.

Since 2010, the LNER Coach Association has owned it and it has been undergoing an extensive restoration, which is now complete.

The exhibition will not only tell the history of No. 189, but, set in a First World War context, it will merge the factual story with the fictional tale of Sam 'Nipper' Perkins, former pantry boy, steward and latterly soldier, together with true stories from the NER battalion.

Visitors will don headsets containing Sam's narration of the ECJS No. 189 story, woven with his own WW1 story which will take them on a journey through the coach. The Restaurant Car will be divided into sections containing a mock-up of



Prior to its restoration by the LNER Coach Association after an earlier one was found to have left it with defects, East Coast Joint Stock third class dining car No. 189 is seen back on the rails after 60 years on a pig farm. LNERCA

carriage designer David Bain's office, the pantry, the actual 'bare bones' framework undergoing restoration, a WW1 scenario and a mock-up of dining tables set for a sumptuous meal. Projected images or

large photos will help bring the story to life and create an immersive experience. When fully restored, No. 189 will be the only extant ECJS carriage in which the public will be able to travel.

Home fleet to centre-stage at Churnet gala

THE Churnet Valley Railway's (CVR) North Staffordshire Railway Company 40th anniversary gala on October 19-21 will now feature only home-based locomotives.

Planned guests GWR prairie No. 4555's overhaul at the Dartmouth Steam Railway will not be completed in time, while Somerset & Dorset 7F 2-8-0 No. 53808 is no longer available as it is required for service on the West Somerset Railway.

With a shortage of guests, the CVR has itself postponed the visit of the Bahamas Locomotive Society's LNWR Webb coal tank No. 1054 from the Keighley & Worth Valley Railway.

Instead, the event will see Class 08 No. 08633 and Class 33 No. 33021 launched in as yet unknown new liveries.

Steam will feature in the form of USATC S160 2-8-0 No. 5197 and Polish Tkh 0-6-0T No. 2944 *Hotspur*. Class 33 No. 33102 *Sophie* will also run.

2018 Carriage Convention

THE 2018 Carriage Convention is to be held at the Isle of Wight Steam Railway on October 6-7.

The railway will exhibit the coach featured in Channel 4's *Great Rail Restorations* with Peter Snow. Former NRM head Steve Davies will present an overview of the project. To register, contact Gary Walker at 2018carriageconvention@iwsteamrailway.co.uk

'First sod' cut on Mid Suffolk line extension

By Gareth Evans

THE extension of the Mid-Suffolk Light Railway has started in traditional style, with the cutting of the 'first sod'.

A small ceremony was held on August 25 with the Middy's president Tony Alston and Rob Patten from contractors TES 2000 Ltd, which is helping with advice and equipment.

A train of well-wishers witnessed Tony, the project manager for the extension, turning over the first turf with a silver spade in the familiar manner for beginning the work of laying a new railway line.

TES 2000 and its associates Colas Rail are both major railway contractors working with Network Rail and will take on the Middy project as part of their apprentice training schemes.

It is hoped that a start on the preparation of the trackbed can be made during October and November after the

Middy's steaming season and before the Santa specials in December.

Middy volunteers have already made a start on clearing the formation and sorting the rail and sleepers the railway has been stockpiling for several years.

When finished, the line will be a little over double the existing length and total approximately 0.6 miles.

There will be a small halt-style station at the end of the line to be called Aspoll, which will provide visitors with a destination for their trip on the Middy.

Skills on track

Rob said the project will provide a prime training ground for railway personnel:

"This is a great opportunity for TES, as we will use our track apprentices on this project, which will be a great learning curve for them," he said.

"This is a very exciting project to be a part of and I am looking forward to getting the machines in to kick

the works off. Once complete, I hope that the extension of this historical part of Mid Suffolk can be enjoyed long into the future. It's fantastic to be able to be giving something back to the community."

Original estimates for completion of the project were up to three years, but with the very welcome help from TES 2000 and Colas Rail, progress to completion could be much sooner.

In a separate development, a memorial was unveiled on August 27 to honour the five MSLR employees who were killed in active service during the First World War. The memorial, located near the restoration shed at Brockford station, will also serve to commemorate volunteers of the revived railway who have passed on.

The service was conducted by the vicar of Wetheringsett, the Rev Julia Lall. Proceedings were introduced to railway visitors and Wetheringsett villagers by the Middy vice-chairman, Ian Meigh.

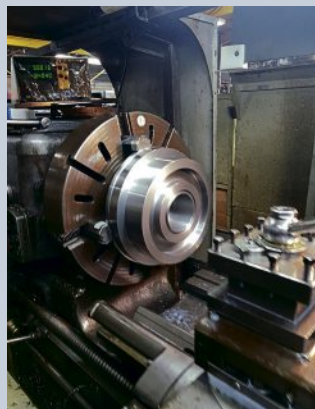


Cutting the 'first sod' are Middy vice chairman Ian Meigh, Rob Patten of TES, Middy president Tony Alston and Middy marketing manager John Reeve. MSLR



Middy vice chairman Ian Meigh with the Rev Julia Lall, who unveiled the First World War memorial at Brockford station. GERALDINE SMITH/MSLR

Corris new-build steam locomotive No. 10 approaches rolling chassis



The pony truck for the new Corris locomotive being machined. CR

CONSTRUCTION of the Corris Railway new-build 0-4-2ST No. 10 *Falcon* has taken another step forward, with the machining of the pony truck wheels and the manufacture of the axle.

The 12in diameter solid wheels have cost £350 each, the axle £540 and four bearings £52 each. The pony truck has already been manufactured in the workshops of two CR volunteers, but the main construction work is being carried out by Alan Keef Ltd.

It is hoped that No. 10 will be operational alongside the Kerr Stuart Tattoo-style No. 7 by 2021, dependent on fundraising.

No. 10 is approaching the rolling chassis stage, with cylinders cast

and ready to be fitted. The boiler and other components have been manufactured and are ready to fit once the connecting rods, valves and motion parts are manufactured and in place.

First train seat auction

As part of an effort to raise funds, the CR is auctioning a seat to travel on No. 10's first passenger train. Sealed bids should be made by October 22 and sent to: Corris Railway, 42 Bluebell Close, Taunton, Somerset, TA1 3XQ.

A minimum bid of £50 is required. The second and third-highest bidders will be invited to No. 10's first day in

service, but may not be guaranteed seats on the inaugural passenger train.

In a separate development, the first stage of developing the Corris station area has been taken, with the moving of the village school wall.

This will be followed by moving the boundary of the station site as a prelude to creating a run-round facility, which due to the limitations of the station site area, will incorporate a traverser. This will allow locomotives to head all trains, rather than propelling in one direction as is the current practice. The use of the traverser is necessary because the station site is shared with the village car park.



Bulleid West Country Light Pacific No. 34092 *City of Wells* and No. 60103 *Flying Scotsman* at Ramsbottom on August 25 during the A3 Pacific's recent visit to the East Lancashire Railway. DAVID DIPPIE

Four guests booked for major Minehead gala

THE West Somerset Railway will have three visiting steam locomotives for its September 27-30 autumn gala.

BR Standard 5MT 4-6-0 No. 73082 *Camelot*, from the Bluebell Railway; Bulleid Pacific No. 34052 *Lord Dowding* (34046 *Braunton*), from Locomotive Services at Crewe; Ivatt 2MT 2-6-2T No. 41312, from the Mid-Hants Railway; and BR Standard 4MT No. 80104, from

the Swanage Railway.

These will be joined by longer-term visitors Nos. 7820 *Dinmore Manor*, 7822 *Foxcote Manor* and USATC S160 2-8-0 No. 6046, along with home fleet locomotives Somerset & Dorset 7F No. 53808 and GWR 4-6-0 No. 6960 *Raveningham Hall*.

WR 4-6-0 No. 7828 *Odney Manor* may be on display outside Minehead shed,

but will not be ready in time to take part in this gala.

It is planned to use the Ivatt on some short local services in between the full-line trains and on some shuttles down to the platform and triangle at Norton Fitzwarren.

A goods train formation will also be run at the beginning and during the middle part of each day. Shunting

demonstrations will be held at Washford using Ryan Pope's saddle tank No. 1219.

Museums and workshops will also be open to the public to view progress on overhauls and restorations at various times through the weekend.

The popular 'Quantock Belle' dining train will be serving all-day breakfasts and lunches on the Friday, Saturday and Sunday.

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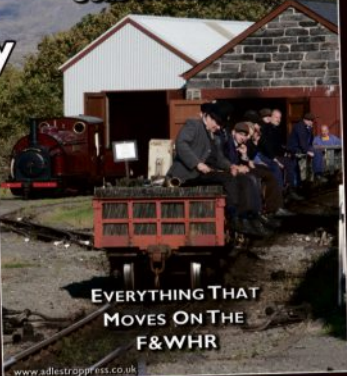
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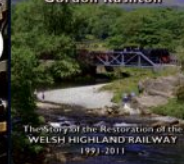
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Edwardian survivor: Former New South Wales Government Railways' C30T class No. 3016 heads a train of end-platform carriages on a railtour in Molonglo Gorge near Queanbeyan, NSW, in September 2014. The 4-6-0, built by Beyer Peacock in Manchester in 1903, is one of two steam locomotives that are part of the rolling stock at Canberra Railway Museum which has been saved by a heritage railway company after being shut down nearly two years ago. HOWARD MOFFAT

Top railway museum to reopen after rescue by new owners

By Geoff Courtney

ONE OF Australia's leading railway museums, which was for many years home to a number of British-built steam locomotives including one of the world's largest operational preserved engines, has been saved nearly two years after its dramatic and unexpected closure.

Canberra Railway Museum closed in November 2016 following the financial collapse of the ACT division of the Australian Railway Historical Society, which ran the museum. As volunteers, preservationists and enthusiasts reeled from the sudden closure, two of the society's prized Beyer Peacock-built assets, Garratt 4-8-4+4-8-4 No. 6029 and 4-6-0 No. 3016, were hurriedly relocated by officials to another railway museum 150 miles away.

Amid reports that it had debts of at least £425,000, the society was placed in provisional liquidation and global accountancy firm Deloitte was appointed administrator to oversee affairs, with its first move being the transfer of the two engines. In August last year the firm held a controversial auction on site, despite attempts by enthusiasts to halt proceedings, and nearly £250,000 after costs was raised to be used to help settle creditor claims and other liabilities.

Among the assets sold were 4-6-4T No. 3013 and 4-6-0 No. 3102, built for

New South Wales Government Railways by Beyer Peacock of Manchester in 1903 and 1912 respectively, an 1800hp Co-Co diesel, a 35 ton steam crane built by Ransomes & Rapier of Ipswich in 1915, and a variety of rolling stock including carriages.

The museum's coveted Garratt No. 6029, which emerged from Beyer Peacock's works in 1953, was not put under the hammer as Deloitte said it was not for sale, but within weeks of the auction the accountancy firm performed a U-turn and put it on the market.

This caused further angst among the Australian preservation movement, as it was feared the 254 ton giant may end up overseas – a scenario which had echoes of many people's concerns when our own *Flying Scotsman* was put up for sale in 2004. However, as with the LNER Pacific, those fears proved unfounded when it was bought last November by enthusiast Phil Davis and businessman David Sommerville.

Desperation turns to joy

With the museum's assets being sold and its site in Canberra becoming overgrown and a magnet for thieves and graffiti artists, former volunteers despaired that it would never be saved, but their desperation turned to joy in early August when it was revealed that the museum had new owners who

planned to reopen it early next year.

The owner is Capital Region Heritage Rail, a newly-registered charity that has been founded to run the museum and operate heritage trains, while additionally a separate holding company, ACT Heritage Rail Holdings, has been established to take over ownership of the museum's railway assets, ensuring that if the revived museum was to fail, the assets would not be at risk.

'A bit of work to do'

Work on clearing the run-down museum site has already started, but John Cheeseman, a retired bank manager and long-time museum volunteer who is chairman of Capital Region Heritage Rail, cautioned: "Given the fact that the site has been closed for more than 18 months, we've got a bit of work to do before we reopen early next year."

Another problem is that much of the rolling stock that was sold by Deloitte at the auction a year ago is still on the museum site, and it is understood this includes locomotives and carriages. "If the new owners of this stock don't collect they will be charged rent," said John.

"We are not going to be the big multi-million organisation it was, but we're certainly not going to run up debts either. We've got a proper company

board in place, so that we've got the governance right."

The museum's reduced fleet under Capital Region Heritage Rail includes a couple of rail motors, 20 carriages and two steam locomotives – No. 3016, one of the two hurriedly moved away days after the museum closed, and another Beyer Peacock product, No. 1210.

This 4-4-0 was built in Manchester in 1878 for New South Wales Government Railways and in May 1914 worked the first train into Canberra. It had remained in the abandoned museum after the closure nearly two years ago, and last December had priceless parts stolen, including original cab brass and copper fittings.

The museum was handed over to its new owners on September 1, and another landmark event that weekend was Garratt No. 6029 returning to Canberra for the first time since it was moved when the museum closed.

Now based at the NSW Rail Museum in Thirlmere, south-west of Sydney, the mammoth engine was in town to operate a series of shuttles from Canberra station to Queanbeyan, 7½ miles away, and Bungendore, a journey of 18 miles. "NSW Rail Museum did this in partnership with us, and they used our facilities to service the train," explained John, who added that he expected further cooperation between the two museums in the future.

Dalbeattie museum celebrates 25 years

By Hugh Dougherty

AN INDEPENDENT museum in Dalbeattie, which has played its part in keeping the town's railway heritage alive, is celebrating its silver jubilee.

Volunteer-run Dalbeattie Museum Trust opened in 1993, and put on show items salvaged from Dalbeattie station on the Dumfries to Stranraer line, which were rescued after the railway closed in 1965.

Exhibits on show include the last stationmaster's hat, a model of an LMS 2P 4-4-0, a train staff, pictures and tickets, and the builder's plate salvaged from the now-demolished Urr Viaduct outside the town – beautifully restored and dating from the bridge's reconstruction in 1886.

Non-railway exhibits include domestic appliances, agricultural machinery and a display on RMS Titanic, as first officer William Murdoch was born and educated in Dalbeattie, while the

museum hosts an archive of steam traction engines.

Founder and museum trust chairman Tommy Henderson said: "We're delighted to have achieved 25 years preserving the heritage of Dalbeattie. I remember the station when it was open very well myself, and we're pleased to be able to have saved several railway items which are now on display.

"We're also very keen to receive donations of railway artefacts for display. The latest one we received is an original gas lamp from Dalbeattie station. It was presented to us by former resident John Berry who, as a teenager, had 'liberated' the lamp in 1966 from the closed station and converted it to electric light. He came all the way from his Oxfordshire home to present it to us and we are very grateful to him."

Anyone who might like to donate or lend railway artefacts to the museum can contact Tommy Henderson at info@dalbeattiemuseum.co.uk



Above:
A model of an LMS 2P and an engine whistle on show.
HUGH DOUGHERTY



Left: The builder's panel from the Urr Viaduct and station nameboard at Dalbeattie Museum.
HUGH DOUGHERTY

Railway provides volunteers with home from home

By Geoff Courtney

IT MAY not be the Ritz or have been awarded any stars, but to the volunteers of the Kent & East Sussex Railway, it's top-class accommodation that provides welcome comforts after a hard shift.

In what Shaun Dewey, the railway's general manager, describes as the "biggest step change in volunteer facilities for many years," two blocks of single-bedroom units have been opened at the railway's Tenterden base

for the use of anyone working on the railway, especially volunteers who live a distance away.

The two blocks comprise six single bedrooms – complete with double-glazing and blackout curtains – showers and toilets, and kitchens with cooking facilities. The charge to stay is £5 per night to fund heating, cleaning and maintenance, while the normal maximum stay is seven nights.

"A great deal of effort and resources have been put into providing this

facility, and I must thank all those concerned for bringing the project to fruition," said Shaun. "Many of the installation team gave up their holidays to work on site in some of the hottest temperatures for years."

Part of the heavy work was carried out by the railway's Ransomes & Rapier 36 ton steam crane No. 81S, which was built for the Southern Railway in 1926. "This fascinating machine could be viewed close-up by our passengers and caused a great

deal of interest," said Shaun.

The first volunteer to use the facility was Steve West from Lincolnshire, while KESR chairman Ian Legg, who lives in Suffolk, was another early guest. He said: "A massive amount of hard work went into achieving the project in a very short space of time."

The railway is also celebrating the return of BR Mk.1 coach E4355, which has been overhauled in crimson and cream – a livery not seen on the line for many years. Built by the Birmingham Railway Carriage & Wagon Co in 1956, it saw service at York, and towards the end of its career was used as a special instruction coach for SAS training, based at Morton-on-Lugg in Herefordshire.

Numbered 68 in the KESR fleet, it arrived on the line in 1999 and was used as a static buffet at Bodiam station, before entering service after restoration in 2010. Its latest overhaul was completed in time for it to be used for this year's summer season.

Smile please: The KESR footplate crew of former Norwegian State Railways' 21C class No. 376 smile for the camera as they wait for departure from Tenterden with the 11.45am to Bodiam on August 17. The venerable coaches behind the 1919-built 2-6-0 are, from nearest the camera, a South Eastern & Chatham Railway 'birdcage' built in 1910, a SECR 3rd class of 1901, a SECR coach dating from 1888, Metropolitan Railway 'Jubilee' steam stock No. 353 of 1892 on loan from London Transport Museum, and a GER six-wheeler of 1887. The combined age of the five coaches is 612 years. ANDREW FREEMAN



L&B restarts new-build Manning Wardle scheme

By Robin Jones

THE Lynton & Barnstaple Railway has revived its mothballed plan to build a new Manning Wardle 2-6-2T – and intends to build a second one at the same time, at a cost of £1.1 million.

The Lynton & Barnstaple Railway Trust will be launching a project to build the pair at the line's September 29-30 autumn gala. The gala will see the two existing L&B new-builds, the Ffestiniog & Welsh Highland Railways' updated version of *Lew* which was built by Manning Wardle & Co for the L&B in 1925, and the recently completed Baldwin 2-4-2T *Lyn* running together.

At Woody Bay, it will be possible to see – and hear – two L&B engines in action together for the first time since 1935, and on home ground too.

When the heritage line is extended from its present mile to 5½ miles following the Exmoor National Park Authority's decision to grant planning permission in March, more locomotives and rolling stock will be needed.

Design improvements

As the L&BRT Trust is dedicated to rebuilding the line as close to the original as possible, a new *Yeo* and a new *Exe* will be built to join the new *Lyn*. Like the new *Lyn*, the new Manning Wardles will be identical externally to the originals (with the modified cabs introduced just before World War One) but incorporate subsequent design improvements internally to make them both more powerful and more



The original *Yeo* and *Exe* at Barnstaple Town in the 1930s. LBR

economical. They will therefore be new engines, not simple replicas.

The three Manning Wardle locos for which the L&B is famous were all named after three-letter Devon rivers (*Yeo*, *Exe* and *Taw*) and were all delivered to the railway in November 1897, six months before the line opened on May 11, 1898.

The new *Yeo* will be built at the workshop in Derbyshire where volunteers have just finished restoring War Office Hunslet 4-6-0T No. 303, while the new *Exe* will be constructed at the Ffestiniog's Boston Lodge. Neither workshop has the capacity to build both locomotives at the same time, but they will be built from the same plans (the Manning Wardle original) using standardised parts, many of which will be made elsewhere anyway.

As the L&BRT Trust now owns the

Manning Wardle name, the two new engines will therefore be genuine Manning Wardle machines. The combined cost has been projected as £1.1 million. Construction will start soon, once the CAD drawings are prepared, and funds begin to add up. Full drawings and pattern equipment have been made available thanks to James Evans and the Ffestiniog, and the name and SR numberplates will be delivered shortly.

Lessons learned

The original chimney from *Yeo* has been donated to the project – raising the philosophical question whether the new locomotive will be a new build, or an exceptionally heavy general overhaul. The railway also has an original Manning Wardle pressure gauge restored and ready for use.

Two decades ago, the L&B began work on building a new *Yeo*. However, the project was placed on hold while the Ffestiniog built *Lyd*, to see if lessons could be learned from its construction.

A set of frames was constructed by Winson Engineering in Daventry, which closed down shortly afterwards. The frames were retrieved from Winson and have been in storage ever since, but they would have to be rigorously tested before being used. Furthermore, the intention is to standardise parts as much as possible for ease of maintenance and economy in holding spares, so it seems unlikely that the Winson parts will be used in the new project. When the two new Manning Wardles are built, taking *Lyd* into account, there will be the same number of original L&B locomotives in service today as there was on the pre-1935 line!

Ballater's royal phoenix station rises from the ashes

SCOTLAND'S Old Royal Station in Ballater has been reopened to the public more than three years after being gutted in a fire.

As reported in issue 203, the blaze tore through the B-listed building early on May 12, 2015 destroying around 90% of the museum and associated restaurant. Fire crews however, managed to save a £450,000 replica of a royal carriage, used by Queen Victoria for her trips over the Deeside branch to nearby Balmoral Castle, which was installed at the museum in 2008 and has proved hugely popular with visitors. Further damage was later caused by Storm Frank in late December 2015.

Ballater was the nearest station to Balmoral Castle, Victoria's Scottish holiday home. The showpiece station was the largest wooden building ever built by the Deeside Railway, and many of Europe's aristocrats passed through the station in the 19th century.

The Deeside branch closed in 1966,

but the station building was later reopened as a visitor centre highlighting the Royal Family's connection to the area.

Part of the branch at Milton of Crathes has been revived as the Royal Deeside Railway.

The gutted station has since been rebuilt by owner Aberdeenshire Council with input from Historic Environment Scotland and the Cairngorms National Park Authority and was officially reopened to visitors by Aberdeenshire Lord Provost Bill Howatson, who cut a ribbon to mark the completion of the rebuild on August 20. Again, it houses a tourist information centre, restaurant and tearoom run by The Prince's Foundation, a public library and the restored royal waiting room and the carriage.

A new space extends along the old platform and over the tracks where the carriage sits, taking the form of railway sheds, mixing Royal heritage with local



Better than new – the Old Royal Station at Ballater. ABERDEENSHIRE COUNCIL

history. The waiting room interior has been painstakingly repaired by specialists to ensure the quality is equal to that lost in the fire. As part of the repair and conservation work as much of the original fabric is being

retained as far as possible.

Robert Lovie of The Prince's Foundation said: "It's just incredible to see it all open again, giving the people of Royal Deeside back what has been such a special part of their lives up here."

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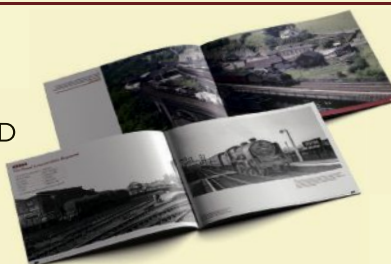


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Fresh hopes boost for Don Valley revival

By Robin Jones

A LONG-STANDING bid to reopen the eastern end of the former Woodhead line to passenger trains has been boosted by a local property investor.

The Don Valley Railway (DVR) was set up in 2003 to reintroduce regular commuter services between Stocksbridge and Sheffield Victoria.

The group commissioned a report in 2010 which said that the currently freight-only line could see a twice-hourly 11-minute shuttle service run between Deepcar near Stocksbridge and the closed Sheffield Victoria station, at a cost of just £4.3 million. The study also pencilled in a new heritage station near the A616 at South Wortley in Barnsley, on a new spur line, which would accommodate steam locomotives.

In 2000, the possibility to extend the Sheffield Supertram to Stocksbridge was considered but later rejected. At present the line is used for traffic to and from Liberty Speciality Steels in Stocksbridge.

However, a new South Yorkshire (Woodhead) Heritage Railway group was launched in July by Stocksbridge-based property investor David Breen, and it already has around 130 members.

David has said he is prepared to use some of his own money for the project, and is already in negotiations to buy two

sections of land north of the old Deepcar station, for a heritage line with steam, while working with the DVR. A share issue is another possibility that he is considering.

He said: "The existing transport from Stocksbridge into Sheffield city centre is appalling. It takes about an hour, which I don't think is acceptable, especially when you have a perfectly usable railway line sitting there. Parts of the Woodhead line are stunning and we need to be selling Sheffield as a beautiful place."

The DVR aims to open stations serving Stocksbridge, Deepcar, Oughtibridge, Wadsley Bridge (for North Sheffield/Hillsborough) and Sheffield Victoria.

David's group has just applied to purchase two parcels of land on the South Wortley Spur between Deepcar and the A616. He has received notification from Network Rail that a surveyor has been instructed.

The line was built by the Sheffield, Ashton-under-Lyne and Manchester Railway and opened in 1845, later becoming part of the Great Central Railway. Electrification of the Woodhead was first suggested by the GCR owing to the difficulties of operating heavy steam-hauled coal trains on the Penistone-Wath section. Definitive plans were drawn up by the LNER in 1936 and many gantries for the electric wires were erected before the Second World War,

which brought a halt to the scheme.

After the war, the project was restarted with the boring of a third Woodhead Tunnel to supersede the twin single-bore Victorian tunnels which had been damaged by years of smoke from steam locomotives. The first section was energised on February 2, 1952, and the whole project was finally completed in 1955. It was the only main line in the UK with 1.5kV DC electrification.

Despite the fact that axeman Dr Richard Beeching did not recommend the electrified Woodhead Route for closure, passenger services between Sheffield Victoria and Manchester ended in 1970 and were diverted on to the longer Hope Valley route. In 1981, the Woodhead line was closed as a through route between Sheffield and Manchester. The closure was prompted by a fall in freight trains using the line between the Yorkshire coalfields and power stations in the North West. The line was shut between Penistone and Hadfield. A single line was left in place until 1986.

Three years earlier, the last remaining scheduled passenger services using the line between Sheffield and Penistone (and on to Huddersfield) were replaced by an alternative service via Barnsley. That left the section between Deepcar and Penistone closed completely, with only steelworks traffic remaining.

East Yorkshire's idyllic railway backwater

Words and pictures by Stuart Chapman

WHERE in the UK can you find a standard gauge railway inspired by the light railways of Colonel Holman F Stephens? While the Kent & East Sussex Railway, Rother Valley Railway or even the East Kent Railway may spring to mind, there is a small standard gauge railway tucked away in the quiet countryside of the East Riding of Yorkshire, not far from the small historic market town of Howden.

In a remote and tranquil location you'll find an attractive little station, a short running line, a locomotive and stock where a small but dedicated group of friends meet most weeks to work on the railway.

The East Wressle & Brind Railway was the dream of the late Colin Shutt who sadly passed away in 2016. It all started back in 2004 when Colin decided to build a replica Ford railbus to enter into a competition.

Colonel Stephens introduced two Ford railbuses into service on the KESR in 1923. The vehicle interiors were very much the same as a standard rural bus and could carry around 20 seated passengers. After a few minor teething problems, they proved relatively successful and were introduced to other lines, including one on the nearby Derwent Valley Light Railway near York.

Replica railbus

With the help and support of the Colonel Stephens Society, Colin built his replica railbus using some original components at his Yorkshire home, winning a commendation for his work.

The railbus obviously needed to run and that was the start of the East Wressle & Brind Railway. Having gone to great lengths to build the railbus, the attention paid to the railway was no less detailed, with a beautiful small station and supporting infrastructure.

In July 2013 the Derwent Valley Railway celebrated its 100th anniversary with a special gala event and the replica railbus was one of the star attractions, giving rides to the many members of the public who attended the event.

Just before he died, Colin gifted the

Tour new P2's workshop in virtual reality

THE £5 million project to build new Gresley P2 2-8-2 No. 2007 *Prince of Wales* has launched a virtual reality 3D internet tour of its Darlington Locomotive Works headquarters.

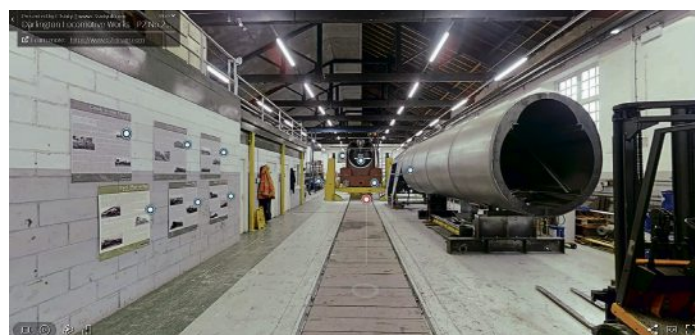
The tour has been created by C3Sixty, a North East-based company which scans and captures various buildings and projects.

The virtual tour allows visitors to the project's website from across the world to see *Prince of Wales* under construction. It can be accessed at www.p2steam.com

It allows supporters to click through the workshop, look at various videos relating to components and find out more about No. 2007 and its six predecessors. For those with 3D headsets/glasses, the tour can be accessed via the View in VR icon in the bottom right-hand while viewing the tour and following the simple instructions.

Adam Pomeroy, director of C3Sixty, approached The A1 Steam Locomotive Trust, following a family visit to the works. He said: "This is such an exciting local project and we are delighted that we are able to help promote how excellent it really is!

"We are looking forward to working together with The A1 Steam Locomotive



The interface of the new Darlington Locomotive Works 3D internet tour. A1SLT

Trust to create further 3D virtual tours as the build progresses and a 360-degree video of a footplate ride on No. 60163 *Tornado*."

P2 project director Mark Allatt said: "We are pleased that C3Sixty approached us with this idea as it enables us to give our supporters a feel for what goes on in Darlington Locomotive Works, no matter where in the world they are. We are extremely grateful for their sponsorship of the 3D tour of No. 2007 *Prince of Wales*."

"We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since construction started

only three years ago. Thanks to our supporters' continued generosity, almost £2m has been spent on construction, over £2.4 million donated and over £3 million pledged."

Gresley's P2 2-8-2s were the most powerful passenger steam locomotives to operate in the UK, designed to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961.

→ For details of how to help the P2 project, visit www.p2steam.com or email enquiries@p2steam.com or telephone 01325 460163.



The East Wressle & Brind Railway's station with its sole motive power present. Inset: The interior of the station waiting room.



So Colonel Stephens in style – a gated crossing on the East Wressle & Brind Railway.



A 'freight' working using the line's only van.



The late Colin Shutt's replica Ford railbus in action on the Derwent Valley Railway.

Ford railbus to the Colonel Stephens Society, and it was moved to the Colonel Stephens Railway Museum in Tenterden, Kent on June 5, 2017 for display in a specially built shelter alongside. This was far from the end of the railway though, and with support of Elizabeth, Colin's widow, and a small group of volunteers, the East Wressle and Brind railway continues to flourish.

The main running line consists of about 300ft of track running from the station alongside a field to a small wooded area. A single point just beyond the station leads back to the locomotive shed.

Modelled very much on a light railway and set amongst open farmland, the station is a beautiful wayside halt, with a short platform with a single building consisting of a

waiting room and ticket office.

Inside, there is a wealth of Colonel Stephens memorabilia on display including tickets, timetables, news articles and pictures. On a hook on one wall hangs the station master's cap, while on another a clock keeps time.

Motive power

A single semaphore signal stands at the end of the platform guarding a level crossing. The whole area is decorated with flowers in pots and hanging baskets reminiscent of a time when staff took such pride in their stations.

Motive power is provided by Ruston Hornsby 48DS 4wDM No. 371971. These locomotives were introduced in 1941 to replace steam in small locations and were easily operated by one man, making it ideal for the

East Wressle & Brind Railway. A total of 204 were built up to 1967 and they were exported all over the world. The railway's example was delivered new to Frederick Parker Ltd in Leicester in 1954 and worked for 15 years hauling aggregates, before being withdrawn. In 1972 it was purchased by the Quorn & Woodhouse Action Group and was one of the first locomotives to work on the embryonic Great Central Railway.

The locomotive then moved to Ruddington on the Great Central Railway (Nottingham), before coming to the East Wressle & Brind Railway four years ago. The Ruston sees regular use, either moving stock around or giving visitors rides in the cab. The only other item of operational rolling stock currently is a mess van converted from a GC non-vent van built at Dukinfield.

The infrastructure is now largely complete and the railway is unlikely to extend beyond its current limit. Work is therefore now being undertaken on the restoration of an open wagon which when finished will display a 'Wressle Brickyard' logo.

Hidden gem

Also stored in one of the workshops around the back is Wickham No. 7516, which is in the collection of the Rail Trolley Trust and awaits long-term restoration.

It's all so idyllic, a real hidden gem, where out of the limelight a small group of friends just enjoy working together and keeping the legacy of light railways alive in this little corner of Yorkshire. Visits to the private railway can be organised by arrangement.

No 'Black Five' but Crewe sends two locos to SVR gala

By Paul Appleton

THE disappointment caused by the non-availability of Stanier 'Black Five' No. 45231 *The Sherwood Forester*, which was to join the Severn Valley Railway fleet for the busy summer season before starting at its showcase autumn steam gala, has been more than made up for by Crewe promising two other members of its main line fleet instead.

With No. 45231 undergoing extended maintenance and therefore grounded for all of the summer season, the Royal Scot Locomotive and General Trust is now sending both its namesake LMS 7P No. 46100 *Royal Scot* and Crewe shedmate, BR Standard No. 70000 *Britannia*, to help create a remarkable 11-locomotive line-up for the September 20-23 event.

Britannia arrived at Kidderminster by road on Tuesday, September 4 prior to testing on the Kidderminster-Bewdley section over the following three days. The 'Brit' was withdrawn from service in 2015 after excessive vibration was noticed while in use on main line tours. Since then work has taken place at LNWR Heritage, Crewe, to rectify the problem, and it is hoped that following recommissioning tests at the SVR, followed by a starring role at the gala, it can return to the main line at the head of trains operated by newly-created Saphos Railways, which entered the market with a series of 'bargain fare' trains earlier this year. The Riddles Pacific made its last appearance at the SVR during the line's 2015 autumn steam gala.

Powerful line-up

Royal Scot came to the SVR in September 2015 for mileage accumulation and high speed testing, prior to its return to the main line following completion of its long-running overhaul at Locomotive Services in Crewe. It also saw action during that year's SVR autumn steam gala, alongside *Britannia*.

This time it will operate alongside former fellow Bressingham Steam Museum resident No. 6233 *Duchess of Sutherland*. The Pacific was unveiled at West Shed on the Midland Railway-Butterley on September 9, sporting its freshly-applied LMS crimson lake paintwork, having last run in BR lined green prior to its latest boiler overhaul by owners, the Princess Royal Class Locomotive Trust. The Stanier 4-6-2 last visited the SVR for its 2013 autumn steam gala.

At the SVR gala, the opportunity will be taken to match the LMS Pacific with the SVR's full set of matching LMS coaches. It will be one of a trio of Pacifics in action, alongside *Britannia* and resident

Bulleid Light Pacific No. 34027 *Taw Valley*. The fourth guest locomotive is North Eastern Locomotive Preservation Group's recently-overhauled NER Q6 0-8-0 No. 63395, visiting from the North Yorkshire Moors Railway, which will operate alongside fellow centenarian, Churchward 2-8-0 No. 2857, which enjoyed its own special goods gala to mark the milestone in June this year. The Q6, one of the last pre-Grouping survivors to be withdrawn by BR, is making its first-ever visit to the SVR and is currently in BR black livery.

Although it was hoped that the railway's own BR standard 4MT 4-6-0 No. 75069 would be making its gala debut following a lengthy overhaul, it is now likely to be on static display, albeit not yet complete, but the railway is still able to field a line-up of 11 locomotives, with seven of its own alongside the four guest engines.

'Auto sandwich'

As well as Nos. 34027 and 2857, these will include No. 7802 *Bradley Manor* and 'Flying Pig' No. 43106 on the overnight trains on Friday and Saturday, while smaller engines will be used on 'local' trains, with PTR/GWR 0-6-0ST No. 813 and Collett 0-6-0PT No. 7714 featuring on the line's GWR 'Toplight' coaches, and auto-fitted GWR 0-4-2T No. 1450 working on single and double coach autotrains – in the latter case as a 'sandwich', a feature not seen on the SVR for some years.

On each of the main gala days there will be at least eight of the 11 locos mentioned above used on trains, including all four guest locomotives, while on the Thursday there will be six locomotives in action, including all of the guests apart from No. 46100.

Other attractions will include walk-on breakfast trains (no need to book), Eardington station open (trains do not stop), dining train on Sunday, Paddock Railway (Hampton Loade) and Coalyard Railway (Kidderminster) in action, and at Highley, the first gala opening of the Engine House, with its new line-up of eight locomotives, including GWR small 'Prairie' No. 4566 and 'pannier tank' No. 5764. Stanier duo 8F No. 48773 and 'Black Five' No. 45110, which recently starred in the railway's End of Steam event on August 4, as reported in issue 245, are now in stock at Kidderminster.

Chris Vine, author of the Peter's Railway books, will be at the Engine House from Friday to Sunday to sign copies of his books and chat to young railway enthusiasts. For full details of the event, including advance ticket information, plus any updates to the information given above, visit www.svr.co.uk



Repairs to the front of Swanage Railway-based Bulleid Battle of Britain Light Pacific No. 34070 *Manston* at Tyseley Locomotive Works are well underway. The buffer damage it sustained in a low-speed non-injury collision – during shunting operations – between *Manston* and BR Standard 4MT 2-6-4T No. 80104 in an area not open to the public between the signalbox and the engine shed at Swanage station just after 9am on Monday, July 24, 2017. ROBIN JONES

Holy War set to restart in 2019

THE Bala Lake Railway is aiming to have Quarry Hunslet 0-4-0ST No. 779 of 1902 *Holy War* back in traffic in spring next year. The locomotive, a resident at the heritage line for 43 years, was withdrawn from service after its 10-year boiler ticket expired at the end of the August bank holiday weekend. A swift overhaul is planned.

Prince George to go on display at Crewe

THE LNWR George The Fifth Steam Locomotive Trust, builder of new George the Fifth express passenger 4-4-0 No. 2013 *Prince George*, is to mount a permanent display of the project at Crewe Heritage Centre.

The trust has been sharing ideas with the LNWR Society at the centre.



Recently-rebuilt Davey Paxman 2-8-2 *River Esk* runs round its Ravensglass & Eskdale Railway train at Eskdale Green on August 19. MATT DITCH

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Appeal seeks £10,000 to machine new County frames

By Robin Jones

THE main frame plates for new-build GWR County 4-4-0 No. 3840 *County of Montgomery* have been ordered – and a new £10,000 appeal to pay for the machining has just been launched.

The Churchward County Trust has placed the order for the plates with Tata Steel of Wednesfield, as per Swindon drawing No. 43495, just six months after the launch of the £1.5million project.

The trust aims to re-create one of Churchward's 'Rough Riders' using a combination of new and original GWR components.

The order represents the first new metal to be ordered by the trust and has been funded by the donations from members of the project's Founders' Club, but more is needed to cover the machining.

Parent material

Delivery of the parent material to Wednesfield from the rolling mill was expected during September, with the frames expected to be cut within 10-12 days following its receipt.

Project leader Gary Boyd-Hope said: "The frames are generally considered to be the heart of a locomotive, upon which everything sits, or fits beneath or between. By placing this order we

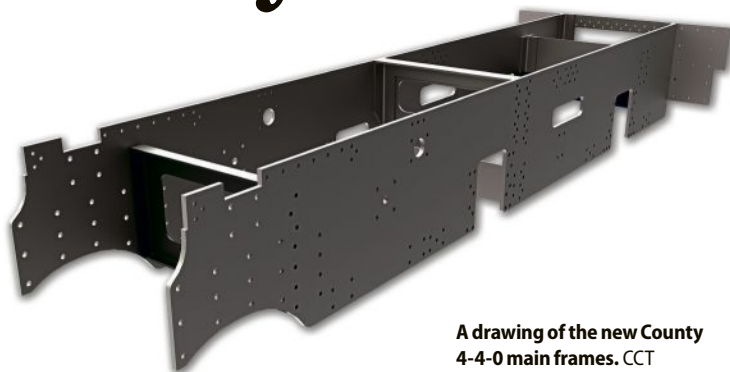
have effectively breathed life into *County of Montgomery*, 106 years after the last County frames were laid at Swindon Works.

"The order represents our most significant statement of intent to date and shows how serious and committed we are to seeing No. 3840 take to the rails."

To meet the machining costs, the trust's new 100 Hundreds Appeal is seeking to recruit 100 individuals to each donate £100. Each donor will receive an A4-sized mounted print of *County of Montgomery* by the artist Jonathan Clay, together with a year's complimentary membership of the trust.

Gary added: "Ideally we would like to get the frame plates delivered direct to the machining specialist, as this will avoid extra movements of the plates in the long run and allow them to be prepared and painted once complete. However, we can only accomplish this with financial support."

The Churchward Counties were the last new GWR 4-4-0 design and by far the most modern, with inside frames and outside cylinders. They were built for express passenger work on lines over which Churchward's Saint 4-6-0s were prohibited, the Shrewsbury to Bristol line (the north to west route), which



A drawing of the new County 4-4-0 main frames. CCT

was shared with the LNWR north of Hereford, and the Midland Railway line between Standish Junction and Yate, over which the GWR had running rights. Churchward used standard components to produce a four-coupled version of his Saints.

Last survivor

The first of the class, No. 3473 *County of Middlesex*, emerged from Swindon Works in May 1904. A total of 40 were built. No. 3833 *County of Dorset* was the first to be withdrawn, in February 1930, and the last survivor was No. 3834 *County of Somerset*, withdrawn in November 1933.

The trust, which is affiliated to the Great Western Society, aims to construct a new example to the pattern of the

10 erected at Swindon in 1911/12 with curved drop-ends to the running plate and screw reverse, utilising the Standard No. 4 boiler from unrestored 2-8-0T No. 5227, together with patterns made for the construction of the society's Churchward Saint 4-6-0 No. 2999 *Lady of Legend*, including that for the 6ft 8½in driving wheels.

A large number of components have also been obtained, including the bogie wheels, axleboxes, horns and a suitable Churchward 3500-gallon tender chassis.

→ Anyone who wishes to support the 100 Hundreds Appeal is invited to send a cheque payable to the Churchward County Trust with a covering note to: Churchward County Trust, PO Box 10633, Leicester LE9 0DU.

Signalling a special success: Swindon Panel now working at Didcot centre

Words and pictures
by Frank Dumbleton

DIDCOT Railway Centre's new signalling centre exhibition is already proving a big hit with visitors since it opened on June 23.

The exhibition examines the history of train control centres from the railway policeman to the recently opened Thames Valley Signalling Centre, and features the 1930s illuminated panel from Bristol East signalbox and the Swindon Panel from the 1960s as major exhibits, in a project having been undertaken in conjunction

with the Swindon Panel Society.

1970s/80s style

The first image (bottom left) shows Swindon Panel, which was installed in its building alongside Swindon station in 1968, and was finally taken out of service in 2016. It was sold by Network Rail to the Swindon Panel Society for £1. The society moved it to the new building at Didcot in April 2016. The Swindon Room is decorated in 1970s/1980s railway office style with carpet tiles, white walls and suspended ceiling with concealed strip lighting.

The panel is about 30ft long and

controlled a large portion of the original GWR London to Bristol main line. At the left-hand end it extends east beyond Uffington. At Swindon, the line to Gloucester diverges, and the panel controls this route as far as Kemble.

West of Wootton Bassett junction, the panel extends beyond Chippenham on the route to Bristol via Bath, and nearly to Bristol on the South Wales route.

The panel was originally located above a large relay room which controlled the points and signals. Since arriving at Didcot, it has been reconfigured to work via a computer programme which sends the trains and

sets up the routes. The computer has a delay built into it to simulate the time it took for the relays to work mechanically and drive the point motors.

The screens on the back of the panel show the four-digit headcodes of the trains. These have to be decoded by referring to timetable summary sheets and the routes set up by turning the black knobs and pushing red and yellow buttons. The lights on the section of route are lit up white when it is set, and turn red when the train is occupying the track circuits.

Interactive experience

The second image (left) shows the Swindon station area of the panel. The working surface is formed of dominoes 40mm square, each with a small section of the layout on it, such as one signal or a set of points. Many hundreds of these dominoes are formed into a mosaic to build up the required panel diagram. Each domino can be changed to take account of alterations to track layout.

The third photograph (above right) shows the panel in use on August 19.



The Swindon Panel now forms part of a major exhibition at Didcot.



The Swindon station area of the panel.



Ivatt 2-6-0 No. 43106 approaching Miners' Crossing, near Highley, on the Severn Valley Railway (SVR) on September 5 with the 10.40am Bridgnorth-Kidderminster service. It is usually impossible to take photos at Miners' Crossing at this time of the year because of encroaching vegetation. However, it seems to have been cut back to enable these shots to be taken. The wreath on the smokebox was in memory of SVR driver Bernard Rainbow, who died recently. JOHN OATES



HERITAGE RAILWAY
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It is gratifying that children are fascinated by the challenge of reading the train headcodes on the screens at the back of the panel, working out from the timetable summary on the clipboards the route it takes through the panel's area, and setting the route for it to take without causing delays.

For the younger generation, the intellectual challenge is like a computer game played on a gigantic keyboard! The Swindon Panel Society team's

next operating days for the panel are September 22-23 and 29-30.

Vintage panel

The 1935-vintage panel from Bristol East follows the progress of train movements to the east of Temple Meads station using red lamps controlled by track circuits. It also has exhibits from lever frame signal boxes, including a pair of levers that control working semaphore signals.

New man in charge of Mid-Hants

SEVERN Valley Railway volunteer Jason Houlders has been appointed as the new general manager of the Mid-Hants Railway.

He takes over from long-serving managing director Colin Chambers, who is now working as the line's part-time finance director until his planned retirement.

Jason has more than 30 years' of experience working in project management and customer service positions. He said: "I am delighted to have joined the Watercress Line. The staff and volunteers have been very supportive of me and the new role, and I look forward to working with them to make sure the railway can continue to succeed for many generations in the future."

"For as long as I can remember, I have always been interested in heritage railways. I was born just a few miles from one of the early railways and preservation groups, and I remember as a child just wanting to go to the crossings and watch the trains as they came through. It's been in my blood for a long time."

"I have been a volunteer on a steam railway in the Midlands for the last 35 years, where I've worked on the locomotives and on the boards."

"I was deputy chairman for a short time and I also organised some of the bigger events up there."

Friendly staff

Jason added: "The Mid-Hants Railway is a bit of a hidden gem. I'd been here on a couple of occasions because we'd hired our locomotives from the Severn Valley Railway down to here, and I was really impressed with the staff, the stations and the way everything is set up."

"The Mid-Hants Railway operates in a very professional way for a heritage line."

"It has some really good standards which are being maintained, the staff are very friendly and the stations are well presented – and that really puts the line in a strong place for the future."

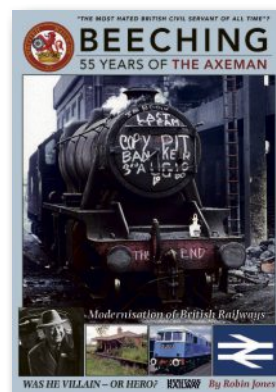
"In terms of events, Day out with Thomas is just fantastic, War on the Line in 2019 will be the 75th anniversary of D-Day, so a big event."



Jason Houlders, who has just taken over as general manager at the Watercress Line. MHR

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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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Sir Archibald's boiler is back at Bluebell

THE boiler for SR Battle of Britain Pacific No. 34059 *Sir Archibald Sinclair* has returned to the Bluebell Railway after being away for five years.

During its time away it has had new sides to the outer wrapper of the firebox and a completely new inner firebox and foundation channel. This work has been financed by the Keep Up the Pressure Fund, the Bluebell Trust, and the Bluebell Railway Battle of Britain Locomotive Group.

It has now been moved into the workshop in readiness for work to commence on re-staying and the fitting of smoke and flue tubes. A return to steam for the Bluebell Railway-owned locomotive is hoped for within the next one to two years.

Blackmoor needs £199k

Meanwhile, fundraising continues for the overhaul of Bulleid Society-owned West Country light Pacific No. 21C123 *Blackmoor Vale*.

To return the locomotive to traffic will require a new inner firebox costing £199,900. With this in mind, the Bulleid Society has purchased the major items necessary to fabricate a new one.

The group has purchased two new thermic syphons costing £15,000; the foundation channel sections costing £7110 (necessary to construct a new foundation ring to connect the outer and inner firebox wrappers); the firebox tubeplate at the cost of £8720 and the firedoor inner backhead for £17,000 have been purchased.

Normandy back on show

The total cost of fabricating the new inner firebox using the items already purchased, removing the old firebox from the boiler, fitting the new inner firebox to the outer wrapper and fitting all the water space stays and undertaking the necessary hydraulic and steam tests is £199,900.

Donations may be sent to: Vernon Blackburn, Bluebell Railway Trust, Sheffield Park station, Sheffield Park, Uckfield, Sussex TN22 3QL.

Another of the group's locomotives, LSWR B4 0-4-0T *Normandy* has returned to Sheffield Park shed to take its place in the new SteamWorks! exhibition.



Tyseley's GWR Collett 0-6-0PT No. L94 (7752) departs Goodrington Sands and digs deep to haul its seven-coach load up the stiff grade to Churston with the 2.15pm Paignton to Kingswear service on August 30. This locomotive hauled the last London Underground steam train on June 6, 1971. STEPHEN GINN

Wimblebury steps in to help Middleton 50 gala

By Robin Jones

THE Foxfield Railway has come to the aid of fellow premier industrial heritage line the Middleton Railway to loan a locomotive for its showpiece Last Coals to Leeds event on September 29-30.

Hunslet 0-6-0ST No. 3839 of 1955 *Wimblebury* was supplied new to the NCB Cannock Wood Colliery near Hednesford and worked there until the early 1970s when it was withdrawn from service.

The colliery closed in 1973 and *Wimblebury* was bought privately for preservation and moved to the Foxfield Railway in September that year, as spares for another engine.

However, after being fitted with vacuum brakes, *Wimblebury* was used regularly at Foxfield in the late Seventies. After another 10-yearly overhaul, it returned to steam in July 2017, but was taken out of service and lifted early this year for axlebox repairs but returned to service by summer.

Memories rekindled

For the galas, *Wimblebury* will replace Hunslet 0-6-0ST No. 3686 of 1948 No. 60, a former NCB locomotive that was booked as an ideal visitor for this particular event. However, it is no longer available, as the Aln Valley Railway also has a gala the same weekend.

Wimblebury will star alongside the Slough & Windsor Railway Society's Hudswell Clarke 0-6-0ST *Slough Estates No. 3*, which will be vinyled as *Blenkinsop 1954*, the last steam locomotive ordered by and used at Broom Colliery and either 1903-built Manning Wardle 0-6-0ST *Matthew Murray* or 1941-built Hunslet 0-6-0T *Brookes No. 1*.



Wimblebury in action at the Foxfield Railway gala on July 22. IAN SMITH

It was planned to repaint *Matthew Murray* green and rename it *Forward*, taking the identity of a locomotive that worked for the NCB South Yorkshire Area.

Resident Fowler 0-4-0DH *Harry* will also be used on the day to represent the prototype Fowler diesel No. 423001 of 1957 that followed the line's bicentenary train in 1958. That train sparked the preservation of the railway and so the Fowler is a link back to that day.

Two of the railway's wagons have been repainted. The line's five-plank Middleton Colliery wagon has been repaired and repainted into its Middleton Colliery livery, and Dogfish ballast wagon, which was damaged by the fire at Moor Road in July, is to be repainted in NCB black livery and lettered as a Middleton Broom Colliery internal user.

Last Coals to Leeds will commemorate the 50th anniversary of the closure of Middleton Broom Colliery in 1968 and

is sponsored by Leeds City Council under its 'Love where you live' project, which is intended to bring communities closer together.

Community engagement

The heritage line has produced a children's history of the colliery, Broom Pit – Canaries and Ponies, which will be distributed free of charge to every primary school child in Middleton Ward, which is where the colliery was located. Each child will also receive a bookmark, which incorporates a detachable ticket for them to ride on the railway.

There will also be an 'adult' version of this book, giving details of the colliery and those who worked there and also its legacy, which includes the railway.

An event book has also been produced for the weekend, along with commemorative T-shirts.

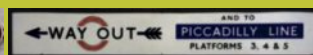
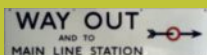


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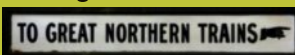
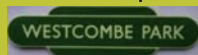
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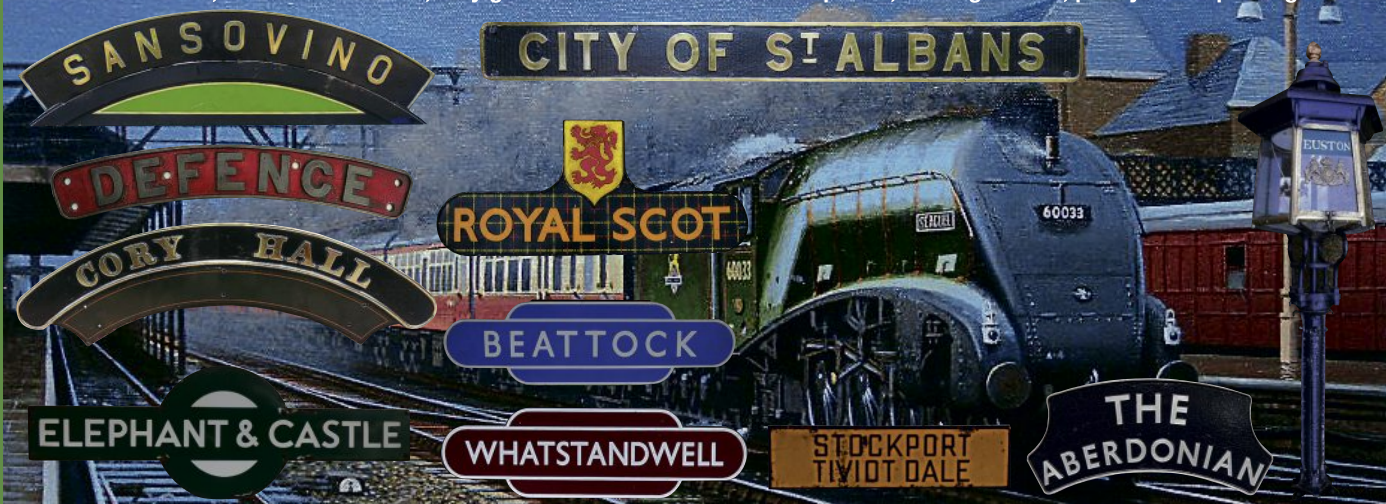
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£100k success as heavyweights battle it out at Stoneleigh

AS an example of mathematical symmetry, it was nigh-on perfect. Each of the top five nameplates sold at Great Central's September 1 auction at Stoneleigh recorded five-figure realisations – and their combined hammer prices totalled exactly £100,000.

The quintet was headed at £30,000 by *603 Squadron* with matching squadron badge, from SR Battle of Britain Pacific No. 34077, followed by *The Prince of Wales's Volunteers South Lancashire* from LMS Royal Scot No. 46137 (£26,500), and *Knight of the Thistle* from GWR Star class No. 4012 (£19,000).

Fourth was *Loch Arkraig* from LNER K2 No. 61764, whose £14,500 price resulted in more symmetry, in that the top selling quartet came from each of the 'Big Four' railway companies. It was then the turn of the diesels, for the final member of the five-figure

union at precisely £10,000 was *Carmania*, carried by Class 40 D218/40028 from 1962 until 1973.

BR made it onto the scoreboard thanks to *Venus* from Britannia No. 70023 (£9600), after which it was from majestic Pacific to humble tank engine, for next up at £9000 was a nameplate from Isle of Wight O2 class 0-4-4T W31 *Chale*. A close-



knit selection ensued, led by *Dick Turpin* from LNER A3 No. 60080 and *Princess Beatrice* from GWR Star No. 4052, each at £8000, and *Madoqua* from LNER B1 No. 61027 (£7700).

Two GWR Hall class 4-6-0s feature at this point, with *Heveningham Hall* from No. 7909 selling for £6800 and *Wootton Hall* (No. 4979) going under Mike Soden's hammer for £3500. The meat in this sandwich of 4-6-0s was *Shamrock* from LNWR Precursor 4-4-0 No. 1309/LMS 5302 (£5800).

A replacement nameplate wasn't far off No. 4979's realisation, when *Shanklin*, from another loW Class O2, W20, fetched £3200. This loco's original nameplate was brass, but when removed prior to the end of steam on the island in December 1966, the steel version that was sold at Stoneleigh replaced

it on the 0-4-4T.

A selection of station totem signs spread across three regions mixed it with the lower-priced nameplates, led by BR(M) Keswick at £4600 – more than four times the middle estimate – and ably supported by BR(S) Crowborough and Jarvis Brook (£4300) and BR(W) Bulth Wells (£4200). The Southern Railway target sign leader was Parkstone (£1250), closely followed by London Underground's Bond Street at £1150.

Cabside numberplates are usually the domain of the GWR, but the top seller, at £4000, was a Crewe works 1917 example from LNWR Claughton class 4-6-0 No. 2426, which became LMS No. 5959 and was withdrawn in 1932. The GWR did get a look-in, thanks to 6979 from *Helperly Hall*, although its £2000 realisation was half that of the LNWR class winner.

Electrics and diesels also shone in this category, with E3040 from a 1960-built Class 84 selling for £2800, and D1049 from Class 52 *Western Monarch* for £2000.

The top worksplate was a Brighton 1879 offering from an unidentified LBSCR engine (£3500), leading shedplate at £2400 was 64G (Hawick), and heading the smokebox numberplates was 34077 from *603 Squadron*, which went for £2000 immediately after its nameplate,

albeit not to the same bidder.

Other sales worthy of mention include a Malcolm Root painting of A4 No. 60024 *Kingfisher* at Gleneagles (£3200), a headboard from 'The Royal Scot' (£3100), a platform ticket machine dispensing 2d tickets (£2200), and a Tyer's key token instrument (£1950). Prices exclude buyer's premium of 15% (+ VAT).

Auctioneer Mike Soden said: "I thought that it was brilliant overall. Totems were strong, and have really come on in the last year or so. There were some good cabside prices too, although this category can be up and down, as can smokebox numberplates."



GWRA to launch new lower-value auction

A NEW auction of lower-value general railwayana is to be launched next year as a joint venture between GW Railwayana and long-time collector Julian Hanwell.

To be marketed as 'GWRA buy and go', it will follow the style of Great Central's bi-annual sales at Bloxham, with no commission or telephone bids nor accompanying stalls, and neither will there be internet bidding, unlike GWRA's flagship live sales.

GWRA's Simon Turner said a feature of Buy and Go would be a website catalogue and thumbnail photographs of every lot, while the catalogue would be available in PDF format for downloading. The auctions, comprising up to 1000 lots, will be held twice-yearly

in May and October at GWRA's usual Pershore High School venue, with the first being next May.

"Julian has a wealth of experience in the railwayana field and has been collecting since the 1970s, with a particular interest in signalling and railway lamps," said Simon. "We are both looking forward to this new venture."

Great Central launched its Bloxham auctions 10 years ago as an outlet for the sale of the sort of lower value items referred to by Simon, but interestingly it went slightly upmarket at its latest auction – held on August 4, as reported in this column – by including, for the first time, cabside numberplates and station totem signs.

Totems and cabsides make their mark at Bloxham general sale

A TOTEM sign from the Cambridgeshire station of Meldreth on the King's Cross-Cambridge line was the top seller in a Great Central general railwayana sale at Bloxham on August 4, realising £820, with the category runner-up at £500 being Pontefract Baghill, one of three stations in the West Yorkshire town.

Cabside numberplates from GWR 0-6-OPT Nos. 4607 and 9768 fetched £600 and £480 respectively, and a flamecut from Class 46 diesel No. 46026 *Leicestershire* and *Derbyshire Yeomanry* went for £560. This 1Co-Co1, which emerged

from Derby in April 1962 as D163 and was taken out of service in November 1984, was the only named member of its class.

On the London Underground front, a frieze from Embankment station achieved £500.

For those of us who like a little bit of historical minutia with an unusual twist, this station is the last on the network at which one of the earliest 'Mind the gap' announcements that were recorded by the actor Oswald Laurence can be heard.

Prices exclude buyer's premium of 15% (+ VAT).

Single collection at heart of Great Northern sale

A SINGLE collection of railwayana ranging from mainstream to esoteric will be at the heart of Great Northern's sale on October 6.

Included in the former is a group of totems from the south west of England to Scotland via north Wales, including Redruth, Elderslie, and Abergelie & Pensarn, with a Southern Railway target sign from Elephant & Castle thrown in for good measure.

Headboards

Another wide geographical spread is found in the headboard and carriageboard section, which includes a tartan 'Royal Scot' of each and also 'The Aberdonian', and a 'Cornishman' headboard.

There are also Penychain and Southern Electric running-in boards, a Giggleswick signalbox nameboard, and a BR 'Irish Mail' poster by F H Glazebrook commemorating the

'Irish Mail' centenary in 1948. Among the esoteric is a Britannia Bridge brass bell stamped LNW and a Euston lantern bearing the LNER crest. Great Northern's Dave Robinson said the function and precise location of the bell was unclear,

although it was believed it may have been rung whenever a train was approaching the bridge, which crosses the Menai Strait between mainland Wales and Anglesey. It was found by divers after the fire in 1970 which caused considerable damage.

The location of the Euston lantern is also unknown, but Dave said one theory was that it had been located at a royal entrance to the station, which was often used by the royal family travelling to Ballater, the nearest station to Balmoral.

The collection, the second part of which will be auctioned by Great Northern on April 6 next year, is being sold by long-time enthusiast Chris Halsall and

was known as the Brookside Miniature Railway collection.

Away from the collection, four nameplates in the auction are *Cory Hall* from GWR No. 5968, *Defence and City of St. Albans* from LMS Jubilee No. 45722 and *Princess Coronation* No. 46253, and *Sansovino* from LNER A3 No. 60053. The GWR 4-6-0 was built in 1937 and withdrawn from Gloucester Horton Road (85B) in September 1962, the Jubilee in 1936 and withdrawn from Rugby (2A) in December 1962, and the Princess Coronation in 1946 and withdrawn from Crewe North (5A) in January 1963.

The A3 was the oldest of the quartet but the last to be withdrawn, having been built at Doncaster in 1924 and taken out of service in May 1963 when shedded at Heaton (52B). It was named after the winner of the 1924 Derby.

Trespass signs

Cast-iron trespass signs include examples from Oldham Ashton & Guide Bridge, Rhondda & Swansea Bay, Sheffield & Midland and Barry Dock railways, and the locomotive items' selection offers a 1927 Beyer Peacock worksplate from one of the earliest LMS 2-6-0+0-6-2 Garratts, the chimney from GWR No. 7027 *Thornbury Castle*, and a badge from Class 45 D56/45137 *The Bedfordshire and Hertfordshire Regiment (T.A.)*.

A Bristol & Exeter Railway office chair may provide comfort when its new owner returns home, and maybe they'll enjoy a drink brewed in an LNER King's Cross tea urn, which is also going under the hammer. The auction, at Poynton Leisure Centre, starts at 10.30am.



THE ABERDONIAN



GER in pursuit as LMS shines at model auction

THE LMS outshone all others at a Lacy Scott & Knight railwayana and model trains auction in Bury St Edmunds on August 18, with pride of place going to a 7¼in live steam model of Class 4MT 2-6-4T No. 2237, which sold for £12,500, more than the double top estimate.

The engine on which the model was based emerged from Derby in August 1946 and was withdrawn by BR from the Leicestershire shed of Coalville (15D) as No. 42237 in December 1962.

Behind came two further 7¼in gauge live steam models, of GER T26 class 2-4-0 No. 494 (£7500) and Class Y14 0-6-0 No. 904 (£7200), and a third GER representative, 5in gauge live steam S46 'Claud Hamilton' class 4-4-0 No. 1896 (£5400). No. 494 was reclassified E4 by the LNER and numbered 62787 by BR, while No. 904 was reclassified J15 and

numbered 65400 after Nationalisation. No. 1896 became a Class D15 loco under the LNER, given the number 62507 by BR, and was withdrawn from King's Lynn (31C) in April 1952.

The more modern era was represented by Class 9F No. 92008 in 5in gauge live steam that went under the hammer for £4600. The 2-10-0 was built at Crewe in March 1954 and withdrawn from Warrington Dallam (8B) in October 1967, the month in which the shed closed to steam.

A further four-figure realisation was achieved by a 1938 Hornby O-gauge LMS Princess Royal No. 6201 *Princess Elizabeth*, its £1000 being almost identical to a similar model sold at a Vectis auction the day before, as also reported in this column. Prices exclude buyer's premium of 20% (+ VAT).

Franco-Swiss alliance wins the day

FRANCE and Switzerland joined forces to win top honours at a Vectis model train sale at Thornaby on August 17, when O-gauge models of French state railway SNCF locomotives made by Fulgurex of Switzerland achieved the highest two realisations.

The leader was a limited production Class 2D2 overhead electric loco No. 5516 that achieved £1300, followed at £1200 by another limited edition, of Class 241P 4-8-2 No. 25. Philotrain of Holland stepped onto the podium in third place with an O-gauge

Nederlandse Spoorwegen diesel railcar (£1100), this too being a limited production – just 30 models.

It was back to the Fulgurex-SNCF combo for fourth place with yet another O-gauge limited edition, of Class 242AT 4-8-4T No. 6 (£1000), a price matched by a Kiss Models of Germany O-gauge SNCF Class 141R 2-8-2 No. 1172. Just below four figures was the first model of a British main line steam engine, a Hornby O-gauge LMS Princess Royal Pacific No. 6201 *Princess Elizabeth* (£900). Prices exclude buyer's premium of 25% (inc VAT).

■ A 1920 North British Railway 1d platform ticket for Edinburgh Waverley was the top realisation in a 5000-lot Great Central online and postal railway ticket auction that ended on August 14,

selling for £220. In second place at £160 was another platform ticket, issued by Cheshire Lines Committee for Liverpool Central. Prices exclude buyer's premium of 10% (+ VAT).

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CONFESSIONS OF A RAILWAY JOURNALIST

After years in the finance industry, and in a complete change of career direction, **Brian Sharpe** became assistant editor of *Heritage Railway* in 2002. This summer he stepped down to take a well-earned retirement, and over the following pages he recalls some of the preservation highlights he has witnessed and reported on over those 16 years.

Like many teenagers in the 1960s I had been an avid trainspotter; in my case, my local line was the East Coast route where I managed to 'cop' many LNER Pacifics, including all of the A4s.

The King's Cross engines such as *Mallard*, *Sir Nigel Gresley* and *Flying Scotsman* were an everyday sight but one afternoon in 1963 an apparition came into view at one of my favoured spots, Walton level crossing north of Peterborough. It was an immaculate but unfamiliar-looking steam engine heading south light engine on the slow line.

As it passed, I naturally noted down its number – 4472, but the four-figure number was unfamiliar, as was shade of green and the initials LNER on the tender. However, I recognised the name on the red plate over the middle splasher – *Flying Scotsman*. It was not the No. 60103 I had been familiar with though – and this was my first encounter with railway

preservation. I later discovered that the engine had been purchased by Alan Pegler, overhauled at Doncaster and was heading for London to work its first railtour in private ownership.

Sadly it was another couple of years before I acquired my first camera, by which time the LNER Pacifics had retreated much further north, so I never photographed any in BR service. I did not even really notice them disappear as I think I was more interested in the shiny new diesels; 'copping' the Deltics in numerical order as they entered ECML service.

Maroon mogul

By the time BR steam ended completely in 1968, I was travelling more widely across the country. I saw more apparitions on my travels such as a maroon Ivatt mogul, No. 6441 among the rusty 'Black Fives' at Carnforth, then witnessed the arrival of No. 70013 *Oliver Cromwell* at Bressingham in August

and a month later, a rusty Standard 5MT 4-6-0 No. 73050 appeared at my local shed at New England.

Once steam had ended, steam preservation was becoming established; there was still industrial steam to be savoured, and of course steam had many years' service left in various overseas countries. Fast forward to 2002 though and the railway preservation movement had achieved more than anyone could ever have predicted 35 years earlier and now I was sitting in an office in Lincolnshire tasked with writing about the subject.

Heritage Railway had been set up by publisher Paul Appleton three years earlier with Robin Jones as editor and issue 37 was the first to carry my name as assistant editor. Of course by 2002, most of the heritage railways we know today were well-established but there were new-generation lines which had still to run their first public services, such as the



In hybrid LNER/BR condition, LNER A3 Pacific No. 4472 *Flying Scotsman* departs from York on May 31, 2005 with the 'Scarborough Spa Express', its first train after being purchased by the National Railway Museum.



LMS 8F 2-8-0 No. 48151 crosses the river at Invershin on the Far North line with the Railway Touring Company's 'Great Britain' on April 12, 2007.

Ecclesbourne Valley Railway, while even the Mid-Norfolk Railway at that time had yet to run any meaningful steam services.

There were a couple of classic narrow gauge railways which had lain dormant since the 1930s, with tangible steps towards their revival now evident. Woody Bay station on the Lynton & Barnstaple Railway was once again seeing signs of life and in Wales, on the Welsh Highland Railway, track-laying had reached Rhyd Ddu.

Among the big news stories in the first few issues I worked on was the proposal by Bressingham to return LMS 4-6-0 No. 6100 *Royal Scot* to the main line, while at the same time, classmate No. 6115 *Scots Guardsman* was languishing at Tyseley, not having steamed since 1980. I was soon off to Bressingham to witness *Royal Scot*'s boiler being removed by Roland Kennington.

Another surprise announcement for the steaming of an historic locomotive was the news that the National Railway Museum intended to return its Beattie well tank to steam. The NRM also announced plans to build a state-of-the-art outstation at Shildon.

In 2002, *Flying Scotsman* in LNER apple green as No. 4472 but now with its double chimney, was earning its keep in Dr Marchington's ownership, mostly on Pullman duties on the Southern Region. Meanwhile, the new A1 Pacific *Tornado* was looking like a complete locomotive at Darlington.

Steam on the Royal Train

The first real excitement in the new job was the rumour that a preserved steam engine was going to haul the Royal Train on the main line.

LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* had effectively taken the

place of the popular NRM-owned No. 46229 *Duchess of Hamilton* on the main line from 2001. It never really seemed to equal *Hamilton*'s legendary performances at first, but on June 11, 2002 it upstaged its sister and achieved immortality by being chosen to head the Royal Train.

The event was shrouded in secrecy, but the grapevine quickly established that No. 6233 would haul the train from Holyhead to Crewe, with stops at Llanfair PG, Bangor and Llandudno Junction. The Queen and the Duke of Edinburgh had a series of royal engagements in North Wales and would use the train for parts of the journey during the day. It was by no means the first steam-hauled Royal Train in the preservation era, but it was the first to be hauled by steam on the main line.

The weather co-operated and although no one would officially divulge any timings, it



"The first real excitement in the new job was the rumour that a preserved steam engine was going to haul the Royal Train on the main line."



Left: LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* departs from Holyhead with the 'top-secret' Royal Train conveying HM The Queen along the North Wales Coast line on June 11, 2002.

Below: LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman* and BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* at the West Coast Railways' open weekend at Carnforth in July 2008.





In works grey livery, LNER A1 Pacific No. 60163 heads its first train past Kinchley Lane on the Great Central Railway in September 2008.

"It was one of life's more unusual experiences to be travelling on the footplate on one of Ireland's long-lost classic narrow gauge railways."

was impossible to keep The Queen's schedule secret, so it was not difficult to work out what the train was going to do and when.

'Great Britain'

The idea of a steam tour of the whole of Britain, taking in London, Penzance and Thurso had been around for a long time but in 2007, the Railway Touring Company announced that it was going to happen. The first nine-day multi-engine 'Great Britain' tour was scheduled for April and it seemed well worth following it throughout, with the intention of photographing it at as many classic railway locations as possible en route.

What could not have been predicted was the near-perfect weather throughout, with the unfortunate exception of the trip on the Kyle of Lochalsh line but even that was dry. There were virtually no operational problems, again apart from the run on the Far North line where pathing problems caused by a late departure from Inverness caused a six-hour late arrival into Thurso.

It was the best nine continuous days of steam photography I have experienced in this country; normally this kind of trip is only possible overseas. With Penzance, the Royal Albert Bridge, the climb to Shap, the climbs to Drumochter and Slochd both ways and several locations on the Far North line all recorded in sunshine, it was all too good to be true. Against all the odds, RTC and West Coast Railways

have combined to run something similar nearly every year since and for many it has become the steam highlight of the year. Overall the first one can probably still be considered to have been the best.

Oliver Cromwell

A matter of regret for many enthusiasts was the fact that BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* remained at Bressingham for so many years after hauling BR's 'Fifteen Guinea Special' in August 1968. I first saw the engine at March shed in 1963 in decrepit condition, then again at a Derby works open day in 1967 and securely wrapped under a tarpaulin at Carnforth in February 1968. I finally managed to photograph it on Lostock Hall shed in July 1967 and three weeks later witnessed its arrival at Bressingham on a low-loader, but I never saw it move under its own steam.

The news that it had finally been permitted to leave Bressingham in 2004, to be overhauled at Loughborough, was received with almost universal enthusiasm. The target was to have the engine finished by August 2008 in time for the 40th anniversary rerun of 1T57 of August 11, 1968.

Naturally it was a close-run thing but the overhauled No. 70013 was taken by road in July 2008 to its 1968 home shed of Carnforth for West Coast Railways to give it a main line proving run. Better still, *The Railway*

On one of its last duties before retiring to be a static exhibit, LNER V2 2-6-2 No. 4771 *Green Arrow* departs from Grosmont on the North Yorkshire Moors Railway with a train of Gresley teak coaches on March 14, 2008.



Magazine, which had become a sister title of *Heritage Railway* following its purchase by Mortons, had persuaded West Coast Railways to open its doors to the public for a strictly one-off weekend and *Oliver Cromwell's* visit coincided with the event.

Carnforth had been the centre of the steam enthusiast's world, not only in 1968, but right through to the early 1990s and it seemed surreal to be crossing the footbridge from the station to the shed once again for the first time in nearly 20 years. Outside the shed, the gleaming Pacific stood next to West Coast's superbly-restored LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman* which only six years earlier was lying derelict at Tyseley.

Over the course of the next week I had the pleasure of finally photographing not only *Oliver Cromwell* hauling a main line train for the first time in 40 years, but also *Scots Guardsman*.

Tornado

Despite having been brought up with LNER Pacifics and regretting the fact that no A1 was preserved, I have to confess I had little interest in the *Tornado* project until it started to look like an engine. It was the arrival of the boiler from Meiningen that finally persuaded me that it was now getting interesting and would be worth a trip to Darlington.

Naturally, I had to be there for its first public steaming on August 1, 2008 and then

at the Great Central Railway to see it haul its inaugural train in September. Its first main line runs were in poor weather conditions but highlights since then have been the Top Gear special, the trip on the Far North line and a couple of Royal Trains to name but a few.

Narrow gauge

I always enjoy visiting places I remember from real steam days. In 1969, in the lean period after the end of BR steam but before steam preservation had really taken off, I had visited the Bowaters' narrow gauge system at Sittingbourne. The line closed shortly afterwards but was quickly reincarnated as a heritage line by the Locomotive Club of Great Britain. It was 40 years before I returned and shortly after that visit came the news that the railway was likely to have to close. The last trains were to be the Santa specials which uniquely ran on Boxing Day 2008. With a good forecast, it seemed worth the trip and so it was.

Fortunately, it did not prove to be the end of the line for the SKLR and after a short period, the train service resumed.

Irish railways hold a unique attraction and although I still hold out hope of seeing steam on the Tralee & Dingle or better still the County Donegal one day, there has at least been the unprecedented revival of a small piece of the West Clare Railway. The 0-6-2T only hauls one coach and passengers appear to be in short supply, but it was one of life's more

unusual experiences to be travelling on the footplate on one of Ireland's long-lost classic narrow gauge railways.

In the first issue of *Heritage Railway*, we reported on then Deputy Prime Minister John Prescott's commendable decision to allow the original Welsh Highland Railway to be rebuilt in its entirety by sister line the Ffestiniog.

In between photographing *Sutherland* on its Royal Train duties in June 2002, there was time for my first visit to the Welsh Highland Railway where the South African Garratts were by then already working between Caernarfon and Waunfawr, with track-laying progressing through the more scenic area to the south. On further visits I was able to photograph the pioneer Beyer-Garratt K1 on a photo charter goods train which ran as far as Rhyd Ddu and take a look at the building works in progress.

Perhaps more interesting was seeing the parts of the route where work had yet to commence and marvel at the optimism of those who were planning to reinstate the railway in places where it then appeared impossible. The Aberglaslyn pass section was clearly going to be impressive when it opened, but how was the line ever going to get through the streets of Porthmadog?

I was subsequently able not only to see the work continuing to progress, but also to witness several first trains on certain sections of the route, including in 2009 the first passenger train through Aberglaslyn since



By 2008 the route of the reinstated Welsh Highland Railway through Porthmadog was becoming clearer and the first section of track is about to be laid across the Britannia Bridge on the approach to Harbour station.



The first passenger-carrying steam train through the Aberglaslyn Pass on the Welsh Highland Railway since 1936 was a members' special on May 21, 2009, hauled by George England 0-4-0STT *Prince*.



Bagnall 0-6-2T *Triumph* heads towards Sittingbourne on what could have been the last day of services on the Sittingbourne & Kemsley Light Railway on December 26, 2008.



0-6-2T *Slieve Callan* departs from Moyasta Junction on the short revived section of the West Clare Railway on August 1, 2009.



1936, followed in due course by the first public passenger train through the pass and the first timetabled passenger train into Porthmadog in January 2011.

A4 Pacifics

The railway preservation world thrives on rumour and the job of the press is to distinguish rumour from fact. I heard a rumour that the Brighton 'Terrier' 0-6-0T No. 54 *Waddon* was going to be repatriated from Canada. However, further enquiries rather surprisingly revealed that it was not, but someone somewhere let it slip that although the 'Terrier' was not coming home, two A4 Pacifics were. I was disappointed as *Waddon* is the only preserved British main line steam locomotive I have never seen.

The story of the temporary repatriation of the two A4 Pacifics from North America became a long-running saga and filled many magazine pages from when the news first broke until they departed from these shores a couple of years later.

The period when the NYMR was awash with

LNER engines was one of the highlights of the past 16 years. While the A4s were the stars in most people's eyes, for many it is the memories of an apple green V2 No. 4771 *Green Arrow* hauling teak stock across the moors which are far more poignant. It was known that the V2 was on its last legs and when it failed before the end of its programme and we became aware that this had ended its career, probably forever, it dawned on us how lucky we were to have seen such a fitting finale for such a fine engine.

North Norfolk

In the 1950s, trains on the one-time Midland & Great Northern Joint Railway were visible from our front room, although I have only vague memories of seeing them. Nevertheless, the old M&GN system holds a particular fascination and the preserved part of the system, the North Norfolk Railway, is a particular favourite.

In many ways, the reinstatement of the level crossing at Sheringham and the connecting of the NNR with the Network Rail system should have been one of the easiest projects in railway preservation. For many years the problems

were more political than practical or financial.

Having played a minor part in laying and maintaining track on the Nene Valley Railway for many years, I am always interested in watching the progress of track-laying on other railways and paid visits to Sheringham on an almost weekly basis in early 2010 to see one of the shortest but most significant missing links in preservation being constructed by a substantial gang of contractors and volunteers.

The atmosphere at Sheringham when *Oliver Cromwell* steamed across the road into the NNR station on March 11, 2010 with 'The Broadman' from King's Cross, witnessed by an estimated 8000 people, was something special. It was the first train to cross the road since 1969 and although I don't remember it, I did travel across the road by train in the early 1950s en route to a holiday in Cromer.

Legendary performances

Although I have travelled on many main line routes behind many classic preserved steam engines, I have not been fortunate enough to have experienced the peaks of locomotive



Above: Work is progressing well on reinstating the missing link and level crossing at Sheringham in February 2010.



Right: BR Standard Britannia Pacific No. 70013 *Oliver Cromwell* brings up the rear of RTC's 'Broadman' returning to King's Cross over the reinstated connection between the North Norfolk Railway and Network Rail on March 11, 2010.



Left: LNER A4 Pacific No. 4464 Bittern running as No. 4492 Dominion of New Zealand speeds through Sandy at 88mph on June 29, 2013.

Right: Metropolitan Railway 0-4-4T No. 1 approaches Vine Street on the District Line with Metropolitan Railway stock from the Bluebell Railway, on August 2, 2014.



performance in recent years. One that stands out was No. 6233 beating the performance record set by LMS No. 6234 *Duchess of Abercorn* on Shap in 1939.

I did see the same engine descend Stoke bank one evening in 2005 dead on time on what appeared to be an impossible schedule for Darlington to King's Cross with steam. It was still on time at Huntingdon, making good progress on the fast line as darkness fell and succeeded in running the 76 miles from Peterborough to King's Cross in the scheduled time of 68 minutes.

Another storming performance was produced by Tyseley's Castle No. 5043 *Earl of Mount Edgcumbe* on 'The Bristolian' of April 17, 2010, which made a memorable sight on the bank out of Bristol in the evening sunshine and went on to reach Paddington nonstop in 1hr 50mins, almost matching the nonstop schedule from the 1950s. These were three trains I would certainly have enjoyed travelling on. Such performances are a tribute to the people who restore and maintain these engines to such high standards and the enginemasters who get such performances out of now very-elderly steam engines in circumstances so different to the days of steam.

I did take the opportunity to sample 90mph A4 haulage on the ECML; on the third such run between York and King's Cross by No. 4464 *Bittern*, running as No. 4492 *Dominion of New Zealand* in November 2013. The highlights of the journey were not the 90mph plus sections but running through Retford at 75mph and thinking how slow it seemed, and passing Peterborough nonstop, again at only 75mph, but a novel experience in view of the fact that even A4s were restricted

to 20mph through Peterborough North station as I remembered it from steam days.

Steam on the Met

Steam preservation has often succeeded in achieving the apparently impossible. What could be more impossible than running a train of Victorian wooden coaches through the tunnels of the London Underground headed by a 19th century 0-4-4T? Yet in 2014 it actually happened. Photographing it in the tunnels was difficult of course because once a service train departs, the next one arrives in a matter of seconds and the steam train needs to pass during those few seconds. Nevertheless, it was a rewarding spectacle to experience from Circle and District Line platforms I have been very familiar with over the years.

Flying Scotsman

Even during its 10 years of inactivity, *Flying Scotsman* was rarely out of the news for long. Shortly after its purchase by the National Railway Museum, I had the privilege of interviewing Alan Pegler who had bought it from BR in 1963. During the long-running overhaul there were occasional press calls at either the NRM at York or later at Riley's in Bury to see the progress. Towards the end of the process, a copy of a contract was made public which contained the footnote "and paint the locomotive in BR green." This was probably the best news I'd read in 16 years of railway journalism.

Not only was *Flying Scotsman* getting close to a return to the main line, but it would be in authentic condition as No. 60103. I saw it chuffing up and down the East Lancashire Railway in January 2016 and on its main line test run while in black livery and duly joined

the crowds at the lineside for the King's Cross to York run on February 25. I made a complete mess of photographing it; the light is wrong just about everywhere between King's Cross and Doncaster for northbound ECML trains.

However, it was a sight I had never expected to see. This was an A3 as I remembered them from the early 1960s, not the apple green apparition I had first witnessed back in 1963 but never really got used to. And it was running on the line it was built for. The engine's popularity was a mixed blessing of course, but fortunately the excesses of the general public's behaviour have now subsided.

Of all the engine's adventures in this latest phase of its career, perhaps the run over the Waverley route has been the highlight so far and made a good news story as it nearly didn't happen. I was heading for the Royal Border Bridge at Berwick-upon-Tweed, oblivious to the fact that the train had been cancelled because of last-minute gauging issues and only reinstated after intervention at the highest level of Network Rail.

However, I have now handed over the role of assistant editor to Gareth Evans. The developments in the heritage railway sector over the past 16 years have been quite amazing and all the indications are that the next few years will see a similar rate of progress. There is never a shortage of news to report on. All this has been achieved by the devoted band of workers, many on a voluntary basis, who restore the engines and stock, operate the trains and build not only new railways but even brand-new engines.

The railway press hopefully plays its part in recognising these fantastic achievements and publicising what the heritage railway movement has to offer. 

"Of all the engine's adventures in this latest phase of its career, perhaps the run over the Waverley route has been the highlight so far and made a good news story as it nearly didn't happen."

Left: In authentic condition as remembered by many of today's enthusiasts, LNER A3 Pacific No. 60103 *Flying Scotsman* heads Steam Dreams' 'Cathedrals Express' past Borthwick on the recently-reinstated Waverley route between Edinburgh and Tweedbank on May 15, 2016.





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

BR 7P Pacific No. 7000 *Britannia* heads towards Foley Park Tunnel with a loaded test train on the Severn Valley Railway on Wednesday, September 12. The locomotive was booked for the line's September 20-23 autumn steam gala.
JOHN TITLOW



Eleventh hour *Mayflower* – and 2020 vision

WILL *Mayflower* make it? That was the question asked in early September when the B1's lengthy overhaul was reaching its penultimate stage at West Coast Railways' Carnforth works.

The 4-6-0 is booked to join *Flying Scotsman* for Steam Dreams' double-header from Taunton to Plymouth on October 4, and was not quite ready for its main line proving runs on September 6.

Having been steamed, the Thompson 5P was subject to making short runs inside Carnforth's yard and the inevitable adjustments required to fine tune the engine.

When ready, the 4-6-0 is down to be painted, but it appears, understandably, proving runs around the West Coast circuit would be given priority before the LNER's apple green livery is applied.

Unless the unforeseen happens, the B1 may make an 11th-hour light engine dash down south from Plymouth, to West Somerset metals to meet its commitments with *Flying Scotsman*.

The B1's owner, David Buck, said: "*Mayflower's* appearance on these (West Country) tours is no coincidence as plans are already in hand for my engine – which has never been to Plymouth – to be part of the 2020 400th anniversary celebration of the sailing of the ship from Plymouth, Devon, to Plymouth, Massachusetts.

"Full details are yet to be confirmed, but we hope to take *Mayflower* to all parts of the UK that have an association with the early colonisation of North America.

"The plan is to culminate this tour with a trip to Plymouth coinciding with the *Mayflower* celebrations that will commemorate the 400th anniversary."

Flying Scotsman's 'first' to Penzance

By Cedric Johns

SUCH has been the interest shown by West Country enthusiasts anticipating the visit of A3 4-6-2 *Flying Scotsman* to Devon and Cornwall that the headline trip – from Plymouth to Penzance – departing at 9am on Saturday, October 6, sold out several weeks ago.

This trip, the A3's first appearance in Cornwall, has double the appeal as the train will be worked in harness with Thompson B1 4-6-0 No. 61306 *Mayflower*.

To provide the public with extra opportunities to share the experience of north-eastern steam west of Plymouth, Steam Dreams has arranged an additional early evening (5pm) departure from North Road to Par following the trip to Penzance.

In both instances, returning trains will be diesel hauled, with the two locomotives attached to the rear.

As programmed, three days of intensive activity begins on Thursday, October 4 when *Flying Scotsman* makes an early-morning departure from Southall and runs via Sonning, Reading and Reading West to its first passenger pick up and watering point, at Theale (8.30am).

Newbury is the train's next stop, which then proceeds down the Berks & Hants Line to Taunton. Passengers travelling on this leg will be returned by diesel power, while the empty stock from Theale will be returned to Taunton, where the train, now with the A3 and B1 at its

head, is readied for its 4.30pm departure to Plymouth via Exeter and the South Devon banks. On arrival at North Road, passengers travel back to Taunton with diesel haulage. On the Saturday, the two locomotives work the train from Plymouth to Penzance and later, Par.

Following a 24-hour break, *Flying Scotsman* and *Mayflower* are prepped for the second phase of the weekend, which sees the two locomotives heading the train from Plymouth (9am) to Exeter.

"We are working with the British Transport Police and station staff to ensure that while we really want people to see the locomotive, we want them to do so safely and lawfully."

Later that day, (3.30pm) the A3 and B1 work the final leg from Exeter St David's to Bristol Temple Meads.

As before, passengers travelling on these trains will be returned to their starting stations by diesel haulage.

Having brought north-eastern steam to the West Country, the 4-6-2 and 4-6-0 depart Bristol travelling light back to Southall.

Steam Dreams' founder Marcus

Robertson said he was delighted to be giving enthusiasts in Devon the opportunity to enjoy *Flying Scotsman* first hand.

"We've had lots of experience in the last two years of running special Scotsman trips," he said. "For this venture we have teamed up with the National Railway Museum and the A3's custodian Riley Engineering to take the locomotive to as many people as is possible.

"Our trip to Penzance has been deliberately timed for a Saturday to open the experience to children and adults alike, including those who could not otherwise be able to get there during the week."

Steam Dreams' new owner David Buck said: "We are bringing Scotsman to Cornwall for the first time ever. It is a privilege to be part of this historic occasion.

"We are working with the British Transport Police and station staff to ensure that while we really want people to see the locomotive, we want them to do so safely and lawfully."

According to the current Steam Dreams' programme, *Mayflower's* next outing will be a trip to Oxford and Worcester on Saturday, October 27.

This takes the B1 to the Bluebell Railway, where it is booked to work a 'Cathedrals Express' out of Sheffield Park, calling at East Grinstead, before heading off cross country via Guildford, Wokingham and Reading. At the time of writing, a few seats remained available for those wishing to join the train.

Class 33 in 'Thunderbird' action

REACTING to an urgent telephone call for assistance, Swanage Railway-based 71A Locomotive Group's Class 33 D6515 ran light engine from Wareham to Weymouth to replace a failed West Coast Class 47 on passenger duty on Thursday, August 23.

The incident arose when West Coast Class 47 diesel No. 47580 was declared a failure prior to working the return leg of Railway Touring Company's 'Dorset Coast Express' back to London. Earlier that day the Class 47 had tailed the Down train, which was in the capable hands of A4 No. 60009 *Union of South Africa*.

According to the Swanage Railway's locomotive, carriage and wagon superintendent James Cox, it was thought the 47's problem, an electrical fault, could be resolved on the spot, but this proved not to be the case hence the call for the main line-ticketed 33.

Booked to depart Weymouth at 4.05pm, the 'Express' was seriously delayed to the point many passengers opted to take advantage of South Western Railway's offer of seats in its third

rail service trains heading for the capital.

D6515 arrived, was coupled on, and departing at 7.36pm, towed the 'Express' plus the A4, acting as banker, out of Weymouth on the 1-in 52/50 climb up through Bincombe Tunnel and later, the 1-in 60 Parkestone bank.

'Crompton' on SWML

After passing Bournemouth, the Class 33 was given its head, making for Southampton, where on arrival, the A4 and support coach were uncoupled, leaving the train and D6515 free to carry on to London via Winchester, Basingstoke and Woking.

By rerouting the 'Express' direct – instead of the normal practice of being steam hauled from Southampton on the back road via the Laverstock loop and Andover – people on the line sides were treated to a rare experience of seeing a Class 33 speeding passengers up the South Western Main Line.

Having enjoyed the assistance of control and a good run, the 'Express'

A4 Pacific No. 60009 *Union of South Africa* powers away from Southampton on July 28.
JAMES CORBEN



arrived at Clapham, where it terminated at 11.05pm, just an hour late after departing Weymouth more than three hours down.

When clear of passengers, the 'Crompton' worked the empty stock to Southall, where the diesel remained until the following Tuesday.

On its return, D6515 departed Southall with Class 37 No. 37668 in tow and ran directly to Weymouth. Having delivered the 37, the 33 returned to Swanage via Wareham job done, leaving the 37 to haul the failed Class 47 No. 47580 back to west London.

James Cox, the 71A Group's engineering director, said he had

accompanied 'his' 33 on its travels acting as 'riding fitter' for West Coast Railways.

A4 servicing

Having parted from the 'Express' at Southampton, the A4 and support coach headed off in the opposite direction, taking the train's original route to London via the Laverstock Loop and Andover, rejoining the South West Main Line at Basingstoke.

On arrival at Southall, the A4 was given 24 hours' rest before being prepped for its next turn, the Railway Touring Company's 'Cotswold Venturer', booked to depart Paddington for Worcester on Saturday, August 25.



Bulleid 4-6-2 No. 34052 Lord Dowding (34046 Braunton) heads through Teignmouth on Monday, September 3, hauling its support coach en route from Laira to Taunton. It had run out of coal on the previous day's 'Royal Duchy.' STEPHEN GINN

Prompt action saves the 'Duchy'

IN A prime example of old-time railway working, prompt action on the ground by those responsible saved passengers on the Railway Touring Company's 'Royal Duchy' a much-delayed journey home from Par to Bristol, on Sunday, September 2.

Running behind Bulleid 4-6-2 No. 34052 *Lord Dowding* (34046 *Braunton*) from Bristol Temple Meads to Plymouth and Par via Taunton and Exeter, the train made its final destination on time.

After dropping the passengers, the 4-6-2 proceeded to St Blazey for turning and servicing. However, for whatever

reason, the expected fresh supply of coal was not available, causing a situation which posed an operational problem.

Without a tender top-up, the engine would not be able to work the train back to Bristol because of a lack of sufficient fuel.

'Tractor' to the rescue

Thinking on their collective feet, those responsible for the train quickly decided alternative motive power was required to save the situation.

Following an exchange of telephone calls, a plan was put into action which saw *Lord Dowding* work the train back

from Par to Plymouth North Road.

Uncoupled, the 4-6-2 ran light to Laira for coaling and was replaced by a West Coast Railways Class 37 diesel, which reached North Road from Taunton to head the 'Royal Duchy' back to Bristol.

Not only were passengers unaware of the possibilities their day out might have been spoiled by a late arrival home, the 37 did them proud, arriving at Temple Meads 20 minutes early.

Lord Dowding was stabled inside Laira over the weekend, before being moved to Taunton and West Somerset Railway's metals, where it underwent a washout prior to running in the latter's gala.

Britannia main line test run after gala visit

LOCOMOTIVE Services BR 7P 4-6-2 No. 70000 *Britannia* is set to return to the main line following its appearance at the Severn Valley Railway's September 20-23 autumn steam gala.

It will use its visit to the gala (News, page 40) to check that the vibration problem which has kept the engine off the main line for two years has been resolved, and it can take its place in the railway's end of September gala.

In early October, it will return to Crewe under its own steam, using the movement as a test run, after which, it will hopefully be ready for main line work.

No. 46100 *Royal Scot* – in action on Saturday, September 8, working Saphos Trains' 'William Shakespeare' from Crewe to Stratford-upon-Avon,



BR 7P Pacific No. 70000 Britannia heads to Bewdley on a test run on the Severn Valley Railway on September 5. KENNY FELSTEAD

– is also appearing in the gala, the engine going under its own steam to Kidderminster.

On returning to Crewe, the 4-6-0 is to be stopped for new tyres.

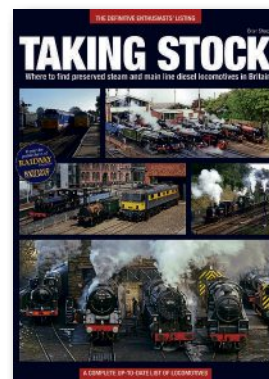
'Black Five' 4-6-0 No. 45231 *The Sherwood Forester* remains at Southall, where its annual overhaul continues to drag on. It is understood there are still plenty of

'nags' to be dealt with, the engine remaining stopped for repairs.

It will miss its booked trip with Pathfinder's Birmingham to Carmarthen 'Sugar Loaf Mountaineer' on Sunday, September 23. At the time of writing, no replacement engine had been posted for this train, which had already been postponed once.

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The locations are arranged alphabetically, by area but broken down into standard gauge and narrow gauge, with major lines and centres first plus a list of sites with individual engines on display.

Industrial diesel locomotives are not listed in this in view of the large numbers of them. Railcars, diesel and electric multiple units are also excluded, although some industrial diesels and multiple-units are mentioned or illustrated.

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UK Railtours marks *Clan Line's* 70th with special train

By Cedric Johns

UK RAILTOURS (UKRT) has a long association with the Merchant Navy Locomotive Preservation Society, owner of what many enthusiasts consider to be the Southern's flagship, Merchant Navy Pacific No. 35028 *Clan Line*.

Such is the regard held by the Welwyn-based tour promoter for this particular engine it has been booked to head a special Christmas train marking the 4-6-2's 70th year in December.

Announcing this event, a UKRT spokesperson said: "On December 20 we say a big thank you to *Clan Line* and the hard working members of the Merchant Navy Locomotive Preservation Society for giving us many years of pleasure.

"Appropriately, we travel down the South West Main Line and the Exeter road to Sherborne to celebrate a very

traditional carol service in the town's ancient abbey.

"Who would have believed when the 4-6-2 began its main line career in December 1948 that seven decades later it would become a leader in the then unknown world of railway preservation, today a regular locomotive hauling the prestigious 'Belmond British Pullman'. That is not forgetting UKRT's 'Southern train of the Year', the 'Bournemouth Belle' re-run."

Joint metals

Prior to that, *Clan Line* is down to work UKRT's 'Chilterns & Downs' luncheon train on Saturday, November 24.

Departing Paddington at a civilised 11.20am, the 4-6-2 takes the former Great Western joint line through Greenford and Ruislip, heading on for High Wycombe and Princes

Risborough to a water stop at Oxford. Returning via Reading, the train runs onto former Southern metals, passing Wokingham and Guildford for its second water stop at Shalford. From there, *Clan Line* follows the 'Surrey Hills' route heading for Victoria by way of Redhill and Croydon.

On Saturday, November 10, the eve of Remembrance Day, UKRT's 'Victory Javelin' departs from St Pancras to commemorate the final year of the First World War. Although not steam hauled, the train is considered to be the highlight of the promoter's railtour season. There have been four trips since the first, on November 15, 2014, and this latest run, like those before it, will raise funds for the British Legion's Poppy Appeal.

The trips use one of Southeastern's Class 395 12-car trains, with each having

carried special livery adornments, including a large poppy and an illustrated Victory Cross for 12 months.

Legion tour

The November 10 trip is the final train in the series, marking the year 1918, and will be accompanied by a turn-out of representatives of the British Legion, who will be 'on parade' complete with medals, regalia and banners.

During its tour, starting with a fast run along High Speed 1 to Ashford International, the 'Victory Javelin' will visit Hove, Chichester, Portsmouth and Southampton, among other places, returning via Pulborough, Three Bridges, Redhill and Ashford.

This is a standard class-only trip, with tickets priced £39.50, plus an optional £2 British Legion donation. Refreshments will be available on board.

Andania heads for the English & Welsh hills

SAPHOS Trains has been putting D213 *Andania* to good use – with further tours to follow in the coming weeks. As reported in our last issue, the Class 40 recently returned to the main line.

On August 27, the locomotive operated the 'Cumbrian Mountain Whistler', which ran from Crewe to Carlisle and return via the Settle and Carlisle line.

It will haul the 'Yorkshire Coast Merrymaker' to Scarborough on Saturday, October 6. Starting at Crewe, after picking up at Warrington Bank Quay, it will head to Scarborough via Miles Platting bank and the seven-mile climb to Diggle, with its 1-in-135 gradient and the three-mile tunnel at the summit. The tour will return via Hebden Bridge, Burnley and Wigan.

The English Electric will head along the North Wales main line on Saturday, October 13, when it hauls 'The North Wales Coast Forty' from Crewe to Holyhead. The tour includes an out and back run on the Conwy Valley branch, returning after a 20-minute turnaround at Blaenau Ffestiniog. The train then crosses the Menai to Anglesey, where it continues to Holyhead.



Class 40 D213 *Andania* worked the 'Cumbrian Mountain Whistler' on August 27. The train is pictured on Lunds Viaduct on the Settle to Carlisle line, carrying the headboard Trevor Dean 1950-2011. The locomotive undoubtedly looks the part at the head of a rake of carmine & cream carriages. CHRIS GEE

Sunday steam success for Scottish Railway Preservation Society

THE Scottish Railway Preservation Society's second venture into running trains from Linlithgow to Tweedbank on the four Sundays in August proved to be popular with the public, according to train manager Jim Paterson.

As he anticipated, loadings were good – three trains carried more than 300 passengers, the fourth and last departure requiring an extra coach to cope with more than 400 people wishing to travel over the Borders route to Galashiels and Tweedbank.

Operated as planned, the programme hit one problem: the trip on Sunday, August 19 was delayed 2½ hours when Network Rail's newly

laid pointwork connecting Linlithgow to the main line at Menul Junction failed to work.

That incident apart, the month's operations were completed successfully, suggesting the society may well repeat the itinerary again for the third consecutive time in 2019.

Locomotive line-up

Motive power was provided by Ian Riley's two 'Black Five' 4-6-0s, No. 44871 working the first three trains, and No. 45407 running as No. 45157, heading the final departure.

There will be more steam next month when A1 4-6-2 No. 60163

Tornado, subject to it passing its main line tests following repairs carried out at Wansford on the Nene Valley Railway, makes an appearance to work two of the society's regular 'Forth Circle' trips, on Saturday, October 13.

A morning train departs Linlithgow for its run around the well-travelled circuit, then returns to its starting point, before an afternoon train leaves Inverkeithing to complete a similar itinerary.

Following these trips, the A1 will be stable on the Bo'ness & Kinneil Railway until November 3, during which time it is possible the engine will be in steam and run locally.

On November 3, the A1 is booked to head a society railtour to York via the Settle and Carlisle line. The return leg will be diesel hauled down the East Coast Main Line.

No Lincoln Christmas trip

Over the weekend of November 3-5, the Bo'ness line will be staging a three-day steam gala featuring a Caledonian tank No. 419 (News, page 24) along with visiting Caledonian 0-6-0 No. 828. The society is hopeful D49 *Morayshire* will also be back in traffic.

The SRPS' usual diesel hauled pre-Christmas December trip to Lincoln will not run this year.



West Coast Railways-operated Jubilee No. 45699 *Galatea* passes Ais Gill on the Settle & Carlisle line on September 4 with 'The Dalesman'. The 4-6-0's train had operated between Chester and Carlisle, with steam in charge between Hellifield, Settle, Carlisle and return. BRIAN SHARPE

Steam set to turn at Aberdeen

ABERDEEN'S Ferryhill Railway Heritage Trust's original 70ft Caledonian Railway turntable has been refurbished and reinstalled.

The Ferryhill turntable is vital to the trust's plans to attract steam-hauled railtours to the Granite City. Currently, rail tour promoters are able to include Aberdeen in tour itineraries, but cannot use the city as a destination because of a lack of turning facilities.

The installation of the Ransomes & Rapier turntable, built in Ipswich in 1905, and associated locomotive servicing points will change all that.

Positive impact

Trust spokesman Gordon Simpson said: "It is something we have been working towards for years.

"I think it could be the start of a bright new future and one which has a significant impact on the whole of the North East.

"When one thinks of all the cruise ships that are going to be arriving in the new Aberdeen harbour, it makes sense to have new tourist attractions – like our plans to create a working heritage railway centre, complete with museum at Ferryhill.

"The turntable is back where it should be, and although we are currently locked from the nearby running lines, we expect

the situation to change in the near future."

The turntable has yet to pass its loading test and areas of the surrounding track require upgrading.

Nevertheless, the project, which has the backing of Network Rail, is expected to be up and running next year.

Support

Coun Ross Grant, Aberdeen City Council's transport spokesman, said: "The prospect of steam engines returning once again on the Ferryhill line is very exciting."

The plan has also been welcomed by business groups and politicians, including Russell Borthwick, chief executive of Aberdeen and Grampian Chamber of Commerce.

He said: "The recently unveiled tourism strategy for the region highlights the importance of year-round visitor attractions that make the most of our stunning landscape and unique heritage."

A Network Rail spokesman added: "We are supportive of the plans to rejoin the turntable at Ferryhill to Network Rail infrastructure and for it to be used by steam trains.

"Steam charters are an important part of our heritage and they provide significant contribution to tourism."

Two Kings in waiting

DIDCOT'S blue Great Western 4-6-0 No. 6023 *King Edward II* is due back from the Dartmouth Steam Railway in a few weeks' time, and has, by all accounts, performed well this summer.

The King's visit to Devon was its third outing following appearances on the Severn Valley Railway and the Gloucestershire Warwickshire Railway.

Didcot's main concern in agreeing to hire out the 4-6-0 was to test the efficiency of the King's revised blast pipe arrangements.

Reports say even when pulling 10 coaches on gradients, sounds coming from the single chimney are sharp and clear.

Anxious to see their engine out on the main line, the people involved at Didcot, led by Richard Preston, are faced with the problem of gauging to meet Network Rail's specifications.

As is well known, the King has had its chimney, safety valve cover and cab roof reduced in height, but the main worry concerns the width of the two outside cylinder blocks.

The King is a wide engine and this adds to the worry of the swing of the front end when travelling at speed over point work within platform lengths. If substantial, it could result in the 4-6-0 making contact with platform edging.

However, it seems that's all for the future. With two years left on its ticket, the latest views are the engine might well be considered for further hiring out to other heritage lines while decisions

are taken about the engine's ultimate future regarding main line or not. If it is decided to cast new, narrowed outside cylinders, the cost factor will play a major role in the decision making.

Meanwhile, at various locations around the country, steady progress is being made with the heavy overhaul of sister engine No. 6024 *King Edward I* at Minehead, reports the green King's spokesman, Dave Fuszard.

He said: "All four piston valves are now in place and will be connected when valve timing is checked, all cross heads are fitted after white metalling, work has started fitting the four new pistons and rings, vacuum brake pipework is now being fitted, and this will be followed by the air brake pipework.

"Work on the boiler at Riley Engineering in Heywood, Lancashire continues at a satisfactory pace, with a copper firebox back plate fire hole being formed to the new three-and-a-quarter inch steel back head plate, which has been already fitted.

"The tender is progressing well at Highbridge, with the air brake system completed and pressure tested. The axle boxes are to be fitted shortly and the wheels, springs and so on, refitted.

"Now ready, the tank will be fitted after the electronics are completed.

"The locomotive's BSK support coach is undergoing a comprehensive overhaul at Eastleigh."

All this raises the thought – which King will be main line certified the soonest?

The heritage sector's first production HST set on way?

By Robin Jones

LOCOMOTIVE Services has indicated its intention to acquire a full production InterCity 125 High Speed Train set for use on railtours.

The HSTs are widely considered to be one of, if not the most, successful train types in British Rail history, having operated for more than 40 years.

Locomotive Services is also bidding for two Class 90 electric locomotives.

A statement from the company said: "Locomotive Services Limited are pleased to announce that we have recently entered into an agreement that will see our operational fleet expand from 2019.

"The inclusion of a High Speed Train, Mk.3 coaching stock and Class 90 locomotives in our fleet will enable the

continued expansion of our operation, while protecting our heritage assets from excessive use. We will be providing further details in due course."

Durability

A heritage future for one or more HSTs has been a matter of speculation for a long time. Enthusiasts have been mindful of the fate of the iconic Blue Pullman sets, withdrawn en masse in May 1973 with the imminent introduction of the InterCity 125.

The last Blue Pullman was scrapped in the mid-Seventies, despite a reported effort to preserve 10 cars in 1975, leaving a massive hole in the heritage modern traction fleet.

The HSTs were built by British Rail Engineering Limited from 1975-82. At present, InterCity 125s remain in service

with CrossCountry, East Midlands Trains, Great Western Railway, London North Eastern Railway, Abellio ScotRail and Network Rail.

Most sets operating with GWR and LNER will be replaced by Class 800 and 801s by December 2019, freeing them up for private buyers

The class is not only famous for its durability, but for its speed records. On June 12, 1973 the Prototype HST set travelled at a speed of 143.2 mph around Northallerton, setting a world speed record for diesel traction.

The type has already made its mark in the heritage sector. In 2011, the 125 Group, under the Project Miller banner, became custodians of prototype power car No. 41001 on a long term-loan from the National Railway Museum, with the view of returning it to

operational condition.

In September 2013, No. 41001 moved to Great Central Railway (Nottingham) for the completion of its restoration and commissioning into service.

Blue & grey?

On Saturday, November 15, No. 41001 operated its first passenger-carrying train in preservation, 'The Screaming Valenta'. Operated by East Midlands Trains, it saw a shortened EMT HST set running to Ruddington, where No. 41001 was placed on the other end of the set for a run down the GCR(N).

A Locomotive Services HST might well be returned to its original BR blue and grey livery if it follows the example of other diesels in the Jeremy Hosking empire, which have been returned to BR liveries.

Duke: new plugs for old!

THE custodians of No. 71000 *Duke of Gloucester* are offering the public the chance to sponsor a new wash-out plug, having sold all of its time-expired ones to enthusiasts keen to collect a part souvenir from BR's sole example of a three cylinder 4-6-2 express passenger engine.

Priced at £50 each, every sponsor of the brand new plugs will be supplied with a diagram indicating where it will be fitted and positioned inside the Duke's boiler. Of the 50 plugs available, 20 had already been taken up as we closed for press.

The appeal for funds for the Duke's support coach – which is being rebuilt in three internal sections – has been boosted with 10 one-foot sections of the coach having been bought.

Support coach & copper appeal

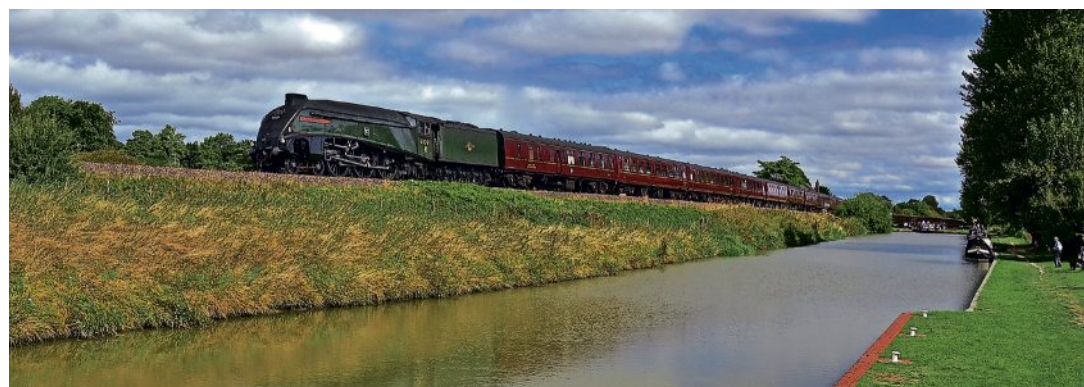
As reported previously, the trust is selling one-foot sections of the 65ft Mk.2 coach at £500 each, which can either be paid in full or by 10 monthly payments of £50.

Names of those buying sections of the coach will have their names included on a special scroll mounted inside the coach. The money will be used on items such as a newly fitted copper firebox backplate, which will cost £10,000 for the copper alone.

The Duke's display stand at Tyseley's 50th anniversary weekend gala on September 29/30 will include a working demonstration cambox to show visitors how it performs when in steam.

Members of the BR Class 8 Steam Locomotive Trust are able to buy a seat on the Duke's first test run for just £10.

For membership details and more information, visit www.theduke.uk.com



A4 No. 60009 *Union of South Africa* is seen charging up Savernake bank at Crofton, Wiltshire with a Steam Dreams 'Cathedrals Express' from London Victoria to Minehead and back on August 21. The spot alongside the Kennet & Avon Canal is also home to the Crofton Pumping Station. JAMES CORBEN

Steam into the autumn with the RTC

By Cedric Johns

THE Railway Touring Company slips into autumn on Sunday, October 7 with a trip to Matlock – having wrapped up its summer programme with trains to Plymouth and Par on September 2 and Swanage on September 13.

'The Peak Forester' starts from Norwich with 'Black Five' No. 45305 at its head, and calls at Wymondham, Attleborough, Thetford, Brandon and Peterborough. The 4-6-0 then joins the East Coast Main Line to Grantham and Lincolnshire and the Trent Valley.

On arrival at Matlock, passengers have the option of travelling on through Darley Dale to Rowsley via Peak Rail.

On Saturday, October 20, 'The Yorkshireman' departs Ealing Broadway and makes stops at St Albans, Luton, Bedford, Kettering and Melton Mowbray, before A4 No. 60009 *Union of South Africa* takes the former Midland

Line through Corby then, crossing the Harringworth viaduct, heads onto Oakham, Melton Mowbray and eventually Doncaster for the East Coast Main Line to York.

More A4 & 'Black Five' haulage

With only two trains booked to run in October, the action is reignited in November when 'The York Yuletide Express' leaves London Victoria with 4-6-2 No. 60009 *Union of South Africa* heading the train out of the city, picking up at St Albans, Luton, Bedford, Kettering, and finally, Melton Mowbray.

A week later (Saturday, November 24) the A4 is back in steam, working 'The Bath Christmas Market' trip from Paddington, making calls at Slough, Reading and Newbury. It then goes down the Berks & Hants Line to Westbury where, taking the chord at Hawkeridge, the train bypasses the station and heads to Bath via

Trowbridge and the Avon Valley.

A 'Black Five', either No. 45305 or No. 45212, is the likely provider of steam on Tuesday, November 27, when one of the 4-6-0s will take the 'Christmas Sussex Belle' out of London Victoria for a trip down the Brighton Line. Leaving the main line at Keymer Junction, the 'Belle' then heads for Lewes and the East Coastway Line to Eastbourne.

Passengers have the choice of spending time in the resort or travelling onwards, along the Sussex coast, diesel hauled to Hastings.

In contrast to October, a busy month of November closes on Thursday the 29th with a trip to Winchester or Salisbury. Departing London Victoria, the pre-Christmas shopper picks up at Staines, Woking and Basingstoke for Winchester, the train continuing via Southampton and Romsey to Salisbury. Not surprisingly, the train is booked for haulage by No. 60009.



Retro Railtours operated its 10th anniversary tour on Saturday, August 25 using D9009 Alysion. 'The Deltic Retro Scot III' ran from Huddersfield to Edinburgh, via the West Coast Main Line on the outward leg and returned via the East Coast Main Line. The Deltic is seen at York, from where a Class 67 hauled the onward leg. CHRIS GEE

Prime Minister Theresa May sees 'great benefits' in full Waverley Route restoration

By Robin Jones

PRIME Minister Theresa May has acknowledged the "great benefits" of extending the Borders Railway to Carlisle.

Responding to a question by Berwickshire, Roxburgh and Selkirk MP John Lamont about the possibility of restoring the whole of the Waverley Route, which closed in 1969, she said: "I understand the importance to partners across the region of the campaign and the proposal that he has referred to. I am sure he understands this is a devolved transport issue."

"I would certainly encourage all parties that are involved to come to a workable

solution and to ensure the best outcome for the entire region because this can bring great benefits."

She was speaking as new figures showed more than four million journeys have been made on the Borders Railway, the northernmost section of the old route, since it opened to passengers three years ago.

Border union

The railway was officially opened by HM Queen on September 9, 2015. The Queen and Duke of Edinburgh, along with Scottish First Minister Nicola Sturgeon, travelled on the opening special, hauled by A4 No. 60009 Union of South Africa, in

the presence of its owner, John Cameron.

Scottish Transport Secretary Michael Matheson said the railway had proved to be a "phenomenal success".

A full reinstatement of the Waverley route would mean an end to one of Britain's newest standard gauge heritage lines.

The Border Union Railway is the operational section of demonstration track in the middle of the old Waverley Route, which heads both north and south from Whitrope Heritage Centre.

The first section of track was laid in 2005 and its first trains ran on the 150th anniversary of the original opening of the Waverley Route, on July 1, 2012.

Fresh fears for future of G&SWR Ayr Station Hotel

By Hugh Dougherty

DEMOLITION-threatened Ayr Station Hotel looks set for destruction after South Ayrshire Council extended an exclusion zone around the building on August 27.

Campaigners fighting to save the hotel say they are now more worried than ever for the future of the historic hotel.

The move follows the discovery of crumbling roofing and masonry by structural engineers Mott MacDonald.

The company was hired by Network Rail to survey the former Glasgow & South Western Railway hotel, which is owned by a Malaysian businessman, and which has lain derelict since 2012.

Ayr station's platforms 3 and 4, which are overhung by the hotel,

have been roped off, and all ScotRail services to Girvan and Stranraer suspended as a result.

Services north to and from Glasgow and Edinburgh have also been affected as Townhead maintenance depot, situated past the station on the Stranraer line, has not been accessible.

ScotRail expected the disruption to last until the end of August.

Local & railway heritage

South Ayrshire Council chief executive Eileen Howat said: "We have taken the decision to extend the exclusion zone round the station hotel because of safety issues. We are working with Network Rail and ScotRail to minimise the impact on passengers."

Esther Clark, leader of the community action group formed to

save the 1885-built hotel, said: "This is exactly what we predicted would happen as the building's condition has been allowed to worsen."

"We have already been alarmed by the recent sight of the contractors cutting decorative ironwork from the roof area and dumping it in the car park beside the hotel."

"Our fear has always been that the survey, carried out by a company which is non-expert in conservation, would lead to demolition of the hotel which, we still maintain, has a viable future by being restored and put to new uses, rather than being demolished."

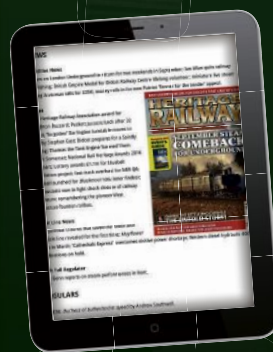
"It is a significant piece of local and railway heritage and we have put forward viable schemes for its retention and development. It would be a tragedy to lose it because of years of neglect by all involved."

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LMS Jubilee 4-6-0 No. 45699 *Galatea* emerges from Blea Moor tunnel with West Coast Railways' 'Dalesman' on September 4. BRIAN SHARPE

October

THUR 4: 'The Cathedrals Express'

Theale, Newbury, Taunton & return.

Steam-hauled: Theale, Taunton.

Loco: No. 60103 *Flying Scotsman*. SD

THUR 4: 'The Cathedrals Express'

Taunton, Plymouth & return.

Steam-hauled: Taunton, Plymouth.

Locos: No. 60103 *Flying Scotsman* and No. 61306 *Mayflower*. SD

SAT 6: 'The Cathedrals Express'

Plymouth, Par & return.

Steam-hauled: Plymouth, Par.

Loco: No. 60103 *Flying Scotsman* and No. 61306 *Mayflower*. SD

SUN 7: 'The Auld Reekie'

Doncaster, Wakefield, Leeds, Edinburgh

& return.

Steam-hauled: Doncaster, Edinburgh.

Loco: No. 60163 *Tornado* and D9009

Alycidon. RTC

MON 8: 'The Cathedrals Express'

Plymouth, Exeter & return.

Steam-hauled: Plymouth, Exeter.

Loco: No. 60103 *Flying Scotsman* and No. 61306 *Mayflower*. SD

MON 8: 'The Cathedrals Express'

Exeter, Taunton, Bristol & return.

Steam-hauled: Exeter, Bristol.

Loco: No. 60103 *Flying Scotsman* and No. 61306 *Mayflower*. SD

Wed 10: 'The Pendle Dalesman'

Bedford, Carlisle & return.

Steam-hauled: Carnforth-Carlisle-Hellifield-Farington Jn.

Loco: No. 35018 *British India Line*,

No. 45690 *Leander*, No. 48151 or

No. 45699 *Galatea*. WCR

SAT 13: 'The Cumbrian Mountain Express'

London Euston, Carlisle & return.

Steam-hauled: Hellifield, Carlisle & return.

Loco: No. 35018 *British India Line*, No. 45690 *Leander*, No. 48151 or No. 45699 *Galatea*. RTC

SAT 13: 'Farewell to Alan Pegler'

London Kings Cross, York & return.

Steam-hauled: London Kings Cross, York.

Loco: No. 60103 *Flying Scotsman*. SD

SUN 14: 'The Forth Circle'

Linlithgow, Stirling.

Steam-hauled throughout.

Loco: No. 60163 *Tornado*. SRPS

Wed 17: 'The Pendle Dalesman'

Bangor, Carlisle & return.

Steam-hauled: Hellifield, Carlisle & return

Loco: No. 35018 *British India Line*, No. 45690 *Leander*, No. 48151 or No. 45699 *Galatea*. WCR

SAT 20: 'Belmond British Pullman'

London Victoria, Staines, Guildford,

Shalford, Redhill, Victoria.

Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 20: 'The Yorkshireman'

Ealing Broadway, Cricklewood, Melton

Mowbray, York.

Steam-hauled throughout.

Loco: No. 60009 *Union of South Africa*. RTC

SAT 27: 'The Cathedrals Express'

Sheffield Park (Bluebell Railway),

Worcester & return.

Steam-hauled: Sheffield Park, Worcester.

Loco: No. 61306 *Mayflower*. SD

SAT 27: 'The Pendle Dalesman'

Doncaster, Carlisle & return.

Steam-hauled: Hellifield, Carlisle

& return.

Loco: No. 35018 *British India Line*,

No. 45690 *Leander*, No. 48151 or

No. 45699 *Galatea*. WCR

SAT 27: 'Aviemore & Inverness'

Linlithgow, Kirkcaldy, Perth, Aviemore.

Diesel-hauled throughout.

Loco: No. 37 025 *Inverness TMD*. SRPS

Regular Steam

MON-FRI UNTIL OCT 26: 'Jacobite'

Fort William, Mallaig & return.

Steam-hauled throughout.

Loco: No. 44871, 62005 or No. 45407. WCR

OCT 30: 'Dalesman'

York, Carlisle & return.

Steam-hauled: Hellifield, Carlisle & return.

Loco: No. 35018 *British India Line*,

No. 45690 *Leander*, No. 48151. WCR

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

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.

The York Yuletide Express

Saturday 17th November 2018



Join us for a main line steam run from London Victoria to York and an opportunity to experience the Festive Season's activities. We travel north via the Midland Main Line stopping at stations to pick up further passengers. Our train will be hauled between London and York by Princess Coronation Class steam locomotive No. 46233 Duchess of Sutherland and from York to London on the return by A4 Class Pacific No. 60009 Union of South Africa.

Approx. Timings	Outward	Return
London Victoria	06:30	23:10
St. Albans	08:01	21:50
Luton	08:17	21:39
Bedford	08:48	21:10
Kettering	09:47	20:37
Melton Mowbray	10:47	19:50
York	13:51	17:25

Fares	Adult	Junior	Family
Premier	£259	£175	£780
First	£169	£112	£506
Standard	£109	£76	£332

Christmas Day Trips 2018 with The Railway Touring Company

The Bath Christmas Market

Saturday 24th November 2018

Departs London Paddington, Slough and Reading. Arrives Bath.

The Christmas Sussex Belle

Tuesday 27th November 2018

Departs London Victoria. Arrives Eastbourne.

The Winchester and Salisbury Christmas Markets

Thursday 29th November 2018

Departs London Victoria, Staines, Woking, Basingstoke and Winchester. Arrives Winchester or Salisbury.

The Plymouth Christmas Market

Saturday 1st December 2018

Departs Bristol Temple Meads, Yatton, Taunton and Exeter. Arrives Plymouth.

The York Yuletide Express

Thursday 6th December 2018

Depart Norwich, Wymondham, Attleborough, Thetford, Brandon, March and Peterborough. Arrives York.

The Edinburgh Christmas Market

Saturday 8th December 2018

Departs York, Durham and Newcastle. Arrives Edinburgh.

The Lindum Fayre

Saturday 8th December 2018

Departs London's King's Cross, Potters Bar, Stevenage and Peterborough. Arrives Lincoln.

The Sherborne Christmas Carol

Tuesday 11th December 2018

Departs London Victoria, Staines, Woking, Basingstoke and Sherborne. Arrives Sherborne or Yeovil Junction.

The Christmas White Rose

Saturday 15th December and

Departs London King's Cross, Stevenage, Huntingdon and Peterborough. Arrives York.

The Christmas White Rose

Thursday 20th December 2018

Departs Cambridge, Ely, March and Peterborough. Arrives York.



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

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

WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW

A travel-stained A4 No. 60009 *Union of South Africa* pauses at the Frome water stop on August 18, 2018. DON BENN

TABLE ONE: NEWBURY TO WESTBURY

Date	Saturday, August 18, 2018
Train	0815 Paddington-Minehead
Engine	Class A4 4-6-2 No. 60009 <i>Union of South Africa</i>
Load	11 coaches 410½ tons tare 440 tons gross
Driver	Pete Roberts
Fireman	Craig Stinchcombe
Recorder	DB
Position	3rd coach of 11
Weather	Cloudy

	miles	sched	mins	secs	speed
Newbury	0.00	0.00	00	00	
Enborne Jct	1.17		03	39	32½
Hamstead LC	3.02		06	37	44
Kintbury	5.42		09	34	53½/56½
MP 60	6.92		11	15	54½
Hungerford	8.46		12	51	56½
MP 64	10.92		15	25	61
Little Bedwyn	12.20		16	35	64½
Bedwyn	13.35	16.00	17	39	64
Crofton LC	14.97		19	13	62½
MP 69	15.92		20	10	58½
MP 69½	16.42		20	41	56½
Savernake	17.04		21	20	55
Wootton Rivers	19.42		23	40	68½
Pewsey	22.26		26	27	37* tsr
Woodborough	25.82	29.00	30	44	67½
Patney	28.01		32	31	65
MP 85	31.92		36	00	74
Lavington GF	35.00	39.00	38	29	70
Edington	38.26		41	33	60
Heywood Rd Jct	41.49	47.00	45	38	25*
Westbury	42.44	56.00	49	13	

net time 47½ minutes

* brakes or speed restriction

By Don Benn

THIS time I am covering the recent performances of A4 Pacific No. 60009 *Union of South Africa*, plus some from the twilight years of Scottish steam in 1964/65. I have had precious few runs behind this engine in preservation, though I reported on the running of the 'Jubilee Requiem' in issue 196. John Cameron, the owner of No. 60009, has announced it is his intention to retire the engine from the main line in 2019, so I took the chance for a run behind 'No. 9' on the Railway Touring Company's trip to Minehead on Saturday, August 18.

The long hot days of June and July had seen Network Rail impose a requirement for diesel power on all trains with a steam locomotive present, to protect the linesides and adjoining properties from the risk of fire. I suppose this is inevitable in these risk-averse times, though lineside fires in the days of steam were accepted as part of everyday life. By mid-August, there had been sufficient rain in most areas to hope the ban would be lifted – and word was the Western Region would allow the trip to Minehead to run diesel free. However, when I telephoned the RTC office to book my place they were unsure of the situation, but I booked anyway as my information had come from a very good source inside West Coast Railways, as reported on the National Preservation website.

West Somerset Steam Express

So it was we found ourselves at Reading waiting with some trepidation for the train to arrive from Paddington, which it did a few minutes late, diesel free and with the familiar figure of driver Pete Roberts in the cab of No. 9.

The load proved to be a substantial one of 11 coaches, of mainly heavy stock weighing 410½ tons tare, and as the train wasn't full, about 440 tons full. This would have been 12 coaches of traditional stock in the days of steam.

Eagle-eyed readers will have noticed that in the last issue all the 'tons' had somehow become 'tonnes', otherwise known as short tons. This happened somewhere in the production process, but readers can be assured that the weights were actually in tons. Hopefully this will not happen again. As the train wasn't full, we abandoned our booked seats to find milepost side positions in the third coach from the front, sitting with an old friend from the days of steam. Pete Roberts had Craig Stinchcombe on the shovel and we got away from Reading just over five minutes late for the short hop to the Theale loop to take water and let service trains past.

On to Newbury, some time was lost because of a two-minute stop for signals soon after the restart. Our last pick up point was Newbury and we left there four and a half minutes late for the 42.50 miles section to Westbury, easily timed in 56 minutes, but full of interest. I have known Pete Roberts since he was fireman to Jim Robinson (senior) at Nine Elms MPD in the 1960s, and he inherited his driving skills, knowing just how to handle a steam locomotive to get the best out of it, keeping or gaining time where appropriate, and without ever needing to thrash an engine. He is one of the few drivers who knows how to handle the temperamental *Tangmere* properly, one of the others being the now retired Ray Churchill.

Good over Savernake

From Newbury, the line climbs most of the way for the 17 miles to a summit at Savernake following the Kennet and Avon canal, mostly on fairly easy gradients but steepening over the final three miles or so after Bedwyn. This section is always a good test of how well an engine is steaming and the crew did well with *Union of South Africa*.

By Kintbury, speed was into the mid-50s and then rose steadily to reach 64½ at Little Bedwyn. The final

TABLE TWO: WILLITON TO CROWCOMBE HEATHFIELD

Date	Saturday, August 18, 2018				
Train	1615 Minehead-London Paddington				
Engine	S&D 7F class 2-8-0 No. 53808				
Load	10 coaches, 373½ tons tare 400 tons gross				
Driver	Ian Cook WSRly				
Recorder	DB				
Position	9th coach of 10				
Weather	Cloudy				
	miles	mins	secs	speed	gradient
Williton	0.00	00	00	12½	154R
Teddy Bears LC	0.46	02	09	18	99R
Castle Hill	0.87	03	12	19/20	99R
MP 177	1.20	03	50	19½	123R
Woolston Manor	1.37	04	45	21½/23½	126R/L
MP 176	2.20	06	36	22½/21	100R
MP 175	3.20	09	19	23½	92R
Stogumber	3.45	09	53	23/22½	176/68R
MP 174	4.20	11	53	23½	100R
Leigh Wood LC	4.50	12	52	24	100R
MP 173	5.20	14	25	23	100R
Roebuck Farm LC	5.38	14	51	22½	100R
MP 172	5.70	15	43	20	116R
Crowcombe	6.11	17	30	12*	L
Engine eased at Roebuck Farm LC					

TABLE THREE: TAUNTON TO FROME/SIGNAL W415

Date	Saturday, August 18, 2018					Tuesday, August 21, 2018			
Train	1615 Minehead-London Paddington					1630 Minehead-London Victoria			
Engine	Class A4 4-6-2 No. 60009 <i>Union of South Africa</i>					Class A4 4-6-2 No. 60009 <i>Union of South Africa</i>			
Load	11 coaches 410½ tons tare 440 tons gross					10 coaches, 342 tons tare 365 tons gross			
Driver	Bob Baines					Bob Baines			
Fireman	Fraser Birrell					Fraser Birrell			
Pilotman	Bill Monteith					Bill Monteith			
Recorder	DB					Alan Rawlings			
Position	10th coach of 11					10th coach of 10			
Weather	Cloudy					Fine and dry			
	miles	sched	mins	secs	speed	sched	mins	secs	speed
Taunton	0.00	0.00	00	00		0.00	00	00	0/*7 sigs
Taunton E Jct	0.69		03	35	31½	3.00	04	28	20
Crech St Michael	2.92		06	37	52		08	26	48
Cogload Jct	4.77	6.00	08	37	55½	8.00	10	17	55
Athelney LC	7.92	9.00	11	55	62½	11.00	13	46	65
MP 133	9.92		13	52	63½		15	35	64/70
Curry Rivel	11.92		15	42	66		17	23	68
Langport East	12.89		16	38	63		18	17	67
MP 129	13.92		17	36	62½		19	10	65
Somerton Tunnel W	15.58		19	15	60		20	43	60
Somerton Tunnel E	16.18		19	52	59		21	19	59
Somerton GF	16.78	18.00	20	29	61	20.00	21	56	62
Somerton Viaduct	17.70		21	18	67½		22	47	68
MP 124	18.92		22	23	69½		23	51	70
Charlton Mackrell	20.46		23	44	65		25	12	67
Keinton Mandeville	22.71		25	45	73/75½		27	07	73/75
Alford	25.46		28	02	64/61		29	24	71/66
Castle Cary	27.58	29.00	30	08	62½	31.00	31	16	68/69
MP 128	29.13		31	35	66		32	40	67
Bruton	31.02		33	22	61½		34	21	65
MP 125	32.13		34	26	60		35	23	63
MP 124	33.13		35	38	30* sigs		36	21	62
MP 123	34.13		38	11	19* sigs		37	20	58
Brewham Summit	34.48		39	01	30		37	44	56
E Somerset Jct	36.27	38.00	41	30	58½	40.00	39	36	70
Blatchbridge Jct	40.48	44.00	46	55	25*/30½	45.00	43	03	70
Frome	41.59	47.00	49	48					
Clink Road Jct	42.42					48.00	44	42	64
Standerwick	44.38						46	24	75
Fairwood Jct	45.72					53.00	47	34	72
Signal W415	48.00						51	30	
net time 47 minutes					net time 49 minutes				
* brakes or speed restriction					* brakes or speed restriction				



Driver Pete Roberts on No. 60009 on August 18, 2018.
DON BENN

2.07 miles from Crofton to Savernake summit, where the gradients steepen from 1-in-175 to a final short 1-in-106 at the top brought speed back to a minimum of 55mph, good work with this 440-ton load.

After reaching 68½mph downhill past Wootton Rivers, we suffered a temporary speed restriction to 37mph at Pewsey, but then ran easily away up to 74mph down the 1-in-222 after Patney, where the engine was eased and we ran past Heywood Road Junction well inside schedule to stop at Westbury two and a quarter minutes early, in 49 minutes 13 seconds for the 42.50 miles from Newbury, a gain of more than seven minutes. I calculate the net time to have been 47½ minutes, representing a good competent effort.

Table One shows the full detail. From Westbury the train called at Frome for water and was then booked 47 minutes for the 41.69 miles to Taunton. Leaving slightly early, No. 60009 set about the next and shorter but steeper climb to Brewham summit, which we topped at 49½ after reaching 51mph after East Somerset Junction (Witham) – good going on the final 1-in-112/107. Then came the usual dash downhill to beyond Bruton, where speed reached the full 75mph allowed.

There now seems to be a 60mph speed restriction for steam through Castle Cary and once through here, speed rose to just under 70mph after Charlton Mackrell, before falling to a minimum of 57½ at Somerton tunnel. The timing point at Somerton Ground Frame was passed in 28 minutes 32 seconds, as opposed to the 28-minute schedule.

As we had left Frome nearly two minutes early, Pete Roberts let the engine drift down to Athelney with nothing higher than 68mph, before we caught a late running Great Western service at Cogload Junction



No. 60009 prepares to take water at Perth while working the 1.30pm Aberdeen-Glasgow on October 30, 1965.
DON BENN

and this lost three and a half minutes on the booking to Taunton, reached nearly three minutes late, but with nothing booked against the engine and crew.

Onto the West Somerset Railway

We then transferred to the West Somerset Railway, reaching Bishops Lydeard slightly late, where *Union of South Africa* was replaced by S&D 7F class 2-8-0 No. 53808, and with the load reduced by the 37 tons of the support coach, driver Ian Cook still had 373½ tons tare or 400 tons gross to take over the fierce gradients to Minehead. Unfortunately, the WSR had suffered an engine failure and services were somewhat disrupted, causing a loss of time to Minehead, reached nearly five minutes late in 99 minutes 37 seconds from Bishops Lydeard for the 19.67 miles, which included three stops. The Minehead steam trips are really great days out, but

TABLE FOUR: ABERDEEN TO PERTH					
Date	Friday, October 30, 1964				
Train	0710 Aberdeen-Glasgow				
Engine	Class A4 4-6-2 No. 60009 <i>Union of South Africa</i>				
Load	6 coaches, 208 tons tare 225 tons gross				
Driver	John Thompson, Ferryhill MPD				
Recorder	DB				
Position	2nd coach of 6				
Weather	Cloudy				
	miles	sched	mins	secs	speed
Aberdeen	0.00	0.00	00	00	
Ferryhill Jct	0.65		03	03	39
Cove Bay	4.80		09	54	49/52
MP 234	7.10		12	26	51
Portleven	8.15		13	22	72
Newtonhill	10.40		15	14	77/74½
Muchalls	11.55		16	08	79½
MP 227½	13.60		17	48	72½/75½
Stonehaven	16.15	21.00	20	21	
	0.00	0.00	00	00	
Dunottar SB	2.70		05	19	44
MP 220¼	4.70		07	39	52½
Carmont SB	5.45		08	34	60
Drumlithie	7.20		10	15	66½
Fordoun	11.10		13	32	78
Laurencekirk	14.40	16.00	16	11	75
MP 209	15.95		17	27	72½/76
Marykirk	17.60		18	47	73*/79½
Craigro	19.75		20	33	66*
Kinnaber Jct	21.85	23.00	22	40	58*
Dubton Jct	23.05		23	48	65/66½
Bridge of Dun	25.70	27.00	26	14	64/70½
Farnell Road	28.85		29	04	67
MP 193¼	31.70		31	52	51
Glasterlaw	32.15		32	28	57/70
Guthrie SB	33.95		34	10	56*
Auldbar Road	36.15		36	24	64
Clocksbriggs	38.80		38	45	70
Forfar	41.15	43.00	41	23	
	0.00	0.00	00	00	
Forfar South Box	0.70		02	10	40
Kirriemuir Box	2.85		04	32	67½
Glamis	5.65		06	55	75
Eassie	7.85		08	35	80/82½
Alyth Junction	11.90	12.00	11	37	79/82
Ardler Box	13.15		12	30	77½
Ardler	14.20		13	25	75
Coupar Angus	16.65		15	20	78/81
Burrelton	18.85		17	07	75
Cargill	21.20		18	56	84
Ballathie	23.05		20	21	75/77
Stanley Junction	25.30	23.00	22	13	74
Strathord	27.35		23	46	79½
Luncarty	28.30		24	37	77
Almond Valley Jct	30.85		26	44	72½
Perth	32.50	32.00	29	38	

* brakes or speed restriction
Forfar to Perth start to stop
average 65.8 mph

need more time than the one hour 25 minutes we were allowed, which is barely enough for a leisurely lunch, let alone time to look around the railway. The return run started at 4.15pm and this time we had a better path getting to Bishops Lydeard in 73 minutes 58 seconds with just one stop at Blue Anchor. The engine seemed to be worked harder than the earlier and the long climb from Williton to Crowcombe Heathfield over the Quantock Hills was so good I have tabulated the detail in Table Two. Even from nine coaches back we could hear the engine clearly as it slogged up the mainly 1-in-100 climb. To maintain 23-24mph with such a load was excellent work over my favourite stretch of line on a preserved railway. Back at Taunton, with No. 9 now on its 11 coaches for 440 tons, driver Bob Baines and fireman Fraser Birrell were now in charge, and they had a 47-minute booking to the water stop at Frome.

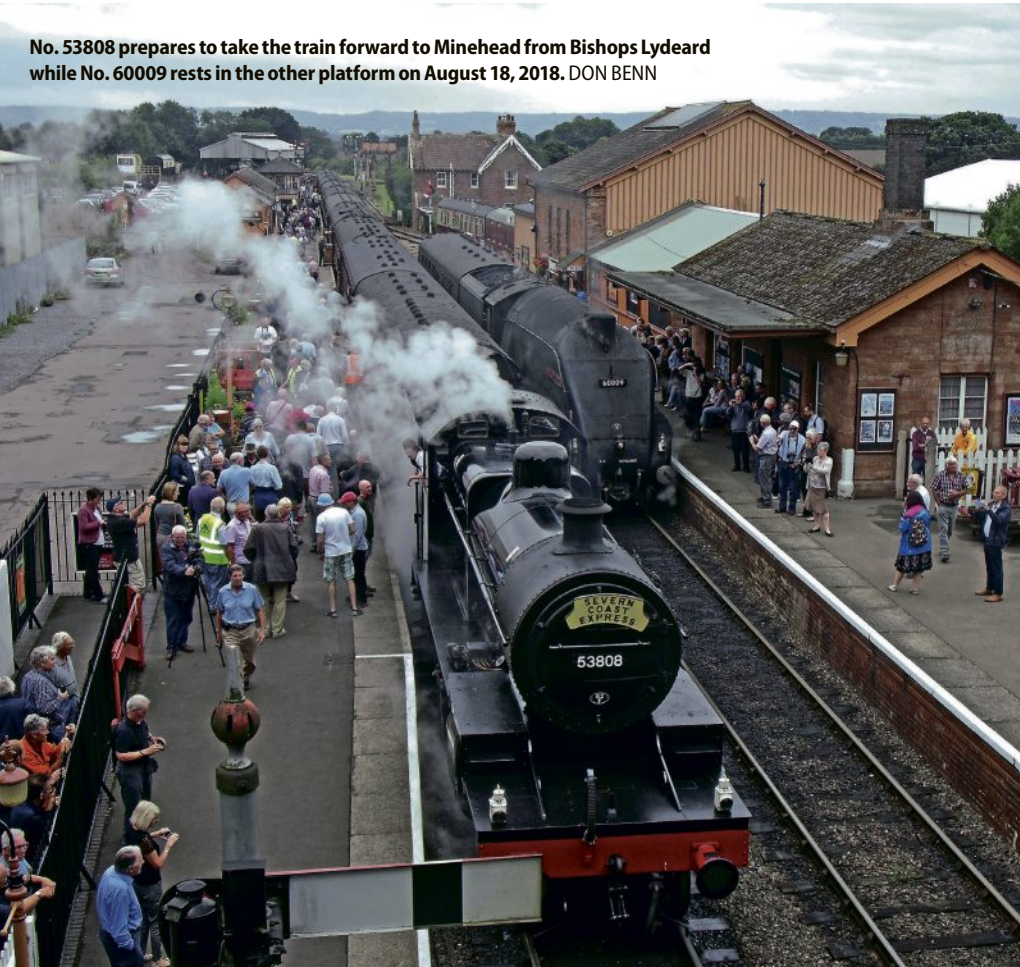
Climbing to Brewham

We were due away from Taunton at 6.40pm, seven minutes behind the Paignton to Paddington HST service, which should have been more than enough, but as it turned out wasn't! From Taunton, the line runs across the Somerset levels with easy gradients as far as Curry Rivel, where a climb, mainly at 1-in-264, follows to Somerton tunnel. We ran nicely up to 66mph, before speed fell to a minimum of 59 at the east end of the tunnel and then rose to 75½ down to beyond Keinton Mandeville. Speed fell to 61 for the restriction through Castle Cary and then No. 9 was obviously opened up to some effect for the nearly seven-mile climb to Brewham summit. We were up to 66mph on the short stretch of level track at milepost 128 following the 1-in-143 after Castle Cary, and we were still doing 61½ at Bruton on the 1-in-98 and 60mph at milepost 124. Then unbelievably, the brakes came on and the rest of our climb was ruined. Yes, we had caught the HST in front which itself had been stopped by an empty stone train being crossed over at East Somerset

Junction. What a great shame that the best piece of work that day by *Union of South Africa* had been spoiled by yet another piece of poor train regulating, which is all too common on the Western Region of NR in my experience. Table Three shows full details and alongside my run is the one timed by Alan Rawlings on the Steam Dreams charter to Minehead a few days later on August 21. Alan comments: "Although we were on time joining the main line from the WSR, we were held at Taunton and released towards London in parallel with the delayed Newquay to Paddington HST service that we were to follow. Consequently, we had to crawl along until gaining the up line at Taunton East Junction. Thereafter the running was swift and effortless from the A4 as we breezed up to Somerton Tunnel. The seven miles from Castle Cary up to Brewham involved a little more effort, but there was no real sense that this Gresley racehorse was being stretched given the manageable load. "Unfortunately, the HST somehow managed to get tangled up with its Westbury stop and after spinning along in the seventies, we ground to a halt on the avoiding line as it made its even later progress ahead of us across Heywood Road Junction. Our net time to this point was close to even time. However, despite the best efforts of the GWR service, we managed to arrive at our booked water stop close to right time." It's interesting to see how similar the running was but with vastly different loads, suggesting Bob Baines adjusted the regulator and/or the cut off to run at the speeds needed to keep time. Note also how both trains were delayed by a late running HST.

The three-hour trains in Scotland

No tribute to No. 60009 would be complete without reference to the three-hour expresses in the twilight of its life in the service of BR in the mid 1960s. I made eight visits to Scotland in 1964-66 to sample these trains and though the loads were light, the train running performance was a joy to time, even after a





The engine crew prepare to remove No. 60009 from its train at Bishops Lydeard on the West Somerset Railway on August 18, 2018. DON BENN

"The 85mph gallop down to Perth was both exhilarating and a challenge to time in the dark."

sleepless night's journey north on the 7.30pm Aberdonian from Kings Cross. This train made the 33-minute connection at Aberdeen into the 7.10am class A4-hauled express on every occasion bar one, a level of good timekeeping which seems to be impossible on today's railway.

Table Four shows a typical run with John Thompson in charge. We just failed to get an even time run from Stonehaven to Forfar because of the slow start though the climb to Carmont was good. Then came the usual dash across the plain to Perth, completed in 29 minutes 38 seconds for the 32.50 miles, an average of 65.8mph.

Table Five was on a stormy day in February 1965 and the train left Perth 12 minutes late because of delays earlier caused by gales blowing down telegraph poles and wires. This was one of my better runs over this section and the 72mph at Dunning and 49½ minimum after Gleneagles were both good going. Unchecked, we may just have scraped even time.



Right: No. 60009 is seen at Stirling on October 31, 1964 on the 7.10am Aberdeen-Glasgow. DON BENN

Finally Table Six shows the return run of No. 9 on the same day on the 5.30pm from Glasgow to Aberdeen. This was a Saturday, so the train was worked by Perth men who tended not to operate the A4s as hard as the St Rollox drivers, such as Quinn, who worked the train during the week. Recovery from the signal check at Bridge of Allen was quite steady, though the train was seven coaches for 251/270 tons, rather than the more common six coaches on the three-hour trains.

The 85mph gallop down to Perth was both exhilarating and a challenge to time in the dark. Remember that Scotland had an overall 75mph speed limit at that time, though this was widely ignored with steam.

Just as I finish writing this column, I received the very sad news that Gordon Hooper, one of the finest drivers from the days of Southern steam, has died. Pete Roberts, who features in Table One, fired to Gordon for a short time in Nine Elms No. 3 link. A tribute appears in News, page 11. [HR](#)

TABLE FIVE: PERTH TO STIRLING

Date	Saturday, February 13, 1965
Train	0710 Aberdeen-Glasgow
Engine	Class A4 4-6-2 No. 60009 Union of South Africa
Load	6 coaches, 219½ tons tare 235 tons gross
Driver	Not recorded
Recorder	DB
Position	2nd coach of 6
Weather	Gale from south west, but dry

	miles	sched	mins	secs	speed	gradient
Perth	0.00	0.00	00	00		L/176R
Hilton Jct	2.10	4.00	04	17	49	L/173F
Forgandenny	4.00		06	16	62	L
Forteviot	6.90		08	54	66½	280/221R
Dunning	9.65		11	21	72	434R
MP 141	10.30		11	58	67½	121R
MP 140	11.30		12	53	64	121R
MP 139	12.30		13	53	60	98R
MP 138	13.30		14	58	56	100R
Auchterarder	14.80		15	22	55	100R
MP 137	14.30		16	05	53	100R
MP 136	15.30		17	15	50½	96R
Gleneagles	15.85	19.00	17	40	51	108R
MP 135	16.30		18	29	49½	101R
Blackford	18.05		20	13	67	375F
Carsebreck	20.30		22	8	76	163F
Greenloaning	22.30		23	40	72½	912F
Kinbuck	25.50		26	28	67	L
MP 124	27.30		27	55	76	88F
Dunblane	28.15	31.00	28	34	81	212/88F
Bridge of Allen	30.20		31	15	32* sigs	100F
Compton SB	31.15		33	11	27* tsr	L/373R
Stirling	33.05	36.00	36	24		L

* brakes or speed restriction
net time 33½ minutes

TABLE SIX: STIRLING TO PERTH

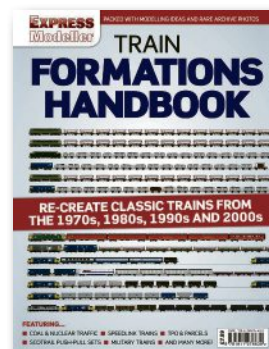
Date	Saturday, February 13, 1965
Train	530 pm Glasgow-Aberdeen
Engine	Class A4 4-6-2 No. 60009 Union of South Africa
Load	7 coaches, 251 tons tare 270 tons gross
Crew	Perth MPD
Recorder	DB
Position	2nd coach of 7
Weather	Strong SW wind

	miles	sched	mins	secs	speed
Stirling	0.00	0.00	00	00	
Compton SB	1.90		03	33	52½
Bridge of Allen	2.85		05	22	23* sigs
Dunblane	4.90	7.00	09	21	35
MP 124	5.75		10	35	37
MP 125	6.75		12	09	40
Kinbuck	7.55		13	43	43
Greenloaning	10.75		17	38	60
Carsebreck	12.75		19	36	64
Blackford	15.00		21	48	60/64
MP 135	16.75		23	40	62½
Gleneagles	17.20	20.00	24	04	65½
Auchterarder	19.25		25	52	70½
MP 139	20.75		27	07	75
MP 140	21.75		27	53	80
Dunning	23.40		29	13	82½
Forteviot	26.15		31	17	83/85
Forgandenny	29.05		33	24	82
Hilton Jct	30.95	32.00	35	32	18* tsr
Friarton Sidings	32.05		38	28	45
Perth	33.05	36.00	40	27	

* brakes or speed restriction
net time 34½ minutes

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EAST SOMERSET'S FRIENDLY LINE

Steve Roberts enjoys a warm welcome at the East Somerset Railway and finds a line which is going from strength to strength, with rising passenger numbers and an excellent reputation for steam locomotive and rolling stock restoration.

THE East Somerset Railway came through some difficult times a few years ago, but it is now buoyant. Passenger numbers are on the up and attractions are being added. At 2½ miles, the line may sound on the short side on the face of it, but the ESR offers more than a 'mere' train ride – it has grasped the benefits of offering added experiences, such as different types of footplate visits and cream teas.

Yatton was once a busy junction with lines spreading north (Clevedon) and south (a branch to Blagdon and the Cheddar Valley Line through Cheddar, Wells, Shepton Mallet and on to Frome). All these lines have now gone, yet Yatton remains as a stop on the GWR line between Bristol and Taunton.

For this feature I'm interested in the Cheddar Valley Line, which headed out of Yatton to Congresbury, which was the junction for the

Blagdon branch, then continued in a vaguely south-easterly direction, before reaching today's GWR mainline (the Paddington-Penzance line) at Witham, where it continued north-east to Frome.

Part of the Cheddar Valley Line is today utilised by the ESR, which operates between Mendip Vale and Cranmore. Running through the Mendips, this railway offers a 40-minute round trip of five miles over a 1-in-56 rising gradient which tests the capability of the locos.

History

The ESR opened as a broad gauge line between Witham, on the Westbury to Weymouth line, and Shepton Mallet, in November 1858. Isambard Kingdom Brunel himself had met the surveyors at the proposed Cranmore station three years earlier, in 1855. The line was

then extended on to Wells by March 1862, but was never a commercial success and was sold to the GWR in 1874 at the time of the costly gauge conversion. The line would continue under the GWR and then BR until September 1963, when passenger services were withdrawn. Freight was also reduced and the line cut back, although the eastern end of the branch would be used quite intensively from 1970 when Foster Yeoman developed the Merehead stone quarry. In fact, stone trains still use the branch as far as the quarry. Bitumen trains also continued to Cranmore until 1985.

My 1970 rail atlas shows the branch as a Western Region freight only, with its junction about half way between Frome (north) and Bruton (south) on the section of line between Westbury and Castle Cary. Cranmore and Merehead are both shown. The line between



One of two regular steam performers is 2MT 2-6-0 No. 46447, which is pictured here running around at Mendip Vale.



NUMBER CRUNCHING

2½ miles

The length of the East Somerset Railway.

25%

The growth in passenger numbers between 2015 and 2017.

1974

The year the East Somerset Railway opened to the public.

Witham (the junction) and Cranmore is still in situ for those stone trains heading to and from Merehead. The heritage line then heads west from Cranmore in the direction of Shepton Mallet, which it is currently just short of.

The original line

The junction station at the eastern end of the line at Witham is closed, although the line between Westbury and Castle Cary still operates through here. Witham had a separate branch platform and the line climbed after leaving here. The first intermediate station was Wanstrow (January 1860), which the ESR couldn't afford, so was paid for by the locals. There was a small stone shelter on a short platform that was later extended. It was unstaffed until April 1909 when the first stationmaster, who had a timber office built for him, was appointed. A goods loop for 10 wagons (coal, cattle feed and livestock) was added in January 1927. Another junction was then reached, with the freight branch to Merehead (north) and the continuation of the passenger line (west) into Cranmore, and on to Shepton.

Today's Merehead Quarry Siding was originally in use from March 1948 to April 1970, being used by rail tank wagons carrying bitumen to a factory that pulverised stone to make tiles. From September 1973 this site was re-used, the branch leaving the main line and climbing up to the siding, where there was the new Merehead Quarry and a maintenance shed for Foster Yeoman locomotives.

Cranmore originally had one platform and a limestone office building, but a second (down) platform was added in 1880. Today's ESR has added a new station building. Between 1926 and 1946 there were four long sidings handling around 100 wagons of stone daily, until Waterlip Quarry closed. There was also a long tradition of bitumen traffic and



Above: Construction of the Heritage Lottery Fund-sponsored second platform is currently underway at Cranmore. The foundations for the education and interpretation centre can just be seen on the right.

Left: GWR 2-8-0 No. 5239 *Goliath* is currently under overhaul on behalf of Dartmouth Steam Railway. This photo was taken from the viewing gallery at Cranmore West.

Marcroft Wagons Limited once had a repair depot on the site of the present reproduction GWR engine shed.

Next came Doultong Siding, which served a stone quarry between 1868 and 1938 – Doultong stone was used to build the original platform at Cranmore. The line descends through a steep cutting before arriving at Mendip Vale, the current ESR station, which marks the western end of today's journey. The station has no road access.

Kilver Street level crossing marked the approach to Shepton, which began as a single platform with a stone building. A second platform with brick shelter was added in 1895. Shepton was the branch's terminus for a while, so had an engine shed, which became redundant when the line was extended west to Wells, so was converted to a goods shed. The station dealt with general freight, but with an agricultural bias (unsurprisingly), plus beer and road stone. At Shepton the branch crossed the Somerset & Dorset Railway, which was making its way south from Radstock to Evercreech Junction.

Three miles beyond Shepton were Dulcote Quarry Sidings, which were in use from 1880 to 1969. The ESR station at Wells had a glass awning, but this closed in January 1878 when the GWR centralised traffic on Wells' Tucker Street Station, the former ESR station plodding on for goods until July 1964. The ESR yard had a two-road engine shed (1874) with two engines allocated in 1947, before it

closed in November 1963. At this end of the line, the former trackbed is now home to the Wells Relief Road (East Somerset Way).

Rebirth beginnings

In 1967, artist and conservationist David Shepherd bought two locomotives – a BR Standard Class 9F No. 92203, which he named *Black Prince* and a Standard Class 4MT No. 75029 *The Green Knight*. Today, the latter is at the North Yorkshire Moors Railway and the former at the North Norfolk Railway.

David needed somewhere to keep them and apparently arrived at Cranmore on a rainy day in 1971. The site may have been derelict and wet, but he saw its potential. He duly bought the site and the ESR was effectively born. The site was cleared, a new engine shed and sidings built, and by the end of 1973 the ESR was back on the map, 10 years or so after passenger services had been withdrawn from the branch.

Cranmore was still used for bitumen traffic at the time, so a small platform was built next to the engine shed for the ESR – today's Cranmore West.

The public re-opening was in August 1974, with the official opening following in May 1975, with Prince Bernhard of the Netherlands the guest of honour. With the end of that bitumen traffic, the ESR was able to return to the original Cranmore station in 1985. The line has subsequently been extended west towards Shepton, with the new platform built at Mendip Vale.

“The railway's friendliness and happiness to help was exemplified at the café, where staff member Vanessa made my wife a jam sandwich – it was not on the menu, but what she fancied. Someone in the queue must have heard: apparently, we 'started a trend'.”



Barclay 0-4-0ST *Lady Nan* is seen inside Cranmore West shed.



Veteran South Wales coal tank, GWR 56xx 0-6-2T No. 5637 is the line's other regular steam performer.

Cranmore HQ

Cranmore, a lovely village around three miles east of Shepton, is the headquarters of a railway that seeks to portray a country branch line. You are guaranteed a warm personal welcome here from 'The Friendly Steam Railway' as it has dubbed itself – correctly in my opinion. Railwaymen used to call Cranmore 'Siberia' though; it can get chilly up here.

There's everything you'd expect of a decent day out on a heritage railway. There's a small museum, a signal box and the Whistlestop Café, which serves so many home-made meals each day that the railway is steaming and has inside seating and patio benches. If the full-size railway is not enough for you, there's also a 7¼in gauge miniature railway, which runs to Cranmore West and back. There are grass picnic areas, a children's play area and there's plenty of free car parking. The railway's friendliness and happiness to help was exemplified at the café, where staff member Vanessa made my wife a jam sandwich – it was not on the menu, but what she fancied. Someone in the queue must have heard: apparently, we 'started a trend'.

Arriving at the station's car park, the main station building is ahead and left, with sidings (1904) away to the right, the car park occupying the triangle of land in between. On the left, just before the station, is 'East Somerset Models' where you can obtain your

Hornby 00 and so on. There's also a water tank to the east. The main station building is one I could linger about: the café and toilets are on the ground floor. A flight of steps at the far end takes you up to the platform, where you'll find the booking office and shop. The building was opened in 1991 using materials from the old Somerset & Dorset Joint Railway goods shed in Wells, plus the GWR Lodge Hill station building (Westbury-sub-Mendip on the Cheddar Valley line). The K4 telephone box to one side dates to 1926 and was originally in Bristol city centre.

There is plenty to take in along the current single platform. Double-track is in place through the station as the steam locomotive needs to run around here. Beyond the eastern end of the platform is one end of the run around and the limit of scheduled operation in this direction. Walking west along the platform, you come to the modern station house, which was built only in the early-1970s, a bookstall (originally a WH Smith kiosk at Salisbury station), then the museum (with the date of '1858' inscribed), which is in the original station building, which still incorporates its waiting room, booking office and ticket window.

At the western end of the station, beyond the platform, is a passenger crossing, which takes you across the tracks to the 1904 signal box, which closed in 1968 and is currently being



Ivatt 2MT 2-6-0 No. 46447 awaits departure from Cranmore station. The GWR signalbox was open to visitors on the day of the author's visit.

refitted. While I was there, the signal box was opened and an interested gaggle of visitors headed inside. In the sidings, away behind the station, I spotted a Class 108 DMU comprising cars M51909 and M56271, along with assorted wagons and carriages.

Today's operation

The journey is from Cranmore to Mendip Vale, via Cranmore West and Merryfield Lane. Passengers can ride as many times as they like on each visit, with groups and schools also catered for, including with the popular 'Evacuee Experience'. Passenger trains are steam-hauled, supplemented on selected days by the DMU.

Trains run between March (four steam trains a day) and October, mostly at weekends, with a steam gala held over a weekend towards the end of March. Trains also run on Wednesdays between June and October, and Thursdays in August. December sees weekend Santa Specials, plus, in 2018, a Christmas Eve service, which is a Monday, which is sure to be a busy day.

We chose to travel on the 12.30pm service from Cranmore, the second departure of the day.

The train stopped at Cranmore West – where you can alight for the rolling stock – passed Bronze Age barrows on the right, then stopped at Merryfield Lane, before arriving



at the end of the line at Mendip Vale, where our locomotive, Standard Class 2MT 2-6-0 No. 46447 ran around, so that it could return to Cranmore tender-first. This was apt and redolent of the 1950s when these engines replaced the GWR stock on the line. Mendip Vale became the end of the line in 1985.

Later, I also caught the 3.30pm train, with the intention of alighting at Merryfield Lane, which had become the end of the line in April 1980, prior to the opening of the extension to Mendip Vale. The compassionate guard checked that I was 'up for this' as this halt is somewhat devoid of facilities and a passenger alighting here is a rarity these days. There is a shelter, but no bench and the short platform looks across at a siding, occupied by a collection of wagons. Sidings here were once used for Doultong Quarry, while the bridge visible towards Mendip Vale is a tramway bridge, recalling the feeder line used for transporting quarried stone to the railway.

I surmised that there was once pedestrian egress at the halt's western end, where there was an overgrown path up a slope with fence posts discernible among the nettles. I settled for a quiet time on the platform with only white butterflies and birds for company. I had to wait longer than usual for my return train as the 3.30pm is the cream tea service, so dilly-dallies a bit more. Cream teas and Sunday lunches are sold out months ahead, which

ENGINEERING EXTRA

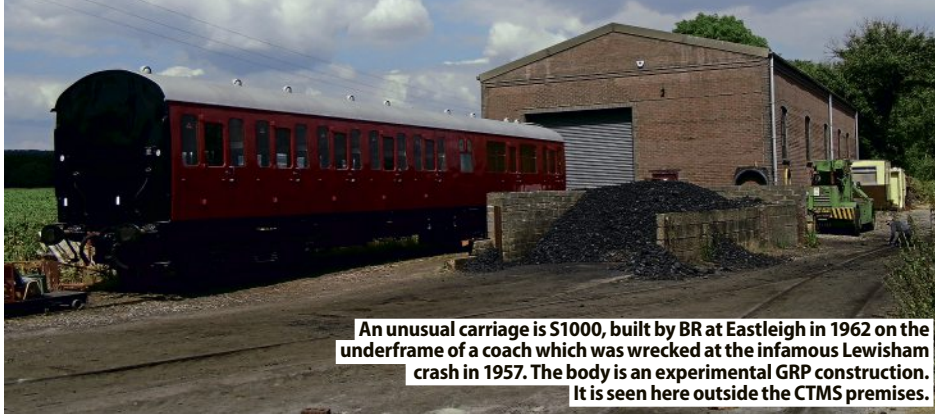
Commercial rolling stock overhauls

CRANMORE Traincare & Maintenance Service (CTMS) is a commercial carriage restoration team, based at Cranmore in the 1988 carriage shed. CTMS was established in July 1995 as a trading division of the Cranmore Railway Company Ltd, which is a commercial arm of the ESR (which itself is a registered charity) and today employs four or five people full-time.

The expertise of the CTMS is available to both heritage railways and mainline charter operators, but the ESR's

own carriages are maintained by the volunteers. CTMS carries out quality carriage overhauls and has customers across the UK. Its specialisation is body overhauls of Mk1 and Mk2 coaches, with work also being done on Mk3 coaches, wagons and locos, both steam and diesel.

Profits are transferred to the ESR for the preservation of rail heritage. By 2015, CTMS had been responsible for the overhaul or repainting of more than 100 vehicles in its 20-plus years of operation.



An unusual carriage is S1000, built by BR at Eastleigh in 1962 on the underframe of a coach which was wrecked at the infamous Lewisham crash in 1957. The body is an experimental GRP construction. It is seen here outside the CTMS premises.

shows that visitors to the railway want more than just a steam ride these days.

Motive power

There are two principal steam engines: GWR 56XX 0-6-2T No. 5637, built in 1924 for service in the South Wales coalfields – and Ivatt 2MT 2-6-0 No. 46447. The tender locomotive was built at Crewe in 1950, spending its working life in a somewhat nomadic fashion, being allocated to Crewe North, Workington, Wigan Springs Branch, Llandudno Junction, Nuneaton and Derby.

Purchased from Woodham's Barry scrapyards by the Ivatt Locomotive Trust, No. 46447 moved to the Buckinghamshire Railway Centre in 1972. Joining fellow ILT stablemates Nos. 41313 and 41298 at the Isle of Wight Steam Railway (IoWSR) in 2008, it was displayed at Haven Street, pending restoration. Four years later, in a deal that also saw the IoWSR acquire London, Brighton & South Coast Railway E1 0-6-0T No.110 from an ESR-based private owner, No. 46447 was to be moved to Cranmore, with an agreement that it would be restored to running order. Now on long-term loan, the locomotive has been a regular performer on the ESR since it returned to action in October 2014.

A smaller steam locomotive is 1920-built Andrew Barclay 0-4-0ST, No. 1719, *Lady Nan*, which returned to action in 2017.

The line's five diesels comprise the collection in the care of the Sentinel Diesel Preservation Group. These include 0-6-0 Port of Bristol Authority No. 39; 0-4-0CD (chain drive) No. 10199 *Cattewater*; 0-4-0 PBA No. 42 *Eric*; 0-4-0 No. DH16; and *Joan*, an 0-4-0 side rod.

Carriages & wagons

The ESR is home to the familiar mix of carriages and wagons associated with a heritage line, including numerous BR Mk 1 coaches, and 25 assorted wagons, mostly of LMS and SR origin.

An unusual carriage is S1000, built by BR at Eastleigh in 1962 on the underframe of a coach which was wrecked at the infamous Lewisham crash in 1957. The body is an experimental GRP (Glass-Reinforced Plastic) construction and the only one of its type in the country. It is a non-corridor compartment coach and gives visitors a taste of busy suburban travel in the 1950s and '60s.

There's also one of the three oldest breakdown cranes to survive in the UK (Ransomes & Rapier Ltd, of Ipswich, 1908). GWR No. 2 Breakdown Crane spent its entire working life at Swindon Works (1908-75) and attended notable accidents on the GWR including that at Norton Fitzwarren (1940). It arrived at Cranmore in 1995.

Progress & expansion

In March, it was announced the ESR had been awarded £46,500 from the Heritage Lottery Fund (HLF) to reinstate the demolished former down platform and its characterful waiting room. The latter will be developed as an education and interpretation centre showing the history of the railway and its effect on local businesses, people and industry, especially the quarrying sector.

This in turn will enable visitors and school parties to better understand the importance of the railways in the historical development of the local economy in East Somerset. It is hoped that the education centre will be opened at the end of the year.

Dick Masters, the ESR chairman, took up



The charming GWR Cranmore signal box, which is at one end of the new platform that's being built.

the story: "We're currently constructing a second platform at Cranmore, the original having been removed by British Railways in the 1960s. We're only building a short length for now, so it will get longer in the future. The foundations for the waiting room are in place.

"Although the platform is to be built in stages – and the matter of passenger access will only be addressed in the final stage – we are fortunate enough to have received HLF funding, which is a great help.

"While it's early days with the new platform, just the fact that work is underway is generating a great deal of interest and bringing in extra visitors. People want to see the progress we're making. Passenger numbers are up dramatically actually: 25% over a two-year period (2015 to 2017)."

Plans to extend the line towards Shepton Mallet, with a station at Cannards Grave, were announced as long ago as 2007. It's a step which would take the railway to somewhere, whereas the current end of the line, Mendip Vale, has no road access, and is therefore merely for running around the loco to prepare for the journey back to Cranmore. However, any extension plans are problematical, as Dick explained: "Although we are interested in any possibilities, this remains on the back burner as it does not have the support of the land owner – plus the costs of running a longer line outweigh the potential increase in income, so there is no realistic prospect of this happening for the foreseeable future."

Restorations & overhauls

The ESR has built a reputation as a place for restorations and overhauls at Cranmore West.

Currently in the works is GWR 5205 class 2-8-0 No. 5239 *Goliath*, which arrived

EXPERIENCES

I FONDLY remember my dear wife once arranging a surprise footplate experience for me (not on the ESR). I spent a portion of my birthday performing fireman duties, shovelling coal 10 to the dozen as we laboured up a gradient. It seemed an 'interesting' way to spend one's birthday. Now, you can follow in my footsteps on the East Somerset Railway, for it has its 'Footplate Experience' and 'Steam Experience'. One notable to have enjoyed the Footplate Experience is Michael Eavis (think Glastonbury). There's also a 'Driver Taster Session' – and yes, I did get my go at driving too. For those who'd rather not get grubby, there's the sparkling afternoon tea service in the Mendip Belle dining carriages and also cream teas and Sunday lunch.

from the Dartmouth Steam Railway for an overhaul, which began in October 2017.

Karl Collier, one of the team of volunteers working on the project, explained: "The restoration probably has around another year to run, but it is going well. It will be returning to Dartmouth upon completion."

The ESR is also one of the few heritage railways where it is possible to visit the depot (engine shed and workshop) with ease. We stood in the workshop overlooking the component parts of *Goliath*, including the boiler. I could only admire the skill of those who can take a beast like this apart, overhaul it and then put it all back together again.

On a lighter note, Karl told me that his nickname is 'Magnet' as he has an uncanny ability to attract coal dust. When I spoke to him, he resembled a man who'd just emerged from a shift underground – Mr Collier is well-named. He'd 'merely' been cleaning out the points in the yard. All members of the team working in the shed and workshop are volunteers, incidentally. The skilled team will rise to any challenge – it was responsible for the new engine shed roof, finished in 2007, for example.

The railway is fortunate to boast a two-road diesel shed, built in 2014 for the maintenance of the Sentinel Diesel Preservation Group.

Having thoroughly explored the shed, workshop and yard, I headed over to Cranmore West station, which can be accessed via a passenger operated crossing. There's a gate either side of the running track, leading into the platform. Both must be closed for the signal to allow the train to approach. Cranmore West was originally called Ilton Halt, the platform having been rescued from the closed Taunton-Chard line. **HR**



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NORTH BAY'S EDGAR

Mark Smithers welcomes a distinctive addition to the ranks of Britain's narrow gauge new-build steam locomotives – and also learns about the latest developments at North Bay Engineering Services.

In issue 230 of *Heritage Railway* in 2017, I referred to work then in progress at the workshops of North Bay Railway Engineering Services Ltd (NBES) on a 2ft gauge replica Decauville 'Type 1' 0-4-0T. At this time, the company's workshops were located at two premises in Scarborough. The smaller of the buildings – located close to the town's North Bay Railway – served as a machine shop, whilst the larger – located in an adjacent village – fulfilled the function of an erecting shop. No doubt, the history of NBES will be familiar to many readers, especially those whose main interest is the narrow gauge sphere, but for those unfamiliar with the company it will be helpful to give a brief outline here.

Origin

The decision to set up the company, a subsidiary of Scarborough's North Bay Railway, was taken in the spring of 2014 in connection with the Heritage Skills Initiative, then running in the North East and Yorkshire. Two apprentices were initially trained and then taken on by the company during 2014/5, whilst engineer Mark Ashton joined in October 2014. During more recent times the limitations of the Scarborough area as a location for the company's activities became apparent and a move was made to Darlington.

The rationale for this measure was explained by David Humphreys: "Mark and Steve Watson, another NBES employee, live in Middlesbrough – 50 miles from Scarborough and were travelling daily. We could not get staff and parts for manufacturing and remaking things were coming from Teesside. Darlington is the centre of the new-build and restoration scene, with the A1 and G5 at Shildon as new-build, along with Darlington Railway Preservation Society and the North Eastern Locomotive Preservation Group. At Stockton, nine miles away is Northern Boiler, with whom we work closely. Darlington is a convenient site as it is only 15 miles from Middlesbrough."

As has previously been detailed in *Heritage Railway* 215, the first full-size narrow gauge locomotive built by NBES was the 20-inch gauge Bagnall Sipat-pattern 0-4-0ST *Georgina* completed for the North Bay Railway in 2016. Although construction commenced on another Sipat-pattern locomotive, this time of 2ft gauge, work on this locomotive has currently stalled.

Whilst *Georgina's* completion was a major achievement in itself, it is self-evident to most readers that in order for any enterprise in the field of new-build steam locomotive construction to appeal to more than a very narrow customer base, the 'jump' in design sophistication from the cylindrical firebox to a true locomotive-pattern boiler must be made. The natural progression from *Georgina's* basic specification to a locomotive of similar size, but with such a boiler, coupled with the need to choose a relatively distinctive design – at least on the domestic scene – led to the choice of the 3.5 tonne Decauville 'Type 1' as the next major NBES project. ➡



Edgar is seen on a section of track not normally accessible to the public. In the cab are Beamish Museum's Paul Jarman and Gemma Reed.



Evolution of the design

The evolution of the Decauville 'Type 1' goes back to the late 1870s when Paul Decauville had laid out his well known portable railway system in three specified gauges: 400mm, 500mm and 600mm. Track of the former gauge was used to move exhibits at the Paris Exhibition of 1878. It appears that the first locomotive produced to run on such a system – *Lilliput* – was built shortly afterwards to 500mm gauge as John Fowler & Co (who adopted and then adapted the Decauville system) built the earlier of its first two 'portable railway' locomotives, *Hercules*, to this gauge around the same time.

The one known photograph to have been taken of *Lilliput* shows it to have been a Belgian Couillet product – Decauville initially outsourced its locomotive production – with its characteristic pattern of round-bottomed water tanks and ornate chimney. Inside mainframes were fitted, along with outside valve chests and motion, but details of the motion are sketchy.

The surviving engravings taken from the photograph suggest that the valve spindles acted in a parallel direction to the pistons, implying the use of Walschaerts' motion which would have been a relatively early use of this arrangement. Nonetheless it should be observed that another of the Belgian manufacturers, Tubize, was the first adopter of this motion for locomotive use in 1873. The reason why this is significant is that four early Couillet 0-4-0Ts of similar pattern – dating from 1880-2 and fitted with Walschaerts' motion – survive in Spain. These are constructed to a 'compromise' gauge of 550mm (presumably to gain a little extra width for the firebox) and are of considerable historic interest in the narrow gauge story.

The limitations imposed on the firebox width by the use of inside frames eventually proved intolerable and a change was made to outside frames in the early 1880s. This was reflected in the fact that whilst an engraving derived from the original *Lilliput* photograph in *La Nature* for 1880-1 shows the original inside frames, a 'doctored engraving in an 1890 Decauville catalogue taken from the same photograph shows outside frames. The classic early '3.25 tonne' Decauville 0-4-0T is therefore represented in domestic preservation by 600mm gauge *Chuquitanta*, which has a similar pattern of styling above mainframe level as the Spanish survivors, but is fitted with outside frames and a canopy.

This locomotive was sold new in 1885 to the Rodriguez Sugar plantation in Peru as Decauville No. 36, but is in reality Couillet No. 810.

Study of surviving locomotives in New Caledonia suggests that Decauville appears to have 'cut the cord' with the Couillet



A leading right-hand view of the chassis. The reach rod from the reverser is located on this side of the locomotive, along with the mechanical lubricator.



This is a view of the leading left-hand portion of *Edgar's* chassis showing the Walschaerts' valve gear (with trailing drop-link to the radius rod); pipework for the steam operated cylinder drain cocks; and dummy displacement lubricator for the cylinder.

"We can build/restore locomotives up to the small standard gauge size. Whilst working for a previous company, Mark built the NER replica G5 boiler along with the frames. More realistically, a large narrow gauge locomotive could be built here, up to six metres long. New boilers can be made up to a metre in diameter too."

lineage to create the true 'Type 1' (3.5 tonne) in 1898. By this stage, production had moved in-house. Gone were the round bottomed tanks – replaced by a simple box-like configuration, the ornate chimney and the original steam chest arrangement. Apart from slight lengthening of the mainframes at each end – as represented by *Bathala*, the class had thus assumed its classic mature form, although one 'retro' specimen of Couillet pattern, Works No. 1785 of 1906, survives in Uruguay. Today examples survive in Angola, South Africa, Peru, New Caledonia and France.

Edgar's construction

The construction of *Edgar* however, creates a locomotive which is unique to the domestic narrow gauge scene and is therefore very much a worthwhile exercise. Since January 2017, when most of the illustrations for my last report in HR230 were taken, work on *Edgar* proceeded steadily, with the boiler, cylinders

and tanks being fitted by the early part of 2018.

On May 30, 2018, I was able to pay a visit to NBES' Darlington premises where a compressed air test was carried out in the presence of the locomotive's purchaser, bookshop owner John Sutton. This was accomplished by means of connecting the air supply to the left-hand injector steam feed take-off on the steam manifold. This test having proved successful, the next stages were boiler inspector's visit and running tests in steam.

In order to undertake these, it was decided to move the locomotive temporarily to Beamish Museum's 2ft gauge line, where the necessary tests were completed during the final week of June. Following their completion, *Edgar* received a public 'mini-launch' on Sunday, July 1, posing for photographs with Beamish-built geared locomotive *Samson*, before an afternoon spell on the more rural section of the Beamish line.

Following its spell at Beamish, *Edgar* moved on to what is intended to be its permanent base at Apedale in time for the 2018 'Tracks to the Trenches' event (HR244). It is hoped that at some stage it may meet up with *Chuquitanta* in order to illustrate the lineage of its design.

North Bay's next step

With *Edgar* completed, thoughts now turn to other suitable projects for the company. One question that immediately sprung to mind was how much of the company's production is in the railway sphere and how much is taken up with other work. David explained: "80% is railway. The rest is traction engine and new-build boilers and steam plant for boats."

Asked what he felt the limitations of the



Left: A view of the backhead taken from the left-hand side. The handbrake column can be seen on the left, and reversing lever is to the right. As an aid to comfort for the driver, *Edgar* has wooden flooring on the cab footplate.



Edgar is fitted with a Foster mechanical lubricator.



Edgar has a facsimile of the classic Decauville works plate.



Edgar is now owned by bookshop proprietor John Sutton who poses proudly with his new acquisition in the workshop at Darlington.

company's production capacity were, David replied: "Currently, we can build/restore locomotives up to the small standard gauge size. Whilst working for a previous company, Mark built the NER replica G5 boiler along with the frames. More realistically, a large narrow gauge locomotive could be built here, up to six metres long. New boilers can be made up to a metre in diameter too."

The successful sale of *Edgar* contrasts with the lack of early success in finding a customer for the unfinished 'Bullhead' Bagnall *Wendy* and this highlights an important problem in relation to the production of narrow gauge new-builds in recent years. Whilst it can only be hoped that *Wendy* might ultimately find accommodation in one of its natural homes, namely the Groudle Glen Railway, the Amerton Railway or Amberley Chalk Pits Museum, it may be observed that there has been an apparent policy of 'stick with what we know' in this field.

Put quite simply, whatever the individual merits of the designs, the preservation world does not need more Ffestiniog Fairlies; Kerr Stuart 'New Type Wrens' or 'Brazils' of either type; post-1879 Quarry Hunsletts or 'Bullhead Bagnalls' of any description – with the possible exception of the proposed inside cylinder design for the Great Laxey Railway.

When asked about what he would consider to be his favourite replica, David appears to concede this point: "The real personal interest is a replica of Quarry Hunslet *Britomart* for myself to be called *Gethin*, after my dad. However, I cannot disagree with you that another Quarry Hunslet would not command the interest such as a Cranmore class Peckett or a Black Hawthorn '4½ inch' 0-4-0ST of the type later adapted by Hawthorn Leslie as *Little Nut*."

The next project to be undertaken is a narrow gauge steam locomotive significantly larger than *Edgar* – namely completion of the replica 3ft gauge Sharp Stewart 2-4-0T *Blyth* for the Southwold Railway Trust.

As regards future desirable replicas that could be built by NBES, one can look no further than some of the sentiments that were being expressed by some patrons of the recent 'Hunslet 125' event on the Ffestiniog and Welsh Highland Railways, when the 12¼in gauge Fairbourn locomotive *Beddgelert* was taken to its namesake station on a flat wagon in a mixed train hauled by replica Lynton & Barnstaple Railway Manning Wardle 2-6-2T *Lyd*.

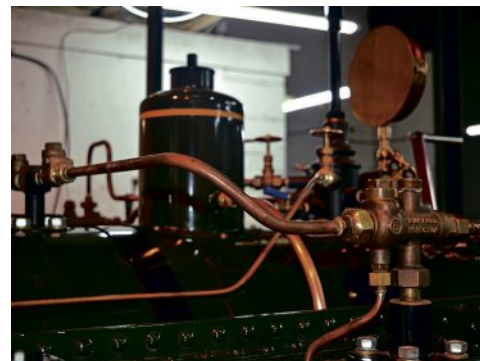
Opinions were expressed in favour of replicating Hunslet 0-6-4ST *Beddgelert* in full-size form and this would clearly be justified in preference to the recently launched project to construct a new-build version of Hunslet 0-6-4T *Gowrie*. Whereas the latter was a flawed design of little historical significance, save for the fact that it was the last full-size domestically built 'Fairlie' of the pre-Preservation era, *Beddgelert* represents the point at which the 'Leeds mainstream' line of narrow gauge locomotive evolution broke away from the limitations of the simple four-coupled and Fell/Quasi Fell long wheelbase six-coupled chassis arrangement.

In short, *Beddgelert* made locomotives such as *Russell* and *Lyd* possible. Subject to the necessary support from a preservation body and the public, a new-build *Beddgelert* would make an ideal future project for NBES.

A question it seemed pertinent to put to David was whether the company was prepared to engage in any export work. He replied: "Yes – we have a boiler awaiting funding from Sweden to build. We have also had narrow gauge enquiries from Germany, France and Australia." 



Inside the smokebox, the tube arrangement can be seen, along with the steam pipes and header (with lubricator feed pipe) and blastpipe. The basic U-shaped configuration of the blower pipe is also very much in evidence.



The left hand injector, a No. 5 Buffalo – note its position, mounted on top of the tank. Also note the top-feed for the delivery pipe into the barrel behind the dome and the waste pipe returning water directly to the tank. The rear section of the blower pipe and its associated manifold connection are also visible in this view.

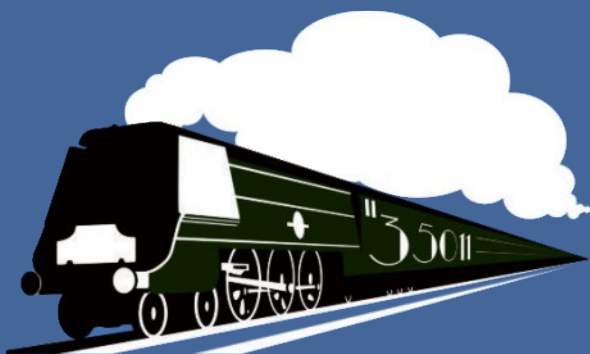


This is a close-up of the steam manifold showing the feed to the pressure gauge (bottom); the blower pipe (centre left foreground) and behind, the steam feed to the drain cock mechanism. The disconnected take-off is the steam feed to the injector, temporarily in use as the compressed air intake for testing purposes.



Visible here are the leading portion of the blower pipe, the upper surface of the left-hand side tank, part of the dome and the sandbox. Note the riveting and the tank filler.

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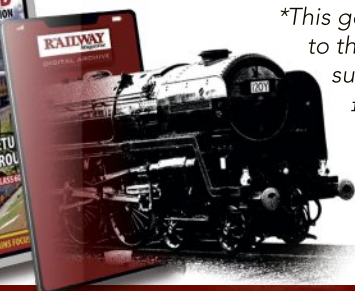
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Get your hands dirty!

By Gareth Evans

VOLUNTEERS are the lifeblood of our heritage railways. Without an army of supporters, the railways and museums we all enjoy visiting and travelling on would be forced to close.

As in the world of paid work, organisations of different sizes offer a range of opportunities. However, what they can all provide is hours of enjoyment, the chance to make new friends and to gain skills and experiences, which may prove valuable in

furthering your career. To help maintain our health and well-being, we all need to be able to switch off from our daily trudge – volunteering on a heritage line allows that to be done with constructive, satisfying results.

I have been a railway volunteer since the tender age of seven. The wealth of experiences I've gained have helped shape me as a person – and assisted in me now being in a job I love at *Heritage Railway*.

Outside work, I've recently started learning to drive diesels at Cambrian Heritage Railways – more in a future issue perhaps.



Friendships are a key part of volunteering on a heritage line. David Morris and Phil Bradley are members of the team at Cambrian Heritage Railways in Shropshire. GARETH EVANS

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Sittingbourne's Steam Railway

Work Weekends

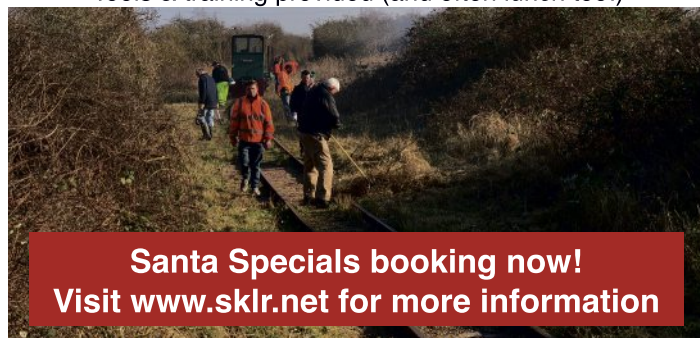
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HELP MISSION TO STEAM SINGAPORE

Gareth Evans learns about Rocks by Rail-based Hawthorn Leslie 0-4-OST *Singapore* – a registered war memorial that saw active duty in the Far East in the Second World War – which the Rutland museum is hoping to return to steam if an appeal for £35,000 is successful.

SEVENTY-five years ago – October 17, 1943 – the Japanese Imperial Army completed construction of a 250-mile long metre gauge railway to link Thailand with Burma in support of its advancing troops. The railway ran through thick, inhospitable jungle and was built in a little over a year by 60,000 Allied prisoners of war captured in the fall of Singapore and over 200,000 Asian workers.

More than 150 million cubic feet of earth was moved by hand to construct embankments and cuttings and over nine miles of bridges were built – including the infamous Bridge on the River Kwai, which was the subject of the 1957 epic feature film of the same name.

To commemorate the 75th anniversary of the completion of the railway and in memory of those who suffered greatly but survived and those who lost their lives, Rocks by Rail (RBR) museum near Cottesmore in Rutland is to place its FEPOW (Far East Prisoners of War) memorial steam locomotive *Singapore* on external display during the last open day for this year at the museum on Sunday, October 14.

RBR, the living ironstone museum, is appealing for £35,000 to return to action its saddle tank steam locomotive, which has been a registered war memorial for the Far Eastern Prisoners of War since 1998.

Currently displayed in the museum's exhibition shed, the aim is to steam Hawthorn Leslie 0-4-OST *Singapore* by the end of 2020.

Operational history

In the early 1930s, to counter growing tensions in the Far East with Japan, the UK government embarked on a major expansion of the naval dockyard in Singapore to become what was termed 'a Gibraltar of the East'. As part of the expansion, a dockside railway was

built and in 1935, the Navy ordered a small steam shunting locomotive of the 'Munition' class from Newcastle-upon-Tyne-based Hawthorn Leslie.

Completed in 1936 as Works No. 3865, lettered No.1 Yard No. 102, the 0-4-OST was dispatched as deck cargo to Singapore, an island lying off the Malayan coast in a strategic location to monitor and control sea traffic in the region.

No.1 shunted wagonloads of supplies between the ships and naval base storage facilities and engineering workshops. The system's track mileage totalled 13 miles.

Locomotives, wagons and cranes were used in the same way that today forklift trucks would be used to move equipment around.

Tensions rose further in the autumn of 1941, culminating in December with the almost simultaneous Japanese surprise attack on Pearl Harbour and invasion of the Malayan coast. The defence plan for Singapore and its naval base relied on the availability of a modern air force and significant naval forces. However, the Japanese quickly established air supremacy, while the early loss of the battleships *Prince of Wales* and *Repulse* to Japanese air attack, left Singapore dangerously exposed. The large coastal defence guns at Singapore island guarding the ocean approaches proved of little use in trying to repel the Japanese attack from the mainland. Despite valiant efforts to stop the Japanese on the mainland, British forces fell back to the island fortress of Singapore. During the regular air attacks on the dockyard, the locomotive sustained bullet and shrapnel damage, which can still be seen to this day (see separate section).

The situation deteriorated following a Japanese assault on the island and on Sunday, February 15, 1942 the garrison commander ordered a cessation of hostilities.

"One veteran has recounted a story that despite their captivity, opportunities were taken to sabotage or delay work. A small group of prisoners were badly beaten up one day by the Japanese guards after being caught removing dog spikes (steel fixings which secure the rails to gauge) from the dockside track in an effort to derail the locomotive."



Singapore is seen in all its glory in the open air at Rocks by Rail on October 16, 2016. ALISTAIR GRIEVE

LOCOMOTIVE FACT FILE

Name: *Singapore*

Manufacturer: Hawthorn Leslie

Works No.: 3865

Year of manufacture: 1936

Type: 0-4-0ST

Weight: 21 tons

Length: 19ft 6in

Cylinder diameter and stroke: 12 x 18in

Wheel diameter: 3ft

Water tank capacity: 500 gallons

Max working steam pressure: 160lb/sq in

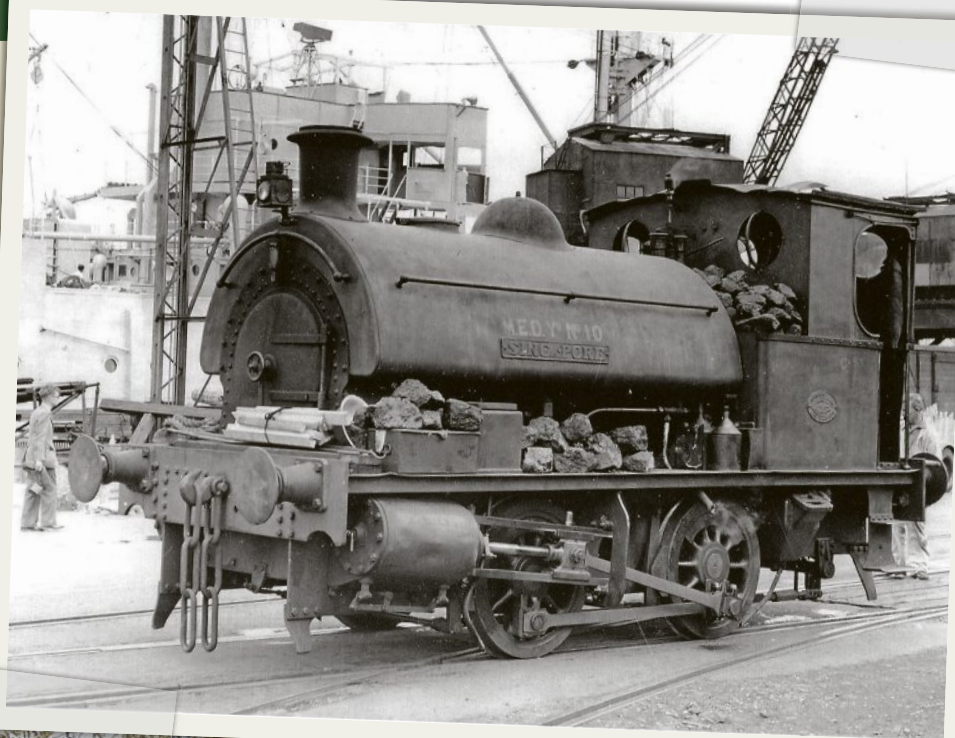
Fuel: Coal

Hauling capacity: 783 tons on the level

Special non-standard design feature:

Double ventilated metal and wood-skinned roof to cab to try and keep the footplate cool in tropical climate.

Right: *Singapore* in steam on the dockside at Chatham Naval Dockyard circa 1961. The driver has just returned from the coal store and, judging by the amount on the locomotive, he wasn't planning to return there anytime soon. A SWAIN/RBR





A close-up of the locomotive's nameplate and the plaques denoting its status as an official war memorial, with orchids, the Far East flower of remembrance, as red poppies do not grow there. GARETH EVANS

VETERANS' RECOLLECTIONS OF THE LOCOMOTIVE

ACCOUNTS from former prisoners confirm that *Singapore* was put to work by the Japanese, often working alongside parties of prisoners from a local camp.

One veteran has recounted a story that despite their captivity, opportunities were taken to sabotage or delay the work. A small group of prisoners were badly beaten up one day by the Japanese guards after being caught removing dog spikes (steel fixings that secure the rails to gauge) from the dockside track in an effort to derail the locomotive.

Another veteran was caught hitching a lift on the

locomotive along the dockside to save himself part of the long march back to camp. This was expressly against regulations and he was put in a military cell for a day.

In July 1953, the locomotive was loaded into the hold of *HMS Skua* for the journey home, which took nearly six months due to engine problems forcing a three-month repair in Colombo.

A former crew-member recounted that the boredom of the enforced layover was often relieved by a visit to the ship's hold, where the sailors stood on the loco footplate making 'choo-choo' noises and whistling.

On the 50th anniversary of the completion of the 'Death Railway' former prisoners once again take up track tools at Imperial War Museum, Duxford. *Singapore* displays the number C5631 of the Japanese metre gauge 2-6-0 steam locomotive that was present at the opening ceremony in 1943. RBR



Nearly 80,000 British and Australian servicemen, in company with the dockyard locomotive, became prisoners of war of the Japanese. This was a military defeat of great significance. Quick to take advantage of a large new workforce, Allied prisoners were put to work on menial jobs such as filling potholes and sweeping the streets in order to humiliate the once great colonial power.

In spring 1942, 60,000 prisoners were taken to Siam to construct a 250-mile railway through the jungle. Built in a little over one year, the Japanese had little regard for the welfare of the prisoners and worked them at a ferocious pace. Tropical disease was rife and with little medicine available, coupled with poor diet and unrelenting hard labour in all weathers, more than 12,000 Allied prisoners of war and an estimated 100,000 native workers died. The railway project became known as the 'Death Railway' and it has been said that every railway sleeper laid represented a life lost.

Following completion of the railway, the prisoners were returned to Singapore where many of them were housed in Changi Gaol in dreadful conditions. Only the dropping of the atomic bomb and the Japanese surrender was to curtail their suffering.

While Allied prisoners returned home in autumn 1945, the dockyard locomotive was worked on in Singapore, before returning to Britain in July 1953. Eventually, the ship docked in Portsmouth in late December. The locomotive was then taken to the Royal Navy Dockyard at Chatham to resume its dockside shunting duties.

A claim to fame is that the locomotive has done more miles on a boat than on rails.

At Chatham, the loco received the name *Singapore* in recognition of its service in the Far East. The locomotive was used together with others of the same design within the extensive dockyard railway system to shunt wagonloads of stores between the ships and military storage buildings and engineering workshops and to collect wagons from the mainline railway at interchange sidings.

It was eventually retired from Royal Navy service into preservation in 1972, with the dieselisation of the dockyards. Part of the Chatham site is today open to the public as The Historic Dockyard Chatham, complete with surviving standard gauge railway.

Battle scars

The locomotive did not escape unscathed during the regular air attacks on the dockyards. There are two areas of war damage that are easily visible to this day.

On the underside of the driver's side outside cylinder casing, separate bullet entry and exit holes can be seen. The bullet struck the cylinder casing from above at an angle, probably caused by an aircraft strafing the docks. The round pierced the outer thin metal casing and ricocheted off the main cylinder casing, causing an exit hole through the thin metal cover, bending it outwards and backwards.

The second scar can be found about half way along the length of the boiler barrel underneath the saddle tank, where there is a hole torn in the thin boiler cladding sheet by shrapnel from a bomb, which had been dropped and exploded nearby.

Neither of these events rendered the locomotive unfit for use however, and it was used by the Japanese during the occupation on the dockside railway.



Singapore is seen while stored out of use at Chatham in 1970. It was sold for preservation in 1972. RBR



On February 15, 2002, the 60th anniversary of the fall of *Singapore* was marked with a special steaming of the locomotive. The whistle was sounded at 6.10pm – the moment the surrender document was signed. By 8.30pm, all fighting had ceased and 80,000 Allied servicemen became prisoners of the Japanese. RBR

Preservation

The locomotive was initially preserved at the South Eastern Steam Centre in the old steam sheds at Ashford, Kent. However, when that scheme did not succeed, the locomotive was purchased by two founder members of what is RBR today. In October 1978, *Singapore* became the first working steam locomotive in the collection after it moved to the group's then home in Market Overton. It was subsequently relocated the short distance to its now established home at Cottesmore, Rutland in 1980.

In January 1992, *Singapore* was displayed at the Imperial War Museum, Duxford, where it was steamed on a short length of track to mark the 50th anniversary of the fall of *Singapore*.

The following year, at a museum airshow day in October 1993, the locomotive was specially steamed to mark the 50th anniversary of the completion of the Burma-Siam railway in the presence of a group of veterans of the infamous project. Veterans recounted stories of their experiences and even took up some track tools to commemorate their year of hard labour and suffering.

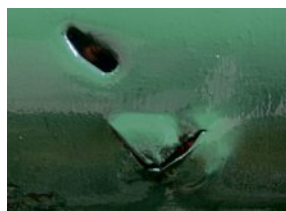
The locomotive returned to the museum on August 20, 1995 making a slight detour to take part in a VJ FEPOW memorial service at Basingbourn Barracks.

Donations from visitors during the locomotive's 3½ years of display at the Imperial War Museum Duxford enabled RBR to complete the purchase of *Singapore* from a museum member.

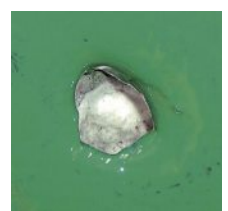
Faced with the daunting cost of a major overhaul in 1994, originally estimated at approximately £50,000, the RBR prepared a restoration scheme and submitted a bid for Heritage Lottery Fund (HLF) support in May 1995. The project's aim was to restore the



In 1996, *Singapore* became the first steam locomotive overhaul to be supported by the Heritage Lottery Fund. The £66,000 project was completed in 1998. RBR



Left: Battle scars: Bullet hole damage in the cylinder cladding sheet. This photo shows both entry and exit, it having hit the main cylinder casting underneath a glancing blow. RBR



Right: A bomb shrapnel splinter hole in the boiler barrel cladding sheet, which can be seen on the locomotive to this day. RBR

locomotive to working order as a working memorial to the courage, comradeship and sacrifice of former prisoners of war of the Japanese. Using an amended version of the veteran association's own motto, the objective was: "To keep going the spirit that kept them going."

In 1995, RBR therefore became the first volunteer-run museum to receive HLF support for the restoration of a steam locomotive to working order. The £66,000 project was successfully completed in 1998.

Next overhaul

The project to overhaul *Singapore* suffered a major setback in March this year when parts were stolen during a burglary at RBR.

"During an audit, it was discovered that 3½ eccentric straps and eccentric rods from *Singapore* had been taken," explained David Atkinson, an RBR trustee.

"The eccentric straps and rods had earlier been removed from the loco to undertake repairs, following damage to a part of one eccentric strap. The loss of these vital components has put the potential future of this historic exhibit as a working memorial at serious risk. Trying to manufacture new parts to replace those stolen items and carry out other repairs to return it to operational condition will prove very expensive for this small volunteer-run museum.

"Volunteers are devastated and at a loss to know why these particular items were attractive to the thieves."

Anybody with any information regarding the whereabouts of the red-painted circular metal eccentric straps with 4ft-long eccentric rods attached and stamped with locomotive number 3865 is asked to contact either David Atkinson on 07717 946535, Leicestershire Constabulary on 101 or Crimestoppers on 0800 555 111, quoting crime ref 18000118895.

Asked about what the overhaul will involve, David replied: "In terms of boiler repairs, we anticipate a full boiler retube to include steam collector pipes in the dome, which feed the blower and brake valve, together with the small internal pipes that take the steam brake release and the blower to unions on the front tubeplate.

"There may also be some work to the firebox seam rivets and mudhole door openings and attention to the blowdown valve, as well as replacement of the fusible plug. A new set of firebars and miscellaneous piping will be required too – plus the replacement of some small steam valves and parts which were stolen.

"The scope of repairs will obviously need to meet the requirements of our boiler insurance inspector so there may be some additional items to add following a detailed survey after dismantling.

"Other work would encompass the manufacture of stolen valve gear, checking valve chests and valve setting, platework repairs to the saddletank and a set of new brakeshoes, followed by a fresh coat of paint."

Appealing for support for the project, David added: "Any assistance offered which would lead to the recovery of the missing items would be most welcome. Similarly, if owners of other surviving 12in cylinder 'Munition' Class locomotives can assist with drawings, measurements, photographs or temporary loan of parts for pattern making/copying, such support would also be broadly welcomed. Please contact the museum by email on curator@rocks-by-rail.org

Donations by way of cheques should be made out to Rutland Railway Museum and handed in at the museum or alternatively sent to: RRM Treasurer, FEPOW Memorial Locomotive Appeal, 4 Main Street, Stanford on Soar, Nottinghamshire, LE12 5PY. **HR**

→ The volunteer-run museum is open for public viewing on Tuesdays, Thursdays and most Sundays (11am – 4pm), with special open days as advertised and admission charges apply. Visit www.rocks-by-rail.org or call 07974 171068.



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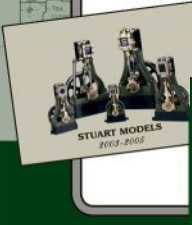
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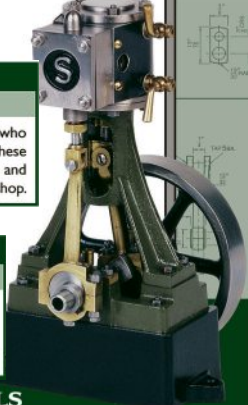
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THE SUNSHINE TRAIN!

Following a visit to Australia **Rodney Towers** reports on a heritage railway project which claims to have developed the world's first solar-powered train, a classic DMU with a zero fuel bill!

Byron Bay in New South Wales is the most easterly point in Australia, well known for its wonderful surfing beaches, less well known as the home of the director and producer of the Crocodile Dundee movies, but completely off the map with regard to any kind of railway engineering.

That was until the Byron Bay Railroad Company (BBRC) was formed to reopen a two-mile section of main line track which had not been used since 2004 following an NSW State decision to suspend all rail services between Casino and Murwillumbah.

The BBRC's original plan was to operate a DMU unit between Byron Bay town and North Beach precinct which includes the Byron Arts Estate, the Sunrise Beach residential community and a modern resort complex.

A suitable DMU unit had been identified. This was a two-coach train originally built at Chullora Workshops in 1949 but withdrawn from service in the mid-1990s.

This diesel unit had been purchased soon after by the Lithgow State Mine Heritage Park & Railway, but fully restored by Lithgow Railway Workshop only in 2015. Since then the train has been operating excursion trips in the Lithgow City area of NSW.

During the approval procedures, Lithgow Railway Workshop was invited to investigate the idea of converting the train to solar power. It concluded that this could be done, but it

would delay the opening of the BBRC project for at least a year.

Project Outline

Lithgow Railway Workshop was tasked with developing the basic design for the conversion and various operational aspects of the project.

For the conversion work, it chose to partner with Nickel Energy of Byron Bay for the supply of all solar panels, chargers and associated systems, and specialist electro motive force engineers ELMOFO of Newcastle, NSW to design and supply the new traction motors, inverters, control system and batteries.

Overseeing the whole conversion was Tim Elderton, director of Lithgow Railway Workshop. Tim, who describes himself as a 'steam and diesel man' was previously a works engineer with the State Rail Authority at its Chullora Locomotive Workshops in NSW, but more recently, he worked as a marine engineer and consulting mechanical engineer to RailCorp, prior to relocating to Lithgow six years ago.

With the conversion underway, the BBRC moved ahead to establish the infrastructure. This work consisted of three primary items: clearing, upgrading and reinstating the two miles of disused track, the construction of two new single platform stations at Byron Bay and North Beach and building a new purpose-designed shed at North Beach to safely house and maintain the DMU.

A special feature of the new shed was the installation of a bank of solar panels on the roof with a solar generating capacity of 30kw, enough to power the solar train

for the planned five return trips a day.

All this work was completed to schedule and ahead of the solar conversion of the train itself.

The principal features of the DMU conversion may be summarised as follows:

- Removal of one diesel engine and redesign of the space to house the two new traction motors, reduction gearbox, the batteries bank and inverters;
- Installation of flexible thin film solar panels to the roof of both coaches in conjunction with the fitting of solar controllers within the coach interior structure for feeding solar power from the coach roofs to the batteries bank; and
- Modification of the driver controls at both ends.

Critical factors influencing the overall time to complete the conversion work was the time needed to supply certain parts from overseas sources in China, the United States and Italy. Other points of note are that the solar panels on the coach roofs are designed to generate 6.5kw, which, along with regenerative braking, assists in extending the period between recharging cycles, allowing for four return trips before the battery level reaches 75% and a 30-minute recharge from the train shed solar panels is required. There is a recharge point inside the train shed and on the adjacent North Beach platform. One of the DMU's diesel engines has been retained in situ in case the solar system should fail in any way.

Commencement of solar power train service

During commissioning trials carried out by the Byron Bay Railway and Lithgow Railway Workshop, the newly-converted solar powered unit easily reached the designed speed of 37mph, although operating



The solar train at North Beach station.



The solar train crossing Belongil Creek.



The interior of the converted DMU.



A solar panel on a coach roof.

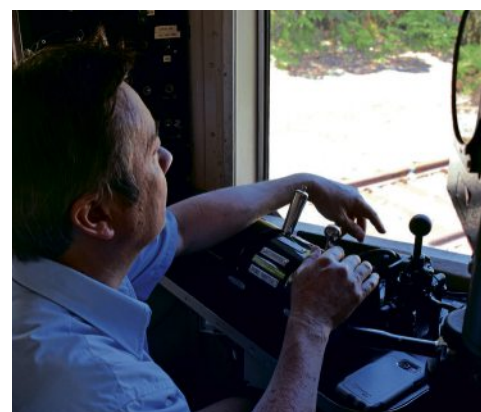


Above: Solar train engineer Tim Elderton with the converted heritage DMU.

Right: Solar charging point from solar roof panels in the DMU's shed.



Below: Engineer Tim Elderton at the controls of the solar train.



speeds on the BBRC service would be generally 25mph.

This slower operational speed is more governed by the number of passengers on board and the practical issue of how quickly the ticket snapper can check all the tickets in the short distance between the two existing stations.

The solar train was delivered to BBRC in its original heritage livery in early November last year. Local trials were carried out to prove up all operational systems and what BBRC claim to be the world's first solar-powered train commenced commercial service on December 16.

Solar power has been used to power coach lights and ventilation fans to a limited extent on the Indian railway system, but the BBRC train is the first instance where the traction motors and all other on board systems are powered by solar energy alone.

As I happened to be visiting my brother in Byron Bay at the time, I was able to make the four-mile round trip during the first week of operation.

Impressive features were the very quiet and smooth acceleration without any gear change noises typically associated with DMUs, because with these infinitely variable controlled electric traction motors, there is no stepped diesel throttle and transmission direct drive transition.

Tim Elderton explained further that with the consumption of 220kw of solar power, the traction

motors develop the same torque and same 300hp as the original diesel design on one engine, which is ample power for running on level track.

Future commercial possibilities?

In Tim's opinion, the principal economic benefits are lower running costs arising from the fact that all power generated comes from a sustainable and free source, the cost of fuel is nil and there are no diesel engine maintenance costs.

In addition, Tim pointed out that the solar panel installation on the new train shed roof was already generating surplus power to the operational requirements which was being fed back into the state grid and so generating additional revenue for the business. During my visit, I was taken into the new train shed where a meter showing 27kw being fed to the grid was clear confirmation.

This solar power train has certainly aroused interest in railway engineering circles and the Byron Bay Railroad/Lithgow Railway Workshop partnership has already received enquiries with regard to other railway projects, which has to be very encouraging for the future.

In my opinion, there have to be other railway opportunities for this new environmentally positive technology.

In conclusion therefore it seems to be very much a case of watch this space! **HR**



READER OFFER



Stephen Crook, who was the Rail Camera Club secretary until his untimely passing in November 2011, took this fine shot on August 6, 1962, which features unrebuilt Patriot 4-6-0 No. 45550 storming towards Shap Summit with a southbound empty stock train. Many years before the Master Neverers Association's legendary clandestine cleaning exploits, Stephen had risen early to clean the locomotive but ran out of time as the dome is partially clean and the tender has not been started! Thanks are due to John Cooper-Smith for digitally removing a tree that was in the original picture.

STEPHEN CROOK/THE ARMSTRONG TRUST

SIMPLY THE BEST!

Heritage Railway readers are being invited to own a stunning new book showcasing some of the finest lineside photography of the past four decades – while helping an international charity which cares for homeless children found living on and around stations and their platforms.

Rarely have two seemingly disparate hobbies – railway enthusiasm and photography – been for so long inextricably linked.

Sadly, no photographs exist from the dawn of the steam locomotive, but there are plenty from mid-Victorian times onwards, as cameras with faster lenses and shutters made photographing trains more attractive and indeed possible.

A landmark came with the founding of the Railway Photographic Society in 1922 by acclaimed lineside photographer Maurice Earley, who retained the post of secretary until 1976!

The society retired with him, but Carlisle-based photographer Stephen Crook resurrected it as the Rail Camera Club later that same year, and the first folio of images from the group was circulated.

Back in those days, indeed until fairly recent times, photography was regarded as a hobby only for the well-off. Most mere mortals only had a snapshot camera and

maybe two or three rolls of black and white film for holidays.

By contrast, digital rules the roost today, and it is possible to buy a cheap compact for around £30 and download pictures on to your computer free of charge. For those who take their hobby more seriously, picture manipulation and adjustment is carried out on a computer screen, maybe with Photoshop or alternative programmes that come as freeware for the purpose – as opposed to the traditional red safety light-lit home loft darkrooms of yesteryear with their chemical baths.

Embracing digital

Yes, of course club members today embrace digital photography, but also produce 'real' prints for fellow members to criticise, in folio boxes containing their work which are circulated around the membership. The old skills are still there!

In the autumn of 2016, club secretary David Gibson suggested that the 100th folio box, due by the

end of 2017, should be celebrated – and the result was a landmark exhibition of photographs at the Locomotion museum in Shildon earlier this year, part sponsored by our sister title *The Railway Magazine*. Not only did it include images from all club members, but several early ones from the NRM's own collection.

An accompanying hard-backed 128-page book *The Photographic Artistry of Rail Cameramen*, produced by Silver Link Publishing, showcases the images selected to illustrate each photographer's work.

A donation of £5 will be given to the Railway Children charity for each book sold via the reader's offer opposite, and includes a special bookplate signed by the charity's founder David Maidment, book editor John Hillier, publisher Peter Townsend, *The Railway Magazine* editor Chris Milner, *Heritage Railway* editor Robin Jones and the publisher of *The Railway Magazine* and *Heritage Railway*, Tim Hartley. **HR**



John Cooper-Smith was on hand at Ribbleshead in February 2014 as darkness fell to record a unique image of a southbound passage of a special train hauled by Jubilee 4-6-0 No. 45699 *Galatea*.
JOHN COOPER-SMITH



John Cooper-Smith and John Clemmens during the book signing at the Locomotion museum in Shildon on January 23 when 23 out of the 26 current Rail Camera Club members were present.



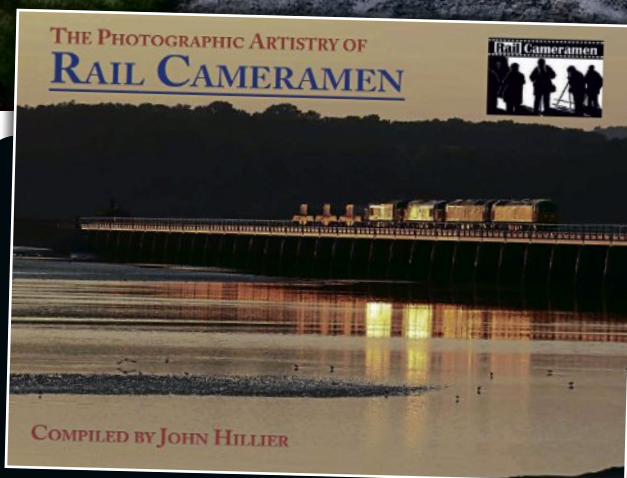
The inside of a steam shed was always a fascinating place for a photographer and never more so than when smoke and steam were swirling around on a day when strong beams of sunlight were penetrating the atmosphere. Here Class 8 No. 48122 is seen in perfect conditions at Croes Newydd on March 27, 1966. JOHN HILLIER

→ To order a copy – price £25 including free postage – call our customer services department on 01507 529529 quoting TRM140 or visit www.classicmagazines.co.uk/trm140

This is a limited offer. The final day for orders is October 31. Early sales so far have already benefited the Railway Children charity by several hundred pounds. These pages feature a selection of images from the book.



The fine latticework at Edinburgh's Waverley station is seen at its best as rebuilt Royal Scot 4-6-0 No. 46100 *Royal Scot* heads east around the city's suburban lines on August 29, 2016. JOHN CLEMMENS



Support the Railway Children with this limited reader offer

HERITAGE RAILWAY magazine, in association with our sister title *The Railway Magazine* and the Nostalgia Collection, is offering readers copies of the new book *The Photographic Artistry of Rail Cameramen* – featured here – for just £25, a saving of £5 on the published price.

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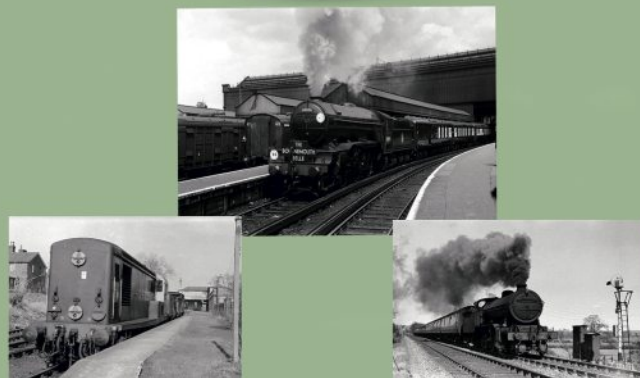
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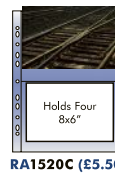
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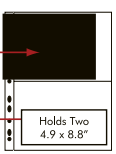
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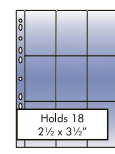
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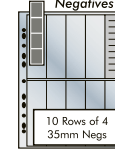
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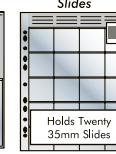
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TRACK TALK

→ Remembering 1T57 40th anniversary trip

I TRAVELLED on the 40th anniversary train commemorating 1T57, the 'Fifteen Guinea Special', on August 10, 2008, and there were a couple of extra details which should perhaps be recorded alongside your article in issue 244.

Like the original, the train started at Liverpool Lime Street, but was hauled by 8F No. 48151, instead of 'Black Five' No. 45110, as it was first time round.

Manchester Victoria had changed enormously since *Oliver Cromwell* had last waited to couple up. Indeed, there was speculation that it might not appear at all, so tight was the timescale for getting it back into main line condition.

There it was however, contrasting with the concrete, and with one little period touch.

Where nameplates had been removed – officially or otherwise – enthusiasts painted in new ones, as an act of defiance. And so it was that, for this recreation of such an iconic event, *Oliver* bore the 1968 painted version on its smoke deflectors.

Any concerns about its condition were quickly dispelled on the hills of Lancashire and beyond.

The return from Carlisle over the Settle & Carlisle was hauled by a pair of 'Black Fives', Nos. 45407 & 45231, so that part of the line-up was authentic also.

No. 45407 came off at Blackburn, leaving No. 45231 to negotiate the weekend works programme, back to a rather late Lime Street.

A memorable day!

Mervyn Leah, email

→ Was this the last steam departure from a BR shed?

I RECALL correspondence with the late Alan Castle of Preston, circa 2008.

We were trying to ascertain all of the 'lasts' in August 1968. I forget the source but it was discovered that BR Standard 5MT No. 73050 had been towed to 9D Newton Heath for repairs ready for its journey.

It then departed from there for Peterborough, meaning that Newton Heath was the last shed from which a steam locomotive left in steam.

Unless anyone knows different...

After all these years, there are still unsolved mysteries. The Trevor Gregg article in issue 244 has answered one minor niggling question though. Did the three Carlisle locos turn at Kingmoor or Upperby turntables? Neither, it was Upperby triangle.

Steve Dymond, email

STAR LETTER

Brakes: am I missing something here?

A sentiment expressed during casual conversation in different loco messrooms over the years has been "...air brakes are stronger than vacuum brakes..." Well, I'd like to bust that myth. Any brake, whether air, vacuum or hydraulic for that matter, will only be as strong as the originating design engineer wanted it to be. Any tinkering with brake mechanism will only run the risk of locked wheels (wheel flats) or reduced braking.

So I ask myself, if not brake strength then what advantage is there in taking boiler pressure, passing it through complicated mechanical apparatus only to convert it into just another kind of (air) pressure? And that's before consideration of the considerable cost.

I am told that air reaction time is shorter, a few seconds or so. Okay, that's probably important to the owners of *Tornado*, who will be expecting to spend a greater

proportion of any journey above 70mph. It's a bit rich for the authorities to insist on the fitting of 'racing brakes' to main line steam locomotives at the same time as slapping speed restriction on them – easy spending other people's money, I suppose.

Please, someone out there, just what is the technical justification for air brakes on steam? BR never felt the need.

Nigel Barnes, Cheshire.



The beautifully restored Ashover Light Railway coach No. 4 at the Midland Railway-Butterley. DAVID R SMITH



Be grateful for what we have already achieved

AS A brief follow-up to Derrick Martin's letter concerning his desire to see more vintage trains recreated, can I say how very fortunate I feel in the fact that I've just ridden on an excellently restored Midland Railway train at Butterley (albeit pulled by a J94) and also in the Ashover Light Railway coach on its Golden Valley Light Railway too.

In recent months I've also been on a Lancashire & Yorkshire, a Metropolitan

and a Southern Railway train at the Keighley & Worth Valley Railway, GWR, LMS and LNER trains at the Severn Valley, a Midland & Great Northern train at Sheringham and the Knotty train at Foxfield.

I'm well aware that many more railways are also doing a great job at restoring pre-Grouping and Big Four coaches. I don't understand why Derrick feels 'sad' about Manchester, Sheffield & Lincolnshire

Railway coaches being restored in Great Central livery given that the D7 project intends to complete its new locomotive in GCR livery, and bearing in mind that it is likely to be at least 10 years before this project is completed.

In the meantime, let's all be very grateful for the effort of the volunteers, and congratulate them and what is being achieved.

David R Smith, email



READER Ramon Williams has sent this view of Stourbridge sheds on a quiet Sunday afternoon around 1963/4.

"I was a passed driver at that time and we were waiting to stable the engines off engineering works, then a quiet time till home time. Stourbridge shed was a 24-road roundhouse shed, with some passenger work, but mostly freight, and when we came under the London Midland Region, we became 2C. Brilliant magazine – I look forward to it coming."

The decline and fall of the Westerham Railway: A Prelude to Beeching

By Ron Strutt (hardback, Crecy, 208pp, £24.95, ISBN 978 1 90932 847 1).

HERE is a railway book that in so many ways is unlike anything that has gone before.

It is now nearly 70 years since the Westerham branch in West Kent closed, and enthusiasts banded together to try to save it, firstly as a commuter line using GWR railcars and then as an out-and-out heritage railway with classic steam.

The closure of the branch in October 1961 happened at a seminal moment in the histories of both the UK network and the preservation movement. Yes, there had already been many such branch closures since the UK network had been nationalised on January 1, 1948, many against the wishes of local residents, but here regular users staged a real fight to keep what should have been a commuter line for London open in the face of mounting losses and criticism of British Railways that steps were not being taken to help make the line pay.

Along came an army of enthusiasts and local people alike in the form of the Westerham Valley Railway Association, who aimed to save the line in one shape or another, but found themselves groping in the dark against a wall of official bureaucracy and downright opposition in the corridors of power.

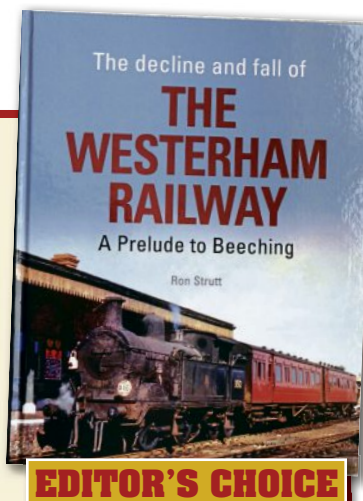
Yes, at the time the Talylyn and Ffestiniog railways revivals had shown that volunteers could run moribund lines, but neither had been part of the BR portfolio. A couple of years

before, the Bluebell Railway had begun operations over what seems now to be a very modest section of the East Grinstead to Lewes route, but its example could not then offer a definitive pattern as to how ordinary people could run a whole branch line.

In the press of the day, pictures of local volunteers clearing weeds from the platforms of the Westerham branch gave cause for optimism, but it proved a false dawn, for officialdom did not want to know.

Worse than that, it was feared by Southern Region managers and civil servants alike that a volunteer takeover of the branch could prove that ordinary people could run a branch line more economically and effectively than BR. If that indeed was the outcome, it was not one that was wanted at a time when the knives were being sharpened for wholesale closures to cut losses, as was to happen under the black clouds of the Beeching era, which was then looming on the horizon.

It has long been said that the Westerham branch was closed because roadbuilders wanted the formation on which to lay a section of the M25. That did happen – but the author proves that was not the reason for the closure. Instead of repeating this urban myth, he painstakingly went through a collection of hitherto unseen official documents relating to the closure, and finds out that BR had started work on electrifying the



EDITOR'S CHOICE

branch, and just how close the regular users of the line came to keeping it open. It was down to the man who later rubber-stamped Beeching's closure recommendations, Transport Minister Ernest Marples, to sanction the final closure here.

History records that when the Westerham revivalists then joined forces with those who saved the Kent & East Sussex Railway, which was closed by BR, most of the locomotives and stock that had been earmarked for Westerham instead went to Tenterden.

It may have been a short branch line, but what happened at Westerham had deep ramifications for the heritage railway movement, as the web of intrigue unravelled by the author explains step by step, with a superb collection of archive colour and black and white pictures.

Sadly, Ron Strutt died shortly before his masterpiece was published, and so he never saw the final fruits of his labours, which have raised the bar in the field of branch line histories.

It should be essential reading for anyone who is interested in the railway history of the immediate pre-Beeching era.

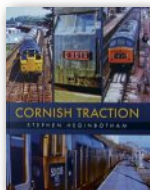
A STANDOUT CLASSIC

Cornish Traction

By Stephen Heginbotham and David Letcher (softback, Amberley Publishing, 96pp, £14.99, ISBN 978 1 4456 7829 0)

THIS interesting all-colour volume written by two Bodmin & Wenford Railway volunteers covers the BR Blue period of 1972-90, along the Cornish main line between Plymouth and Penzance, a time before privatisation when the duchy remained in something of a time warp of semaphore signalling and cascaded rolling stock.

Many classes of diesels featured on express trains to destinations other than Paddington, while freight and parcel traffic was plentiful, along with other trains, such as Motorail and the Postal. One oddity was the summer Saturdays-only Milton Keynes to



Penzance service, usually Class 47-hauled and complete with a DVT at one end of the stock.

Steve is the BWR signalling inspector and a former career railwayman, and Dave is a signalman with a long history in Cornish transport preservation.

Their intimate knowledge of trackside locations gives some splendid and original images of diesels in the duchy during a transitional phase on the railway, not just in the busy summer but, also in less benign winter conditions.

CORNISH RAILWAY HISTORY MUST

Atlas of Railway Station Closures

(hardback, Crecy, 160pp, £25, ISBN 978 0 86093 677 0).

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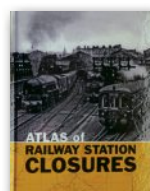
It's an atlas of the UK network that has each line coloured to represent the decade in which it closed. Needless to say so many are coloured bright red, representing the Sixties, which included the age of Beeching.

Every station is likewise marked and coloured according to its closure date. An index at the rear lists each closed station and the exact closure date.

A sizeable portion of the second half of the volume contains black and white pictures of closed stations in their final days, many of them from the archive of Andrew Muckley.

For those who find rail system maps fascinating, or who wish to research railway history in depth, here is an excellent ready reference volume.

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Llangollen Railway-based GWR 0-6-OPT No. 6430 visited the Northampton & Lamport Railway for two weekends of operation until September 2. The locomotive starred in the line's 2018 Bank Holiday branch line weekend. KENNY FELSTEAD

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Running: Oct 7.

Bursledon Light Railway

2ft gauge, ¼ mile. Bursledon
Brickworks Museum Swanwick Lane,
Swanwick, Hants. SO31 7HB.

Running: Oct 21.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: Oct 7, 27, 28.

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: October 7, 14.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: Suns, Weds, Thurs + Oct 13, 22, 23, 26, 27.

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: W/Es + Oct 22-26.

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: W/Es + Oct 19-26.

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: Dec 1, 2, 8, 9, 15, 16, 22, 23.

Spa Valley Railway

Standard gauge, five miles,

footplate experience.

Tunbridge Wells, Kent.

Tel: 01892 537715.

Running: W/Es + Oct 19, 23-25.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles,
footplate experience, wine and dine.
Bitton, Bristol.

Tel: 0117 932 7296.

Running: Suns + Oct 13, 27, 30, 31.

Beer Heights Light Railway

7¼in gauge. Off A3052, Beer, Devon.

Tel: 01297 21542

Running: Daily.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate
experience, wine and dine.

Bodmin, Cornwall.

Tel: 01208 736666.

Running: W/Es + Tues-Wed, Oct 4, 11, 22, 25, 26.

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: W/Es + Oct 22-26.

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: Sept 30, Oct 28.

Helston Railway

Standard gauge. Helston, Cornwall.

Tel: 07875 481380.

Running: Suns, Thur + Oct 24

Launceston Steam Railway

2ft gauge, 2 miles. Launceston, Cornwall.

Tel: 01566 775665.

Running: Oct 21-26.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,
north Devon. Tel: 01598 763487.

Running: W/Es, Tue-Thur + Oct 22, 26.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.

Tel: 01425 471415.

Running: W/Es + Oct 22-26.

Plym Valley Railway

Standard gauge, 1½ miles.

Marsh Mills, Plymouth.

Running: Suns + Oct 27.

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: Oct 27-28.

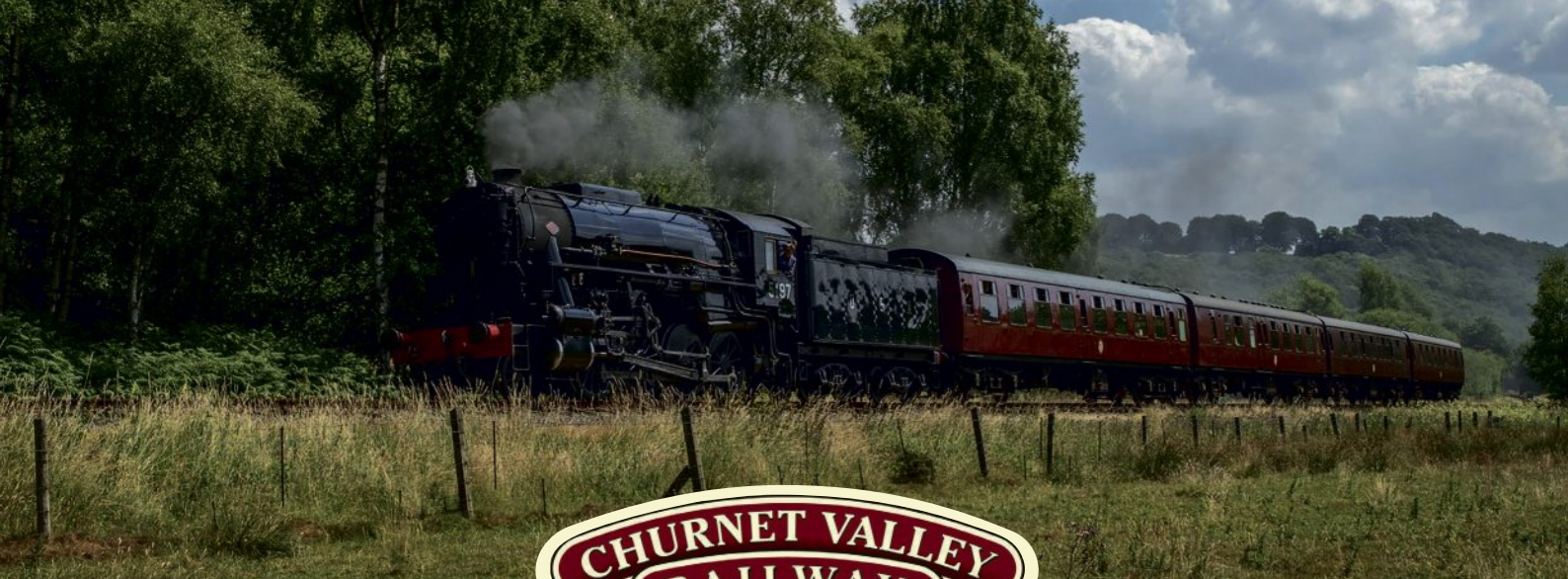
South Devon Railway

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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UP & RUNNING

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.
Swanage, Dorset.
Tel: 01929 425800.

Running: Daily – except Oct 29.

Swindon & Cricklade Railway

Standard gauge, three miles, footplate experience.
Blunsdon, Wiltshire.
Tel: 01793 771615.

Running: Oct 26-27.

West Somerset Railway

Standard gauge, 20 miles, footplate experience, wine and dine.
Minehead, Somerset TA24 5BG.
Tel: 01643 704996.

Running: W/Es, Tues-Thur + Oct 1, 5, 29.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile.
Diss, Norfolk.
Tel: 01379 686900.

Running: Daily until Oct 28.

Bure Valley Railway

1ft 3in gauge, nine miles, footplate experience.
Aylsham, Norfolk.
Tel: 01263 733858.

Running: Daily until Oct 28.

Colne Valley Railway

Standard gauge, one mile, footplate experience, wine and dine.
Castle Hedingham, Essex.
Tel: 01787 461174.

Running: W/Es + Oct 23-25.

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 until Oct 28.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.
Tel: 01362 690633.

Running: Oct 6, 7, 13, 14.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.

Running: Dec 2, 8, 9, 15, 16.

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience. Wansford, Peterborough, Cambs.
Tel: 01780 784444.

Running: W/Es, Weds + Oct 25.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience.
Sheringham, Norfolk NR26 8RA.
Tel: 01263 820800.

Running: Sun-Thur + Oct 19-21, 26-28.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.

Running: Daily until Oct 28.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk.
Tel: 01603 871694.

Running: Steam first Sun of month.

96 Heritagerrailway.co.uk



In a timeless scene, Metro-Cammell three-car Class 101 DMU, comprising vehicles E51427, E59575 and M50321, passes under Woodthorpe footpath bridge while working the 11.10am service from Loughborough to Rothley on August 11, 2018. CHRIS GEE

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience.
Quainton Road, Bucks.
Tel: 01296 655720
Open: Sun-Wed.

Running: Suns + Oct 24.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon.
Tel: 01844 353535.

Running: Suns + Oct 25, 27.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067.

Running: Oct 6, 7, 27, 28.

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 + Oct 8, 12, 15, 19, 24.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.
Leighton Buzzard, Beds.
Tel: 01525 373888.

Running: Oct 7, 14, 21, 23, 24, 28.

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: Oct 6, 7, 13, 14, 20, 27, 28.

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: Dec 9 (Llynclys).

Nov 11 (Oswestry).

Chasewater Railway

Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.

Running: Suns + Oct 6, 20, 26, 27.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine.
Cheddleton, Staffs.
Tel: 01538 750755.

Running: Oct 7, 14, 19-21, 31.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate experience.
Norchard, Lydney, Glos.
Tel: 01594 845840.

Running: W/Es, Weds.

Ecclesbourne Valley Railway

Standard gauge, eight miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.

Running: W/Es, Tues + Oct 25, 26.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.
A46 north of Evesham, Worcs.
Tel: 01386 422282.

Running: W/Es + Oct 29-31.

Foxfield Railway

Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Running: Oct 7, 14, 21, 24, 26, 27.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles, footplate experience.
Toddington, Glos.
Tel: 01242 621405.

Running: W/Es + Tues, Wed + Oct 25.

Great Central Railway

Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.

Running: W/Es + Oct 4, 5, 17, 24, 31.

Great Central Railway Nottingham

Standard gauge, four miles.
Ruddington, Notts.
Tel: 0115 940 570.

Running: W/Es + Oct 4, 5, 17, 24, 31.

Midland Railway – Butterley

Standard gauge, 3½ miles, footplate experience, wine and dine.
Ripley, Derbyshire.
Tel: 01773 570140.

Running: W/Es + school holidays.

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 + Oct 30-31.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford, Gloucestershire.
Tel: 01594 834991.

Running: W/Es, Tues, Thur + Oct 22, 26.

Rocks by Rail

Standard gauge, ¼ mile.
Cottesmore, Rutland.
Open: Sun, Tues, Thur.

Running: Oct 14.

Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01995 672280.

Running: W/Es + Oct 29-31.

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: W/Es + Oct 4, 5, 29-31.

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: Dec 15-16.

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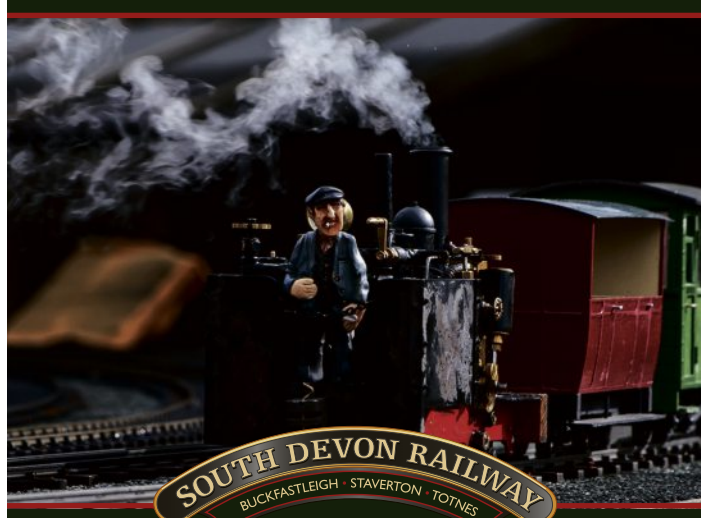
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1907-built Orenstein & Koppel 0-4-0WT Utrillas is seen at the head of a passenger train at the 2ft gauge West Lancashire Railway on August 5, 2018. SANDY DAVIES

Telford Steam Railway

Standard gauge, one mile, footplate experience. Telford, Shropshire. Email: sec@telfordsteamrailway.co.uk Tel: 01952 503880. Running: 2019.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate experience. Bury, Lancs. Tel: 01617 647790.

Running: W/Es + Oct 19, 24, 25, 26.

Eden Valley Railway

Standard gauge, two miles.

Warcop, off A66, Cumbria CA16 6PR 01768 342309.

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 until Oct 28.

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: Oct 6, 7, 27, 28.

Stainmore Railway

Standard gauge, ½ mile. Kirkby Stephen East Station, Kirkby Stephen, Cumbria CA17 4LA. Open: W/Es.

Running: Dec 8.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: Suns until Oct 28.

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile. Lionheart station, Alnwick, Northumberland.

Running: Oct 27, 28.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles. British Steel Steelworks, Scunthorpe.

Tel: 01652 657053.

Running: 2019.

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: 2019.

Elsecar Railway

Standard gauge, one mile. Footplate experience. Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: Suns.

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: W/Es, Weds +

Oct 23, 25, 30.

Kirklees Light Railway

1ft 3in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: W/Es + Oct 29-31.

Lincolnshire Coast Light Railway

2ft gauge, ½ mile.

Water Leisure Park, Walls Lane, Skegness, Lincolnshire.

Running: 2019.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.

Ludborough, Lincolnshire.

Tel: 01507 363881.

Running: Sept 30, Oct 14, 28.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Running: W/Es + Oct 31.

North Tyneside Railway

Standard gauge, two miles.

North Shields. Tel: 0191 200 7106

Running: Suns.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks.

Tel: 01751 472508.

Running: Daily.

South Tynedale Railway

2ft gauge, 5 miles. Alston, Cumbria.

Tel: 01434 382828/381696.

Running: W/Es, Tues, Thur +

Oct 22, 24, 29, 31.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns + Oct 13, 27.

Weardale Railway

Standard gauge, 11 miles.

Stanhope, Bishop Auckland,

Co Durham.

Tel: 01388 526203.

Running: W/Es + Oct 24.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 0845 450 5474.

Running: W/Es + Oct 2, 9, 16.

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: Thurs + Oct 21, 23, 24, 27-31.

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: W/Es, Tues-Thur.

Corris Railway

2ft 3in gauge, ¾ mile. Corris, Machynlleth.

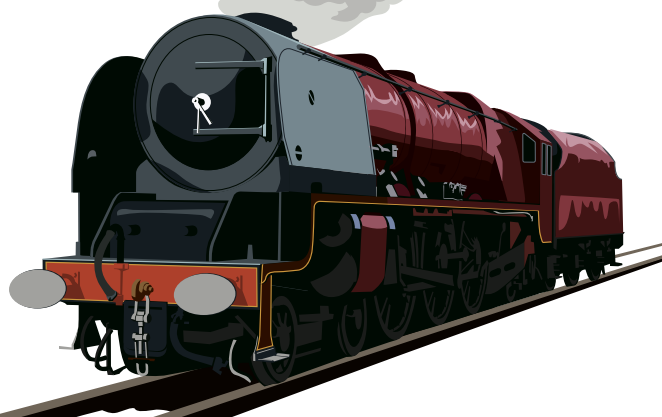
Tel: 01654 761303.

Running: Oct 20.



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*With thanks to John Cameron and David Buck respectively

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EAST LANCASHIRE RAILWAY

UP & RUNNING

Fairbourne Railway

12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.

Running: W/Es + Tues-Thur.

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: W/Es, Weds, Thur.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Sun-Thur.

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: Oct 27, 28, 30, 31.

Rhiw Valley Railway

1ft 3in gauge, ¾ mile, footplate experience. Manafon, nr Welshpool, Powys.

Running: October 6, 7.

Rhyl Miniature Railway

1ft 3in gauge. Rhyl, North Wales. Running: 2019.

Snowdon Mountain Railway

800mm gauge, 4½ miles. Llanberis, Gwynedd. Tel: 01286 870223.

Running: Daily.

Talyllyn Railway

2ft 3in gauge, 7½ miles, footplate experience. Tywyn, Gwynedd. Tel: 01654 710472.

Running: Daily.

Teifi Valley Railway

2ft gauge, ½ mile. Henllan, Ceredigion SA44 5TD. Tel: 01559 371077.

Running: Suns, Weds.

Vale of Rheidol Railway

2ft gauge, 11¾ miles. Aberystwyth, Ceredigion. Tel: 01970 625819.

Running: Daily.



The Shed47 Railway Restoration Group, based at the Scottish Vintage Bus Museum, is now marketing itself as the Lathalmond Railway Museum. Rides can be enjoyed on the collection of restored standard and 2ft gauge rolling stock. SHED47

Welsh Highland Heritage Railway

2ft gauge, one mile. Porthmadog, Gwynedd. Tel: 01766 513402.

Running: W/Es, Tues, Weds, Thur + Oct 5, 26.

Welsh Highland Railway

2ft gauge, 26 miles. Caernarfon, Gwynedd. Tel: 01766 516000.

Running: W/Es, Tues-Thur + Oct 22, 26, 29.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles, footplate experience. Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: W/Es + Oct 29-31.

Invergarry & Fort Augustus Railway

Standard gauge, ¼ mile. Invergarry station, South Laggan PH34 4EA.

Running: 2019.

Keith & Dufftown Railway

Standard gauge, 11 miles. Dufftown, Banffshire.

Running: 2019.

Leadhills & Wanlockhead Railway

2ft gauge, one mile. Leadhills, South Lanarkshire. Tel: 0141 556 1061.

Running: Dec 2, 3.

Royal Deeside Railway

Standard gauge, one mile. Milton of Crathes, Kincardineshire.

Running: Oct 6, 7, 13, 14.

Scottish Industrial Railway Centre

Standard gauge, ½ mile. Dunaskin, Dalmellington Road (A713), Waterside, Ayrshire.

Running: 2019.

Lothallmond Railway Museum

Standard gauge, ½ mile. Scottish Vintage Bus Museum, Lothallmond, nr Dunfermline.

Running: Oct 28.

Strathspey Railway

Standard gauge, 10 miles. Aviemore, Inverness-shire.

Tel: 01479 810725.

Running: W/Es, Weds, Thur.

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: Oct 27, 28, 31.

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: 2019.

Waterford & Suir Valley Railway

3ft gauge, six miles. Kilmeadan, County Waterford. Tel: 00353 384058.

Running: Oct 27.

West Clare Railway

3ft gauge. Moyasta Junction, Co Clare. Open: Daily.

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. Open: Daily.

Running: W/Es, Tues.

Caledonian Railway

Standard gauge, four miles. Brechin, Angus. Tel: 01356 622992.

Running: Dec 9, 15, 16, 22, 23.

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: Daily. Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester. Open: Daily. Tel: 0161 832 2244.

National Railway Museum

Leeman Road, York. Open: Daily. Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd. Open: Daily.

Rail Story

Ingrow, West Yorks. Open: Daily. Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset. Open: Sat, Sun and Wed. Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. Open: Weekends. Tel: 01984 640869.

STEAM - Museum of the GWR

Swindon, Wilts. Open: Daily. Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Tues-Sun.

West Cumberland Railway Museum

St Bees, Cumbria. Open: Monthly, dates as per Facebook entry or email petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.



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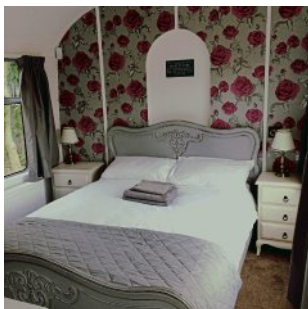
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Vol.218 1960's Iberian Railway Holidays No.1

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National Collection owned No. 60103 *Flying Scotsman* continues to draw in the crowds on its travels. The A3 completed two operating stints at the East Lancs Railway over the August Bank Holiday and September 5-8. The popular locomotive is seen passing Townsend Fold on August 25. It's next heritage line appearance will be at the Nene Valley Railway between September 29 and October 1, tickets for which have sold out.
ANDREW DENNISON

The autumn gala season is here

By Gareth Evans

EVENTS aimed at enthusiasts are not in short supply in October and Friday to Sunday, October 12-14 would appear to be 'the' weekend when it's all happening, with galas at the Bluebell, Llangollen, North Norfolk and Swanage railways.

Celebrating 70 years since the 1948 Locomotive Exchange Trials, the autumn steam gala on the Swanage Railway will bring together classes of locomotive that were involved in British Railways'

experiment to examine steam from across the country on a variety of work. In addition to its home fleet, the SR will be operating visiting locomotives that ran on the Southern Region during 1948, and those that were subsequently inspired by these tests. Visiting LMS Princess Coronation Class No. 6233 *Duchess of Sutherland* will certainly make a fine sight on the Purbeck line.

Bluebell's three-day Giants of Steam weekend will also offer popular locomotives, with visiting Gresley A4

Pacific No. 60009 *Union of South Africa* and LNER Thompson Class B1 No. 61306 *Mayflower*.

Dubbed 'Along Cambrian Lines 2', the theme for Llangollen's autumn steam gala will be rekindling memories of Mid & North Wales standard gauge railways. Two appropriate visitors are Severn Valley-based pannier No. 7714 and Great Central-based 2MT 2-6-0 No. 46521.

The North Norfolk Railway's annual Steam Gala is now also taking place that weekend, having been postponed in

early September due to the fire risk from the summer's dry conditions.

Modern traction is not forgotten – a highlight being the Nene Valley's diesel weekend. In addition to visiting locomotives, attractions with a difference include the use of the Kof shunter on passenger trains and what is believed to be a unique opportunity to travel on the TASC track machine.

Heritage Railway will be covering these and other events over the coming month.

SPECIAL EVENTS

October

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4-7: Great Central Railway: Autumn Steam Gala

5-7: Ffestiniog Railway: Victorian Weekend ■

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6: Gwili Railway: End of Season Gala ■

An intensive timetable to culminate the line's 40th anniversary celebrations. All the operational home fleet is due to see action, plus a demonstration freight train.

6, 7: Apedale Valley Railway: Diesel Delights ■

6, 7: Cholsey & Wallingford Railway: Wartime Weekend

6, 7: Lavender Line: Miniature Steam Traction Engine & Classic Car Rally

6, 7: Statfold Barn Railway: Statfold At War ■

The home fleet will be joined by appropriate ex-War Department Light Railways 4-6-0Ts – Baldwin No. 778 from Leighton Buzzard and Hunslet No. 303 from Apedale.

7: West Lancashire Light Railway: Working Engines Gala

12-14: North Norfolk Railway Annual Steam Gala

12-14: Bluebell Railway: Giants of Steam Gala ■

Starring Gresley A4 No. 60009 *Union of South Africa* and Thompson B1 No. 61306 *Mayflower*.

12-14: Llangollen Railway: Autumn Steam Gala ■

Memories of Mid & North Wales standard gauge railways will be rekindled in 'Along Cambrian Lines 2'

12-14: North Yorkshire Moors Railway: Railways in Wartime

12-14: North Norfolk Railway Autumn Steam Gala

12-14: Nene Valley Railway: Autumn Diesel Gala ■ ■

Visiting locomotives confirmed are Nos. 31162, 20059 and 50008 *Garcia Hanson*.

12-14: Swanage Railway: Autumn Steam Gala ■

LMS Princess Coronation Class No. 6233 *Duchess of Sutherland* will visit as part of the theme of celebrating 70 years since the 1948 Locomotive Exchange Trials.

13, 14: Royal Deeside Railway: End of Season Gala

19-21: East Lancashire Railway: Autumn Steam Gala ■

The all-steam home fleet locomotives will be supplemented by what the ELR promises to be 'special guests' hauling passenger services.

19-21: Mid Hants Railway: Autumn Steam Gala ■

First guest locomotive confirmed is No. 7822 *Foxcote Manor*, with more expected to follow.

21: Amberley Museum: Autumn Industrial Trains ■

Steam, diesel, petrol and battery locos in operation – plus demonstration runs with the Road Machines contractors' monorail.

27, 28: Romney Hythe & Dymchurch Railway: End of Season Parade

29 – Nov 3: Crich Tramway Village: Starlight Spectacular ■

The week when CTV is illuminated and the trams run into the early evening.

RAILWAYANA

October

6: Great Northern Railwayana Auctions, Poynton

7: Bristol Railwayana Auctions, Stoke Gifford

27: Paddington Ticket Auctions, central London

27: Transport Auctions of London, Croydon

KEY ■ Major or featured galas

■ Diesel and/or electric galas

■ Thomas or family event

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Our sales are held in a spacious, modern venue with free parking, bar and catering and railwayana sales stands. Catalogues are available a fortnight before each sale, free on application. These sales contain a wide cross-section of material reflecting every aspect of railway operations.

We offer everything from main line nameplates, works and number plates to stations signs, lamps and signalling equipment. We aim to include a variety of rare and unusual material, not merely based on value but on interest and rarity. You will find railwayana to suit all budgets and pockets.

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Steam and Diesel Locomotive Nameplates, Worksplates, Builder's Plates, Smokebox Number Plates, GWR Cabside Numberplates, Totem Station Signs, Station Direction Signs, Signal Line Tablets, Wagonplates, Loco Whistles, Station Lamps (wall or post mounted), Signalbox Instruments (blocks, bells, repeaters, train describers token/tablet instruments, others), Signalbox Diagrams (framed/unframed) Signal Lever Description Plates (naming locations or with unusual wordings)

Description Plates from block shelves

or instruments with locations

Staffs (brass, steel, wooden)

Platform Ticket Machines

Clocks and Watches

Carriage Prints (landscapes & advertising)

Railway Office Equipment

(inc. brass handstamps, paperweights)

Signalbox Nameboards (cast iron/wood/enamel)

Loco Headboards from Named Trains

and Carriageboards



Signal Post Finales

Platform Seats with Company Name

(inc. FR Squirrel Pattern)

Foreign Builder's/Worksplates

Handlamps

Armbands (enamel or brass)

Badges (inc. BR totem/fishtail)

Door Plates (cast iron/enamel inc. BR)

Posters, Silverware

Key Tokens (brass or alloy)

Seat Back Names (cast/enamel)

Shedcode Plates

Bridge Number Plates

Target Signs (SR/LMS/LT)

Industrial Name/ Worksplates



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