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ISSUE 247
October 19 –
November 15, 2018

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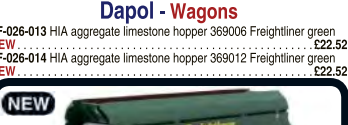


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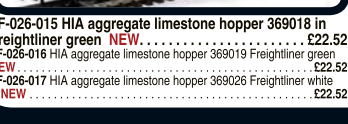


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9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (RRP £139.95) **BARGAIN** £74

Hornby - Steam locos

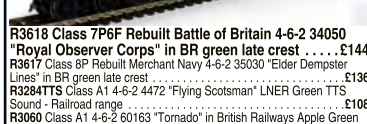
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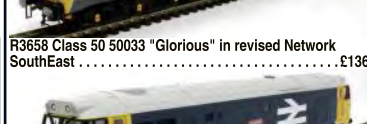
R3630 Class A4 4-6-2 4493 "Woodcock" in LNER apple green £136
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3660 Class 56 56303 in Devon and Cornwall Railways green £136

Electric locos

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R4871 Pack of three centre coaches for 5-BEL Brighton Belle Pullman umber and cream £144



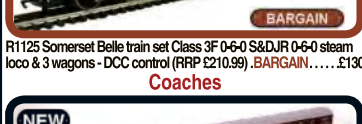
R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (RRP £264.99) **BARGAIN** £170



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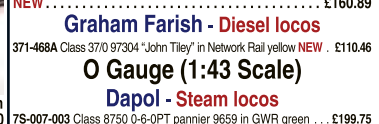
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6102 Class 61xx "Large Prairie" 2-6-2T 6144 in BR black early emblem **NEW** £594.15



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5285 Class 52 D1035 "Western Yeoman" BR green small yellow panels **NEW** £509.15
5287 Class 52 D1039 "Western King" BR maroon full yellow ends **NEW** £509.15
5290 Class 52 D1043 "Western Duke" BR chromatic blue small yellow panels **NEW** £509.15



5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels **NEW** £509.15



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5151 Bogie flat IWB Cargowaggon 4647026 in silver and blue - weathered (RRP £189) **BARGAIN** £89

5151 Bogie flat IWB Cargowaggon 4647026 in silver and blue - weathered (RRP £189) **BARGAIN** £89

5151 Bogie flat IWB Cargowaggon 4647026 in silver and blue - weathered (RRP £189) **BARGAIN** £89



Autumn tints to the fore as BR Standard 5MT 4-6-0 No. 73156 heads south from Loughborough with a van train on Sunday, October 7, during the Great Central Railway's autumn steam gala marking the 70th anniversary of the 1948 Locomotive Exchanges. ROBERT FALCONER

Finest fruits of the season

VISITENGLAND – as the national tourist board is called – take note. This year we have witnessed the finest collection of autumn galas on our heritage lines that I can remember, in all shapes and sizes.

Fifty years since the end of British Railways main line steam, the public appetite for railway heritage shows no sign of abating, and soaring attendance figures at these galas reflects that.

We Brits are spoiled for choice. The last weekend in September alone saw four magnificent events: the first double-heading of new-build replicas *Lyn* and *Lew* at

Woody Bay, a stunning steam display at the West Somerset Railway, the Middleton Railway's local heritage-inspired Last Coals to Leeds event and Tyseley Locomotive Works' 50th anniversary of its first open day.

I attended the latter and was certainly not disappointed, largely due to the sheer variety of exhibits on display, but how I would have loved to have visited at least one of the other events that weekend.

We have been inundated with countless magnificent pictures from autumn galas across the country. Although we have increased our size to 116 pages for this special edition, we would have needed upwards of 200 pages to even begin to accommodate the rest of the best. Here I must thank each and every linesider who submitted pictures to us, and Gareth and I found it an awesome and daunting task to narrow them down to a final selection! The ones we had to leave out were not bad pictures by any stretch of the imagination, I can assure you.

What I am left asking is why the tourist powers-that-be do not do much, much more to promote our autumn gala season, not only here at home but also abroad? Early autumn is an excellent time to explore the UK, avoiding the crowds of the main summer holiday season while relishing the glorious scenery as green leaves

magically turn to yellow, brown, orange and purple.

We should take a leaf (pun intended) out of the book of our US counterpart heritage lines. Special 'fall' tours for people wishing to experience the stunning beauty of the change of seasons are big business nowadays on the other side of the Atlantic, and could so easily be even more so here. Could we not similarly attract large numbers of overseas visitors if a package was properly prepared, perhaps in the shape of a runabout ticket covering several heritage venues?

Our autumn galas are a rich climax to the end of the main steam season, before Santa trains become the order of the day. Their presence adds more days to shopkeepers and hoteliers in those places lucky enough to have a heritage railway that has more often than not become an essential plank of their local tourist economy. I remain convinced that attendances could be even bigger if a national promotion was staged by the likes of VisitEngland – leading to a win-win situation for everyone.

This year's events have held out much promise for the future. The Severn Valley Railway's autumn steam gala saw the return of *Duchess of Sutherland* and *Britannia* on passenger trains, while that above-mentioned L&B pair showed everyone just how big that currently modestly-sized attraction will be once its expansion programme gets under way.

Finally, I was delighted to witness the relaunch of Jubilee 4-6-0 No. 45596 *Bahamas* back into traffic. I have never seen that locomotive steam – its last ticket ran out 21 years ago, just when I made the momentous decision to move into railway journalism.

There's no reason to doubt that Tyseley's workshops has done a magnificent job on it and I'm sure it will soon become a much-loved and photographed main line star again.

Robin Jones Editor

Heritage railway.co.uk **3**

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West Coast super power takes over Severn Valley

This year's Severn Valley Railway September 20-23 autumn steam gala has been described as the event of the year, featuring no less than three express passenger locomotives in *Royal Scot*, *Duchess of Sutherland* and *Britannia*. A fortnight later, the SVR marked the 50th anniversary of the Class 50s with the October 4-6 diesel gala, reports Robin Jones.



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COVER: Visiting from the East Lancashire Railway, unrebuilt Bulleid West Country light Pacific No. 34092 *City of Wells* passes Woodthorpe on its way to Quorn & Woodhouse with the 1.45pm service from Loughborough to Leicester North on October 7, during the Great Central Railway's autumn steam gala. SIMON WEBB



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Welsh Highland at 21

Gareth Evans reports on the Super-Power 2018 gala celebrating the commencement of Welsh Highland trains between Dinas and Caernarfon in 1997, which included the visit of Baldwin *Lyn* – and he also gets a look inside the line's impressive new northern terminus



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History made as duo run together at last

The eagerly-awaited sight of replica new-build Baldwin 2-4-2T *Lyn* and Manning Wardle 2-6-2T *Lyd* running together for the first time took place at the Lynton & Barnstaple Railway's September 29-30 autumn steam gala. Robin Jones reports.



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Tyseley: Here's to the next 50... and more!

The weekend of September 29-30 saw Tyseley Locomotive Works celebrate the 50th anniversary of its first open day. Robin Jones encountered a fresh atmosphere of euphoria as Vintage Trains embarks on its new role as a TOC.



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How the steam age began

Brian Sharpe looks back to the beginnings of steam traction. In the first of a new series, he investigates the background to how the position of chief mechanical engineer came about in the early days of steam power – leading to the evolution of steam locomotive design.

Getting my hands dirty 91

In the first of a new feature series focusing on volunteering, Gareth Evans shares his experience of his first day learning to drive a diesel locomotive at Cambrian Heritage Railways and also reflects on his 28 years of supporting heritage lines in a practical sense as a volunteer.

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Massive Cornish welcome for *Flying Scotsman* 'first' visit

By Cedric Johns

DESPITE indifferent morning weather when *Flying Scotsman* departed Plymouth North Road to begin the A3's first-ever visit into Cornwall, thousands lined the 78 miles of the testing route across the Duchy to Penzance on Saturday, October 6.

The extended week of action began on Thursday, October 4, when *Flying Scotsman* supported by 'Black Five' No. 44871 and empty stock ran westwards from Southall to Theale and Newbury, where passengers joined the train for a trip to Taunton, returning diesel-hauled.

Later that day, passengers boarded for the journey from Taunton to Plymouth via Exeter, Newton Abbot and the South Devon banks.

However, the best was yet to come. On Saturday, October 6, *Flying Scotsman* entered Cornwall, working the train to Penzance, returning diesel-hauled.

Early into its journey the train, a Steam Dreams 'Cathedrals Express', was watched by crowds on the A38 road bridge running parallel to Isambard Kingdom Brunel's Royal Albert Bridge spanning the Tamar.

Much to the delight of passengers and lineside spectators, the A3 ran unassisted because No. 44871 – a replacement for B1 4-6-0 No. 1306



Flying Scotsman and 'Black Five' No. 44871 head through Whiteball on the outward leg from Theale to Plymouth on Thursday, October 4. PETER HOLLANDS

Mayflower (see Main Line News, page 61) – was not gauged after Par for what was the top event of an extended weekend.

A3 in Penzance

Tackling the switchback gradients on its journey, the 4-6-2 hauling 12 completely full coaches, the support coach and

a Class 47, made good time, arriving minutes early into Penzance.

As an unexpected bonus, the skies cleared and the sun shone on the big green engine as it rolled into its destination watched by huge crowds. Such was the number of people keen to see the train that the station barriers

were locked to keep the platforms clear.

This in turn achieved a second bonus for passengers who were free to stroll along the platform to view the 4-6-2, chat to the crew, step up onto the footplate and take photographs during a two-hour stopover.

So, an A3 at Penzance – who could have imagined such a thing in those days of kings, castles and counties!

Return leg

Operational difficulties and pathing made it impossible to allow time for *Scotsman* to turn at St Blazey, the train returning to Plymouth with West Coast Class 47 No. 47766 doing the work.

Nevertheless, the lineside crowds remained hours later, watching and waving as the train passed through landmarks like St Erth, Camborne, Chacewater, Truro St Austell, Par, Liskeard and Saltash.

However, the day was not over. After arriving back at Plymouth the two locomotives were prepped for a double-headed run to Par, the train departing North Road at 5pm.

The departure, with the 'Black Five' leading, drew more large crowds overlooking the Royal Albert Bridge as the cavalcade followed the curve towards Saltash.

Platforms at Par were crammed with young and old eager to see *Scotsman*.

Due to pathing timings, the train's stay was limited to less than 10 minutes, the Class 47 hauling the train and locomotives back to Plymouth.

On arrival, the A3 and 'Black Five'



Flying Scotsman and 'Black Five' No. 44871 with West Coast Railways' Class 47 No. 47760 on the rear of the return 'Cathedrals Express' passing through Dawlish on October 8. THOMAS MILLS



Above: *Flying Scotsman* and 'Black Five' No. 44871 power through Bodmin Parkway with the 'Cathedrals Express' bound for Par and Penzance on October 6.

NICHOLAS WOOD

Right: End of the road: *Flying Scotsman* stands at Penzance station on Saturday, October 6.

ASHLEY BANFIELD



uncoupled and moved to Laira depot for stabling through Sunday prior to working the next train, to Exeter on Monday, October 8.

Meanwhile, the empty stock was taken to Newton Abbot for servicing by the 47 where it was prepared for the Monday morning.

To add to the occasion, today's Great Western Railway allowed the public into Laira depot to see the 4-6-2 and the 4-6-0 during the Sunday.

On Monday, the two locomotives and the coaches returned from Newton Abbot, departed Plymouth for Exeter where on arrival, steam came off and the train returned with its passengers to North Road, diesel-hauled.

When the empty stock was worked back to Exeter, Steam Dreams' operations director Steve Newall reported that West Coast had sent a 'Thunderbird' in the shape of a Class 37 diesel just in case, and it was this locomotive which brought the stock back to St David's, the Class 47 following at the rear.

In a final move, *Scotsman* and No. 44871 took the train to Bristol Temple Meads, where the two locomotives were uncoupled and proceeded light engine to Southall. Passengers returned to Exeter behind diesel No. 47766.

"We carried over two-and-a-half thousand smiling passengers in three days," commented a happy Steam Dreams founder director Marcus Robertson. Asked to sum up *Flying Scotsman's* visit to Cornwall, he said: "I was taken aback by the exceptional reception we received. When we took the A3 to Scotland in 2016 and crossed the Forth Bridge, it was quite something. However, the reception we've had in Cornwall is the best we've ever had in the UK after Scotland."

Talking to the media at Penzance,

Marcus said: "This is not any steam train – this is an iconic train, it belongs to the nation. The fact that everything went to plan is in large part down to *Flying Scotsman's* minder Clive Goult, a member of the Ian Riley Engineering team."

What did passengers think?

Interviewed by local media, Martin and Sara Channing celebrated their 30th anniversary by travelling on the train. "This train represents the golden age of British engineering when Britain made things," Martin said. "It is a credit to British workmanship. It's a page of history."

Jennifer Perriam and Andy Durban travelled from Exeter to travel behind *Scotsman*. Andy said: "It has been an amazing experience to see how well the train has been received. There have been people in fields waiting for hours just to catch a glimpse."

Farmer Morris, a St Just-in-Penwith town councillor, travelled to Plymouth to be on board the train. It was his first train ride ever! He said: "I've never had to take a train before in my life. St Just and Pendeen have got everything anyone needs in life."

An interesting tailpiece: apparently the Class 47 hauling the train plus two locomotives back from Par lost its feet on the 1-in 64 approaching Saltash. As a result *Scotsman's* regulator was opened a crack, the 4-6-2 acting as banker.

Flying Scotsman's next duty was to head Steam Dreams' Alan Pegler Farewell' from King's Cross to York, on Saturday, October 13, when daughter Penny was to place her father's ashes into the A3's firebox on Stoke Bank.

→ **The East Lancashire Railway said that around 5000 people rode behind *Flying Scotsman* during its visit in September. See also News, pages 18-19.**

£50k order placed for new P2 boiler design work

DB Meiningen – the German firm which built the boiler for 101mph A1 Peppercorn Pacific No. 60163 *Tornado* – has been contracted to design one for new P2 2-8-2 No. 2007 *Prince of Wales*.

The A1 Steam Locomotive Trust has placed a £50,000 order for the design work on the boiler, to be designated diagram 118B, and incorporating a list of changes based on observations of operating *Tornado* over the past 10 years.

The trust issued an invitation to tender to manufacture *Prince of Wales'* boiler to over 10 organisations in the UK and overseas and has received several proposals and expressions of interest. The trust will now 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. The 250psi of No. 60163's boiler will be retained to improve economy and increase maximum power.

P2 project director Mark Allatt said: "Placing the order for the improvements to No. 2007 *Prince of Wales'* boiler marks a significant milestone in the project to build Britain's most powerful steam locomotive. We aim to complete No. 2007 debt-free and so we launched The Boiler Club in October 2014 to raise £600,000 to fund the boiler and we are already two-thirds of the way there. With this latest announcement, no one can now doubt that we really mean business."

→ **New P2 now full wheeled** – News, page 38.

Patriot to leave Llangollen

By Gareth Evans

THE Llangollen Railway has announced that it will not be completing further stages of the construction of new-build LMS Patriot No. 45551 *The Unknown Warrior* beyond that already underway.

Members of the engineering team at the LR have been working on the construction of *The Unknown Warrior* for the LMS-Patriot Co Ltd since 2008. Following intensive discussions with the team behind No. 45551, a railway spokesman said: "We have taken the decision not to tender for any further work in regards to the LMS Patriot Company. LR has a full order book and is therefore unable to meet with the very tight timescale requirements of the project."

"On October 29, the Patriot

locomotive, No. 45551, will be leaving Llangollen for the last time and will travel to Crewe Heritage Centre to have its boiler trial fitted. The LR wishes the LMS Patriot Company well in the completion of *The Unknown Warrior*."

Responding, David Bradshaw, chairman of the LMS Patriot Project said: "Discussions are underway with Tyseley Locomotive Works and Riley & Son (E) Ltd. We are looking forward to agreeing the new contractor as soon as possible."

Meanwhile, progress is being made with the intricate and complex job of installing the lubrication pipework on the chassis at Llangollen.

The locomotive will be displayed at Crewe Heritage Centre on November 10/11. It is expected the boiler will have been trial fitted in the frames – which will be the first vision of a complete locomotive.

Nene Valley hires pannier for 2019

THE Nene Valley Railway has announced that GWR 0-6-0PT No. 6430 will be visiting from the Llangollen Railway between April and October 2019.

No. 6430 will share duties during the season with resident Bulleid Battle of Britain Pacific No. 34081 *92 Squadron*.

More immediately, *Thomas* has made a welcome return to the line's

operational pool. Hudswell Clarke 0-6-0T No. 1800 of 1947 has been out of traffic for several months for extensive bottom end work.

Meanwhile, the overhaul of the line's Danish 0-6-0T No. 656 is continuing. The wheels have been reprofiled and new crankpins fitted by Riley & Son Locomotive Engineers in Heywood.

Mid-Norfolk reopens another station

THE Mid-Norfolk Railway has reopened Hardingham station 50 years after a passenger train last called there.

On September 12, at 11am, a train stopped at the station for the very first time since September 9, 1968.

Track renewal was carried out at the station as part of the railway's partnership with main line train operating company Greater Anglia to supply storage and commissioning facilities for a fleet of new Stadler Flirt trains.

Britain's newest TOC runs its first trains

By Robin Jones and Cedric Johns

BRITAIN'S newest Train Operating Company, Vintage Trains Limited, has run its first official train – and it wasn't steam or heritage stock.

Just nine days after the TOC's public launch, on Thursday, September 27, VTL provided the crew and paths for mileage accumulation on the new Vivarail Class 230 DEMU, running from Bedford to Bletchley on the Marston Vale line.

The Class 230s are converted from London Underground D78 stock, originally manufactured during 1980 by Metro Cammell. The conversion reuses the D78's aluminium bodysells with refurbished interiors, the traction motors and bogies, and replaces the third-rail traction-current system with diesel generators or battery packs.

Vintage Trains testing

VTL has been working closely with Vivarail in planning an operation that is testing a number of systems and processes and gaining valuable data before the train enters service on the line with West Midlands Trains running under the London Northwestern Railway brand.

VTL operations and safety director Ian Lake said: "The team was very proud to begin operations in a small and yet important way for our partner Vivarail so soon after our official launch as a TOC. We are forging ahead with the planning of our steam-hauled services but what better way to start our business than running one of the UK's newest trains built to serve local communities and support the wider railway industry?"

VTL, Britain's first charitably controlled and publicly owned TOC, is planning to run steam-hauled services on the main line before the end of 2018.

Its first steam outing as a TOC came on Tuesday, October 9, with a test run for GWR 4-6-0 No. 4965 *Road Ashton Hall* to Stratford-upon-Avon and back. It was No. 4965's first outing on the main line this year.

At Tyseley, VTL is launching a youth board to ensure that the vital skills required to operate and maintain steam-hauled passenger trains across the national network is preserved for generations to come by engaging young people in railway heritage. The youth board will represent all areas of VTL activity, reporting to the board of trustees.

Cath Bellamy, managing director of VTL, said: "Vintage Trains intends to lead the field in developing a pipeline of new and younger steam drivers, footplate crew and engineers, supporting training and apprenticeships. The youth board is vital in ensuring that our young people gain the wide range of relevant skills to ensure that steam travel has a future for many years to come."

Three roles are actively being sought, those of chairman, secretary and treasurer. Candidates must be between the ages of 18 and 30, and able to demonstrate good organisational and leadership skills and computer literacy. Experience in volunteering or of working in the voluntary sector is an advantage, while an interest in, or knowledge of, the greater Birmingham region and railway operating would be a benefit.



Veteran driver Ray Churchill drove the new TOC's first train as part of his assessment to return to the main line, when he took GWR 4-6-0 No. 4965 *Road Ashton Hall* on two return trips from Tyseley to Stratford, out via the North Warwickshire route and return via Dorridge, on October 9. Joining Ray, who retired in April 2016, on the footplate was DB Cargo inspector Jim Smith, carrying out the assessment, and Alastair Meanley, who passed out as a fireman on the same trip. An ecstatic Vintage Trains Ltd managing director Cath Bellamy, said: "Hooray, we've run our first train," before giving Ray a big hug on Stratford's platform. As he was about to depart, a wasp landed on Ray's greasestop hat, prompting Ray, complete with his famous red neckerchief, to joke: "He's okay, he can come along for the ride." JONATHAN WEBB

Further information is available from helen.ashby23@sky.com

Bo'ness hybrid trips

One of the new Class 230s was scheduled to give people the chance of being the first to ride in one of the new battery-powered units for free during three days of trials on the Bo'ness & Kinneil Railway from October 10-12.

It is one of the first such trains in Scotland since the short-lived 'Sputnik' railcar set on the Deeside line 60 years ago. One purpose of the trial, again under the auspices of VTL, was to show the potential of battery power to avoid

the high cost of electrification. The batteries take four minutes to recharge, and the units can run for 40 miles at up to 60mph. They could replace diesel over gaps in the electric network.

Bill Reeve, director of rail for Transport Scotland, said: "The Scottish Government's programme for 2017-18 included a commitment to trial hybrid self-powered trains. Transport Scotland welcomes this chance to support Vivarail in demonstrating this particular use of zero-emission technology on rail."

→ Advert – page 13; Main Line News – pages 62-63; Tyseley's 50th anniversary of first open day – pages 74-77.

NRM prepares to close The Works as part of museum revamp

THE National Railway Museum has confirmed that the workshop at York is to close in order to create both more gallery space and more space for displaying rolling stock.

Titled The Works, the Heritage Lottery Fund grant-aided facility opened in 1999, and it enables visitors to look down from a balcony on locomotives being overhauled, the most current highlight being LNER A4 Pacific No. 60007 *Sir Nigel Gresley*, which is nearing the end of its overhaul.

Insiders say that this is one of the main reasons behind the decision by NRM management to call a halt on the restoration of Class 55 Deltic No. 55002 *The King's Own Yorkshire Light Infantry*, as museum officials want to get started on converting the area into a display space as soon as possible so it can achieve its stated aim of completing the conversion,

which forms part of a larger revamp project, by 2021. It is believed that work will commence in earnest once the A4 departs.

When asked about the plan to close the workshop, NRM spokesman Simon Bayliss commented: "We are considering a range of options. The workshop occupies a larger space than we need for our current level of activity and it could be a prime visitor space."

"Having to maintain access to the workshop via the triangle area limits what we can do in significant parts of the Great Hall. We are reviewing how relocation of workshop facilities to our South Yard and use of our facilities at Locomotion can enable us to continue to support maintenance, operation and conservation of our collection, while creating more opportunities to provide gallery space and to display our collection."



The overhaul of A4 No. 60007 *Sir Nigel Gresley* proceeding in The Works.
ROBIN JONES

"Our current plans will see the creation of a new, more publicly accessible prep bay for visiting locomotives to use, which will enable light repairs and maintenance to be carried out to support mainline operational vehicles."

The workshop was set to be used for

the overhaul of *Flying Scotsman*, which arrived there in January 2006, but the NRM soon discovered that it was not equipped for such an extensive and complex repair and eventually gave the contract to East Lancashire-based Riley & Son (E) Ltd.

Bulleid West Country light Pacific No. 34027
Taw Valley departs from Kidderminster with
the 3pm training special to Bridgnorth on
September 26. JONATHAN WEBB



LSL uses Severn Valley to train its drivers on steam

By Jonathan Webb

LOCOMOTIVE Services Limited has commenced steam crew training on the Severn Valley Railway.

The TOC currently makes great use of drivers from other operators, such as DB Cargo, which are hired in to drive their steam charters, as it has very few steam qualified drivers of its own.

The training, which involves drivers

that are already passed out on diesels, comprises of two round trips from Kidderminster to Bridgnorth using a rake of carriages.

On each trip there are at least three LSL drivers undergoing tuition, hence the use of a larger steam locomotive, such as Bulleid West Country light Pacific No. 34027 *Taw Valley*, with their bigger cabs.

DB Cargo has also recently stepped

up its steam crew training, with management asking for diesel drivers to volunteer for a traction conversion course.

According to a senior DBC steam driver, the company was overwhelmed by the response, with approximately 60 applications received for just nine positions.

However, not all applications came from qualified drivers, with some being

received from other grades, such as shunting staff or other jobs that didn't fit the criteria. This led one driver to joke that he was surprised that there wasn't an application from the Toton depot lavatory cleaner!

Further LSL steam crew training took place at the SVR on October 15 and 16, with the TOC saying that it expects a full complement of steam crews to be passed out over the next 12 months.

Flood defences to boost Bala town extension as track is to be laid on top

PLANS to take the Bala Lake Railway into Bala town centre have been given a major boost by a new flood defence scheme.

Natural Resources Wales has drawn up plans to improve the town's flood defences at the northern foreshore, and the railway has been in talks about laying track over them.

It is intended that NRW will carry out all the civil engineering works that are required for the railway to then lay track.

The flood defence scheme involves a third of the 2ft gauge railway's extension.

The railway needs to find £150,000 to cover this part of the extension project and the next land purchase.

Two funded land purchases are already going through the legal process.

To raise money for the latest part of the project, a fundraising road show is touring events and there is

also a dedicated incentive scheme at www.balalakerailwaytrust.org.uk

Bala Lake Railway Trust chairman Julian Birley said: "We would urge everyone to join us and be part of this exciting project.

"There is unprecedented support for the railway. Businesses can really see the immense future benefit," he said.

After 18 years, Julian has stood down as a director of the North Norfolk Railway plc, of which he has been chairman in recent years, to concentrate on the Bala extension scheme.

However, Julian, who was named the Transport Trust Preservationist of the Year in 2002 and also awarded the British Empire Medal in the 2015 Queen's Birthday Honours for his services to railway heritage, has been named as the new president of the Midland & Great Northern Joint Railway Society, succeeding the late Sir William McAlpine and Dick Hardy.

First components made for replica *Gowrie* project

THE first parts have been made for replica North Wales Narrow Gauge Railways Single Fairlie 0-6-4T *Gowrie*.

While the group behind the project awaits trust status, a start has been made on engineering some of the smaller components for the Hunslet, the original of which is believed to have been scrapped in or around 1928.

The very first part is a smokebox door boss created by John Taylor. Alongside this, other components that have been

completed so far include coupling parts and the bogie pivot pins. The pins have been made to a slightly larger diameter than the originals due to the increase in boiler weight.

The locomotive, which as previously reported will be dual-braked, is being constructed at the same North Derbyshire workshop that is building Yeo, one of two replica Manning Wardle 2-6-2Ts for the Lynton & Barnstaple Railway.

South Devon and Dartmouth exchange main line diesels

THE South Devon Railway has agreed to exchange its Class 37 D6975 for the Dartmouth Steam Railway's Class 25 D7535.

The Dartmouth line requires a more powerful locomotive in order to maintain its timetable.

The deal is also of benefit to the SDR, as the railway is already home

to two other Class 25s, making the procurement of spares easier by having a more uniform fleet.

The SDR says that in addition to the swap, there was another part of the deal that involved cash changing hands to compensate for the difference in value of the two locomotives and the provision of a quantity of spares.



B1 No. 1251 *Oliver Bury* (1264) passes Kinchley Lane with the 2pm Loughborough-Swithland Sidings demonstration freight of 'windcutter' mineral wagons on October 7. PAUL BIGGS



Thompson B1 No. 1251 *Oliver Bury* (1264) passes Rabbit Bridge with the 12pm from Loughborough on October 7. NICK GILLIAM



BR Standard 9F No. 92214 *Leicester City* heads a Travelling Post Office train past the Quorn & Woodhouse mail drop. SCOTT MATLOCK/GCR

Exchanging trains!

By Robin Jones

IT is now 70 years since newly-created British Railways staged the 1948 Locomotive Exchanges that saw classic designs from the 'Big Four' companies transferred to trials on other successor regions.

Officially, the aim was to analyse the best aspects of each so they could be

incorporated in the proposed new BR Standard designs.

However, while schoolboy trainspotters would have been delighted by the sight of interlopers suddenly appearing for the first time in their locality, the trials have been criticised for their lack of scientific thoroughness. Instead, the newly-appointed BR Member of the Railway Executive for

Mechanical and Electrical Engineering, Robert Riddles, an LMS man, drew largely on that company's practice when the plans for the 12 Standard classes were drawn up.

So, for a major anniversary gala, it was only fitting that it should take place on Britain's famous double-track heritage trunk line, the Great Central Railway.

The Locomotive Exchanges were the

theme of the line's October 4-7 autumn steam gala.

The event featured 10 locomotives in steam, including special guests Bulleid West Country light Pacific No. 34092 *City of Wells* from the East Lancashire Railway and B1 4-6-0 No. 1264 masquerading as long-scrapped sister No. 1251 *Oliver Bury*.

No.1251 *Oliver Bury* took part in the Exchange, along with GCR resident Modified Hall WR No.6990 *Witherslack Hall*. As one of the last engines in the class to emerge from Swindon Works immediately after nationalisation, No. 6990 was chosen to take part in the trials. However, due to clearance problems, the only non-Great Western Railway route over which the engine could run was the Great Central from Marylebone to Manchester, part of which, of course, is the modern-day GCR. It was also used in the trials between Bristol and Plymouth.

The gala also saw BR Standard Pacific No. 70013 *Oliver Cromwell* make one of its final appearances before its ticket expired.

Also in action from the home fleet were Stanier 8F No. 48624, BR Standard 5MT 4-6-0 No. 73156, BR Standard

With the trees showing signs of autumn, BR Standard 9F No. 92214 *Leicester City* passes Kinchley Lane with the 11.50am Loughborough-Rothley demonstration van freight on October 7. PAUL BIGGS



The locomotive that they used to call 'The Volcano' when it ran on the main line: BR Bulleid Pacific No. 34092 *City of Wells* leaves Loughborough with the 11.15am to Leicester North on October 7. NICK GILLIAM



2MT 2-6-0 No. 78018, BR Standard 9F 2-1-0-0 No. 92214 *Leicester City*, Ivatt 2MT 2-6-0 No. 46521 and LMS 3F 'Jinty' 0-6-0T No. 47406. As well as the unusual intensive timetable, the gala featured freight trains, including the recently restored box van rake, two Travelling Post Office train demonstrations per day and one non-stop passenger express each day. Overall, there were more than 40 movements per day.

A GCR spokesman said the gala had been "excellent" with takings on a par with the same event last year, although the weather on the Saturday had been poor. There had been a minor problem with the Ivatt, which was fixed promptly.

Talks with owner the National Railway Museum about the next overhaul of *Oliver Cromwell* were ongoing as we closed for press.

As it stands, its final public appearance will be at The Last Hurrah of November 17/18. That event will feature five steam locomotives and one diesel in action, with a mixture of passenger and freight trains.

However, don't miss the Bonfire Night spectacular at Quorn & Woodhouse on November 5 before then!



Authentic Locomotive Exchanges 1948 GCR route veteran WR No. 6990 *Witherslack Hall* passes Woodthorpe with an October 7 passenger service. ROBERT FALCONER

Gala trains to call at Eardington?

By Paul Appleton

THE small team of volunteers behind the project to refurbish the platform at the Severn Valley Railway's forgotten station – Eardington Halt – were in buoyant mood during the September 20-23 autumn steam gala, after hearing that the planning committee aims to stop trains at the former halt during the 2019 spring steam event – provided all goes to plan.

Speaking on the Sunday of the gala, stationmaster Steve Downs said that sufficient tea and home-made cakes had been sold from the station's tiny refreshment room to complete the funding gap for the edging slabs needed to complete the restored platform face.

Fifty new slabs are being made so that the full length of the original platform can be reopened. A quantity of these are already on site at Eardington and the remainder will be made over the coming weeks, with a view to finishing the work during the winter shutdown in January and early February.

Local gala trains

Steve said: "We needed to raise another £8000 to get the edging slabs made and we are just about there, thanks to some generous donations and the sale of refreshments during station open days, which seem to be very popular, despite trains not being able to stop here."

The metre long slabs are being produced specially for the project using a specially made mould.

"Making them is a slow process but the remaining slabs should be delivered soon, weather permitting, although the temperature needs to be favourable so they can properly set before being handled," added Steve.

SVR events co-ordinator Lewis Maddox said: "If all goes to plan, we should see a limited number of trains stop at the halt once the work is complete. Our spring steam gala from March 15-17 will have a Great Western



Fresh out of the box: The work required to complete the platform edge can clearly be seen as newly-overhauled visitor LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* approaches on Sunday, September 23, the final day of the autumn steam gala, as featured on pages 48-53. PAUL APPLETON

branch line flavour, so we're hoping to stop a train at Eardington Halt as part of the festivities. We have our fingers crossed!"

The idea would be for one of the 'local' trains to be planned to run between Bridgnorth and Hampton Loade, calling at Eardington in each direction, but there are no plans for trains to stop there in the normal timetable. The ruling 1-in-100 gradient means that starting fully-laden eight-coach trains at the foot of Eardington Bank would potentially cause operational problems, plus increase running costs in fuel consumption, along with an unwelcome adjustment to the timetable.

However, if all goes to plan, trains calling at Eardington could become a regular gala feature, realising the dream held by members of the Friends of Eardington Station who have worked hard over many years to

The first delivery of new edging slabs at Eardington station await the opportunity for them to be installed, and lead to one of the heritage sector's forgotten stops to be brought back into use. PAUL APPLETON



bring this forgotten station back up to operational use.

Further enhancements

Completion of the platform will not be the end of the story. Steve and his team have plans to further enhance the attractions at the station, including the re-erection of an original groundframe hut which once stood at Eardington and has been acquired from the Welshpool & Llanfair Light Railway, where it was

used as a station building at Castle Caereinion. It is planned to turn the building into a small artefacts museum that would open during special events.

→ Funds are still needed to continue the work at Eardington.

Donations in support of this can be made by cheque, payable to 'Eardington Station (SVR) Fund' and sent to Eardington Station Platform Appeal, 3 Lower Forge, Eardington, Bridgnorth, Shropshire WV16 5LQ.

A1 Tornado set for November 3 main line comeback as repairs are on track

By Cedric Johns

HAVING completed repairs to its Peppercorn 4-6-2 No. 60163 *Tornado*, owner The A1 Steam Locomotive Trust remains confident that the locomotive will be fit for main line work, starting with its commitment to the Scottish Railway Preservation Society on Saturday, November 3.

This is a new venture for the SRPS, the train departing Linlithgow for York via Edinburgh, Carlisle and Settle.

Meanwhile, *Tornado* has clocked up more than 500 miles of running-in on the Nene Valley Railway (see News, pages 18 and 19) and it is planned

to add another 250 miles before the engine goes main line for a proving run towards the end of October.

The A1's problems stem back to the failure on its 90mph trip in April. In a statement, the trust said: "Due to the need to ensure that the locomotive is fully run-in, and to complete all the necessary rectification processes, it has been necessary to postpone 'The Ynys Mon Express' on September 29 and 'The Auld Reekie' tour October 7. The trust would again like to thank everyone for their continued support." *Tornado* was also unavailable for the SRPS 'Forth Circle' on October 13.

Assuming all goes well on

November 3, *Tornado* finishes the year with just two more main line trips – the first being Saturday, December 1's 'Christmas Border Raider'. Hauled by *Tornado* throughout, the UK Railtours-managed trip will run from Tame Bridge to Carlisle, via Crewe and Settle, returning over Shap.

On Saturday, December 15, the 4-6-2 is booked to work Pathfinder's 'Chester Chuffer'. Diesel-hauled from Salisbury, the A1 will take over at Bescot, working over the Cannock Chase line, then along the fast WCML through Stafford and Crewe to Chester. *Tornado* will haul the return to Worcester via Wrexham, with a

diesel completing the final leg.

A new series of 'North Briton' trips starts on February 9, with bookings being managed by UK Railtours.

These circular tours are routed over the Settle and Carlisle line. The first tour departs Leicester, with *Tornado* hauling the train from Doncaster as far as Tyne Yard. The remainder of the tours depart King's Cross, the first of which runs on February 16, with the A1 working between Tyne Yard and Doncaster, via Carlisle and Settle. Further trains run on June 8, July 20, August 17 and 24.

→ New 'Aberdonian' day trips: Main Line News, pages 61-66.

Sweet deal as WLLR loco heads to Taiwan

By Gareth Evans

THE Welshpool & Llanfair Railway has loaned its diminutive Andrew Barclay 0-4-0T No. 2207 of 1946 *Dougal* to the Taiwan Sugar Corporation (Taisugar) for six months – and the locomotive may return to action, subject to the results of a detailed inspection.

The initiative is the result of a twinning arrangement that has been agreed between the W&L and Taisugar. Similar to an agreement signed in 2017 between the Welsh line and the Alishan Railway, another major line in Taiwan, the twinning promotes long-term mutual co-operation and exchange between the two railways.

The Taiwan Sugar Corporation once owned more than 40 mills around the country, but as sugar production has declined it has diversified into other areas, and Taisugar now operates five short heritage railways at former mills that it owns.

Part of the agreement will see the W&L providing the benefits of experience

gained in more than 50 years of tourist railway operation to Taisugar, while the return benefits will include technical assistance, particularly in the maintenance of 1979-built Diema diesel No. 17, which the W&L purchased from Taisugar in 2004. Cross-level tourist promotion will also be undertaken at a time when the UK is becoming an increasingly attractive destination for travellers from the Far East.

The W&L board has also agreed to Taisugar's request to send *Dougal* to Taiwan on a six-month loan, in order for the loco to appear at the annual Sugar Festival in December – the major

celebration of the sugar industry's year. The theme of this year's Festival is to be 'Taiwan and British Railway Culture Exchange.'

While basically in working order, *Dougal* has not run on the W&L since 2013, when significant and expensive boiler work was deemed necessary. As the locomotive's small size prevents it being used for normal passenger traffic, it has remained out of use since, with the railway's limited resources necessarily focused on the front-line fleet.

A member of the W&L's engineering team will travel to Taiwan to oversee the locomotive's unloading and a technical

inspection by Taisugar. The sugar company has indicated that depending on the results of this inspection, an offer may be made to carry out work on *Dougal* to bring it up to operating condition. No work will commence until the W&L been fully consulted and agreed to what extent, if any, restoration should be undertaken.

All costs of *Dougal*'s visit to Taiwan are being fully met by Taisugar, and there will be no call upon the resources of the W&L at a time when the railway is fully committed to both current maintenance and future development of the line.



Built for Provan Gasworks in Glasgow, Andrew Barclay 0-4-0T *Dougal* is normally on public display in the exhibition shed at Welshpool. It departed the Welshpool & Llanfair Railway on September 28. GARETH EVANS



Keep mainline steam alive

Vintage Trains is Great Britain's newest passenger railway, offering steam and diesel main line services from our base in Tyseley, Birmingham.

We are recruiting experienced main line drivers and guards with relevant qualifications and route knowledge; as well as qualified driver, route and traction trainer assessors.

Our rolling stock collection includes class 47 and class 50 diesel engines; stunning Hall and Castle class steam locomotives; Mark I and II coaches. From time to time we will operate other heritage and modern traction as business needs and opportunities arise.

There are full time, part time and volunteering opportunities. Salary and day rates are dependent on role and contract terms but are competitive.

To be successful, you will have proven operational experience (ideally main line) and hold a good safety of the line record.

Experience of our rolling stock is a distinct advantage.

Our plan is to grow our business by delivering safe, professional main line rail operations and outstanding customer service. And we are committed to securing the future of main line heritage rail travel and the skills that go in to delivering it, for many years to come.

To join us, you must be able to work well alongside others, willing to share knowledge and experience; offer flexibility and a positive approach as well as inspiring high standards in others. You will also be expected to work closely with the engineering team responsible for Tyseley's heritage collection and other rolling stock owners that we partner with.

Please send your letter of application and a CV, specifying your route and rolling stock experience, to Human Resources at;

hr@vintagetrains.co.uk

Applications to be received no later than 31st October.

www.VintageTrains.co.uk

Unique GWR numberplate in auction spotlight

By Geoff Courtney

ONE of the brass cabside numberplates from a unique GWR express locomotive that was described by a leading railway engineer and journalist as one of the few failures to emerge from Swindon and was even allegedly regarded as a 'white elephant' by its designer, is to go under the hammer on November 17.

The locomotive was *The Great Bear*, the only Pacific ever built by the GWR and also the first 4-6-2 to be built in Britain. Designed by chief mechanical engineer George Jackson Churchward, it emerged from Swindon in February 1908 as No. 111, and was the centre of what today would be described as 'PR spin' due to its publicity value to the GWR.

However, its axle loading of more than 20 tons meant its route availability was limited to the Paddington to Bristol main line, and its performance proved not to be a significant improvement on such Churchward-designed 4-6-0 classes as the Star and Saint.

Despite modifications, including to the superheating, No. 111 failed to excel, and its fate was doubtless sealed when the more powerful Castle class was introduced in 1923 to the design of Charles Collett, who had succeeded Churchward after his retirement the previous year.

One-off Pacific

On January 7, 1924, the Pacific entered Swindon works for heavy boiler repairs, and the decision was made to dismantle the locomotive, which had just over 525,000 miles on the clock, and use some of the parts – which one observer said was solely part of its frames – to construct a Castle.

This 'new' locomotive entered service in September of that year named *Viscount Churchill* but rather strangely, in view of the dubious legacy of *The Great Bear*, carrying its No. 111 rather than the next number in the build sequence of the Castle class. This engine proved more durable than the locomotive whose

number it bore, giving 29 years' service before being withdrawn from Plymouth Laira (83D) in July 1953.

There was much debate after the Pacific's demise as to why the GWR had built such a locomotive in the first place. Some put it down to its publicity value, but respected railway author O S Nock said it was primarily an exercise in boiler design by Churchward, who was planning for the time when his Star class would be unable to handle heavier loads. He also said that Churchward had a deep affection for the engine but came to regard it as a "white elephant rather than a great bear."

Whatever the reason for this one-off Pacific, the authoritative railway engineer and technical journalist Cecil J Allen described the engine as one of the very few locomotive types produced by Swindon, and in particular among the Churchward designs, "to which the word 'failure' could be applied."

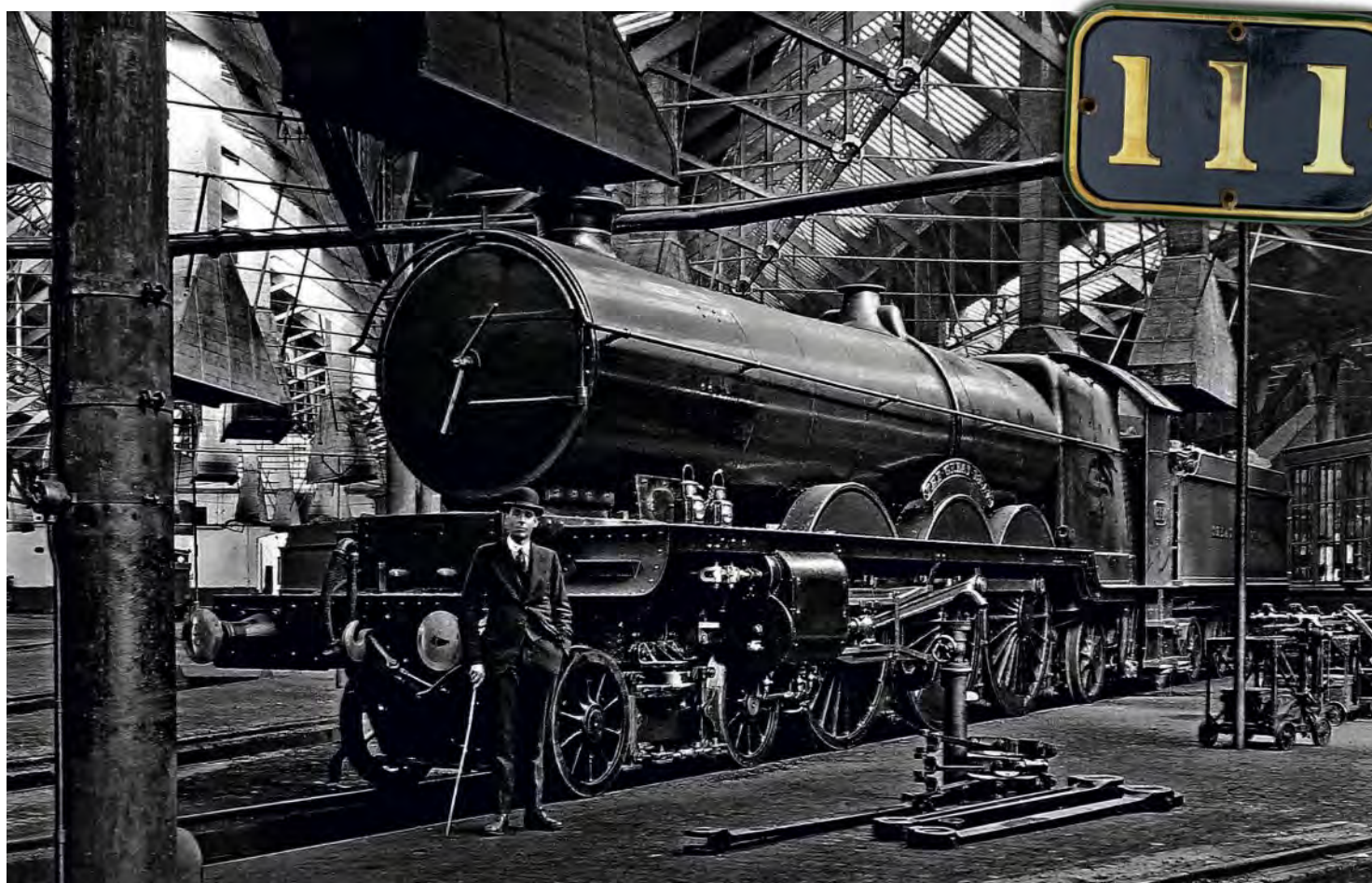
Simon Turner, the auctioneer of GW Railwayana who will be putting the

plate under the hammer at Pershore High School on November 17, said: "Our research shows that this numberplate is one of the two plates carried firstly by *The Great Bear* and subsequently by *Viscount Churchill*."

Authenticity

"It is certainly from the Castle, as it was purchased by the vendor's uncle directly from BR after the loco was withdrawn in 1953, and it is well known that the Castle inherited the plates from the original No. 111. Coming from such a landmark and historic locomotive, it is probably the most exciting cabside numberplate we have ever had."

Simon, who himself lives deep in GWR territory in Evesham, said the numberplate from the other side of the Pacific was in a private collection with one of the *Viscount Churchill* nameplates, while the other *Viscount Churchill* nameplate is also in a private collection and one of *The Great Bear* nameplates is in London's Science Museum.



Unique but flawed: In a photograph that emphasises its bulk, No. 111 *The Great Bear* is seen in Old Oak Common shed, west London, on May 21, 1921, less than three years before the landmark GWR Pacific was dismantled and some of its parts used to build a Castle class locomotive that carried the same number but was named *Viscount Churchill*. The identity of the immaculate bowler-hatted gentleman posing with a walking cane is not recorded, but whoever he is, his attire and demeanour provide a sharp contrast to those commonly encountered in a vast working steam locomotive depot. One of the cabside numberplates from the unique Pacific is to go under the hammer at a GW Railwayana auction on November 17. NORMAN PREEDY ARCHIVE



An unidentified GER six-wheel coach body in use as the station tearoom seating area at Wells station on the Wells & Walsingham Light Railway.

Four Great Eastern carriages at Wells

Words and pictures by Brian Sharpe

NORFOLK has always been known as fertile ground for discovering grounded pre-Grouping wooden coach bodies, with many examples still surviving on farms and in a variety of other locations. Further coaches are regularly being discovered, but a surprising twist is that no less than four GER coach bodies have arrived at one of the county's heritage railways.

All had been used as living accommodation, possibly for many years, although little is known of their history and only one of the four has been positively identified.

The Wells & Walsingham Light Railway is a 10¼in gauge line built on the trackbed of the northern end of

the GER branch from Wymondham to Wells-next-the-Sea; the southern end of the branch now being the Mid-Norfolk Railway. Claiming to be the world's smallest public railway, the WWLR does not use the original Wells station but terminates south of the A149 coast road.

Identities

Two of the coach bodies are GER four-wheel five-compartment third class vehicles. One has been identified as GER No. 1560; the other was withdrawn by the LNER in 1925.

At one time they formed part of a home called Railway Villas, although the location of this residence is unknown. In more recent years, they were stored in a woodyard near Norwich but arrived

at the WWLR's Wells station in February 2017, where the unidentified coach body is being considered for restoration as a holiday home.

The other two vehicles are one-time GER six-wheel six-compartment third class coaches, again unidentified. The two bodies were used side-by-side as a residential property in Estover Road in March but unusually the whole of the two coaches were surrounded by a brick wall, but with holes so that the coach windows were visible.

Demolition of the property once again revealed the rest of the coaches and the two were moved to Wells in June 2017. One of the bodies has been converted for use as the station tea room seating area pending a more extensive restoration.



GER six-wheel and four-wheel coach bodies at Wells. The four-wheeler has been identified as GER No. 1560.



Another GER four-wheel coach body is to be restored as holiday accommodation.

HBSS awarded 7200 boiler contract

THE contract to overhaul the boiler of GWR 2-8-2T No. 7200 has been awarded to Heritage Boiler Steam Services Ltd, which recently moved from the West Shed at the Midland Railway-Butterley to Huyton, Merseyside.

Based at the Buckinghamshire Railway Centre, the locomotive is a member of a class which is yet to operate in preservation. The other survivors, Nos. 7202 at Didcot and 7229

at the East Lancashire Railway, are also under restoration.

As soon as HBSS has settled in to its new site and members of the 7200 Trust have completed restoring all the internal parts required for the boiler, it will be sent along with the two new barrel sections and tube plate to Huyton.

The 'heavy freight' is set to move out of its shed in the coming weeks to enable the removal of the tanks and

the trial fitting of the new smokebox.

The rolling chassis is virtually complete, with the inside motion, brake gear, sidebars, crossheads and connecting rods fitted. The chimney and blower ring and many other parts have been made new, while the bunker is virtually new. The new tanks will also go to Huyton for adjustment.

→ Donations towards the project can be made at mydonate.bt.com/charities/7200trust

Council plans to take over seaside line

THE closed 10¼in gauge Poole Park Railway is to be taken over by its local authority landlords at a cost of £350,000 – and will reopen next summer.

The contract for running the line was handed to the Friends of Poole Park charity as a community interest company in July last year. However, safety concerns led to the Borough of Poole Council cancelling the contract in May following derailments and the departure of several volunteers.

A council scrutiny committee approved the investment in the railway which will extend the use of volunteer labour while keeping the line under public control. The plan included major work to replace the track on the 69-year-old attraction.

A council spokesman said: "We have been careful to consider a wide range of options and feel this approach will deliver a reliable and sustainable miniature railway in the future, keeping this much-loved attraction in Poole Park."

South Devon to restage last BR train on branch

THE South Devon Railway will be running trains throughout the night at its 50th anniversary gala on April 6/7.

Steam trains between Buckfastleigh and Totnes (Riverside) will operate continuously from 10am on the Saturday until 6pm on the Sunday.

Supervised groups of photographers will have the opportunity to photograph the sheds and the engines within Buckfastleigh yard.

Before then, the railway will also be running a special steam train to commemorate the 60th anniversary of the last BR passenger train between Ashburton and Totnes on the first Saturday in November 1958.

The special will run on November 3, leaving Buckfastleigh at 7.58pm and returning from Totnes at the same time it did 60 years ago, bringing passengers back at 9.21pm.

Tickets are on sale now at www.southdevonrailway.co.uk at the usual return fare of £15.

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Watched by Bahamas Locomotive Society chairman Keith Whitmore, society patron Lady Judy McAlpine unveiled the nameplate of newly overhauled Jubilee No. 45596 *Bahamas*, resplendent again in BR green, at Tyseley on September 28. ROBIN JONES

Bahamas is back in action!

By Robin Jones

WAS it really five years ago that a forlorn-looking *Bahamas* appeared on a low loader in the car park of *Heritage Railway* publisher Mortons at Horncastle, en route from Ingrow on the Keighley & Worth Valley Railway to Tyseley Locomotive Works in Birmingham for its long-awaited overhaul to begin?

On Friday, September 28, when Bahamas Locomotive Society patron Lady Judy McAlpine pulled back the

flags to unveil the nameplate of the immaculately outshopped Jubilee No. 45596 outside the Tyseley workshops, after the biggest and most extensive overhaul *Bahamas* has had for well over half a century, that landmark visit to our headquarters seemed a world away.

Crowd puller

That day, Emmerdale 'womaniser' Rodney Blackstock, played by actor Patrick Mower, joined a sizeable contingent of townsfolk who turned out to witness

the return of a steam locomotive to the Lincolnshire town.

Five years on, and 21 years after *Bahamas* last steamed, No. 45596 was again admired by crowds, this time visitors to the hugely successful Tyseley gala event held to mark the 50th anniversary of its first open day in September 1968, just a few weeks after the end of BR main line steam (see special feature, pages 76-79).

Bahamas was built for the LMS in December 1934 by the North British

Locomotive Works in Glasgow. It entered traffic in January 1935 at Crewe and was named *Bahamas* in June 1936. A member of the 191-strong class, it operated from sheds at Preston, Camden, Willesden, Kentish Town, Derby, Grimesthorpe, Millhouses, Bristol, Crewe and Edge Hill before moving to Stockport Edgeley from Carlisle in July 1962.

Unique Jubilee

Bahamas was bought for preservation in August 1967 by a group of Stockport-based enthusiasts following an appeal in the *Manchester Evening News* in April 1967. A local businessman, Geoffrey Potter, loaned the group the £3000 needed to buy the locomotive, the first of four Jubilees to be saved.

Uniquely, it was fitted with a double-chimney at Crewe in May 1961 and blastpipe, making it arguably the most powerful of the four. Historians view it as the final attempt by BR to improve the efficiency of its steam fleet as all such experiments were stopped afterwards in the face of a tidal wave of dieselisation and electrification.

Bahamas received a 'light' repair at Hunslet in Leeds before returning to Stockport in March 1968 in LMS crimson lake livery and carrying its LMS number 5596. As Stockport Edgeley closed in May 1968, the engine moved in November 1968 to the long-closed Dinting Railway Centre near Glossop after a short period at Bury. In 1990, the society moved its



Proudly steaming again after 21 years: *Bahamas* takes a run within the Tyseley Locomotive Works limits on September 28.

ROBIN JONES

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Bahamas lines up alongside Tyseley-based out-of-ticket sister No. 5593 *Kolhapur* outside the workshop on September 28. ROBIN JONES



Several former *Edgeley* (9B) shed railwaymen who worked on *Bahamas* in its BR days attended the relaunch at Tyseley on September 28. Left to right are John Nixon (aged 72), who started at 9B in March 1963, Edwin Bowlas (86) who started in 1947, Eddie Rowbotham (91) who started in July 1943 and Alan Budge (71), who started at 9B in April 1962 and was the first to clean *Bahamas* when it was reallocated to *Edgeley* from *Carlisle*. Philip Holt was also in attendance but had to leave before the shot was taken. BLS

base to Ingrow on the Keighley & Worth Valley Railway.

Bahamas hauled its first heritage era train in October 1972, and its final train on the main line in September 1994. After that, it ran on heritage lines for a further three years.

Its latest overhaul has cost nearly £1 million – compared to the previous repairs carried out by society volunteers for just £15,000. The cost of the overhaul has been backed by a £776,000 Heritage Lottery Fund grant, which also financed the development of the society's acclaimed Learning Coach education and exhibition facility at Ingrow station.

Following its overhaul under the auspices of chief engineer Bob Meanley, and its first public reappearance in steam at Tyseley 50, *Bahamas* will now undergo a series of main line test runs, the required electrical apparatus already fitted. The society has placed an order with West Coast Railways to undertake light engine and support coach test runs on the Tyseley-Bordesley-Stratford-upon-Avon route, a loaded test run from Tyseley to Leicester and back and its return to Ingrow via Carnforth – all of which, hopefully, will be completed by mid-November. The train will consist, it is

anticipated, of *Bahamas*, the society's and Tyseley's support coaches, Tyseley's water carrier and a Class 47 diesel.

Ingrow allocation

Society chairman Keith Whitmore said that *Bahamas* will be based at Ingrow rather than "shedded out" to an outside operator's base. However, he said that because of a 30% increase in traffic on the Airedale line, there would be fewer paths available to take tours from the KWVR.

He added that *Bahamas* would probably be used more on high days and holidays on the KWVR than in regular service there, and was more likely to see frequent use on the main line, with the Settle and Carlisle route on its doorstep, and would be made available for hire.

→ Such has been the interest in No. 45596 since its relaunch and appearance at the Tyseley 50 open weekend that the *Bahamas* Locomotive Society has decided to extend its special membership offer until December 31. Under the offer, full membership is available for just £15.75. Download the form from www.bahamas45596.co.uk, write 1T57 on the form and return it by December 31.

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

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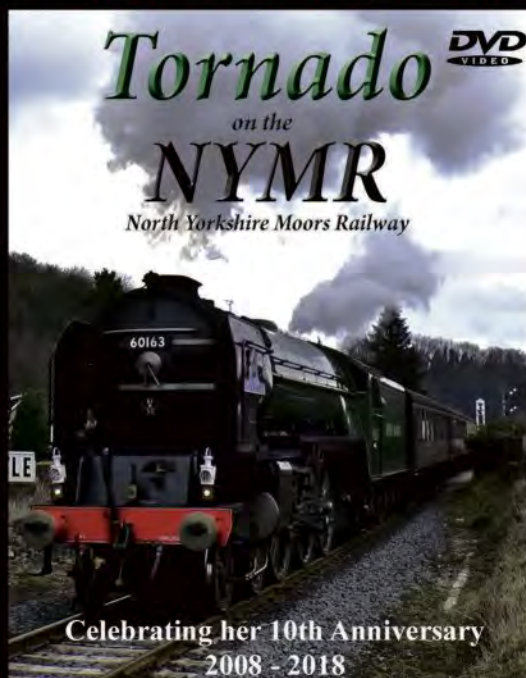
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A1 Pacific No. 60163 *Tornado* heads one of its first passenger trains since completion of its repairs, past Longueville Junction on the Nene Valley Railway on September 27. BRIAN SHARPE



To the utter surprise and sheer delight of a group of mainly local people who gathered around the Uffington signalbox level crossing on the Stamford to Peterborough line around midday on Monday, September 24, *Flying Scotsman* – hauling its support coach en route to the Nene Valley Railway – drew to a dead stop in front of the gates. It stood there for several minutes while the driver spoke to the signalman. ROBIN JONES

Scotsman and Tornado storm the Nene Valley!

By Brian Sharpe

BAD luck for Britain's two best-known steam engines on East Coast Main Line railtours has resulted in an unexpected bonus for the Nene Valley Railway, with both engines finding themselves together on the line at the end of September.

LNER A3 Pacific No. 60103 *Flying Scotsman* came to grief with an overheated driving wheel axlebox after a run from York to Peterborough on October 18 last year.

The engine was able to move slowly round to the NVR where repairs were

carried out by Riley & Son Engineering working at the line's Wansford base. As a thank-you to the railway for the use of its facilities, the National Railway Museum made the engine available for a sell-out programme of runs on the NVR on September 30-October 2.

Meanwhile, Peppercorn A1 Pacific No. 60163 *Tornado* suffered lubrication problems near Biggleswade during a high-profile 90mph public run from King's Cross to York on April 14. A diesel towed the stricken A1 and its train to Peterborough, where again the engine was fit in September to commence running in on the NVR to accumulate

mileage before returning to main line service.

A weekend of public running on September 23-24 had been arranged and the A1 just made this deadline for a return to service. The engine also spent several days making light engine runs between Wansford, Yarwell Mill and Peterborough Nene Valley with the intention of covering 750 miles to thoroughly run-in the repaired motion.

Flying Scotsman arrived at Wansford from Crewe with its support coach on Monday, September 24 and Wansford shed played host to A1 and A3 Pacifics in steam side-by-side. The A3 had additional

trains booked for private coach parties on Thursday and Friday that week and made three return trips each day, while *Tornado* ran its light engine trips inbetween trains.

Flying Scotsman departed from Wansford with its support coach early on Tuesday, October 3 for Southall to be prepared for its trip to Cornwall later in the week, while arrangements were being made for *Tornado* to make a main line test run, expected to take place at night.

→ *Tornado* is to visit the Wensleydale Railway at the end of May and beginning of June next year, it has been announced.



LNER A3 Pacific No. 60103 *Flying Scotsman* arrives at Wansford with a private charter for coach tour operators on September 28, passing A1 Pacific No. 60163 *Tornado*, waiting to depart light engine for Peterborough Nene Valley. BRIAN SHARPE

Dean Forest Railway Mk2a carriage appeal crosses halfway mark

THE Dean Forest Railway Society has raised more than half the required £60,000 to purchase, transport and prepare for service two Mk2a carriages.

As previously reported in *Heritage Railway*, the society launched the appeal in May.

With more than £32,000 raised, the line has secured coach No. W5341, which has moved to Rampart Engineering at Barrow Hill for the addition of vacuum braking and to ensure that the steam heating system is functional prior to winter service. The vehicle is expected to arrive at the DFR in late November.

Society vice chairman James Graham said: "We are grateful to all who have donated to our appeal so

far. We would love to crack on and acquire the next carriage before the Santa specials start.

"The purchase of these two coaches will allow us to take some of our existing Mk1 carriages out of service and give them a much needed overhaul, including our buffet car No. 1803. By donating to the DFRS Coaching Stock Appeal, you will be helping us to keep running heritage trains in the Forest of Dean for many years to come."

→ Donations can be made online at: <https://www.justgiving.com/crowdfunding/df-r-mk2-coaches> or by post to DFRS Coach Appeal, Dean Forest Railway, Forest Road, Lydney, Glos, GL15 4ET, making cheques payable to 'Dean Forest Railway Society'.

Anger over goods wagon removal from Clare park

LOCAL residents are furious that a historic goods wagon has been removed from Essex's Clare Country Park.

Ownership of all the land and buildings at the park, including the former GER station that served Clare on the Stour Valley line from Shelford to Sudbury, was transferred from Suffolk County Council to Clare Town Council in March 2015.

The park has been awarded £1.5million of Heritage Lottery Funding grant aid and one of the projects includes the refurbishment of the Clare Park Centre, the former goods shed which housed the

wagon, which has now been removed. The building is to be converted into a multi-purpose space for exhibitions and educational purposes.

Town councillor Bob Verguson said: "People in Clare are incensed and very upset as it's part of the town's heritage."

Park manager Geoffrey Bray, who is the chairman of trustees at Clare Country Park Trust, said it was not practical to keep the wagon, and a consultation about the plans had been undertaken. He said that the wagon is going to a new home at the Colne Valley Railway.

New Glenfinnan car and coach park with Potter appeal ready for easter?

A NEW car park close to the West Highland Extension's Glenfinnan viaduct with special appeal for Harry Potter fans has been approved.

The location also attracts hundreds of tourists and railway enthusiasts, but its popularity has led to traffic congestion on the A830, with visitors parking on the verges of the busy road because only 50 spaces are available near to the viaduct, part of the route of West Coast Railways' 'Jacobite' summer steam services which have

long been an essential plank of the local tourist economy.

Highland Council has now given the green light to the plan by Glenfinnan Estate to create 103 spaces for cars and 10 for coaches on land near a National Trust For Scotland visitor centre.

Glenfinnan Community Council has sought funding for the car park, which it hopes will be available by easter.

Several of the Harry Potter films featured the 'Hogwarts Express' crossing the viaduct.



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'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.

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This painting beautifully portrays the station during the 1950's when Brummies would travel in their thousands by train to enjoy their annual holidays by the seaside.

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The shape of things to come as the prototype 'Deltic' overtakes A4 Pacific No.60003 Andrew K. McCosh heading 'The White Rose' express for Leeds & Bradford. This is a very special limited edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. In addition each print is signed by Peter Townsend, and Richard Hardy.

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Artist's Proofs £105 inc p&p.

To learn more about the artist, his paintings, books and how to go about commissioning work visit www.philipdhawkins.co.uk

2019 'Footplate' Calendar



'Waiting At Oxford'

Another fabulous collection from the original paintings by Philip D. Hawkins FGRA. Titles included are:- 'Southern Pacifics', 'Flying Fox-Flying', 'Sunshine & Steam', 'Carlisle Citadel', 'Waiting At Oxford' and 'Roaring Through Retford'. Overall size 19.5in x 13.5in. Image size 15in x 10.5in. Price £20 inc p&p



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Night-time express: John Austin's painting of LMS Princess Coronation Pacific No. 46235 *City of Birmingham* won the Picture of the Year award at Railart 2018, held at Kidderminster Railway Museum throughout September.

Pacific at night is public's favourite painting at railway artists' show

By Geoff Courtney

A DRAMATIC scene of LMS Princess Coronation Pacific No. 46235 *City of Birmingham* storming through the night under a leaden sky was the public's overwhelming favourite at the Guild of Railway Artists' annual Railart exhibition, which closed on September 30.

The oil painting, by guild president John Austin, won the exhibition's Picture of the Year award, which is voted on by visitors. John also scooped second place with his work of GWR Castle 4-6-0 No. 5072 *Hurricane* on an express at Kidderminster, and third place went to Malcolm Root's depiction of LNER F5 class 2-4-2T No. 67200 on an Ongar train at Epping. The leading watercolour in the poll was of a Class 37 diesel at Grangemouth by James Green.

The exhibition was held at Kidderminster Railway Museum, and is an opportunity every year for enthusiasts and the general public alike to enjoy the work of some of the most talented railway artists in the world.

There were 52 paintings on show, in watercolour, oil, acrylic, charcoal and other media, with many of them being on sale. It ran for five weeks, and was opened by Chris Hughes, a regular on

BBC TV's Eggheads quiz programme and a keen supporter of the LMS-Patriot project which is building No. 5551 *The Unknown Warrior*.

Anna Bastin, who as the guild's exhibition officer organised the show, said: "We attracted seasoned attendees as well as new visitors of all ages, and received some very positive feedback, including a number of comments that it was hard to choose just one work to vote for because they were all so good." She added that well over a third of the paintings on display were sold.

The guild, which has a worldwide membership, was founded in 1979 and will thus be celebrating its ruby anniversary next year, an occasion for which Anna says there are special plans.

Meanwhile, 200 miles away in County Durham, another railway art exhibition was closing its doors. The venue was Locomotion in Shildon, the NRM's second location, and featured 28 works by Christine Pulham, a full member of the Guild of Railway Artists and the wife of guild publicity officer Rob.

The exhibition created two 'firsts' – it was the first exhibition at Locomotion of works by just one artist, and was also Chris's debut solo exhibition.

As the last visitors left on September

Footplate personality: Railway enthusiast Chris Hughes, a regular on the BBC TV quiz programme *Eggheads*, on the footplate of Barry survivor No. 2857 after he had opened the Guild of Railway Artists' Railart 2018 exhibition at Kidderminster on August 25. The GWR 2-8-0 was built in April 1918, withdrawn by BR from Neath (87A) exactly 45 years later, in April 1963 and, saved for preservation, arrived in August 1975 at the Severn Valley Railway, where it has been based ever since. PHILIP D HAWKINS

30, Chris said: "It has been a tremendous success. We had people from Oxford, Bournemouth and Glasgow who attended specifically to view the exhibition, and there was even a couple who lived in British Columbia in western Canada.

"The local people have been really supportive with many of them returning several times. It has been an experience we will never forget, and we owe much thanks to the wonderful team at Locomotion, without whose ongoing support it wouldn't have been possible."

Pam Porter, duty officer events at Locomotion, said: "Chris's paintings gave visitors a fantastic opportunity to share



their own memories and experiences of the power of steam, and ignite their curiosity to learn more.

"In particular, the paintings of locomotives which are also on display at the museum offered our visitors the chance to explore a different view of these spectacular vehicles. We were delighted to have the opportunity to share Chris's work with our visitors."

Help fund new Mountsorrel museum extension

AN appeal to fund an extension to the Mountsorrel Railway's museum has been launched.

Planning permission for a £50,000 extension to the museum, located at the Rothley & Mountsorrel Community Heritage Centre, has been obtained – but £36,000 is needed to fund it.

The extension will add a third bay on the west side of the building and include a third siding, plus two rooms at the rear. It will increase the

floor space from 300 square metres to around 510 square metres.

The existing western wall remains so that the current museum area is separated from the new section, providing a dedicated space for restoration projects while the existing museum space will be solely for exhibits and kept dust-free.

The total project cost is £50,000, of which £36,000 is still to be found.

The railway has a guaranteed offer to match all donations made

this year up to £18,000, pound for pound. With Gift Aid, every £1 donated will become £2.50 under the matched funding offer.

→ Anyone who would like to contribute is asked to visit donate@heritage-centre.co.uk or complete a donation form and send a cheque payable to "DCRT" (The David Clarke Railway Trust), 240 Swithland Lane, Rothley, Leicestershire. LE7 7UE, and write 'Museum Building Extension' on the reverse.

Return of the Saint

DIDCOT Railway Centre is to give visitors the opportunity to see new-build GWR 4-6-0 Saint No. 2999 *Lady of Legend* posed outside the main shed, prior to its official launch next spring.

The November 17–18 event will see No. 2999 carry a nameplate from No. 2908 *Lady of Quality* on one side (plates of which are in the possession of the Great Western Trust) and No. 2983 *Gauntlet* on the other.

During this weekend No. 2999 will appear in BR black, but will not be in steam, before returning to the paint shop to be outshopped in Edwardian lined green, in time for the formal launch.



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The LMS-Patriot Project is trial fitting the part-finished boiler to the chassis of **No. 5551 The Unknown Warrior** at Crewe Heritage Centre. We would like invite you to come and see the progress on the first standard gauge boiler to be built in the UK since 1962 sitting in the frames of 5551 on the weekend of 10th/11th November.

There will also be a heritage bus service to take you to the Alsager Model Railway Exhibition where there will be approximately 20 layouts on show, trade stands and modelling demonstrations. The bus service will operate between the Heritage Centre, Legends Conference & Leisure Centre and Crewe railway station.

On Saturday 10th our new crest will be unveiled by Simon Weston CBE, patron of the project. The 'Rails and Remembrance' exhibition will be present, telling the story of the role railways played during the Great War and how several Remembrance engines were built as a memorial to the employees of railway companies who gave their lives in the conflict. Class 66 No. 66418 'Patriot' will be on display courtesy of Freightliner and miniature train rides will be running throughout both days.

Our sales stand will be in attendance and refreshments in the Signal Box café will be available during the weekend. Entry to Crewe Heritage Centre is by donation.

Please check **www.lms-patriot.org.uk** for updates.

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Dartmouth Railway transforms into giant linear Christmas tree

By Robin Jones

THE Dartmouth Steam Railway is to light up Christmas... and offer a festive steam special like no other.

It will run a series of American-style Christmas trains, with locomotives and carriages lit up with in excess of 100,000 lights plus miles of cabling.

The formula has for years proved immensely popular with the operations across the Atlantic such as the diesel-operated Canadian Pacific Holiday Train, and there seems every reason why it could be at least as successful in Britain.

Now the DSR is aiming to make its Christmas Train of Lights a world first by combining both on-board and lineside illuminations.

Managing director Andrew Pooley has teamed up with a local events company to stage this spectacular illuminated display. The journey will take passengers through an ancient oak forest which is completely transformed into a magical nocturnal extravaganza. The entire route from Churston station though to Dartmouth and back will be lit.

Illuminating experience

As well as lighting the stations, the forests and scenery in a blaze of Christmas-themed light, there will also be many magical illuminated surprises along the route.

Together, the team has been plotting the Train of Lights since February, alongside the line's other major Christmas event, the Santa Express, a 'standard' Santa special. No Santa will be on board the Train of Lights.

A promotional video for the Christmas



Under cover of darkness last March, BR Standard 4MT No. 75014 *Braveheart* heads a trial Train of Lights past an illuminated enchanted forest. DSR

Train of Lights was shot on location with a team of technicians and film crew in March with only the locomotive and three coaches dressed and a taster lineside display. The actual experience includes up to 10 coaches and thousands of lights illuminating the forest. Ironically the team had to wait for last winter's snow to melt before it could film the attraction.

The project drew its inspiration from the Christmas Coca Cola truck and other illuminated estates and gardens – for example Kew Gardens.

The journey starts at Paignton Queen's Park station, where the train with vintage carriages is decorated with literally thousands of lights. Fifteen minutes later, the train arrives at Churston station where the dazzling show begins.

Greenway Tunnel

After leaving Churston, passengers will be propelled through the 500-yard technicolour Greenway Tunnel that leads onto the enchanted forest which is transformed by a multitude of lights and feature displays. After a quick

turnaround at Kingswear everyone will be on their way back to Paignton to experience the spectacle from a different direction.

Customers can upgrade to one of the limited number of special seats in the Devon Belle observation carriage. The experience takes 90 minutes and onboard refreshments will be available.

→ Tickets for the Train of Lights must be pre-booked. More details and tickets are available from www.dsrbchristmas.co.uk or by telephoning 01803 555872.

Bulleid assistant who helped heritage locomotive projects dies at 91

FORMER Oliver Bulleid assistant Ron Pocklington – the chief mechanical engineer for Project 62 – died aged 91 on October 2.

Ron had been working for the group which is restoring Yugoslavia-built USA 0-6-0T 'pirate' copies of Nos. 30075 and 30076.

He started his locomotive engineering career in the late 1940s, firstly undertaking an apprenticeship at the Vulcan Works at Newton-le-Willows and then secured a position at the Rugby Locomotive Testing Station. Among his responsibilities, Ron was in charge of the Farnborough Indicator, a device which measures the effectiveness of power transfer of expanding steam within power cylinders.

Ron came to particularly admire

Bulleid's Southern Pacifics tested at Rugby and met OVS Bulleid through his work at the testing station.

CIE development

Having left the Southern in 1949, Bulleid was appointed as CME of Irish Railways (CIE) at Inchicore in 1949. In addition to Bulleid's general works to modernise CIE's rolling stock and locomotive fleet, he was tasked with producing a prototype steam locomotive for researching the use of 'turf' or peat as a fuel source that was cheap and in plentiful supply in Ireland.

Bulleid had been so impressed with Ron's work at Rugby that he specifically requested that he, along with John Click (another Rugby engineer), be seconded from BR to

CIE as assistants on the project. The prototype 'turburner', based on much of Bulleid's earlier thinking with the 'Leader' project designed for the Southern, was deemed generally successful. However, by 1958, CIE had taken the policy decision to move away from steam traction.

Ron joined Derby Works, where he specialised in research into the interaction of wheels with rails. By the late 1970s/early 1980s this work became particularly relevant to the development at the Derby Research Division of the prototype Advanced Passenger Train, a project later abandoned.

Following retirement, he volunteered at the Nene Valley Railway, mainly working on Bulleid Battle of Britain Pacific No. 34081 92

Squadron, before moving to Swanage in the early 1990s. He volunteered in the Swanage Railway locomotive works and supervised the mid-term overhaul of Project 62's No. 30075, including fully overhauling the motion, as well as carrying out further modifications to it to better represent the Southampton USA dock tank series No. 30061-74.

Advisory role

Ron was honorary CME to Project 62 right up to his death, although in recent years he had more of an advisory capacity rather than an active hands-on role.

His funeral service was due to take place at St Mary's church in Swanage on October 18 at 1pm. He is survived by his wife, Alison.



Newly-restored NER Q6 0-8-0 No. 63395 headed the LNER Coach Association's annual members' train over the North Yorkshire Moors Railway, at 4pm on Saturday, October 6, when the dipping sun showed off the changing autumn colours. MAURICE BURNS

Bridgnorth development moving on to Phase Two as new cafeteria set to open

By Paul Appleton

THE protracted construction phase of the Severn Valley Railway's new refreshment room and toilet facility on Platform 1 at Bridgnorth has almost reached its conclusion, with external work completed and work on final fitting out of the interior underway as *Heritage Railway* went to press.

It is hoped that the building can be commissioned before the end of the season so that catering staff can vacate the portable building in the car park, which was set up as a 'temporary' catering building more than 30 years ago!

The completion of the new building, Phase 1 of the Bridgnorth Development Plan, has taken around 10 months longer to complete than originally envisaged, due in no small part to the determination to get the details right and produce an authentic GWR-style building that meets 21st century healthy and safety demands.

Material detail

David Postle and Bob Marrows have given hundreds of hours to the project and in the process have sourced many original fittings or had exact replicas produced. At one point, the delivery of roof slates was delayed, due to a shortage of the right kind of slate, but even then once delivered in March, some were rejected for not being true in colour to those used across the original GWR network. Hundreds of blue engineering bricks also had to be cut lengthways, each one by hand, in order to preserve

the interior dimensions of the building – an obvious clash between Imperial measurements used by the GWR and modern metric equivalents.

SVR general manager Nick Ralls has announced that no further development work will now take place on the station building until the end of 2019, due to what some have described as 'volunteer fatigue'.

He said it would "give Bridgnorth station a period of time during which it can be returned to a tranquil country town station. Working members, particularly at Bridgnorth, have had to endure continual disruption since the beginning of this contract. Directors would like to thank them for their patience and understanding."



The former Bristol (Bath Road) turntable has been released from the undergrowth at Eardington station and been given a superficial coat of fresh paint to tidy it up. It is planned to overhaul the turntable and install it into a newly-constructed pit in the shed yard at Bridgnorth.

PAUL APPLETON

This Phase Two includes the conservation and renovation of the original 1860s building and extension of the Railwayman's Arms pub on Platform 1. The work will see the booking hall expanded to its original size and gift shop relocated, allowing the pub to expand into what is currently the shop's stock room and office. The Railwayman's Arms, which has traded continuously since 1861, has started to look a little 'tired' over the past two years, but is being spruced up for another season.

Turntable installation

Phase 2a of development work is however, already underway. Work has started on the new access road which will provide an exit route from the newly-expanded and resurfaced car park.

The rerouting of the exit road will allow Phase 2b to take place also, which includes construction of the turntable pit and installation of the former Bristol (Bath Road) turntable, currently in store at Eardington station.

Nick said: "The pit location has been revised and is currently subject to a new planning application, costs are also being assessed for remodelling the loco yard at Bridgnorth to accommodate direct access to the turntable and provide space for a Platform 2 extension.

"The renovation of the turntable will be undertaken in conjunction with the owners, the Turntable Fund. A contract for the turntable pit has not been awarded because of the current planning issue and unknown costs."

Rising numbers prove positive for Talylyn

NUMBERS are improving at the Talylyn Railway, members of the line's preservation society were told at its AGM on September 29.

Accounts for 2017 showed a significantly improved financial performance, with revenues increasing by nearly 10% across the year and the railway's operating deficit being reduced by over a third from that in 2016.

There was even better news from the results up to the date of the meeting for 2018. This showed that public passenger numbers for the year so far were up by over 10%, while the total revenue had increased by 13%, with improved performances from both the railway's catering and retail activities. There was evidence to suggest that the operating deficit could be reduced significantly by the end of the year.

Looking forward, the line's general manager Stuart Williams, along with the engineering manager Chris Smith, outlined some of the thinking behind the investigation taking place for a new works on a 'greenfield' site on an industrial estate east of Tywyn.

Stuart also spoke about the possible enlargement of the facilities at Abergynolwyn station to provide a heritage display, an enlarged café and terrace, as well as ground level access from the car park.

Dining car's glimpse into wartime past

THE LNER Coach Association has completed the Heritage Lottery Fund-backed portion of the restoration of East Coast Joint Stock third class dining car No. 189 and visitors to the North Yorkshire Moors Railway's October 12-14 wartime weekend were able to look inside a genuine Victorian restaurant car and partake in an audio-visual presentation – From Steam, Speed and Sumptuous Dining to Tracks into the Trenches.

The exhibition gave a glimpse of how the restoration will bring the coach alive in all its Victorian/Edwardian glory. 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, with NER tales.

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ABOVE: An artist's impression of the completed building, with the new two-storey Heritage Skills Centre on the right. MATTHEW COUSINS

RIGHT: The new carriage shed at Horsted Keynes, showing the made-up ground to the right to provide an access road, now awaiting the pointwork to provide the last two roads into the shed. BRT



Bluebell launches Phase Two of carriage shed fund appeal

By Colin Tyson

THE Bluebell Railway Trust has announced its second fundraising appeal in relation to the new carriage shed at Horsted Keynes.

The 'Wall-to-Wall' appeal is part of a larger project entitled 'Operation Undercover' – with the aim of getting the Sussex railway's unique and renowned collection of heritage rolling stock undercover and no longer left to the elements in various sidings.

The new extension to the railway's carriage and wagon works at Horsted Keynes saw its first phase of fundraising provide supports and a roof over the previously open-air maintenance road, site clearance and groundwork for four new rolling stock storage roads – two of which are in place – groundwork, steel frame and a roof over the new storage roads and latterly, the steel frame and roof for the new Heritage Skills Centre.

The centre structure, when completed, will house workshops for trimming (seating upholstery), varnishing and training in basic skills. It will also provide storage for valuable drawings and offices for carriage and wagon management which are both currently located in temporary portable cabins.

The proposed trim shop perpetuates the carriage upholstery skills passed down from the legacy of two former retired Lancing Works trimmers, the late Bernard Snuggs and Jim Harris, who were Bluebell volunteers that passed their skills on to others, who are now doing likewise.

Priceless collection

Twelve carriages from the collection of heritage rolling stock are now undercover and work is ongoing to

complete the other two storage roads and associated pointwork to permit more carriages to be moved inside, to a maximum of 25 vehicles. Valuable vehicles brought inside so far include the unique LBSCR directors' saloon, SER Pullman kitchen car *Constance* and pre-Grouping vehicles from the LSWR and LBSCR, alongside various SR carriages.

The autumn appeal aims to raise £250,000. The first £180,000 is required to build the walls and install windows

and doors around three sides of the maintenance/storage roads and the four sides of the Heritage Skills Centre. If a further £70,000 can be raised, the floors, plus external access ramps and steps, will be installed in the skills centre. This will permit a phased fit-out as funds become available.

Spring start if funds raised

A benefactor is providing matching funding for the first £100,000 donated to the appeal, but only if the donations are made by midnight on November 30, so the appeal is a 'Double Donations Dash' which will run until November 30.

Therefore, the trust only needs to raise £150,000 from public donations to add to the matched funding. If this can be achieved by the end of November, work should start in the spring of 2019. Overachieving the appeal will mean funds can be put towards starting work on the fitting-out of the centre.

Until November 30, 2018, every £10 donated up to a total of £100,000, and eligible for Gift Aid, is thus worth £22.50 to the project.

You can give using the leaflet enclosed with this issue of *Heritage Railway*, or online at <https://mydonate.bt.com/charities/bluebellrailwaytrust>



The first two roads in the new shed are tramway laid maintenance roads for bogie overhauls and the like – work which was previously undertaken outdoors. COLIN TYSON

Schoolboy founder steps down from footplate at 73

GREAT Western Society founder member Jon Barlow has retired from footplate duties at Didcot Railway Centre at the age of 73.

Jon was one of a quartet of 16-year-old schoolboys in 1961 who wrote a letter to our sister title *The Railway Magazine* proposing preservation of a Great Western Railway 14XX 0-4-2T.

It was Jon who actually volunteered to write the first letter, as he was the only one with access to a typewriter!

The cost of launching the organisation, which now runs Didcot

Railway Centre and has assets worth several million pounds, was a threepenny stamp!

GWS founding letter

Jon's letter was published in the August 1961 edition of *The Railway Magazine*, and donations started to flow in, enabling No. 1466 to be purchased in 1964.

The decision to adopt the name Great Western by the society, at a time when British Railways was intent on destroying all evidence of this potent brand, enabled

the schoolboys' initiative to grow and flourish. While Jon will be stepping down from the footplate, he was elected a member of the society's board of trustees at its annual general meeting earlier in September. He will be helping to look after financial matters.

Preservation pioneer Jon Barlow is seen during his last driving turn on GWR prairie No. 4144 on Sunday, September 23, with his billy can of tea keeping hot on the shelf above the firehole door. FRANK DUMBLETON





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Above: Far from its Mid Wales home, the Talyllyn Railway's Barclay 0-4-0 Douglas, in RAF blue, helped celebrate the 100th anniversary of the RAF. DAVID TROUT

Left: B1 No. 1264 temporarily exchanged identities to appear in the guise of classmate No. 1251 *Oliver Bury*, which represented the LNER in the Locomotive Exchanges of 1948. Here the fireman takes a breather, his work done for the climb to Goathland Summit, as the 4-6-0 hurries past Moorgates with the 4pm Grosmont - Pickering on September 30. GRAHAM NUTTAL

Bumper crowds turn out as Moorsline marks Q6 100th

By Roger Melton

THE North Yorkshire Moors Railway's September 28-30 annual autumn steam gala celebrated the centenary of the line's NER Q6 No. 63395 along with the 100th anniversary of the RAF.

The 0-8-0 was newly returned to service, having had its overhaul completed just in time for it to run at

the Severn Valley Railway's autumn gala a week earlier.

With a combination of the home fleet and guest locomotives, there were 10 engines on show. This included a quartet from the 'Big Four', in the form of LNER B1 4-6-0 No. 1264 masquerading as classmate No. 1251 *Oliver Bury* for the occasion; LMS 'Black Five' No. 5428 *Eric Treacy*; SR Schools 4-4-0 No. 926

Repton in prewar livery, and without its smoke deflectors on the Friday and Saturday; and Battle of Britain Light Pacific No. 34081 *92 Squadron* from the Nene Valley Railway in postwar SR/BR transitional malachite green.

They were supported by two other locomotives which have become centenarians in 2018 – visiting Churchward 2-8-0 No. 2857 from the

Severn Valley Railway, and the Talyllyn Railway's Barclay 0-4-0 OWT No. 6 *Douglas*, an ex-RAF locomotive painted in RAF plant blue to mark the centenary of the youngest branch of the armed forces.

Also running over the weekend was J27 0-6-0 No. 65894, making its first NYMR gala appearance for many years and proudly wearing its 'Silksworth Blue Star' on several trains, plus BR Standard



GWR Churchward 2800 Class 2-8-0 No 2857 visited from the Severn Valley. It is seen at Levisham on September 28. CHRIS GEE



4MTs Nos. 76079 and 80136.

A number of double-headed combinations were run, with the pairing of the Q6 and J27 being particularly popular. The railway's freight train, newly extended to 16 wagons, including a Lowmac carrying *Douglas* was hauled by several different locos over the course of the event. More than 3800 passengers travelled over the

heritage line during the three days.

General manager Chris Price said: "The event resulted in 20% extra income compared to last year's event, which is vital to the railway's sustainability."

Fears that an inability to run trains between Grosmont and Battersby Junction, due to changes in the Northern Rail timetable, might impact upon the attendance at the gala were clearly unfounded.

The beer festival held at Goathland over the course of the weekend was perhaps the largest to date.

→ See also centre spread, pages 58-59.

Right: Visiting from the Nene Valley Railway, Bulleid 'Battle of Britain' Class Pacific No. 34081 92 Squadron works hard through the Esk Valley on September 29. MICHAEL ANDERSON



Maunsell 'Schools' Class 4-4-0 No. 926 Repton took charge of the goods train September 29 minus its smoke deflectors. It is seen passing Green End. MICHAEL ANDERSON



NELPG-owned Q6 No. 63395 and J27 No. 65894 make light work as they pass through the Esk Valley with the Gresley teak carriages on September 29. MICHAEL ANDERSON



On loan from the Bluebell Railway, and having travelled to the gala over the main line behind a diesel (picture – Main Line News, page 63), BR Standard 5MT 4-6-0 No. 73082 *Camelot* leaves Minehead with the 11.55am to Bishops Lydeard on September 27.
NICK GILLIAM



Above: Somerset & Dorset 7F No. 53808 and *Camelot* at Watersmeet on September 29.
DON BISHOP

Left: 'Battle of Britain' Pacific No. 34052 *Lord Dowding* (aka 34046 *Braunton*) runs past Castle Hill.
DON BISHOP

'Great achievement' as Llangollen steps in to help Minehead gala

By Robin Jones

THE Llangollen Railway and its workshops came up trumps when a guest locomotive was pulled out of the West Somerset Railway's September 27-30 'Cross Country Trains in the Days of Steam' autumn steam gala with only a few days to go until the event.

With just five days to go, the Swanage Railway announced that it could no longer spare BR Standard 4MT 2-6-4T for the gala. LSWRT 9 4-4-0 No. 30120 had failed, leaving the Purbeck line short of engines. That left the West Somerset's gala planning team scrambling around for a replacement in order to maintain the planned intensive timetable.

Planning team chairman Don Bishop was on holiday on the Isle of Man when he heard the bad news, but was helpless to do anything until he returned home to Somerset two days later.

Greg Wilson's visiting USATC S160 No. 6046 from the Churnet Valley Railway had already been withdrawn from the gala over reliability issues, with a diesel allocated to some of its duties.

Don said: "When presented with just three days to agree the hire of an alternative loco and get it transported to the WSR, I felt my task was a difficult

if not near impossible one. I looked through my list and decided to call our friends at the Llangollen Railway to see if No. 80072 could be made available at such notice as a like-for-like replacement.

"I found that the loco was under repair in Llangollen shed and I was told that as things stood it was unlikely to be available. I explained the situation we were in and asked if there was any way they could help.

4MT to the rescue

"Our colleagues at Llangollen had a look at the loco and a think about the situation and what might be possible... then called me back to advise that they would try to get the engine back together and fit to run and be despatched to Somerset.

"Later that afternoon I had a call to say the engine was ready and would be sent out on a test run the following morning.

"In the meantime I rang Reid's Heavy Haulage, as the nearest haulier to Llangollen, and asked if they might be able to move the loco down to Somerset for us at such short notice.

"By the Tuesday lunchtime, I had a call from Graham Elwood at Llangollen to say the loco had passed the running tests carried out and could come down

to Somerset, but that a small list of minor faults did exist and the loco was not particularly clean, having been out of service recently.

"I decided to run with this and the list of faults was emailed over to me on Wednesday morning to be discussed with my colleagues on Minehead loco shed and our general manager Paul Conibeare.

"Once we had agreed the list of minor issues on the loco were nothing that would prevent its safe and reliable working, we signed a hire agreement and got this back to Llangollen in time for the loco to be picked up on Wednesday afternoon. After an overnight stop, the loco arrived at Bishops Lydeard around lunchtime on Thursday, the first day of the actual gala."

No. 80072 missed its first booked working on the Thursday morning, which was covered by BR Standard 5MT 4-6-0 No. 73082 *Camelot* from the Bluebell Railway.

After being examined by a qualified and available fitter, Ray Lee from the South Devon Railway – as all WSR qualified staff were out driving trains – No. 80072 was prepared to haul the 4.45pm ex Bishops Lydeard service to Minehead, bunker first as there had not

been time to turn it on Norton Fitzwarren triangle. It worked all weekend without problems, despite being near to the end of its current 10-year certificate.

Don added: "A great achievement by all concerned from being out of service and under repair at Llangollen on Monday morning to working a train along the WSR to Minehead just 72 hours later. Our very grateful thanks to our friends at Llangollen for their help."

Success

The gala proved a huge success. It saw an increase in passenger numbers over previous years to 4105 and revenue exceeding £70,000, including catering and retail.

The star attraction proved to be *Camelot*, making its first trip away from its home line since leaving Barry scrapyard in the 1979. Joining it and No. 80072 was Ivatt 2MT 2-6-2T No. 41312 from the Mid-Hants Railway, which spent the weekend hauling a three-coach 'local' train, and No. 34046 *Braunton*, in its current guise of No. 34052 *Lord Dowding*, and which had spent the late summer hauling trains on the WSR. Also in service were No. 6960 *Raveningham Hall*, S&D 7F No. 53808 and Manors Nos. 7820 *Dinmore Manor* and 7822 *Foxcote Manor*.



The locomotive that saved the day: BR Standard 4MT 2-6-4T No. 80072 passes Castle Hill on September 29. DON BISHOP



Ivatt 2MT 2-6-2T No. 41312 rounds Roebuck curve on September 29. DON BISHOP



Resident S&D 7F 2-8-0 No. 53808 works the 8.20am Minehead to Bishops Lydeard/Norton Fitzwarren goods train on Thursday, September 27, the first departure of the 2018 autumn gala. STEPHEN GINN

Next year's gala dates

THE West Somerset Railway is already looking ahead to 2019 by publishing its list of special events.

- The spring steam gala will run from March 21-24, on a theme to be announced.
- June 6-8 will feature the Vintage Diesels to the Seaside II gala.
- Sunday, June 9, will mark the

40th anniversary of the heritage railway opening through to Bishops Lydeard, with a mixed steam and diesel running day.

- Next year's autumn steam gala will take place on October 3-6, with the theme still to be finalised.
- December 29-30 will feature the winter steam gala.

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Built in 1927 for a sugar cane company in Antigua, West Indies, Kerr Stuart 0-6-2T *Joan* is pictured running round at Castle Caereinion during the Welshpool & Llanfair Railway's gala weekend on Friday, August 31. GARETH EVANS

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Joy for steam enthusiasts who feared the worst

By Geoff Courtney

STEAM enthusiasts in Australia are celebrating two events they feared would never happen – the unveiling of a plan to reopen one of the country's major railway museums, and the appearance in their capital city of the southern hemisphere's flagship operational preserved locomotive.

It was the latter event, involving British-built Garratt No. 6029, that particularly raised the spirits of preservationists and heritage railway operators down under after a difficult two years that has seen disappointment and despair in abundance.

Brighter future

The problems started in November 2016 when Canberra Railway Museum was unexpectedly closed and the ACT division of the Australian Railway Historical Society that ran it was placed into liquidation with debts of at least £425,000. Two of the museum's prized locomotives, No. 6029 and 4-6-0 No. 3016, were moved within days to another railway museum 150 miles away, and global accountancy firm Deloitte was appointed to sort matters out.

In August last year Deloitte held a controversial auction to sell off some of the museum's assets, a move which angered many preservationists and was seen by them as a nadir in a dark scenario, but a ray of light pierced their gloom last November when No. 6029, which was built in Manchester by Beyer Peacock in 1953 for New South Wales Government Railways, was bought by enthusiast Phil Davis and businessman David Sommerville.

And that ray of light turned into brilliant sunshine when, on September 1, the keys to Canberra Railway Museum were handed over to Capital Region Heritage Rail, a new charity that has been founded to run the site and operate heritage trains.

For the preservationists and enthusiasts who a year previously had almost abandoned hope of a positive

solution, it was joyous news that they doubtless thought couldn't get any better. But get better it did, thanks to No. 6029's new owners bringing the Garratt over to Canberra from its NSW Rail Museum base south-west of

Sydney to run a series of local shuttles out of the city's station on September 1-2 to mark the change in the museum's ownership.

As crowds watched the 254-ton 4-8-4+4-8-4 in awe-inspiring action, one enthusiast said: "It has been a difficult two years, and at times we thought there was no

hope for the museum, and indeed some also feared the Garratt would be sold abroad. We are all delighted that, to use an appropriate phrase, there is now light at the end of the tunnel!"

Restoration

Having been closed and abandoned nearly two years ago, the Canberra Railway Museum needs a considerable amount of work done to it, both inside

and out, before it can reopen. Its fleet, which is much reduced from its pre-closure days, now comprises mainly just two Beyer Peacock locomotives – 4-4-0 No. 1210 of 1878 and 1903-built No. 3016 – a couple of rail motors, and 20 carriages.

Clearance work of the overgrown site has started, while other restoration work will include the removal of graffiti and repairs to the structure, in readiness for a reopening planned for early next year. John Cheeseman, chairman of Capital Region Heritage Rail, said: "We are not going to be the big multi-million organisation it was, but we're certainly not going to run up debts either."

→ An Indian Railways workshop at Kharagpur has restored a 1929-built articulated Beyer Garratt locomotive and carried out test running over a 15-mile stretch of South-Eastern Railways line between Kharagpur and Midnapore,

It is expected that the railway will use the Garratt as part of a regular heritage run and also bid for a place in the Guinness Book of World Records under the category of largest and most powerful locomotive being operated on a main line.

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

Power in reserve: British-built Garratt No. 6029 may be using just a fraction of its 63,016ft-lb of tractive effort, but it still makes an impressive sight as it crosses the Molonglo River between Bungendore and Queanbeyan, NSW, on September 2 with a shuttle from Canberra. The giant Beyer Peacock 4-8-4+4-8-4 was visiting the Australian capital from its NSW Rail Museum home to mark the handing over of Canberra Railway Museum's keys to the charity Capital Region Heritage Rail. JOHN ST JULIAN



Bluebell's 'Dukedog' proves to be a popular attraction at Goodwood

By Geoff Courtney

THE tens of thousands of visitors that flocked to the Revival event at Goodwood circuit in West Sussex over the September 7-9 weekend were eagerly anticipating the sight and sound of classic road and racing cars from a bygone era. Few, however, were expecting the form of transport that greeted them at the main entrance – the unmistakable shape of GWR No. 9017 *Earl of Berkeley*, in steam and seemingly ready for the 'right away'.

At a weight of 89 tons and a length of 56ft, the 'Dukedog' 4-4-0 and its BR-liveried tender provided an incongruous sight among the small and fleet-footed cars that were to be found at all parts of the famous circuit. Yet it was the stark contrast between loco and cars that made for an almost surreal visual effect, and brought a new twist to an event that was celebrating its 20th anniversary.

GWR impact

James Charman, of Goodwood Motorsport division, said the idea to bring the locomotive to the festival came up at a committee meeting during discussions about a track parade in celebration of all things British transport, marking 70 years since the formation of

British Railways and the introduction of the iconic Austin FX3 taxi.

"The committee drew on the experience of previously having a fishing trawler at Revival, so they knew that logistically it would be possible to have a steam loco on display," he said. "No. 9017 was selected after a visit to the Bluebell Railway, as visually it would have the most impact."

"It was a popular choice for the general public as well as railway enthusiasts, and personally I was particularly happy to have at Revival something as impressive as a 'Dukedog' as the first full-size standard gauge steam loco on display at the circuit."

The 'Dukedogs' – or more officially the 3200 Earl class – comprised 30 engines which were rebuilt at Swindon using Duke class boilers and cabs and Bulldog class frames, the boiler and cab for No. 9017 coming from Duke No. 3258 and its frames from Bulldog No. 3425.

It was originally to be named *Earl of Berkeley*, but this was never carried in service as some of the earls who were to be so honoured by the class opposed such a move, preferring to have their names bestowed on the more modern and prestigious Castle class engines, which in the case of *Earl of Berkeley* was No. 5060.



Classic transport: GWR No. 9017 *Earl of Berkeley* overshadows a brace of Triumph Heralds and a Jaguar at the Goodwood Revival Meeting over the weekend of September 7-9. GEOFF COURTNEY

On emerging from the works in March 1938 as No. 3217 the Dukedog was allocated to Aberystwyth, was renumbered 9017 in 1946, and ended its BR days in October 1960 when a resident of Machynlleth (89C).

Railway themes

The 4-4-0 arrived at the Bluebell Railway in February 1962 and has been there ever since. In September 1963 it was fitted with the *Earl of Berkeley* nameplates from the then-recently withdrawn No. 5060, so completing a job the GWR tactfully decided not to carry out, and is currently awaiting overhaul.

Other railway themes at this year's Revival were reproduction railway posters lining a pedestrian underpass beneath the track, a railway-style timetable board listing the races in the three-day meeting, and a short 10¼in gauge line offering rides behind 0-4-2T *Alice*.

The rides were put on by a West Sussex group calling itself the Peripatetic Light Railway, and *Alice*, modelled on a Bagnall locomotive, was built by member Giles Favell in 2001 and named after his mother.

Goodwood Revival, one of the world's most popular historic motor racing festivals, regularly attracts crowds of up to 150,000 over its three days, many of whom dress in period clothes. It celebrates what to many were the golden days of motor sport in the 1950s and early 1960s, and racing cars from that period, some worth literally millions of pounds, race flat-out inches apart.

In addition, road cars, commercial vehicles and buses from the same era are on display, and there is constant musical entertainment ranging from jazz to rock'n'roll, and numerous stands selling authentic period clothing and other artefacts.

'Forgotten' 50 restarted at Kidderminster depot

By Jonathan Webb

AFTER years of open air storage, and having not been started since 2009, former National Railway Museum Class 50 No. 50033 *Glorious* erupted into life at the Severn Valley Railway's Kidderminster diesel depot on September 15.

The 'Hoover' has had a chequered life since withdrawal in March 1994. It was first being claimed by the NRM after being given a repaint by Laura depot staff, before the museum decided in 2003 that it had no place for it in the National Collection after all.

Its next custodian was Vintage Trains at Tyseley, where it spent the majority of time stored outside, although the engine was manually barred over on a regular basis to ensure it did not seize. This basic act alone saved much work and money being needed to get it going again.

Loan

With no requirement for it – VT has its own working Class 47 – in February this year an agreement was made where No. 50033 would be loaned to the Fifty Fund for an initial three-year period and

VT would provide some of the money to restore it to working order. Although grateful for any funding, it was clear that the money provided by Vintage Trains would be nowhere near enough to complete the task, so a huge fundraising campaign commenced to ensure that the 50 would be able to appear at the SVR's Golden Jubilee 50 event on October 4-6.

During the start-up, No. 50033 overhaul team leader and former Old Oak Common driver Anthony Middleton immediately recognised that the oil pump was making a strange metallic noise and ordered the engine to be shut down. This problem required the removal of the pump for investigation and, being located at the free end of the power unit and hidden behind various oil and water pipes, this made it particularly difficult, with Anthony joking that he had to get his body into positions that the Kama Sutra would have been impressed with!

Upon investigation, it was discovered that the problem lay with the bevelled gear, so this was replaced with one from a spare pump. Due to time constraints, Anthony had already used up all his



No. 50033 *Glorious* erupts into life at Kidderminster depot on September 15. JONATHAN DUNSTER

annual leave to work on No. 50033, but it was not possible to have the 50 in top coat for the gala.

Two-pack paint job

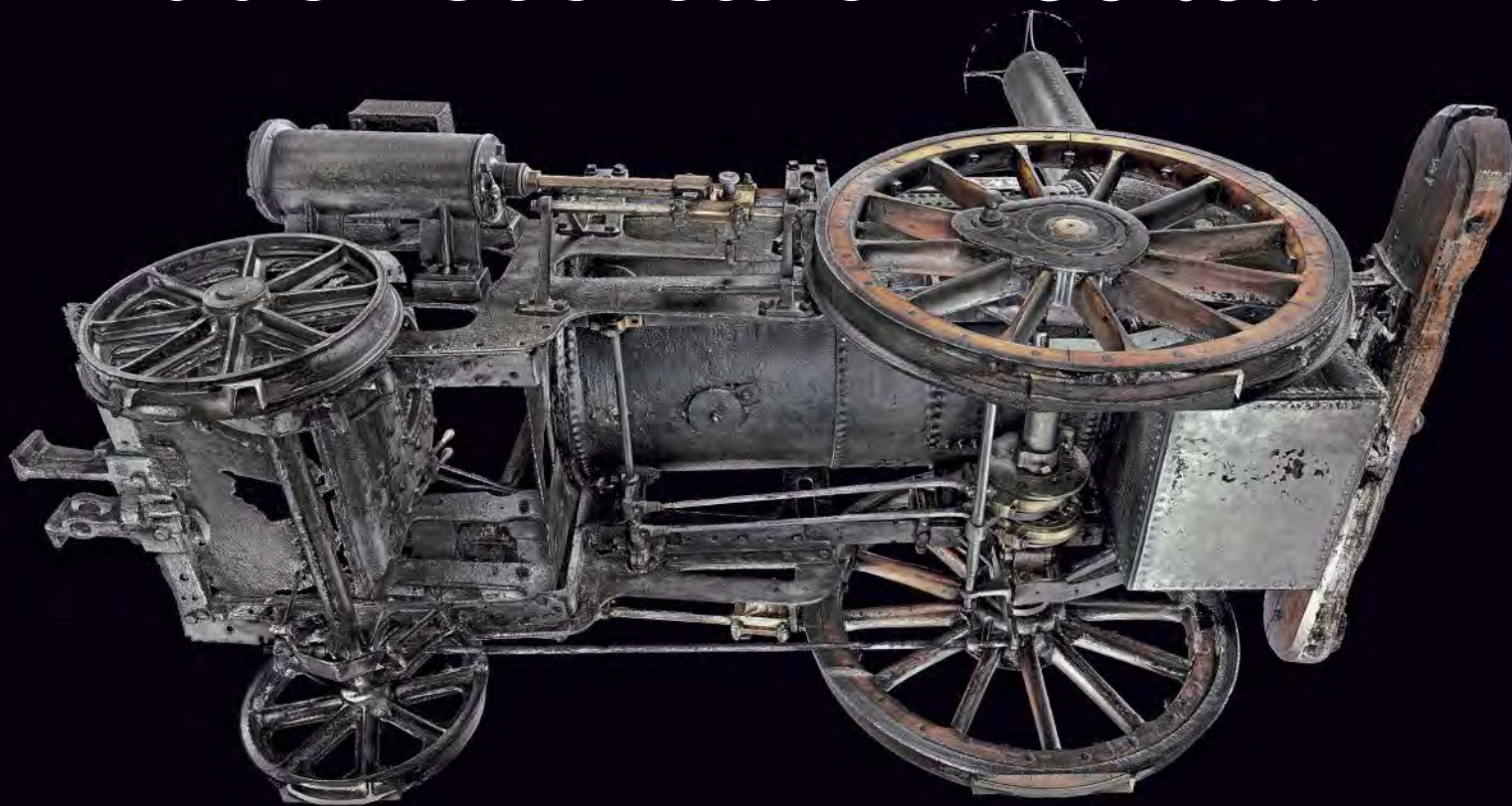
With the pressure removed, it was decided to raise money towards a two-pack spray paint job, as opposed to a hand paint job at Kidderminster depot. To do this £10,000 is required, with around half already being raised at the time of writing, which will see No. 50033 either go to Loram at Derby or Eastleigh Works for the job to be done. Included in

the donors is Great Western managing director Mark Hopwood, a well-known Class 50 fan and who even had Nos. 50007 *Hercules*, 50035 *Ark Royal* and 50049 *Defiance* appear at his wedding, held at Quainton Road earlier this year.

The 50 currently carries green primer, which Anthony explained "is to protect the bare metal surface and to see the body sides more clearly when it comes to applying the body side filler to the hundreds of dents and rough surfaces on the body itself."

→ See also gala feature, pages 52-53.

Web technology revealing hidden secrets of *Rocket*!



By Robin Jones

MODERN technology is unlocking the deepest secrets of Stephenson's *Rocket* to a worldwide audience for the first time – and you can build your own model with a 3D printer!

The Science Museum Group has

published online a high-resolution 3D model of the 1829-built Rainhill Trials winner, enabling audiences across the globe to examine it in unprecedented detail. *Rocket* secured its place in history after winning the 1829 trials for the Liverpool & Manchester Railway, reaching a top speed of 30mph.

Manufactured earlier that year by Robert Stephenson & Company in Forth Street, Newcastle, *Rocket* brought together several efficiency and performance innovations, all of which are highlighted on the 3D model.

They included the multi-tubular boiler design and blastpipe, the use of a single

pair of driving wheels, with a small carrying axle behind, making *Rocket* the first 0-2-2, and cylinders closer to the horizontal, all of which helped make it the fastest locomotive of its time. Its ground-breaking design became the basis for subsequent steam locomotive development over the next 150 years.

The 3D model of *Rocket* has been published on the Science Museum Group Collection website (www.collection.sciencemuseum.org.uk). Audiences can move the 3.3-ton locomotive around with ease on screen, inspect underneath and also explore all its innovations. The model can also be downloaded from the world's largest 3D content platform, Sketchfab (sketchfab.com/models) under a Creative Commons non-commercial licence, enabling users to 3D-print their own scale model of *Rocket*.

Measuring over 13ft in length, *Rocket* is the most complex and largest item from the Science Museum Group Collection ever to be 3D scanned. It was created using 22 high resolution LIDAR scans and more than 2500 detailed photographs.

Working with Science Museum Group colleagues, a team from ScanLAB spent 11 hours recording every angle of *Rocket* to create the 3D model using more than 200kg of camera, lighting and scanning equipment. Scanning and photography was particularly challenging due to *Rocket's* colour, glossy texture and



Super-detailed 3D images of *Rocket* are now freely available on the internet. SCIENCE MUSEUM



Rocket on display inside the Museum of Science & Industry in Manchester.
NRM

"It's been hugely popular. It's been one of the star attractions of Great Exhibition of the North."



The 1829 notebook of steam engineer John Rastrick, one of the judges of the Rainhill Trials, detailing Rocket. On loan from the National Railway Museum, it is displayed alongside Rocket in the Manchester museum. NRM

complex shape, said a spokesman for the group.

After six weeks of processing the LIDAR data and 220 gigabytes of photography, a highly detailed point cloud was produced, containing spatial coordinates, colour and intensity values for a staggering 750 million points.

A further two weeks of processing was needed to produce several 3D models of *Rocket*, one of which – featuring 84,000 vertices – was published as *Rocket* went on public display at the Science & Industry Museum in Manchester, which includes the Liverpool Road station that the locomotive served nearly two centuries ago.

Rocket, which had been displayed in the Science Museum since 1862, was loaned to Tyneside's Discovery Museum between June 22 and September 9, as a key exhibit in the Great Exhibition of the North. During the 80 days that *Rocket* was on display there, it was seen by more than 176,000 visitors.

Discovery Museum and archives manager Carolyn Ball said: "It's been hugely popular. It's been one of the star attractions of Great Exhibition of the North."

On September 20, *Rocket* was removed and taken by lorry to Manchester, where it will be on display until April 28.

After that, it will become a permanent exhibit in the National Railway Museum from later next year.

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



A blueprint that changed the world: George Stephenson's 1822 redesign of George Overton's original Stockton and Darlington route, which would have relied far more on horse traction and cost much more to build. NR

Blueprint from the past

A historically-priceless document from the dawn of public steam-operated railways was rediscovered by Network Rail in April this year after more than half a century.

It was nothing less than George Stephenson's notebook from 1822, detailing his redesign of George Overton's original 1821 route for what was to become the Stockton and Darlington Railway, and the suggested amendments to it. The notebook was also a blueprint for railways that followed.

Records assistant John Page found the 12in by 12in notebook in the deeds room in Network Rail's archive in York. It had not been seen since the Fifties. Bound in its original form and written in ink with pencil annotations, G Stephenson signed it at Killingworth Colliery on January 18, 1822.

It contained major changes to the Overton design. His plan had sharp inclines, steep curves and tunnels, whereas Stephenson favoured gradual inclines and eased curves.

Stephenson also proposed the use of spoil excavated from the cuttings to build the embankments, avoiding the need for a tunnel that Overton had recommended. This, in itself, would have cut short the Darlington branch by three miles.

Overton's route relied heavily on horses and wagons, just as with his colliery lines in South Wales, where goods would be brought by canal part way and then transferred onto wagons, which were then hauled by horses on iron tramways.

By contrast, Stephenson saw the advantage of using steam-powered locomotives and engines after successful trials on his colliery lines in Killingworth, so he re-planned the Stockton and Darlington route to use them to their best advantage.

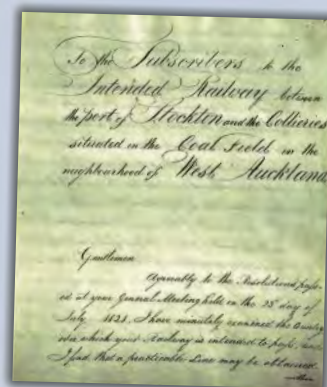
Network Rail archive

Stephenson's estimated cost for building the line was just over £60,000, as compared to Overton's estimate of more than £77,000.

John said: "Because it is a historical document, it would never have been loaned out or requested, as it didn't impact on the running of the railway, so since the 1950s it has sat on a shelf unnoticed amongst hundreds of other packets.

"I was looking for a deed for one of our internal colleagues and purely out of curiosity I decided to look through the packets, and there it was, and what a thrill it was to find."

On September 27, 2018, the notebook was unveiled on display



The opening page of George Stephenson's 1822 notebook. NR

at the National Railway Museum in York, marking the 193rd anniversary of the opening of the Stockton and Darlington route.

George Stephenson was illiterate until he was 18 and afterwards he still struggled somewhat with his English.

John said: "It is said that he dictated pretty much all of his writing to a secretary. I think this is what happened in this case – it was dictated live, and then corrected in pencil, and then signed by Stephenson himself.

"In pencil you can see an editor has tried to 'tidy up' his Northumbrian dialect."

Watercress Line secures three guests for gala

THREE guest locomotives have been confirmed for the Mid-Hants Railway's October 19-21 autumn steam gala.

They are GWR 4-6-0 No. 7822 *Foxcote Manor* from the West Somerset Railway, GWR Large Prairie 2-6-2T No. 5199 from the Llangollen Railway and BR Standard 4MT 2-6-4T No. 80078, owned by Stewart Robinson. The Watercress Line's home fleet in action includes BR Standard 9F 2-10-0 No. 92212, BR Standard 4MT 4-6-0 No. 76017, LMS Ivatt Class 2MT 2-6-2T No. 41312 SR Schools 4-4-0 No. 925 *Cheltenham*.

There will be behind-the-scenes tours of the Ropley workshop and yard, giving visitors the chance to see the Watercress Line's locomotives under restoration.

The Queen Mary brake van will be available for rides on the goods train, and an exhibition showcasing goods handling on the railway, 'Delivering the Goods', will be open.

Hampshire-based author Nigel Welbourn will be at the gala signing copies of the latest title in his popular *Lost Lines* series, *Railway Treasures*.

P2 group seeks £20k to finish mainframe

THE 'second' group aiming to build a new Gresley P2 2-8-2 has launched a crowdfunding page in a bid to attract donations of £20,000.

The Doncaster P2 Locomotive Trust is building a replica of P2 No.2001 *Cock o' the North* and the money raised will be used to carry out further work on the mainframe, the first parts of which have been cut and delivered to the trust. More parts and machining work are needed.

Anyone who wishes to donate is invited to visit www.justgiving.com/crowdfunding/alan-archer-3

IN BRIEF

→ **CLASS 40 No. 40012 *Aureol*** has been withdrawn from service due to the failure of its B2 turbo. All four turbos are badly in need of an overhaul and owner **The Class 40 Appeal** is looking to raise £8000 to carry out the work.

→ **VIEWERS** from around the world will soon be able to see the Mid-Norfolk Railway's Dereham station feature in the popular BBC TV drama *Bodyguard*, with Netflix acquiring the rights to broadcast the series to viewers outside the UK and Ireland. The station featured heavily in the first episode of the series.

→ **AN LMS brake van targeted by arsonists at the Caledonian Railway in Brechin** has been restored after volunteers spent more than a year rectifying the damage. A ceremony was held to name the van *Phoenix*.



Sixteen years since it last hauled a train, Southern Locomotives Ltd's Battle of Britain Pacific No. 34072 257 Squadron has hauled its first passenger service after overhaul. On September 26, it joined BR Standard 4MT 2-6-4 No. 80104 on the 2pm departure from Swanage, and so joined the roster for the October 12-14 autumn steam gala. It is pictured at Swanage station three days later for a signing by author Nigel Kendall of his new Amberley Publishing book *Bulleid Pacifics*.

ANDREW P M WRIGHT

GCR coach for Edinburgh and Sheffield Armistice ceremonies

By Robin Jones

GREAT Central Railway-based restored Manchester, Sheffield & Lincolnshire Railway wooden-bodied carriage No. 946 is to feature in a commemoration in Edinburgh to mark the end of the First World War.

The 50-seat coach is being prepared for the 600-mile journey on a 60ft Duncan Milner Haulage low loader from its home at the Nunckley Hill Museum on the Mountsorrel branch to Leith, where a solemn assembly honouring the former Royal Scots Regiment in the heart of its home community is to take place in front of the Malmaison Hotel and the Scottish Merchant Navy Memorial on Saturday, November 10. It will also appear outside Sheffield Victoria station on Sunday, November 11.

The 1888-built carriage is not only

one of the last of the type in existence, but it has special significance in that it is similar to those involved in Britain's worst-ever rail disaster, at Quintinshill on May 15, 1915, when 435 troops and passengers were killed, burned or maimed in a five-train collision. Just 50 officers and men of the 7th battalion of Royal Scots survived out of the 500 who set out from Larbert to continue a delayed journey to Liverpool docks to embark for the Gallipoli campaign.

Mainly wooden-bodied on a mostly timber frame, with tanks beneath the floors to supply the gas lighting, the coaches were considered to be a big fire risk, and by the First World War most had been removed from GCR passenger service, but some were nonetheless called up for war service by the Government's Railway Operating Division. The fire risk fears came true at Quintinshill.

In November 2015, the carriage was formally dedicated to the Royal Scots at a ceremony in the presence of the Deputy Lord Lieutenant of Nottinghamshire and the Royal Scots led by Col Brian de la Haye OBE. It now carries specially-cast plaques remembering Quintinshill.

Examples of this type of vehicle survived into the service as camping coaches and engineers wagons. No.946 remained in BR ownership at London's Stratford Works until the end of steam in the late Sixties.

It will be the first time in more than 100 years that it has been back to Sheffield Victoria, where there is a monument to fallen employees of the GCR outside the station.

Tony Keeble, trustee and deputy chairman of owning charity the GCR Rolling Stock Trust, said: "We are grateful and deeply honoured to be invited to take

our gem of a carriage to Sheffield and take part in such a vital commemoration, organised by our friends of the Great Central Railway Society.

Meanwhile, the GCR will be staging its own Armistice event based at Quorn & Woodhouse station on November 10/11.

Its centrepiece will be the National Collection's GCR Robinson 8K (LNER 04) 2-8-0 No. 63601, representing a design that was adopted by the Railway Operating Division for large scale production during the war. For the occasion it will carry the appropriate ROD lettering.

Talks about a second overhaul of the locomotive, which was returned to steam in 2000 and last ran in 2012, have been held by the GCR with custodian the National Railway Museum.

The GCR has been working with the Quorn Local History Group to set up an 'Armistice centenary trail' in Quorn village. The heritage line's contribution, titled *Great War, Great Central*, will highlight the story of the railway's involvement during the First World War and recite the stories of GC railwaymen who lost their lives in battle.

At the station, LNER signs and symbols will be temporarily covered up and replaced by 'GCR' initials. The line's resident Warflat wagon WGF 8217 will be restored and outshopped into War Department livery – and carry a tank.

Further railway vehicles will be announced and there will be displays, talks, music, re-enactors and a vintage bus into Quorn village to tie in with local activities. Entrance will be free with standard train travel prices applicable.



Manchester, Sheffield & Lincolnshire Railway coach No. 946 at Ruddington on the Great Central Railway (Nottingham). GCR ROLLING STOCK TRUST



The GCR insignia carried by coach No. 946, dedicating it to GCR employees who lost their lives on the Western Front. GCR ROLLING STOCK TRUST

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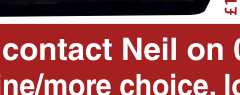
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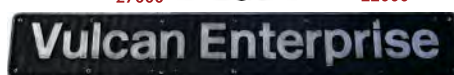


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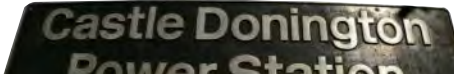
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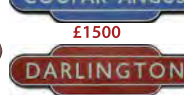
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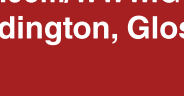
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Above: Measurements being taken of the new P2 using a 3D laser tracking system on September 11. A1SLT

New P2 *Prince of Wales* can now rightly claim it is a 2-8-2 Mikado following the fitting of its pony truck wheelset. A1SLT



New P2 now has all its wheels!

By Robin Jones

NEW £5 million Gresley P2 No. 2007 *Prince of Wales* is now a fully fledged Mikado – after having the last of its wheels fitted.

In September, the pony truck wheelset was added to the locomotive – following the fitting of the rear Cartazzi wheelset early this year and the eight 6ft 2in driving wheels in July.

The completion of the wheeling means that a main line Mikado is in existence in Great Britain for the first time since 1945.

The Whyte notation for classifying steam locomotives by wheel arrangement was devised by Frederick Methvan Whyte in the early 20th century. In the notation, a locomotive with one leading axle (two wheels) in front, then four driving axles (eight wheels) and then one trailing axle (two wheels) is classified as 2-8-2 and commonly referred to as a Mikado.

The name Mikado originated from a group of Japanese type 9700 2-8-2

locomotives that were built by Baldwin for the 3ft 6in gauge Nippon Railway of Japan in 1897.

In the 19th century, the Emperor of Japan was often referred to as 'the Mikado' in English and the Gilbert and Sullivan opera *The Mikado* had premiered in 1885 and achieved great popularity in both Britain and the US.

On target for 2021

Despite it being the most numerous wheel arrangement globally, only eight standard gauge Mikados operated in Great Britain, two Gresley P1 freight locomotives (introduced in 1925 and both scrapped in 1945) and the six P2s (introduced in 1934 and all rebuilt by 1944).

The P2s were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s to haul 600-ton trains on the arduous Edinburgh to Aberdeen route, but they were rebuilt by his successor Edward Thompson into ungainly A2/2 Pacifics in 1943/4, and all

scrapped by 1961.

The wheeling of No. 2007 was funded by 200 members of The Mikado Club of The A1 Steam Locomotive Trust, who each donated £1000 plus Gift Aid towards the project. The total cost of the wheeling, including all components, is estimated at around £400,000. A selection of wheeling-related parts – including a 6ft 2in driving wheel at £12,000 – are still available for sponsorship under the trust's Dedicated Donations scheme.

P2 Project director and trustee Mark Allatt explained: "The fitting of all of the wheels to the engine and therefore creating the first standard gauge Mikado in Great Britain since 1945 marks a significant milestone in the construction of No. 2007 *Prince of Wales*. Thanks to the dedication and generosity of our supporters, we remain confident that we are on track for completion in 2021."

Meanwhile, the Shildon-based Bignall Group, in collaboration with Hexagon Metrology Limited of Telford, has

sponsored the critical measurement of the locomotive using a state-of-the-art 3D laser tracker system.

Alignment

These measurements will allow the engineers from builder The A1 Steam Locomotive Trust working on No. 2007 to precisely align all four wheelsets within the engine's frames. Bignall Group Ltd director John Bignall said: "We are delighted to support the project to build Britain's most powerful steam locomotive as they share our engineering values."

Also, another fundraising initiative, The Motion Club, which was launched only in April, to manufacture the P2 motion, has raised over £100,000 of its £210,000 objective through 175 supporters each donating £1000 (plus Gift Aid), reaching nearly half of its member target.

→ If you would like to join the world's fastest-developing standard gauge new-build steam project, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com

Maid of the Loch cast adrift by HLF grant blow

By Hugh Dougherty

HOPES that the United Kingdom's last railway-built paddle steamer would sail again next year have been dashed after the Heritage Lottery Fund rejected a bid by the Loch Lomond Steamship Company for £3.7 million to restore *Maid of the Loch*. Company chairman John Beveridge said that everyone involved was "absolutely devastated" by the news, especially as HLF had encouraged the charity to lodge the bid with the grant-funding body.

"It is going to take some time to absorb this news and the reasons behind it," said John. "It was the HLF that encouraged us to apply. The West Dunbartonshire area was a top priority for them and we really felt that we put forward a strong case for the funding. Unfortunately, this decision jeopardises the whole project and our vision for refurbishing the ship now hangs in the balance."

"Our team of dedicated volunteers, tour guides, maintenance, and many more hard-working individuals, have worked incredibly hard over the last 22 years to protect and preserve our much-loved paddle steamer. To have to explain to them that we won't be sailing next year, after

all, is extremely tough. It is a very sad day indeed and does not augur well for the future of our industrial heritage."

If the HLF grant had been made, as expected, it would have been added to £2.3 million already raised by supporters of the project, including thousands of individuals and enthusiasts, as well as the Scottish Government, West Dunbartonshire Council and the Paddle Steamer Preservation Society, to make up the £6m needed to return the ship to service on Loch Lomond.

The HLF's Scottish chief Lucy Casot said: "We understand this will be very disappointing news for the many dedicated volunteers involved with *Maid of the Loch*. Returning the paddle steamer to full operation is a complex and specialised project with many challenges and risks. HLF has a high level of competition for grants at every stage of the applications process and we are unable to support all the applications we receive. Unfortunately, in this competitive situation, the board felt that other applications for funding were stronger, and they were unable to support this project."

Following a board meeting, The Loch Lomond Steamship Company vowed to fight on. "We believe so much in the project and what it can do



PS *Maid of the Loch*, which was ordered in 1950 by the British Transport Commission, owner of the newly nationalised railway network. It is likely to remain moored at Balloch Pier for several more years after the Heritage Lottery Fund snub.

for the area, that we will not let this get in our way. It's a setback, but we will have to come up with a different route," said John.

The setback follows the refusal of the HLF to back plans to expand the National Railway Museum in York and to develop a new museum at Leicester North on the Great Central Railway.

**Hunslet 'Austerity' 0-6-0ST
Wimblebury, visiting from
the Foxfield Railway, is seen
on the Balm Road Branch.
MARK SMITHERS**



Middleton colliery remembered at gala

THE anniversary of the closure of Middleton Broom Pit 50 years ago was marked with the Last Coals to Leeds gala over the weekend of September 29-30 at the city's Middleton Railway.

A popular attraction was Hunslet Austerity 0-6-0ST No. 3839 of 1956 *Wimblebury*, visiting West Yorkshire from the Foxfield Railway.

Wimblebury is the latest Austerity to work at the heritage line during

the preservation era – fellow Foxfield resident *Whiston* having visited in 2004 and Quainton-based NCB No. 66 (No. 3890 of 1964) and No. 19 (No. 3818 of 1954) from the Bo'ness & Kinneil during the Hunslet 150 event in 2015.

Resident Hudswell Clarke 0-6-0ST No. 1544 of 1924 *Slough Estates No. 3* lost its Slough Trading Estate identity beneath vinyl transfers to become sister engine No. 3 *Nineteen Fifty Four*

(1872/1954), the last steam locomotive ordered, and indeed used, at Broom Colliery.

The line's Manning, Wardle L class 0-6-0ST 1601 of 1903 *Matthew Murray* was repainted green and renamed *Forward* after NCB Yorkshire Main classmate No. 1690.

Appropriate wagons were not forgotten either. They included a five-plank open in pre-NCB Middleton

Colliery livery, now numbered 50 to mark this event; a flat wagon in Middleton Colliery livery; a Dogfish hopper wagon, now in NCB livery; and a 13-ton open wagon in bauxite livery, as used in the 1958 special train to mark 200 years of the line.

A limited edition run of 50 model wagons numbered '50' to match the newly overhauled wagon are on sale in railway's shop for £16.50.

Millers Dale viaduct refurbishment under way

By Brian Sharpe

WORK commenced on August 19 to refurbish one of the two steel viaducts at Millers Dale on the Midland Railway route between Buxton and Matlock.

The work is being carried out by Amco on behalf of Historic Rail Estates of York and includes grit blasting, painting and replacement of steel components throughout the structure.

The work is expected to take 19 weeks,

with tree roots and other vegetation also having been removed from the stone section near the former station.

The two parallel viaducts remain in place on the route, which was closed by BR in June 1968. The route is now a popular footpath and cycleway between Blackwell Mill and Haddon, although Peak Rail, which operates the section from Matlock to Rowsley, still holds long-term plans to reinstate the railway between Rowsley and Buxton.



Work in progress on the refurbishment of one of the Millers Dale viaducts.
BRIAN SHARPE

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

Heritagetrailway.co.uk **39**

'Blue King' passes blastpipe and draughting tests by the sea

GWR 4-6-0 No. 6023 *King Edward II* has successfully passed tests on its new blastpipe and modified draughting during its extended summer loan period to the Dartmouth Steam Railway.

Great Western Society engineers carried out the tests over the weekend of September 29-30.

The 'Blue King' successfully handled a 420-ton load comprising 11 coaches plus a 'dead' Class 25 diesel out of Kingswear and also managed a pull-away from Greenway Halt from a standing start without difficulty.

Originally No. 6023 was planned to



GWR 4-6-0 No. 6023 *King Edward II* heads above the landmark Goodrington Sands beach huts back to Paignton during its blastpipe and draughting trials on September 29. GWS

operate mainly during the shoulder season in September and at two special occasions.

However, due to the failure of one of the Dartmouth Steam Railway locomotives, No. 6023 has ended

up operating just under 60 days and continuously since early August with the exception of two days. It has covered around 3300 miles.

GWS chairman Richard Croucher said: "We would like to thank the

Dartmouth Steam Railway for giving us the opportunity to work the King to its full potential – we may not have been able to climb Hemerdon or Dainton this time, but Greenway bank was a good substitute."

Bo'ness Stanier 8F to be given name *Sir William McAlpine*

By Robin Jones

REPATRIATED War Department and Turkish State Railways Stanier 8F 2-8-0 No. 45170 is to be named *Sir William McAlpine* in honour of one of the greatest preservationists of all time.

Sir William, who died in hospital from sepsis on March 4, was president of locomotive owner the Scottish Railway Preservation Society.

New SRPS chairman Steve Humphreys said: "We were very proud to have Sir William as our president. He was a steadfast supporter of our society, quite apart from his considerable

support to the heritage railway movement generally.

"Lady McAlpine was elected as an honorary vice-president of the society at our recent annual general meeting. We are very grateful to Lady McAlpine for agreeing that we may name 8F 45170 after Sir William. It will be a tangible reminder for us all of a great man and a great friend."

Plans are being developed to hold an official naming ceremony for the under-restoration No. 45170 at its Bo'ness & Kinneil Railway home in March or April 2019.

The SRPS 8F appeal has been one of

its most successful campaigns, but far more needs to be raised before it can steam again.

Project Leader Mark Ashmole said: "The locomotive's tender has already been stripped and brought into the running shed for overhaul. Investigation works to date indicate that the tender is in a much better condition than originally anticipated. A new smokebox door is due to arrive imminently and it is hoped that the tender wheels will be dispatched in the coming weeks to be retired."

Lady Judy McAlpine said: "Sir William was proud of his involvement in the

SRPS and was quite proprietorial about it! We always enjoyed our visits, though in recent years they were less frequent than he would have liked. I was very honoured to be asked to keep the McAlpine flag flying with the SRPS and will do what I can to help. I am in awe of the way they raise funds and get the work done and I am looking forward to seeing *Sir William McAlpine* in steam!"

→ Anyone who would like to donate to the restoration is invited to visit www.srpssteam.com/8f-45170/8f-appeal/ or make donations online to <https://mydonate.bt.com/events/stanier8f/190986>

Irish Halloween and Santa theme specials on the way

By Cedric Johns

THE Railway Preservation Society of Ireland begins its build-up to the festive season with Halloween-themed steam specials operating from Belfast and Dublin.

On October 28, the 'Broomstick Belle' departs Belfast Central and runs alongside the shores of Belfast Lough heading for Whitehead and its railway museum. Passengers are invited to wear Halloween costumes and enter into the spirit of the occasion, with spooky goody bags for children.

Not to be outdone, 'The Haunted Express' leaves Dublin Connolly on Monday, October 29, for a trip to Maynooth and return.

Two trains are booked to depart

from Belfast and Dublin on both days. Perhaps frustratingly, motive power for these trains is rarely given, but it is likely that the excursions from Belfast will be either worked by Great Northern Railway (Ireland) V 4-4-0 No. 85 *Merlin*, or the recently-outshopped GNR(I) Q 4-4-0 No. 131. The trains from Dublin may be hauled by Connolly-based Northern Counties W 2-6-4T No. 4 or Great Southern 2-6-0 No. 461.

Santa specials from Dublin have been posted to run on Saturdays and Sundays on the weekends of December 1/2, 8/9 and 15/16.

The Santa specials will run from Dublin to Maynooth and return.

Tickets include selection boxes for children, music and singing, mince pies and a bar service.



The UK's first Hyperloop pod (pictured), a 170mph train catapult and an Elizabeth Line test station are among the highlights of a new exhibition opening at the National Railway Museum in York. Called *Testing*, the free exhibition is running until April 28 and it explores innovation and engineering in the rail industry, bringing people face to face with technology from major projects such as Crossrail and HS2. The exhibition invites people to go behind the scenes and to step inside the laboratories and test stations where new ideas and rail technologies are put through their paces. NRM

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From the US to Wales via the First World War western front: Daniel Owen Jones on the footplate of Baldwin 4-6-0T No. 590 at Dinas Junction in 1923. Jones was traffic superintendent for the North Wales Narrow Gauge Railways leading up to it ending services in 1922, but when this photograph was taken a year later he was stationmaster for the Welsh Highland Railway at Dinas Junction. No. 590 was built by Baldwin Locomotive Works in Philadelphia in March 1917 for the UK War Department and operated behind the western front. After the end of the conflict it was overhauled by W G Bagnall of Stafford and bought by the WHR for £240, arriving there in July 1923 and being scrapped in 1942. Behind is *Little Giant*, an 0-4-0STT built by George England & Co of south-east London in 1867. WHRHG COLLECTION

Unearthed: the era when a top railwayman earned 71p a day

By Geoff Courtney

IN AN era in which a £50,000 annual basic salary is commonplace for train drivers – those at Virgin Trains are paid up to £63,000, or more than £1200 a week – it is fascinating to see the wages of drivers and lower-ranked employees on the minor railways of early 20th century Britain.

Research revealed by Dave Rogerson in the September issue of the Welsh Highland Railway Heritage Group's quarterly magazine has unearthed a paysheet listing the earnings of the North Wales Narrow Gauge Railways' 20 employees in May 1922, shortly before the 1ft 11½in gauge railway, which ran for nine miles from Dinas Junction to Rhyd Ddu with a short branch to Bryngwyn, ceased operations prior to being incorporated into the WHR.

1922 paysheet

The NWNGR paysheet unearthed by Dave is for the fortnight ending May 24, 1922, by which time passenger services had ceased, leaving just limited freight operations, mainly on the branch from Tryfan Junction to Bryngwyn for slate quarry traffic, although there was also a service to Rhyd Ddu at the southern end of the line.

The paysheet shows a total wages bill of £87 7s 10d (plus £2 4s 4d company insurance contributions), with the largest amount of £8 10s for the two weeks going to Daniel Owen Jones, the traffic superintendent, followed by yard foreman Thomas Richard Thomas at £7 2s. These two were the only staff who worked the full 12 working days in that fortnight, with 16 of the others working

for nine days and another two, Tom Morris and W L Jones, a loader, not at all, and thus receiving no pay.

Tom Morris was originally a guard, but in the absence of passenger trains, which had ceased in 1916, his role was described in the 1922 paysheet as "general" but this did not save him from having no work at all in the fortnight.

The top daily pay rate was the 14s 2d (71p) earned by traffic superintendent Daniel Jones, a rate that, rather surprisingly, was also paid to fitter Albert Bailey, while other daily rates ranged from 11s 10d (59p) down to a mere 4s 4d (21½p), this last rate being paid to W Thomas, assistant to the blacksmith, a wage that resulted in him being paid just £1 19s for his nine days.

Other roles that are listed include booking clerk, six loaders, two drivers – but no firemen – fitter, ganger, platelayer, carpenter and blacksmith, while additionally Dafydd Lloyd Hughes is listed at Bryngwyn, where he organised the slate traffic, and Myfanwy Williams, almost certainly the only female employee, at 'Snowdon', an alternative name for Rhyd Ddu.

Dave speculates that, with two drivers, Willie Hugh Williams and John Williams, on the payroll but no fireman, this pair operated one engine in steam together.

The rates of pay are obviously a world away from today's railwaymen, but they represent a huge leap from that paid to some of the same employees 13 years before. Further research by Dave has shown that in 1909, daily rates ranged from a peak of 4s 4d down to 2s 6d (12½p), this latter rate being paid to platelayer Samuel Williams.

Dave said: "The 1922 payroll represents

the NWNGR reduced to its bare bones as it was approaching its end and operating a freight-only service. It might also represent the last period of operation before the line was refurbished and it became the Welsh Highland Railway. The refurbishment was due to finish by May 21, but passenger services would not be resumed until July 31."

Railway staff lives

He said that he first recognised the existence of the railway in about 1952, when he saw the imprint of sleepers on the old trackbed of the closed WHR while walking with his mother from Waunfawr to their holiday destination at Plas y Nant. He said that memory stayed with him

until the start of the restoration of the railway, and he visited a number of times to assist with the work, which led to the railway reopening as a heritage line in the late 20th century. He subsequently began online census research to create a family tree, and on joining the Welsh Highland Railway Heritage Group, he realised how little was known about the lives of the railwaymen who had operated the line.

"I decided to find out, for myself really, and there seemed so much to say I have continued," he told *Heritage Railway*. "With censuses available from only 1841 to 1911, the years of the NWNGR from the opening in 1877 are, to me, interesting."

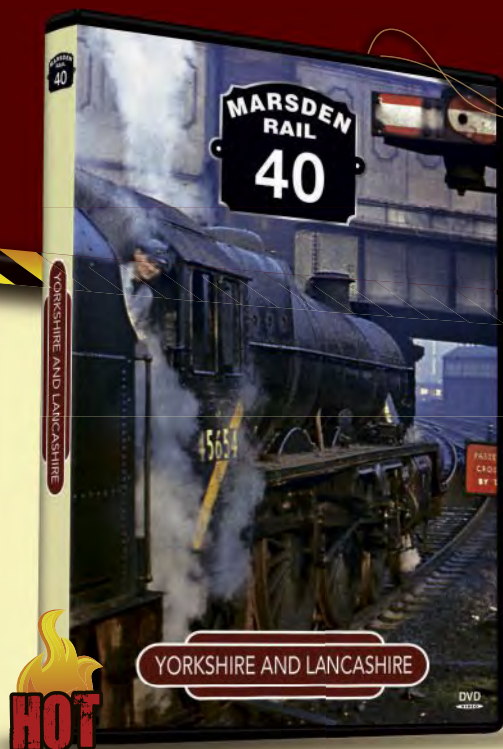


Donor locomotive: One of the North Wales Narrow Gauge Railways' fleet was *Snowdon Ranger*, seen here at Dinas Junction in 1909. Built by Vulcan Foundry in 1875, the single Fairlie 0-6-4T, which had received a new boiler and firebox in 1902 and new frames in 1908, was scrapped in about 1913 and some of its components were used in repairs to its stablemate, Vulcan single Fairlie *Moel Tryfan*.

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NEW DVD

This DVD will be launched at
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 on 24th/25th November.

Compiled from film taken in the 1950s and 1960s, this fascinating journey from Yorkshire's West Riding to the industrial heart of Lancashire features a variety of secondary and main lines, at a time when the steam locomotive was an everyday sight.

The journey starts at Leeds in the mid-1960s, with Jubilees handling many of the services from City Station and film taken at the disused Holbeck Low and High-Level Stations showing a wide variety of locomotives working into Leeds' Central and City Stations.

Leeds is left behind using The Eight O'Clock Special, a film made in 1962 which covers the journey from Leeds Central to Bradford's Exchange Station in a matter of minutes. Mill Lane Junction on the climb out of Bradford's Exchange Station features next, a popular location from which to film the service trains and excursion traffic that operated from this now-closed station.

Eleven miles from Bradford is Mirfield, on the busy four-track Calder Valley Main Line and a short distance west of Mirfield was Heaton Lodge Junction. Here the Leeds 'New Line' and the route to Huddersfield left the Calder Valley Route with views in Huddersfield Station followed by film of the Standedge Railway Tunnels.

On crossing the Pennines, the first location is Rochdale, followed by Manchester's Exchange, Piccadilly and Victoria Stations, plus film taken at Newton Heath Depot which includes LYR Pug 51218, being prepared for a trip on the Manchester Ship Canal rail system. Of a similar vintage to this was former North Staffordshire Railway L-Class locomotive Number 2, filmed working at Walkden Colliery in 1965.

Leaving Manchester, the next location is Wigan Springs Branch Junction, followed by scenes around Bolton which include film of the infamous Chequerbent incline. Next is Preston, with views of the city's MPD, station and nearby Lostock Hall Depot, which together with Burnley's Rose Grove Depot were amongst the last operational British Railways' main line locomotive depots. Fascinating film captures the essence of a locomotive depot in the steam era.

Lostock Hall and Rose Grove Depots supplied locomotives for the numerous enthusiasts' specials that ran in the final months of the UK's mainland steam operations and several of these are featured at a variety of locations. The end came on the 11th August 1968 with the Fifteen Guinea Special, a working which marked the end of British Railways' main line steam operations and film of the special arriving at Carlisle and returning south over the Settle and Carlisle route brings the programme to a close.

Duration: 64 minutes Price: DVD £19.95 Code: MR040

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Marsden Rail 39: York and the North East

From a major railway city to an industrial hot-bed, this DVD rekindles the golden age of railways with a rich variety of steam traction, in traditional railway settings. The programme starts at York, with scenes at the busy station, nearby motive power depot and several of the city's yards which show a wide variety of engines at work, several of which dated from the time of the North Eastern Railway.

Duration: 76 mins Price: DVD £19.95 Code: MR039



Marsden Rail 38: Around Britain 1953 to 1967

No 38 in the Marsden Rail series takes the viewer on a journey around Britain between the years 1953 and 1967, with a rich variety of steam traction, in a traditional railway setting. The DVD features a unique mixture of railway traction spanning more than half a century as Victorian steam locos ran alongside first generation diesels and electric units during this fascinating period.

Duration: 75 mins Price: DVD £19.95 Code: MR038

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Mid-Hants Railway-based BR Ivatt 2MT 2-6-2T No. 41312 arrived on the South Devon Railway (SDR) on October 2 following its appearance at the successful September 27-30 West Somerset Railway autumn steam gala. The loco is at the SDR to provide steam cover for GWR pannier No. 6412, which is at the Battlefield Line on October 12/13, and because fellow 0-6-0PT No. 5786/L92 is awaiting completion of re-tubing. It was expected the Ivatt will stay on the line until October 16. No. 41312 is seen at the Royal Mile working the 11.30am service from Totnes Riverside to Buckfastleigh on October 3. A SDR spokesman said: "Many thanks to all our friends at the Mid-Hants and the West Somerset for making this possible." COLIN WALLACE

WSR 'troubleshooter' role for loco owner and businessman

By Robin Jones

LOCOMOTIVE owner and transport businessman Jonathan Jones Pratt has been appointed as acting chairman of the West Somerset Railway (WSR) plc for three months in order to tackle current financial problems.

The appointment, approved unanimously by the plc board, was made only 12 days after he was appointed a director, in the wake of long-serving popular volunteer and author Ian Coleby being asked to stand down as chairman, but remaining on the board.

Jonathan owns two GWR 4-6-0s: No. 4936 *Kinlet Hall* and No. 7027 *Thornbury Castle* (pictured on page 76), both of which are currently under overhaul at Tyseley Locomotive Works.

His company JJP Holdings operates a number of commercial transport activities in north Somerset and other areas of the county.

Jonathan was appointed after a plc board demand that the railway's current losses are tackled and costs, which have threatened to lead to redundancies, are cut. This follows a major downturn in business.

A WSR plc statement said: "The key appointment was made by the plc board in order to provide a period of stability for the rest of this year whilst also providing a clear leadership focus for an agreed business recovery plan which is required

to both reduce costs and seek to improve visitor numbers."

Jonathan said: "I am both pleased and honoured to accept this position as WSR plc acting chairman and will readily embrace the role and the evident challenges which the railway faces.

"I aim to provide stability to the wider WSR family and also seek to ensure that we create a best practice culture from hereon. My ultimate aim is to not only protect the WSR, but also take our team together on a journey of recovery to better times and success after a downturn in our business recently in a turbulent marketplace.

"I am under no illusions that there are many challenges to be overcome, but every effort will be made with my personal commitment to ensure success and create a joined-up vision for the future of the entire railway.

"It's important that I and the plc board also thank our two principal support organisations, the West Somerset Railway Association and the West Somerset Steam Railway Trust.

"Both the WSRA and WSSRT have provided their full and public support to our recent initiatives in moving forward, and we look forward to working together in order to drive this great railway forward for the rest of 2018, into 2019 and beyond."

WSR general manager Paul Conibeare said: "I have known Jon for a number of

years on the railway where he serves as a volunteer engineman, and look forward to working with him over the weeks and months ahead on many issues, including our visit by the Office of Rail & Road.

"His appointment is welcome news, and he will not only bring a fresh injection of youthful energy and enthusiasm to our board, but also has solid business skills too which will assist us in dealing with the complex issues and various challenges we face.

"Jonathan's expected main focus will be to help drive forward a business recovery plan for the plc in developing more revenue and reducing costs from hereon, so that our superb railway can be enjoyed to the full by our visitors, volunteers and staff into the future."

The plc board also discussed the need to make a long-term appointment as chairman, and so will advertise for a suitable and permanent candidate.

The plc board statement continued: "In recognising that the WSR is facing a number of issues over the next few months, the board will be initiating staff consultation meetings in early November in order to push forward an improved culture of wider communication with WSR personnel, and so work collectively in dealing with business challenges.

"The resignation of Bill Knell as a director for personal reasons was also accepted by the board with regret and he was thanked for his professional help

and advice in assisting with a number of HR issues currently facing the WSR wider railway family."

Despite concerns about the line's current financial situation, visitor numbers are up this year, including those from the hugely successful autumn steam gala (see pages 28 and 29).

Paul added: "The WSR is up 4.3% on passenger numbers to the end of September at 151,529 after a mixed season. The high summer heat drove people to the beaches, but traffic eventually picked up after a lot of hard work, also aided by the very popular first-ever 1940s gala and the weather cooling down somewhat and the onset of autumn."

A WSR spokesman added: "Jon Jones Pratt's recent appointment has been warmly welcomed by many WSR volunteers and publicly by both the WSRA and WSSRT. The plc board currently comprises seven members in Jon Jones Pratt, Paul Conibeare, Ian Coleby, Richard Maw, Ric Auger, Frank Courtney and Rodney Greenway.

"As the WSR plc's new acting chairman, Mr Jones Pratt is understandably reviewing the overall position facing the railway and establishing all of the relevant facts.

"As a result, he does not wish to comment further on recent events at this time, but will be happy to do so once the full position is understood."

New fundraising club aims to boost 'Sandringham' project

A GROUP bidding to build a new LNER Gresley B17 4-6-0 has appealed for supporters to join its latest fundraising initiative.

The B17 Steam Locomotive Trust was established with the aim of constructing No. 61673 *Spirit of Sandringham*. Within a short while, the design on the static frame had started and in June a significant milestone was achieved when the static mainframe was assembled, and is now at Llangollen.

A spokesman said: "For us in the trust this represents tangible proof that we have a real locomotive on our hands!"

The trust, which aims to run the B17 in the East Anglian heartland of the class, has now launched the 61673 Constructors Club – which can be joined for a total cost of £616.73 per unit, payable in monthly instalments over

three years or as a single sum. It is open to both trust members and non-members alike.

On full payment of the first unit, contributors to the club will receive recognition and privileges, including a transferrable invitation to buy a seat reservation on one of the inaugural runs, a 61673 Constructors Club badge, a personal 61673 Constructors Club certificate, a replica makers plate, your name on the 'roll of honour' (subject to consent), regular updates on manufacturing progress, and a photograph of your chosen B17.

The first of a class of 73 appeared in 1928 and the last was withdrawn in 1960.

→ Visit www.b17steamloco.com, email b17slt@googlegroups.com, call 07527 670436 or write to the trust, c/o 171 Clifton Road, Sheffield, Beds SG17 5AG.

Big food festival set for Toddington

THE Gloucestershire Warwickshire Railway's October 20-21 third Cotswolds Food and Drink Fayre at Toddington and Winchcombe stations is set to be the biggest yet.

The line will run an enhanced Green timetable with steam and diesel railcar services (see www.gwsr.com), with the first departure from Cheltenham

Racecourse at 9.45am. A shuttle service will link Toddington and Winchcombe about every 30 minutes.

At Broadway, a Routemaster bus will link the village with the station, which opened on Good Friday.

The event features more than 50 food and drink exhibitors and runs from 10am to 4pm on each day.

Wirksworth mourns engineer Graham Walker

THE Ecclesbourne Valley Railway is in mourning following the death of the line's chief mechanical and electrical engineer Graham Walker, on October 5, following a short illness.

Graham Walker was born in 1945 and began an apprenticeship at Derby Loco Works Training School in 1959. He had many jobs in his career, ranging from fitter, to chargehand, rolling stock inspector and shift maintenance foreman at Toton, Derby and Nottingham. He finished his career at Derby Etches Park as shift production manager working for Intercity Midland Main Line.

Graham joined the EVR as the railway began to build up its fleet of DMUs, rolling stock and locomotives as he saw the railway as a worthwhile project to restore a service between Wirksworth and Duffield. Managing driver training on locomotives, Graham was the go-to person for traction-related issues, but his greatest strength was his personality.

EVR spokesman Neil Ferguson-Lee said: "Graham was a gentleman. Quietly spoken and always smiling, his patience and willingness to share knowledge was of benefit to the railway's young volunteers, who joined as raw recruits but then benefited from Graham's quiet advice and considerable reserves of knowledge. Several of the railway's



Graham Walker meets the Prince of Wales at Wirksworth in October 2015. EVR

younger volunteers have now begun careers in the railway industry thanks to Graham's quiet guidance."

Graham had the privilege of driving the EVR's own royal train in 2015 when Prince Charles travelled the whole of the line from Wirksworth to Duffield.

Just days before his passing, the EVR named Class 08 No. 08605 *G.R. Walker* in Graham's honour and although he was unable to attend, his sons Roger and Andy represented him.

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



Taff Vale Railway 02 class 0-6-2T No. 85 returned to the South Wales valleys for the first time in 91 years when it visited the Pontypool & Blaenavon Railway (PBR) for the September 14-16 annual steam gala. Built by Neilson Reid & Co. in 1899, No. 85 passed into GWR ownership at the Grouping of 1923 and was withdrawn as part of standardisation four years later. It was sold to the Lambton, Hetton & Joicey Colliery Co in County Durham, which was absorbed into the National Coal Board in 1947, and worked until 1968. Preserved at the Keighley & Worth Valley Railway, its last overhaul was completed in February 2016. It is seen on a 30742 Charters photo excursion at the PBR on September 17. ALISTAIR GRIEVE

Buckfastleigh marks Armistice with \$11.11 locomotive driving ticket

THE South Devon Railway's 'Driver for a Tenner' event in aid of the British Legion's annual Poppy Appeal will be running again on Saturday, November 10, at Buckfastleigh station.

However, with the centenary of the First World War Armistice taking place the following day, a revised increased charge of £11.11 has been introduced to

suitably mark the date and time of the Armistice signing at Compiègne, France in 1918.

It is planned there will be a number of associated events on the day, including military vehicles and RBL personnel on site.

Tickets are now on sale at <https://southdevonrailway.digitickets.co.uk/>

Gwili gala marks 40th anniversary

THE Gwili Steam Railway celebrated its 40th anniversary in style on October 6 – with a gala and a commemoration for one of the line's founding fathers. All available steam and diesel locomotives operated turns on the West Wales line during the event.

The gala also saw the last ever steam driving turn from the GR's founding

member and former chairman Alan Mayhew, who has retired at the age of 80. In recognition of his pivotal role in the line's history, he was presented with a selection of photographic prints of his adventures on the footplate.

Next year's gala will be held on June 22/23 and Hudswell Clarke 0-6-0T *Jennifer* will visit from Llangollen.

Bristol's Ashton Court Miniature Railway under threat of closure

BRISTOL'S popular Ashton Court Miniature Railway is under threat of closure as landowner Bristol City Council said that it may not be renewing the lease past the end of 2018 because it does not make enough money.

The attraction in the grounds of the Ashton Court Estate has been run by the Bristol Society of Model & Experimental Engineers since 1972 and has 5in and

7½in gauge tracks, each a third of a mile long. The Labour-controlled city council said that it wants to make more money from the site, but during a debate at City Hall on Tuesday, September 11, opposition councillors accused it of 'bullying' the charity which runs it.

A campaign to save the railway has now attracted thousands of supporters and enthusiasts have launched a petition.



A comparison of very different locomotives as the de Winton vertical-boilered *Chaloner* of 1877 leads 1912-built *Orenstein & Koppel* 0-4-0WT *P.C. Allen* over Shenley Hill Road on September 15, during the Leighton Buzzard Railway's steam gala. JAMES KINDRED

Heritagerrailway.co.uk **45**

LNER tops the bill at Pershore, but GWR makes its presence felt

WHILE the LNER will head the cast list at GW Railwayana's November 17 sale at Pershore, the GWR will make its presence felt with 10 nameplates, backed up by a Royal Scot flying the LMS flag.

As reported in *Heritage Railway* issue 244, nameplates from A3 Pacific No. 60103 *Flying Scotsman* and B2/B17 'Footballer' 4-6-0 No. 2871 *Manchester City* will be going under the hammer, but the GWR contingent will be doing its best to ensure the LNER doesn't get everything its own way.

In numerical order, this nameplate contingent will come from Nos. 359 *Hilda*, 1003 *County of Wilts*, 2921 *Saint Dunstan*, 3391 *Dominion of Canada*, 4903 *Astley Hall*, 4904 *Binnegar Hall*, 5054 *Earl of Ducie*, 5954 *Faendre Hall*, 6020 *King Henry IV* and 6809 *Burghclere Grange*, while the cabside numberplates from Nos. 359, 1003, 4903 and 6020 will also be on offer, in each case separately from its nameplate.

Starting with the smallest, No. 359 was an 0-6-0ST built by Hudswell Clarke in June 1917 for the Llanelli & Mynydd Mawr Railway, which was absorbed into the GWR in 1923. It retained its original number and name throughout its post-Grouping and BR career, and was withdrawn from Swansea's Danygraig shed (87C) in February 1954.

No. 1003 was built in October 1945 and withdrawn from Plymouth Laira (83D) in October 1962. No. 2921 entered traffic in September 1907 and was taken out of service in December 1946,



Bulldog No. 3391 started life as No. 3453 in January 1904 and was withdrawn in May 1948, and Nos. 4903 and 4904 – two of the earliest in the class – both emerged from Swindon in December 1928 and were withdrawn respectively from Worcester (85A) in October 1964 and Taunton (83B) in December 1963.

No. 5054 was a June 1936 product that ended its days in October 1964 when allocated to Gloucester Horton Road (85B). No. 5954 was built in December 1935 and withdrawn from St Philip's Marsh, Bristol (82B) in December 1963. No. 6020 was one of 10 in the class built in 1930, in May of that year, and withdrawn from Wolverhampton Stafford Road (84A) in the summer of 1962, and No. 6809 started its revenue-earning life

in September 1936 and ended it in July 1963 as a resident of Southall (81C).

Finally, representing the LMS is *The Lancer* from Henry Fowler-designed Royal Scot No. 46155, built at Derby in July 1930 and withdrawn from Carlisle Kingmoor (12A) in December 1964.

In addition to the cabside numberplates from Nos. 359, 1003, 4903 and 6020, other examples include 5037 from *Monmouth Castle*, and, as reported on page 14 of this issue, 111 from *The Great Bear*, which was built as the GWR's one and only Pacific locomotive in 1908 but 16 years later rebuilt as Castle class *Viscount Churchill* with the same number.

There is also a trio of cabsides carrying the GWR initials – 69, 399 and 3011 – and smokebox numberplates include 4925

from *Eynsham Hall*, 5042 from *Winchester Castle* and 45353 from an LMS 'Black 5' that was withdrawn from Preston's Lostock Hall depot (10D) on July 31, 1968, within days of the end of BR steam.

The totem selection features Wadebridge making its railwayana auction debut, and among the signs is a 'Beware of the trains' from the Bass brewery railway system in Burton and a Southern Railway direction sign for the Southampton station of Woolston, opened by the LSWR in 1866 which is still open and now a Grade II-listed building.

Two further items are a guard's pocket watch from the Vale of Clwyd Railway in North Wales that opened in October 1858 and was absorbed by the LNWR in July 1867, making this timepiece about 160 years old, and a 1907 GWR 3500-gallon Swindon tenderplate. The auction, at Pershore High School, starts at 10am.



Main line adds its weight to London transport sale

MAIN line railwayana is playing an increasing role in the thrice-yearly sales held by Transport Auctions of London, and this is illustrated by some of the lots that will be going under the hammer at the auction house's October 27 sale.

There will be totem and target station signs, early GWR maps, an original 1840 Bradshaw's guide, signalbox train registers, carriage prints, a London Tilbury & Southend line carriage diagram designed by George Dow that was issued by the

LMS in 1935, and a 1930s LNER horseshoe lamp tablet from Buckhurst Hill station in Essex, which became part of the Central Line in 1948.

Among the posters is a late 1940s/early 1950s BR Eastern Region 'London – see England by rail' example by the Scottish artist Frederick Donald Blake (1908-97), while London Underground items will include platform enamel signs, early Tube maps and poster maps. The sale is at Croydon Park Hotel and starts at 11am.



Live steam Class 9F leads the pack ahead of Castle and 'Black 5'

POWER came to the fore at Dreweatts' Transport Sale in Newbury on September 19, when a 5in gauge live steam model of a BR Standard Class 9F sold for £19,000. The exhibition quality model, which took 30 years to build, was of No. 92184, a January 1958 Swindon product that was withdrawn from Immingham (40B) in February 1965 after an all-too-brief life of seven years.

Behind the 2-10-0 at £15,000 was another 5in gauge live steam example, of GWR Castle class No. 7017 G.J.

Churchward built by gold medal winner Graham Hawkins of Bristol, closely pursued by 7¼in gauge LMS 'Black 5' No. 5041 (£14,000).

The GWR also came home in fourth and sixth places with a 5in gauge No. 6000 *King George V* (£6500) and a 3½in gauge Class 3800 4-4-0 No. 3834 *County of Somerset* (£4500), this pair sandwiching a 5in gauge GNR 4-2-2 Stirling single finished in polished brass and steel (£6000). Prices exclude buyer's premium of 24% (+ VAT).



Welcome to three newcomers after a difficult and poignant period for railwayana auctions

IT IS heartening to be able to welcome the arrival of new regular railwayana events after a year that has seen the permanent loss of two popular auctions due to the untimely deaths of Solent Railwayana's Nigel Maddock and Crewe's David Lewis, and the cancellation of one auction by Talisman Railwayana due to Roger Phipps' illness.

One of the newcomers, a biannual sale of lower-priced general railwayana which, as revealed in last month's column, has been launched by GW Railwayana and collector Julian Hanwell, has now been followed by announcements of a regular live ticket sale in central London and a railwayana and transport fair at the venue near

Southampton used for a number of years by Nigel.

The central London sale will be a ticket auction held by Great Central Railwayana, whose director Dave Jones has been interested in this form of collecting for many years. The first, at the Charing Cross Hotel on November 18, will mainly comprise a small proportion of the massive collection of the late Raymond Butt, although it will also include items being sold by other vendors.

"I have held about 12 such auctions on an occasional basis since 1986, but am now planning them to be more regular, two a year, probably in May and November," said Dave. "The railway

ticket market is currently pretty buoyant, and these live sales, which at this stage will be of railway tickets only, will be in addition to our four railway, tram and bus ticket postal auctions a year."

The sale, which starts at 11am, is expected to be of about 500 lots, and Great Central's Martin Quartermain will wield the hammer.

The transport fair is being organised by Tony Coomes, a 53-year-old former London Transport conductor and inspector, and his wife Debbie, who live near Chichester. It is being held on November 10 and will comprise about 25 railwayana, bus and London Underground stalls, with Tony reporting strong interest from railwayana dealers.

Half of each £3 entry fee will be donated to the British Heart Foundation in memory of Nigel Maddock, who Tony met a number of times. "Since the demise of Solent Railwayana's auctions there has been a gap in the market in our part of the country, and I thought it would be good to use the same venue for similar events," said Tony.

"I collect mostly London Transport items, but wanted to hold a railway and bus event to cater for both types of collector, so came up with the idea of a transport fair." The fair, which Tony and Debbie hope will be held twice-yearly, is on November 10 at Wickham Community Centre near Fareham, and opens at 10am.

Royal locomotive is a model winner

A 105-year-old gauge one model of former South Eastern & Chatham Railway royal train engine No. 516 sold for £1600 at a Hansons' railwayana and model trains auction at Etwell, near Derby, on September 3.

The model, which was sold with five carriages, was made by Bing of Germany in 1913 for Bassett-Lowke, and was based on a SECR Class E 4-4-0 built at Ashford in April 1908. As a new locomotive, it was exhibited at the six-month Franco-British Exhibition which opened in May that year in London, and was subsequently used on royal trains. It was numbered 31516 by BR and withdrawn from Ashford (74A) in September 1951.

The sale's leading railwayana realisation was £340 for a Midland Railway poster promoting the Orient Line to Australia via St Pancras for direct trains to Tilbury. It was the work of Elijah Albert Cox (1876-1955), a highly respected artist who also produced posters for London Underground and was a regular exhibitor at the Royal Academy. Prices exclude buyer's premium of 20% (+ VAT).

Coincidentally, a similar Bing gauge one model of the same SECR No. 516 as that sold at Hansons' auction went under the hammer at a Vectis

model train sale in Thornaby on September 21, realising £950. Top price in the auction was £1400 for SNCF 2-8-2 No. 141R 1106 made in O-gauge by Fulgurex of Switzerland. Prices exclude buyer's premium of 25% (inc VAT).



Journeys from the past for single-minded passengers

TICKETS from two railway companies that began operations within 16 months of each other in the mid-Victorian era will be among the highlights of Paddington Ticket Auctions' October 27 sale. The first is a Northampton & Banbury Junction Railway third-class single from Banbury to Blisworth, and the second another third-class single, issued by the Mawddwy Railway for a journey from Dinas, the northern terminus of the 6½-mile branch line, to Aberangell.

The Banbury-Blisworth ticket is dated February 1914 and carries the NBJR initials, despite the line, which opened in May 1866, having been taken over by the Stratford-upon-Avon & Midland Junction Railway nearly four years earlier, in July 1910 – an example of a railway company using up old stock. The Mawddwy Railway, located in mid-Wales, opened in September 1867 and was absorbed into the GWR in 1922.

A ticket from the ever-popular Lynton & Barnstaple Railway will also be going under the hammer, this having been issued in August 1922 for yet another third-class single journey, from Parracombe Halt to Blackmoor. The auction, at The Royal National Hotel in central London, starts at 11am.

Scottish totem in pole position at Thirsk

ALTHOUGH six North Eastern Region station totem signs went well at Thirsk Railwayana Auctions' September 22 sale, it was the light blue of Scotland that won the day, when a Boat of Garten example went for £3900. This quiet station boasted an engine sub-shed which was at the centre of a railway mystery in the 1950/60s involving Highland Railway C class No. 54398 *Ben Alder*.

This 1898-built 4-4-0 languished at Boat of Garten for many years after being withdrawn by BR in March 1953, apparently destined for official preservation, but that was not to be, for in May 1966, more than 13 years after it had been taken out of service, it was cut up, much to the bewilderment of the nascent preservation movement of the time.

Behind Boat of Garten came six North Eastern Region totems – Ripon (£2400), Harrogate (£2200), Leeds City (£2050), Starbeck (£1800), Thirsk (£1700), and Pannal (£1650). Ahead of these, however, was the smokebox numberplate from LNER A4 Pacific No. 60031 *Golden Plover*, which realised £2900. Prices exclude buyer's premium of 10% (+ VAT).

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No. 46100 *Royal Scot* is seen at Dowles on September 21 during a lucky burst of sun in a rain storm. ANDREW BELL

WEST COAST SUPER POWER TAKES OVER SEVERN VALLEY

This year's Severn Valley Railway's September 20-23 autumn steam gala has been described as the event of the year, featuring no less than three express passenger locomotives in *Royal Scot*, *Duchess of Sutherland* and *Britannia*. A fortnight later, the GWR cross-county route played host to a fourth generation of raw West Coast Main Line super power, with the October 4-6 diesel gala marking the 50th anniversary of the Class 50s, reports **Robin Jones**.

Just one of the special guests at the Severn Valley Railway's autumn steam gala booked for this year's showpiece event would have been a big crowd puller in itself.

However, the gala featured two iconic locomotives making their comebacks after overhaul and repairs – LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* and BR Standard Pacific No. 70000 *Britannia*. Add those to LMS Princess Royal 4-6-0 No. 46100 *Royal Scot*, and you had three generations of West Coast Main Line super power!

Not only that, but the high-profile gala also had a sub plot, with two centenarians showing

their worth in the year of their 100th birthdays – NER Q6 0-8-0 No. 63395 from the North Yorkshire Moors Railway, which had never been this far south before – and home-based GWR 2-8-0 No. 2857.

Numbers 20% up

Despite some patchy weather, the eagerly-awaited steam gala drew more than 6300 visitors – 20% up on the corresponding event last year – with visitors from all over Britain travelling to the line to see railway heritage at its finest.

Over and above the intensive daytime timetable, Friday and Saturday night's all-night running gave passengers the chance to experience the sights and sounds

of the Severn Valley after dark. Trains ran continuously from the Friday morning until the Sunday evening.

Christopher Vine, author of the Peter's Railway series, carried out book signings at the Engine House Visitor Centre over the weekend and talked to young enthusiasts.

Britannia was once a resident on the Severn Valley. It returned to steam there and was based on the line until 1981. Back then, it never made it into Kidderminster Town station, as the line was not extended there until 1984.

Royal Scot made its first visit to the SVR in 2015, when it guested at the Golden Jubilee Autumn Steam Gala, hauling its first passenger trains following an

extensive overhaul. SVR events co-ordinator Lewis Maddox said: "Despite the rain over the duration of the gala, our platforms and trains were busy with passengers who had braved the weather to come and enjoy this really special celebration of steam."

"A very popular and photogenic visiting line-up certainly helped to draw the crowds, and we're sure that passengers were able to capture some great shots of these striking engines in action."

Main line test run

The gala guest appearance doubled up as a running-in session for *Britannia*. After the gala, the Pacific stayed on to haul service





Princess Coronation Pacific
No. 6233 *Duchess of Sutherland*
works under Bewdley South
bracket signal on September 23.
JED BENNETT



No. 70000 *Britannia* catches the sunlight as it passes through the woods at
Trimpley on September 23. KENNY FELSTEAD



Centenarian GWR heavy freight 2-8-0 No. 2857 passes Tenbury Wall north of
Bewdley on September 23. JOHN TITLOW



GWR 0-6-0PT No. 7714 crosses Falling Sands Viaduct on September 21. As reported in *HR* issue 240, a £275,000 appeal to fund essential repairs needed to save the 141-year-old landmark red-brick 132-yard viaduct which spans the Staffordshire & Worcestershire Canal half a mile from Kidderminster is being backed by *Heritage Railway* and our sister title *The Railway Magazine*. JOHN TITLOW

“Despite some patchy weather, the eagerly-awaited steam gala drew more than 6300 visitors – 20% up on the corresponding event last year – with visitors from all over Britain travelling to the line to see railway heritage at its finest.”



This stunning night scene of Port Talbot Railway/ GWR 0-6-0ST No. 813 with a rake of GWR carriages at Arley station was captured on September 23. DAVID STUBBINGS



Under a leaden sky, Princess Coronation Pacific No. 6233 *Duchess of Sutherland* approaches Foley Park Tunnel on September 21. KARL HEATH



GWR Collett 0-4-2T No. 1450 and matching auto-coach No. 178 passes Rifle Range with a local shuttle on September 23. JOHN TITLOW



No. 70000 *Britannia* departs Hampton Loade with the ‘Red Dragon’ on September 21. JOHN TITLOW



Visiting from the North Yorkshire Moors Railway, Q6 No. 63395 leaves Bewdley Tunnel with a service for Bridgnorth on September 21. IAN DIXON



trains, clocking up its mileage in order to quality for its eagerly-awaited return to the main line.

A spokesman for owner the Royal Scot Locomotive & General Trust said: "We are pleased to announce that following the successful testing and running-in on the SVR throughout September, *Britannia* will once again return to the main line on October 18 by undertaking a light locomotive test run from Kidderminster to Crewe. Upon the satisfactory completion of this, its first loaded test run will then take place on October 19.

"All being well, *Britannia* is then scheduled to feature on our Saphos Trains trips in December where it will be hauling its first main line passenger tours for a number of years. This will be confirmed nearer the time of the first trip.

"This is all subject to the fitness-to-run exams being passed successfully and that if any unforeseen issues or problems are found by our engineers with the test runs or back at our base in Crewe these plans could be subject to change."

According to previous reports, the 4-6-2 still needs a loaded main line proving run in order that its running qualities can be assessed in terms of vibration levels hopefully dampened by the fitting of new axle bearings.

Until *Britannia* is cleared for passenger traffic, Locomotive Services are reduced to a pair of steam engines, *Royal Scot* and

No. 34052 *Lord Dowding* (34046 *Braunton*) to work the remaining Saphos Trains excursions this year. The remaining trips rostered for steam are the Welsh Borders Christmas Express', December 2 and the 'Pennine Moors Christmas Express' on December 8.

Now that the 'Brit' is out of the works, attention is being focused on A2 4-6-2 No. 60532 *Blue Peter* as a matter of priority, leaving GWR 4-6-0 No. 5029 *Nunney Castle* on the back burner.

Meanwhile work on 'Black Five' No. 45231 continues at Southall.

The next assignment for *Duchess of Sutherland*, now repainted in its original LMS crimson lake livery following a major £130,000 overhaul by its owner, the Princess Royal Class Locomotive Trust, was a first-ever visit to the Swanage Railway's October 12-14 autumn steam gala.

'Hoover' power

The Severn Valley steam gala was followed a fortnight later by an event supported by our sister titles, *The Railway Magazine* and *Rail Express* – a three-day Class 50 Golden Jubilee celebration, marking the next phase in West Coast Main Line traction.

Built by English Electric at the Vulcan Foundry in Newton-le-Willows between 1967-8, the BR Class 50 was a class of 50 diesel locomotives designed to haul passenger trains at 100mph.



Bulleid West Country light Pacific No. 34027 *Taw Valley* waits for the road to clear on the 11pm light engine path to Bridgnorth on September 21. JED BENNETT



No. 46100 *Royal Scot* prepares to depart Bewdley with an evening service on September 22. KENNY FELSTEAD

At first, they were engaged on express passenger trains on the then non-electrified section of the WCML between Crewe and Scotland. Initially, numbered D400-449 and known as English Electric Type 4s, they became Class 50 in the TOPS renumbering of 1973. They were nicknamed 'Hoovers' by rail enthusiasts because of the distinctive sound made by the dynamic braking resistor cooling fan arrangement.

Once the electrification from Crewe to Glasgow was completed, the locomotives were moved to the South West to allow the retirement of the remaining Western Region diesel-hydraulic locomotives then in use.

At first, the class was taken on a 10-year lease from English Electric, but all of them were subsequently bought outright by BR.

As trains in the region moved to Class 125 InterCity High Speed Train operation from 1976, the Class 50s were switched to hauling trains between Waterloo and Exeter St Davids, and also trains from to Hereford and Worcester via Oxford. Class members were steadily retired from service in the late Eighties and early Nineties as their services moved to operation by second-generation DMUs.

Setting a new heritage era record?

Out of 50 Class 50s built, a total of 18 – 36% of the entire class – were saved from the scrapyard, bought by preservation groups or other private owners.

And the Class 50 Jubilee gala showcased no less than 11 of them. That is a strong contender for the biggest number of locomotives from a single class to gather together at a heritage event.



After the steam gala, *Britannia* remained on the SVR for running in, hauling regular timetabled trains, prior to its main line test run. On September 29, the sun had dipped below the horizon creating a wonderful afterglow as No. 70000 passes Rifle Range. JOHN TITLOW



Making its first passenger runs since 2004, No. 50033 *Glorious*, carrying graffiti from all the enthusiasts who tagged it for a fiver to raise money for its repaint, approaches Bewdley with a local from Kidderminster on October 4. KENNY FELSTEAD



Hanson Rail's No. 50008 *Thunderer* approaches Bewdley with a demonstration freight on October 4. KENNY FELSTEAD

In attendance were Nos. 50007 *Hercules*, 50008 *Thunderer*, 50015 *Valiant*, 50017 *Royal Oak*, 50026 *Indomitable*, 50031 *Hood*, 50033 *Glorious*, 50035 *Ark Royal*, 50044 *Exeter*, 50049 *Defiance* and 50050 *Fearless*.

All of them ran apart from No. 50026 *Indomitable*, which suffered problems with its power unit in the preceding week, which could not be resolved in time for the gala.

However, there was a plus side to this, as No. 500026 was used as a static exhibit with a

difference. Guided by volunteers from both the 50026 group and various other diesel groups at the SVR, visitors were able to take tours of the locomotive – a rare opportunity.

Of the 50s in attendance, Nos. 50007, 50031, 50035, 50044 and 50049 are based on the SVR in the care of the Class 50 Alliance.

The railway was delighted with the public response to the diesel gala, which exceeded all expectations, despite poor weather on the Saturday.

The total of 3574 visitors was described by an SVR spokesman as "truly impressive" bearing in mind the target based on previous experience, was 2500.

A hugely successful Class 50 Alliance fundraising idea involving No. 50033 *Glorious*, which is still awaiting its new £10,000 paintwork, was to invite visitors to 'tag' it with marker pens for £5 a time.

A test run to Highley and back saw £195 collected from people taking pictures of No. 50033 to tag it. A photographers' night

An October 3 evening photographic event at Kidderminster sees Nos. 50049 *Defiance*, 50015 *Valiant*, the unpainted 50033 *Glorious*, 50050 *Fearless*, 50035 *Ark Royal* and 50031 *Hood*. STEVE DONALD





Running as scrapped sister No. 50006 Neptune, No. 50007 Hercules departs Highley for Kidderminster. KENNY FELSTEAD

shoot on Kidderminster diesel depot on the Wednesday before the gala saw another £340 collected from tagging.

On the first morning of the gala, another £440 was raised at Kidderminster by tagging *Glorious*. As the day went on, the sum rose as more people loved the idea of putting their names on the 50 and also remembering their friends and lost family members. The idea was popular with children too.

The side windows of the locomotive were removed and a

letterbox-type hole was installed for people to donate.

It may have looked tatty, but during the gala period, £3460 was raised through the tagging of the locomotive.

During the winter, the bodysides will be further prepared to allow No. 50033 to be painted off site at a professional paint shop. The body needs to be free of any rust, heavy corrosion, or old body filler which prevent the new paint from adhering. **HR**

→ Additional reporting: Cedric Johns.



Reissue Moquette Available

2018 REISSUE OF 1960S' HOLDSWORTH DESIGN AVAILABLE – EX STOCK

Actually a bus design, but reminiscent of BR styles of the period.
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This low-down angle shows off the two of the line's iconic locomotives – Garratts Nos. 138 and 143 – at the head of a nine-car train at Dinas, complete with a bogie tank wagon, on September 15. GARETH EVANS

WELSH HIGHLAND AT 21

Gareth Evans reports on the Super-Power 2018 gala, which celebrated the start of Welsh Highland trains between Dinas and Caernarfon in 1997 – and he also gains a look inside the line's impressive new northern terminus



It's staggering to think 21 years have elapsed since the rebirth of the Welsh Highland Railway from the Caernarfon end. For some of us, the attraction and excitement remains as strong as ever for this beautifully scenic 2ft-gauge line, which runs through the heart of Snowdonia, with its powerful Garratt steam locomotives and comfortable bogie carriages.

The anniversary of the start of Ffestiniog & Welsh Highland Railway (F&WHR) services between Caernarfon and Dinas was celebrated at the Super-Power 2018 gala over the weekend of September 14-16.

The star attraction was undoubtedly 2-4-2T *Lyn*, the replica Lynton & Barnstaple Railway Baldwin.

Top-and-tailed with Single Fairlie

Taliesin, *Lyn* operated shuttle trains with three heritage F&WHR carriages.

Feedback from crews was positive, with some looking forward to the locomotive's return in due course.

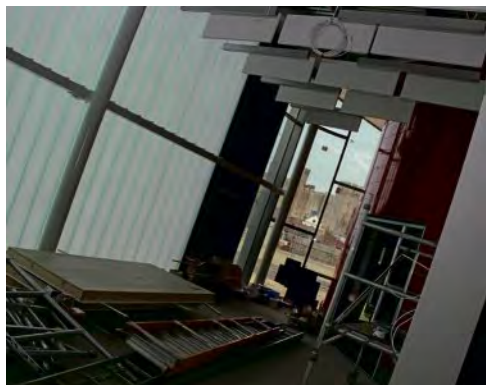
Other locomotives in traffic included Double Fairlies *David Lloyd George* and *Myrddin Emrys*, as well as Garratts Nos. 87, 138 and 143.



The striking modern design of the new Caernarfon station building. The need to keep the station height below a level so as not to impact on the view from the cottages above is apparent in this view, taken on September 30. The coach bay is located out of shot to the right. PAUL LEWIN



Room has been left between the building and wall to allow future reinstatement of the track through the tunnel. The location of a sewer means track can be laid, but a building cannot be constructed on top of the formation. GARETH EVANS



Inside Caernarfon station: Looking from what will be a shop and booking office towards the main entrance. The red tiles on the right decorate the rotunda. GARETH EVANS



Will this be the finest view from a railway cafe in the British Isles? Visitors will be able to take in the distinctive shape of Caernarfon Castle while enjoying their refreshments. GARETH EVANS



Replica Lynton & Barnstaple Railway *Lyn* waits in the platform at Dinas with a shuttle for Waunfawr as Double Fairlie *David Lloyd George* arrives with a train for Caernarfon. GARETH EVANS

Visitors could sample a ride in a 'bugbox' carriage behind Quarry Hunslet 0-4-0ST *Lilla* at Dinas, while a footplate ride could be enjoyed on another Quarry Hunslet, *Hugh Napier*.

A model show at Dinas included the impressive 009 Bron Hebog layout, based on the WHR, as well as a display of live steam articulated locomotives.

Members of the public were given their first look inside the striking new £2.3million station building at Caernarfon. Visitors were invited to judge a shortlist of paintings which will be used for the railway's posters. The art work was displayed inside the exhibition area of the new building, which will allow passengers to wait in the dry in due course.

'Green' terminal

Since services began in October 1997, WHR trains have run from temporary facilities in Caernarfon. Construction of the new terminal started in February 2017 – and it is now hoped the building will be completed in time for the Santa trains in December.

"We're a tourist attraction first and foremost – every pound we earn keeps the railway healthy and successful," explained Paul Lewin, F&WHR general manager, as he gave *Heritage Railway* a tour of the new facilities.

"We've got to be up to modern tourist standards, but that doesn't necessarily mean we lose our character – and that's important. We're still a railway, we're still something different. We're not 'just' another tourist attraction – we've got to do both things.

"People coming here expect quality loos and a decent cafe and to get out on the railway. This station has to cope with 300 people at a time easily. That means lots of loos and plenty of covered space. We know the weather here in Snowdonia can be wet at times and people don't want to be shoehorned into a small space. Therefore, we've designed this with a big open space to look after our customers."

Paul added: "The space is limited by the site – it never was a big footprint. We couldn't buy any more land and we're just outside the flood zone, which extends up to the pavement. We've made the most of what we have. When the architects came here, we were stood in what was a car park and I said we want this view – the castle."

That view can be soaked up from the shop and cafe, which will offer additional seating upstairs.

The coffee shop pays homage to the engineering firm once based across the road from the station which supplied the slate industry with machinery, including locomotives. It will be called bi-lingually (English/Welsh) Café De Winton/Caffi De Winton.

"I think this will be the best view from any railway cafe – or even any coffee shop in Caernarfon," Paul enthused.

At the heart of the structure is a rotunda, with a big glass roof above it, which will let in a wealth of light into what will be the main entrance hall to the building. It is hoped to put a locomotive in there, something Paul described as "work in progress".

Why the modern design?

Paul explained: "This building has to meet the BREEAM, the environmental standard which states you have to have certain insulation, be energy efficient, be accessible for all and so on, so it's to the very highest of standards. It's one of the reasons why it's very difficult to build an old style building while meeting the required standards.

"The event space is an unheated area. Instead of having a platform with a canopy, we decided to enclose the space. It's like King's Cross, Euston and Paddington. The shops and cafe are heated but the remainder is not. It's a way of being energy efficient and large, empty spaces don't need to be heated.

"Vertical strips of cast glass have a blue-green tinge, which we wanted to give a bit of colour to the interior. We have glass sections with an insulator down the middle, so it lets

Quarry Hunslet 0-4-OST experiences at Dinas: *Lilla* was operating a shuttle with the heritage four-wheeled 'bugbox' carriages, while footplate rides could be enjoyed up to the carriage shed on *Hugh Napier*. GARETH EVANS



Left: Waunfawr is the next major infrastructure project on the F&WHR. A new station building will be built on the foundations, which were laid when the line reopened. In this view taken from the footbridge, Fairlie David Lloyd George awaits departure with a train for Caernarfon on September 15. GARETH EVANS

Lyn attracts attention from enthusiasts at Waunfawr while at the head of the vintage train. The North American-designed locomotive looks perfectly at home in Snowdonia. GARETH EVANS

the light through but manages the heat well. Therefore, it doesn't become a greenhouse in summer and an ice box in winter. The building has a passive ventilation system.

"For a chunk of the year, artificial light will not be required. White blocks hang vertically from the ceiling, giving it a contemporary feel. The shop fittings will be all-glass, allowing the light to come in unhindered.

"The building has been designed to enable it to be scaled up or down, depending on the season, as a facility of this size has the potential to be resource-hungry."

There is space between the building and the retaining wall on the landward side of the structure.

Paul added: "The town's sewer runs underneath. We're not allowed to put a building over it, so we moved the sewer against the wall. We can lay track on top of it, however.

"If people ask whether we're going to relay the railway through the tunnel, this is the least of their worries. Yes, you can get into the tunnel – it's out the other side and beyond that's the problem, where there are lots of obstructions."

With accessibility being a key issue, the building will boast what is termed 'a changing places loo'. This allows a range of needs to be met.

The room includes a bed, a height-adjustable sink and a hoist which can be used as an aid for a carer or by an individual to help maintain their independence. Outside medical and leisure facilities, this is the first one in North Wales.

Another nice touch are the staff facilities,

which are located in the end 'nose' of the building, just outside the entrance to the platform.

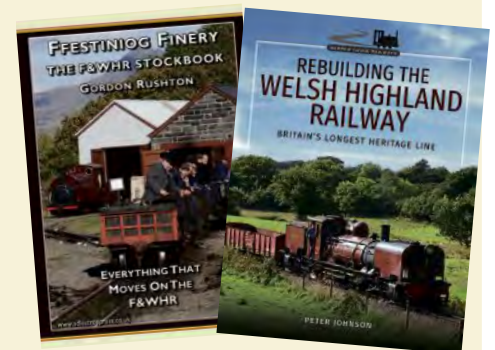
Not to be forgotten is the coach pick-up and drop-off bay on the road immediately outside, providing convenient access for group visitors.

HOT OFF THE PRESS: BOOKS LAUNCHED

COPIES of two newly published books relating to the F&WHR were on sale at the event.

Hot off the press were copies of the latest work by respected author Peter Johnson. Published by Pen & Sword, titled *Rebuilding The Welsh Highland Railway – Britain's Longest Heritage Line*, the book charts the railway's complicated history. It describes the events, including a court hearing, three public inquiries and a great deal of controversy, leading to the start of services between Caernarfon and Porthmadog. A postscript describes post-completion developments.

Gordon Rushton was also present at Super-Power signing copies of his newly published book, *Ffestiniog Finery – The F&WHR Stockbook – Everything that Moves on the F&WHR*. A former Ffestiniog Railway general manager, the author draws on his knowledge with this well-illustrated 336-page book, which as the title suggests, is effectively an encyclopaedia of the locomotive and rolling stock fleet.



It includes historical explanations which many readers may be unaware of, as well as a clue as to how things work, how they are used and a glimpse into the policy that is applied to them.

Drawings and maps help to explain things.

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

North Eastern Locomotive Preservation Group-owned J27 0-6-0 No. 65894 looks at home at the North Yorkshire Moors Railway in this attractive landscape scene, complete with cattle amid the spectacular scenery at Goathland on September 29. Captured during the NYMR's autumn steam gala, the train comprises an interesting variety of restored vehicles, including box vans, a cattle wagon, a milk tanker, a Lowmac carrying visiting 2ft 3in gauge Talylllyn Railway No. 6 Douglas, coal hoppers and a 16T mineral wagon. CHRIS GEE





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The Churchward County Trust Founders' Club has already financed the purchase and cutting of the main frame plates for new-build GWR 'County' 4-4-0 No. 3840 *County of Montgomery*, but there is still some way to go before we have an assembled set of frames. We need your help to achieve this milestone. Entry into the Founders' Club is priced at £1,000 (payable in one lump sum or in eight payments of £125 by Standing Order), and membership comes with a string of incentives including:

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- Certificate of membership
- Your name on Roll of Honour
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- The first choice of new components to sponsor
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On Saturday, September 29, West Coast Railways operated the annual charter for the Lune Rivers Trust on a coast-to-coast itinerary from Carnforth to Scarborough and return. Hauled by Stanier 8F 2-8-0 No. 48151, the train was routed via the 'Little North Western' line to Hellifield and from there via the Midland mainline and Skipton to Leeds. Approaching Leeds, the train took the avoiding line from Whitehall Junction to Engine Shed Junction to join the Midland line to London, before joining NER metals and being routed through Castleford to Church Fenton and York. After a water stop at Church Fenton, the special is seen heading along the four-track main line towards York and crossing the River Wharfe at Ulleskelf. DAVID RODGERS

Faults and paintwork leave Steam Dreams short

By Cedric Johns

RECENT weeks have seen disruption to Steam Dreams' operations because of the non-availability of selected steam power booked for 'Cathedrals Express' trips, including the planned West Country double-header with *Flying Scotsman*.

Twenty-four hours before its scheduled Sunday, September 23, working, A4 No. 60009 *Union of South Africa* failed its fitness-to-run exam at Southall, resulting in the King's Cross-Cambridge-Norwich 'Cathedrals Express' running diesel-hauled throughout its trip.

By late September, it was obvious that due to overrunning overhaul work at Carnforth, B1 No. 61306 *Mayflower* was unavailable to take part as planned in the sell-out Plymouth-Penzance trip, double-heading with *Flying Scotsman* on October 6, LMS 'Black Five' No. 44871 substituting for David Buck's engine (Headline News pages 6 and 7). The Bluebell Railway was also forced to withdraw *Mayflower* from the roster for its October 12-14 Giants of Steam event, where it was booked to join No. 60009.

While the two-year overhaul of the B1 was completed in mid-September, a visit to the paint shop for a coat of LNER apple green reportedly ended in more frustration – as the paint failed to provide a stable finish. So the newly-applied paint was 'gunned' off, back to bare metal and the job restarted in early October. David was not available for comment.

However, Steam Dreams' Alan Pegler Farewell special from King's Cross to York behind *Flying Scotsman* on Saturday, October 13, is another sell-out.

Assuming it is back, the B1 will work

a 'Cathedrals Express' off the Bluebell Railway to Oxford and Worcester on Saturday, October 27. The train picks up at Sheffield Park and East Grinstead, before setting off via Guildford, Wokingham and Reading.

Steam Dreams' operations director Steve Newall, travelling on the Theale-Taunton leg of *Scotsman's* run down the Hants & Berks line to Taunton, said he was looking for a possible replacement engine should the B1 not be ready in time. One problem was finding an engine gauged for the approaches to East Grinstead, possibly a 'Black Five'.

The Christmas season begins with a trip from West Brompton to Gloucester's Victorian Christmas market, on Tuesday, November 20. Hauled by the B1, the train calls at Clapham Junction, Redhill, Reigate, Shalford and Guildford, while Cardiff is the destination on Thursday, November 22, behind No. 60009. Starting from Paddington, the 'Express' stops at Slough, Reading and Swindon.

A trip, to Bath and its Christmas market is booked to depart London Victoria on Tuesday, December 4, routed via pick-up points at Staines, Chertsey, Woking and Salisbury where planned train engine *Mayflower* will take on water. On Sunday, December 9, the B1 heads an 'Express' leaving King's Cross for Lincoln, picking up at Hertford North and Stevenage.

Steam Dreams' pre-Christmas programme has the B1 rostered to work no less than seven trains, the first of these to a new destination, Blenheim Palace, on Wednesday, December 12. Picking up at Hounslow, Staines, Bracknell and Reading, passengers arrive via a coach transfer at the palace following a special stop at Hanborough, the train continuing

onward to Cheltenham and Worcester.

The Mid-Hants Railway provides a key point for three trips. On Friday, December 14, a 'Cathedrals Express' departs Ashford International for Alresford and a carol service in the town's parish church.

The train stops at Charing, Maidstone East, Borough Green, Bromley South and Kensington Olympia.

A trip to Sherborne Abbey departs Alresford on Monday, December 17, calling at Alton, Farnham, Aldershot, Guildford, Petersfield, Havant and an alternative set down at Salisbury. Having deposited passengers at Sherborne, the train will run on for engine turning and servicing at the Yeovil Railway Centre.

Finally, the annual 'White Cliffs' luncheon train departs London Victoria and Bromley South for a run around Kent, including skirting the sea between Dover and Folkestone.

The 2019 season opens on Thursday, March 7 with a trip from London to Bath and Bristol, calling at Egham, Woking, Basingstoke and Salisbury, and on March 14, a 'Cathedrals Express' departs King's Cross to Lincoln and York. Passenger stops for this unusual double destination are booked for Potters Bar, Stevenage, Peterborough and Lincoln.

In another 'first' a train from Southend is scheduled to visit the Bluebell Railway on Saturday, March 23, picking up at Upminster and Barking. On Thursday, March 28, a B1-headed 'Cathedrals Express' starts out of West Brompton, calling at Clapham Junction, Cheam, Leatherhead, Dorking Main, Horsham, Pulborough and Chichester, destination Salisbury.

March 30 sees a trip from Euston to the Severn Valley Railway and/or Worcester.

Riley & Son (Railways) to run steam trips

By Cedric Johns

WELL KNOWN for his main line 'Thunderbird' exploits, and in particular providing motive power for Fort William-Mallaig 'Jacobite' services and recognised official custodian of A3 No. 60103 *Flying Scotsman*, Ian Riley is set to join the pressurised business of running organised railtours.

Operating under the title Ian Riley & Son (Railways) Limited, three trains are currently listed.

The first, 'The Citadel' runs from Manchester Piccadilly on Thursday, November 8 heading for Carlisle via Shap, returning over the Settle and Carlisle line.

The second departure of 'The Citadel' starts from Manchester on Saturday, November 10, running in the reverse direction of the previous train. Subject to confirmation, both trains will be worked by a pair of Ian's 'Black Fives'.

The third train, the 'Flying Scotsman Christmas Fellsman' featuring the A3 follows a similar path from Manchester to Carlisle via Shap.

Enquiries and ticket sales are being handled by West Coast Railways, as well as the operational aspects of each trip.

HERITAGE RAILWAY
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Vintage Trains reveals its big plans for the future as it becomes TOC

By Jonathan Webb

NINE months since it ran its last train, GWR Castle 4-6-0 No. 5043 *Earl of Mount Edgcumbe* on the 'Christmas White Rose' from Tyseley to York on December 16, Tyseley-based Vintage Trains has been granted an operating licence by the Office of Rail and Road, as reported in Headline News last issue.

The long delay in completing the process has meant that VT has not been able to launch the new TOC on its trademark 'Shakespeare Express' service as originally envisaged.

Although this hiatus was frustrating, and had an undoubted impact on cash flow, the company is placing that all behind itself and looking to the future with a host of exciting proposals that will encompass not only steam, but heritage diesels and other TOCs.

Commercial director Ben Mason explained that for quite a while prior to the decision by West Coast Railways to stop crewing VT's charters, Vintage Trains had been "quietly looking" at other companies to supply crews. Therefore, it seems likely that West Coast would have seen a sharp reduction in demand from VT in the near future anyway. This exploring of options had been, Ben emphasised, underway quite a while before the Wootton Bassett SPAD on March 7,

2015, when a West Coast driver passed a red signal protecting the junction shortly after a Great Western HST had passed through.

The main drive behind looking for alternative suppliers was a report by VT trustees that identified the biggest weakness in the business case was an over-reliance on one supplier. Surprisingly, due to its lack of vacuum brake locomotives, DB Cargo said that it had no objection in principle to operating charters on behalf of VT, but was concerned regarding what would happen in the rare case of a failure occurring and the train needing rescuing by a vacuum-braked locomotive. With the relatively local 'Shakespeare Express' this would be a much lesser problem, as VT would just need to conduct a fitness-to-run examination on Class 47 No. 47773 (formerly No. 47541 *The Queen Mother*) and make it ready, so that all that was required was for a driver to "push the button" and run to the stricken train.

The possibility of using Rail Operations Group was also looked at, even though it has no vacuum-braked stock, but in the finality it was decided that the best course of action was for VT to form its own TOC. Ben was adamant that VT has no desire to be as big as West Coast.

The move to form a TOC led to a

share issue being opened, with an aim of reaching £850,000 by the end of May this year. In fact, by May 31 the total raised stood at £857,000, which although very welcome, Ben explained "was not enough to bring the rolling stock up to the same standard as the steam locomotive pulling them."

With this in mind, the share issue was extended, with an end objective of raising £3 million. The money will not only be spent on refurbishing rolling stock, but to construct a storage and maintenance shed near Tyseley's signalbox. This will be a multi-purpose building for the storage and maintenance of locomotives and carriages. The eventual aim is to have enough serviceable carriages to enable two VT charters to run on the same day, something that is not currently possible, and to dispose of some Mk.2s.

Clun Castle on test

VT flagship locomotive No. 7029 *Clun Castle* is expected to commence test running in the near future. The test will initially consist of running up and down the short demonstration line within the VT site, before undertaking a light engine move to Whitlocks End, followed by a loaded test run to Stratford-upon-Avon, before a more demanding loaded test run on the Tyseley to Leicester circuit.

As highlighted on pages 78-81, *Earl of Mount Edgcumbe* made its last in-steam appearance at the Tyseley 50th anniversary open weekend on September 29-30, with its boiler ticket expiring on October 6. Staff said that a 10-month turnaround time is more than possible, due to the strict maintenance regime employed by VT, meaning that relatively little work is required when a locomotive is withdrawn for overhaul.

Tyseley's third Castle, No. 5080 *Defiant*, is still some way from steaming again and fundraising continues towards this aim.

Other locomotives on the horizon are GWR 4-6-0 No. 4936 *Kinlet Hall*, although nothing has been formally signed, handshakes have been exchanged, and unique BR Pacific No. 71000 *Duke of Gloucester*, which is currently under overhaul at Tyseley. There is an agreement in place, once the overhaul is completed, to run No. 71000 for 10 years.

VT chairman Michael Whitehouse said: "The Duke group pay us to maintain the locomotive and we pay them to hire it, so the money goes around in a circle".

When asked about the possibility of other high-profile locomotives, namely A3 No. 60103 *Flying Scotsman* and A1 No. 60163 *Tornado* hauling VT



LNER A4 Pacific No. 60009 *Union of South Africa* heads UK Railtours' 'The Talisman' past Stukeley, north of Huntingdon, on September 15. The A4 worked the train from King's Cross to Newcastle, substituting for A1 Pacific No. 60163 *Tornado*. The return working was in the hands of Deltic D9009 *Alycidon*. BRIAN SHARPE

**Vintage Trains' flagship GWR 4-6-0
No. 7029 *Clun Castle* will soon be
undertaking main line test runs. VT**

charters, Ben was guarded, saying only that both were "a possibility" should an approach be made to VT and it made commercial sense.

Ben was asked if VT had any ambition to expand into the heritage diesel charter market. He said: "We could sell one double-headed Class 37 tour a year, but is there enough demand to do it on a regular basis?"

He said that VT is in advanced talks with the Severn Valley Railway-based Fifty Fund over the use of Nos. 50007 *Hercules* and 50049 *Defiance* on the main line.

One of the biggest hurdles that any new TOC faces is one of attracting footplate crews. VT currently has six steam drivers and three diesel drivers. Its firemen include well-known faces such as Alastair Meanley, son of chief engineer Bob Meanley, and Dean Morris, both regulars on the shovel when VT charters were crewed by West Coast drivers.

Ray back on board

In the fullness of time Alastair and Dean will pass out as main line steam drivers. However, VT is keen to attract more people onto the footplate and has already launched a national recruitment campaign. Training the drivers will be well-respected main line driver Ray Churchill.



Now a sprightly 76, Ray, as we reported last month, has come out of retirement to take on the role, with renowned footplate inspector Gareth Jones recruited to pass them out. When VT runs its first charter, hopefully this autumn, passengers can expect to see Ray on the regulator, with Alastair firing.

Managing director Cath Bellamy explained that VT is very flexible regarding the hours offered to potential footplate staff, with options of full-time or part-time work available, including weekends only.

It was also emphasised that the TOC was willing to take on, for example, an 18-year-old and mentor him/her through the various links, such as cleaner, yard shunter and fireman, in order for them to qualify as a driver. Michael Whitehouse

said that there was no set time to go from a cleaner to a driver, as it would all depend on the aptitude and attitude of the individual.

In a move that could bring much hope to volunteers on heritage railways, Michael said that VT will also consider recruiting footplate staff whose only experience is on a preserved line. The thinking behind this is that they will already understand a lot of the basics, even if they have only ever driven or fired a locomotive at 25mph.

If all this becomes reality, Cath thinks VT will have the youngest main line steam crews in the country. Ben was at pains to point out that the current volunteers will continue to play an integral part in the business, acting as stewards etc.

Although VT sees its core business as

running steam charters, it has aspirations in other directions, such as mileage accumulation work. Ben said: "There is enough work out there to keep operators busy for the next three to four years." Cath outlined plans for VT to create a driving school for the rail industry at Tyseley.

Ben declined to be drawn on when and where to the first charter will run, beyond saying "sometime this autumn," but he praised Network Rail for its help and said that initially the routes that VT plans to operate over are the Cotswold, Leicester and Chester circuits, along with next year's 'Shakespeare Express'.

A jubilant Cath took delight in saying that it is her dream for VT to "lead from the front and protect main line steam", something that it clearly has the ability and the motivation to do.

One-coach railtour around Carnforth

By Brian Sharpe

ONE of the more unusual railtours of modern times will see a one-coach train covering as much of the extensive network of track in West Coast Railways' Carnforth base as possible.

The Branch Line Society runs an increasing number of unusual tours covering parts of Britain's railway system that other operators overlook.

The 'Carnforth Charity Charter Cracker' will run on Saturday, December 8 using a West Coast TSO coach topped and tailed by Class 03 No. 03196 and Class 08 No. 08485.

Two trains will run on that date, at 10.30am and 12pm, and the tours will last an hour each, covering as much track within the depot boundaries as is practical and safe on the day. Carnforth closed as a BR steam shed at the end of BR steam in August 1968, but was leased from BR initially by what was to become the Lakeside & Haverthwaite Railway and steam open days started to be held, with the venue acquiring the name Steamtown.

It was developed as a major steam centre with preserved steam engines returning to main line operation after 1972. Although Steamtown became the premier main line steam operating base in Britain, the upkeep of the extensive site to a standard suitable

for public access proved impossible. After closure to the public, the whole site was taken over by David Smith's West Coast Railway Company, which has operated steam and diesel excursions across the country since Privatisation of the BR system. It is an extensive site with a large amount of coaching stock, as well as steam and diesel locomotives. It should be possible for the tours to cover much of the depot's railway system, as three sets of coaches will be out on main line tours that day, two being Railway Touring Company Christmas steam excursions from King's Cross and York respectively.

While the Branch Line Society aims to cover rare track, the Preserved Locomotive Enthusiasts' Group aims to obtain haulage by the rarer motive power in the railway preservation movement. Limited to a maximum of 64 participants, these two tours are open only to members of the two organisations.

The fare is £50 and both trains are full. The tours are being operated to raise money for the Brooke Hospital for Animals and Compassion in World Farming.

Photography within the site will be permitted, but images may not be shared on social media or published in the railway press.



West Coast Railways Class 37 No. 37668 is seen towing BR Standard SMT 4-6-0 No. 73082 *Camelot* in light steam approaching Reading with the 5Z82 0842 East Grinstead Sidings to Bishops Lydeard move on September 18. It was the first time No. 73082 has been on the main line since it was withdrawn by BR in 1966 and also the first time it has ventured from the Bluebell Railway to any other heritage line, in this case the West Somerset Railway for its autumn steam gala. MARK V PIKE

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A4 battles delays to reach Swanage

A4 No. 60009 *Union of South Africa* worked the Railway Touring Company's 'The Swanage Belle' tour on September 13. It is seen passing through Eastleigh with the London Victoria to Swanage charter. MARK V PIKE

By Cedric Johns

WORKING the last of Railway Touring Company's south coast summer trains, 'The Swanage Belle', A4 4-6-2 No. 60009 *Union of South Africa*'s path was hit by operational problems that at one stage threatened the train's arrival at its destination on Thursday, September 13.

The day began with South Western Railway cancelling its eastbound Weymouth-Waterloo trains because of a signal failure in the Weymouth area.

With Network Rail on the site, the line between Weymouth and Bournemouth was closed and passengers were advised that services would be resumed in mid-morning, the time when the 'Belle'

had already departed from London Victoria for the Dorset coast.

Mid-morning arrived and with it an announcement that westbound Waterloo-Weymouth trains would be terminated at Bournemouth.

By now the 'Belle' was well on its way and with the clock ticking, the question of whether the special train would reach Swanage added to the troubled proceedings.

From RTC's point of view, Bournemouth would be an acceptable and convenient alternative and in any case some passengers had booked through to the cosmopolitan resort. As a bonus, the morning sun shone from bright blue skies.

Then came the news that Network Rail engineers had completed repairs and lines were reopened in both directions.

Eastbound trains began running to a hastily-amended timetable, but it was a different story with trains heading for Weymouth.

Half an hour behind schedule, the 'Belle' was caught up – and passed – by late-running services as South Western Railway control attempted to being matters to some sort of normality.

Having stopped at Beaulieu Road for water, three trains ran ahead of the 'Belle' as it restarted. The first was an empty coaching stock working – no doubt a stock positioning run – the second was a delayed departure from Waterloo, and

the third was a delayed stopper 'due to staff shortages'.

News of a broken down train at Waterloo added to the confusion, but nevertheless, *Union of South Africa* and its train kept moving in amongst disorganised South Western and Cross Country services, albeit coasting at around 50mph in the face of 'yellows'.

The 'Belle' reached Bournemouth 21min late and having been cleared to run on to Swanage via Branksome, Poole and Wareham, it finally arrived a credible 15min down.

It was a long day for the crews involved, the A4 leaving Southall at 5.38am on the Thursday and arriving back for disposal at 43min past midnight the following day.

'Pinza' to return to the Waverley Route 50 years after its closure

By Brian Sharpe

PATHFINDER Tours has announced details of the first Deltic-hauled railtour of 2019, which will see D9009 *Alycidon* running as scrapped sister D9007 *Pinza* on 'The Waverley Reunion' tour to Tweedbank, marking the 50th anniversary of the closure of the Waverley Route.

On January 5, 1969, the final weekend of public services, *Pinza* hauled the penultimate passenger train over the former North British Railway Waverley route between Edinburgh and Carlisle, a Railway Correspondence and Travel Society special from Leeds.

Starting from Birmingham New Street, the tour will make further pick-ups as far as Carlisle before continuing via Beattock to Edinburgh to take the section of the Waverley route as far as Tweedbank, reopened in 2015 as the Borders Railway.

Another diesel locomotive will return the train to Edinburgh via the Suburban Line for a two-hour break, before returning via Carstairs. As an alternative, passengers can alight at Carlisle on the outward run and join a pre-booked coach tour to Tweedbank running as close as practicable to the original trackbed of the Waverley Route with stops and an informative commentary.

West Coast runs four Santa specials

THE only main line tour promoter brave enough to run Santa specials on the main line, West Coast Railways, has set up a series of four festive trips, complete with the 'man in red' on board.

Commencing Sunday, November 25, the specials start from Lancaster and, after picking up at Carnforth, continue on a circular tour, taking in the Lune Valley, Wennington, Bentham, Clapham, Giggleswick, Settle Junction, Clitheroe and Blackburn.

During the trip adults will be served a hotpot, followed by mulled wine and mince pies, and children will receive a packed lunch, fruit and a cold drink.

In addition to Santa visiting each child with a gift, the train will also have a travelling magician providing entertainment to add to the occasion.

Following the November departure, the specials are set to run on Sundays

December 2, 9 and 16 – the latter having already sold out.

Although not officially confirmed, motive power is expected to be provided by Carnforth's 8F 2-8-0 No. 48151.

More immediately, the last 'Jacobite' train is due to run from Fort William to Mallaig during the week of October 22-26 with either 'Black Five' No. 45212 or No. 45407.

Then, on October 27, WC's 'Pendle Dalesman' is set to run from Doncaster to Carlisle.

On October 30, 'The Dalesman' is due to work a trip from York to Carlisle. The motive power for the trains is likely to be provided by Jubilees No. 45690 *Leander* or No. 45699 *Galatea*.

Due to operational reasons, WC will not be running festive trains from Fort William this December.



Deltic D9009 (55009) Alycidon leaves Garsdale in the evening with Pathfinder Tours' 'Deltic Deviator' from York to Carlisle and back on September 29. STUART BROWN

Railway Touring Company to run eight trips to Christmas markets and events

By Cedric Johns

THE Railway Touring Company has eight carol or shopping trips planned to run in December.

December 1 sees a new trip, 'The Plymouth Christmas Market', from Bristol Temple Meads to Plymouth.

Hauled by A4 4-6-2 No. 60009 *Union of South Africa*, the train offers a four-hour break in Plymouth.

On Thursday, December 6, the 'York Yuletide Express' leaves Norwich for York with the A4 to the fore, stopping for passengers at Wymondham, Attleborough, Thetford, Brandon, March and Peterborough, before heading up the East Coast Main Line to York.

The return journey sees Stanier 4-6-2 No. 46233 *Duchess of Sutherland* heading the train back as far as Peterborough, where a diesel will take over for the run back to Norwich.

Lincoln is the destination for RTC's next outing, 'The Lindum Fayre', which is booked for haulage by the *Duchess*

throughout on Saturday, December 8.

Setting out from King's Cross, the excursion calls at Potters Bar, Stevenage and Peterborough, and is routed via Spalding and Sleaford for Lincoln, where on arrival passengers have around five hours to browse around 280 market stalls.

Returning via Newark, the 4-6-2 will head up the main line to London by way of Grantham and Stoke Bank, setting down as appropriate.

Varied haulage

On Tuesday, December 11, 'The Sherborne Christmas Carol' trip gets away from London Victoria behind a 'Black Five' 4-6-0, probably No. 45212, bound for the fringes of Somerset, Sherborne and its abbey.

Calling at Staines, Woking and Basingstoke, a stop for water is also included at Salisbury and as an alternative destination.

At Wilton South the LMS 4-6-0 faces a steady 14-mile climb up though Tisbury to Semley, before dropping

down through Gillingham, threading Buckthorn Weston tunnel and passing Templecombe.

After the Sherborne stop, the 4-6-0 runs on for turning and servicing in the Yeovil Railway Centre's yard.

King's Cross to York on Saturday, December 15, sees the popular A4 leading 'The Christmas White Rose' down the East Coast Main Line, making calls at Stevenage, Huntingdon and Peterborough. Following four hours of leisure time in York, the train returns to King's Cross with *Duchess of Sutherland* leading the way.

Thursday, December 20, brings RTC's pre-Christmas programme to a close with the 'Christmas White Rose' departing Cambridge for York, stopping at Ely, March and Peterborough on the way.

Passengers are again given four hours in the city, before the 'White Rose' departs on its homeward journey. Steam is again provided by *Union of South Africa* in the morning and *Duchess of Sutherland* in the evening.

RTC announces its tours for early 2019

By Brian Sharpe

THE Railway Touring Company has announced details of its tours for the early part of 2019.

Following a similar programme to the last few years, the first train will be a 'Winter Cumbrian Mountain Express' on January 26, running from Manchester Victoria via Shap to Carlisle and returning via the Settle and Carlisle line. Motive power is expected to be one of the Carnforth Jubilee 4-6-0s, No. 45690 *Leander* or No. 45699 *Galatea*.

Further London-based 'WCMEs' will run on February 2, 23 and March 9. Class 86 electric No. 86259 *Les Ross* will handle the train from Euston to Carnforth, where steam takes over for the run over Shap,

returning via the S&C and Blackburn as far as Farington Junction. Motive power will be either a Jubilee of SR Merchant Navy Pacific No. 35018 *British India Line*.

Saturday, February 16 will see LNER A4 Pacific No. 60009 *Union of South Africa* heading the 'Cotswold Venturer' from Paddington to Worcester, out via Evesham and returning via Sapperton bank and Swindon.

On March 2 there will be a repeat of this year's 'High Peak Explorer' running from Carnforth to Buxton, then over the remains of the LNWR Ashbourne line as far as Hindlow, topped and tailed by two steam locomotives.

On the same date, *Union of South Africa* will be in charge of 'The Yorkshireman', steam-hauled one way from Ealing

Broadway to York, via Harringworth and the Erewash Valley line.

On March 16, one of Carnforth's Jubilees will take the 'Cumbrian Coast Express' south from Carlisle round the coast via Workington, Ravenglass and Grange-over-Sands. The train starts from Euston but timing constraints make it impracticable for the northbound section over Shap to also be steam-hauled.

Union of South Africa will be back in home territory on Saturday, March 23 for a run from York to Edinburgh and return, departing from York early in the morning. This will be one of the A4's last opportunities to show its paces on the East Coast Main Line – the route it was built for – before its main line ticket runs out.

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A wonderful sight in the Scottish Highlands: K1 2-6-0 No. 62005 waits to cross 'Black Five' No. 45157 at Glenfinnan station on September 12. DAVE COLLIER

Left: For the last run of this year's afternoon 'Jacobite' trips, Ian Riley's 'Black Five' ran minus its headboard. Instead, chalked on the front was '2Y68 - The Last One'. DAVE COLLIER

Tornado 'first' at Ferryhill

By Cedric Johns

THE A1 Steam Locomotive Trust's plans to run trains featuring Peppercorn 4-6-2 No. 60163 *Tornado* from Edinburgh to Aberdeen next year have led to a Scottish politician wanting to know why the excursions, marketed as 'The Aberdonian', will only run from the Scottish capital to the Granite City and not vice versa.

On September 26, MSP Lewis Macdonald (Labour, North East), asked at Holyrood: "What analysis has been carried out of the potential for developing steam train tourism on the east coast?"

Fiona Hyslop (SNP, Linlithgow), the cabinet secretary for culture, tourism and external affairs, replied: "A train journey around Scotland can be one of the best ways of admiring our stunning landscapes. There are already a number

of steam train routes across Scotland, including the Borders steam charters, which are now operated by the Scottish Railway Preservation Society. As recently as this month, the A1 Steam Locomotive Trust announced 'The Aberdonian', which is a brand new programme of five steam-hauled trains between Edinburgh and Aberdeen, which will launch in March 2019. The Scottish Government encourages requests from steam operators to visit Scotland."

Agreeing that the launch of 'The Aberdonian' was to be welcomed, Lewis enquired: "Do you agree that it would be even better if passengers were able to board at Aberdeen, as well as in Edinburgh, so that people from both ends of the country can take full advantage of this fantastic initiative?"

The minister replied: "My remit is wide,

but unfortunately it does not extend to the operation of railway timetables. However, the member makes a reasonable point and I will draw it to the attention of those who are operating the service."

Stuart McMillan (SNP, Greenock and Inverclyde) asked: "Would the cabinet secretary support the idea of a special one-day James Watt service involving Inverclyde and potentially the east coast to celebrate the bicentenary of the death of James Watt in August 2019?"

The cabinet secretary replied: "That is an interesting suggestion. I would strongly encourage potential operators to have early engagement with Network Rail, as the industry normally uses a planning horizon of at least nine months."

"I would be interested to hear of any proposals to recognise that important

bicentenary of the death of James Watt."

Prior to this, the trust's operations director, Graeme Bunker-James, had told the local press: "It is an Edinburgh to Aberdeen service. It is always a challenge that there just isn't the market at present to run the other way."

Picking up at Edinburgh Waverley and Haymarket stations, 'The Aberdonian' is booked to run on March 14, August 1, 8, 31 and September 7.

The key part of the plan to run trains to Aberdeen are the efforts of the Ferryhill Railway Trust. Trust chairman, Dr Jon Tyler, explained: "The refurbished 70ft turntable will be operating when *Tornado* makes its first appearance at Ferryhill on March 14.

"We will be offering full servicing facilities in completing the first phase of our plans to create a visitor centre based on the engine shed."

Graeme steps down as A1 operations director – but will remain a trustee

By Robin Jones

GRAEME Bunker-James, the popular operations director of The A1 Steam Locomotive Trust, has quit the post – but he will still remain very much involved.

Graeme said: "After almost 20 years of involvement, and 10 years of hands-on operating of *Tornado*, I wanted to step back earlier than now but it wasn't appropriate after the failure in April (see News, page 18).

"I have enjoyed my time, and achieved all there is and more. It

is, however, a commitment which totally dominates your life and there are other things I wish to achieve inside and outside the railway.

"I shall continue to serve as a trustee, and help guide the next generation, as well as taking a full role in the current and future projects the trust has in hand, such as the P2 and the V4, our own train and expanded base in Darlington.

"I have also agreed to serve on the Severn Valley Railway (Holdings) plc board as a director, as well as being vice-chairman of the Gresley

Society, which is not compatible with leading the operation of a main line locomotive full-time."

A trust statement said: "As The A1 Steam Locomotive Trust continues to grow, it is becoming increasingly important that the trustees are able to spend more of their available voluntary time in their oversight role.

"As such, there will be a number of changes to the board in the coming months as the roles of our existing trustees evolve and we seek to bring some new people on-board, particularly expanding

our capabilities in both engineering and operations.

"Graeme's service as operations director during *Tornado's* first 10 years in traffic has been invaluable and we are delighted he will continue as a trustee, especially inputting to our long-term development plans."

"The trust is working up its future plans for the operation of *Tornado* – and soon *Prince of Wales* – and all trustees are trying to ensure a smooth transition as we continue to grow and enhance and improve our new working practices."

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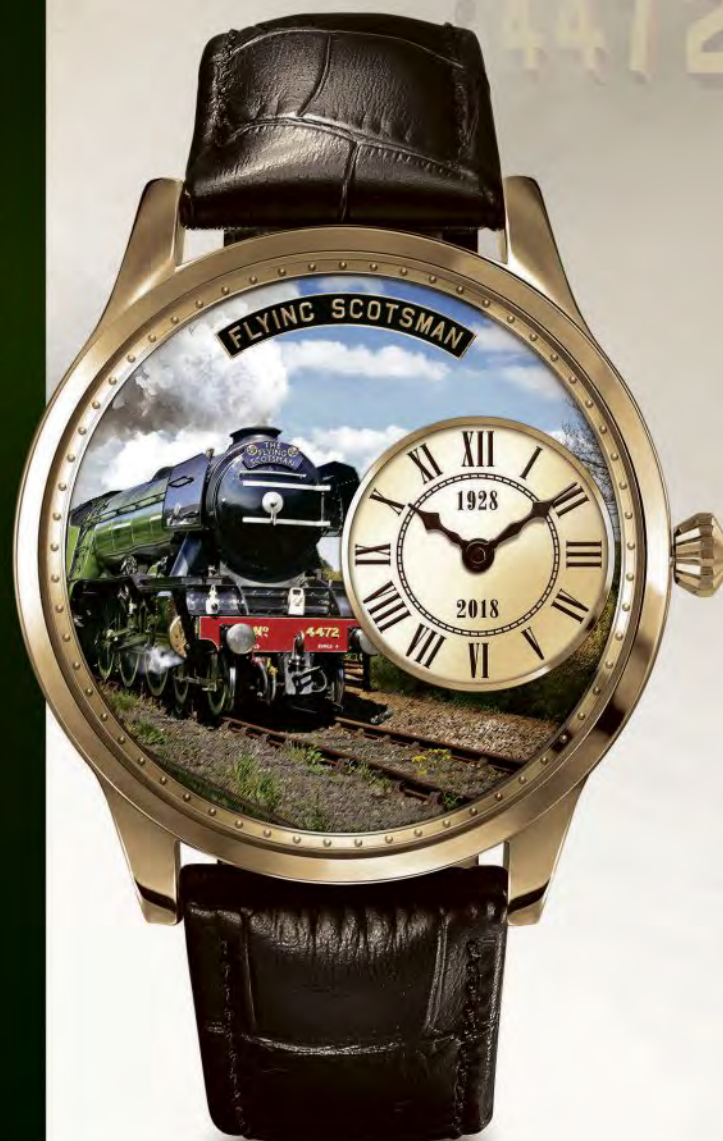
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K1 No. 62005 passes Beasdale Permanent Way hut, the ground around which has recently been cleared. The 2-6-0 is pictured working West Coast's 'Jacobite' on September 12, 2018 on the picturesque West Highland Line between Fort William and Mallaig. DAVE COLLIER

November

SAT 3: Excursion

Linlithgow, York.
Steam-hauled: Linlithgow, York, via Beattock Summit.
Loco: No. 60163 *Tornado*. SRPS

SAT 10: 'The Citadel'

Manchester Victoria, Carlisle & return.
Steam-hauled throughout.
Loco: Nos. 45212, 44871 or 45175 *The Glasgow Highlander*. IRT/WCR
SAT 17: 'The York Yuletide Express'
London Ealing Broadway, York & return.

Steam-hauled throughout.

Locos: No. 46233 *Duchess of Sutherland* and 60009 *Union of South Africa*. RTC

TUE 20: 'The Cathedrals Express'

West Brompton, Gloucester & return.
Steam-hauled throughout.

Loco: No. 61306 *Mayflower*. SD

THUR 22: 'The Cathedrals Express'

London Paddington, Cardiff & return.
Steam-hauled: London Paddington, Newport.

Loco: No. 60009 *Union of South Africa*. SD

SAT 24: 'The Chilterns and Downs'

London Paddington, Bicester, Oxford, Guildford, Reigate, Victoria.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

SAT 24: 'Bath Christmas Market'

London Paddington, Bath & return.
Steam-hauled throughout.

Loco: No. 60009 *Union of South Africa*. RTC

SUN 25: 'Santa Special'

Lancaster, Hellifield, Blackburn, Lancaster.
Steam-hauled throughout.

Loco: No. 48151. WCR

TUE 27: 'Christmas Sussex Belle'

London Victoria, Eastbourne, Hastings, Victoria.
Steam-hauled: Victoria, Eastbourne and Hastings, Victoria.

Locos: No. 45212 or 45305. RTC

THUR 29: 'The Winchester & Salisbury Christmas Markets'

London Victoria, Winchester, Salisbury & return.
Steam-hauled throughout.
Loco: No. 60009 *Union of South Africa*. RTC

Tour promoters

BEL	Belmond Pullman 0845 077 2222	SD	Steam Dreams 01483 209888
CAR	Carnforth Station Heritage Centre 01524 735165	ST	Saphos Trains 0800 038 5320
IRT/WCR	West Coast Railways 01524 737751	SMT	Statesman Trains 0845 3102458
PT	Pathfinder Tours 01453 835414	SRPS	Scottish Railway Preservation Society 0131 202 1033
RTC	Railway Touring Company 01553 661500	TEL	Torbay Express Ltd 01453 834477
		UKRT	UK Railtours 01438 715050

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WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW

Steam-hauled journeys over the fabled Settle and Carlisle line, behind a variety of locomotives, are the main focus of this month's column by **Don Benn**.

OVER the past year or more I have received from David Bradbury a lot of very detailed train running logs covering the work of various steam locomotives on the Settle and Carlisle line. I don't get to visit this line as much as I would like as whatever combination of trains I use to get to the Railway Touring Company's 'Cumbrian Mountain Express' or West Coast Railways 'The Dalesman', it involves a very long day. Indeed, the homework connections from the retired 'The Dalesman' are now such that the chances of not making it home the same day are fairly high! Therefore, this time I am using some of David's logs.

Table One contains detail of four runs from the Appleby restart to passing Ais Gill with three different locomotives, all demonstrating very good high power performances. The 1942-built LMS 8F No. 48151 had charge of 'The Dalesman' for much of the early part of 2017 and most of 2018. This reliable engine is ideally suited to the fierce gradients of the S&C and its 50mph maximum speed isn't unduly constraining in view of the line's overall 60 mph limit. Nor do 13-coach 500 ton trains hold any terrors, as the loco, though only weighing 72 tons, has a nominal tractive

effort of 32,440 lb. Therefore, I suppose it should not be a surprise to see that it was the fastest of the four runs away from the Appleby start and down the 1-in-176 to cross the river Eden over the viaduct at Ormside. The 43½ mph on the easier stretch after Crosby Garrett also demonstrated that No. 48151 could continue to produce a good power output, even above the optimum speed range for heavy freight engines. The performance tailed off slightly on the second half of the climb, but it was nevertheless a splendid effort by Steve Chipperfield and Bob Bullock.

Scots Guardsman excels

The second detail in Table One shows a fantastic effort by LMS class 7 No. 46115 *Scots Guardsman*, one of three very fine runs it produced in August 2017 just prior to withdrawal for overhaul. Mick Kelly made the fastest start of the three 'Scot' runs, all with 13 on for around 500 tons, but then eased the engine soon after Ormside which resulted in speed falling to 31 mph, before the exhaust noise increased around Crosby Garrett and from then on it was more than 14 minutes of total thrash. This produced the fastest time to Ais Gill of the three

'Scot' runs and by far the fastest in Table One, of 26 minutes 44 seconds, the schedule being 30 minutes. The power output on the final 1-in-100 from Milepost 262 to the top was in the region of 1850 edbh, a very high figure for a class 7 locomotive. *Scots Guardsman's* final run was on August 15, 2017 and with Ron Smith driving it produced another fine climb but not quite up to the standard of August 7.

To complete Table One, I have included two runs with LMS class 5XP No. 45699 *Galatea*, both with 11 coaches for 425/430 tons full and with the same footplate crew of Steve Chipperfield and Chris Holmes. I have a very high regard for this superb engine, which the team at Carnforth has now turned into a top class performer. I have commented before about the need to fire No. 45699 the correct way to produce the copious quantities of steam needed for the sort of very high quality runs shown in Table One. David Bradbury has also mentioned this in his notes saying that Steve Chipperfield and Chris Holmes seem to be the 'A' team of the Jubilee world and that Chris Holmes is the right one to fire them correctly. He has the ability to overcome their tendency to

be temperamental as indeed all narrow firebox engines can be at times. The run of February 24 was sound enough, but put into the shade by the recent one on September 4, which I suspect was prompted by an eight minute late start from Carlisle, though this was all but recovered by a splendid 43 minute 6 seconds time to Appleby, gaining seven minutes on the 50 minute schedule. David describes this as 'wall to wall solid blast', Jubilees sound like this if worked at all hard. The extraordinary run which followed to Ais Gill was probably because the engine and crew were all in the right mood to continue in the same way! Estimated edbh from Milepost 262 to 260 was around 1,300.

Nonstop with *Galatea* and *Hardy*

Table Two shows a nonstop run from Hellfield to Carlisle with No. 45699 also timed by David Bradbury. Class 37 diesel No. 37669 failed whilst working 'The Dalesman' from York and so the Hellfield departure was 66 minutes late. After a good climb to Ribbleshead, thereafter it was mainly a question of keeping to the speed limits. Twenty minutes were saved by omitting the Appleby stop and

TABLE ONE – APPLEBY TO AIS GILL

Date	July 3, 2017					August 7, 2017			February 24, 2018			September 4, 2018		
Train	'The Dalesman'					'The Dalesman'			1425 Carlisle to Euston			Dalesman		
Loco	LM 8F 2-8-0 No. 48151					M class 7 4-6-0 No. 46115			LM Class 5XP 4-6-0 No. 45699			LM Class 5XP 4-6-0 No. 45699		
						<i>Scots Guardsman</i>			<i>Galatea</i>			<i>Galatea</i>		
Load	13 for 474½ /500 tons					13 for 471 / 505 tons			11 for 405 / 430 tons			11 for 403½ /425 tons		
Driver	S Chipperfield					Mick Kelly			S Chipperfield			S Chipperfield		
Fireman	Bob Bullock					R Russell			C Holmes			C Holmes		
Recorder	David Bradbury					David Bradbury			David Bradbury			David Brabury		
Position	2nd coach of 13					2nd coach of 13			2nd coach of 11			2nd coach of 11		
	miles	gradient	mins	secs	speed	mins	secs	speed	mins	secs	speed	mins	secs	speed
Appleby	0.00	440R	00	00		00	00		00	00		00	00	
MP 276	1.27	176F	03	39	39	03	50	39	04	27	37½	03	46	39½
MP 275	2.27	Level	04	52	52½	05	02	54	05	40	53	04	57	55
MP 274	3.27	100R	06	05	47	06	14	47	06	51	49	06	07	49½
MP 273	4.27	100R	07	31	40	07	41	41	08	11	43½	07	27	43
MP 272	5.27	100R	09	14	32½	09	27	31	09	43	36½	09	00	36
MP 271	6.27	166R	10	59	35½	11	18	34½	11	17	39½	10	39	37
Crosby Garrett	7.52	200R	12	59	39	13	13	43	13	05	44	12	35	40½
Tunnel In	8.17	Level	13	56	43/43½	14	04	48/51½	13	55	47/50½	13	30	43/47
MP 268	9.27	100R	15	30	39	15	23	48½	15	16	47	14	57	44
MP 267	10.27	100R	17	16	31½	16	41	44½	16	4	38	16	23	38½
Kirkby Stephen	10.71	100R	18	05	31	17	16	43	17	26	34	17	07	37/36
MP 266	11.27	165R	19	11	32½	18	03	45	18	28	34½	18	04	37½
MP 265	12.27	100R	21	06	30	19	26	42½	20	19	30½	19	43	35
Birkett Tunnel	12.75	100R	22	05	29	20	07	40½	21	18	28½	20	32	34
MP 264	13.27	100R	23	13	28	20	55	40	22	26	28	21	30	32½
Mallerstang	14.02	330R	25	33	36½	22	00	43	23	54	33½	22	47	37½
MP 263	14.27	330R	25	09	35/36½	22	20	45½/47½	24	18	36/38	23	09	40/41½
MP 262	15.27	100R	26	52	32½	23	36	46	25	57	34½	24	38	39
MP 261	16.27	100R	28	54	28½	24	58	43½	27	53	30	26	16	36
MP 260	17.27	100R	31	13	24½	26	22	41½	29	57	28	28	00	33½
Ais Gill	17.52	Level	31	49		26	44	42	30	29	28½	28	27	34



A4 No. 60009 *Union of South Africa* is seen at King's Cross with the 7.55am to Newcastle on September 15, 2018. SANDY SMEATON

so the Carlisle arrival was just 22 minutes late in an overall time of 53 seconds under 100 minutes unchecked. The driver Mick Rawling commented that "he had really enjoyed the run today." Is this the fastest time since the end of steam in 1967? The 10.17am Leeds to Carlisle had an Appleby stop but the 9.05pm/9.20pm St Pancras to Glasgow was booked nonstop from Skipton and I have set out my run behind No. 45675 *Hardy* in August 1966 alongside the run with No. 45699. With just eight coaches, No. 45675 made lots of noise on the climb but was in poor condition and didn't exceed 70 mph throughout, being outclassed by *Galatea* with three coaches more.

While the vast majority of runs over the S&C are with ex LMS engines, Carnforth's latest protégé, Rebuilt Merchant Navy Class Pacific No. 35018 *British India Line* worked the southbound CME on May 12, 2018 and the run from Carlisle to Hellifield timed by my correspondent, also nonstop is detailed in Table Three. Carlisle departure was 20 minutes late and Mick Kelly piled on the power reaching a splendid 50 on the climb to Milepost 300¼. The class 8 locomotive also shows its strength on a superb climb to Ais Gill, surmounted at a minimum of 52½ mph – shades of No. 46229 in 1983 but with a much lighter load. Finally on the S&C is my run behind No. 34092 *City*

of *Wells* from February 6, 1982. On this grim and cold day there was single line working from Horton-in-Ribblesdale, where we collected a pilot man to Blea Moor signalbox where he was dropped without stopping! The train running requires little comment, but the run is worth including as a reminder of the early steam days over the S&C when some of the charters were electric loco-hauled Euston to Carnforth, then steam-hauled to Hellifield and by another steam loco to Carlisle and electric loco-hauled back to Euston. The day started at 7.35am and ended at 9.16pm, which was quite civilised. Food for thought for the future maybe, though I for one would not want to miss Shap.

'The Talisman'

Although this time my theme is the S&C, I could not resist including in Table Five details of a fine even time run behind No. 60009 *Union of South Africa*, selected from the log of the full run from King's Cross to Newcastle sent to me by Sandy Smeaton whose commentary follows:

"The *Talisman*' was originally to be worked by No.60163 *Tornado* on July 26, but the latter's failure on April 14 resulted in the tour's postponement with No. 60009 *Union of South Africa* replacing the A1. As John Cameron plans to retire his A4 when its ticket expires in spring 2019, this trip may well be 60009's last working from

TABLE TWO – HELLIFIELD TO CARLISLE

Date	Tuesday, August 28, 2018				Saturday, August 20, 1966		
Train	'The Dalesman'				9.20pm St Pancras to Glasgow		
Loco	Class 5XP 4-6-0 No. 45699 <i>Galatea</i>				Class 5XP 4-6-0 No. 45675 <i>Hardy</i>		
Load	11 coaches, 403½ tons tare 430 tons gross				8 coaches, 248 tons tare, 265 tons gross		
Crew	Mick Rawling and Bob Bullock				Not recorded		
Recorder	David Bradbury				Don Benn		
Position	2nd coach of 11				2 of 8		
Weather					Damp and cool		
	miles	mins	secs	speed	mins	secs	speed
Hellifield	0.00	00	00		00	00	50
Long Preston	1.23	03	35	38	01	24	54½
Settle Junction	3.25	05	58	60½	03	32	60½
Settle	5.21	09	10	48	05	46	48
Milepost 239	7.72	12	01	32	09	10	38
Helwith Bridge	9.22	14	59	30	11	54	35
Milepost 241½	9.97	16	45	38	13	21	40
Horton-in-Ribblesdale	11.26	18	27	35½	15	00	35½
Milepost 244	12.72	20	56	36	17	39	33
Selside	13.52	22	26	32	19	10	30
Milepost 246	14.72	24	41	30½	21	32	31½
Ribblehead	15.92	27	10	31	23	48	30
Blea Moor	17.21	29	52	26*	26	10	33
Blea Moor Tunnel	18.04	31	49	25½/43	27	45	30
Dent	22.12	38	39	30*	33	28	51½/48
Garsdale	25.40	42	54	55/52	37	21	56
Ais Gill	28.47	46	16	54/62½	41	05	45½
Milepost 262	30.72	48	35	56½/63	43	47	58
Mallerstang	31.97	49	49	61/64	45	02	63/60
Kirkby Stephen	35.30	53	11	59/64	48	13	66½/62½
Smardale Viaduct	37.40	55	11	61	50	13	67
Crosby Garrett	38.47	56	14	60	51	18	60
Griseburn	40.64	58	25	64/62	53	27	62½
Ormside	43.52	61	01	66	56	03	68/70½
Appleby	46.00	63	26	57½/56/63	58	44	51
Long Marton	48.93	66	21	59/53½	61	58	58/50
Culgaith	53.44	71	13	62	67	13	63
Langwathby	57.00	74	53	55½	70	45	60
Little Salkeld	58.43	76	22	61	72	06	68
Lazonby	61.33	79	18	56	74	47	62
Milepost 295	63.72	82	02	44½/57	77	14	53
Armthwaite	66.86	85	31	51/56	80	16	64/66½
Low House Crossing	68.42	87	17	51/48	81	45	57½
Cotehill	69.82	89	03	57/64	83	16	60
Cumwhinton	72.88	92	00	58	86	10	63
Scotby	74.08	93	10	64	87	30	59
					sigs stop		*0
Petteril Bridge Jct.	75.88	95	46		93	40	22
Carlisle	76.78	99	07		97	32	

*brakes or speed restriction
some location passing times have been estimated
from times at mileposts

Times from passing Hellifield at 50 mph
*brakes or speed restriction
net time 95 minutes



Bob Hart on the footplate of No. 60009 at Kings Cross prior to departure of the 7.55am to Newcastle on September 15, 2018. SANDY SMEATON

"As John Cameron plans to retire his A4 when its ticket expires in spring 2019, this trip may well be 60009's last working from King's Cross through to Newcastle..."

TABLE THREE – CARLISLE TO HELLIFIELD

Date	Saturday, May 12, 2018
Train	1425 Carlisle to Euston
Loco	Rblt MN class 4-6-2 No. 35018 <i>British India Line</i>
Load	11 coaches, 405½ tons tare 425 tons gross
Crew	Mick Kelly and Mike Middleton
Recorder	45581
Position	9th coach of 11

	miles	mins	secs	speed
Carlisle	0.00	00	00	
Petteril Bridge Jct.	0.90	04	40	
Scotby	2.70	08	04	35½/40½
Cumwhinton	3.90	10	11	40
Cotehill	6.96	13	49	50/48
Low House Crossing	8.36	15	38	51½/59
Armathwaite	9.92	17	16	53/58
Milepost 295	13.06	20	54	51½
Milepost 293½	14.56	22	23	65
Lazonby	15.45	23	14	61
Little Salkeld	18.35	26	14	56
Langwathby	19.78	27	53	52/59
Culgaith	23.34	31	36	57/59
Long Marton	27.85	36	20	58
Milepost 278	30.06	38	55	47
Appleby	30.78	39	47	53
Milepost 275	33.06	42	08	61
Ormside	33.26	42	20	60
Helm Tunnel	34.57	43	46	52
Milepost 272	36.06	45	31	48½
Crosby Garrett	38.31	48	07	55/61
Milepost 268	40.06	49	53	59
Milepost 267	41.06	50	58	54
Kirkby Stephen	41.48	51	26	53
Milepost 266	42.06	52	05	54
Milepost 265	43.06	53	12	53
Birkett Tunnel	43.53	53	44	53
Milepost 264	44.06	54	21	52
Milepost 263	45.06	56	27	57/57½
Milepost 262	46.06	56	31	56
Milepost 261	47.06	57	37	54
Milepost 260	48.06	58	44	53½
Ais Gill	48.31	59	01	52½/59½
Garsdale	51.38	62	16	55
Dent	54.66	66	53	32*
Blea Moor Tunnel	58.74	70	04	56/16½*
Ribblehead	60.86	77	57	26
Horton-in-Ribblesdale	65.52	83	48	55/43*
Settle	71.57	91	09	46*
Settle Junction	73.53	93	27	55½/*
Hellifield	76.78	100	25	

*brakes or speed restriction
some location passing times have been estimated
from times at mileposts



No. 34092 performs a run past at Appleby with the 'Cumbrian Mountain Pullman' February 6, 1982. DON BENN

Route Section	Driver	Fireman	Traction Inspector
KX-Peterborough	Paul Major	Wayne Thompson	Bob Hart
P'b'o-Carlton loop	"	Steve Hanczar	Jim Smith
Carlton loop-York	Steve Hanczar	Paul Major	"
York-Newcastle	"	Tony Jones	"

King's Cross through to Newcastle, if not quite its last departure from King's Cross.

"Class 66 diesel No. 66150 brought the empty stock with No. 60009 at the country end into Platform 1 and uncoupled. The A4's load was 11 coaches, 400 tons tare and about 440 gross (full from Peterborough). The DBS

crewing, as usual a team effort, is given in the table.

"I was seated in the last coach on the up side facing the rear, so the engine was rarely audible. The start out of the Cross was a minute late and we were routed initially on the down fast to Holloway Jct and then via the rather tortuous Down Goods line passing the



LMS Jubilee Class No. 45699 *Galatea* is seen near Scotby with the southbound 'Cumbrian Mountain Express' on February 24, 2018. SANDY SMEATON

TABLE FOUR – HELLFIELD TO GARSDALE

Date Saturday, February 6, 1982
 Train Cumbrian Mountain Pullman
 Loco WC class 4-6-2 No. 34092 *City of Wells*
 Load 10 coaches, 380½ tons tare 405 tons full
 Crew Not recorded
 Recorder Don Benn
 Position Not recorded
 Weather Rain

	miles	sched	mins	secs	speed
Hellfield	0.00	0.00	00	00	
Long Preston	1.23		03	05	48½
Settle Junction	3.25	7.00	05	25	60
Settle	5.21		07	48	43
Stainforth	6.97		10	53	30½
Milepost 239	7.72		12	43	24
Milepost 240	8.72		15	18	23½
Helwith Bridge	9.22		16	33	29
Milepost 242	10.72		19	08	36
Milepost 242½	11.12		20	40	0*
	11.12		21	46	
Horton-in-Ribblesdale	11.26	22.00	23	31	16
Milepost 243	11.72		25	14	22
Milepost 244	12.72		27	34	28
Selside	13.52		29	46	18* tsr
Milepost 247	15.72		35	48	25½
Ribblehead	15.92		36	20	24½
Milepost 248	16.72		38	10	24
Blea Moor	17.21	32.00	39	58	10*
Dent	22.12	56.00	49	22	49/42
Milepost 255	23.72		51	28	45/47½
Garsdale	25.40	67.00	54	56	

*brakes or speed restriction

west side of Finsbury Park, the Down Slow 2 and eventually to the Down Slow just before Alexandra Palace. Leaving Copenhagen Tunnel at 15 mph speed fell to eight at Holloway Jct, which I assume was due to the junction speed restriction and not slipping, as no rug was felt. It took us 16½ minutes to pass Alexandra Palace instead of the optimistic nine allowed and we consequently left the first pick-up at Potters Bar 7½ late. Meanwhile the 8am to Edinburgh, 8.03am to Leeds and 8.06am to Sunderland had all overtaken us before Potters Bar. The 22 minutes to the next pick-up at Stevenage was kept almost exactly. After the restart, 4½ minutes late, reaching 78½ mph just after Hitchin and running more or less at the 75 mph limit was enough to pass both Sandy and Huntingdon a minute early, despite a check before the latter, presumably for the 8.16am KX – Peterborough. The minimum on the short climb to Leys was 55½ from passing Huntingdon at 58½. The maximum before braking for the water stop at Connington (Holme in the schedule) was 72 mph.

"The restart from the water stop was punctual, but the tight 10 minutes allowed for the 8.5 miles to Peterborough were exceeded by 1½ minutes. The climb to Stoke is hampered by the junction restriction from the down Stamford to the down slow at Helpston Jct, passed at 26. No. 60009 accelerated to 62½ at MP91 after Essendine, falling to 56 at MP59. This represented an estimated 1,300 edbhp, hardly energetic for an A4, but enough to make us early at Stoke Jct, where we just avoided a dead stand to let the 9.48am KX-Hull, running two late, pass. The Hull train stopped at Grantham and caused us another check to 47 just before the station. Nothing higher than 74½ was reached before the Carlton loop water stop.

Even time to York

"The loop was left three late and the tight 14 minutes allowed for the 12.5 miles to Retford, including the climb to Markham, passed at 58, was exceeded by 2¾ minutes. The power output on the 1-in-200 to Markham, including a marginal acceleration, was about 1,220 edbhp. Down the other side, 78½ was reached at Grove Road LC. The minimum at Pipers Wood was 61, followed by a maximum of 75½ after Rossington and then an easing to 66 approaching Doncaster. Along the virtual level to York, the maximum was 78 at Balne. At Colton Jct we were checked to 43, before negotiating the ladder junction to the down Leeds line, stopping in York's

TABLE FIVE – CARLTON TO YORK

Date Saturday, September 15, 2018
 Train 0755 King's Cross to Newcastle
 Loco A4 class 4-6-2 No. 60009 *Union of South Africa*
 Load 11 coaches, 400 tons tare 440 tons gross
 Crew Steve Hanczar and Paul Major
 Recorder Sandy Smeaton
 Position 11th coach of 11
 Weather Sunny, becoming cloudy. Dry.

	miles	sched	mins	secs	speed
Carlton Loop	0.00	0.00	00	00	
Milepost 128	1.91		05	30	38
Milepost 130	3.91		08	18	47
Milepost 131	4.10		09	34	47½
Milepost 132	5.91		10	49	51½
Milepost 133	6.91		11	54	57½
Markham Summit	7.63		12	39	58
Askham Tunnel S	8.38		13	24	64
Eaton Road	10.46		15	11	76
Grove Road	11.38		15	52	78½
Retford	12.53	14.00	16	47	75½
Botany Bay LC	14.58		18	25	75/76
Sutton LC	15.61		19	15	73½
Ranskill LC	17.89		21	10	71
Scrooby Crossing	19.75		22	42	74
Bawtry	21.56		24	12	69½
Pipers Wood	23.26		25	44	61
Rossington LC	25.28		27	31	74½/75½
Milepost 154	27.91		29	44	66½
Doncaster	29.90	30.00	31	28	70
Arksey LC	31.94		33	08	77
Shaftholme Jct	34.20	36.00	34	55	77
Milepost 162	35.91		36	15	76½
Moss LC	36.94		37	03	76½/76
Milepost 165	38.91		38	37	76½
Balne LC	39.84		39	20	78
Heck	41.10		40	18	77½
Goole Rly UB	42.23		41	12	74½
Temple Hirst Jct	43.06	45.00	41	52	76
Milepost 171	44.91		43	21	75
Milepost 173	46.91		44	58	72½/74½
Hambleton N Jct	48.85		46	33	74
Milepost 177	50.91		48	13	73½
Milepost 179	52.91		49	52	74
Milepost 181	54.91		51	42	43* sigs
Colton Jct	56.90	55.00	54	18	52
Copmanthorpe	58.70		56	17	56½
Milepost 187	60.91		58	47	45½
Holgate Jct	62.04		60	53	22½*
York	62.29	60.00	62	07	

start to stop average 60.17 mph

net time 60 minutes

*brakes or speed restriction

Platform 11, having taken 62m 7s for the 62.29 miles from Carlton loop, an average of 60.18 mph.

"After watering, York was left 10 late following the 5.25am Plymouth-Newcastle and despite running on the slow to Northallerton, speed reached 71½ before Sessay. The running on the main after Northallerton with speed rising to the low 70s at Cowton required about 1,300 edbhp. Four minutes had been gained on the schedule by Darlington, but we had to make an unscheduled stop before Ferryhill to fix an air brake problem, standing at a clear signal for four minutes. This made us 1½ minutes late at Durham, left 12 down. By virtue of being scheduled to take the slow line at Birtley Jct but actually continuing on the main, reaching a maximum of 78 before Lamesley, arrival at Newcastle was two early.

"No. 60009 had been a wee bit grimy at King's Cross and by the time it arrived at Newcastle was slightly darker after its efforts. Given the current limited pathing now possible on the ECML, this was a competent run by all concerned, even if No. 60009 was not required to work very hard. It can be nothing but a massive loss to the steam movement when No. 9 is eventually retired next year."

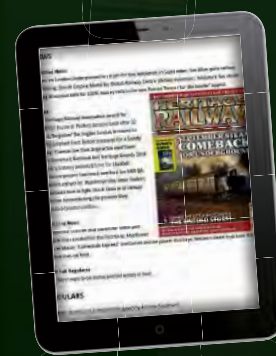
With grateful thanks to David Bradbury and Sandy Smeaton for providing the train running logs and comments. 

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HERITAGE
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HISTORY MADE AS DUO RUN TOGETHER AT LAST

AND ISN'T *LYN* ABSOLUTELY MAGNIFICENT PAIRED WITH *LYD*?

The term 'special relationship' – often used to describe Britain's historic friendship with the US – took on a new dimension at the eagerly-awaited Lynton & Barnstaple Railway's September 29-30 autumn steam gala. For it was then that new-builds Baldwin 2-4-2T *Lyn* and Manning Wardle 2-6-2T *Lyd* ran together for the first time, writes Robin Jones.

Preservation history was certainly made on the last weekend of September. It was then that two new locomotives representing half of the original Lynton & Barnstaple Railway fleet ran in tandem on the modern-day heritage line.

Of course, as Gareth Evans relates on pages 54-57, both appeared in the Ffestiniog & Welsh Highland Railway's September 14-16 Super-Power Weekend, but by agreement they did not meet.

That occasion was reserved for the L&B's autumn steam gala, and the exclusivity of the meeting drew bumper crowds to Woody Bay, in the same days that several other landmark galas were taking place throughout the country.

Despite the fact that at present the L&B is a tad short of a mile, running between Woody Bay and Killington Lane, the legendary status of the 2ft-gauge North Devon line is such that its crowd-pulling power often exceeds its size.

Add to that two outlines so familiar to readers of books on L&B history that for many, the gala was unmissable.

Around 1200 people were carried on the Saturday and more than 1000 on the Sunday. Even when the train was down the line, which would normally leave the platforms deserted, Woody Bay station was still crowded.

A fine weekend

The weather on the Saturday was glorious – a balmy autumn day bathed in a beautifully clear light. The Sunday was mostly overcast but still dry and so it also attracted a good number of visitors.

The event was followed on the Monday by a 30742 Charters photoshoot organised by Martin Creese.

The building of *Lyn* itself has made yet more heritage era history. Miniature lines apart, it is the only US steam locomotive in the UK to have been built from new. In that respect, the

modern-day somewhat mirrors the original on which it was based, for it was built from a kit of parts shipped across the pond.

Between July 1897 and January 1898, employees of many British engineering companies were striking in an attempt to win the right to an eight-hour working day, leaving UK locomotive builders with large backlogs of unfulfilled orders and railways without enough engines.

Needing a fourth locomotive for the opening of the line, the L&B directors hired the US manufacturer Baldwin to build it.

It was duly built in Philadelphia, dismantled, sent by ship to Barnstaple, and reassembled in the L&B's Pilton Works.

Like all the locomotives on the L&B, the 'Yankee' was named after a local river with a three-letter name, the River Lyn.

After the L&B became part of the Southern Railway, *Lyn* was taken to Eastleigh Works for major overhaul in 1928, returning the ➡



Lyn and Lyd waiting to depart from Woody Bay on September 29. TONY NICHOLSON.



Peter Heaton-Jones MP launching the Manning Wardle Project at Woody Bay on September 29. TONY NICHOLSON



Between passenger services on September 30, the Lynton & Barnstaple Railway Trust's Kerr Stuart Joffre 0-6-0T Axe, built during the First World War for service on the Western Front, headed a demonstration goods train tailed by the diminutive 0-4-0T Faith, constructed by the L&B's engineer John Uphill. TONY NICHOLSON

following year in Southern green livery and carrying the number E762 on the side tanks, as well as the original nameplates on the cab sides.

Lyn was scrapped in 1935, after the line closed. Three of the Manning Wardles, *Taw*, *Exe* and *Yeo*, were also sold for scrap, with the fourth, *Lew*, built in 1925, exported to South America and never heard of again, despite repeated attempts by enthusiasts to establish its fate.

Lyd, a near-replica of *Lew*, was completed at Boston Lodge on the Ffestiniog and Welsh Highland Railways in August 2010, and made its debut on the L&B at the line's autumn gala a month later, as reported in issue 143.

However, L&B supporters wanted an 'original' locomotive of their own, having set out from the start to restore the railway 'as it was'.

Replica launch

After early moves to build a Manning Wardle 2-6-2T, which progressed little further than completing a set of frames, in January 2009 the Lynton & Barnstaple Railway Trust announced a project to build an advanced modern replica of *Lyn*.

CAD and modern engineering techniques were employed to ensure that, while the finished locomotive remains true to the original in appearance, it will perform much more efficiently and be easier to maintain and operate. Final assembly was carried out by Alan Keef Ltd at Ross-on-Wye.

First steamed on July 8, 2017, *Lyn* is finished in the colours and configuration of the original



Lyn and *Lyd* double-head a passenger service into Woody Bay on September 29. JAMES WEBBER

Lyn after it returned from overhaul in 1929. The locomotive had its public debut at the L&B's September 2017 gala.

Of course, *Lyd* is based on the Ffestiniog and Welsh Highland Railways, whose general manager Paul Lewin has shown himself to be a big L&B supporter, and once *Lyn* was built, calls for a Manning Wardle permanently based at Woody Bay resumed. Such demands are far more than nostalgia, for once the line breaks out of its Killington Lane straitjacket and is extended through Parracombe to Blackmoor Gate and beyond to Wistlandpound Reservoir – as the next phase of total restoration between the two towns in its title – more motive power will be essential.

On the Saturday of the gala – one of the most successful in the revived line's history –

North Devon MP Peter Heaton-Jones formally launched the project, described in our last edition, to build two new Manning Wardles, representing the original *Yeo* and *Exe*.

At Woody Bay, the MP made a powerful speech emphasising the L&B's burgeoning contribution to the local economy and to the restoration of North Devon's heritage.

Sadly, down the road at Minehead on the same weekend there was no similar fairytale ending for on-loan USATC S160 2-8-0 No. 6046, which was withdrawn from the West Somerset Railway's gala roster due to reliability issues. 

→ Anyone who wants to know more about the Manning Wardles project or offer their support is asked to contact Jon Pain at Woody Bay station or email jonpain@waitrose.com

Lyn and *Lyd* ascending the one-in-50 from Killington Lane through the glorious Exmoor landscape on September 29. TONY NICHOLSON





Lyn piloting Lyd while climbing the one-in-50 on the last straight to Woody Bay on October 1. MARTIN CREESE



No. 762 Lyn and No. 190 Lyd both stand at Woody Bay station on September 29. Lyd (left) is again recreating a popular piece of L&B folklore with the wreath on its smokebox door, now a regular custom during its visits to Woody Bay. On Monday, September 30, 1935, the day after the L&B closed, a wreath of bronze chrysanthemums was laid on the Barnstaple Town Station stop block. Sent by Woody Bay resident Paymaster Captain Thomas Alfred Woolf, R.N. (Retired), it bore a card on which was written: "To Barnstaple & Lynton Railway, with regret and sorrow from a constant user and admirer. Perchance it is not dead but sleepeth." JAMES WEBBER



During the photo charter on October 1, passenger trains passed at Woody Bay for the first time since the 1930s, with Lyd on the Down train on the right and Lyn heading the Up train on the left. MARTIN CREESE

TYSELEY

HERE'S TO THE NEXT 50... AND MORE!

The weekend of September 29-30 saw Tyseley Locomotive Works celebrate in style the 50th anniversary of its first open day back in 1968. **Robin Jones** encountered a fresh atmosphere of euphoria and positivity around the GWR depot as Vintage Trains embarks on its next great adventure in its new role as a Train Operating Company.



A Tyseley Locomotive Works open day never disappoints. The steam depot in the heart of one of Birmingham's inner-city industrial suburbs, which has taken over the mantle of Swindon in keeping regular classic GWR steam live on the main line, is now poised for its biggest heritage era venture yet, as Britain's newest Train Operating Company – as outlined in Main Line News, pages 62-63.

As I wrote in issue 244, Tyseley has been part and parcel of our family history since my earliest childhood. When our dad took us to his place of work, the Midland Electrical Manufacturing Co Ltd in nearby Reddings Lane, where he was head of printing, our test would be a walk down to Warwick Road to see if a GWR masterpiece was parked outside for us to

admire through the fence.

I did not attend the first Tyseley open day in 1968, but was there with my Kodak Instamatic two years later. In those far-off steam-starved times, when most of today's heritage railways were still little more than ideas and ambitions, and the BR steam ban was yet to be lifted, a Tyseley open day was a haven for hordes of

like-minded people, a delightful assortment of exhibits big and small and society stalls where you could buy books and souvenirs available nowhere else.

This year's open weekend, which celebrated a half century of such events, was a veritable circus of steam interest and fascination which could not fail but to keep the visitor immersed for the day.

Indeed, the 1893-built steam carousel outside the entrance, which currently has a starring role with Monty Python star Michael Palin in the opening credits of the big-budget ITV dramatisation of *Vanity Fair*, set the scene for what lay inside.

Three miniature railways, 7¼in, 10¼in and 15in gauge, had much to offer, not least of all a display of locomotives from Surrey's Great Cockrow Railway, which was, as reported in issue 244, also celebrating its 50th anniversary.

A day earlier (see News, page 16) the latest Tyseley overhaul contract had ended when LMS Jubilee 4-6-0 No. 45596 *Bahamas* was relaunched into traffic, all set to take a place in the ensuing weekend's big event.

The open weekend also saw the last runs of Castle No. 5043 *Earl of Mount Edgcumbe* before



The unveiling of the plaque on the front of the works was carried out by the Transport Trust's new president, Lady Judy McAlpine, who has succeeded her late husband Sir William McAlpine in the role. She said: "It is really inspiring to see the way the site has not only been preserved but how it is still busy with the activities for which was built." VT

Each afternoon, a cavalcade was held of the locomotives currently in steam, led by GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe*, marking its final public duties before overhaul. Behind it was No. 7029 *Clun Castle*, No. 4965 *Road Ashton Hall* and LMS Jubilee 4-6-0 No. 45596 *Bahamas*, fresh from Tyseley's workshops. VT



A highlight was the first run by a Sutton Miniature Railway train in Birmingham in 56 years. The 15in gauge line operated in Sutton Park until 1962, and the collection later moved to the Cleethorpes Coast Light Railway. ROBIN JONES



its withdrawal for overhaul, and a unique line-up of four class members, plus a Hall for good measure.

The Transport Trust has recognised Tyseley's pre-eminent status in maintaining and operating steam locomotives since 1908, including 50 years in the heritage era, by awarding and unveiling a Red Wheel plaque.

Tyseley Locomotive Works began life as part of a major GWR modernisation scheme of the early 1900s specialising in express passenger locomotives. Most of the other sites built as part of that programme (such as Old Oak Common) have been demolished or changed beyond recognition: indeed, Tyseley depot is the only one of the 50 biggest railway sheds built in the 19th and 20th centuries serving its original purpose.



First lady of steam: Lady Judy McAlpine on the footplate of *Clun Castle* with Tyseley's chief engineer Bob Meanley. VT



Lady Judy McAlpine commissions the newly-restored Pullman First Class car No. 311 *Eagle*, featured on Channel 4's *Great Rail Restorations*. *Eagle* was built in 1960 by Metropolitan-Cammell and supplied to the Eastern Region. It arrived at Tyseley in January 2011. Once fully restored, it will join the Vintage Trains fleet. It is estimated £100,000 is needed to bring it to main line standard. ROBIN JONES



The gala had three miniature railways in operation, and one featured 0-4-2T *Tinkerbell*, which ran at the first Tyseley open day in 1968. ROBIN JONES

"We are very pleased to receive the Red Wheel from The Transport Trust. To have the unveiling on this special weekend as we celebrate 50 years of open days, to the very day of the first, is particularly gratifying."

MICHAEL WHITEHOUSE
Vintage Trains Charitable
Trust chairman



Heading a series of shuttle trains was Tyseley's London Transport maroon-liveried GWR pannier No. L94 (7752). BR-liveried sister locomotive No. 9600 made its final runs on the shuttles prior to withdrawal for overhaul. ROBIN JONES

It was the hub of the GWR's south Birmingham expansion programme of 1906, and served the southern suburban lines, including the North Warwickshire Line to Stratford-upon-Avon and the cross-country route beyond to Cheltenham and the South West.

By the Fifties, it accommodated more than 100 steam locomotives.

The depot closed on November 7, 1966, and most of the buildings were demolished.

However, at least half the Tyseley site has been saved and it has developed a reputation as the home of Vintage Trains Limited, a venue for high-quality locomotive and carriage restoration.

The salvation of the works, including its large turntable, is largely down to the late Patrick Whitehouse, a renowned railway photographer and historian, who secured the site in 1966 through a trust fund 7029 Clun Castle Ltd.

His son, Vintage Trains Charitable Trust chairman Michael Whitehouse, said: "We are very pleased to receive the Red Wheel from The Transport Trust. To have the unveiling on this special weekend as we celebrate 50 years of open days, to the very day of the first, is particularly gratifying."

The trust's Red Wheel plaques signify sites of transport heritage significance in England, Wales and Scotland; the Tyseley plaque is No. 103.

In the superb early autumn sunshine beneath an azure cloudless sky on the Saturday, I mingled with both general visitors and officials. Everyone there seemed to sense a background note of optimism that Tyseley is once again 'going places', and that people were coming out of the woodwork because they wanted to get involved again. Just like 1968 again!

No car parking was available on site for the event – the space normally reserved for it was taken up by the aforementioned carousel and other vintage fairground rides, steam road vehicles and the fascinating array of miniature lines, which allowed visitors to see a Sutton Miniature Railway train running back in Birmingham after an absence of nearly six decades!

So I parked where else but Reddings Lane and walked down to the depot. I was shocked to see the MEM factory where my dad worked, and where he got me summer holiday jobs as an A-level student, was no more. Completely

Four GWR Castles and a Hall comprised this unique line-up around the Tyseley turntable. From left are No. 4965 Rood Ashton Hall, No. 7029 Clun Castle, No. 5043 Earl of Mount Edgcumbe, No. 5080 Defiant, and No. 7027 Thornbury Castle. ROBIN JONES



flattened, some attractive modern houses had sprung up on land next door.

Is this part of a new regeneration programme for a long-time Cinderella suburb? If so, nothing could help it on its way to the same extent as the development of this heritage railway centre of engineering excellence and operations in its midst, one that makes people want to visit the locality and become involved in it. Tyseley Locomotive Works and Vintage Trains CBS could do much, much more for Birmingham given the chance – the powers-that-be take note!

Through thick and thin, Tyseley's steam depot has served the city well for a century, and there is no reason why it should not continue to do so for another one or more.

Time to get on board

As Vintage Trains exceeded its May 31 target of £850,000 of shares which was essential to set up the Train Operating Company, it was able to keep the offer open until December 31 – and hopes to raise £3 million from the public.

Much of the money raised will be used to develop and enhance

to new regulatory standards its operational main line carriage rake, including the likes of Pullman car *Eagle* (see picture on page 79), to run behind Tyseley's Castles.

Also, it is planned to build a new engine shed to house the steam fleet – the roundhouse which once covered the turntable was demolished in the Sixties, upgrading the works engineering facilities still further and provide essential skills training and apprentice programmes.

The minimum share subscription per person is 500 £1 shares and the maximum per person is 100,000 £1 shares.

In addition to becoming involved as owners of a TOC, members will be entitled to a string of benefits, including tickets on the Shakespeare Express or tickets on one of the first Vintage Trains-operated railtours hauled by *Clun Castle*, unique BR Pacific No. 71000 *Duke of Gloucester* or GWR 4-6-0 No. 4936 *Kinlet Hall* (also both at Tyseley for overhauls), depending on the amount subscribed.

Vintage Trains CBS is a community benefit society registered under the Co-operative and Community Benefit Societies Act with the Financial Conduct Authority. It is a community-owned social enterprise and by subscribing for shares issued by the society, the buyer will become a member of the society.

It has exclusively charitable objectives and a charitable asset lock, preventing members from making a capital gain by selling or closing the business for a profit. Therefore, the society will never be able to become privately owned and taken out of community ownership.

All members are entitled to one vote – regardless of how many shares they hold.

The trading subsidiary, Vintage Trains Limited, is expected to achieve a break-even position in the third year of operation, 2020, and move into positive net worth in 2023. It is proposed to offer members non-compounding interest from 2024, at 2%.

Vintage Trains CBS chairman Michael Whitehouse said: "The successful share issue that has enabled our TOC status is the start of a very exciting journey to develop Tyseley into a global centre of excellence in the running and ongoing preservation of steam on the main line and in turn, maintain the heritage skills required to do so." 

→ For details of how to subscribe, visit www.VintageTrains.co.uk/offerinfo



Visitors were able to view progress on the new-build GWR Grange 4-6-0, No. 6880 *Betton Grange*, typical of a class which ran past Tyseley in the early Sixties. The boiler is just about complete, but will stay at Tyseley until April, so jobs on the bottom half can be finished. It should then steam within weeks of returning to Llangollen. The 6880 *Betton Grange* (Society) estimates it needs £40,000 to finish the locomotive. ROBIN JONES



Left: A *Clun Castle* cake was baked to mark the 50th anniversary of Tyseley's first open day. Pictured from left are: Cath Bellamy, managing director of Vintage Trains Ltd, Louise Bates, whose dad is a Tyseley engineer and Lady Judy McAlpine. VT

Below: An exile returns to Birmingham: former Sutton Miniature Railway 4-4-2 No. 2 *Sutton Flyer* on display. ROBIN JONES



By no means forgotten is the scheme to build a LNWR 'Bloomer' 2-2-2, which began in the late 1980s when three tender underframes were discovered, and a grant obtained from Birmingham council. An all-welded steel boiler was completed in 1987 and the six steel wheels cast. Sadly, the early impetus was lost as Tyseley understandably developed its core business. However, the team hopes to have what could be a flagship locomotive for the city running in time for the opening of HS2 from London to Birmingham. ROBIN JONES

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HOW THE STEAM AGE BEGAN

Following a summer in which we have commemorated 50 years since the end of British Railways main line steam, **Brian Sharpe** looks back to the beginnings of steam traction. In the first of a new series, he investigates the background to how the position of chief mechanical engineer came about in the early days of steam power – leading to the evolution of steam locomotive design.

The beginnings of the steam age were 100 years earlier than the first railway locomotives – in 1712, when Thomas Newcomen invented the atmospheric engine, the first practical device that used steam power to perform mechanical work.

The Newcomen engine was a stationary machine that was used mainly for pumping water out of mines. It operated in the opposite way to the accepted manner of the steam locomotives that were eventually developed from it, by condensing steam drawn into the cylinder and creating a partial vacuum that allowed the atmospheric pressure to push the piston into the cylinder. Hundreds of Newcomen engines were constructed during the 18th century for use throughout Britain and Europe.

Attempts were made to drive machinery by Newcomen engines by converting the vertical motion into rotary motion, but these ➔



The standard gauge Pockerley Waggonway at Beamish oozes the atmosphere of early railways. The museum's replica *Steam Elephant* is seen outside what is known as the 'Great Shed' – the building being much more than facade and containing an array of period features, including a driver's room. GARETH EVANS



were unsuccessful, as the single power stroke produced a very jerky motion.

James Watt later improved on Newcomen's design and roughly doubled its fuel efficiency. He made the condenser separate and reduced heat loss, while at the same time making the cylinder double-acting. Many atmospheric engines were then converted to the Watt design and he usually gets the credit for having designed the steam engine.

Richard Trevithick, born in Cornwall in 1771, was heavily involved in mining and engineering from an early age. His most significant contribution was the development of the first 'high-pressure' steam engine.

He was not the first to think of using steam at a pressure of about 30psi. William Murdoch had developed and demonstrated a model steam carriage as early as in 1784 and he demonstrated it to Trevithick in 1794.

As his experience grew, Trevithick realised that improvements in boiler technology permitted the safe production of high-pressure steam that could move a piston in a steam engine on its own account, instead of using pressure only just above atmospheric in a condensing engine.

Not only would a high-pressure steam engine

eliminate the condenser, but it would allow the use of a smaller cylinder, saving space and weight. He even thought that his engine could now be so much lighter and more compact that it could be small enough to move its own weight, even with a carriage attached.

Trevithick started building his first models of 'high-pressure' steam engines – initially a stationary one and subsequently one attached to a road carriage. He used a double-acting cylinder, with steam distribution by means of a four-way valve. Used steam was exhausted straight into the atmosphere, avoiding a condenser. The linear motion was directly converted into circular motion via a crank instead of using a more cumbersome beam.

Although Trevithick is credited with building the first steam locomotive, it was not a railway locomotive. Colliery waggonways had been in existence for many years but Trevithick designed his first locomotive to run on roads.

He built a full-size steam road locomotive in 1801 in Camborne, named *Puffing Devil* and on Christmas Eve that year, he demonstrated it by successfully carrying six passengers up Fore Street and then continuing on up Camborne Hill to the village of Beacon. This is generally

recognised as the first demonstration of transportation powered by steam.

The *Puffing Devil* was unable to maintain sufficient steam pressure for long periods, and was of little practical use. The machinery did not take kindly to the poor roads of the time.

Coalbrookdale & Pen-y-Darren

In 1802, Trevithick took out a patent for his high-pressure steam engine. To prove his ideas, he built a stationary engine at the Coalbrookdale Company's works in Shropshire. In the same year the company built a steam locomotive for him, designed to run on 3ft-gauge plateway rails, but little is known about it, including whether or not it actually ran. The design incorporated a single horizontal cylinder enclosed in a return-flue boiler. A flywheel drove the wheels on one side through spur gears, and the axles were mounted directly on the boiler, with no frame.

In 1802, Trevithick built one of his high-pressure steam engines to drive a hammer at the Pen-y-Darren Ironworks in Merthyr Tydfil. With the assistance of the ironworks, he mounted the engine on wheels and turned it into a locomotive. The ironworks' owner, Sam Homfray, was so impressed with Trevithick's

The replica of Richard Trevithick's steam locomotive of 1802 that ran at Coalbrookdale ironworks. The replica engine at Blists Hill Victorian Town runs on a 3ft-gauge plateway. The design incorporated a single horizontal cylinder enclosed in a return-flue boiler. A flywheel drove the wheels on one side through spur gears and the axles were mounted directly on the boiler with no frame. JAMES HAMILTON



locomotive that he made a 500 guinea bet with another ironmaster, that Trevithick's steam locomotive could haul 10 tons of iron for nearly 10 miles along the Merthyr Tydfil Tramroad. On February 21, 1804 it successfully hauled 10 tons of iron, five wagons and 70 men the full distance in four hours and five minutes, an average speed of approximately 2.4mph, creating great public interest.

The design of the Pen-y-Darren engine differed from the Coalbrookdale engine in several important respects. The cylinder was moved to the other end of the boiler so the fire door was out of the way of the moving parts, which also involved putting the crankshaft at the chimney end. The boiler had a single return flue and was mounted on a four-wheel frame. At one end, a single cylinder with very long stroke was mounted partly in the boiler, and a piston rod crosshead ran out along a slidebar, an arrangement that looked like a giant trombone. As there was only one cylinder, this was coupled to a large flywheel mounted on one side. The inertia of the flywheel would even out the movement that was transmitted to a central cogwheel that was, in turn, connected to the driving wheels. It used a high-pressure cylinder without a condenser and the exhaust steam was sent up the chimney assisting the draught through the fire, increasing efficiency even more.

The bet was won. Despite many people's doubts, it had been shown that on relatively level track it was possible for a steam locomotive to successfully haul heavy vehicles along a smooth iron road. Trevithick's was probably the first to do so. However, some of the short cast iron plates of the tramroad broke under the locomotive as they were intended only to support the lighter axle load of horse-drawn wagons and so the tramroad returned to horse power after the initial test.

Homfray was pleased he won his bet, but the engine was placed on blocks and returned to its original stationary job of driving hammers.

A full-scale working reconstruction of the Pen-y-Darren locomotive was commissioned in 1981. It is operated several times a year on a short length of track outside the National Waterfront Museum in Swansea.

Christopher Blackett, proprietor of the Wylam Colliery, near Newcastle, heard of the success of the steam engine in South Wales and wrote to Trevithick asking for locomotive designs. These were sent to John Whitfield at Gateshead, Trevithick's agent who, in 1804, built what was probably the first locomotive to have flanged wheels. Blackett was using wooden rails for his tramway and, once again, Trevithick's machine was to prove too heavy for its track.

Catch Me Who Can

In 1808, Trevithick publicised his steam railway locomotive expertise by demonstrating his fourth locomotive *Catch Me Who Can*, built for him by John Hazledine and John Urpeth Rastrick at Bridgnorth. The design differed from the previous locomotives in that the cylinder was mounted vertically and drove a pair of wheels directly with the connecting rods, without flywheel or gearing. He ran it on a circular track just south of the present-day Euston Square tube station in London.

This venture also suffered from weak track and public interest was surprisingly limited. Trevithick was disappointed by the response and designed no more railway locomotives. He had proved it could be done, but steam



The replica of Richard Trevithick's 1804-built 0-4-0 for Pen-y-Darren ironworks, seen at Tyseley. Originally a stationary engine, it was temporarily converted to run on rails. The single cylinder is now at the other end of the boiler and the crankshaft is at the chimney end. The boiler has a single return flue and was mounted on a four-wheel frame. The cylinder has a very long stroke and a piston rod crosshead runs out along a slidebar, resembling a giant trombone. A large flywheel is mounted on one side to even out the motion. BRIAN SHARPE

railway locomotives did not yet appear to be commercially viable. Trevithick is credited with designing the first practical steam locomotive as early as in 1802 and although the engine built on Tyneside was not totally successful, it did inspire local men to have a go at designing steam locomotives.

However, the first successful railway locomotive did not enter service on Tyneside. In 1812, twin-cylinder steam locomotives, built by Matthew Murray in Holbeck, successfully started replacing horses for hauling coal wagons on the edge-railed, rack-and-pinion Middleton Railway from Middleton Colliery to Leeds.

Matthew Murray, born in Newcastle in 1765, was a steam engine and machine tool manufacturer. He was an innovative designer in many fields, including steam engines and machinery for the textile industry. In 1795, Murray had gone into partnership with David Wood and set up a factory at Holbeck. There were several mills in the vicinity and the firm supplied them with machinery.

Murray began to consider how the design of steam engines could be improved. He wanted to make them simpler, lighter and more compact. He also wanted the steam engine to be a self-contained unit that could easily be assembled on site. Many steam engines at the time suffered from poor workmanship, which could prove difficult to correct.

In 1799, Murdoch, by now working for the firm of Boulton and Watt, invented a new type of steam valve, called the D slide valve. This, in effect, slid backwards and forwards admitting steam to one end of the cylinder and then the other. Murray improved the working of these valves by driving them with an eccentric gear attached to the rotating shaft of the engine.

The double cylinder was Murray's invention and he paid Trevithick a royalty for the use of his patented high-pressure steam system, improving on it by using two cylinders rather than one to give a smoother drive.

In 1812 the firm supplied John Blenkinsop, manager of Brandling's Middleton Colliery,

near Leeds, with the first twin-cylinder steam locomotive, called *Salamanca*. This was the first commercially successful steam locomotive.

Because only a lightweight locomotive could work on cast iron rails without breaking them, the total load they were capable of hauling was very limited. In 1811, Blenkinsop patented a toothed wheel and rack rail system. The toothed wheel was driven by connecting rods, and meshed with a toothed rail at one side of the track. This was the first rack railway, and it had a gauge of 4ft 1½in.

Once a system had been devised for making malleable iron rails in around 1819, the rack and pinion motion became unnecessary, apart from later use on mountain railways. However, until that time it enabled a small and lightweight locomotive to haul loads totalling at least 20 times its own weight. The third locomotive intended for Middleton was sent, at Blenkinsop's request, to the Kenton and Coxlodge Colliery waggonway near Newcastle upon Tyne, where it appears to have been known as *Willington*.

Timothy Hackworth was born in Wylam in 1786, the eldest son of John Hackworth, who was foreman blacksmith at Wylam Colliery until 1804. At the end of his apprenticeship in 1807, Timothy took over his father's position. The mine owner wanted to work the short tramroad with steam traction.

A new 'dilly' (all the locomotives at Wylam were called dilly) was set to work in the autumn of 1812. However, even Blackett's new cast iron plateway was found inadequate to sustain the weight of a dilly and a later one, built in 1813, was carried on two four-wheeled 'power bogies' and it is understood that the first one was similarly rebuilt.

On the relaying of the Wylam line with wrought iron edge rails in around 1830, the two locomotives reverted to the four-wheel arrangement and continued to work until the closing of the line in 1862. What is considered to be the earlier of the two engines, now known as *Puffing Billy*, is preserved at the Science 

"Despite many people's doubts, it had been shown that, on relatively level track, it was possible for a steam locomotive to successfully haul heavy vehicles along a smooth iron road. Trevithick's was probably the first to do so."



The replica of William Hedley's 1812-built *Puffing Billy* in action on the Pockerley Waggonway at the Beamish Museum. The driver and fireman are at opposite ends of the boiler. The two vertical cylinders drive one of the two pairs of wheels. BRIAN SHARPE

Museum in London; the second, *Wylam Dilly* is in the National Museum of Scotland in Edinburgh. Although the design of these locomotives is generally credited to William Hedley, Blackett was the driving force, but with Hackworth playing an important engineering role and it was Hackworth who maintained the locomotives in running order and improved their performance.

George Stephenson

Another engineer in the north-east was George Stephenson, whose father Robert was the fireman for the Wylam Colliery pumping engine. At 17 George Stephenson became an engineman at Water Row Pit in Newburn.

In 1804 the family moved to Dial Cottage at West Moor near Killingworth, where George worked as a brakesman at Killingworth Pit. In 1811 the pumping engine at High Pit, Killingworth was not working properly and George offered to improve it. He did so with such success that he was promoted to enginewright for the collieries at Killingworth, responsible for maintaining and repairing all the colliery engines. He became an expert in steam-driven machinery.

George designed his first steam locomotive in 1814, for hauling coal on the Killingworth wagonway. Named *Blücher*, it was based on Matthew Murray's locomotive *Willington*, which George studied at Kenton and Coxlodge Colliery, and was constructed in the colliery workshop behind Stephenson's home. The locomotive could haul 30 tons of coal up a hill at 4mph and was the first successful flanged-wheel adhesion locomotive.

Stephenson is said to have produced 16 locomotives at Killingworth, for use there or for the Hetton Colliery railway. He was hired to build the eight-mile Hetton Colliery railway in 1820. When it opened in 1822, it was the first railway that did not use animal power.

Stephenson used a combination of gravity on downward inclines and locomotives for level and uphill stretches. This line used a gauge of 4ft 8in, which Stephenson had used before at the Killingworth wagonway.

The new engines were too heavy to run on wooden rails or platelay, and iron edge rails were in their infancy, but Stephenson improved the design of cast-iron edge rails to reduce breakage.

He also experimented with a steam spring on the locomotive frame, but soon followed the practice of distributing weight by using a number of wheels or bogies.

One of Stephenson's Killingworth locomotives survives. *Billy* ran until 1881, when it was presented to the city of Newcastle upon Tyne. It is now on display in the Stephenson Railway Museum on Tyneside. Recent research suggests that this engine is older than first thought, dating from 1814, making it the third-oldest surviving steam engine in the world. One of four locomotives Stephenson



George Stephenson's 1816-built *Billy*, made for Killingworth Colliery, on display in the Stephenson Railway Museum. BRIAN SHARPE

built for Hetton apparently worked until 1912, although by then it had been heavily rebuilt. It found its way into preservation, but in this case recent research suggests that it is much younger than had been previously thought and was in fact built as late as 1852, to Stephenson's basic design.

Steam Elephant was a six-wheeled locomotive of Stephenson gauge. It was built for the Wallsend Waggonway, an edge railway now known to have been of 4ft 8in gauge. Its existence is only known through an old oil painting.

As in Stephenson's Killingworth locomotives of the year before, it had a centre-flue boiler with two vertical cylinders of about nine by 24in set into its top centreline. The cylinders drove slide bar mounted beams, which turned crankshafts driving the axles through reduction gears between the frames. It had a tall, tapering chimney, the lower part being surrounded by a feedwater heater.

It is now considered to have been designed by John Buddle and William Chapman in 1815 and appears originally not to have been very successful at Wallsend, probably due to lack of adhesion on the wooden rails there, nor on trial at Washington.

Following the introduction of iron rails at Wallsend, it worked until at least the mid-1820s and there is evidence that it was then rebuilt for use at the Hetton collieries, possibly working there for a further decade.

Steam Elephant was recreated by Beamish Museum in 1998 to work on its Pockerley Waggonway.

By the 1820s, George Stephenson was established as the leading designer and builder of steam locomotives for colliery wagonways, but the stage was now set for something far more ambitious that would change the world. 

■ Part 2 continues in issue 248.

Beamish's replica of *Steam Elephant*, an 0-6-0 built in 1815 by Buddle & Chapman in Wallsend, is seen being prepared for a day's work hauling passenger trains on the Pockerley Waggonway. GARETH EVANS



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GETTING MY HANDS DIRTY

In the first of a new feature series focusing on volunteering, **Gareth Evans** shares his experience of his first day learning to drive a diesel locomotive at Cambrian Heritage Railways and also reflects on his 28 years of supporting heritage lines in a practical sense as a volunteer.

Volunteers are becoming thin on the ground at heritage lines across the British Isles. Even railways which have historically been shining examples of best practice in terms of recruiting and retaining staff have been reporting shortages this year. What's changed? Nobody appears to know for certain. Anecdotal evidence suggests students, who now have to pay approximately £9000 per annum in fees, have to spend their holidays in paid employment, rather than enjoying themselves, which may have historically included volunteering on their

favourite heritage line(s). At the opposite end of the age spectrum, the other group which has traditionally provided a core railway volunteer workforce – retirees – have been impacted by the need for people to work longer, retiring later in life. Put another way, the 'golden age' of stepping back from their working lives in their fifties is now the stuff of dreams for many.

For those of us 'in the middle' of the age spectrum, there is the unwelcome threat of fuel prices beginning to creep back up again, impacting on the cost of travelling to our chosen heritage line(s), combined with the

pressures of modern life, such as the need to commit even more hours to our employment on top of the paid 'core hours', adding to the tiredness and stresses of work.

Of course, volunteering can be a valuable aid to balance out the stresses of life, being therapeutic by providing a positive focus and a social environment essential for our physical and mental well-being.

As a magazine at the heart of the sector each of us loves, we at *Heritage Railway* want to do our bit. Therefore, we're starting this ➔



Heritage Railway's deputy editor Gareth Evans has started learning to drive the diesel locomotive which he owns with his parents. ANN EVANS



Ruston 0-4-0 165DE *Alun Evans* is seen during a photoshoot after the naming ceremony on August 16, 2014. GARETH EVANS

Volunteering: what are your experiences?

PLEASE tell us about your experiences of volunteering and volunteers – we'd like to consider them for publication on our Platform page or perhaps as a springboard for a follow-up feature.

■ Do you volunteer at a railway venue? If so, why do you volunteer?

■ If you're a volunteer, what steps are the railway(s) you volunteer at taking to recruit?

■ If you're not a volunteer, what would attract you to become one?

■ Are you involved in recruiting volunteers? If so, do you have ideas which may be of interest to the wider movement that you'd be happy to share with us at *Heritage Railway*?

■ Do you have ideas from voluntary groups in other sectors which might be applied to heritage railways?

■ Do you have any suggestions to address the shortage affecting the movement? What do you think could or should be done to address it? Are travel costs an issue? Is volunteer accommodation a factor? What about the social scene?

→ Send your thoughts to gevans@mortons.co.uk or via www.facebook.com/HeritageRailway/.

Tweet us @heritagerailwaymag

Fancy writing about your experiences?

WOULD you like to write a Volunteer's Blog column piece on a one-off basis? If so, tell us: How and why you became involved in your railway organisation(s); what you're currently doing; why you do it; your highlight(s) of your volunteering time to date; whether your volunteering experience assisted you in the development of your professional life; any advice you would offer others considering following in your footsteps; what, if any ambitions you have for your railway volunteering career; and anything else you consider relevant.

Write approximately 1800 words. Please also ensure you have high-resolution photographs, preferably landscape.

→ Feel to discuss the idea with Gareth Evans on 07587 038040 (work mobile) or by email on gevans@mortons.co.uk.

Volunteer's Blog column and welcome your input to write one for us – and we also want you to share your thoughts with us more generally – see panels (left).

Believing in practising what I preach, I thought it was time to share my experiences in the hope of inspiring others to get their hands dirty and perhaps to put fingers to keyboard.

Background

I started volunteering in 1990 at the tender age of seven on the Welshpool & Llanfair Light Railway in my native Mid Wales.

Accompanied by my parents and late brother, I was never bored in my school holidays – I had the railway to keep me occupied.

After my parents formed what was known as the Junior Group in 1993, having been inspired by Eileen Clayton's tremendous work at the Ffestiniog, I subsequently took over its leadership, renaming it as the Young Members' Group.

The experiences I gained were many, but included vegetation clearance, track work, mechanical engineering in the workshop, plus restoring and coach painting wagons – and I also began training as a fireman and a guard. Then there were the more 'soft skills' like being confident at interacting with international visitors and giving talks with dad to social groups, such as the WI, as well as stints in the tea room.

It was at the W&L that my writing career began. Encouraged by my father and railway author Ralph Cartwright, aged eight I began writing the Junior Column in the *Llanfair Railway Journal*. I went on to assist the press officer and began submitting stories and photos to *The Railway Magazine* and *Heritage Railway*. Robin Jones gave me my 'big break' in my teens when I started writing The Younger View column in *HR* about the activities of young volunteers.

I am forever indebted to the experiences I gained at the WLLR and have fond memories of the line.

At the age of 18, my family and I began volunteering at the Ffestiniog Railway.

Having a summer Monday-Friday 'shirt and tie' job in the bus and coach industry, immersing myself in oil and diesel at Boston Lodge Works, combined with the FR's vibrant social scene, with no shortage of young blood, at the weekend was hugely enjoyable.

I worked on the slate wagons and also with Team X in the carriage works. I enjoyed volunteering as a buffet car steward too. I always felt the latter was like coach driving without the stress in that you could meet some lovely people, but also had to know how to handle the odd one who would swear their glass was half empty. At the same time however, you had to help give customers an enjoyable day out and frankly, people tend to buy from a 'nice person'.

I also spent a few occasions at the Lynton & Barnstaple Railway's Woody Bay station, with my family, clearing vegetation during its embryonic phase.

In 2001, my family joined the Cambrian Railways Society, which became Cambrian Heritage Railways in 2009. In addition to vegetation clearance and track work, I helped progress the overhaul of Peckett 0-4-0ST *Oliver Veltom* until it was paused, pending fundraising. I took on the mantle of press officer too.

Diesel L-plates

In 2007, I moved the 150 miles from Montgomeryshire to Peterborough for work and continued my railway volunteering. I rose through the ranks in my previous job to become editor of a bus and coach industry weekly trade magazine in 2011. The demanding role meant I could devote far less time to railway volunteering than had previously been the case.

The magazine became 'my baby' and I was fortunate to gain a host of experiences, which I got a real buzz out of. It's surprising how much crossover between the road and rail passenger transport sectors there are – especially in terms of people.

I left the editor's chair on May 18 this year and three days later, I started in my present role at *Heritage Railway*.



The tranquillity of Pen Y Garreg Halt is seen to good effect – the station serves as a good spot to enjoy a circular walk back to Llynclys via the nearby Montgomery Canal. GARETH EVANS



Perhaps the smile on Gareth's face says it all about how his day learning to drive the diesel was going. He is pictured in front of the 'Shark' brake van with guard Jonathan Roberts (centre) and diesel driver Richard Boughton (right). GARETH EVANS COLLECTION

With an infinitely better work-life balance, it's time to do some of the things I want to do – one of which is learning to drive the diesel locomotive which is named in memory of my brother (see panel on page 94) at Cambrian Heritage Railways.

On Sunday, September 2, I duly signed in at 10am in the book in the office. My day began with a taste of how it would continue – with a brew, good-natured friendly chatter and a healthy number of laughs.

Volunteers at the CHR pay once for their hot drinks and are then entitled to unlimited refills, something that's appreciated by this self-confessed caffeine addict.

My fellow customer-facing volunteers that day included duty operations manager Martin Boland, guard Jonathan Roberts, diesel driver Richard Boughton and his wife Joan in the buffet.

Having read our recently acquired manual, I was not entirely unfamiliar with preparing the locomotive. Oil points were checked, along with the fuel level, and lubrication applied as necessary.

The starting routine is a far from straightforward affair – air start means that in layman's terms, air is used to begin the movement of the pistons in the engine, thereby getting it going. A donkey engine (reminiscent of small pumping machines you see demonstrated at vintage vehicle shows) is used to generate air in the first instance.

The preparation process rekindled memories of driving buses and coaches at Tanat Valley Coaches and Travel West Midlands in Birmingham – carrying out what's called a 'walkround check' in that industry. I must admit I longed for an electric start on our Ruston, as can be found on a typical bus or coach – flick the masterswitch

on, fire it up either by turning a key or pressing a button and away you go once you have sufficient air to release the brakes. If only this diesel was that simple...

Richard is an old hand, a veteran of English Electric's Newton-le-Willows plant, who has served as a CHR volunteer at Llyncllys for many years. Together with Martin, Richard is a leading light in the line's mechanical engineering team.

Richard drove the first trip, explaining what he was doing. Under his guidance, I took the controls on the second departure.

Jonathan blew his whistle and gave the green flag, which I acknowledged. After a toot of the horn, I released the brakes and applied some power, keeping an eye on the platform and the road ahead as we moved away.

The speedometer is currently non-operational. Like a bus on a regular route however, you can drive it without looking at the speedo as you soon know how fast you should be passing a particular spot and you get a feel for it.

Getting going was easy, stopping smoothly in the correct place using the vacuum brake was challenging. I was too cautious initially,

stopping just short of the normal spot at the other end of the line at Pen Y Garreg Halt.

Richard was not wrong when he observed: "It's better than hitting the stop block..."

Vacuum brakes require a different driving technique to air. There is a slight delay with vacuum, which takes a bit of getting used to, but that's down to 'knowing the road' – i.e. exactly where and how much to apply the brake when approaching a platform for example. If you panic and make too harsh an application, you can throw passengers around, which is unacceptable of course. Air (as would be used if this locomotive was working light engine or on an unfitted train) is more instantaneous – it's akin to pressing the foot brake in a car. I do however, like the smoothness of vacuum brakes.

Stepping off the locomotive, my eyes were drawn to the plaque on the platform bench being in memory of 'Alun the Spray' – a reference to my brother's nickname for his vegetation management activities. Nine years since his untimely passing, it was poignant for me, but I kept it inside – and if anything, I told myself I was learning to drive 'his loco' for him as much as I was for

"Explaining to one couple how they could choose between the comfort of the Mk.1 carriage or enjoy a ride in the 'Shark' brake van, I said: 'It's equipped with environmentally-friendly air-conditioning.' Impressed, the female half of the couple enquired enthusiastically: 'Oh?' I replied: 'Yes – you can stand out on the balcony with Jonathan the guard!' We all laughed."



By the end of the day Gareth got the hang of stopping in the correct spot at Pen Y Garreg Halt, using the vacuum brake. GARETH EVANS

the railway, my parents and work.

Propelling back to Llynclys, I sampled sitting on the driver's tip-up seat but found I preferred to stand.

Approaching Llynclys, I gave a toot of the horn, applying a gentle amount of power to get into the platform road.

On the third trip, Richard said he would not say anything as he wanted me to become confident – and I really got into it. After all, it is said practice makes perfect.

It's a half-hourly service at Llynclys – up and down, so there is no sitting around with lengthy periods of inactivity. There was more good-natured banter over the half-hour lunch break.

In the afternoon for the final trip of the day, mum rode on the cushions inside the carriage on the outward leg. At PYG, Richard suggested she should join us in the cab. She was delighted and immediately made herself at home on top of the seat/ box beneath the back window. She identified the need for us to repaint the cab interior – that is perhaps another story...

Public engagement

One of the attractions of CHR for me is its intimate feel as it's a smaller organisation, with short trains – for the time being at least. This allows staff to be better able to give the public time than can sometimes be the case in a more pressured environment.

For example, Richard, Jonathan and I helped passengers load buggies on the train together – it wasn't 'solely' a task for the guard.

Explaining to one couple how they could choose between the comfort of the Mk.1 carriage or enjoy a ride in the Shark brake van, I said: "It's equipped with environmentally-friendly air-conditioning." Impressed, the female half of the couple enquired enthusiastically: "Oh?" I replied:

"Yes – you can stand out on the balcony with Jonathan the guard!" We all laughed.

When I greeted a couple with their son, they proudly said he was a CHR member and that they'd come to enjoy a train ride as well as to see Lenny. Owned by a friendly neighbour, the adventures of Llynclys' station cat are quite literally a tale in their own right. It's enough to say here that he 'books on' at weekends and is popular among volunteers and visitors alike.

Having observed that the blinds were down inside the windows of the brake area in the BSK No. 35334 (the carriage currently used on passenger trains), another visitor asked whether it was volunteer accommodation. Richard looked round to check if there were any younger ears present, before quietly saying: "It's S****'s grotto."

The visitor enthused: "He'll be coming out of hibernation in the coming weeks."

"Nah, he should be here within the hour. In fact, he comes here every Sunday afternoon," explained Richard.

Responding to the visitor's decidedly bemused face, Richard looked at me, adding in his polite but blunt Lancastrian manner: "Our S**** is Gareth's dad!"

We all laughed – and the visitor's better

About Gareth's family's diesel

Gareth and his parents own Ruston 0-4-0 165DE No. 11517 (No. 458641 of 1963) *Alun Evans*, which is used on passenger turns at Cambrian Heritage Railways' Llynclys operation, four miles south of Oswestry.

The locomotive was named in memory of Gareth's brother, who passed away in tragic circumstances in 2009. It was purchased by the Evans family from a CHR volunteer in 2017.

→ If you have any photos or information of its history, particularly during its working life in industry, Gareth would be delighted to hear from you.

half was in hysterics. The couple, who hailed from Coventry, had attended a wedding in the nearby Tanat Valley and vowed to return. They thanked us for the warm welcome at CHR.

On another trip, upon arrival at PYG, two boys and their respective fathers disembarked from the carriage with excitement and came to inspect the locomotive.

Richard and I looked at each other, smiled in agreement, before he asked the visitors: "Who would like to go inside the cab first?" Their faces lit up with joy.

One of the fathers was struggling to take a selfie photo with his son on his iPhone, so I offered to snap one of them together.

The other dad, who hailed from Welshpool, took up our invitation for his son to sit in the driving seat. When he handed his Canon SLR to me somewhat hesitantly, I said: "I take photos for a living – well, it's part of what I do." He replied: "Oh right?"

I explained: "I'm deputy editor of *Heritage Railway* magazine."

He said: "Oh wow, yes I know it – I buy it in WH Smith. Nice to meet you."

Conclusion

I signed out at 4.20pm. I thoroughly enjoyed myself as second man/ trainee on *Alun* the engine. In fact, I was in my element! I even managed to stop the train using the vacuum in the correct place at PYG by the end. Supported by Martin and Richard, I'm now eager to progress – they've said I will enjoy the Class 101 DMUs too in due course. I'm aiming to commit to one weekend per month, work duties permitting. I want to do my bit for CHR in a practical sense.

As Richard said at the end of the day: "Aside from stopping and starting safely of course, putting smiles on people's faces is what it's all about – and you're a natural!"

Reflecting on a great weekend, I returned home to Peterborough firmly on a high. **HR**



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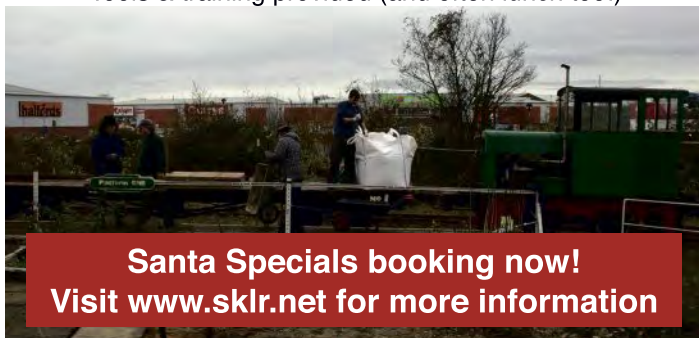
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On the Iron Road to the Isles: The story of the 'Jacobite' steam service on the West Highland Line

By John Hunt and James Shuttleworth (hardback, The Nostalgia Collection, The Trundle, Ringstead Road, Great Addington, Kettering, Northants NN14 4BW, tel: 01536 330588, 208pp, £45, ISBN 978 1 85794 536 2).

WHEN it comes to albums of quality railway photography, it does not and cannot get any better than this.

The West Highland Extension from Fort William to Mallaig is one of those select Network Rail routes which are 'heritage railways via the back door'. In this case, the route of West Coast Railways' The Jacobite, which has become a key plank of the region's local tourist economy, helped to some extent by its inclusion in the Harry Potter movies as the route of the 'Hogwarts Express'.

From the early BR specials on the line to the present day, this volume brings together the finest work of 35 of Britain's top railway photographers in capturing portraits of steam in

action amid this stunning scenery in all seasons.

The large format showcases their work to maximum impact, to the point where on many pages you think you are looking out of a window overlooking the line, and for those photographers who have never visited the line, it is a treasure trove of ideas.

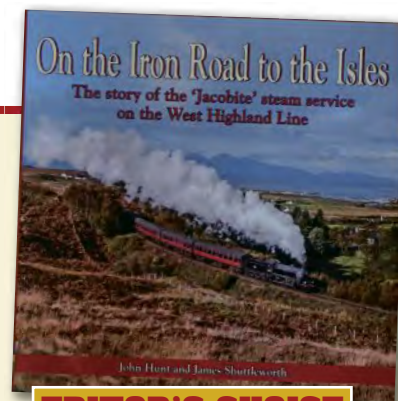
The volume is jointly authorised by West Coast's James Shuttleworth, who in 1995 was appointed as project manager for the Carnforth company's relaunch of the Jacobite along the line.

Most of the pictures are in full colour, beginning with the Scottish Locomotive Preservation Fund's 'Jacobite' railtour of June 1, 1963, using North British D34 4-4-0 No. 256 Glen

Douglas and several J37 0-6-0s.

The roots to today's service date back to a meeting in November 1983, which sought to reintroduce steam on the line for tourist purposes, and which led to ScotRail's 'West Highlander' starting up the following year, later evolving to the 'Lochaber', under the auspices of BR's Inter-City Special Trains section, prior to Privatisation and the coming of West Coast Railways.

You will have to have visited the route to know how commonplace are its breathtaking panoramas. It seems every steam locomotive that has worked along the route in modern times is featured, from K4 The Great Marquess to a plethora of 'Black Fives', and there is not one page that can be



EDITOR'S CHOICE

described as less than inspirational.

Regular visitors will want this volume – as near a perfect record of the route in all its upland glory as you could hope to expect. It allows you to experience and marvel at the 'Jacobite' from the comfort of your armchair at all times of the year, but be warned – it will leave you wanting more, which can be achieved only by taking your own camera up to Fort William!

The book might seem expensive, but in terms of quality it is cheap at the price.

STUPENDOUS LANDSCAPE PHOTOGRAPHY

The Legendary Lynton & Barnstaple Railway: The Human Story

By Tony Nicholson (softback, Lynton & Barnstaple Railway Trust, 60pp, £9.95 plus £3 postage from www.lynton-rail.co.uk or from Woody Bay station).

INTEREST in the L&B is booming again, especially as the railway can now offer a complete original train, just like the market-leading Welsh narrow gauge lines, as highlighted in our feature on pages 74-77.

Over the years, many books have served to promote the legend that is the L&B, and this one was first published in 2010. It differs from many of the rest in that it does not set out to be another straight version of the original line's history, but looks at the lives of people who were involved by it.

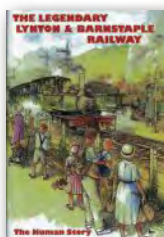
So we have characters like benefactor publisher George Newnes, the pivotal figure in the foundation of the line; Benjamin Greene Lake, who provided the land for Woody Bay station; driver Harry Fennell, who made national headlines in 1921 by 'forgetting' his train at Chelfham and carrying on to Barnstaple; the man who jumped off the train above Barbrook rather than surrender his ticket, the first to be issued when the line opened on May 16, 1898, at Lynton so he could keep it as a souvenir; and many more, tales of which give the oft-told L&B story a sharpened new 3D perspective.

The A4-sized book is bulging with such

stories and anecdotes.

This new edition has been greatly expanded and enhanced by the inclusion of many archive pictures not to be seen anywhere, and nearly a decade of further exhaustive research. From the splendid Eric Leslie watercolours on the front and back covers to the reproduction of a colour Great Central poster advertising Lynton and Lynmouth as a resort, it does not disappoint in the slightest.

NEW WINDOW ON OLD FAVOURITE



Female Railway Workers in World War II

By Susan Major (hardback, Pen & Sword, 194 pp, £19.99, ISBN 1526703084).

A KEY part of UK railway history is the vital role played by women in both world wars, filling in for men who were away on active service.

Drawing on the National Archive of Railway Oral History, a collection of interviews with former railway workers created by the Friends of the National Railway Museum in 2000-3, the book relates first-hand accounts from an age in which women going out to work was largely frowned upon, and how women coped with the demands of keeping the country's rail network running in the face of adversity, in an alien sector which had evolved as an exclusive men's world.

Rare monochrome pictures open a window into a world largely forgotten by the general public. We see a gang of female platelayers at the GWR's



Bristol West depot in 1943, the first women taking over signal duties on Britain's mainline railways in 1941, the first women railway guards taking over duties at London Victoria in 1943, a GWR policewoman in Bristol, a female lampman standing on the home signal bracket platform at Evercreech Junction around 1945, and a woman porter loading grain sacks aboard a LNER wagon in 1945.

Air raids, the Americans and Canadians, encounters with Italian PoWs, life as porters and guards, taking maintenance and workshop jobs, working alongside career railwaymen – every page contains fascinating reminiscences of what life was like for nearly six years.

GRIPPING WW2 INSIGHT

Grantham – A Lincolnshire Railway Centre

By A.J. Ludlam (softback, Lincolnshire Wolds Railway Society, 52pp, £7.95, order online at www.lwrs.uk (plus £1.50 p&p), ISBN 9780 9954610 2 4).

THE late Alf Ludlam was a man of many talents, notwithstanding his involvement with what is now known as the Lincolnshire Wolds Railway from the outset 35 years ago, but also his meticulous capacity for railway history research.

There is often the feeling that with the railway sector, there are very few historical stones left to be unturned by writers. That is certainly not the case in Lincolnshire, a county once criss-crossed



by a labyrinthine network of lines of varied companies, including the GNR, Great Central and the Great Northern & Great Eastern Joint Railway.

Closures took place before, during and after Beeching, leaving many country towns disenfranchised from the network.

Despite its size, Lincolnshire is a county that has been by and large bypassed in many respects, and has too often escaped the attention of railway historians.

Alf moved mountains to rectify that with no less than 12 books published for the LWR.

This final volume tells the story of how Grantham developed into one of the county's most important railway centres, and being on the East Coast Main Line, became anything but a transport backwater, with Stirling 8ft Singles, Ivatt large Atlantics, Gresley Pacifics and Peppercorn A1s thundering through.

Compared to the rest of Lincolnshire, Grantham has been relatively unaffected by the sort of line closures outlined in Alf's other books, and today remains an important rail hub.

Profits from the book go to the LWR. **LOCAL HISTORY WITH ATTITUDE**

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Steam on Merseyside and beyond

By David Bryant and John Bannon

This is one mighty tome, but it is packed with pictures, stories and information about the railways around Merseyside covering the 1955-68 era. A book of many parts, one of them contains the first-hand recollections of some of the steam crews of the area, and fascinating they are, too. However, like any big industrial area, it was about the locomotives, many different classes, from the diminutive 'Pug' 0-4-0ST to the '9F' 2-10-0s that worked the iron ore trains from Birkenhead to Shotton, and this book tells the story of those locos, too. Then there were the race specials, enthusiast specials, and the characteristics of the stations, infrastructure and people that made up the area. Each page is well illustrated, as well as being a diary of traffic and movements around Liverpool, plus Railway Clearing House maps, too.

You will dip in and out of the book for months, discovering something new about Merseyside and its railways every time. Thoroughly recommended.

ISBN 978-1-872839-13-4, hardback, 416 pages, 570 colour and B&W photos, £38.95.

Available from Waterstones, Pritchards and Bill Hudson Books or direct through David on 01515 235240 or jdavidbryant@hotmail.co.uk



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In this lovely book, artist & writer Robin Barnes looks at locomotive development around the world, illustrating 25 locomotives which actually were built, and a further 14 which never saw the light of day. This is Robin's third book; he has also contributed and illustrated many articles to enthusiast publications and undertaken commissions for patrons at home and abroad, the great majority of railway subjects. It is true to say that he is drawn to the unusual, and downright strange, as some of the locomotives featured in this book make clear. Very readable historical and technical details are provided for each locomotive illustrated and, in many cases, there are secondary illustrations, be they paintings, technical drawings, or Robin's own photographs. 96 large format (297 mm sq.) pages. 65 paintings & illustrations by the author in a variety of styles, and 28 mainly colour photographs. Hardbound. A book which will enlighten and entertain in equal measure for many years to come!



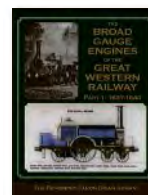
The incredible Darjeeling B' Class Churchill • £24.95

First introduced on the DHR in 1889, the 'B' class 2 foot gauge 0-4-0 tank locos are still in use today. Building of successive developments of the class, from a number of builders, continued until 1927. Whilst this book does have some drawings it is the detail photographs of many of the 'B' Class, that will make this superb book invaluable to the modeller. For the historian or railway enthusiast, there are good descriptions of each engine, plus photographs, a chapter on the class's background, and on the attempts to fit oil firing etc. Very well produced 128 page paperback.



The Broad Gauge Engines of the Great Western Railway Part I: 1837-1840 Arman • £26.45

Part I in this series looks at the first four years of the GWR, at the end of which its main line reached the Reading area. The locomotives were varied in the extreme, all arising from an edict by Brunel which was all but impossible for locomotive builders to implement. Real progress and reliability only arrived when the 'Star' class of 2-2-2 were delivered from 1838. A fascinating book, with a considerable amount of information on the engines themselves, their builders and designers, as well as Brunel, and especially Daniel Gooch, who had to keep these machines running. A number of B&W photos, but many drawings, often from the pen of E.T. Lane, a Swindon draughtsman at the time. 144 pages. Hardbound.



A Narrow-Gauge Album of Watercolours by Eric Leslie • £12.90

Eric Leslie painted the pictures for a lovely guide to the Lynton & Barnstaple a while back. In this equally lovely book, he illustrates the L & B, Ashover, Corris, Festiniog, Leek & Manifold, Mull, Talylyn, Welsh Highland and Welshpool & Llanfair Railways, plus the Denver & Rio Grande Railroad and Slate Quarries. As well as the paintings and a few drawings, there are also reminiscences of his life on railways. A real feast of delights in 56 pages, crammed with lovely watercolours, many full page, drawings and colour photographs. Paperback.



The Portage Railway • Young & Foley £59.95

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Great Western Railway Architecture in Colour Volume 1: Buildings from Brunel to Beeching

By Amyas Crump (hardback, Crecy, 176pp, £25, ISBN 978 1 90932 866 2).

GREAT Western Society member Amyas Crump has produced the first of a two-volume survey of the much-varied yet distinctive architecture of the GWR.



Making full use of the benefits the coffee table format has to offer to bring out the best in classic colour views, many from half a century or more ago, he looks at the evolution of, and the changes in, the design of stations, halts, engine sheds, goods sheds, signalboxes and other infrastructure across the Swindon empire.

Stations big and small are represented: we see a 64XX calling at Marsh Mills on the Plymouth to Tavistock and Launceston line, Neen Sollars on the Bewdley to Tenbury Wells line, Culmstock on the Culm Valley Light Railway, and also several classic structures that are still very much in use today, such as Teignmouth, Newton Abbot and Leamington Spa stations.

This volume has immense value for GWR enthusiasts, historians

and modellers alike, if only for the comparisons between structures at different locations it invites to be made.

The volume comprises three main sections, each covering a specific period: early days to 1860 (the Brunel years); 1860-99 and 1900 up to the 1960s.

Its success is that it throws fresh light on a major aspect of GWR history that is so often overlooked or taken for granted.

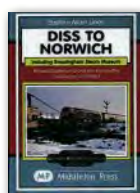
ALBUM OF ARCHITECTURAL TREASURES

Eastern Main Line: Diss to Norwich including Bressingham Steam Museum

By Richard Adderson & Graham Kenworthy (hardback, Middleton Press, 96pp, ISBN 978 1 910356 22 7).

WHEN BR Standard Pacific No. 70013 *Oliver Cromwell* made its fabled light engine move from the North West – where it had been the only named engine on the 'Fifteen Guinea special' of August 11, 1968, to Norfolk, it brought down the final curtain on BR main line steam haulage – but in many ways it opened a new one.

Horticulturalist Alan Bloom gave *Oliver Cromwell* a safe bolthole at his Bressingham Steam Museum, back then



a veritable oasis for all things steam in a world that had changed forever to diesel and electric.

This latest volume in the Middleton Press (MP) survey of the network opens with a chapter on Bressingham, focusing on the early years, with Alan bringing such icons as *Royal Scot* and *Duchess of Sutherland* to Norfolk when they were no longer wanted at Butlins holiday camps – yes, today's main line steam sector has much to thank Alan for, but sadly he is no longer with us to see it.

The bulk of the volume follows the usual MP format of looking at every station, halt, industrial siding and other point of interest along a specific route – in this case the now-electrified northern end of the route from Liverpool Street to Norwich and the forgotten Fornsett to Wymondham branch.

ESSENTIAL LOCAL HISTORY

A Passion for Steam on the Settle & Carlisle Line

By Maurice Burns (softback, The Nostalgia Collection, 160pp, £30, ISBN 978 1 85794 534 8, limited edition hardback, 192pp, £34, from the three S&C station shops and the Friends of the Settle-Carlisle line at www.foscl.org.uk/shop/catalog/books)

A STUNNING new book from *Heritage Railway* regular contributor Maurice Burns, dealing with the wonderful spectacle of steam on the Settle and

Carlisle line, is copiously illustrated with both colour and black and white illustrations, the latter recording the author's many adventures across to the fells on his bike from his home in the North East, commencing in 1960.

These first chapters are truly fascinating reading, with the text behind the wonderful photographs really bringing the story to life. It is an era that many of us will be too young to remember.

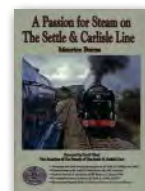
How fortunate it was for us that the author ventured out on some marathon bike rides in order to record these evocative scenes.

As many will know, the author has been a major driving force in NELPG, and there is a chapter devoted to the restoration of A2 Pacific No. 60532 *Blue Peter* and its subsequent runs over the line, and his unique opportunities to record steam from such diverse locations as the footplate and a helicopter.

The chapter regarding the last day of steam on August 11, 1968 is particularly poignant, coming as it does on this 50th anniversary year (there are pictures of the events on August 11 this year to bring the story up to date).

The colour images are some of the finest you will see in print.

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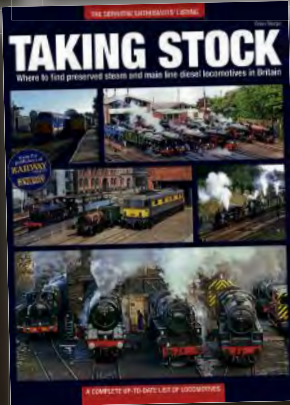
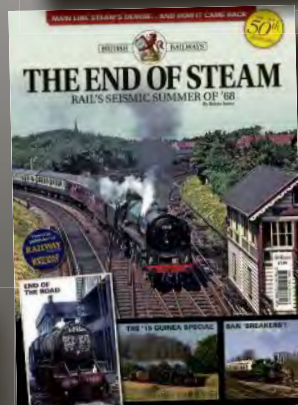
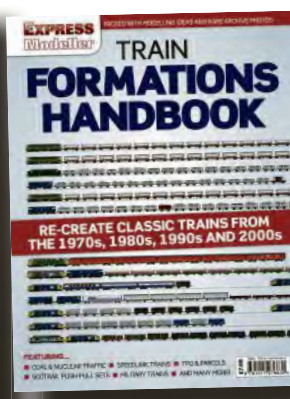
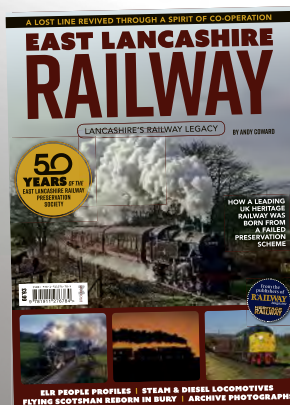
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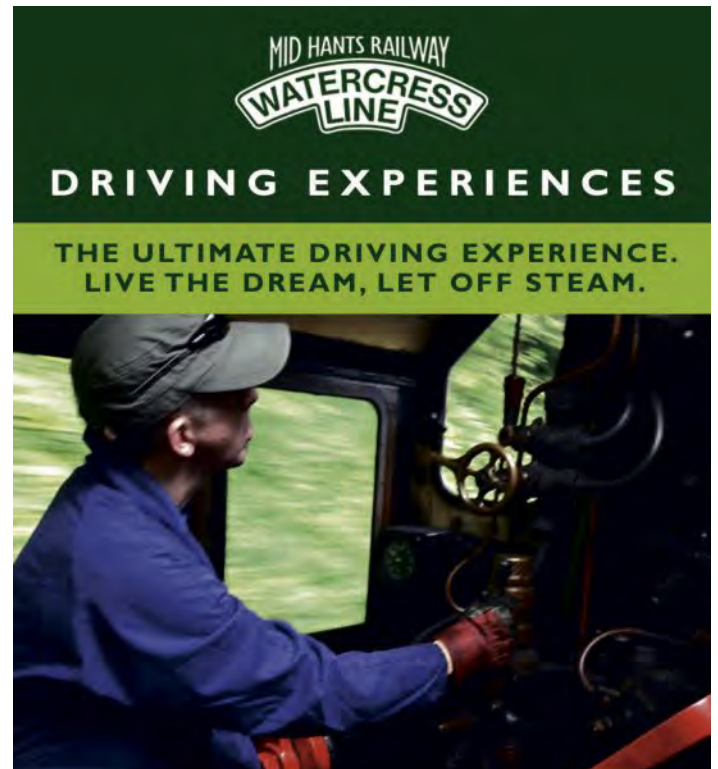
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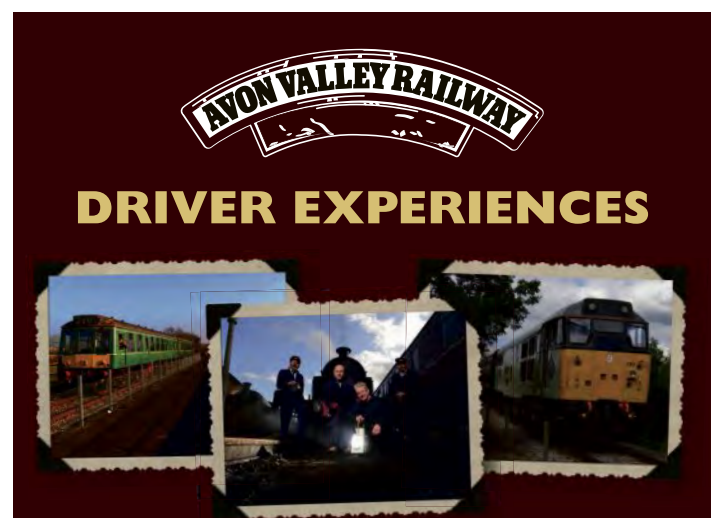


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TRACK TALK

→ Why British steam must learn from overseas

IT IS now ironic that in the history of British steam locomotives, because of the oft-cursed British weather, it was not necessary to design and fit effective spark-arresting equipment.

And so it was left to overseas systems including my 'home' railway, the New Zealand Railways, to evolve equipment so that despite the conditions, coal-burning steam locomotives did not cause trackside fires. Some arrangements were better than others.

Climate change will now force British steam locomotive operators to learn and apply what overseas railways were forced to find out many years ago.

The requirements are simply stated: first of all that chimneys should not omit cinders that carry enough heat to light fires and secondly, that air inlets to ashpans, which actually cause the worst fires, should not allow any burning ash falling through the gaps in the gate to find its way out on to the track and beyond.

It is unlikely that pushing steam locomotives around by diesels will solve the problem or it does not guarantee to stop cinder and ash emissions.

Unless a locomotive is suitably equipped to work safely in all conditions, it should not be used.

David Berry, Wellington, New Zealand

→ What could we do to help the Southwold revival?

WITH the Southwold Railway now commissioning a new-build 2-4-0T *Blyth*, the local group has taken on a major task to bring back the Southwold Railway.

Is this East Anglia's version of the Lynton & Barnstaple Railway with even the locomotive named after the local river?

This is an enormous project for the fledgling railway to bring Suffolk its second railway. It really deserves all the assistance possible.

If only all the other East Anglian preserved railways would throw their weight behind this scheme to move it forward to be ready to steam the locomotive on its own tracks. Although, in reality, is it possible? They are geared to standard gauge and not the 3ft gauge of the Southwold.

What next? Maybe it's time to search the countryside and farms for some 3ft-gauge six-wheeled chicken coups or garden sheds. They could well exist, as when the railway closed in 1929, much of the stock was left to rot at Halesworth and this could be the area to start the search.

Derrick Martin, Hornchurch, Essex

STAR LETTER

A Jubilee in the bank!

I READ with interest the letter in issue 243 from Colin Stanaway, concerning the forgotten heritage railway bank branch at Longsight in Manchester. Colin said that he thought his letter was not the whole story about the former William Deacon Bank.

Indeed, there is more to tell. George Davies, one of my predecessors as Bahamas Locomotive Society chairman was the bank manager at what later became an RBS bank and closed in August.

On the opposite corner of the bank, on the A6 at the corner of Stockport Road and Dickenson Road, was the Barclays bank and the branch manager there was Roger Nicholas, who was also the treasurer of the society.

So much of the society's business was done in Longsight, just a stone's throw from the Longsight railway sheds, now the Alstom depot for

the West Coast Main Line, which celebrated 175 years of being built last year. Both were instrumental in the founding of the Dinting Railway Centre and George was one of the pioneers in lobbying and achieving both the bank sponsored railtours and the return to steam on the main line some three years after the 'Fifteen Guinea Special'.

With *Bahamas* now on the verge of its return to the main line, many will remember the early 1970s Welsh Marches railtour, involving both *Bahamas* and *King George V*. Many senior early railway preservation figures were known to catch up with George, both in Longsight and at Dinting, until he left the bank to take up a full-time position with David Shepherd in setting up the East Somerset Railway as the managing director. Indeed, Colin moved there as well as his father Jack, who was

persuaded by George to also move south to become the caretaker at Cranmore.

In those days of Dinting, Colin was a good friend of mine and shortly after moving to Cranmore, I remember going to spend some time in the first summer there, staying with the Stanaways in the bungalow which had been built there. It will be well over 40 years since I was last with Colin and it would be good to touch base again, perhaps behind *Bahamas* with a main line excursion.

When George left, our own society account was moved more than a mile down the A6 to the RBS Heaton Moor branch, which has also closed at the same time as the Longsight one. In fact, there is now only one RBS Bank in the whole of Manchester, in the centre.

Keith Whitmore, chairman, Bahamas Locomotive Society



Cornish name: GWR No. 3265 *Tre Pol and Pen* on an unknown date and location, although Norman Preedy, from whose archives the photograph comes, believes it may be Birmingham Snow Hill. *Heritage Railway* reader Dick Starr recalls that one of the nameplates from the loco, which was built in July 1896 as Duke class No. 3271, was hanging on the wall of a garage near his home in the early-1950s. The 4-4-0 was renumbered 3265 in 1912 and was withdrawn in December 1929, when its boiler and cab were used to build the first member of the Earl 'Dukedog' class, carrying the same name and number. Final withdrawal was in December 1949, by which time it was numbered 9065. The name *Tre Pol and Pen* is a phrase describing Cornish people or places – an example being the pioneer railway engineer Richard Trevithick. NORMAN PREEDY ARCHIVE

GWR memories in a garage in the 1950s

THE article by Geoff Courtney in issue 244 of nameplate *Knight of the Thistle* from GWR Star class No. 4012 coming up for auction reminded me that this was one of several nameplates hanging for years on a garage inside wall just along the road from me. Two others were *Tre Pol and Pen* from Dukedog No. 9065, which my father, who was a GWR railwayman, had fired on, and *King Arthur*.

These nameplates are just the ones

I bring to mind – there were plenty more, as well as cabside numberplates. They were owned by another GWR railwayman who was nicknamed 'Chuffer', and he was paying between £10 and £20 for them. I am 82 now, and I am talking about the early-1950s.

Dick Starr, Chappanslade, Wiltshire

→ Geoff Courtney writes: The *King Arthur* nameplate to which Dick refers

would have come from a GWR 4-4-0 that was built in August 1895 as Duke class No. 3258. This engine was renumbered 3257 in 1912, had its *King Arthur* name removed in May 1927, and was withdrawn in May 1937 when its boiler was used in the build of Earl 'Dukedog' class No. 3213.

There was of course another *King Arthur*, SR No. 30453, but this wasn't withdrawn until July 1961.



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Steam in the English Landscape



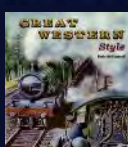
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Visiting from the Great Central Railway, Hudswell Clarke-built 0-6-0ST No. 68067 awaits departure from the Midland Railway-Butterley's Swanwick Junction station on August 25 with a rake of restored vintage carriages. The Seaside Special headboard is a reminder of the 'Trains to the Seaside' trains which operated throughout this year's school summer holiday – which included a beach at Swanwick Junction, providing an additional attraction for families. ALAN WEAVER

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Running: Tue + Nov 11.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.

Running: W/Es.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.

Running: Nov 4, 11, 18.

Seaton Tramway

3ft gauge, three miles. Harbour Road,
Seaton, Devon. Tel: 01297 20375.

Running: Nov 30.

Somerset & Dorset Railway

Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.

Tel: 01761 411221

Open Sun, Mon.

Running: Nov 18.

South Devon Railway

Standard gauge, seven miles,
footplate experience, wine and dine.
Buckfastleigh, Devon.

Tel: 01364 644370.

Running: Nov 1-4.

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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View of Inside Motion Detail

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UP & RUNNING

Swanage Railway

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Swanage, Dorset.
Tel: 01929 425800.

Running: W/Es + Nov 1.

Swindon & Cricklade Railway

Standard gauge, three miles, footplate experience.

Blunsdon, Wiltshire.
Tel: 01793 771615.

Running: Sun.

West Somerset Railway

Standard gauge, 20 miles, footplate experience, wine and dine. Minehead, Somerset TA24 5BG.

Tel: 01643 704996.

Running: Nov 1-4.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.

Tel: 01379 686900.

Running: Dec 1, 2, 8, 9, 15, 16, 21-24.

Bure Valley Railway

1ft 3in gauge, nine miles, footplate experience.

Aylsham, Norfolk.
Tel: 01263 733858.

Running: Sat + Nov 4, 11, 18.

Colne Valley Railway

Standard gauge, one mile, footplate experience, wine and dine. Castle Hedingham, Essex.

Tel: 01787 461174.

Running: Dec 8, 9, 15, 16, 21-23.

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: 2019.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.

Tel: 01362 690633.

Running: Nov 23 - Dec 30 (Polar Express).

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: Nov 10, 11, 17, 18.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience.

Sheringham, Norfolk NR26 8RA.

Tel: 01263 820800.

Running: W/Es.

Wells & Walsingham Railway

10¼in gauge, four miles.

Wells-next-the-Sea, Norfolk.

Tel: 01328 711630.

Running: Dec 8, 9, 15, 16, 21, 22.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.

Reepham, Norfolk.

Tel: 01603 871694.

Running: Steam first Sun of month.

104 Heritagetrain.co.uk



Carrying the Great Western livery it was delivered in, the Vale of Rheidol Railway's 1923-built 2-6-2T No. 8 makes a fine sight coupled to its train of restored GWR carriages in the beautiful Ceredigion scenery. VOR

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience.

Quainton Road, Bucks.

Tel: 01296 655720

Open: Nov 4.

Running: 2019.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles. Chinnor, Oxon.

Tel: 01844 353535.

Running: Dec 1, 2, 8, 9, 15, 16, 20, 22, 23, 29-31.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles. Wallingford, Oxon.

Tel: 01491 835067.

Running: Dec 8, 9, 15, 16, 22, 23.

Didcot Railway Centre

Standard gauge, footplate experience.

Didcot, Oxon.

Tel: 01235 817200.

Open: W/Es.

Running: Dec 1, 2, 8, 9, 15, 16, 22, 23.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200.

Running: Dec 1, 2, 8, 9, 15, 16, 21, 22, 23, 24, 27-30.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Nov 11.

Derbyshire. Tel: 01246 472450.

Open: W/Es.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754.

Running: Nov 3, 4, 11.

Cambrian Heritage Railways

Standard gauge, ¾ mile (Llynclys), ½ mile (Oswestry), footplate experience,

Llynclys station & Oswestry station (museum open Tues-Fri + running days).

Tel: 01691 728131.

Running: Dec 9 (Llynclys).

Nov 11 (Oswestry).

Chasewater Railway

Standard gauge, two miles.

Walsall, West Midlands.

Tel: 01543 452623.

Running: Nov 4, 11.

Churnet Valley Railway

Standard gauge, 5¼ miles,

footplate experience,

wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755.

Running: Dec 1, 2, 5, 8, 9, 12, 15, 16, 19-23, 27, 30, 31.

Dean Forest Railway

Standard gauge, 4¼ miles,

footplate experience.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: Nov 4, 7, 11.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: W/Es.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es + Nov 1, 2.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Dec 1, 2, 8, 9, 15, 22, 23.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles,

footplate experience.

Toddington, Glos.

Tel: 01242 621405.

Running: Dec 1, 2, 8, 9, 15, 16, 20-24,

26-31.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323.

Running: W/Es + Nov 5.

Great Central Railway Nottingham

Standard gauge, 10 miles.

Ruddington, Notts.

Tel: 0115 940 570.

Running: Nov 3.

Midland Railway – Butterley

Standard gauge, 3½ miles, footplate experience,

wine and dine.

Ripley, Derbyshire.

Tel: 01773 570140.

Running: Sun + Nov 1-3, 10, 24.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Running: Nov 25.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire.

Tel: 01629 580381.

Running: Nov 3, 4, 10, 11.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford,

Gloucestershire.

Tel: 01594 834991.

Running: W/Es, Tues, Thur.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Sun, Tues, Thur.

Running: 2019.

Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs.

Tel: 01995 672280.

Running: Nov 1-4.

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 + Nov 1, 2.

Sherwood Forest Railway

1ft 3in gauge, ¼ mile.

Edwinstowe, Nottinghamshire.

Running: Daily.



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The Downpatrick & County Down Railway's former Irish Sugar Company (Cómhlucht Siúicre Éireann) Orenstein & Koppel 0-4-0T+WT No. 1 is seen rounding the curve from Inch Abbey Station on a summer steam service to Downpatrick. MORGAN YOUNG/DCDR

Steeple Grange Light Railway

1ft 6in gauge, ½ mile, footplate experience.

Wirksworth, Derbyshire.

Running: Dec 15-16.

Telford Steam Railway

Standard gauge, one mile, footplate experience.

Telford, Shropshire.

Email: sec@telfordsteamrailway.co.uk

Tel: 01952 503880.

Running: 2019.

Running: Dec 1, 2, 8, 9, 15, 16, 22, 23.

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: Dec 9, 15, 16, 22, 23.

Running: Sun + Nov 10.

Keighley & Worth Valley Railway

Standard gauge, five miles, footplate experience, wine and dine.

Keighley, West Yorks BD22 8NJ.

Tel: 01535 645214.

Running: W/Es + Nov 1, 23.

Kirklees Light Railway

1ft 3in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: W/Es + Nov 1, 2.

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.

Open: Nov 18.

Running: Dec 8, 9, 15, 16.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Running: Dec 1, 2, 8, 9, 15, 16, 22-24.

North Tyneside Railway

Standard gauge, two miles.

North Shields. Tel: 0191 200 7106

Running: Nov 1, 4.

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks.

Tel: 01751 472508.

Running: Nov 1-4.

South Tynedale Railway

2ft gauge, 5 miles. Alston, Cumbria.

Tel: 01434 382828/381696.

Running: Dec 1, 2, 8, 9, 15, 16.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns + Nov 24.

Weardale Railway

Standard gauge, 18 miles.

Stanhope, Bishop Auckland,

Co Durham.

Tel: 01388 526203.

Running: 2019.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 0845 450 5474.

Running: Dec 20, 21.

Yorkshire Wolds Railway

Standard gauge, 300ft.

Fimber, East Yorkshire YO25 3HG.

Tel: 01377 338053.

Running: 2019.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate experience. Bury, Lancs.

Tel: 01617 647790.

Running: W/Es.

Eden Valley Railway

Standard gauge, two miles.

Warcop, off A66,

Cumbria CA16 6PR

01768 342309.

Running: 2019.

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: Nov 1-5.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

near Ulverston, Cumbria.

Tel: 01539 531594.

Running: Dec 1, 2, 8, 9, 15, 16.

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles.

Ravenglass, Cumbria.

Tel: 01229 717171.

Running: Nov 24, 25.

Ribble Steam Railway

Standard gauge, one mile.

Preston, Lancs. Tel: 01772 728800.

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.

Lionheart station, Alnwick,

Northumberland.

Running: Dec 8, 9, 12, 28-30.

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: Nov 3, 4, 10, 11, 17, 18.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,

Laythorpe, York. Tel: 01904 489966.

Running: Dec 1, 2, 8, 9, 15, 16, 22, 23.

Elsecar Railway

Standard gauge, one mile. Footplate

experience. Elsecar, South Yorks.

Tel: 01226 746746. Open: Daily.

Running: Dec 8, 9, 15, 16, 27, 30.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

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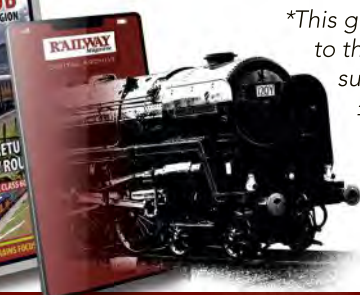
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Running: Nov 1-4.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Tue, Wed, Thur + Nov 1-3.

Llangollen Railway

Standard gauge, 10 miles, footplate experience, wine and dine.

Llangollen, Denbighshire.

Tel: 01978 860979.

Running: Nov 3, 4.

Pontypool & Blaenavon Railway

Standard gauge, two miles.

Blaenavon, Torfaen.

Tel: 01495 792263.

Running: Dec 1, 2, 8, 9, 15, 16, 22, 23.

Rhiw Valley Railway

1ft 3in gauge, ¾ mile, footplate experience.

Manafon, nr Welshpool, Powys.

Running: 2019.

Rhyl Miniature Railway

1ft 3in gauge. Rhyl, North Wales.

Running: 2019.

Snowdon Mountain Railway

800mm gauge, 4½ miles.

Llanberis, Gwynedd.

Tel: 01286 870223.

Running: May 2019.

Talyllyn Railway

2ft 3in gauge, 7½ miles, footplate experience. Tywyn, Gwynedd.

Tel: 01654 710472.

Open: Daily.

Running: Nov 1-3.

Teifi Valley Railway

2ft gauge, ½ mile. Henllan, Ceredigion SA44 5TD. Tel: 01559 371077.

Running: 2019.

Vale of Rheidol Railway

2ft gauge, 11¾ miles.

Aberystwyth, Ceredigion.

Tel: 01970 625819.

Running: Nov 1, 2, 4.

Welsh Highland Heritage Railway

2ft gauge, one mile.

Porthmadog, Gwynedd.

Tel: 01766 513402.

Running: Nov 1-3.

Welsh Highland Railway

2ft gauge, 26 miles.

Caernarfon, Gwynedd.

Tel: 01766 516000.



The attractive blue livery of GER Y14 0-6-0 No. 564 is seen to good effect as it approaches Weybourne at the bottom of Dead Man's Hill on the North Norfolk Railway on June 26, 2018 with 12.10pm Sheringham to Holt service. PAUL BIGGS

Running: Sats + Nov 1, 2, 4, 7, 8, 14, 15, 21, 22.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles, footplate experience.

Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: Nov 1-4.

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: Nov 10, 11.

Running: Nov 3, 4.

Caledonian Railway

Standard gauge, four miles.

Brechin, Angus. Tel: 01356 622992.

Running: Dec 9, 15, 16, 22, 23.

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: Nov 24, 25.

Scottish Industrial Railway Centre

Standard gauge, ½ mile.

Dunaskin, Dalmellington Road (A713),

Waterside, Ayrshire.

Running: 2019.

Lothialmond Railway Museum

Standard gauge, ½ mile.

Scottish Vintage Bus Museum,

Lothialmond, nr Dunfermline.

Running: 2019.

Strathspey Railway

Standard gauge, 10 miles. Aviemore,

Inverness-shire.

Tel: 01479 810725.

Running: Nov 24, 25.

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: Dec W/Es - except 30.

Giant's Causeway & Bushmills Railway

3ft gauge, two miles.

Bushmills, County Antrim.

Tel: 0282 073 2844.

Running: 2019.

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: Dec 1, 2, 8, 9, 12, 15, 16, 21-23.

West Clare Railway

3ft gauge. Moyasta Junction,

Co Clare.

Open: 2019.

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

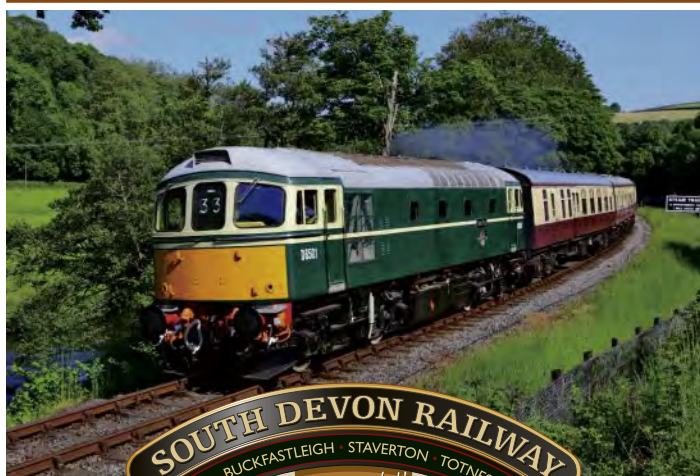
St Bees, Cumbria. Open: Monthly, dates as per Facebook entry or email petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.

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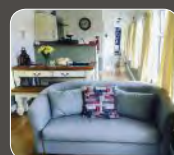
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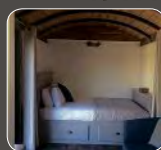
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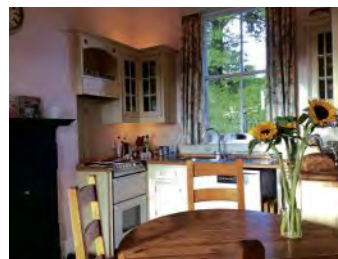
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Vol. 219 Southern Steam Miscellany No. 3

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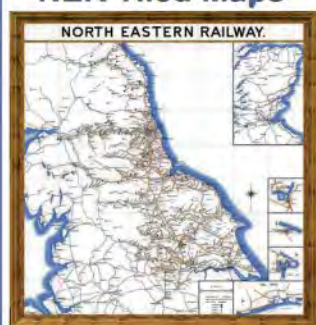
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Recalling a charming bygone era, 4F No. 44392 heads a train of three BR Suburban carriages around the curve at Mytholmes on the Keighley & Worth Valley Railway on September 23. The berries on the tree on the right provide a reminder the season is about to change. ANDREW DENNISON

November's varied line-up

THE month of November brings a smaller number of events, but nevertheless there is a surprising amount of variety for steam and diesel aficionados alike.

... Kicking off with what promises to be a wonderful sight of two Caledonian Railway locomotives together, with their charming appearance and colourful blue liveries, the Bo'ness & Kinneil Railway's gala would appear to be a 'must attend' event for steam fans.

Three weeks later, the Great Central's

Last Hurrah of the Season gala is sure to be a popular draw, although details of the line-up remained to be confirmed as this issue went to press.

DMUs will be in the spotlight at the East Lancs' Scenic Railcar Weekend, with an intensive timetable offering plenty of opportunities to sample the different units and stop off along the friendly line.

The weekend of November 2-4 brings a sort of 'two in one' event at the South Devon Railway, when it hosts its Diesel Gala, as well as commemorating the last

BR (W) passenger train to run on the scenic branch.

To mark this 60th anniversary, the SDR is running a special steam-hauled service on Saturday, November 3, leaving Buckfastleigh at 7.58pm and returning from Totnes at the same time as the last train did 60 years ago. It'll arrive in Buckfastleigh at 9.21pm.

Among the home fleet expected to be performing for the diesel event are BR Sulzer Type 2 (Class 25) D7612, BRCW Type 3 'Crompton' (Class 33) D6501,

0-6-0DE shunter (Class 09) D3721 and 'Bubblecar' single railcar W55000.

West Somerset Railway-based BR diesel hydraulic Type 1 (Class 14) D9526 will be joined by the Dartmouth Steam Railway's BR Sulzer Type 2 (Class 25) D7535, which last visited the SDR in 2014.

The centenary of the First World War Armistice is also being remembered at the Apedale Valley Railway, the Great Central Railway and the Lynton & Barnstaple Railway.

SPECIAL EVENTS

November

2-4: Bo'ness & Kinneil Railway: Caledonian Reunion Gala

Two Caledonian Railway-liveried locomotives will be a fine sight, with visiting No. 828 from Strathspey joining newly overhauled resident 0-4-4T No. 419.

2-4: South Devon Railway: Diesel Gala

The home fleet will be joined by a Class 14

D9526 from West Somerset Railway and Class 25 D7535 from the Dartmouth Steam Railway.

3, 4: East Lancs Railway: Scenic Railcar Weekend

An intensive all-DMU timetable, helping you to ride and photograph the units.

3, 4: Lappa Valley Railway: Steam Extravaganza

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4: West Lancashire Light Railway: Children in Need

The railway honours the sacrifices of the fallen of past wars with a service of remembrance, including a two-minute silence at 11am.

10, 11: Apedale Valley Railway: World War One Armistice Centenary

Those who sacrificed so much for us will be honoured at the Staffordshire 2ft-gauge line, which has a fine collection of First World War rolling stock.

10, 11: Kirklees Light Railway: Days Out with Thomas

Teaming up with Quorn Local History Group, the GCR will display 04 No. 63601 and a Warflat wagon carrying a First World War tank. Other attraction include talks, displays, re-enactors and a vintage shuttle bus to the village.

17, 18: Great Central Railway: Last Hurrah of the Season

The final chance of the year to enjoy a GCR Gala before the festive season.

24, 25: National Exhibition Centre: Warley Model Railway Exhibition

RAILWAYANA

November

17: Lacy Scott & Knight, Bury St Edmunds

17: GW Railwayana, Pershore

18: Great Central Railwayana tickets, central London

KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event

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TO COMPLEMENT the written word, we're adding video footage to our website. To watch the clips, scan the QR code (below) with your smart device or go to: <https://www.heritage railway.co.uk/category/video/>

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Take a look at the moment No. 45596 Bahamas returned to steam after its overhaul.

■ GARRATT MAKING THE GRADE

Enjoy an exhilarating ride behind Ffestiniog & Welsh Highland Railways Garratt No. 87 on the climb up from Caernarfon to Dinas in an open carriage, shot during the line's Super-Power gala (see p54).



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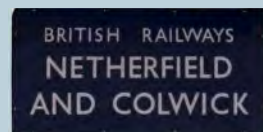


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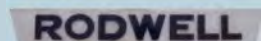
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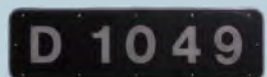


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Rail Holidays of the World



Steam into 2019 ~ by Train!

Behind the Scenes in North Wales ~

Departs 30 March 2019 - 14 Days from £2,610pp

This comprehensive tour offers an amazing opportunity to enjoy sights not normally seen by the average rail passenger. A chance to "access all areas" at many of the heritage railway gems of North Wales from miniature to standard gauge. Ride on footplates and learn about the history of these fascinating railways

- ❖ Footplate rides on Ffestiniog, Rhyl Miniature, Llanberis Lake, Welsh Highland Heritage, Fairbourne, Tallylyn, Vale of Rheidol and Corris Railways
- ❖ Visits to National Rail signal boxes in Machynlleth and Shrewsbury
- ❖ Guided tours and insights from railway staff and volunteers
- ❖ Steam hauled private charter trains on Ffestiniog, Vale of Rheidol, Corris and Tallylyn
- ❖ Scenic rail journey along the Cambrian Coast
- ❖ Tours of remnants of former railways around Porthmadog and North Wales coast
- ❖ Unique behind the scenes access



Dresden Steam Festival ~

Departs 10 April 2019 - 8 Days from £1,075pp

Attend Germany's Dresden Steam Festival and enjoy comprehensive loco displays and presentations. This escorted rail holiday also includes rides on two nearby steam railways and a paddle steam journey on the Elbe.

- ❖ Dresden Steam Engine Festival, including evening photographic session at Roundhouse I
- ❖ Return journey on Kitzschschl tramway
- ❖ Return journeys on the Weisseritztalbahn & Loessnitzgrundbahn steam railways
- ❖ Travel by paddle steamer on the Elbe River
- ❖ Public transport ticket for central Dresden

Mallorca Narrow Gauge ~

Departs 1 April 2019 - 6 Days from £850pp

Explore Mallorca by train on a rail holiday that takes in the rugged mountains in the north and the golden beaches of the south. A great way to see the island and explore Palma, Sóller, Inca and Pollença.

- ❖ Scenic rail journey to Sóller
- ❖ Explore destinations off the tourist trail
- ❖ Centrally located hotel
- ❖ Escorted daily excursions
- ❖ Time to explore Palma, Sóller, Inca, Manacor and Pollença

Snow on the Alps ~

Departs 12 February 2019 - 10 Days from £1,775pp

A fabulous winter rail holiday that takes you through the snow-drenched Swiss Alps by train. Ride Switzerland's famous Bernina and Glacier Express trains as well as the UNESCO World Heritage Rhaetian Railway.

- ❖ First Class Swiss Pass for unlimited travel whilst in Switzerland
- ❖ No expensive excursions to pay for
- ❖ Two centres Chur and Interlaken
- ❖ Centrally located hotels allowing easy access on free days with your travel pass
- ❖ Reservations in first class on Glacier and Bernina Express trains
- ❖ Dinner in one of the heritage dining cars operated by Rhaetian Railways
- ❖ Arranged optional escorted excursions on free days to Arosa, Davos, Zermatt and Montreux



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