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IRELAND NETWORKS**

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 249

December 14, 2018 –
January 17, 2019

'MIRACLE' NER 1903 RAILCAR SCOOPS TOP HRA AWARD

Statfold Barn gets national accolade too!

★ ★ ★
**AWARDS
SPECIAL**
★ ★ ★

**WHAT'S RUNNING
OVER CHRISTMAS
AND NEW YEAR – A
COMPLETE GUIDE**

■ **Second City Polar Express
soaraway success**

■ ***Russell* at Beddgelert for
first time since 1937**

■ **TORNADO ON TRACK FOR FEBRUARY 9 COMEBACK**

■ **BRITANNIA BACK IN SERVICE** ■ **NEW NER G5: LATEST PROGRESS**

OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos

31-435 Class 1F 0-6-0T 41726 BR black early emblem (RRP £99.95) **BARGAIN** £66



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (RRP £129.95) **BARGAIN** £59



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (RRP £214.95) **BARGAIN** £168

31-169 Class 5 L&YR 2-4-2T 50705 BR black early emblem (RRP £114.95) **BARGAIN** £65



32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest (RRP £189.95) **BARGAIN** £149



31-921 Class H2 Atlantic 4-4-2 32424 "Beachy Head" in BR black early emblem (RRP £161.46) **BARGAIN** £87

32-359A Standard Class 4MT 2-6-4T 80092 BR black early emblem (RRP £134.95) **BARGAIN** £92

Diesel locos

32-377A Class 37/4 37401 "Mary Queen Of Scots" BR large logo blue (RRP £117.26) **BARGAIN** £203.96



31-590 Class 70 70015 in Freightliner air intake modifications (RRP £169.95) **BARGAIN** £133

Coaches

39-652DC Mk2F "Alicorn" FO first open InterCity - DCC fitted interior lighting £57.96

Dapol - Diesel locos



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (RRP £140) **BARGAIN** £84

Hattons Originals - Steam locos



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (RRP £99) **BARGAIN** £89



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (RRP £129.95) **BARGAIN** £99

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

Heljan - Steam locos

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

3922 Class Q2/4 Tango 2-8-0 63975 in BR black late crest flush tender (RRP £184.95) **BARGAIN** £84

Diesel locos

2503 Class 05 Hunslet shunter "Cider Queen" green wasp stripes (RRP £129.95) **BARGAIN** £59

2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (RRP £139) **BARGAIN** £95

5827 Class 58 58016 in EW&S maroon and gold (RRP £125) **BARGAIN** £75

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

Electric locos



7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** £99



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** £99

9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (RRP £139.95) **BARGAIN** £64

DMUs



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (RRP £119.95) **BARGAIN** £50

Man-made scenic structure - railway-related

89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready. £199

Hornby - Steam locos

R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (RRP £24.99) **BARGAIN** £16

R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (RRP £119.99) **BARGAIN** £64



R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (RRP £94.99) **BARGAIN** £49



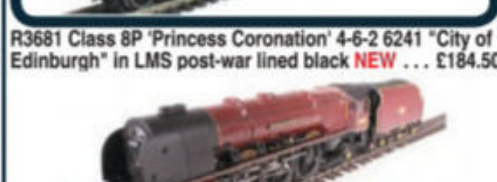
R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest £144



R3682 Class 8P "Princess Coronation" 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue **NEW** £184.50



R3681 Class 8P "Princess Coronation" 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black **NEW** £184.50



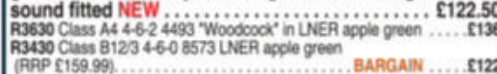
R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S." in BR maroon £189



R3663TTS Class A1 4-6-2 60163 "Tornado" in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted **NEW** £122.50

R3630 Class A4 4-6-2 4493 "Woodcock" in LNER apple green £136

R3430 Class B12/3 4-6-0 8573 LNER apple green (RRP £159.99) **BARGAIN** £122



R3235 Class D16/3 "Claud Hamilton" 4-4-0 E2524 in early BR Black (RRP £109.99) **BARGAIN** £55

R3615 Class W4 Peckett 0-4-0ST 560 Peckett works leaf green builders lettering £90



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (RRP £124.99) **BARGAIN** £59



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (RRP £124.99) **BARGAIN** £59

R3419 Drummond Class 700 0-6-0 693 Southern Railway black (RRP £124.99) **BARGAIN** £69

Diesel locos



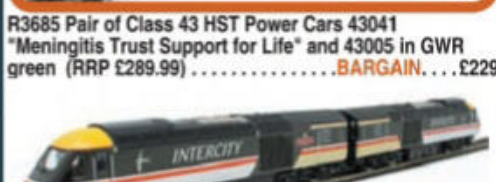
R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (RRP £64.99) **BARGAIN** £34.50



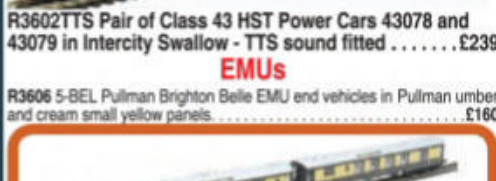
R3659 Class 67 67027 "Charlotte" in Colas Rail Freight **NEW** £144



HSTs



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (RRP £289.99) **BARGAIN** £229



R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted £239



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels £160



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (RRP £179.99) **BARGAIN** £132



R1176 Class 373 "Eurostar" Train Set (RRP £169.99) **BARGAIN** £129

R1172 e-Link Majestic digital train set Class A1 4-6-2 in BR blue and Class 47 diesel (RRP £299.99) **BARGAIN** £250



Coaches

R4873 LMS Stanier Period III coaches in LMS Coronation Scot crimson lake - pack of three - Railroad Range £64

R4780A Mk3 TGS trailer guard second 44086 in GWR green **NEW** £31.50

R4779A Mk3 TRUB restaurant buffet 40743 in GWR green **NEW** £31.50

Wagons



R6365 Breakdown Crane pack 20-ton brake van and 8-plank open wagon - Railroad Range (RRP £32.99) **BARGAIN** £14.50



R6833 LNER 20 ton 'Toad B' brake van 140422 in LNER bauxite **NEW** £19.80

R6833A LNER 20 ton 'Toad B' brake van 140526 in LNER bauxite **NEW** £19.80

R6834A LNER 20 ton 'Toad E' brake van 1788614 in BR grey **NEW** £19.80

Man-made scenic structure - railway-related

R636 Double track level crossing (RRP £28.99) **BARGAIN** £14

Oxford Rail - Steam locos



OR76DG003 Class 2301 Dean Goods 0-6-0 2475 in Great Western green (RRP £112.95) **BARGAIN** £74

N Gauge

Dapol - HSTs

2D-019-008 Class 43 HST 4-car book set in GNER blue. £160.89



2D-019-009 Class 43 HST 4-car book set in GWR Green £160.89

Graham Farish - DMUs



371-629 GWR Railcar 20 in GWR chocolate & cream shirt button emblem (RRP £94.95) **BARGAIN** £75

O Gauge (1:43 Scale)

Dapol - Steam locos

GM7210101 Class A1X Terrier 32635 "Brighton Works" in LBSCR improved engine green - "Gaugemaster Collection" **NEW** £184

GM7210103 Class A1X Terrier 32635 "Brighton Works" in LBSCR improved engine green - weathered - "Gaugemaster Collection" **NEW** £192

Gaugemaster Controls - Train sets - analogue

GM7000101 "Brighton Works" Premium train set Class A1X Terrier Brighton Works **NEW** £369

Heljan - Steam locos

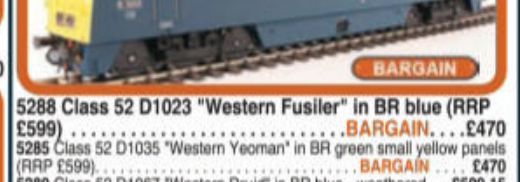
6104 Class 61xx "Large Prairie" 2-6-2T 6132 in BR lined green late crest £594.15

Diesel locos



2558 Class 25/3 in BR blue - unnumbered £446.25

2555 Class 25/3 in BR green small yellow panels - unnumbered £446.25



5288 Class 52 D1023 "Western Fusiler" in BR blue (RRP £599) **BARGAIN** £470

5285 Class 52 D1035 "Western Yeoman" in BR green small yellow panels (RRP £599) **BARGAIN** £470

5289 Class 52 D1067 "Western Druid" in BR blue - weathered £509.15

DMUs

8914 Class 128 parcels DMU W55991 BR blue - weathered (RRP £599) **BARGAIN** £425

Coaches

4953 Mk1 BG full brake in BR chocolate and cream (RRP £325) **BARGAIN** £141



Welsh Highland Railway flagship Hunslet 2-6-2T running again through the Aberglaslyn Pass towards Beddgelert for the first time in 81 years.
MICHAEL CHAPMAN

Just reward for a mission beyond impossible!

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CHRISTMAS has deservedly come early for the 1903 NER Electric Autocar Trust, and not before time. Yet again, I cannot praise highly enough the efforts of those who rediscovered one of the world's most historically important passenger vehicles and against a sea of 'insurmountable' difficulties, rebuilt it to running order – and with an appropriate trailer too.

Now it has just been awarded the preservation sector's highest honour – the Heritage Railway Association's Peter Manisty Award for Excellence. No surprises there, because this pioneer Edwardian vehicle – the forerunner of all of the world's internal-combustion passenger railcars and DMU sets – cannot be defined by any word other than 'excellence'.

Minus a chassis and running gear, No. 3170 spent nearly three quarters of a century on a North Yorkshire farm, and surprisingly, its fabric was fairly well looked after in the circumstances.

However, at any time it could have been converted to a hen coop, left to rot as a storage shed, or worst of all, turned into a bonfire.

When arch preservationist Stephen Middleton came along, he would have been praised for simply saving the body and reminding the world about its phenomenal relevance to railway history everywhere. It could have been restored as a museum exhibit, or like so many vintage wooden-bodied coaches, used as a shop, cafe or storeroom at a heritage railway station.

But no. Instead he would settle for nothing less than to see this mega antique running again. Despite many setbacks, the trust he set up battled through, and remarkably commissioned an all-new diesel engine to replace the petrol version that would no longer be allowed to run with a wooden-bodied vehicle today.

No. 3170 is to 20th-century transport history what Stephenson's *Rocket* was to the 19th. It is certainly ironic that we celebrate its reappearance in the same year that we commemorated 50 years since the end of steam on the national network – the form of traction for which the railcar sounded, albeit faintly at first, the death knell

65 years before. We have long had full-size replicas of *Rocket* – but now we have the first item of modern passenger traction running in our midst again.

The HRA's Interpretation Award 2019, again sponsored by this magazine, has this time been carried off by the Statfold Barn Railway for its magnificent Grain Store narrow gauge museum, which can give any national equivalent a run for its money. Statfold supremo Graham Lee has long toured the world in search of abandoned narrow gauge steam locomotives, repatriated them and returned them to working order in his workshop near Tamworth.

However, his achievement here has led me again to ask the question – if we can do this for world narrow gauge, why not for standard (or where applicable) broad gauge too?

I have long dreamed about the establishment of an international museum of world steam, based here in Britain. We have long seen pictures of steam locomotives rusting away or being scrapped in places as far afield as Bolivia, Portugal or Poland – why not bring them to the country which invented and refined the steam railway locomotive concept

and create a new global showcase for them? They may not have been built in the UK or have run there, but the origin of the concept is, thanks to the likes of Richard Trevithick and the likes of George and Robert Stephenson, British to the root core, we should celebrate the technology though which the world was changed forever.

Finally, in a year of surprises and sparkling special events, I was delighted to hear that *Russell*, the sole surviving original Welsh Highland Railway locomotive has run under its own steam through the stunning Snowdonian landscapes to Beddgelert, 81 years after its last visit. It is nearly 20 years since we announced in the first issue of *Heritage Railway* that the Government had given the go-ahead to the Ffestiniog Railway to rebuild this sister line, and it just gets better and better. Yet another heritage sector class act!

Robin Jones Editor

Heritage railway.co.uk **3**

CONTENTS

ISSUE 249

December 14, 2018 – January 17, 2019

News



8

Headline News

6

- NER 1903 electric autocar wins the HRA's top honour
- Vintage Trains' 'Polar Express' heading for sell-out
- Welsh Highland Railway flagship *Russell* back in Aberglaslyn Pass
- BR 7P *Britannia* hauls its first main line charter in three years
- Steam Dreams plans more *Flying Scotsman* trips during 2019



14

News

10

- *Flying Scotsman* nameplate sale sets new world record
- Bluebell, North Yorkshire Moors and Ffestiniog cottage win National Rail Heritage Awards
- *Oliver Cromwell* boosts Great Central crowds for Last Hurrah gala
- *Betton Grange* boiler now complete at Tyseley Locomotive Works
- Standard 2MT No. 78022 back in traffic at Worth Valley after 17 years
- New-build GWR Churchward 4-4-0 County frames cut
- Bulleid double decker driving motor trailer sold

Main Line News

56

- Could the Williams Review place main line heritage and charter operations at risk?
- B1 *Mayflower* main line test run
- February 9 date for *Tornado* main line return
- Might *Union of South Africa's* boiler ticket be extended?



67

With Full Regulator

64

Don Benn shares his experiences of main line steam tours behind No. 70013 *Oliver Cromwell* in 2012



Regulars

Subscribe Today 30

Railwayana 52

Geoff Courtney's regular column

Centre 54

An autumnal scene of Fairburn 2-6-4T No. 42073 taken by Ian Dixon during a photographic charter on the Lakeside & Haverthwaite Railway



54

Main Line Itinerary 62

Steam and heritage diesel railtours

Off the Shelf 90

Latest book and DVD releases

Platform 92

Where your views matter most

Up & Running 94

Your guide to railways running in the autumn.

The Month Ahead 106

Features

Railways remember the fallen

Gareth Evans reports on how the UK's heritage railway sector marked the centenary of the end of the First World War – from respecting the two-minute silence to dedicated services of remembrance



46



CONTENTS: Santa heads into town: GWR 4-6-0 No. 4965 *Rood Ashton Hall* crosses the viaduct into Birmingham Moor Street with the empty coaching stock for the afternoon Vintage Trains 'Polar Express' trip to the North Pole, aka Tyseley yard, on Friday, November 30. On one side the locomotive carried a facsimile nameplate from GWR No. 4005 *Polar Star*. At the rear of the train was Class 47 D1755 (47773), which hauled the outward leg to Tyseley. JOHN TITLOW
COVER: BR Standard Class 7 No. 70000 *Britannia* returned to the main line with the 'The Welsh Borders Explorer' excursion on December 2. Captured from a public foot crossing at Rednal, near Oswestry, the train took a circular route from Crewe via Telford and Stafford. SIMON KERRY



68

Shildon's Rising Star

Mark Smithers pays a visit to the Timothy Hackworth Industrial Estate in Shildon to see a future star of the heritage railway movement taking shape – the new-build G5 0-4-4T. It is seen as a versatile steam locomotive for heritage and main line operation.



74

Great Steam Engineers of the 19th Century Part 3: The 1830s

In the third part of his series about the dawn of steam, Brian Sharpe outlines how the larger railway companies moved towards establishing their own locomotive building facilities, headed by CMEs.



80

Strangers at Holbeck

Most steam sheds saw only the predictable classes of engines much of the time, but all had the occasional unusual visitor. The one-time LMS shed in Leeds was no exception. Gavin Morrison illustrates the variety of engines seen on Holbeck shed in its last few years of operation.



86

A volunteer's journey

In the latest in our Volunteer's Blog feature series, reader Bob Greenhalgh shares his experiences of 27 years of hands-on involvement with the Bala Lake Railway in north Wales and describes what the narrow gauge line has to offer a would-be volunteer.

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NER autocar: the new jewel in the crown!

By Robin Jones

A 15-year project to restore the forgotten North Eastern Railway railcar that is the ancestor of modern internal combustion passenger trains worldwide has scooped the top honour in the Heritage Railway Association 2019 Awards.

The NER 1903 Electric Autocar Trust has been awarded the coveted Peter Manisty Award for Excellence, the association's most prestigious award. It is awarded by the board of the HRA on an occasional basis for an exceptional and outstanding contribution to railway preservation.

The restoration of electric autocar No. 3170, as featured in issue 248, was viewed by many as an impossible engineering project, as all that remained of the vehicle was a grounded body at a farm in Yorkshire.

However, it was the determination of expert vintage coach restorer Stephen Middleton, who bought the body and removed it for restoration, which saved the day.

Statfold's museum

Having formed a trust to administer the railcar so that substantial grant aid could be unlocked, a modern-day miracle was worked using a combination of a new-build diesel engine, recycled components from Northern Ireland Railways' trains, HSTs, 08s and many more, keeping the design of the 'new' bit true to the original design concept.

The HRA Interpretation Award, sponsored by *Heritage Railway* magazine, has been awarded to the Statfold Barn Railway, near Tamworth for its new Grain Store narrow



Above: North Eastern Railway electric autocar No. 3170 is pictured at its public launch at the Embsay & Bolton Abbey Steam Railway on October 19. **ROBIN JONES** **Inset:** Some of the plethora of immaculately-restored narrow gauge locomotives from across the world inside Statfold Barn's Grain Store museum. **ROBIN JONES**

gauge museum and its repository of artefacts and documentation relating to the Hunslet Engine Company.

As featured in issue 240, the new museum has 30 locomotives, 20 of them serviceable, and these were positioned on roads around a turntable like a narrow gauge roundhouse. A track links the turntable to the main 2ft gauge running line.

The stylish and spacious interior of the hall is far more akin to the interior of a national museum than a private collection. Visitors are able to descend a flight of stairs from a

balcony inside the main hall and examine and photograph every exhibit to their hearts' content.

The Grain Store is all but a narrow gauge version of York's National Railway Museum.

Presentation

A secret ballot was held on November 30 to determine the outcome of the other 2019 awards, after the compilation of a shortlist. Noting the importance to heritage rail of upcoming generations, this year's awards list includes an important new category, Young Volunteer of the Year.

The winners will be announced at the Heritage Railway Association's gala 2019 Awards Night at the MacDonald Burlington Hotel, opposite Birmingham New Street station on February 9.

Rail celebrity and pop mogul Pete Waterman will be guest speaker, and the event offers a three-course dinner, live music, industry personalities, and the presentations themselves. **→ Tickets are available to members and non-members alike, at the HRA events booking office at www.hra.uk.com**

THE 2019 HRA AWARDS SHORTLIST

HRA ANNUAL AWARD FOR LARGE GROUPS

(Awarded to an HRA member organisation, from the larger categories of membership, for excellence in developing their business.)

- The Gloucestershire Warwickshire Railway for Broadway station.
- The Lynton & Lynmouth Cliff Railway for business continuity in the face of adversity.
- The Friends of *Black Prince* at the North Norfolk Railway.
- The Bodmin and Wenford Railway for partnership work with the wider rail industry.

HRA ANNUAL AWARD FOR SMALL GROUPS

(Awarded to an HRA member organisation, from the smaller categories of membership, for excellence in developing their business.)

- Leek Brook station at the Churnet Valley Railway.
- The reinstatement of Truthall Halt at the Helston Railway.

- First World War Armistice commemoration at Steeple Grange Light Railway.

THE JOHN COILEY LOCOMOTIVE ENGINEERING AWARD

(Awarded to an HRA member organisation who has completed an outstanding engineering project in the field of locomotive overhaul, restoration, or preservation.)

- Greensand Railway Museum Trust for the restoration of the 40hp petrol 'armoured' Simplex WDLR No. LR2182 (Motor-Rail No. 461 of 1917).
- The Ravenglass & Eskdale Railway Preservation Society for the Train from Spain project *Whillan Beck*.
- The Lincolnshire Coast Light Railway Historic Vehicle Trust for "*Jurassic In The Park*".
- War Office Hunslet No. 303 – unique survivor of the Great War at the Apedale Valley Light Railway (pictured on News, page 36).

THE MORGAN AWARD FOR OUTSTANDING ACHIEVEMENT

(Awarded to an HRA member organisation for an outstanding achievement.)

- The International Rail Heritage Consultancy Ltd. for the Channel 4 programme: Great Rail Restorations with Peter Snow.
- The North Yorkshire Moors Railway for the Channel 5 programme documenting the day-to-day life of the line.
- The Isle of Wight Steam Railway for composite No. 10, the Oldbury Carriage.
- Seaton Tramway for its new Seaton station.

HRA AWARD FOR A YOUNG VOLUNTEER

(Awarded to a volunteer under the age of 26, for significant achievement.)

- Ashley Helleur of Bodmin & Wenford Railway.
- Matt Riley and Conner Thornton of the Lincolnshire Wolds Railway.
- Matthew Jackson and Matthew Sutton of the West Somerset Railway.
- Lee Robbins of the West Somerset Railway.

- Matthew Wilson of the Railway Preservation Society of Ireland.

HRA AWARD FOR AN OUTSTANDING VISITOR ATTRACTION (LARGE GROUPS)

(Awarded to an HRA member organisation, from the larger categories of membership, who provides an outstanding visitor experience.)

- The Isle of Wight Steam Railway.
- Lynton & Lynmouth Cliff Railway – for the Cliff Railway Day 2018.
- The Talylyn Railway.

HRA AWARD FOR AN OUTSTANDING VISITOR ATTRACTION (SMALL GROUPS)

(Awarded to an HRA member organisation, from the smaller categories of membership, who provides an outstanding visitor experience.)

- Hop-tu-Naa event at the Great Laxey Mine Railway.
- South Tynedale Railway.
- The Isle of Man Douglas horse trams.



Happy youngsters, many dressed in nightclothes as per the Warner Brothers film, leave the 5pm 'The Polar Express' after it returned to Birmingham Moor Street behind GWR 4-6-0 No. 4965 Rood Ashton Hall at 6.30pm on Friday, November 30. Inset: One side of Rood Ashton Hall carried the nameplate Polar Star, recalling Star 4-6-0 No. 4005, which emerged from Swindon Works in February 1907 and was withdrawn in 1934. ROBIN JONES

Second city Santa sensation!

By Robin Jones

VINTAGE Trains Limited's first major exercise as a Train Operating Company – the debut of the steam-hauled 'The Polar Express' on the UK main line – appears to have been a stunning success in terms of the amounts of tickets sold.

As we reported in our last issue, the Tyseley-based operator is running the trips based on the Warner Brothers' hit Christmas movie of the same name, from Birmingham Moor Street station to Tyseley and back.

As in the film, families with young children dressed in nightclothes gather in a reception room at Moor Street, where the story of The Polar Express by Chris Van Allsburg is unfolded through video, before the train conductor appears and invites them aboard, leading them to the platform.

On board, dancing chefs and waiters arrive serving cookies and hot chocolate, and show pages from the illustrated book of the film for the whole carriage to follow.

Headed by GWR 4-6-0 No. 4965 Rood Ashton Hall, carrying a facsimile GWR nameplate Polar Star on one side, the train is top and tailed and the outward journey is diesel-hauled. At the North Pole, aka Tyseley, a series



A return ticket to see Santa at the North Pole

of illuminated backdrops represents the factories where Santa's elves make the toys.

Santa boards the train, meeting every boy and girl, and steam takes over for the trip back to Moor Street.

Running around four of the hour-long trips each day on four days a week for four weeks, from November 29 until December 23, Vintage Trains had 22,500 seats to sell. VTL managing director Cath Bellamy said that by the end of November, 20,000 of those seats had been sold, and half had been bought in the first week.

Tickets are typically £35 standard class and £45 first class, with some fares at £25. On Black Friday, some tickets on 'off peak' less popular journey times, were sold at a bargain £10. Otherwise, as we closed for press, many trains had sold out – despite the fact that VTL had been allowed to announce the 'Polar Express' season only in early November following a year of talks with the copyright holder and planning.

Because VTL's own coaching stock was still undergoing derogation in order to run on the network, a set of seven maroon Mk.1s was hired from the Scottish Railway Preservation Society at Bo'ness. Also, Tyseley's GWR 4-6-0 No. 7029 Clun Castle had



The conductor of 'The Polar Express' welcomes a young passenger. VTL

yet to appear as planned, because it had not yet undergone its main line test runs.

Cath Bellamy said response from passengers, especially the young children, has been overwhelming.

On November 30, the second day of the trips, a feature on Vintage Trains Limited was aired on Radio 4's You and Yours programme and included interviews with Cath and Network Rail chairman Sir Peter Hendy.

→ Anyone who wishes to take a trip on 'The Polar Express' should telephone 0121 708 4960, email tickets@vintagetrains.co.uk or fax 0121 708 4965.



VTL operations systems manager Phil Allison presents Ray Churchill (left) with his European Train Driving Licence. VTL

Ray Churchill first again

THE first Vintage Trains Limited driver to qualify under the new Train Operating Company status, Ray Churchill, has been presented with his European Train Driving Licence.

This new requirement came into force on October 31 and prescribes that all drivers must hold this licence to drive on the national network.

It is designed to enable sharing of information and skills between companies regardless of how long an individual has been driving trains. VTL is an accredited examination centre for driver licensing, with former West Coast Railways driver Ray Churchill's licence being its first issue.

On November 16, Class 50 No. 50007 Hercules ran from its base at Kidderminster on the Severn Valley Railway to Tyseley on an out-and-back trip to Stratford-upon-Avon using the North Warwickshire line, manned by VTL staff. It enabled its drivers to qualify on Class 50s and gain further competence and experience of the class. The 'Hoover' will be based at Tyseley to provide backup diesel power for 'The Polar Express' before Christmas.



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Ten steam locomotives set for three-day GCR winter gala

THE Great Central Railway's January 25-27 winter steam gala will feature up to 10 locomotives in action, including the comeback of Stanier 8F No. 48305

after a major overhaul. The special guest locomotive will be GWR 4-6-0 No. 7802 Bradley Manor from the Severn Valley Railway.

The intensive timetable will include frequent passenger and freight trains – plus Travelling Post Office demonstrations.

Get in touch

editor@heritagerailway.co.uk

Return of the Mountain King

By Robin Jones

LEGENDARY original Welsh Highland Railway flagship *Russell* has returned to the upper reaches of the route, 81 years on.

The Hunslet 2-6-2T, which dates from 1906 and which is the only surviving locomotive from the original line, successfully completed a gauging and inspection run on November 25 from the Gelert's Farm, Porthmadog base of its owner the Welsh Highland Heritage Railway, over part of the WHR 'main line' which it had not visited since 1937. On that occasion, it ran north for the last time to Dinas shed to be locked away when the line closed.

The run was made possible owing to the close working relationship between the WHHR and the separate Ffestiniog & Welsh Highland Railways in preparation for *Russell* to appear at a special event on June 21-23 to celebrate WHR heritage.

Diary marker

That event will see *Russell* working between the replica 1920s WHR halt at Pen-y-Mount, to Pont Croesor and on to Hafod y Llyn.

It is not the first time that *Russell* has run over a reopened section of the WHR – in 2000 it ran from Caernarfon to Waunfawr.

The June event will give it the first opportunity for a longer run since

it was restored in 2014, at a cost of more than £350,000, to as close as possible to its as-built condition.

The WHHR's Mark Seale who is project-managing the joint event, said: "It was important for us to make sure that *Russell* was fit and well before we made a final commitment to participating in the event.

"The inspection run went very well and we are very excited to be supporting the event. We believe that by working together, we can make a valuable contribution and make the event in June a spectacular weekend.

"The primary goal for the inspection run was to ensure that *Russell's* rather special design of pony truck and running gear will negotiate the curves of the reinstated railway and ensure that enough movement from the trucks is evident on the tightest curve.

"While the inspection run took place, Ffestiniog Railway engineers were invited to take a closer look at the locomotive. The mechanical engineering team at the WHHR will now have the winter to prepare the locomotive."

WHHR chairman Graham Farr added: "This is another important milestone in the evolving Welsh Highland Railway story. It demonstrates how *Russell* operated by the WHHR in Porthmadog can be used to complement and support

the further development of the reinstated railway.

"WHHR members are looking forward to working with our F&WHR colleagues. Hopefully this will be a first step and the WHHR looks forward to operating more heritage trains beyond our station at Pen-y-Mount in the future."

F&WHR general manager Paul Lewin, said: "June 21-23 will be the narrow gauge event of the year. 2019 is looking like being an epic year for the WHR, 21 years on from the first trains running out of Caernarfon. Not only will we see the opening of two new stations, we will also enjoy visiting locomotives that will go a long way toward re-creating so many Welsh Highland heritage scenes of years gone by and some fascinating additional visitors too."

Survivor

When originally delivered to the North Wales Narrow Gauge Railway in 1906, there were early reports that *Russell's* pony trucks were prone to derailment on the sharper curves.

Modifications are believed to have been carried out to overcome the problem and would appear to have worked as the locomotive then seemingly settled in to regular service.

After the WHR days when the locomotive was requisitioned for



What kept you so long? *Russell* stands at Beddgelert which it last visited in 1937. BRUCE BRAYNE

Britannia back in traffic

By Cedric Johns

FRESH from the paint shop at Crewe, Locomotive Services' BR 7P No. 70000 *Britannia* is back in traffic after an absence of three years from the main line. Dogged with vibration problems, the 4-6-2 was 'stopped' for intensive work on its wheels and axles with emphasis on the replacement of bearings.

Placed in the hands of South Devon Railway's workshops, a first attempt did not overcome the problem so the whole process was repeated, this time, it seems, with success.

Sent to the Severn Valley Railway by road for proving runs the 'Brit' also took part in the line's September gala.

Returning to Crewe in steam, the trip was treated as the engine's light test and on arrival was moved into the paint shop and given



BR 7P Pacific No. 70000 *Britannia* heads 'The Welsh Explorer' across Chirk Viaduct on December 2. MICHAEL ANDERSON

a new coat of BR green.

The 4-6-2 made another proving run from Crewe to Chester and back, on November 9.

Given the all-clear *Britannia* headed Saphos Trains' final train of the year, the 'Welsh Borders Explorer' on December 2. It was sold out.

There has been talk of No. 70000

working Pathfinder's Salisbury-Chester-Worcester 'Chester Chuffer' steam on at Bescot on December 15 in place of the troubled A1 Pacific No. 60163 *Tornado*. However, if negotiations for motive power are successful the likely choice could be Bulleid 4-6-2 No. 34046 *Braunton*.

However, the 7P is certain to be

rostered for a sizeable percentage of main line work next year and may well feature in Saphos Trains' summer trips to Weymouth, where *Britannia* made several visits in 2015. It is possible that it will be heading Saphos Trains' 'William Shakespeare' from Preston to Stratford-on-Avon on April 13.



Back after 81 years: *Russell* steams along the Welsh Highland Railway through the Aberglaslyn Pass. F&WHR

industrial service, it was converted to an 0-6-2T. In other words, the front truck was removed to avoid problems with derailments on sharp curves at Brymbo steelworks.

Later it moved to the Isle of Purbeck for further industrial use, but by 1953 was reported as being laid up with a broken driving axle.

Acquired by the Birmingham Locomotive Club, it was transferred to the Narrow Gauge Railway Museum at Towyn. Further moves followed and it was worked in

various places including Hunslet's works and Carnforth.

Preservation

Russell was returned to traffic with a new boiler in the 1980s at what is now the WHHR, by which time it was a 2-6-2T again. When it visited the Ffestiniog Railway in this condition in the mid-Eighties, there were problems with the pony trucks.

However, during the last overhaul the pony trucks were given attention at Alan Keef's works, returning

them to something close to the original design. This change has worked successfully in traffic on the WHHR over the last few years, but it was felt prudent to make sure that this would be the case on the tighter curves of the WHR before planning an event which involves the locomotive.

Paul added: "Suffice to say that after careful checking, all was pronounced well, albeit with a list of matters to be resolved over the winter maintenance period."

New *Flying Scotsman* Steam Dreams trips

By Cedric Johns

STEAM Dreams has just announced a short series of excursions with *Flying Scotsman* next year, beginning with three trips around the Surrey Hills route on Thursday, May 30.

The first of these is expected to depart London Victoria at 8.45am for the 80-mile run through some pleasant countryside.

The second train is due to depart Victoria around 2pm, while the third leaves at 5.10pm.

On Saturday, June 1, *Flying Scotsman* will take a 'Cathedrals Express' out of Victoria for Salisbury, running via the South Western Main Line to Basingstoke. It then continues from Worting Junction via Andover and Whitchurch.

Upon arrival, the A3 will be watered and turned on the Laverstock triangle in readiness for an afternoon trip around part of Hampshire taking in Romsey, Southampton, Eastleigh, Chandlers Ford and Romsey, thence back to Salisbury. Later, the main train returns to London.

Scottish spectacular

Prior to these trains, *Flying Scotsman* plays a major role in Steam Dreams' nine-day visit to Scotland and the Lake District. Departing London on Thursday, May 9, the train, 'Highlands & Islands' picks up *Scotsman* at York and then proceeds to Edinburgh.

Passengers are given options and can select where they stay overnight as the tour progresses to Fort William. During the nine days the train – and ferries – visit Mallaig, the Isle of Mull, Iona, Kyle of Lochalsh, the Isle of Islay and Inverness.

On day seven, May 15, David Buck's B1 *Mayflower* will work double-header with a 'Black Five' from Fort William to the Firth of Clyde. There, the 'Black Five' comes off the train, leaving the B1 to work the remainder of the journey unassisted to the Lake District via Beattock, and Carlisle. Following an overnight stopover, *Mayflower* is set to take the train back to Euston.

GCR wagons to be loaned to Blaenavon

TEN 16-ton mineral wagons based at the Great Central Railway are to go on long-term loan to the Pontypool & Blaenavon Railway, with the first batch expected to arrive in time for a charter in January.

Moving the wagons will cost £5000 and a GoFundMe page has been set up to help with this. A PBR spokesman said: "It (the loan of the wagons) has to be cost neutral to the railway. Following the burglary in October, when £14,000 in takings were stolen, things are tight."

He added that the reason for wanting the wagons is: "To showcase the history of the railway and Blaenavon's past."

Initially, 39 wagons were purchased by the GCR, with the majority being sourced from the now-closed Rover works at Longbridge.

Three have since moved to the Manchester Museum of Science and Industry. The wagons are lettered with their correct BR number where this is known. Several of the mineral wagons from Rover

had no identification and so were given numbers in the B2797XX series, the final two numbers being their Windcutter fleet number.

This number series was an unused sequence within that used by BR for the various batches of mineral wagons produced over the years.

In recent years considerable research has been undertaken to try to identify the original numbers of the wagons in the fleet and where these have been ascertained have been subsequently applied.

Relics from 'old' Corris Railway locomotive helping build new one

A NEW-build locomotive project – or an archaeological dig? That is the conundrum now facing the Corris Railway, which is building a replica of its original Hughes 0-4-2ST No. 3, in the form of No. 10 *Falcon*.

After the Corris shut, Talyllyn Railway revivalists obtained its surviving two locomotives, and No. 3 became *Sir Haydn*. When No. 3 was overhauled by the TR in 1967, discarded sections of

the cab were buried at Tywyn Pendre. The cab which was then removed was short of headroom.

Cab guide

When the earth bank which held the remains was removed, the rusted metalwork was exhumed and passed to the Corris for safekeeping.

The new cab for No. 10 will also allow for the taller stature of footplate

crews in the 21st century compared to their 19th century predecessors. The remains of the earlier cab will guide the appearance of the new cab.

Although volunteers will produce the cab for No. 10, the main work is being carried out at the workshops of Alan Keef Ltd. In order to keep the construction proceeding continuously, the railway is looking for 200 people to subscribe £10 or £20 a

month for a period of 30 months. All contributors will receive a certificate of appreciation when No. 10 is finished.

Painting incentive

Artist Jonathan Clay has been commissioned to produce a painting of the locomotive, from which a limited edition print will be produced for those donating £20 or more a month.

➔ For details, visit www.corris.co.uk

NATIONAL RAILWAY HERITAGE AWARDS

Who can enter?

ANYONE who has care of a restored and/or converted railway or tramway structure, or who has been involved in its restoration or conversion, can enter the annual National Railway Heritage Awards.

The awards are open to all sectors of the railway industry in the UK and Ireland, and not just the heritage railway sector.

Eligibility

Projects entered must have heritage interest and value, with emphasis on overall quality and thoroughness in approach, sympathetic treatment, awareness of conservation practice, attractiveness to the public and regard for the local environment.

- Both railway and tramway structures may be considered.
- Eligible projects include goods sheds; signalboxes and other lineside structures; viaducts; bridges and tunnel portals; level crossings; turntables; and rare historic pointwork and signalling.
- Normally a project entered for an award should have been completed over the past two years.
- Pictures of a project before work begins and during it are included in the entry as these greatly assist both the judges on their visit, and the panel of adjudicators, in giving a good idea of the extent and nature of the work done.
- All winners are expected have a local ceremony to unveil their plaque.

Judging

Judging is done by two judges, normally on separate, pre-arranged visits from a team of 40 judges based regionally.

Judging takes place in June and July, and is completed by mid-August.

At the adjudicators' meeting, which takes all day in September, the judges' reports and pictures of each entry are considered and the shortlist compiled, from which the individual award winners are recommended to the awards management committee.

→ Entry is online at nrha.org.uk/entry-form – with a deadline of mid-May.

Bluebell, Moors and Ffestiniog cottage win national honours

By Robin Jones

A RUN-DOWN cottage with its own private platform on the Ffestiniog Railway has scooped a major national heritage award.

Abandoned Coed y Bleiddiau, built in 1863 for Henry Hovenden, the superintendent of the Ffestiniog Railway, has now been transformed into a holiday let accommodating four people, who can arrive by steam train.

It was built during the slate industry's boom years when more staff were needed, and it was from Coed y Bleiddiau, near Blaenau Ffestiniog that Henry Hovenden oversaw the carriage of thousands of tons of slate.

When the slate industry slumped, the cottage was leased, and rented for 15 years by the composer Granville Bantock, to who his friend Edward

Elgar dedicated his second Pomp and Circumstance March.

The last inhabitants of the lineside cottage, Bob and Babs Johnson, lived here for more than 50 years until 2006 when their declining health made living in the remote location problematic.

The cottage was falling into ruin when the Landmark Trust took it on and repaired and refurbished it throughout.

Rail deliveries

All rotten woodwork, plaster and ceilings were carefully removed, with as much of the original fabric as possible saved. New slate slabs were fitted on the ground floor, and decaying wooden floorboards on the first floor were replaced. Delivery of materials by the railway itself took three days, a fact that added to the difficulty of the restoration project.

The building was completely

rewired and new services installed (including a septic tank) before replastering. A new bathroom and kitchen were added and the chimney stack was rebuilt, while sash windows and the tiny porch were dismantled and remade.

The external woodwork has been repainted in brown and cream, the traditional livery of the FR for its intermediate halts. The Landmark Trust made two discoveries during the renovation. An old railway milepost from the days of the horse tramway, which pre-dated the use of steam locomotives had been used as a lintel for the bathroom window. It has been returned to the FR.

Also, the name Hovenden was found scratched into a window pane – maybe by the original occupant, the superintendent or by one of his children.

For the restoration, the Landmark



Somerset and Dorset and Railway Trust-owned Peckett 0-4-0ST *Kilmersdon* (No. 1788 of 1929) pays the Helston Railway's Truthall Halt a visit in April. NRHA



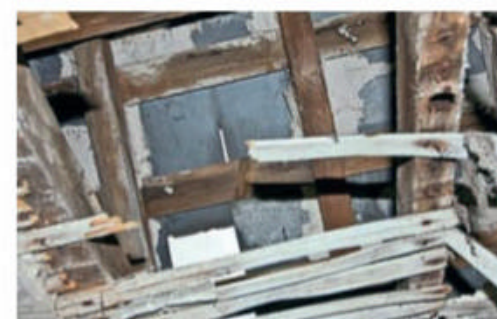
A view of the new walkway and the high girders on the Tay Bridge at Dundee which won the top prize, this year in honour of the late Sir William McAlpine. NRHA



The Welshpool & Llanfair Light Railway's 0-6-0T *Countess* passes the waiting shelter replica at Heniarth Halt with the line's vintage train on August 18. NRHA



The new Sheffield Park LBSCR-style starting signal and train headed by Maunsell Q 0-6-0 No. 30541 on July 31. NRHA



Coed y Bleiddiau before restoration.
LANDMARK TRUST



Part of the restored interior of the cottage. LANDMARK TRUST

Left: Ffestiniog Railway Double Fairlie David Lloyd George passes restored Coed y Bleiddiau cottage with an Up train. Coed y Bleiddiau means 'wood of the wolves' and marks the place where the last wolves were seen in Wales. The cottage is a reminder of bygone days, when the railway served the remotest of settings. NRHA

Trust has now been awarded the Taylor Woodrow Partnership Award at the 2018 National Railway Heritage Awards, presented at a ceremony in the Merchant Taylors' Hall in Threadneedle Street, London, on December 5, by principal guest speaker Mark Carne, chief executive of Network Rail from 2014-18.

The 39th annual awards ceremony also saw two heritage railways presented with awards.

Operations

The Siemens Signalling Award was made to the Bluebell Railway for the signalling work undertaken at Sheffield Park station to replace the LBSCR signals.

Since new timber posts for the LBSCR-pattern were required, the opportunity has been taken to relocate the signals slightly further north, to enable the eventual lengthening of the platforms.

The London Underground Operational Enhancement Award, which recognises significant operational improvements at a

station that respects its heritage character, went to the North York Moors Historical Railway Trust for the restoration of the original waiting room at Goathland Station and the creation of a new shop.

The new shop was officially opened by NYMR archivist Mark Sissons, at a ceremony on March 23, 2017. Positioned at the entrance to the station, just over the river bridge and adjacent to the viewing area, the shop has been constructed entirely by volunteers.

What had been used as the station shop, on the Up platform, has been restored to its original use as a waiting room after about 45 years.

Miles apart

The Stagecoach Volunteers Award was made to Network Rail, whose staff had voluntarily undertaken the restoration of the signs on the East Coast main line in Scotland highlighting the distances to London – 350 miles – and Edinburgh – 50 miles.

Highly commended in the same

category were the Helston Railway for the reconstruction of Truthall Halt and the Welshpool & Llanfair Light Railway for its revamp of Heniarth Halt.

The Railway Heritage Trust Conservation Award for the best restored structure supported by funding from the trust was won by Network Rail for the restoration of the footbridge, canopies and signalbox at Worksop station.

The Bombardier Crossrail Award for Urban Heritage was made to Galliford Try for the striking restoration of the roof at Carlisle station.

The BAM Nuttall Structures Restoration Award for the best restored structure, such as a viaduct or tunnel, was made to Network Rail for work undertaken in refurbishing and strengthening Cyngordy Viaduct on the scenic Central Wales line between Shrewsbury and Swansea.

The Great Western Railway Craft Skills Award, recognising the best use of traditional craft skills in the

restoration of a building or structure, was jointly awarded to Network Rail and Colt Construction Ltd for the restoration of the clock tower at Cleethorpes station and to Historic Environment Scotland for the locomotive shed at Stirling.

Refreshment

The Hendy & Pendle Trust Commercial Restoration Award went to the Ouseburn Leisure Group Ltd for the conversion work on the waiting room at Durham station into a pub; appropriately called The Waiting Room.

The winner of the Supporters Award for the best small project entered into the competition was HS1 Limited for the reinstated drinking fountain at St Pancras International.

The award for the best overall entry in the 2018 competition, named this year in tribute to the late Sir William McAlpine Bt, went to Network Rail and Taziker International for the massive programme which has seen the country's longest railway viaduct – the Tay Bridge – fully refurbished.



The restored waiting room (left) and matching new shop (right) at Goathland station on the North Yorkshire Moors Railway. NRHA

How GCR and Santa made Christmas come early

MORE than 400 youngsters suffering from cancer were carried on board three special Santa steam trains, along with family members, at the Great Central Railway on Saturday, November 24.

The railway worked with local charity PASIC, which gives families in the East Midlands practical and emotional support.

More than £5000 was donated by local businesses towards the total cost of the trains, including Next, Tarmac, Smooth Radio, William Davis, EFS, Magna Signs, Nationwide Windscreens, OCS and its customers, Bond Street Car Service, *Heritage Railway* publisher Mortons and Caterpillar Staff.

The trains travelled from Loughborough to Leicester North and back, with drinks, mince pies and chocolates supplied.

Santa gave each child a present and there was also the opportunity for a photo. Nationwide provided a selection box for each child and Mrs Claus and an entertainer were also on board.

PASIC operations manager Louise Whittle said: "Words cannot express how valuable the day was in giving families an opportunity to spend a special fun time together, providing the chance for a breather from the pressures childhood cancer brings. The families had a great time as they've expressed in their feedback to us."

Tribute to giant of European steam

By Bill Parker

EUROPEAN steam railway heritage has been in mourning for one of its giants.

Andras Szendrey, who died on November 3 in Budapest aged 66, was a career railwayman who developed an interest in heritage and became director of MAV Nosztalgia, the Hungarian Railway's heritage organisation, which he ran for 21 years.

He not only established one of the great railway museums in Europe, the Railway Heritage Park in Budapest, but created a stable of working steam locomotives and carriages second to none.

I first met him in the mid-1990s, when as a total stranger I was invited on the footplate of the 1917 Austro-Hungarian 'Parrot' 4-6-0 No. 109.109 steaming out of one of Europe's great railway stations, the Eiffel-built Budapest Nyugati (Western).

Grand Prix

This led to invitations to bring an English team to the Steam Engine Grand Prix held at the newly opened museum, and a conversation with Ray Mason returning from one of these Grands Prix led directly to GWR prairie No. 5521 coming to Wolsztyn in Poland for its anniversary event in 2007.

Andras arranged for us to go on across Europe to Budapest with a train he had brought to Wolsztyn, coincidentally with the 'Parrot', and thus we were in Budapest when the Orient Express arrived from Istanbul. And with Andras' connections, on September 11, I steamed out of Nyugati on the footplate of my own locomotive (No. 5521) this time – piloting the Orient Express! All down



Andras Szendrey in typical form entertaining passengers on the Machu Picchu train in 2009. BILL PARKER

to Andras Szendrey – a 'Mr Fixit' if there ever was one.

Andras worked tirelessly to promote the museum and to have operational steam and heritage trains. He worked with many British tour operators, such as the late-lamented Nigel Dobbing of the Railway Touring Company, and regularly ran trains of heritage stock to Istanbul.

His ultimate achievement was working with Tim Littler of Golden Eagle Luxury Trains to run the first luxury trains from Europe into Iran, using Hungarian crews and equipment. A triumph of logistics, the crews and equipment were away for 28 days, thousands of miles from home, but they all came back – and are only stopped now by the problems in Turkey.

Andras was much respected by

FEDECRAIL, the European Federation of Museum and Tourist Railways. Its annual conference hosted by Andras in 2010 was so successful that they returned for their 20th anniversary in 2014 – to be welcomed by a 4-8-0 bursting through the wall!

Respected

Andras was a lovely man – a friend to everyone, and the life and soul of any party. He was known and respected throughout the railways of Eastern and Central Europe, and hundreds of railwaymen attended his funeral. Many of us in Britain who knew him from the Grand Prix, the museum or his trains and tours will mourn his passing.

He is survived by his wife and two daughters, one of whom married an Englishman and lives in Oxford with their young son Henry.

Tornado to head Berlin Air Lift 70th anniversary train

By Robin Jones

A1 Peppercorn Pacific No. 60163 *Tornado* has been booked to head a revival of the Berliner British Military Train – for only the second time since German reunification.

The seven-day rail cruise is designed to form the backbone of the biggest British Army of the Rhine/RAF Germany joint service reunion since the Berlin Wall fell.

The train is scheduled to run from Manchester to Berlin, starting on Tuesday, June 11, to commemorate the 70th anniversary

of the Berlin Airlift and the role of military engineers and logisticians in the postwar recovery of war-torn Germany from 1945-49 and also to mark seven decades of Anglo-German friendship on land, in the air, and in the community.

The UK section will be steam-hauled from Manchester to Harwich by *Tornado* – itself an Anglo-German engineering project, with the boiler having been built at Meiningen – and named in honour of the RAF GR4 aircraft.

The leg is being billed as the first steam-hauled troop train in more than half a century.

The continental leg will use the historic Rheingold train.

Amongst many highlights, the train will call at Arnhem for a 'Bridge Too Far' cocktail reception and private viewing of the Airborne Museum, and there will be a multi-faith service of thanksgiving at the monument where Montgomery accepted the Nazi surrender in 1945.

The journey ends with a Blockade Buster commemorative drive from Helmstedt (Checkpoint Alpha) to Berlin, remembering the only time in history that cancelled trains have been replaced

by an emergency air service.

Project manager Neil Howard said: "This is not a battlefield tour, or a conventional railway enthusiast jaunt. It is an off-duty military staff ride through 70 years of contemporary history that you can take a loved one on. In the highest tradition of British forces in Germany, the train has more restaurant and bar cars than the Orient Express."

The first-class fare is £2999 per person – if the passenger or their partner served in Germany – and more details can be found at www.coldwarexpress.co.uk



With the power station cooling towers as the backdrop, LMS Princess Coronation 4-6-2 No. 6233 *Duchess of Sutherland* powers the 'York Yuletide Express' across the River Aire at Ferrybridge on November 17. RODNEY TOWERS

We've won awards too!

By Robin Jones

APART from the national accolades mentioned in the previous pages, several heritage railways have carried off prestigious awards in the past weeks.

The Chinnor & Princes Risborough Railway has won a Special Award, for opening its main line interchange station in August, in Railfuture's seventh annual Rail User Group Awards.

The award was presented to CPRR chairman Danny Woodward at Railfuture's annual national autumn conference in Reading.

Danny said: "The CPRR is a 100% volunteer operated railway. The award is a fantastic and timely recognition of volunteers' efforts who have been greatly supported by Chiltern Railways and Network Rail in delivering the project over the last few years."

Railfuture's judges were so impressed with the nominations this year that they decided to make two Special Awards. The other went to West Coast Railways, which was recognised for launching its special locomotive-hauled 'Lakeland' service over the Windermere branch. In two weeks in June when Northern withdrew all its services, West Coast carried 17,000 passengers.

Meanwhile, the East Lancashire Railway has scooped the Large Visitor Attraction of the Year award at the Lancashire Tourism Awards, beating off competition from Blackpool Zoo,



Accepting the Go North Wales Tourism Best Marketing award were TR general manager Stuart Williams, volunteer Lel Johnson, commercial manager Lorraine Simkiss and marketing officer Dan King. TR

Madame Tussauds Blackpool and others to pick up the award organised by Marketing Lancashire for the second time. The railway has seen considerable growth in recent years, and now attracts more than 200,000 visitors each year.

At the recent Go North Wales Tourism Awards presentation dinner at Venue Cymru in Llandudno, the Talyllyn Railway won the Best Marketing award.

Sponsored by Traveline Cymru, the award specifically recognises innovation in tourism marketing demonstrating a true understanding of the market and the needs of customers.

The Middleton Railway has been awarded a Highly Commended certificate in the Small Attraction of the Year category in the Visit Yorkshire White Rose Awards for 2018.

The judges commented: "We were

greeted by a very friendly volunteer, who took time to explain all that was on offer and ensured we knew when the next train departures were taking place."

Cornish company Railholiday, which has been offering breaks in converted Victorian railway carriages in St Germans and Hayle since 1998, has received the Winner of Winners title and three others in the Cornwall Tourism Awards.

Railholiday, the family business of David and Lizzy Stroud, won golds for responsible, ethical and sustainable tourism, and glamping and alternative accommodation, a bronze for access and inclusivity and was highly commended for wildlife friendly business.

Now in its 20th year, the firm was commended for its "commitment to excellence and to constant improvement and development."

East Lancashire slated over runaway PW trolley crash

THE Railway Accident Investigation Branch has made safety recommendations after a hand trolley loaded with half a tonne of ballast ran away from track workers on the East Lancashire Railway.

The trolley derailed when it struck a wooden level crossing gate which was pushed into a road that was open to road traffic. Although the level crossing gate was damaged, there were no injuries.

The incident occurred at around 11.15am on March 15 as the workers were on the track near Ramsbottom station.

An RAIB report said: "The immediate cause of the runaway was that the trolley was not fitted with any brakes and was deployed on a gradient without the introduction of any mitigation or safeguard against it running away."

"The unbraked trolley was almost certainly available for use because it had been donated to the ELR, which did not have any processes in place to manage donations, and no controls in place for use of trolleys during track maintenance."

Recommendations

"Additionally, there were no constraints on the use of such trolleys on the railway, nor any competence and training requirements for their operators."

"There was no assessment of the risks of using the trolley, either generically or for the specific task on the day, and there was no formal training or briefing of the operators on the day. The underlying factors were inadequate management systems in the permanent way department and, probably, a lack of safety management system compliance audits."

The RAIB has recommended to the Heritage Railway Association that it issue guidance to its members on limiting the use of trolleys not fitted with fail-safe brakes, and fully assessing the risks where they are to be used.

Recommendations made to the ELR were the provision of suitable working procedures in the permanent way department, and the implementation of an effective audit process. The ELR has since disposed of all unbraked PW trolleys.

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A close-up of the locomotive's nameplate. GARETH EVANS

Right: The Rev Mike Roberts with Simon Weston CBE during the service of commemoration with *The Unknown Warrior* at Crewe Heritage Centre on November 10. BOB SWEET/LMS-PATRIOT PROJECT



New Patriot will never let us forget

By Gareth Evans

A VISION of the future which is paying tribute to the past was unveiled at Crewe Heritage Centre over the weekend of November 10/11 – when the LMS-Patriot Project's new-build locomotive was displayed publicly with its boiler in situ, coupled to a borrowed LMS Fowler tender.

As reported in our last issue, No. 5551 *The Unknown Warrior* was moved to Crewe Heritage Centre for its boiler to be trial fitted by Huyton-based boilermakers Heritage Boiler Steam Services. Crewe Heritage Centre was open to the public for a weekend of special events to commemorate the 100th anniversary of the Armistice.

Simon Weston CBE unveiled a crest on the new National Memorial engine on November 10, to commemorate the centenary of the Armistice.

Welsh Guardsman Simon, who became a patron of the LMS-Patriot Project in 2016, suffered horrific injuries in the 1982 Falklands Conflict when the ship he was on board, the *Sir Galahad*, was attacked. Simon, who set up the charitable organisation *Weston Spirit*, is a motivational speaker and runs a security business.

Courage

Simon said: "I am truly humbled to be invited to unveil the crest on *The Unknown Warrior*. It is a magnificent achievement by all those involved in creating this 'beast' of a locomotive that will be a lasting memorial."

David Bradshaw, chairman of the LMS-Patriot Project, said: "We are honoured that Simon Weston CBE has unveiled a crest on the new national memorial engine *The Unknown Warrior*. As a serving

soldier himself, his bravery and courage in the line of duty is exemplified by all those who fought for their country."

Simon was welcomed to Crewe Heritage Centre by the Lord Lieutenant of Staffordshire, Mr Ian Dudson, CBE KStJ and David Bradshaw. A service of dedication and remembrance was then conducted by the Rev Mike Roberts, chaplain for the Manchester Area Railway Mission, before Simon unveiled the magnificent crest and nameplate.

The locomotive was decorated with poppies and wreaths for the 100th anniversary of the Armistice on November 11, re-creating a tradition that was seen on Armistice Day in steam days with the original memorial engine named *Patriot*.

Also on public display at Crewe Heritage Centre over the weekend was Class 66 No. 66418 *Patriot*.

Named on November 11, 2016, the main line diesel was specially brought to Crewe for display outside in the yard at the event courtesy of Freightliner UK/Genesee & Wyoming.

The project to build the new memorial locomotive started in 2007 after the original LMS memorial engine and three other memorial locomotives were scrapped.

The LMS-Patriot Company, the charitable project which is fundraising to construct the new locomotive, has raised more than £2.8 million since 2008. In figures presented in the accounts at the firm's AGM held on November 10, in the last financial year to March 31, 2018, £600,000 was raised – but that included boiler loans totalling £176,000, so net actual income was £424,000.

Boiler steam test on way

The boiler has now been removed and returned to the Huyton workshops of HBSS, where riveting will be completed, the firebox stays fitted, and the small and large tubes fitted. The boiler is expected to be steam tested in March 2019.

Tenders will shortly be issued for completion of *The Unknown Warrior*. Negotiations with four engineering companies are ongoing and an announcement will be made in due course.

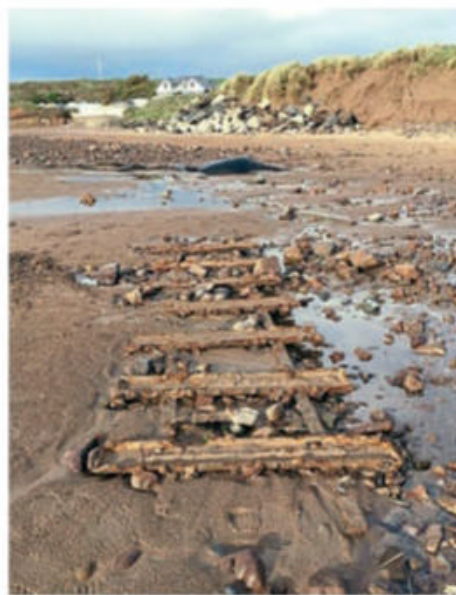
Llangollen Railway Engineering declined to bid for the final contract that will see No. 5551 completed and capable for main line running.

Work on the chassis will continue at Crewe in the short-term while a new contractor is being sought. The copper lubrication pipes and reversing shaft will be fitted by engineer Nigel Day while *The Unknown Warrior* is at Crewe Heritage Centre.

The tender chassis was collected from Llangollen on November 28 and taken to Brixham-based Leaky Finders.



Coupled up to the LMS-liveried Fowler tender from East Lancashire Railway-based 'Crab' No. 13065 and with its part-built boiler temporarily placed in the frames, *The Unknown Warrior* looked the part at Crewe Heritage Centre over the weekend of November 10/11, providing a real vision of what is to come. GARETH EVANS



One of the narrow gauge track panels exposed on Summerleaze Beach at Bude. NICKY COOTE

Forgotten Bude harbour 2ft gauge tramway exposed by shifting sands

BARNACLE-ENCRUSTED track panels from a lost tramway across Summerleaze Beach at Bude have been uncovered by high tides.

The 2ft gauge track appears to be an extension of rails which are set into the harbourside where the Bude Canal forms the town port before it enters the sea.

Recent storms have washed around 3ft of sand from the beach, revealing the lost panels.

Sand used to be regularly taken from the beach to barges or used as ship's ballast.

The canal at Bude originally ran to a point just north of Launceston, and the sand was taken inland by barge for use as fertiliser.

The tramway allowed sand to be taken in donkey-hauled trucks to waiting barges, and then to the town's LSWR station, where it would be loaded into wagons.

The rails on the beach are said to date from 1924 when sand was transported to reclaim land near the town's recreation ground. The taking of sand from the beach ended in 1941.

If the Bude branch could be taken as one of the furthest extension of a finger from the LSWR 'Withered Arm' west of Exeter, then the tramway could be considered as a fingernail of it?

County of Glamorgan boiler fund reaches halfway

By Gareth Evans

AROUND half the sum required for the boiler for new-build GWR Hawksworth County 4-6-0 No. 1014 *County of Glamorgan* has been raised – according to the GW County Project, part of the Didcot Railway Centre-based Great Western Society.

As a result, Huyton-based HBSS has been authorised to begin the assembly of the two coned barrel sections, believed to be a first in preservation/new-build in the UK.

It is expected that the barrels will be fitted together during late January or early February. Fitting the barrel to the refurbished former Stanier 8F firebox is set to follow in the spring. A new rear tubeplate is due to be ordered in the coming weeks.

Funds raised to date have

enabled the smokebox door to be made, which now awaits hinges and furnishings.

David Bradshaw, the project's press officer, said: "We've ordered the smokebox, the smokebox saddle, the door ring and the rear ring. The latter connects the smokebox door to the boiler barrel. Delivery of all components is expected around Christmas."

Recent work on the chassis has involved fitting the centre and front driving wheels, with the rear wheelset to follow. Work will then commence on the fitting of the spring and brake gear.

David added: "Subject to us raising the necessary funds – £63k – the boiler could be ready by February 2020. As reported in *HR* at the time, we launched the 1014 Boiler Club in July. We're seeking 100 people to

contribute £1000 each, either as a one-off donation or monthly over one, two or three years, which with gift aid will provide the £125,000 required to complete the boiler."

Being already in possession of the double chimney rescued from fellow County No. 1006 *County of Cornwall*, together with the parts ordered for the 'front end', the 'face' of the locomotive will be re-created in the near future.

The project is one of the beneficiaries of the so-called 'Barry 10' group of unrestored locomotives yielding parts to benefit other engines. Thus, the County uses the frames of Modified Hall No. 7927 *Willington Hall* and a Stanier 8F boiler from No. 48518. The latter's barrel is likely to be reused on 8F No. 48173, currently under restoration at Cheddleton.

Replacement bus link for Mid-Hants for seven months

THE Mid-Hants Railway will remain open with temporary service changes between Alton and Medstead & Four Marks from January until the end of July, while a new, multi-million pound infrastructure project is underway.

Led by Homes England, the project involves the replacement of Whitedown Lane Bridge with a new, wider girder bridge to serve the heritage line and enable two

housing sites to be brought forward for development, delivering 500 new homes in Alton.

The MHR will be unable to run trains into Alton while the work is taking place because the site will be handed over to contractors, and will instead offer a free bus service for passengers from Alton station. This will run on weekends, bank holidays and during special events.

Stagecoach 64 will also run from Alton station to Medstead's Station Approach half-hourly on Monday to Saturday and hourly on Sundays.

Trains between Alresford and Medstead will remain unaffected. The delivery of the infrastructure and progression of the two development sites under a joint planning consent is the result of collaboration between local landowners and the railway.

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Flying Scotsman scoops another world record as nameplate collector outbids rivals

By Geoff Courtney

A HALL packed with railwayana collectors, enthusiasts and the media saw LNER Pacific No. 60103 *Flying Scotsman* add another world record to its CV on November 17 when one of its nameplates sold at auction to an overseas collector for £64,500.

Much had been made of the impending sale in the weeks leading up to the auction, with the cognoscenti voicing opinions that were poles apart, some prophesising complete failure but others sensing that the locomotive nameplate world record of £60,000 would be under threat.

In the event the latter proved to be correct, but not before an intense bidding war ensued that at times seemed to falter but was kept going by auctioneer Simon Turner. As the plate came up at the GW Railwayana auction in Pershore High school and its image projected on a screen, the normally loquacious audience fell silent and every eye turned to Simon. It was his moment, and outwardly he looked calm.

Describing it as "a once-in-a-lifetime opportunity to own a piece of railway history", he started at £28,000, but this soon increased as bidders in the room, on the telephone and via the internet vied with each other, some increasing their bid immediately while others pondered a while.

The landmark £60,000 was equalled and then consigned to history, and for a moment soon after it looked as if £62,000 was to be the winning bid. However, it wasn't, and to the applause of many in the audience, the hammer came down at £64,500, sold to an anonymous online bidder.

The previous world record – from another Nigel Gresley Pacific, A4 No. 60030 *Golden Fleece* achieved at a Sheffield Railwayana auction in December 2004 – was in the minds of many people in the room, but not so much in Simon's.

"It did not cross my mind that we might beat the record until we got above £60,000," he said as he relaxed at half-time minutes after the historic sale. "Even then I wasn't sure of the exact record figure, although I was aware there had been quite a lot of talk about it beforehand."

Went in a blur

Of his emotions, he said: "I was not nervous at the start but probably a little apprehensive. It just went in a blur, and to be honest I was a bit shaken by it all and it sunk in only afterwards. I do remember, though, being amazed at how many bidders there were." He also revealed that the lady who owned the plate, which came from the locomotive's right-hand side, was in the audience watching proceedings. "She couldn't believe it," he said.



Record-breakers: Simon Turner (centre) readies himself for the sale of the *Flying Scotsman* nameplate at GW Railwayana's auction in Pershore on November 17. Flanking him are Mark Templeman (left), who co-ordinates the auction's online bidding, and auctioneer's clerk Bryan Boskett. GEOFF COURTNEY

The sale, which attracted an audience of 600 while another 500 had registered online, was covered by the BBC Midlands Today TV news, and subsequently Simon also carried out three local radio interviews, while in the ensuing days there was national and overseas newspaper coverage.

When *Golden Fleece* went under the hammer for £60,000 in 2004, the general view within the railwayana movement at that time was that it would never be beaten, but almost exactly 14 years later it has been.

Once again collectors are confident this latest landmark is unbeatable, with one telling *Heritage Railway*: "It is a wonderful piece of railway history, and I can't think of any other nameplate that would outsell it."

No. 60103 was built at Doncaster works in February 1923, and its first nameplates were

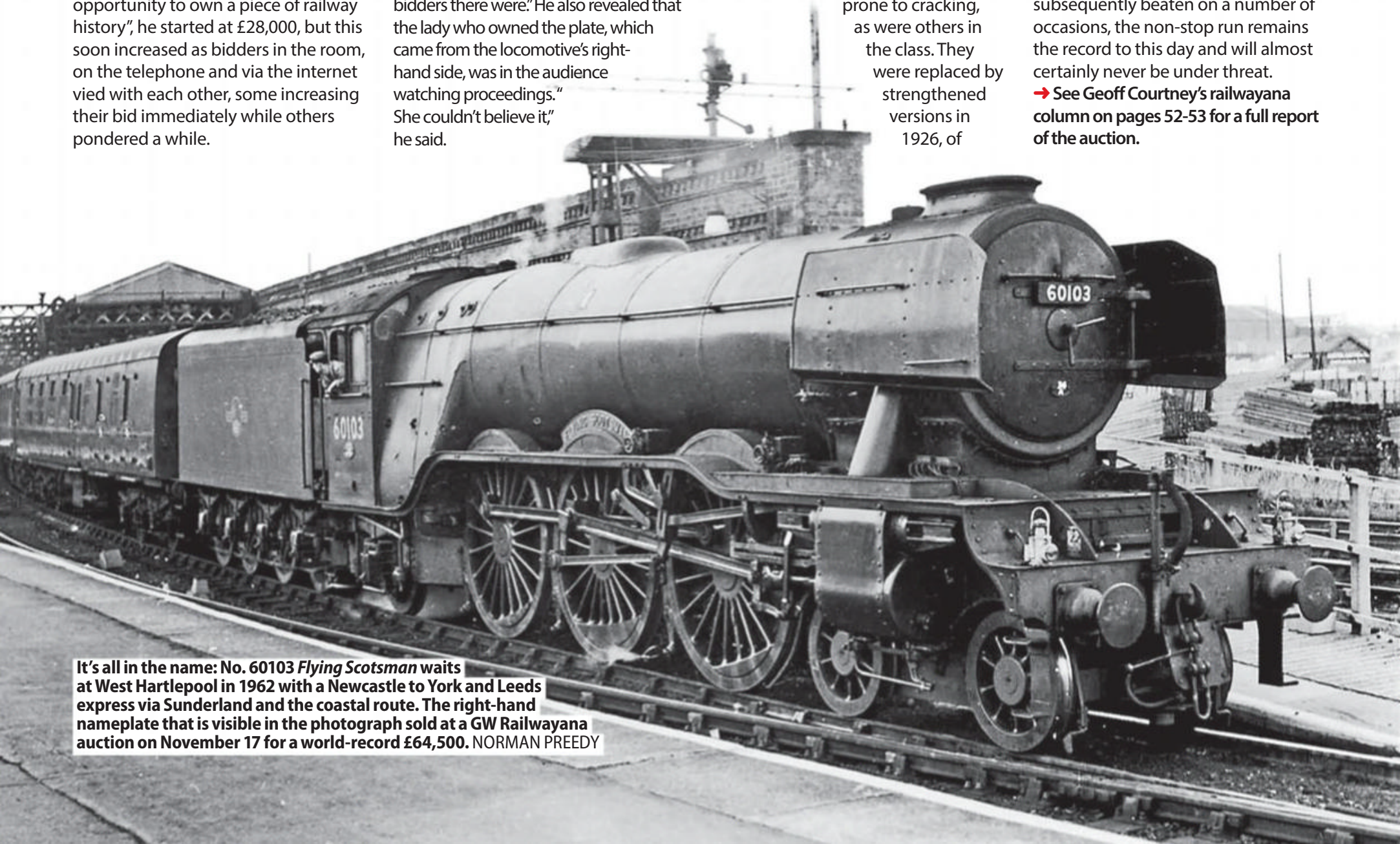
prone to cracking, as were others in the class. They were replaced by strengthened versions in 1926, of

which that sold by Simon was one, but when the Pacific was in the ownership of Tony Marchington in the late 1990s, its 1926 nameplates were removed and replaced by replicas, which it still carries.

The 1926 originals were subsequently sold within the railwayana movement, and since then have been in various private collections.

The nameplate best is the third world-beating achievement by *Flying Scotsman*. The first of these was on November 30, 1934, when the Pacific became the first steam locomotive to be authentically recorded at 100mph. The second came in August 1989 when, during a year-long visit to Australia, it ran non-stop for 422 miles between the towns of Parkes and Broken Hill in New South Wales. Although the 100mph record was subsequently beaten on a number of occasions, the non-stop run remains the record to this day and will almost certainly never be under threat.

→ See Geoff Courtney's railwayana column on pages 52-53 for a full report of the auction.



It's all in the name: No. 60103 *Flying Scotsman* waits at West Hartlepool in 1962 with a Newcastle to York and Leeds express via Sunderland and the coastal route. The right-hand nameplate that is visible in the photograph sold at a GW Railwayana auction on November 17 for a world-record £64,500. NORMAN PREEDY



Autumn delight: Welshpool & Llanfair Light Railway Beyer Peacock 0-6-0T GWR No. 823 Countess approaches Heniarth with the morning train from Welshpool Raven Square to Llanfair Caereinion on October 29. RODNEY TOWERS

Severn Valley may see triple blue Western line-up

By Jonathan Webb

FOLLOWING November's repaint of D1015 *Western Champion* into BR blue, having carried maroon for 15 years, the arrival of D1013 *Western Ranger* at Kidderminster depot from Bridgnorth, raises the possibility of the Severn Valley Railway becoming the first heritage railway to be home to three BR blue Class 52 Western diesel hydraulics.

It is expected that the repainting of D1013 will take place around next spring or summer, once any outstanding mechanical and electrical work has been carried out.

A decision on livery will not be known until the results of a ballot have been announced, but historically D1013 carried only maroon and blue. This fact, however, does not rule out the possibility of it carrying green livery, a colour that several of the class carried during their BR lives.

Although the repaint has been completed, D1015 is expected to remain inside Kidderminster depot

for a while longer, as it requires the incumbent engine to be removed and two others to be installed.

One of these is a former marine engine, with the other being an original Western engine.

It had been hoped to install an engine that is being specially built in Germany into D1015 before now, but delay after delay regarding its delivery has forced the Diesel Traction Group to take the alternative option. Once fitted, a series of test runs will take place at the SVR before it returns to the main line.

Meanwhile, the Diesel Traction Group's Class 35 Hymek D7029, which has not run for more than three decades, and which is currently in the middle of a major overhaul expected to last around another three years, is expected to be lifted at Kidderminster depot in the near future to enable an examination to be carried out of its body and bogies. It will be the first member of the class to be lifted at the depot.

'No money yet' to fix funicular, says Bournemouth Borough Council

BOURNEMOUTH'S East Cliff funicular railway will remain out of action because the local authority does not have the necessary funds in place to carry out repairs.

The cliff lift was severely damaged, while steps and a toilet and cafe block were destroyed when tons of rubble fell down the sandstone cliffs in a landslide early on April 24, 2016.

Bournemouth Borough Council had hoped to have repairs to the lift completed in 2019, but that target now seems unlikely to be met.

Latest estimates indicate that the stabilisation of the cliff following the landslide may cost "well into seven figures" and the damage

was not covered by insurance.

The lift has been removed from its rails and the area roped off, but no firm date for the start of repair work has yet been given, despite several studies into what needs to be done to return the lift to working order having been undertaken.

The electrically-operated line was built for Bournemouth Corporation and opened in 1908. It links the seaside promenade and beach with the clifftop and town behind.

It is one of three funicular railways in Bournemouth, the other two being the West Cliff Railway and the Fisherman's Walk Cliff Railway.

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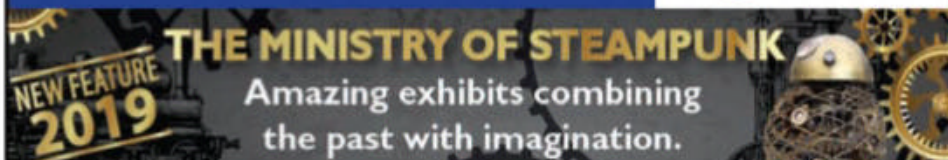


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First watering point to be rebuilt by Talyllyn Railway

By Robin Jones

THE Talyllyn Railway has launched an appeal to restore the line's original locomotive watering point at Ty Dŵr between Abergynolwyn and Nant Gwernol.

Before the locomotive shed and workshop opened at Tywyn Pendre in 1867, the railway's first locomotive shed was at Ty Dŵr, just above Abergynolwyn village on what was known as the mineral extension.

Here, a waterfall supplied water to the locomotive and even when the shed fell out of use, locomotives continued to take water here when they shunted wagons between Abergynolwyn station and the base of the first incline to the Bryn Eglwys quarry, at what is now Nant Gwernol station.

The watering point continued in use for nearly 90 years, before the slate pillars were demolished and the slabs reused to build a retaining wall at Dolgoch in 1955. Later alterations were also made to the site to enable passenger trains to travel through to Nant Gwernol in the Seventies.

£4000 appeal

For many years there have been discussions about restoring the watering point. Now the railway has announced plans to build as close a replica to the original facility as possible at the site.

An appeal was launched at the Warley Model Railway Exhibition at the National Exhibition Centre near Birmingham on November 24, to raise an initial £4,000 to fund the project. As part of the launch, a special diorama constructed by Peter Kazer and Gordon Gravett was on display, showing what the site looked like.

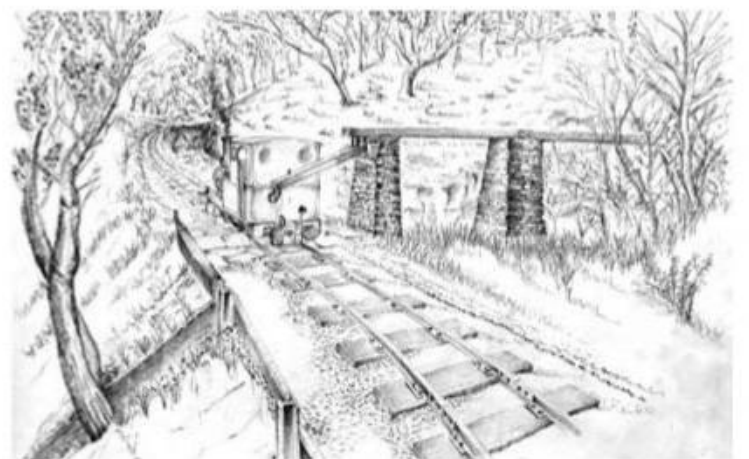
Talyllyn Railway Preservation Society chairman Ian Drummond said: "The old watering point at



Ty Dŵr pictured in 1948. TALYLLYN RAILWAY COLLECTION



No. 2 Dolgoch at Ty Dŵr c1948. THE HOLCOMBE FAMILY



A sketch of the line's original watering point now to be rebuilt. TR

Ty Dŵr has long been the object of discussion as to its possible restoration. As part of our long-term heritage strategy, we are now actively seeking the funds through the Ty Dŵr Appeal to make this a reality.

"The involvement of the railway in Gwynedd Council's bid for World Heritage Status for the North Wales slate industry has highlighted the need for us to make the most of our heritage assets and the

reconstruction at Ty Dŵr is an initial part of these plans.

"There are other projects we are also looking at too, including what can be done at the site of the former winding house at the head of the incline which supplied Abergynolwyn village.

"The next stage of the Ty Dŵr project is to do a detailed survey of the site and draw up plans for the rebuilding as close to the original

as can be done today."

The restored watering point would not be used for regular passenger trains, but only for photographic charters and other special trains.

→ Contributions to the fund can be made on-line at www.justgiving.com/campaign/tydwr, or by sending donations to: The Ty Dŵr Appeal, c/o Talyllyn Railway, Wharf station, Neptune Road, Tywyn, Gwynedd, LL36 9EY.

Eustace Forth returns to NYMR 40 years on – for carriage warming duties

AN early resident on the North Yorkshire Moors Railway, ex-Dunston Power Station Robert Stephenson & Hawthorns 0-4-0ST No. 7063 *Eustace Forth* has returned to Pickering.

There it once gave short brake van rides along the platform before the railway opened to the public in 1974 and prior to services being extended to Pickering.

The RSH left the NYMR in mid-

1978 after being donated to the National Railway Museum by then-owning group, the Hexham Rolling Stock Fund. It was occasionally steamed at York as *Percy* in the museum's Thomas the Tank Engine events until 2009 when it was withdrawn in need of overhaul.

As No. 7063 was a duplicate of locomotive *Agecroft No. 1*, which was also part of the National Collection,

it was gifted to the Foxfield Railway in 2014. There it has since been returned to working order.

Eustace Forth has been hired by the NYMR to provide steam pre-heating for the carriages in use on Pickering Santa specials, following the successful experiment with *Henry Ellison* from the Ecclesbourne Valley Railway last year.

The job was to have fallen to

Cockeril tram engine *Lucie*, owned by the NYMR's locomotive, carriage & wagon superintendant Paul Middleton and his family, but it was not possible to complete its overhaul on time.

It is unlikely that *Eustace Forth* will undertake any movements on the NYMR other than its daily runs to and from New Bridge locomotive compound and Pickering station.



The former Stockton & Darlington agent's house in Eaglescliffe is now on the market. BRIAN SHARPE

Stockton & Darlington house on market for £155k

By Robin Jones

A HOUSE built for a manager at the world's first steam-operated public railway is up for sale for £155,000.

Layfield House in Urray Nook Road, Eaglescliffe, was built in 1840 by the Stockton & Darlington Railway, for a manager at the Hole of Paradise coal depot at the end of the 1.2 mile long Yarm branch.

The Grade II listed, two-bedroomed detached house was property D13 in the railway company's records.

In the late 1850s, the line marked each of its residential properties with a unique number. Houses on the route from Thornaby to Middleton St George were given numbers prefixed by the letter D. The black-and-white D-number plaque still survives beneath the house's eaves, and it is the only one of the 20 D-numbers to survive in situ.

The railway abandoned its coal depot line in 1871, and gradually houses and roads were built on its trackbed so that it is now almost impossible to discover.

After it ceased to be of railway use, the house became a blacksmith's. The front-facing upstairs windows still remain blacked as if to escape the 19th-century window tax.

The house contains many original features, including interior doors, fireplaces and exposed ceiling beams.

It is described as requiring updating and needing some alteration to the first floor bedroom accommodation.

The property is being marketed by estate agent Roseberry Newhouse on, and as we closed for press, it was listed as being under offer.

A spokesman for the estate agent said: "This is an opportunity to buy a unique property of significant local architectural and historical importance, situated in a desirable and prime location."

When opened in 1825, the Stockton & Darlington Railway was the first public line in the world to use steam haulage, but passenger trains were still hauled by horses until 1833.

NER composite departs NYMR

A 40-year resident of the North Yorkshire Moors Railway, NER six-wheel composite coach No. 1111, a rare survivor on its original underframe, has been moved to Pickering for onward transport to the Stainmore Railway at Kirkby Stephen.

The Stainmore Railway has accepted it on long-term loan for restoration.

For many years it has been parked at Levisham station, providing workshop facilities to

the Levisham Station Group.

Although currently missing its centre wheels and axleguards, replacement items are in store ready to return it to six-wheel configuration.

Its movement to Pickering was one of the first duties to be carried out by Class 04 diesel shunter D2207 following its overhaul and re-engining at Grosmont and subsequent transfer to Pickering as the allocated shunter to the carriage and wagon department.

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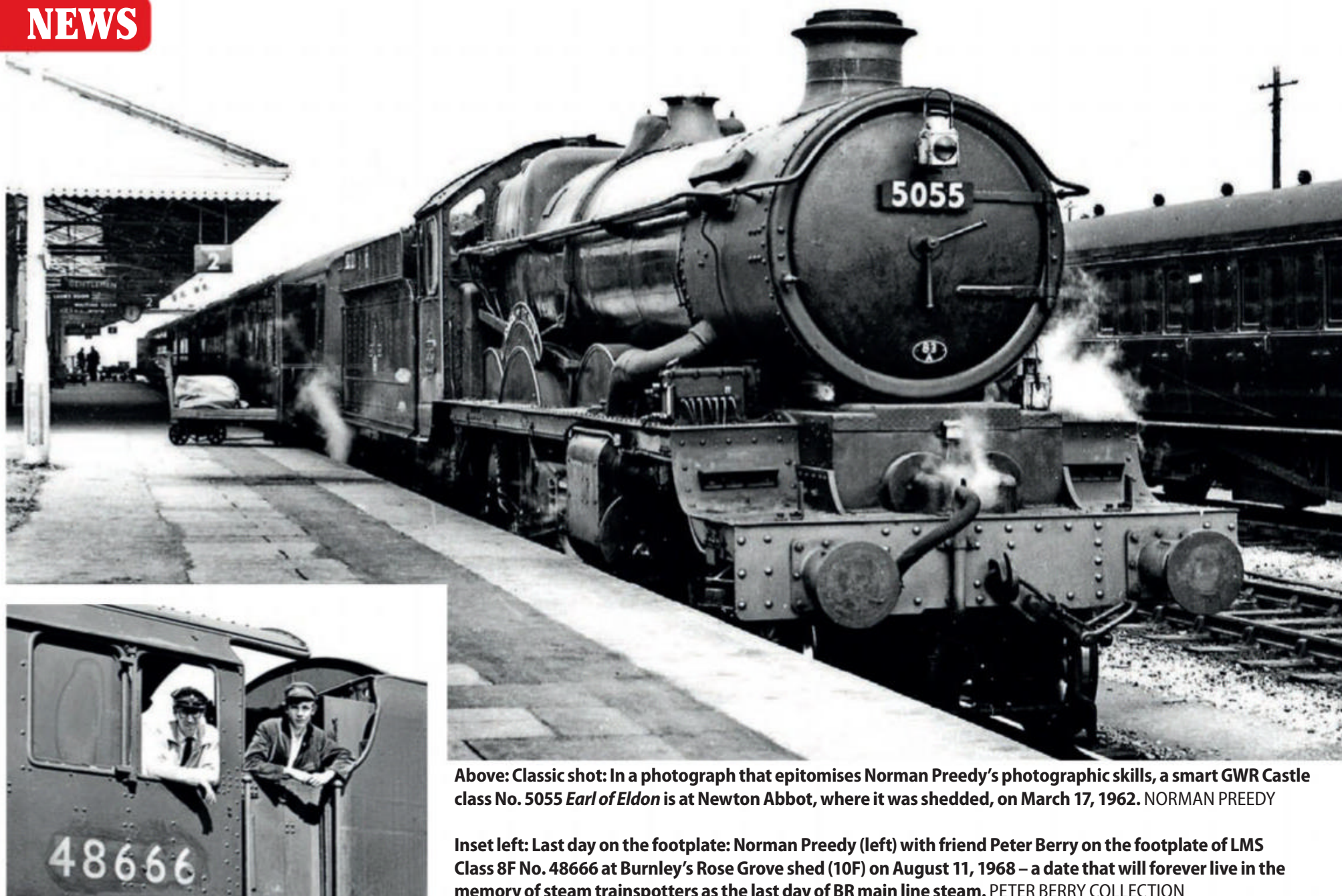
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Above: Classic shot: In a photograph that epitomises Norman Preedy's photographic skills, a smart GWR Castle class No. 5055 *Earl of Eldon* is at Newton Abbot, where it was shedded, on March 17, 1962. NORMAN PREEDY

Inset left: Last day on the footplate: Norman Preedy (left) with friend Peter Berry on the footplate of LMS Class 8F No. 48666 at Burnley's Rose Grove shed (10F) on August 11, 1968 – a date that will forever live in the memory of steam trainspotters as the last day of BR main line steam. PETER BERRY COLLECTION

Friends and enthusiasts mourn loss of photographer Norman Preedy

By Geoff Courtney

NORMAN Preedy, one of the country's leading railway photographers whose name was known to many thousands of steam and diesel trainspotters through his photographs in the *Ian Allan ABCs*, has died suddenly at the age of 75.

Norman, who was unmarried, was found at his home in Barnwood near Gloucester on November 18.

He was a trainspotter in the 1950s – although he disliked the description, saying he spotted engines not trains – and became seriously interested in photography in 1961.

Unusually for his generation of steam enthusiasts, he adapted quickly to the diesel era, and was proud of the fact that he photographed every member of Classes 41, 42, 43, Western Class 52, and the Class 55 Deltics.

On his death, his collection of steam and diesel negatives was believed to number about 100,000.

Norman was also the author of a number of books containing many of his photographs, and to the very end supplied photographs to magazines, including *Heritage Railway*, one of which is on page 16

of this issue accompanying a report of the record-breaking sale on November 17 of a nameplate from No. 60103 *Flying Scotsman*.

Norman's family had a railway connection as his father Joe joined the GWR as a lorry driver in 1935 and retired in the mid-1960s when a guard at Gloucester, while Norman, a man of old-fashioned principles, courtesy and habits, worked for Gloucester City Council for 34 years, latterly as archivist in the legal department.

Tributes to Norman, who was a keen fisherman and skittles player, poured in after his unexpected death.

David Allen, whose Book Law company published eight of his books, said: "I knew Norman for about 30 years. We met up at Birmingham New Street station many, many times for a chat. He will be really sadly missed by all."

David's compiler, John Hooper, said: "I met Norman on three occasions to discuss negatives of railway locomotives, and I found him to be unassuming, gentle and very knowledgeable."

"Besides railways, we had a common thread in our appreciation of domestic cats. He had a feline

companion who he rescued many years ago and who never ventured out of the flat in all that time. He usually ate when Norman made his own meal, and both parties gave plenty of banter to each other."

A real character

Peter Skelton, who was helping to digitise some of Norman's negatives for publishing, said: "It was Norman who got me into railway photography, which was his life. He did not drive, but travelled all over the country by train. In the 1960s, he was happy to travel overnight and sleep in waiting rooms. He was dedicated to steam, and later got into diesels."

"He was a real character and quite a local legend. I am selfishly saddened that we will no longer have our get-togethers, where we would talk and recall the days of steam, and those photographic failures that we all experienced. I am gutted."

There was also a number of tributes on social media, with one blogger describing him as "a lovely guy" who always seemed relaxed, happy, and willing to share his extensive knowledge of railway photography.

And although I never met Norman myself, I talked to him on numerous

occasions, as he was the source of many black and white photographs of both steam and diesel locomotives which accompanied a number of my articles.

To call him old-fashioned would be almost an understatement. He wasn't on the internet and produced only prints, with the caption on a label on the back typed with what looked like a very ancient typewriter.

None of that mattered one jot. As everyone says, he was knowledgeable, had some brilliant photographs in his collection, some of which he had taken himself and others he had obtained when acquiring major collections.

He once told me: "I don't do holidays" and he had the most astonishing memory of what his vast collection contained.

I would ask if he had a photograph of a certain locomotive, and frequently he would immediately acknowledge he had, without even having to check.

Where that collection will end up is not currently known, but it is possible it may be donated to a heritage railway museum.

Norman's funeral is being held at 1pm on December 18 at Coney Hill Crematorium, Gloucester.

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Llangollen Class 37 for sale

THE Llangollen Diesel Group is seeking buyers for its Class 37.

In a statement, the group said: "Following a comprehensive review of our operations and resources at our AGM on November 25, the difficult decision has been made to reduce our fleet size.

"Based on a careful appraisal of locomotive condition, we are reluctantly offering Class 37 No. 6940 for immediate sale where seen lying to any interested party. Serious expressions of interest should be made to publicity@llangollen-diesels.org.uk

"Inspection of the locomotive will be offered to credible potential purchasers at our discretion and by agreed appointment. We appreciate this will be disappointing news to those who have supported No. 6940 over the years. It is not a decision we are taking lightly."

Built in 1964 at the Vulcan Foundry, Newton le Willows, the English Electric Type 3 later became No. 37240. After arriving at Llangollen in 2002 in withdrawn and stripped condition, the locomotive returned to traffic in 2003. It was restored to original condition with reinstated bufferbeam skirts and headcode blinds in 2010.

New Keighley transport gala

AN HISTORIC transport festival in Keighley is to be staged over the May 23-25 spring bank holiday weekend in 2020.

The event will draw together the town's transport heritage, the Keighley & Worth Valley Railway, the Leeds and Liverpool Canal, the Keighley Bus Museum Trust and classic-car club Craven Older Wheels Society.

Several sites will be involved, including East Riddlesden Hall, Cliffe Castle – with Stockbridge Wharf, which was a busy storage and shipping location, being a focal point. Buses will connect the sites with the KWVR.

Keighley MP John Grogan, chairman of the All Party Parliamentary Group for Inland Waterways, is acting as patron. Bradford Council and Keighley Town Council are backing it.



Above: Experts working on the restoration of a Q stock car. LTM

Left: One of the surviving 1938 Q stock cars at the London Transport Museum's Acton depot today. LTM

Help £200K appeal to run last Q stock tube cars

By Robin Jones

LONDON Transport Museum has launched a nationwide appeal to raise £200,000 to restore the last three surviving 1930s Q stock cars so they can be run on heritage tube services.

The money is needed to fund engineering and restoration work, with the aim of having the first Q stock train running since 1971.

The Q stock trains represent an experimental era of prewar modernisation on the Underground – particularly the District line, which entered its 150th year in December.

Q stock trains first ran on the District line in 1938. They became a familiar part of daily life for people travelling to and from the newly-built estates in Barking and Dagenham, along with the suburbs of Ealing, Hounslow, Richmond and Wimbledon.

They took people to the West End theatres and museums, out to Kew Gardens and Richmond Park, and to cheer on their football teams. Londoners and international visitors alike travelled on Q stock trains to the 1948 Olympics and 1966 World Cup.

Distinctive

Unlike modern London Underground trains made up of identical carriages, Q stock trains were formed of a combination of sleek new cars purpose-built in 1938 to run with a range of older US-style cars dating as far back as 1923. Passengers never knew what formation would pull into their platform. Q stock were the last London Underground trains built in this way, making the three surviving 1930s cars a

rare and distinctive part of the capital's transport heritage.

The interiors of the last three 1930s Q carriages will be restored to reflect different moments from their long histories running on the tracks. One car will explore life in wartime London, sharing the story of evacuation in 1939, which Q stock trains aided. The second will reflect life during the rebuilding of London in the 1940s. The third will illustrate the growing optimism and prosperity of the 1950s.

Running together, the different Q stock cars revealed the evolution of Underground train design. The car built in 1935 is the last-surviving Underground car to have been built with a classic US-style raised roof, known as a clerestory. This design was first brought to Britain in 1875 by US engineer George Mortimer Pullman. It also has a first-class section, last in use on Underground services in 1941.

By contrast the two Q stock cars built in 1938 have smooth, curved roofs. They also have sleek, flared sides, a radical styling unique to the 1930s. The design of these newer cars represents an experimental period of modernisation ushered in by the establishment of the London Passenger Transport Board in 1933.

Work on the interiors of the cars has already begun, thanks to London Transport Museum Friends and a legacy left by the late Bob Greenaway, who served with London Underground for 35 years. Volunteers including retired train drivers, London Underground engineers and people passionate about preserving the

city's history are helping to get the train back into working condition at London Transport Museum's depot in Acton. However, £200,000 is still needed to complete the restoration.

A donation of £5 will light up one of the 250 1930s fluted lampshades, £15 will decorate the cars with a reproduction poster from the 1930s to 1960s, £50 will fit a panel of original lacewood along the interior walls of the cars, £100 will help paint the cars in their classic train red, cerulean blue or gold and £330 will cover a seat with moquette in a vintage design.

Sponsorship

Larger amounts are also invited. A total of £8000 will repair one air compressor needed to power up the doors and brakes of the cars and two compressors need overhauling. £25,000 is needed to overhaul the mechanical engineering of a brake van to safely slow and stop the cars once they are up and running. Two brake vans require restoration.

Museum director Sam Mullins said: "With their motley formation of old and new cars, Q stock trains helped people navigate London for more than 30 years – from aiding evacuation efforts to taking fans to see England seize World Cup glory. The last surviving cars are a distinctive part of our city's transport heritage, which is why London Transport Museum is asking people to help bring them back to life for future generations to learn from and enjoy."

→ Anyone who wants to help the museum bring this unique set back to life is invited to visit <http://bit.ly/2JTciXx>



Q38 stock at Earl's Court in 1939. LTM COLLECTION



Q35 stock at Ealing Common depot in 1936. LTM COLLECTION



BR Standard 4MT 2-6-0 No. 78022 heads the 'Haworth Steam Punk Express' on its first day back in traffic for 17 years. PAUL LIVSEY

Worth Valley Standard 2MT back after 17 years

AFTER a 17-year absence, BR Standard 2MT No. 78022 has returned to passenger traffic on the Keighley & Worth Valley Railway.

The Standard 4 Locomotive Society's 2-6-0 appeared back in service on November 24, on the last weekend of 'normal' timetabled running before Santa specials began, working alongside the resident DMU to fulfil the timetable.

No. 78022 appeared in BR Brunswick Green, which was not

a livery it carried in service with BR, but one normally carried, but not exclusively, by top link express locomotives.

One of a class of 65, a direct development of the LMS-designed Ivatt Class 2MT 2-6-0, No. 78022, was delivered new from Darlington on February 28, 1954 to Millhouses Depot in Sheffield.

Its final allocation was Lostock Hall (Preston), from where it was withdrawn from traffic in

February 1967 and found its way to Barry scrapyard.

The society bought No. 78022 from scrapyard owner Dai Woodham in 1975 and it arrived on the KWVR on June 11 that year. However, its restoration was to take a further 18 years. No. 78022 first steamed in the heritage era in 1993 and became a popular performer among Worth Valley footplate crews – being more than capable of handling five-coach services on off-peak services.

When its boiler certificate expired in 2001, the 2MT was retired to public exhibition at Oxenhope while the restoration of the society's other locomotive, BR Standard 4MT 4-6-0 No. 75078, proceeded.

In May 2014, No. 78022 was moved to Haworth for preparations for an overhaul, which started in early 2015. Nos. 78022 and 41241, which also returned to steam this year, are likely to be the mainstay of KWVR traffic for the next few years.

Another year at Ongar for Met 1

METROPOLITAN Railway E Class 0-4-4T No. 1 will be staying on the Epping Ongar Railway for another year, the line has confirmed.

No. 1 will feature in several special events throughout the year as it develops its commercial offering beyond running steam and diesel trains up and down the line.

Work has continued on the overhaul of Class 47 No. 47635 *Jimmy Milne*, one of the railway's long-standing resident locomotives, and its return to traffic is expected to be a major feature in the April 27-28 spring diesel gala. The line's 'Thumper' DEMU No. 205205, which suffered a near catastrophic failure of its camshaft in 2017, is now on

schedule to return to service again in time for the event.

The steam gala takes place over June 7-9 and discussions are underway with a several locomotive owners.

Before then, the EOR will be looking to its buses to provide a colourful start to its 2019 season, with a rally at its North Weald station on February 24. The event will feature heritage bus routes to the area alongside its scheduled No. 339 service.

Route 339 is believed to be the UK's only scheduled bus service to be run entirely with vintage buses. These buses connect the heritage train services with the Underground at Epping and the main line at Shenfield.

New Alresford venue for April railwayana auction

HAMPSHIRE town New Alresford is to be the new venue for a twice-yearly sale of railwayana.

The auctions will take place at Perins School, Pound Hill, New Alresford, SO24 9BS – a venue with adequate car parking for such an event, and a town that is best known in heritage circles as the western terminus of the Mid-Hants Railway.

Behind the new venture is Railway Auctions UK Ltd, which has been established since 2006 and which already runs Stafford Railway Auctions.

The debut auction, under the new banner of Mid-Hants Railwayana Auctions, will take place on Saturday, April 20, 2019, for which consignments of memorabilia are

now being accepted. This new location came about due to the unfortunate and regrettable cessation of Solent Railwayana. Solent was run by the amiable and well-respected Nigel Maddock, who passed away in June 2017. His passing left southern England devoid of a regular auction house.

Railway Auctions UK founder Neil Booth said: "There is no regular established railwayana auction house south of the M4 corridor and, indeed, the south of the country, which means many collectors and those wishing to sell memorabilia have huge distances to travel to the North Midlands and beyond."

➔ For more information, contact Neil on 01242 620020 or 07836 225711.

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Minehead sets late winter break for major upgrade

By Robin Jones

NEW West Somerset Railway plc chairman Jonathan Jones-Pratt has vowed to make a complete spring clean of the line in order to bring it into the 21st century.

Appointed as acting chairman two months ago but now having taken on the position permanently, Jonathan has arranged for Britain's longest standard gauge heritage railway (22¾ miles) to be closed from January 2 until March 30, in order to enable infrastructure to be modernised where appropriate, along with a thorough review of all administrative and financial procedures and practices.

He has brought in Tyseley powerhouse Bob Meanley as acting head of mechanical engineering to assist with the major revamp of the line. As reported last issue, Bob has stepped down as Tyseley Locomotive Works managing director after around 25 years in the post. He is remaining as consultant technical director and will continue to be a trustee of 7029 Clun Castle Limited (the Tyseley collection's owning charity).

Furthermore, former long-serving WSR plc managing director and Heritage Railway Association vice-chairman Mark Smith has agreed to rejoin the board as policy & business development director. Another recent appointment is of Danny Scoggins as safety & compliance officer. He also runs the HOPS system used by several heritage lines.

Recommendations

The closure and remedial work follows a visit by the Office of Road and Rail (ORR), which, it was believed, was prompted in part by comments posted on a social media site. The ORR subsequently compiled a report outlining several recommendations to the WSR, and said that it had a 'significant number of important actions to take.'

However, the ORR has not seen fit to issue either an Improvement or Prohibition Notice on the WSR, meaning that its Santa specials and other festive season trains can run as timetabled.

Jonathan has, however, opted for the early 2019 voluntary closure to give the various departments a



On September 29, during the West Somerset Railway autumn steam gala, WR 4-6-0 No. 7822 Foxcote Manor arrives at Blue Anchor with the 5.40pm from Minehead to Bishops Lydeard. JOHN LABRUM

free rein to carry out improvements – with the aim of making the WSR into a shining example of good practice amongst heritage lines, and as quickly as possible. The closure will mean the loss of 17 operating days and the cancellation of the line's traditional March spring steam gala, as well as the February half-term trains. The line would normally have been closed for two months during that time anyway for routine maintenance.

Jonathan said: "While the ORR letter to us runs to eight pages, there are actually only five key points which they've raised with us for action following the inspection; many of which we had already recognised as weaknesses and changes were already underway. These include improvements in safety and infrastructure; tightening up procedures; record keeping and compliance; and staff and director appointments."

He added that the closure would "allow paid and volunteer staff to focus on qualifications and effective record keeping."

A well attended staff briefing meeting with volunteers, paid staff and some shareholders was held on November 24. Around 130 WSR

people heard the latest news about how the new business matrix and recovery programme instituted by Jonathan will affect the railway, especially since the WSR's reserves have dropped by £1 million over the last four years in balancing the books and now stand at £500,000.

Those present heard how the WSR intends to generate more income, cut costs by using its own locomotives and sell or transfer ownership of some assets, including a limited voluntary redundancy programme for paid staff. Discussions with principal WSR shareholders have taken place too, and the plan going forward is to improve communication at all levels for the WSR's various support organisations and shareholders very shortly.

Personnel

Recent changes on the plc board have seen the resignation of three directors. On November 5, Ian Coleby, head of safety, heritage chairman, company secretary and ultimately chairman of the board, who has given 35 years' service to the line, stood down – but will stay on as a trustee of the West Somerset Steam Railway Trust, as editor of the *WSR Journal*, and as a volunteer, with the annual steam rally and the wagon restoration group.

Ian said: "I feel that with the appointment of Jon Jones-Pratt as a very competent and effective chairman, now is the right time to step away and to let fresh faces take

the plc forward. It seems to me that the railway is in safe hands and I look forward to seeing it grow and prosper in the future."

Volunteer recruitment director Rodney Greenway resigned at the same time as Ian Coleby, and finance and company secretary Richard Maw also resigned at the end of November – the latter being for personal reasons, but who gave Jonathan and the board his full support for the future and assisted in the two new staff appointments of Bob and Danny.

Jonathan said that "disharmony" in recent years between the plc and the West Somerset Railway Association was now in the past, and that the two parts were "working very closely together" on the modernisation plan.

He explained that a new board was in place and volunteers were now getting regular updates and being "up-skilled". He said that the structure of the board was also changing, with each member getting a specific portfolio responsibility, such as compliance or health and safety.

Entrepreneur Jonathan, who lives locally on the Somerset coast, already has close links with Tyseley. His two GWR 4-6-0s, No. 4936 *Kinlet Hall* and No. 7027 *Thornbury Castle*, are respectively awaiting overhaul and restoration at the Birmingham engineering facility.

Kinlet Hall & Thornbury Castle Ltd, a subsidiary of his company JJP Holdings (SW) Ltd, has announced that it has bought WSR-based Class 09 D4107 from 4160 Ltd. The new owner has signed a long-term contract which should see it remain on the railway, and it will shortly receive the name *Ellie May*.

Jonathan said: "The ORR sees us running a 1950s railway but in the 21st century. We have to ensure that we comply with the regulatory demands of today not then."

The spring gala will in effect be replaced by a grand reopening event on March 30.

A Paw Patrol event will be staged on April 19/20, and the 40th anniversary of heritage services being extended to Bishops Lydeard will be the focus of a June 8/9 gala.

A diesel and mixed traction gala will be staged on June 20-23, with the traditional steam and vintage gala on August 3/4, a 1940s weekend on September 14/15, the autumn steam gala on October 3-6, Dunster by Candlelight on December 6/7 and the Winter Steam Festival on December 29/30.

"It seems to me that the railway is now in safe hands and I look forward to seeing it grow and prosper in the future."

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LMS 8F 2-8-0 No. 48624 departs from Swithland sidings with a van train on November 18. BRIAN SHARPE

Oliver Cromwell boosts crowds for Last Hurrah

By Robin Jones

OLIVER Cromwell – the named star of the 'Fifteen Guinea Special' which marked the end of BR steam-hauled passenger trains half a century ago – sent attendances soaring at its final Great Central Railway mini-gala appearance.

BR Britannia Pacific No. 70013 headlined 'The Last Hurrah' on November 17/18 – with visitor numbers 30% up on the corresponding event last year.

Many were hoping to ride behind *Cromwell* for the last time, before its boiler ticket runs out on January 1.

However, the locomotive may be rostered for GCR Santa trains, and there is also the possibility that it could run a 'last' train under its current boiler ticket.

Meanwhile, discussions are taking place between the GCR and No. 70013's owner the National

Railway Museum about a potential fast-track overhaul.

Despite a steam ban after the 'Fifteen Guinea Special' of August 11, 1968, No. 70013 moved under its own steam to its old shed at Norwich the following day and then, on August 13, to Diss from where it was transported by road to Bressingham Steam Museum, where the late Alan Bloom had given it a bolthole. At Bressingham, No. 70013 provided footplate rides until the 1980s, before retiring into the museum exhibition.

Agreement was reached with the NRM and Bressingham in 2004 for *Cromwell* to be restored to main line standard in preparation for the 40th anniversary of the end of steam.

It was overhauled to main line standards at the GCR where, over the weekend of May 3/4, it hauled its first revenue-earning passenger services since its restoration. The locomotive made an appearance

at the National Railway Museum's 1968 and All That event celebrating 40 years since the end of steam, and its first main line passenger charter since 1968 came on August 10, 2008 when the locomotive took part in a rerun of the 'Fifteen Guinea Special' before working the Scarborough Spa Express later in that month.

While 'The Last Hurrah' bid a special event farewell to *Oliver Cromwell*, it marked a welcome return for 'Black Five' No. 45305 *Alderman A. E. Draper* after being out of action for two years for overhaul. No. 45305 had, like *Cromwell* been rostered to work the 'Fifteen Guinea Special', but was failed the night before the trip at Lostock Hall shed due to a collapsed firebox brick arch.

At the mini-gala, the locomotive carried its heritage-era nameplates for the first time in many years.

Albert Draper was the scrapman who saved No. 45305. It was the



BR Britannia Pacific No. 70013 *Oliver Cromwell* passes Kinchley Lane at its last gala appearance before its boiler ticket expires. BRIAN SHARPE

last locomotive on the scrap line of Drapers of Hull, which broke up 742 former BR locomotives. No. 45305 was to have been the 743rd and last, but it was decided to keep it and return it to running order. He also chose it because it was the cleanest engine in his scrapyard.



Newly-overhauled LMS 'Black Five' 4-6-0 No. 45305 *Alderman A.E. Draper* and BR Standard 5MT 4-6-0 No. 73156 pass Kinchley Lane with a Great Central Railway van train on November 18. BRIAN SHARPE



Oliver Cromwell passes Woodthorpe with the 2.45pm from Loughborough on November 18. NICK GILLIAM



At the time, Albert Draper was the president of Hull Kingston Rovers Rugby League Football Club, and it was his fond wish that No. 5305 would one day head a special train from Hull to Wembley, where he hoped the club would be playing in the Rugby League Challenge Cup Final.

He placed No. 45305 in the care of the Humberside Locomotive Preservation Group based at Hull Dairycoates shed. Between 1986 and 1992 it spent several summer seasons working over the West Highland Line between Fort William and Mallaig, continuing the class's particular association with Scotland.

It arrived on the GCR on November 20, 1996 and was returned to service in 2003 following a full overhaul at Loughborough shed. On April, 26, 2005 the mayor of Charnwood, Coun Mike Jones, welcomed the Lord Mayor of Hull, John Fareham, to the line to rename the engine *Alderman AE Draper*.

To make up for missing the historic



BR Standard 9F No. 92214 crosses Swithland Reservoir with the 3.30pm from Loughborough on November 18. NICK GILLIAM

final BR tour in 1968, No. 45305 was used in a 2013 main line anniversary special. The locomotive remains in the ownership of AE Draper and Sons and is in the long-term care of the 5305 Locomotive Association, the successor to the Humberside Locomotive Preservation Group.

'The Last Hurrah' also featured BR 9F 2-10-0 No. 92214 *Leicester City*, BR Standard 5MT 4-6-0 No. 73156, Stanier 8F 2-8-0m No. 48624, LMS 'Jinty' 0-6-0T No. 47406 and Class 45 D123 *Leicestershire and Derbyshire Yeomanry*.

The event also featured two 'Flex'

Class 769s, converted from Class 319 EMUs at the Brush works in Loughborough. The project involves creating a tri-mode unit able to operate on 25kV, 750v DC and diesel power. One of the units was displayed at Quorn & Woodhouse and the other at Rothley.



Following a great deal of work clearing the area of undergrowth and extensive renovation of the original building and platforms, this was the scene on July 23, a few months before the Highland Heritage & Culture Centre opened its doors to the public. IAN LAMB

Left: Having closed in 1968, the original station at Grantown East had fallen into serious decay by the time this picture was taken on January 29, 2014. Local people didn't realise that the station was still there, such was the undergrowth that engulfed it. IAN LAMB

Grantown East station given lease of life as heritage centre

By Paul Appleton

A STATION in the remote Highlands of Scotland which saw its last train in November 1968 has reopened as the Highland Heritage and Culture Centre following complete refurbishment of the original buildings and the laying of short sections of track.

Grantown East was on the former Great North of Scotland line between Boat of Garten and Craigellachie, linking with the original Highland Railway (HR) line between Aviemore and Inverness via Forres in the north, opening to traffic on July 1, 1863.

Not to be confused with Grantown West on the aforementioned HR line, which the nearby Strathspey Railway is actively campaigning to return trains to, Grantown East is south of Grantown and the River

Spey, alongside the main A95 road towards Cromdale.

Class 26 Bo-Bo diesel D5313 was the last locomotive to haul a passenger train along the line when it headed the 'Speyside Excursion' on November 2, 1968, the line having succumbed under the Beeching cuts, although freight still lingered until later the same year.

Significantly, the new centre opened to the public on November 2 – 50 years to the day after it closed. As well as the refurbished station building, it features two restored former BR Southern Region Mk.1 carriages which house the centre's kitchen and restaurant and stand on short sections of relaid track within the original platforms.

There is also a ride-on 7¼in gauge miniature railway featuring steam

– the Revack Miniature Railway – which uses part of the former trackbed, before running through trees to a loop and returning to the centre. A German outline 'Feldbahn' 0-4-0T was loaned for the opening of the centre, until the line's own 'FC7' 0-6-0T arrives later this year, which was still being prepared for its role hauling passengers along the line.

Enthusiast support

The heritage centre is the brainchild of Karen Blessington, owner of the Revack Estate on whose land the station and miniature railway stand. Local railway enthusiasts, including members of the Great North of Scotland Railway Association, have been consulted throughout the development to ensure the restoration is as authentic as practicable.

Visitors will be able to watch a film showing the full journey of the last public train to pass through the station and, as well as various railway artefacts and information relating to the line, the centre will also feature a Highland Games demonstration arena, traditional local crafts including kilt-making and leather-making demonstrations, along with a retail outlet, which together will provide employment for up to 30 local people.

The new centre adds another railway station to the preservation map and once the Strathspey Railway reaches Grantown West, will make Grantown-on-Spey unique in having not one, but two original standard gauge stations restored, on two separate routes.

New life for Brunel shed

THE derelict but Grade II-listed Isambard Kingdom Brunel engine shed next to High Wycombe railway station is set to be compulsorily purchased by Wycombe District Council as part of a local regeneration scheme.

Owned by Chiltern Railways, the shed is earmarked as part of a scheme to revamp the town's 'eastern quarter'. The council wants to create a station square as gateway to the town.

Coun Steve Broadbent, the local authority's cabinet member for economic development and regeneration, said that it will be brought back into community use and could become a base for start-up businesses and community groups. The compulsory purchase order process is expected to take 18 months.

New GWR Saint 4-6-0 No. 2999 *Lady of Legend*, masquerading as No. 2908 *Lady of Quality*, poses on the turntable at Didcot Railway Centre during its brief appearance in black livery, on November 17. JOHN H BIRD





Down to a D: The driver of Class 31 No. 5523 and a trilby-wearing inspector studiously survey the track on an unrecorded date, but with the diesel's D prefix removed, it is post-1968, when BR dropped the prefix following the end of steam, and before the TOPS renumbering system, which was introduced in the early 1970s. The location is also unrecorded, but John Jolly, who now owns No. 5523, believes it may be in the environs of County School station on the Mid-Norfolk Railway between Dereham and Fakenham. The Class 31 is passing a Class 03 shunter, whose points are set towards the photographer, Dr Ian Allen. D5523 has recently been retired by Network Rail as No. 31105 after becoming its oldest working diesel, and arrived at John's Mangapps Railway Museum in Essex at the end of October in tandem with classmate No. 31233. TRANSPORT TREASURY

Big diesel void leads two former Network Rail Class 31s to Mangapps

By Geoff Courtney

AS HE bid farewell to No. 31430 *Sister Dora* in October, Mangapps Railway Museum boss John Jolly feared he would suffer from withdrawal symptoms, for the Class 31 was the sole remaining 'big' diesel on site.

However, within days he was his usual ebullient self, for through the gates of his Essex museum came not one, but two Class 31 replacements, in the form of Nos. 31105 and 31233, which had been newly-acquired from Network Rail.

John had enjoyed the company of at least one main line diesel since 2007, but last year his son James' Class 47 No. 47579 *James Nightall G.C.* departed for the Mid Hants Railway on a three-year loan, leaving just No. 31430, which was being restored at the site by its owner Martin Staniforth and a small group of volunteers.

And with that overhaul completed, the A1A-A1A moved to the Spa Valley Railway on October 14, as reported in last month's issue, leaving John's diesel stable comprising only shunting locomotives, including four ex-BR Class 03s and a Class 04.

"Without a big diesel we feared suffering withdrawal symptoms, so we've bought the two 31s," said John. "I heard from a friend on Facebook that they were for sale, and Martin

and I inspected them at Derby, where they have been used latterly for shunting. We were pleasantly surprised – they were parked in a shed over a pit, had been kept secure, and were not robbed of parts or vandalised."

Both locomotives, he said, appeared to be in exceptionally good condition, including the bodywork, usually a weak point on Class 31s: "We were originally primarily interested in 31105, due to it being the ultimate 1959 East Anglian loco.

"Back then they could be seen one day on the Royal Train or a Liverpool Street to Norwich express, the next day on a pick-up goods in some rural outpost such as Dunmow, Eye or Melton Constable."

Covering all options

However, for John the two locos presented a dilemma. "While both were very good, neither was perfect for our purposes – 105 was the most interesting but the condition of its tyres would limit its use to shorter heritage lines, and so would probably never leave Mangapps out on loan, whereas 233 didn't suffer that drawback but hadn't quite the same historical interest.

"The answer was simple – go for both and cover all options. So that's it, we now have a permanent big diesel presence back at Mangapps, plus in 233 a useful engine that will

eventually be available to other railways."

John said the current Network Rail yellow paintwork on both locomotives was good, so initial work would concentrate on cleaning, rustproofing and touching-up. On the subject of liveries, he is planning to revert No. 31105 to its original D5523 identity in green and paint No. 31233 in rail blue, although neither repaint will start until next spring.

No. 31105 emerged from the Brush Traction works in Loughborough as D5523 in March 1959, was renumbered under the TOPS system in the early 1970s, was withdrawn in May 1997, reinstated in January 2002, and later became Network Rail's oldest working diesel.

Its early years were spent on the former GER/LNER line out of Liverpool Street, and I recorded it at Ilford on February 10, 1961, on a Down Parkeston Quay semi-fast when it was shedded at Ipswich (32B). A short while after its passage through Ilford I logged Britannia No. 70003 *John Bunyan* on the Down 'Hook Continental' as these fine Pacifics were facing their swansong on this route.

Fellow Mangapps' arrival No. 31233 was built as D5660 in October 1960 and enjoyed a heritage railway connection when it carried the name *Severn Valley Railway* from May 1993 to December 1999.

Douglas horse tramway future looks secure

THE future of the world-famous Douglas Bay Horse Tramway appears to be safe following the Isle of Man parliament's decision to continue funding the service indefinitely.

The Manx government took over the service, previously operated by Douglas Borough Council, in 2016 and had committed to paying for it until 2018.

Now, the House of Keys (MHKs) has voted to approve a £1.5 million financial package for a new horse tram depot in Douglas.

New depot

The Department of Infrastructure's plans for a new depot at Strathallan will see the existing structure demolished and replaced with a modern building, which will recreate the original 1896 facade of the first floor.

Two thirds of the ground floor will house 13 historic horse tram cars. Office space and staff facilities to replace the existing temporary Manx Electric Railway depot at Derby Castle will be added at an additional cost of £483,108.

Restricted timetable

Built and originally operated by Thomas Lightfoot from Sheffield, the horse tramway has operated for more than 140 years. It runs along the seafront promenade for 1.6 miles, from the southern terminus at the Victoria Pier, adjacent to the Sea Terminal, to Derby Castle.

The department said that the extra funds would come from its own budget.

The 2019 horse tram season will run to a restricted timetable while Douglas promenade is refurbished.

Metals livery for May gala

CLASS 37 No. 37688 is to be repainted into Railfreight Metals livery in time for the Severn Valley Railway's May diesel gala.

Owned by the D05 group, which also owns Nos. 46010 and 47828, the 37 is currently stored at Kidderminster depot awaiting the fitting of vacuum brakes.

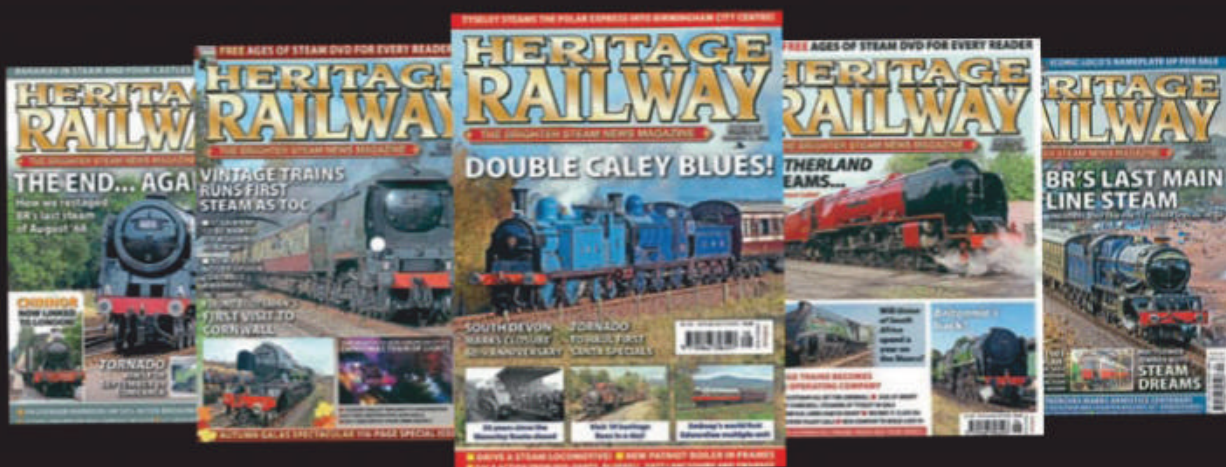
Yellow duo: Class 31 diesels No. 31105/D5523 (left) and No. 31233/D5660 after their arrival at their new Mangapps Railway Museum home in Essex at the end of October. Next spring, owner John Jolly plans to return the former to its original D5523 identity in green and paint No. 31233 in rail blue. JOHN JOLLY



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BR Standard 2-6-4T No. 80104 in action at Harman's Cross on Sunday, November 18, during the second day of the Swanage Railway's Somerset & Dorset-themed mini gala.

ANDREW PM WRIGHT



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Above: No. 4930 *Hagley Hall*'s wheel sets are returned to Bridgnorth after being turned at South Devon Engineering. NEIL TAYLOR/SVR

Right: Riddles BR Standard No. 75069, inside the workshops at Bridgnorth, has its boiler cladding and pipework fitted and is almost ready for testing. NEIL TAYLOR/SVR



Witherslack Hall joins Severn Valley Santa fleet

By Paul Appleton

GREAT Central Railway-based 1948 Locomotive Exchanges participant No. 6990 *Witherslack Hall*, will be spending Christmas in the Severn Valley after being signed up to bolster the railway's steam fleet for its busy Santa season and the railway's walk-on post-Christmas festive programme.

The protracted overhaul of Severn Valley Railway-based ex-BR Standard 4MT No. 75069 will culminate in the Riddles-designed 4-6-0 undergoing steam tests by early December, but it will not be ready to take its hoped-for place in the festive train programme between Kidderminster and Arley, where Santa's grotto is located.

The SVR is already two class four locomotives, or higher, down on last year and ideally needs a minimum of five for its Santa trains, so as No. 75069 won't be ready in time, the railway has had to look at hiring-in once more, having brought in the Llangollen Railway's BR Standard 4MT tank No. 80072 last year, which since the loss of Nos. 34053 *Sir Keith Park* (moved to Swanage) and 7812 *Erlestoke Manor* (withdrawn for overhaul) leaves just Ivatt 'Flying Pig' No. 43106, West Country Pacific No. 34027 *Taw Valley*, Churchward 2-8-0 No. 2857 and No. 7802 *Bradley Manor* to handle the heavy trains.

The railway's currently in-ticket panniers Nos. 1501 and 7714 are

capable of handling trains, but their limited fuel capacity hampers turnaround times on what is probably the most intensive service on any preserved railway in Britain.

Home straight

Swindon-built No. 75069, which entered service at Dover on the Southern Region in 1955, had at one stage been pencilled in for last year's festive season duties, but having to prioritise other work, including completing the boiler for Keighley & Worth Valley Railway Ivatt 2MT No. 41241, which was needed for that line's big 50th anniversary celebrations at the end of June, saw work on the Standard 4 slow.

What is said to have been one of the biggest overhauls carried out at

the SVR – including replacement of large parts of the boiler – is now just about there and SVR engineering supremo Neil Taylor is confident that the locomotive will steam soon: "We are planning the first steam trials at the end of November and first week of December before it goes into the paint shops for final finishing." Incidentally, this will see No. 75069 running in lined BR black with early cycling lion emblem on its larger, BR1B tender, for the first time in preservation. Neil added: "It should see a formal launch into traffic at the railway's big spring steam gala next March."

Witherslack Hall arrived on Severn Valley metals towards the end of November so it could be prepared



On a plate: Kent & East Sussex Railway's Meg Gooch, who combines the contrasting roles of Pullman dining train chef with rolling stock signwriter, on the footplate of the railway's SR USA class No. 300 in the Rolvenden shed yard on November 9. The 0-6-0T was built by Vulcan Iron Works of Pennsylvania in 1942 and shipped to the UK for wartime operations. It was sold to the Southern Railway after hostilities ended, becoming BR No. 30070, and was withdrawn in 1967. A year later it was saved for preservation by the KESR and last December emerged from a five-year overhaul in the guise of another member of the class that saw service in this country, Longmoor Military Railway No. 300 *Major General Frank S. Ross*. ANDRE FREEMAN

KESR Pullman chef serves up signwriting treat

By Geoff Courtney

MEG Gooch is a dab hand in the kitchen, having cooked for royalty, but she has another skill that is serving up a treat for visitors to the Kent & East Sussex Railway – that of signwriting rolling stock, an art which requires a steady hand and a lot of patience.

Tenterden-born Meg, who lives just yards from the line's base in the town, was influenced by the railway from an early age: "My parents had a house on Rolvenden hill, in a small development known as 'Tintown' built by Colonel Stephens for KESR staff, and latterly my father Brian worked in the timber yard built on the site of the railway's original locomotive shed at Rolvenden."

Her personal association with the KESR came about as a result of a late-night discussion in a local pub in 1989. "Some of the regular

railway staff were talking about the challenges of rostering volunteers, and I said: 'I'll drive the train.' My bluff was called a few days later when I was invited onto the footplate, and it wasn't long before I was bitten by the railway bug," she recalled.

A steady hand

Having always been of an artistic bent, she soon found herself painting rolling stock in Tenterden carriage and wagon works. "Over time my confidence grew, and I progressed to signwriting and lining locomotives, carriages and wagons. Although I have had no formal training, I found I was able to accurately re-create that all-important traditional finish," Meg continued.

Now 52, Meg became a KESR employee in the early 1990s and has subsequently painted, lined and signwritten almost every item of the railway's serviceable rolling stock,



Visiting WR 4-6-0 No. 6990 *Witherslack Hall* stops at Bewdley as the other train departs on December 1. JOHN TITLOW

for a leading role on the Christmas train roster, SVR event co-ordinator Lewis Maddox described it as: "A lovely locomotive which should bring in a few people."

For those without Santa train tickets the opportunity to ride behind the 1948-built Modified Hall will come in the period immediately after Christmas, with plans to use the WR 4-6-0 on festive season timetabled trains from Boxing Day onward – check www.svr.co.uk to make sure it is running first.

Tender reunion

No. 6990 last visited the SVR in March 2016 but was unfortunately failed and unable to take part in the railway's spring steam gala

that month. It was subsequently repaired and did haul trains over the following Easter weekend and stayed on the railway for a further two weekends' operation. This latest visit will also represent something of a reunion, for the Hawksworth tender paired with *Witherslack Hall* is the one that was previously with the SVR's currently under restoration No. 4930 *Hagley Hall*, which did a tender swap in October 2013, giving each locomotive a tender more appropriate to the recipient, No. 4930 now having a Collett 4000-gallon version for company.

Meanwhile, the workshops at Bridgnorth have started on a programme of four valve and piston exams, with No. 7802 *Bradley Manor* the first one in, so far having had its

cylinders rebored and requires new pistons and rings, plus reconditioned valves with new rings, before it can reenter the fray. Those to follow include Nos. 1450 and 1501, while No. 43106 will be tackled after the festive season trains have been concluded.

Hall and mogul progress

Next into traffic after No. 75069 should be Stanier mogul No. 13268 (aka 42968) which is making good progress, with work on the boiler well underway and the frames being readied for wheeling. Also progressing well is *Hagley Hall*, the boiler for which is receiving attention at Northern Steam Engineering on Teesside, a move taken to speed up the SVR's overhaul queue. At Bridgnorth,

the frames have been sandblasted and fully painted, while the new cylinder castings have been transported to a West Midlands contractor where they will be machined to completion by the end of the year and returned to the railway in early 2019. The wheelsets have all been turned and returned to Bridgnorth, while the new boiler backhead and throatplate made by South Devon Engineering, have been delivered straight to Northern Steam Engineering ready for the next phase of the boiler refurbishment.

It is hoped that the 1929-built Collett 4-6-0 will reenter traffic in 2020, along with *Erlestoke Manor*, which is being overhauled off-site at Tyseley Locomotive Works.

with her favourite being 1909-built South Eastern & Chatham Railway P class 0-6-0T No. 753/BR No. 31556. "This was a fantastic opportunity to enjoy the detailed excesses of its Edwardian livery," she enthused.

Indeed, her art often leads beyond rolling stock. "I have worked on an eclectic mix of steam rollers, traction engines and even the Morris Minor pick-up of former KESR chairman Norman Brice, which is designated 'Wealden Pullman Supplies Dept' and carries the railway's garter crest."

The 'Wealden Pullman' is the railway's dining train and is another string to Meg's KESR bow. "I was aware of this train, having signwritten our Pullman cars *Barbara* and *Theodora*, but a call for assistance with a midweek charter in 1995 saw me preparing tables for service. That soon became a regular task, and as time went on I spent more time in the role of chef."

She was very proud to cook for the Duke of Gloucester when he visited the railway in July 2000 for the opening of Bodiam station.

In 2004 she was appointed the train's manager, a role she continues in to this day: "All our meals are prepared on board in the traditional manner, with local ingredients, nothing other than bread rolls being bought in."

Meg does admit however, that signwriting locomotives and carriages remains a great passion during the rolling stock's downtime each winter.

Inclusive

Apart from enjoying public interest in such locomotives as No. 753 after a repaint, another of Meg's pride in the railway is the extent of women's involvement. "We have the fairer sex in almost every department and grade – drivers, firemen, guards, signalmen, stationmasters, ticket inspectors and in retail and catering.

"Behind the scenes many ladies occupy a variety of roles, including locomotive restoration, carriage and wagon, accountants, trustees and senior managers. We've people from every walk of life and we are without



Sign of the times: Meg Gooch shows a steady hand as she signwrites Kent & East Sussex Railway coach CK5618 in readiness for the line's Santa Specials which started on December 1 and run until Christmas Eve, while coachpainter Peter Bolton works in the background. The coach, which has received a comprehensive overhaul, was built in 1931 for the Southern Railway's Eastbourne and Kent coast services and worked between Tonbridge and Reading during its final BR years. ANDRE FREEMAN

doubt a family. I feel privileged to have played a part in our story."

KESR general manager Shaun Dewey said: "Meg has been with the railway for nearly 30 years, initially as a volunteer before becoming an employee. She has a wide range of skills, from cooking Pullman

dining train meals to signwriting locomotives, and has enormous enthusiasm for what she does.

"Volunteers and staff are jointly the lifeblood of a heritage line such as ours, and we are fortunate to have people like her. She is truly an asset."

Roadshows planned to further boost P2 project

THE project to build the new P2 will be holding a further series of free Saturday presentation roadshows across Britain in 2019.

The A1 Steam Locomotive Trust, also the builder, owner and operator of 101mph new steam locomotive A1 Peppercorn Pacific No. 60163 *Tornado*, will hold the first event at the Great Northern Hotel opposite Peterborough station on January 12.

Each roadshow will feature key trust personnel including Mark Allatt (P2 project director) and/or David Elliott (director of engineering) and will cover the background to the project, progress to date, future plans and details of how to get involved. Each presentation will start promptly at 11am and run until 1pm. They are open to existing supporters and interested members of the public.

The roadshows will also take place on February 9 – London Transport Museum, Covent Garden; March 2 – Darlington Locomotive Works; April 6 – York – venue to be confirmed; June 1 – Dundee – venue to be confirmed; June 8 – Newcastle – venue to be confirmed; July 6 – Darlington Locomotive Works, Darlington; September 14 – Leeds – venue to be confirmed; November 2 – Darlington Locomotive Works, and December 7 – Manchester – venue to be confirmed.

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

Ongar's Standard in time for Santa

FORMER Swanage Railway BR Standard 4MT 2-6-4T No. 80078 has returned on loan to the Epping Ongar Railway, primarily for the Santa special season.

The railway also plans to run the locomotive, now owned by former BR trainee civil engineer Stewart Robinson, during its post-Christmas Mince Pie Specials on December 28-30 and also on its New Year's Day All Steam Day.

Celebrate Christmas – help Gresley P2 steam!

By Robin Jones

THE A1 Steam Locomotive Trust is offering members of the public the chance to jump on board throughout the 12 days of Christmas – and sponsor a component for Britain's newest and most powerful express passenger steam locomotive in the £5 million Gresley P2 2-8-2 No. 2007 *Prince of Wales*.

For a limited time only, parts will be available for sponsorship to people who are neither 'P2 for the price of a pint' monthly covenantors or other registered supporters.

Components sponsored through the Dedicated Donations Scheme range in price from one of over 1000 driven bolts and nuts for £25 to the complete exhaust steam injector for £15,000.

People who subscribe to the Dedicated Donations Scheme will have their names (or that of the gift's recipient) inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and a copy of the drawing of the component. New components for sponsorship will become available as construction progresses.

The festive season appeal comes after the trust announced on the 70th birthday of the real-life *Prince of Wales* that the campaign to raise £5m to build the new locomotive has passed the halfway point. The trust has now spent more than £2 million

on building the new locomotive and received over £2.5 million in donations with over £3.1 million pledged.

Over the next 12 months, the Darlington-based project team aims to complete the pony truck, select the manufacturer and place the order for the boiler, make substantial progress on the tender tank and frames, finish the detailed design of the electrical system, complete the overhaul of and fit two steam driven air pumps, manufacture and take delivery of most of the coupling and connecting rods, complete the cylinder block design with construction nearing completion and start manufacture of the valve gear.

Component gift

P2 project director and trustee Mark Allatt said: "This Christmas you can buy a part of giant new steam locomotive No. 2007 *Prince of Wales* for the railway enthusiast in your family before it is completed. What could be a more appropriate present than helping to recreate the lost days of the steam age?"

"One of the key ways we are raising funds for the new locomotive is through supporters sponsoring particular components either on their own behalf, or as a gift for others.

"The lucky recipient of this gift will receive an A4 copy drawing of the component sponsored and a certificate recognising the sponsorship with the dedication worded however the giver wishes. The recipient will have the satisfaction

of pointing to the component they have sponsored when the locomotive enters service on Britain's main line railway in 2021."

Mark added: "On the first day of Christmas my true love gave to me an exhaust steam injector for a P2. On the second day of Christmas my true love gave to me two pony truck tyres. On the third day of Christmas my true love gave to me three piston crosshead cotters. On the fourth day of Christmas my true love gave to me four pony truck adjustment ring halves. On the fifth day of Christmas my true love gave to me five foundation ring wash out door escutcheons. On the sixth day of Christmas my true love gave to me six inlet valves lifting. On the seventh day of Christmas my true love gave to me seven upper superheater elements drying. On the eighth day of Christmas my true love gave to me eight footplate brackets holding. On the ninth day of Christmas my true love gave to me nine buffer springs a bouncing. On the 10th day of Christmas my true love gave to me 10 hornstay bolts and nuts a gripping. On the 11th day of Christmas my true love gave to me 11 frame stays separating. On the 12th day of Christmas my true love gave to me 12 valve covers sealing... and an exhaust steam injector for a P2."

→ To sponsor a P2 component this Christmas, email dedicated.donations@p2steam.com for further information.



Help P2 No. 2007 *Prince of Wales*, pictured outside Darlington Locomotive Works, meet its completion date of 2021 by sponsoring a component for Christmas. DAVID ELLIOTT/A1SLT

Car wrecked in collision with Y14 on level crossing

THE occupants of a car whose driver failed to heed the warning signs at a North Norfolk Railway level crossing escaped unhurt after it collided with a steam locomotive and was wrecked.

At around 11.20am on Saturday, November 17, GER Y14 0-6-0 No. 564 collided with the Mercedes A-Class on Sweetbriar Lane AOCL (Automatic Open Crossing Locally monitored) level crossing.

The locomotive was working tender first to Sheringham to work a private charter dining train at lunchtime and was travelling at less than the permitted line speed of 10mph that applies over the crossing.

It was being brought to a stop at a signal just beyond for permission to enter an occupied platform, and indications were that the engine was travelling at between 6-8 mph at the time.

The car had turned off the main



The aftermath of the collision between Y14 No. 564 and a car on the North Norfolk Railway's Sweetbriar Lane crossing.
NORFOLK POLICE

A149 and was entering Sheringham Golf Club. The road leads only to the club premises.

Neither the car driver, who eyewitnesses said was a young man, nor the three footplate crew were injured, and damage was caused to the Y14. The sole infrastructure damage amounted to two displaced arris rails from the cattle guards on the crossing.

The entire incident was captured by the high-definition CCTV which monitors the crossing and the video evidence has been supplied to the

Office of Rail & Road and Norfolk Police at their request. The police interviewed the car driver on site.

Once permission had been obtained from the Rail Accident Investigation Branch, which had been immediately notified of the accident, along with the ORR, the Y14 was moved.

After the car had been recovered, the level crossing underwent a full functional test and was found to be operating correctly – a fact supported by an independent witness who had been waiting to

cross the line in the other direction.

The RAIB has since notified the railway that given the circumstances of the incident it does not intend to investigate further, an NNR spokesman said.

During the incident the timetabled DMU service was truncated to run between Weybourne and Holt and the dining train had regrettably to be turned into a static lunch in the platform at Sheringham. The line was clear and testing complete in time for the last train of the day to run the full length of the line.

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Romney, Hythe & Dymchurch Railway Pacific No. 6 *Samson*. No. 2 *Northern Chief* was also present. PAUL BICKERDYKE



Right: First World War veteran Hunslet 4-6-0T No. 1215 of 1916 No. 303, which recently returned to steam after 50 years, taking pride of place at the Warley show. PAUL BICKERDYKE

Narrow gauge stars in Warley model show

By Robin Jones

CLASSIC narrow gauge locomotives took centre stage at the annual Warley National Model Railway Exhibition at the National Exhibition Centre near Birmingham on November 24/25.

Attendance increased by more than 10%, giving the highest visitor numbers at the show for five years, a Warley spokesman said, who added that the boost in numbers was encouraged by the exposure that the hobby has received from Channel 5's Great Model Railway Challenge.

On display at the show was Hudswell Clarke 0-6-0PT No. 1172 of 1922 *Alpha*, which worked at the Ryam Sugar Factory in Bihar, India, and which was repatriated by the award-winning Statfold Barn Railway and restored to working order in 2016.

It was accompanied in the main hall by the War Office Locomotive Trust's ex-WDLR Hunslet 4-6-0T No. 1215 of 1916 No. 303. Repatriated from Australia in 2005, it made its debut in steam at a private event at the Statfold Barn Railway on July 8, and appeared at the Apedale Valley Light Railway's Tracks to the Trenches First World War event on July 13-15.

From the Romney, Hythe & Dymchurch Railway came Davey Paxman 4-6-2s No. 2 *Northern Chief* and No. 6 *Samson*.

At the show, model manufacturer Heljan announced its new 009 scale Lynton & Barnstaple Railway Baldwin 2-4-2T *Lyn*.

The original *Lyn* (of which a modern-day full-size replica is now running at Woody Bay) was built in Philadelphia in 1898 and shipped to Devon in kit form for assembly at Pilton Works. Heljan's new model will depict *Lyn* in authentic detail variations according to period L&B.

Due for release in 2020, it will be issued in dark olive green with the original chimney, and alternatively with a with stovepipe chimney and Southern Railway numberplate, and in Southern Maunsell green at E762, in pre-1932 and post-1932 styles.

For 009 modellers with 'freelance' railways, it is planned to offer another version in undecorated works black.

Heljan has also announced an exclusive OO gauge model of the recently returned to service and Heritage Railway Association Peter Manisty Award for Excellence winner 1903-built NER petrol-electric autocar, hailed as the world's first modern traction passenger vehicle, and the forerunner of internal combustion railcars and DMU sets worldwide.

No. 3170 was taken out of traffic in 1931 and the body was sold to a North Yorkshire landowner and

converted into a holiday home. Fitted with a tin roof and veranda, it was well protected from the weather and survived there until September 2003 when it was sold to carriage restoration specialist Stephen Middleton. As we highlighted in our last issue, it has gradually been restored and returned to full working order.

The fine-detailed model is being designed and manufactured by Heljan with the full co-operation of Stephen and the 1903 Electric Autocar Trust.

Amongst the trophies presented at the Warley show was a new award, the William McAlpine Award for Modelling, in honour of the late multi-millionaire preservationist and locomotive owner, which was won by Richard Harper for his layout Sidmouth.



Thanks to Heljan, NER electric autocar No. 3170 is now set to become a world first in OO gauge too! It is seen at Embsay on its official launch on October 19. ROBIN JONES



Hudswell Clarke 0-6-0PT No. 1172 of 1922 *Alpha* from the award-winning Statfold Barn Railway. PAUL BICKERDYKE



Lynton & Barnstaple Baldwin *Lyn* is set to be available as a 009 ready-to-run model from 2020. GARETH EVANS

UNION OF SOUTH AFRICA to make final visit to the North Yorkshire Moors Railway

THE North Yorkshire Moors Railway (NYMR) is delighted to announce its curtain raiser for 2019 will be the visit of No. 60009 *Union of South Africa* next spring. Passengers will be able to travel behind the popular 'A4' Pacific, designed by Sir Nigel Gresley, from Grosmont to Pickering during its week-long visit.

Union of South Africa services will depart at 09.30, 12.40 and 15.40 from Grosmont station on March 30-31, and April 2, 3, 4, 6-7.

The former LNER locomotive was built in Doncaster in 1937, and is one of six surviving Gresley 'A4s'.

It is owned by John Cameron, and currently operational and main line certified until April 2019, when it will be permanently withdrawn for static display in Mr Cameron's proposed private museum in Scotland.

The streamlined design of the 'A4' made it instantly recognisable, and one of the class – No. 4468 *Mallard* – holds the world record as the fastest steam locomotive.

Chris Price, general manager, said: "The

'A4' Pacific locomotives are some of the most recognisable engines in the heritage railway industry, and we are looking forward to having the engine back along the North Yorkshire Moors Railway next year.

"It is the fourth year we have started the season with a visiting engine, and we hope that passengers enjoy No. 60009 as much as our previous famous visiting engines. It is also one of the last chances for the public to travel behind this particular locomotive, and is a timely reminder that its much missed sister locomotive – No. 60007 *Sir Nigel Gresley* – is nearing the end of her overhaul at York.

"As a not-for-profit charity, the fare income generated from the visit of *Union of South Africa* will help towards the maintenance of the railway, in which we already invest around £1million annually."

The North Yorkshire Moors Railway is one of the most historic lines in the north of England, taking visitors on picturesque journeys along an 18-mile railway line aboard heritage steam and diesel-hauled trains. **HR**

BOOK NOW!

Travel along the NYMR line behind *Union of South Africa* (Grosmont to Pickering return) is priced at:

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■ Terms & Conditions Apply. Children are classed as aged 1-15 years old. Under 12 months travel for free, but will have to sit on the lap of a full paying adult. NYMR's 2019 season will operate from April 8-November 3. For more information and to book tickets visit: www.nymr.co.uk



Right: Class 40 No. 40106 passes Orchard Crossing on November 1. The arrival of No. 40106 from the East Lancashire Railway has enabled the Severn Valley to introduce a steam-heat diesel turn for the first time in many years, and the locomotive is staying longer for repairs to be carried out.



Autumn spectacular in the Severn Valley

Words and pictures by John Titlow

NO gala – no visiting star guests – it was just the home fleet in operation on the Severn Valley Railway, but amidst some of the most wonderful autumn colours we have seen for many years.

After the long hot summer when steam was banned many times throughout the country because of fire risk, trees had started to change their colour in late July. Due to the tinder dry and drought conditions, this change was much earlier than normal. It had been very slow for the autumn colours to fully appear, but when they did the result was stunning, particularly in the scenic Severn Valley.

During school half-term week, between October 27 and November 4, the Severn Valley Railway was running a daily three-train service using two steam locomotives and one diesel, with an additional steam footplate experience and dining train. Many other lines were also running during the week, but not with such an intensive service.

In operation were Bulleid West Country light Pacific No. 34027

Taw Valley, GWR 2-8-0 No. 2857, Ivatt 2-6-0 'Flying Pig' No. 43106 – all facing south – plus the Class 40 No. 40106. For the first time in many years after its return from the North Yorkshire Moors Railway gala, No. 2857 was delivered facing the opposite direction.

Photography locations

The clocks changed on October 28, so the sun angle was slightly different, being one hour later. The first train south departed Bridgnorth at 10.40am but few locations are suitable at this time, and the best angle is departing Hampton Loade from the cyclepath/footpath that runs between there and Highley. This morning train was always worked by No. 43106 looking genuine on a rake of maroon coaches. Following 45 minutes later when running was the footplate experience train with either Nos. 34027 or 2857, the coaches sometimes changed. Rounding the morning off was the 12.05pm from Bridgnorth.

This move gave three chimney first steam workings in under one and a half hours, followed by a long gap around lunchtime before

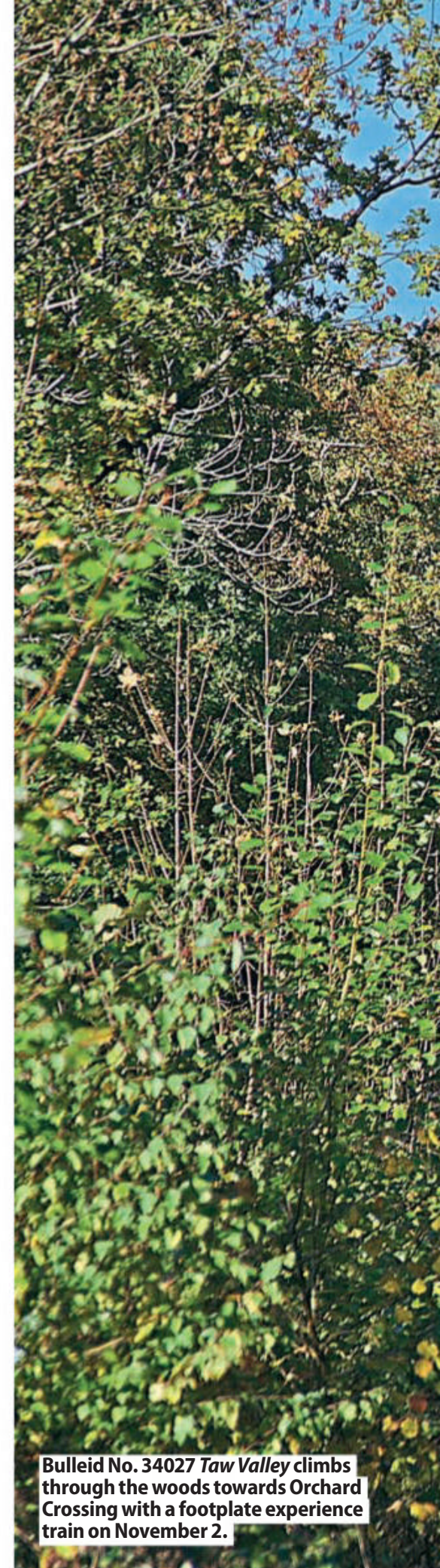
No. 43106, with its second working, departed Bridgnorth on the 2.45pm. Trains always seemed to climb Foley Park Bank just after the sun had set, but the afterglow gave some good effects.

Mornings were clearer as the afternoons tended to cloud over and some days there was just the one shot in sun. On a few occasions the train passed under cloud, with the sun appearing on the last two carriages. It's just pot luck and you regret it if you do not go out. There are many places where the sun never reaches into the valley. Most days I had the line to myself, so I was able to try different locations with the train emerging from the shadows out of tree-lined cuttings.

The SVR has a sensible attitude to lineside passes and many other preserved railways could take lessons from this.

Also, the excellent www.svrlive.com website gives very good information on the majority of important workings – full marks for this!

After a glorious autumn, we were left looking forward to the Santa specials.



Bulleid No. 34027 Taw Valley climbs through the woods towards Orchard Crossing with a footplate experience train on November 2.



No. 43106 climbs through Stanley Cutting after departing Highley on October 29.



No. 34027 climbs the one-in-150 approach to Northwood Halt on October 31.



GWR 2-8-0 No. 2857 climbs towards Orchard Crossing on November 1.



No. 43106 departs Hampton Loade with the first train south on November 2.



Above: History being made as the frames for the new County 4-4-0 are cut. CCT

Left: Ian Challis of TATA Steel (left) and David Bradshaw (right) with workshop staff and the first plate. CCT

New Churchward County – now a reality!

By Robin Jones

THE project to create a new GWR County 4-4-0 – potentially to be based at the Gloucestershire Warwickshire Railway – can now claim to have a ‘real’ locomotive.

The Churchward County Trust’s No. 3840 *County of Montgomery* officially came into being on November 13 – after the main frame plates were cut by TATA Steel of Wednesfield.

The 22ft-long frames, cut to Swindon drawing No. 43495, are made from specially-rolled 1½in plate supplied by Liberty Steel of Motherwell.

Plasma cutting started at 2pm, with trust directors David Bradshaw and Gary Boyd-Hope proudly looking on. Both plates were cut from the same sheet, and the whole process took just 40 minutes to complete. Once the cutting had finished, the newly-cut frames were lifted from the machine bed and left to cool.

Project leader Gary said: “Seeing the frames for No. 3840 take shape beneath the plasma cutters was quite extraordinary. It took the County off the drawing board and brought it into

existence as something tangible.

“Although we already have a number of components for *County of Montgomery* courtesy of the Great Western Society, these have all come from other donor locomotives of various identities. These frames, however, are unique to No. 3840, so it’s fair to say that the County 4-4-0 now exists.”

Parts basket

The frame plates represent the first new metal to be produced specifically for the trust, which has been funded largely by the donations from members of the project’s Founders’ Club. They are the first new County 4-4-0 frames to have been cut since 1911.

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

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

TATA completed the shotblasting and painting of the plates prior to delivery to Tyseley Locomotive Works. There they will be stored while the rest of the funds are raised to complete the drilling and machining.

For this stage of the project, the trust has launched its ‘100 Hundreds Appeal’ as a targeted appeal to raise the £10,000 required to carry out the work. The appeal seeks to recruit 100 individuals to each donate £100. In recognition of their support, each donor will receive an A4-sized mounted print of *County of Montgomery* by artist Jonathan Clay, together with a year’s complimentary membership of the CCT.

The immediate plan at the moment is that Tyseley will erect the frames and get the locomotive to the point where the trust is ready for wheeling. Subject to funding, Tyseley may be asked to wheel it too.

The trust has an ‘agreement in

principle’ from the Gloucestershire Warwickshire Railway board for the project and locomotive to be based there in due course. This agreement has yet to be formalised, and is linked directly to the railway’s plans to extend the running shed at Toddington.

Origin of the name

A total of 11 class members were named after Welsh counties: Cardigan, Carmarthen, Monmouth, Radnor, Brecon, Carnarvon, Denbigh, Flint, Merioneth, Glamorgan and Pembroke – but nobody now knows why the GWR overlooked Montgomeryshire in the naming scheme. When the County 4-4-0s were built, Montgomeryshire was a stronghold of the Cambrian Railways, although the GWR did operate within the county, running services to Welshpool over the GWR/LNWR joint line from Shrewsbury to Buttington Junction.

→ Anyone wishing to support the ‘100 Hundreds Appeal’ should send a cheque payable to the ‘Churchward County Trust’ with a covering note to: Churchward County Trust, PO Box 10633, Leicester, LE9 0DU.

Berkeley revivalists run ‘first train’ – a PW trolley

A major milestone was achieved by Vale of Berkeley Railway volunteers on November 9, when the first of four 880ft sidings was sufficiently cleared of undergrowth to run their first ‘train’ – in the form of a hand trolley.

Volunteers have been working at Oldminster Sidings for many months, to clear undergrowth and trees from the 2.5-acre site adjacent to Sharpness Docks.

Working under a temporary licence from Network Rail and within environmental and ecological guidelines, and while having no road access, all of the work has been done entirely by hand.

Oldminster Sidings were laid as an exchange point for outgoing loaded trains from the Sharpness Docks rail system for transfer to the Severn &

Wye Joint Railway and saw the last railway activity in the early 1990s.

One of the sidings ends with a stop barrage that dates from the earliest days of the railway c1875, when the siding appears to have been used to arrest runaway vehicles, rather than risk them causing considerable damage in the dock area. Such barrages were once a common sight on Britain’s railways. Although in poor condition it may now be unique, so the intention is to fully restore it in due course.

The VoBR hopes to lease the site from NR in due course as an operational base for a heritage railway using the Sharpness to Berkeley Road branch line. As a statement of intent, a ‘one-engine-in-



Vale of Berkeley Railway volunteers with their hand trolley, clearing Oldminster Sidings at Sharpness. VOBR

steam’ train staff has been made ready.

Rolling stock for the project is being worked on at the Old Engine House at Sharpness Docks where

visitors are welcome on Saturday mornings. Work to return the railway to use is also proceeding at Berkeley station.

The LMS-Patriot Project

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The LMS-Patriot Project recently reached an important stage in the manufacture and construction of **The Unknown Warrior** with the successful trial-fitting of the boiler into the frames at Crewe Heritage Centre and the unveiling of our new crest by Simon Weston CBE.

To continue the progress we need to raise funds for many parts including monel metal stays, bolts and rivets for the boiler. We are also appealing for sponsorship of larger items including the brake gear, bogie, wheels, cylinders, motion, tender frames and tender tank.

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Bulleid double deck car sold

By Jonathan Webb

FOLLOWING the death last year of owner Esmond Lewis-Evans, the Bulleid 4DD Group has purchased Bulleid EMU driving motor car No. 13003 from the receivers appointed to manage his estate.

The vehicle is stabled in a corner of the private locomotive restoration site at Sellindge in Kent and is balanced rather precariously on a short piece of track, with the front bogie attached back-to-front.

The group had been working with Mr Lewis-Evans until his death. This work included clearing the ground around the unit and placing some temporary tarpaulins over it.

Now wrapped up with better quality tarpaulins for the winter, the next step is to place it on track that is rather more stable. This work will be carried out next spring, when ground conditions are expected to be better, and will allow the vehicle to undergo a detailed survey.

There are no immediate plans to move No. 31003, which was originally part of set No. 4902, away from the site. Instead, subject to

planning permission, the 4DD Group hopes to erect a shelter which will enable the volunteers to work on it in situ.

According to the group, although the underframe looks to be sound, there is some concern that the rest of the vehicle could be in a fragile condition, hence the reluctance to move it before any structural work has taken place. The vehicle arrived at Sellindge in May 1999.

Dwell times

Conceived by Oliver Bulleid for the Southern Railway's commuter route from Charing Cross to Dartford, the two 4DD electric multiple units were the only double deck trains to run on the main line network in Britain. While common in continental Europe and North America, the restrictive UK loading gauge in the United Kingdom prohibits normal double-deck cars with two fully separated decks.

The 4DD proved unsuccessful because the upper level compartments were cramped and poorly ventilated, and the upper level windows could not be opened due to tight clearance.



One of the two surviving Bulleid double deck cars at Sellindge on April 14.
CHRISTOPHER HURST

The compartments were pressure-ventilated but the equipment proved to be troublesome.

Dwell times at stations were lengthened because of the increase in the number of passengers per door.

Members of the 4DD group have, over the last few years, tried unsuccessfully to persuade the owner of the other surviving driving vehicle, No. 13004, to allow them to assist in its conservation, with it being described as being "in a sorry state", but to no avail. It is currently based at the Northamptonshire Ironstone Railway and has had little work carried out on it, beyond an aborted attempt to convert it to diesel.

In the meantime, No. 13004 has been the subject of a number of

vandal attacks. The trailer was scrapped by Car Fragmentation of Queenborough, under instruction from BR, in the 1980s to recuperate rent arrears owed to it from the ill-fated Ashford Steam Centre.

Survivors

According to the group, Nos. 13003 and 13004 only survived because they were 'spirited away' from a scrapyard in Silvertown before they could also be scrapped, with 'money changing hands' sometime later.

In the long-term, the group hopes that both vehicles can be brought together, with even the possibility of a trailer vehicle being constructed.

The Sellindge site is also home to long-term restoration project Merchant Navy 4-6-2 No. 35011 *General Steam Navigation*.

Travel for £1 on Lincs Coast line

NEXT year the Lincolnshire Coast Light Railway will celebrate the 10th anniversary of opening in the Skegness Water Leisure Park – and will peg fares at just £1.

The line relocated from Walls Lane, Ingoldmells after the closure of its original site at Humberston, near Grimsby in 1985.

Major improvement work is taking place on the railway during the winter and spring months after the successful extension constructed the previous closed season. Track in and around Walls Lane station is being upgraded with newer, heavier rails to replace ones which in many cases, date back to the First World War and the trench railways constructed to move men and munitions up to the front lines in France.

After the return to steam in 2018 of Peckett 0-6-OST *Jurassic*, the locomotive's saddle tank has been removed and sent to the engineering arm of the Statfold Barn Railway to be rebuilt using the traditional riveting techniques. *Jurassic* will be back at Skegness and in steam, working alongside the line's fleet of historic Motor Rail Simplex diesels, for an open day on Saturday, July 13.

Rachel joins Cleethorpes' locomotive fleet

THE Cleethorpes Coast Light Railway has boosted its diesel fleet with the acquisition of 0-6-ODM *Rachel*.

Built in 1959 by Guest Engineering, *Rachel* was originally designed for the Shillingstone Light Railway as a 10½in gauge locomotive, but was eventually completed as a 15in gauge machine.

Rachel is best known for running between 1961 to 1984 at the Fairbourne Railway, where it was often tasked with hauling the catering van to the line's Barmouth Ferry terminus during the start of the operating day.

When the Fairbourne was regauged to 12¼ in, *Rachel* moved to the Haigh Hall Railway near Wigan. After operating there for many years, it then spent some time in store until it was acquired by Austin Moss of Windmill Farm Railway at Burscough, who restored it to running order.

Peter Bryant, director of the



A popular locomotive from its time at the Fairborne Railway, 1959-built *Rachel* is now resident at another seaside line – albeit on the east rather than west coast! The 0-6-ODM is due to operate passenger trains at the Cleethorpes Coast Light Railway in 2019. *Rachel* stands in the autumn sun at Lakeside station.

Cleethorpes Light Railway Ltd, said: "*Rachel* will be well-suited to our railway, as well as being a useful addition in our diesel fleet. Once some remedial work and running-in have been carried out, it is planned for *Rachel* to operate passenger trains in 2019. In due course, it is hoped to return the locomotive to Fairborne condition.

"Our staff and volunteers are

already taken with the locomotive. Austin Moss did a great job in returning *Rachel* to working order – we're grateful to him for the opportunity to own it.

"It seems fitting that *Rachel* is once again at the seaside and I am sure it will be a popular addition for both staff and visitors!"

The CCLR begins its 2019 operating season on February 16.

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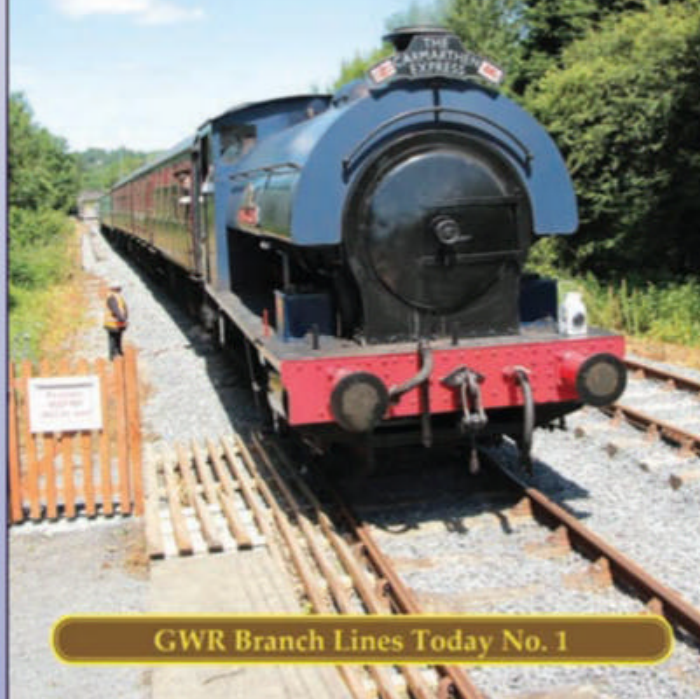
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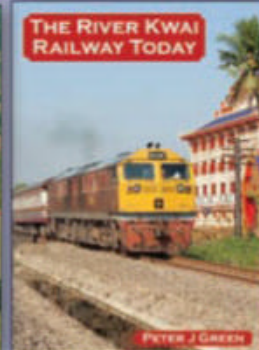
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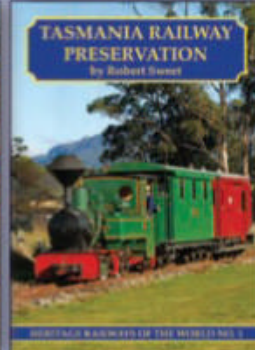
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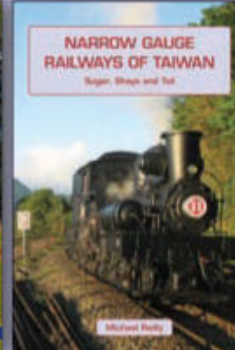
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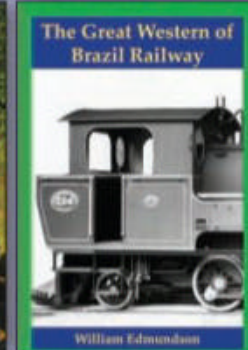
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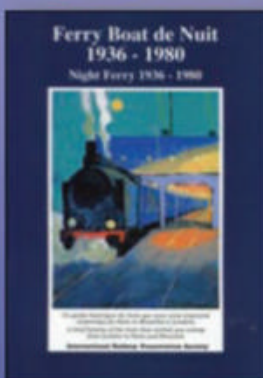


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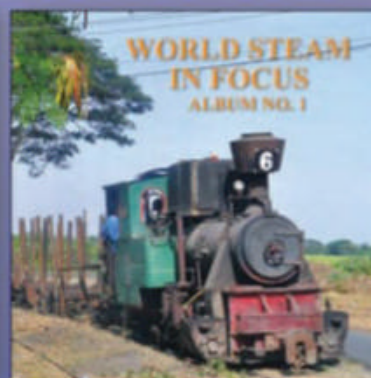


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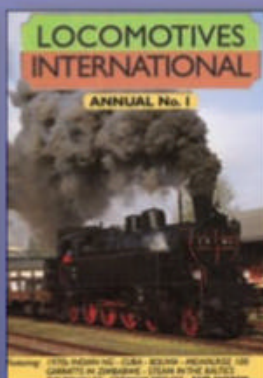
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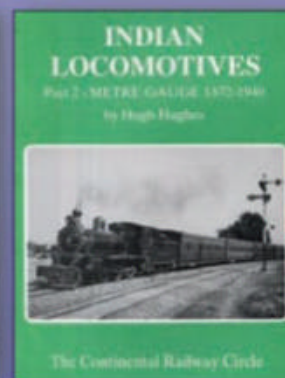
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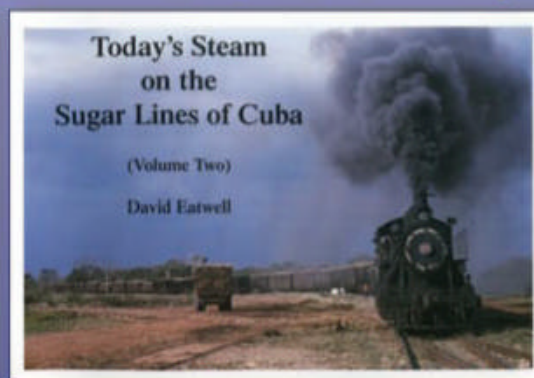
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After more than 18 months' work at Tyseley Locomotive Works, the overhaul of the boiler from No. 7927 *Willington Hall* is lowered into the frames of No. 6880 *Betton Grange* for trial fitting on December 3. LYNN MOORE

Betton Grange boiler now complete

THE last few stays and rivets went into the refurbished boiler that will operate with new-build GWR 4-6-0 No. 6880 *Betton Grange*, at Tyseley Locomotive Works in November. All three sections of the boiler were assembled in time for trial-fitting in the locomotive's frames on December 3.

It had originally been hoped that a fire could be lit in the grate of No. 6880 by the end of 2018, but discovery of worse-than-anticipated corrosion in the front taper section of the Swindon No. 1 boiler, which came from former 'Barry 10' Modified Hall No. 7927 *Willington Hall*, resulted in a new section having to be made which set completion back by around three months.

The owning group has decided to keep the part-assembled locomotive at Tyseley over the winter to complete several outstanding jobs on the chassis and boiler, with a view to completing hydraulic boiler and steam tests before it returns to the Llangollen Railway, where it is hoped to steam the locomotive by May.

While work on the boiler has been drawing to a conclusion at Tyseley, regular working parties have been busy at the locomotive's Llangollen base, preparing the bodywork of the Collett 4000-gallon tender paired with Peter Robinson's GWR 2884 class 2-8-0 No. 3814, for which a hire agreement has been agreed so that No. 6880 can start revenue-earning work as soon as it has been run-in and any initial snags are sorted out.

The tender has been on contract overhaul with Llangollen Railway Engineering and has since been joined by the locomotive itself, also

for contract overhaul, and it has been agreed that 6880 members will prepare the tender body sides for painting and varnishing in time for No. 6880's return from Tyseley.

Betton Grange, which is the 81st member of the class, following withdrawal and scrapping of the last of the original 80 6800s in the early 1960s, will initially operate on the Llangollen Railway before guesting at other line's galas, for which there have already been many invitations according to spokesman Paul Appleton: "We really can't wait to see 'Betton' steam next year, the culmination of a dream stretching back to the late 1990s when the project was first mooted.

"However, there will still be a lot to do, getting the 4-6-0 properly fettled and operating smoothly, and of course, the small matter of building our own tender to run with No. 6880, for which a new appeal will be launched in the second quarter of 2019. We will then see about taking the locomotive to other railways. We don't want to get ahead of ourselves."

Around £25,000 is still needed to complete outstanding work on the locomotive itself. It is estimated that building a new tender, using a chassis already owned by the group, to main line standards, will cost around £125,000 before the cost of fitting equipment such as OTMR and GSMR to become compatible with the modern main line and current railway safety standards.

→ For further details about the 6880 *Betton Grange* project and how you can get involved, go to www.6880.co.uk

Thieves target South Devon station

THE South Devon Railway's winter permanent work has been hit after thieves stole equipment including power tools worth £5000 from the yard at Staverton station on November 27.

The intruders also appeared to

have visited the stock stored in the loop spur. The external doors on coach No. 4802, the former buffet car, were wrenched outwards as they tried to gain access via the double disabled entry doors. The police were informed.

Crossing paves way for Tarka northern push

DEVON'S Tarka Valley Railway has installed veloSTRAIL level crossing panels for the foot crossing at Torrington station.

The panels, installed on November 20, have sealed flangeways which provide an uninterrupted path over the crossing so that cycle tyres, dog paws and buggy wheels do not get stuck.

The same day, 16 tons of 50/20 limestone ballast was accepted in preparation for the laying of the next

track panels scheduled for the new year.

Tarka Valley Railway is one of the first heritage railways in the UK to use the veloSTRAIL product. A major proportion of the cost of the crossing panels was funded by Torridge District Council. Following on from laying the first track panel in August, this operation is part of the planned expansion towards Bideford.

The team's next tasks are to position the new gateposts and gates.



Two days after the panels were installed, the railway's Fowler 60hp diesel shunter *Progress* (No. 4000001 of 1945) made the first run over the new crossing. TVR

Downton Abbey on the Moors?

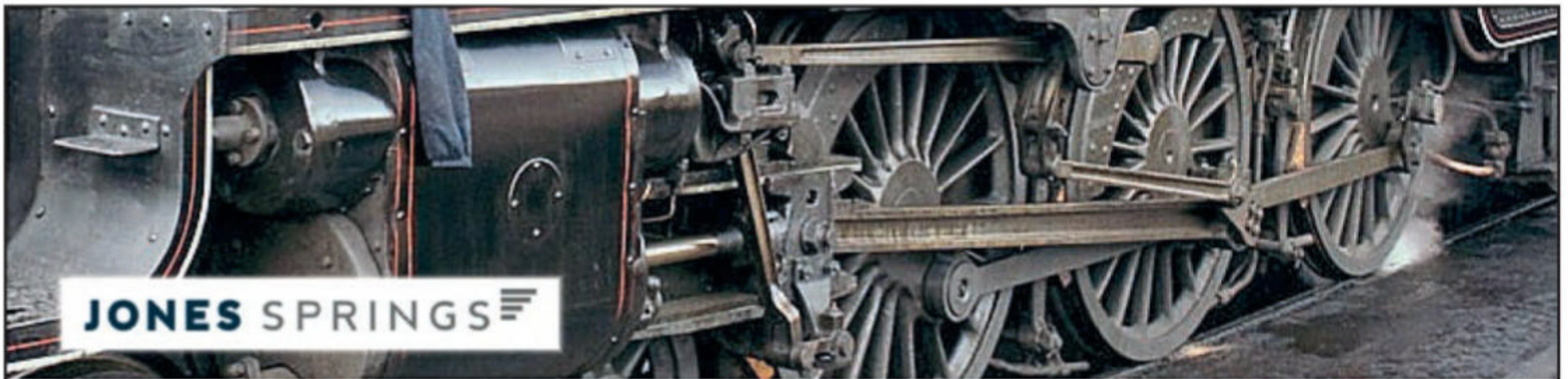
FOLLOWING the end of daily services at the North Yorkshire Moors Railway in early November, Pickering station became a closed set for a 'mystery' major filming contract over the space of a few days.

Although the identity of the movie has not been revealed, local

rumours have suggested that the filming was for the forthcoming *Downton Abbey* film and hence it is likely to feature the line's LNER teak train. An LNER Travelling Post Office coach was brought to the NYMR by road especially for this filming assignment.



After several weeks' work carefully drilling out the copper stays, the firebox of the Swanage Railway's LSWR T3 4-4-0 No. 563 has been successfully removed intact. The engine, somewhat controversially gifted to the Swanage Railway by the National Railway Museum, is being assessed for repair at the Flour Mill workshop at Bream in the Forest of Dean. Steel sections of the boiler were inspected by Mike Brown of Royal Sun Alliance on November 30 and repair proposals will shortly be forthcoming. NATHAN AU/SWANAGE RAILWAY



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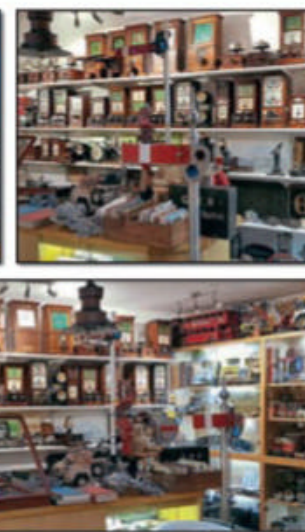
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Railways remember the FALLEN

Gareth Evans reports on how the heritage railway sector marked the centenary of the end of the First World War.

The UK's railway heritage sector marked the centenary of the Armistice in a variety of ways. World War One began on July 28, 1914 – the calamitous conflict ended four years, three months and 14 days later on November 11, 1918.

Railways played a pivotal role of course – supplying men, munitions and machinery. It was therefore appropriate that our heritage lines paid their respects to all who served their country, 100 years on.



Apedale

The Apedale Valley Light Railway in Newcastle-under-Lyme extended its running season by an additional weekend to mark the centenary of the end of the First World War.

On November 10 and 11, three locomotives dating from the time of the First World War were in operation at the Potteries line – the Hudswell Clarke 0-6-0WT (No. 238 of 1916), Joffre 0-6-0T (No. 3014 of 1917) and Hunslet 4-6-0T No. 303 (No. 1215 of 1916) – along with the Great War-era internal combustion locos in the collection. These locomotives were in use on the passenger train and also hauling trains of appropriate wagons on both the main line and the Field Railway. The reproduction trench was also open for visits.

Phil Robinson, chairman of the Moseley Railway Trust, which operates the line said:

“Remembrance Sunday was a particularly poignant occasion. We observed the two-minute silence, which ended with a chorus of whistles. The Last Post was also played.”

The friendly 2ft gauge line is home to a rich collection of authentic First World War rolling stock and held its Tracks to the Trenches event in July, sponsored by *Heritage Railway* and its sister title, *The Railway Magazine*.

Three locomotives dating from the time of the First World War were in operation at the Apedale Valley Light Railway on November 11 – including Hudswell Clarke 0-6-0WT (No. 238 of 1916) and Hunslet 4-6-0T No. 303 (No. 1215 of 1916).

GARETH EVANS



Cambrian

Four hundred employees of the Cambrian Railways Company left to fight in the Great War, with 54 not returning. The firm's operating territory covered swathes of Mid and North Wales, plus north Shropshire – and it was headquartered in Oswestry, in the building which is today used by Cambrian Heritage Railways.

Over the past four years, CHR has housed an exhibition in the former booking office at the station, the centenary of each of the deaths being remembered by the lighting of a lamp and the laying of a ceramic poppy.

The public and CHR members, along with some relatives of those named on the memorial, crowded the exhibition area for the final ceremony on November 11, as the final four casualties were remembered. A lamp was lit, poppies were laid and Wilfred Owen's poem, the Send Off, which described young soldiers leaving for war by train, was read out.

Owen's father had briefly worked in the Cambrian offices as a young man, before serving on the Indian railways. He later returned to the town to marry and carry on his railway career in Birkenhead and Shrewsbury.

As a final mark of respect, CHR chairman Rob Williams, read the complete list of 54 names and event organiser David Owen read the last letter home of Pt. William Lewis, 6th Btn. KSLI, an Oswestry engine driver killed on March 10, 1916. He is buried in the Menin Road Cemetery in Ypres and the letter included the poignant line 'I wish it was all over'.

The Rev John Chesworth led prayers which included one in Welsh and a two

minute silence was observed. Located in the town's Cae Glas Park, the memorial is now a Grade II listed monument.



Clan Line

The last surviving operational steam locomotive still based in central London – No. 35028 *Clan Line* – wore poppies and a poppy wreath on its smokebox when it hauled a scheduled Belmond British Pullman train from London Victoria on Friday, November 9.

The management committee of the locomotive's owning society – the Merchant Navy Locomotive Preservation Society – personally sponsored this commemoration to the fallen.

Clan Line is named after the former merchant shipping line of the same name, and the gesture also commemorates the large number of Clan Line ships and seamen that were lost in the two world wars.



Ffestiniog

In common with many other organisations, the Ffestiniog Railway Company has been anxious to learn more about the contribution that its employees made to the 1914-1918 war.

In a project led by the line's Heritage Group, in May 2017 an appeal was made through social media and the various local media outlets, and as a result of this it was learned that at least two former employees lost their lives in the conflict. Both were unfortunately killed in action in France.

On November 11, a special train ran from Porthmadog Harbour to Tan y Bwlch. At 3pm, a newly-constructed war memorial, funded by the Railway Heritage Trust, was unveiled at the station to commemorate the sacrifices made by these men. A short service of remembrance was led on site by the Rev Richard Buxton, an FR volunteer. Items of rolling stock which saw service on the Western Front were also displayed, including Baldwin 2-4-0DM *Moelwyn*, Alco 2-6-2T *Mountaineer* and a Hudson wagon.

Andy Savage, executive director of the Railway Heritage Trust, and former deputy chairman of The Ffestiniog Railway Company, said: “Uniquely, the quality of the railway's records made it possible to create a memorial at this late stage which not only honoured the two employees who died in the war, but also all those who served in the forces. I am personally delighted that the





The Gloucestershire Warwickshire Railway marked the Armistice Centenary and railwaymen who fell in both world wars on November 18. The line's First World War veteran, 2-8-0 No. 2807 is seen with a poppy on its smokebox door. GWR

trust has been able to fund the memorial, given my long involvement with the railway, and I congratulate those who carried out the comprehensive research that made the memorial possible.”

Great Central

Working in conjunction with the Quorn Local History Group, the Great Central Railway held its ‘Great War, Great Central’ event over the weekend of November 10/11, which was intended to tell the story of the railway’s involvement during the First World War.

Taking pride of place in the centre of the yard was the line’s resident centenarian locomotive, 04 No. 63601 (GCR 8K No. 102). The locomotive’s design was adopted by the Railway Operating Division (ROD) for large scale production during the conflict.

Appearing courtesy of Nick Tinsley and the Quorn Wagon group, the line’s resident ‘Warflat’ WGF 8217 was displayed in War Department livery, complete with a First World War tank.

Railway passengers could enjoy the range of attractions and events taking place in the village thanks to the heritage bus service operated by Nottingham Heritage Vehicles Charity. Appropriately, a replica London General B Type bus was used – the same sort which was requisitioned to take troops to the front 100 years ago.

In a separate development, the GCR Rolling Stock Trust transported a six-wheel vintage carriage to two Armistice events.

Manchester, Sheffield & Lincolnshire Railway No. 946 is dedicated to the 1/7 Leith Battalion The Royal Scots who were killed or maimed at Quintinshill in May 1915 and

to the 1304 employees of the former Great Central Railway who fell in the Great War 1914-1918.

The carriage went to Edinburgh on November 10 to take part in an Eve of Armistice Commemoration service, before returning via a Remembrance Sunday service in Sheffield. It arrived back in its Mountsorrel Railway Museum home the following day, where once again it is on display.

Gloucestershire Warwickshire

The Gloucestershire Warwickshire Railway marked the Armistice Centenary and railwaymen who fell in both world wars on November 18 to coincide with the events taking place at Cheltenham Racecourse during the November meeting.

Following the act of Remembrance at Toddington conducted by the Rev David Hall, also a volunteer on the railway, with music provided by the Cheltenham Silver Training Band, those taking part continued to Cheltenham Racecourse on a train hauled by First World War veteran steam locomotive No. 2807.

The colour party comprised Deputy Lord Lieutenant of Gloucestershire, Col. Mike Bennett OBE, DL and GSWR senior inspector Warrant Officer Chris Sparks MBE (RAF); with the flag borne by Alex Hayes, a member of the railway’s steam locomotive department.

A poppy wreath was laid by Jenny Mead, wife of the late Rev John Mead who was a long-time volunteer on the railway and former Rector of St Michael’s Church, Bishops Cleeve. She also unveiled a plaque dedicated to the ‘memory of all those on the railway who gave their lives in the First World War and all subsequent conflicts’.

The event was organised by Chris Blake, a member of the railway’s steam locomotive department who felt that the railway should play a part in the Armistice celebrations at the racecourse given that this is the location of the railway’s southern terminus.

“The day was perfect in every way,” said Chris. “The sun shone as the troops assembled on platform 2 for the event, while volunteers and guests joined in the service from platform 1.

“Then, at the end of the service, locomotive 2807 steamed in to the station from the Broadway direction, bearing a huge poppy on the smokebox. It was an extremely moving way to remember the huge contribution that the nation’s railways made to both world wars and to reflect on the lives of railway servants who lost their lives.”

The locomotive hauling the special train was 1905-built Great Western Railway 2-8-0 No. 2807. This engine played a vital part in the war effort, hauling endless coal trains known as ‘Jellicoe Specials’ (named after Admiral Sir John Jellicoe, commander of the Grand Fleet) from South Wales to the Grand Fleet at Scapa Flow. These trains passed over the route now operated by the GWR.

After arrival at Cheltenham Racecourse, the ‘Glosters’ marched from the train to join other services assembled in the station’s car park, before marching into the racecourse for a grand Act of Remembrance in the parade ring, in the presence of the new Lord-Lieutenant of Gloucestershire and former MD of Cheltenham Racecourse, Edward Gillespie.



On November 11, the Ffestiniog Railway ran a special train to unveil its newly constructed war memorial at Tanybwllch. Rolling stock which saw service on the Western Front was also display at the station. FR



Over the weekend of November 10/11, along with the commemoration and displays in Quorn, the Great Central Railway showed 04 Class 2-8-0 in its ROD identity as No. 1912. Also pictured here are the ‘Warflat’ wagon carrying a replica First World War tank and a replica London General B type bus, which was used on a shuttle service to the village. KEITH SATTERLY

Chairman of the GWR, Richard Johnson who took part in the railway's commemoration said: "This was an extremely moving ceremony and all of the railway's volunteers should feel proud of the part their railway has played in marking the centenary of the Armistice.

"I confess to feeling some emotion to see locomotive 2807 steaming into the station with the huge poppy on the smokebox and I know I wasn't alone."



Leighton Buzzard

Remembrance Sunday trains at the Leighton Buzzard Railway were hauled by an appropriate locomotive – Baldwin 4-6-0T No. 778, which worked in northern France during the conflict.

Tony Tomkins, vice-president, said: "We ran three services as part of Remembrance Sunday. Our first departure left Pages Park at 10.20am and arrived at Stonehenge 30 minutes later. Passengers walked to an area in the top yard where they and the steam locomotive would be on hardstanding. Also present were three 20hp Simplexes – one of which is a 1916-built petrol example.

"To mark the start of the two-minute silence, the train guard blew his Acme Thunderer whistle – the same style used to send troops over the top of the trenches. It was the last sound many would have heard. The silence was brought to an end by sustained sounding of the Baldwin's whistle."



Lynton & Barnstaple

The Lynton & Barnstaple Railway marked the Remembrance Sunday weekend in its traditional manner – with a service for its local schools and a public event.

Trains were hauled by a highly appropriate locomotive – Kerr Stuart Joffre Class 0-6-0T (No. 2451 of 1915) *Axe*, built to supply the troops on the Western Front.

"It has been heavily rebuilt since then of course, but the wheels, cylinders, smokebox saddle and some of the motion are all original. Even the regulator handle which had been wielded by First World War soldiers remained in use until recently," explained

"It was an extremely moving way to remember the huge contribution that the nation's railways made to both world wars and to reflect on the lives of railway servants who lost their lives."

No. 35028 *Clan Line* wore poppies and a poppy wreath on its smokebox when it hauled a scheduled Belmond British Pullman train from London Victoria on Friday, November 9.
PAUL BLOWFIELD/MNLPS



Tony Nicholson, the line's press officer.

Attached to the locomotive's smokebox bracket was a bell. Tony took up the story: "The bell is also very interesting. It was rung at 12.30pm on Armistice Day as bells rang across Europe to mark the centenary. There is no bell at Woody Bay, but this particular example was the ship's bell of HM Motor Launch 903, an armoured vessel built in 1944

which saw service on D-Day. When the ship was scrapped in 1946, the bell was rescued by one of the crew, the son of whom, Tim Woods, a retired vicar who volunteers regularly at Woody Bay, led the service at the station on Sunday, November 11. Therefore, we were able to recall both world wars at the same event."

Tony added: "We also had a Remembrance service at Woody Bay on Friday, November 9" ➔



The Lynton & Barnstaple Railway had an appropriate locomotive in charge of its trains on Remembrance Sunday – Kerr Stuart Joffre Class 0-6-0T *Axe* (No. 2451 of 1915). TONY NICHOLSON/ L&B

for the local primary schools as we do every year. After a short service culminating in the two-minute silence, the children planted little wooden crosses in the Garden of Remembrance on the down platform, before going for a ride on the train and then returning to school. It's a good way of linking into the local community."

 Nene Valley

The Nene Valley Railway operated its regular scheduled train service on November 11, with an appropriate steam locomotive – Battle of Britain Class 92 *Squadron*. The front of No. 34081 was adorned with poppy wreath, two flags and a special headboard which said it all: 'Nene Valley Railway Remembers 1918-2018'.

At 11am, the train paused at the line's Peterborough Nene Valley terminus to respect the two-minute silence, which concluded with the sounding of the locomotive's whistle.

 North Norfolk

The North Norfolk Railway joined its local community to help remember the fallen. Alex Richardson, NNR Plc's marketing & communications manager, said: "We worked alongside the Sheringham First World War Centenary Commemoration and Remembrance Project, which held a number of events in the area.

"On Saturday, November 10, we ran our Great Eastern Railway Y14 0-6-0 and the LNER Quadart set for an 'Off to war' departure under the cover of darkness. As part of the project, a quantity of silhouette cut-outs of soldiers was loaded onto the train, watched by approximately 250 people as the Sheringham and Cromer District Brass Band played tunes from the period.

"It was a low-key but poignant occasion for



Another Kerr Stuart Joffre Class locomotive in service on November 11 was *Joffre* (No. 2405 of 1915) at the West Lancashire Light Railway – complete with poppy on the smokebox. SANDY DAVIES

us all."

The following day, a two-minute silence was observed at 11am.

 South Devon

Engaging with its local community, the South Devon Railway offered a memorable experience on Saturday, November 10, while at the same time, raising funds for a good cause.

The Buckfastleigh-based line operated 'Driver for Armistice' special footplate experience courses, allowing members of the public to drive a steam locomotive for a two-mile round trip in exchange for a fee donated

to the Royal British Legion. GWR 2-6-2T prairie No. 5542 carried a commemorative headboard for the day.

Dick Wood, PR & business development manager for the South Devon Railway Trust said: "We had 47 slots available and booked, but managed to squeeze in a few more who turned up on the day to make it 50 in total. We raised £630.33 for the local Royal British Legion, which is a good and creditable result.

"A lot of those taking part, and the local branch of the Royal British Legion, all commented favourably about the £11.11 cost this year as being a very suitable figure for



the Armistice Centenary. Next year, we'll probably put the price up to help raise more funds for the RBL."

Along with stalls and displays, other attractions at Buckfastleigh included World War Two vehicles courtesy of the Devon Military Vehicle Trust and military personnel from the local Living History Group, members of which also support the SDR's 1940s weekends.

Steeple Grange

Three headstones were conveyed by the Steeple Grange Light Railway for erection in Wirksworth, at Steeple Grange and in Middleton on November 11.

These replicated the 120,000 war grave headstones carried on the Killers Branch of the Cromford & High Peak Railway for export via High Peak Junction onto the national rail network. The gun carriage used was the same one that carried Richard III to Leicester Cathedral.

Martin Smith, chairman of the Steeple Grange Light Railway had the idea for the unique commemoration, which saw the headstones, made from Hopton Wood Stone, carried on the same track bed that was originally used. A new railway wagon has been made with the livery in the style of the original Hopton Wood Stone Company.

Welshpool & Llanfair

The Welshpool & Llanfair Light Railway's main operating season ended on Sunday, November 4, but a week later two special trains ran to commemorate the Armistice which ended the 1914-18 Great War.

Separate trains operated from Welshpool and Llanfair Caereinion to meet for a brief ceremony at Castle Caereinion, the line's halfway station. In order to accommodate

Battle of Britain Class Pacific 92 Squadron awaits departure from Peterborough Nene Valley Station after the two-minute silence was observed on Remembrance Sunday.

ANDREW PLUMMER



On November 11, the Keighley & Worth Valley Railway adorned its Ivatt 2MT No. 41241 with a wreath, as seen here at Haworth. After the two-minute silence was observed, the 2-6-2T's whistle was sounded. CHRIS GEE

other events organised on Remembrance Sunday by the respective branches of the Royal British Legion, trains departed each terminus at 1.15pm. Beyer Peacock 0-6-0T No. 823 *Countess* hauled the train from Welshpool and Kerr Stuart 0-6-2T No. 12 *Joan* was in charge of the Llanfair departure. To avoid complicated run rounds, the two locomotives and their crews swapped trains, so *Countess* continued to Llanfair with the carriage set *Joan* had brought, and vice versa.

The trains were piped into Castle Caereinion, where the Last Post and Reveille was sounded, along with a performance of the poem 'In Flanders Fields'.

Supported by Welshpool Town Council, a flat fare of £5 per person was charged for the return trip to Castle. However, anyone wearing their own earned medals could travel free, as could anyone whose family name appears on the war memorials at Llanfair Caereinion, Castle Caereinion or Welshpool.

"The railway was opened in 1903 and supported the local community through both world wars," said W&LLR general manager Charles Spencer.

"As the son of parents who both served in the Canadian forces during the Second World War, I am very proud to be honouring those from this area who served." **HR**



On Remembrance Sunday, trains were piped into Castle Caereinion, where the Last Post and Reveille was sounded. GWR No. 823 Countess is seen here. WLLR

"Anyone wearing their own earned medals could travel free, as could anyone whose family name appears on the war memorials at Llanfair Caereinion, Castle Caereinion or Welshpool."



Flying Scotsman support cast makes its mark

WHEREVER it goes, No. 60103 *Flying Scotsman* steals the limelight, and that was clearly evident at GW Railwayana's auction at Pershore on November 17. However, the sale's support cast didn't roll over against the might of the LNER Pacific, instead putting on a strong show that managed to attract the attention of the packed hall.

As reported on page 16, a nameplate from No. 60103 sold for £64,500, a railwayana world record that may never be beaten, but this wasn't the only five-figure realisation, for a nameplate from another LNER representative, B17/B2 'Footballer' No. 2871 *Manchester City*, went for £18,000.

Behind these two came a closely-matched trio comprising the auction's sole LMS nameplate contender, *The Lancer* from Royal Scot No. 46155 (£7100) and at £7000 each, *Dominion of Canada* and *Earl of Ducie* from GWR Bulldog No. 3391 and GWR Castle No. 5054 respectively.

The GWR bandwagon continued to roll under auctioneer Simon Turner's hammer, with *Burghclere Grange* (No. 6809) going for £5800, *Saint Dunstan*

(No. 2921) and *Astley Hall* (No. 4903) for £4500 apiece, and *Hilda* (0-6-0ST No. 359) and *Faendre Hall* (No. 5954) for £3500 each.

Non-sellers were GWR trio *County of Wilts* (No. 1003), *King Henry IV* (No. 6020) and *Binnegar Hall* (No. 4904), although the cabside numberplates from the *County* and *King* did go to new homes, for £2000 and £5000 respectively, the latter after close of play.

GWR Pacific

The cabsides from Nos. 359 and 4903 also went under the hammer, selling for £3700 and £1400, but the star in this category at £12,500 was 111 from *The Great Bear*, which started life in 1908 as the GWR's one-and-only Pacific but was rebuilt in 1924 as a 4-6-0 Castle class loco and renamed *Viscount Churchill* while retaining its 111 number.

Steam may have been dominant among the nameplates, but third place with a realisation of £9100 went to a diesel, *Rodney*, from a Class 50 that was numbered D421 when built by English Electric in May 1968, renumbered 50021 in 1973, and withdrawn in April 1990.

Named after a Royal Navy battleship, it was one of 18 members of the 50-strong class saved for preservation.

Away from the hurly-burly and excitement of a world record, a plethora of GWR offerings, and a diesel heavyweight, things were a little calmer, although Simon and his crew still had their hands full against the inevitable background noise of a full house.

Leading totem sign at £4300 was BR(W) St Fagans from the station between Cardiff and Bridgend, some way ahead of the runner-up, BR(S) Groombridge on the East Grinstead-Tunbridge Wells route (£2600), an LMS Leeds City 'hawkeye' sign achieved £1850, and top Southern Railway target sign was Haywards Heath, which went for £1700.

London Underground roundel signs also gave a good account of themselves, led by Highgate (£3500) and ably supported by Swiss Cottage (£2800) and King's Cross St Pancras (£2700), while an LNER Harrogate poster by Harry Tittensor (1887-1942) sold for £4200.

Top worksplate was from an 0-8-0 built at the Sharp Stewart & Co works in Manchester in 1880 for the Tarragona

Barcelona & France Railway of Spain (£2900), and the winner of the smokebox numberplate category with a price of £1450 was 82033 from a Standard 2-6-2T built at Swindon in 1955 and withdrawn 10 years later from Nine Elms (70A).

Timepieces

This being Pershore, there was an array of timepieces, of which the star was a Vale of Clwyd Railway pocket watch that fetched £2400. This 11-mile line opened in 1858 connecting Rhyl and Denbigh, was absorbed into the LNWR within a decade, and closed by BR to passengers in September 1955 and to freight in 1968. Top clocks were an LNWR ex-Tamworth 8in dial example at £2000 and an LBSCR 14in from the chief mechanical engineer's department at Ashford (£1850). Prices exclude buyer's premium of 10% (+ VAT).

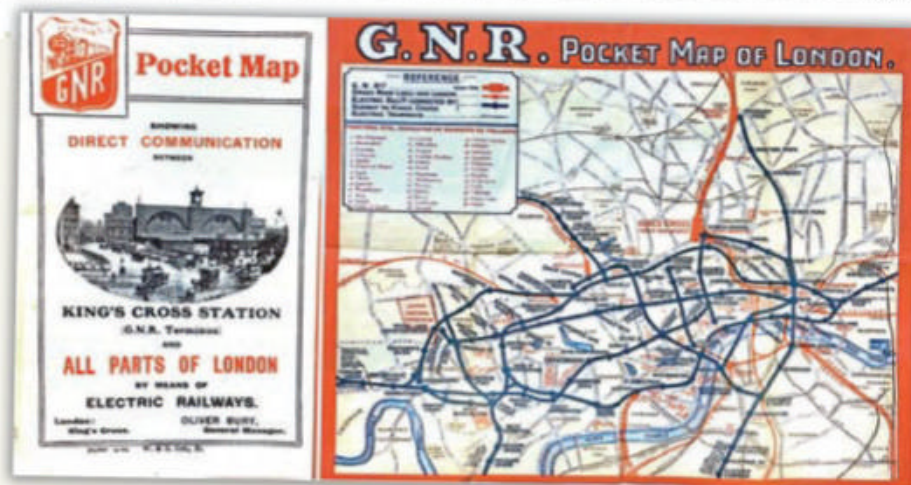
Of the day's events, Simon said: "Clearly the sale of the *Flying Scotsman* nameplate was a highlight, but I was delighted with how it went overall. There was strong interest in a number of categories, including totems, smokebox numberplates, worksplates, watches, and London Transport roundels."

Smiles all round for Michael & Co

IT WAS smiles all round for Transport Auctions of London boss Michael Wickham and his team after his autumn sale set a record realisations total for the auction house and also raised the benchmark on prices for a number of lots, including one railway item.

His take of more than £78,000 was his highest ever, and a realisation of £2000 for a London Underground pocket map was, he believes, a category record. About 100 people attended the auction at Croydon on October 27, while 200 followed online, leading him to express a big 'thank-you' to vendors, buyers and staff alike.

Top price was £3200 for a London Underground Waterloo roundel from the 1930s, when they were called 'bullseyes' by LU, and was understood to have been located on the passimeter (free-standing ticket office) in the station's booking hall.



Other four-figure Underground roundel prices were £2200 (Holborn) and £1100 apiece for Shepherd's Bush and Oxford Circus.

The £2000 Underground pocket map was 'London's guiding star' from 1912 which on its reverse showed events for July of that year, a theatre plan, and places of leisure and entertainment, while next up was a BR(S) Newhaven Harbour totem station sign that went for £1800.

A further trio of LU roundels comprising Earl's Court (£900) and Bank and a second Oxford Circus (£850 each), was followed at £750 by

a BR(M) poster from the 'See Britain by Rail' series promoting London, by Claude Buckle (1905-73).

From the pre-Nationalisation railway era, a 1933 Southern Railway South Downs poster by Arthur Mills fetched £650, and £600 secured a Great Northern Railway pocket map of 1910 showing the Electric Railway lines between King's Cross and all parts of London. This map was published in the name of GNR general manager Oliver Bury (1861-1946), after whom B1 class 4-6-0 No. 61251 was named. Prices exclude buyer's premium of 16%.

GWR in miniature top of LSK sale

THE GWR dominated a Lacy Scott & Knight railwayana and model train sale at Bury St Edmunds on November 17, when a 5in gauge live steam 0-6-0PT No. 5702 went for £3500 and a spirit-fired O-gauge No. 5015 Kingswear Castle made by Aster of Japan for £3100.

Another spirit-fired model, an Accucraft gauge one Britannia No. 70013 *Oliver Cromwell*, fetched £2100, and a Bearwood Models' LMS streamlined No. 6220 *Coronation* in O-gauge sold for £1500. Prices exclude buyer's premium of 20% (+ VAT).

The day before LSK's auction, two O-gauge models of German locomotives and a 3½in gauge model of an Ivatt Atlantic sealed the top three spots at a Vectis model train sale in Thornaby. First and second were DB 01 class 4-6-2 No. 187 (£1400) and DB 45 class 2-10-2 No. 010 (£1000), the latter being joined at £1000 by the Ivatt Atlantic, a live steam model of LNER Class C1 No. 4417. Prices exclude buyer's premium of 25% (inc VAT).

Great Central takes over Paddington Ticket Auctions

ONE of the country's leading railway ticket auction houses has been taken over by Great Central Railwayana. It is Paddington Ticket Auctions, which was formed by Chris Dickerson and Brian Moakes 27 years ago, since when it has become a stalwart of the railway ticket collecting movement.

Announcing the change of ownership, Chris and Brian said: "We would both like to thank all of those that have helped make Paddington Ticket Auctions such a tremendous success. We have enjoyed bringing such a wealth of material to you for auction, and it has been a privilege to deal with you all."

The deal came into effect on December 1, and Paddington Ticket's next auction on January 26 will be run by GCRA, although Chris, who lives in Pickering and is a director of the North Yorkshire Moors Railway, will compile the catalogue for the final time.

The GCRA stable includes two other ticket auctions – live sales held in central London and online sales – as well as

internet auction house Railwayana.net and postal auction specialist Sheffield Railwayana Auctions, while other live sales include its flagship events held quarterly at Stoneleigh and general railwayana auctions held biannually at Bloxham.

GCRA director Dave Jones said: "I have always respected Paddington Ticket Auctions, and took the opportunity to buy it when it recently became available." He added that as a result of the purchase, he expected to hold four live ticket auctions in central London in 2019, all under the Paddington Ticket's name.

Dave is himself an enthusiastic collector of railway tickets, having been involved in the hobby for nearly 50 years. Geographically his main interests are the former North Eastern and North British lines including the Scottish borders, but other areas that appeal to him include the west country and the Midlands.

The sale of Paddington Ticket Auctions by Chris and Brian means its auction in

central London on October 27 was the last organised by the pair.

Top railway ticket realisation was £1000 for a collection of 1250 pre and post-Grouping tickets from many parts of Britain, including most of the joint lines and a number of long-lost stations, and behind at £940 was a selection of Palestine Railways' tickets issued in the 1920s/30s coupled with unissued examples.

From even further afield came a number of Western Australian Government Railways' tickets, most of which were dated 1921 but some as early as 1900, that fetched £740. Prices exclude buyer's premium of 12%.

After the sale, Chris Dickerson said the auction supported his belief that the interest in transport tickets and ephemera continued to show increased interest and growth.

On November 18, three weeks after Chris and Brian's finale, Great Central held its own ticket auction in central London, at which the highest-priced



That's the ticket: Chris Dickerson (left) and Brian Moakes, who have sold their Paddington Ticket Auctions business to Great Central Railwayana.

GEOFF COURTNEY

lot was a collection of 16 LNER tickets covering East Anglia that went for £510 (exc buyer's premium of 10% + VAT).

Stations in the collection, many of which closed in the 1960s, included Long Stanton, Wivenhoe, Whitlingham Junction, Histon, Battlesbridge, Bourne, Cambridge, Cavendish, Cockfield, Godmanchester, Halstead, St Botolphs, Stamford, St James Deeping, and Sudbury.

→ THE first of Great Central's two general railwayana 'no-frills' auctions of 2019 will be held on February 9, at Warriner School, Bloxham. There

will be the customary 1000 or so lots, with no reserves, no telephone bids, no commission bids, and no time wasted as activities are orchestrated

by joint auctioneers Mike Soden and Martin Quartermain.

Although essentially an auction of lower-priced lots, GC is planning to

continue its experiment introduced last August of including slightly more valuable items, such as cabside numberplates and station totem signs.

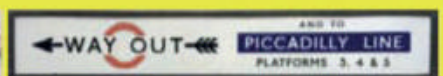
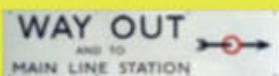


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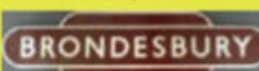
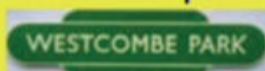
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HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

This autumnal scene was caught on camera during a photographic charter organised by Peter Van Campenhout on Saturday, November 17. Fairburn 2-6-4T No. 42073 is pictured running along the River Leven at National Trust-owned Fell Foot Park on the Lakeside & Haverthwaite Railway. IAN DIXON





Could the Williams Review put main line heritage and charter operations at risk?

THE Williams Review – the remit of which is “to look at the structure of the whole rail industry” – was announced by Secretary of State for Transport Chris Grayling to much industry fanfare.

Headed by former British Airways chief executive Keith Williams, the review, launched on October 11, will examine the structure of the industry “including increasing integration between track and train, regional partnerships and improving value for money for passengers and taxpayers”.

Some in the heritage sector may be forgiven for thinking this doesn't apply to them, or the consequences of this review will be inconsequential to heritage operations. On the contrary, there are a number of risks.

The ‘right to roam’ on the network granted since Privatisation may be lost entirely or the ‘roaming rights’ severely curtailed to a number of heritage-approved routes. It must be remembered the heritage operations enjoyed by so many are in fact ‘guests’ on the network, fitting around the timetabled services. Heritage operations sometimes have incompatible braking systems – thankfully vacuum braking is on the wane; do not have compatible

Andy Castledine highlights potential impact of network changes

coupling systems with modern multiple units; and almost always do not perform like modern rolling stock, with longer acceleration and braking times. Therefore, the heritage operations do use more network capacity than equivalent modern services.

Capacity

Network Rail already recognises the capacity constraints the charter operators promulgate and face. The ‘virtual route’ which looks after Freight and National Passenger Operators (FNPO) stated in its Route Strategic Plan published in February this year that from the December 2018 timetable change it will trial Strategic Paths.

The document further states: “This will then be developed further through CP6 (the industry five-year funding period) in order that a catalogue of Strategic Paths is established. These paths would be gauge cleared for specific locomotives, and kept operationally robust and clear of vegetation. This approach minimises Network Rail costs by avoiding bespoke planning and clearance, and provides certainty for operators and customers.”

The timetable changed on December 9, and CP6 commences in April 2019, running through to April 2023. The FNPO statement is a subject to which *HR* will return in a future issue.

The odds are not in favour of heritage operations continuing as is – if fundamental change comes to industry. Changes that are recommended are cited as being implemented from 2020. This is soon – and heritage operators will need to be agile in dealing with or anticipating any changes.

The Williams Review could propose a number of structures for “improving value for money for passengers and taxpayers” ranging from full nationalisation; more of the same; the integration of Network Rail routes into TOCs; greater open access; or the Japanese model of vertically integrated private companies – to name but a few.

The question is, will there still be scope for mainline heritage operations? At present the heritage mainline operators have the ‘right to roam’ enshrined, but the Williams Review could well change that, and the FNPO aspiration for strategic paths could be lost. There are a

number of outcomes the heritage sector should be lobbying for. For example:

- Retention of strategic paths from the December 9, 2018 timetable change.
- Retention of the existing ‘right to roam’ under the present conditions (but note the network is increasingly congested and paths hard to come by, especially for heritage operators).
- Improved access rights (the right to bid for paths as any other operator – but this may prove difficult to justify to normal passengers, who lose their train to work for a charter, so some controls will be necessary).

Future paths

There is a possibility, however outlandish at this stage, heritage operators may need to negotiate a whole new settlement for mainline operation, in a form many do not currently recognise. The latter may be the most unlikely option, and the most likely options are retained paths and access on a case-by-case basis.

However, this begs the question: Where could these paths be, and will they fulfil the objectives of the review?



On November 17, LMS Princess Coronation Class No 6233 *Duchess of Sutherland* worked its first mainline tour since October 2017. The Princess Royal Class Locomotive Trust-owned 4-6-2 hauled The Railway Touring Company's 'The York Yuletide Express' from Ealing Broadway to York. It is pictured here passing Brooksby. The return leg was worked by A4 No. 60009 *Union of South Africa*. OLI GOODMAN



Merchant Navy Preservation Society-owned Pacific No. 35028 *Clan Line* is seen during a scheduled stop at Redhill station with the returning UK Railtours 'The Chilterns and Downs' trip on November 24. JAMES HAMILTON

Clan Line powers into the festive season

By Gareth Evans

REBUILT 'Merchant Navy' Class 4-6-2 No. 35028 *Clan Line* worked the Chiltern & Downs tour on Saturday, November 24 with 13 carriages in tow.

Operated by UK Railtours, the trip departed London Paddington, before stopping at Oxford Parkway and Shalford for water. The train returned to London Victoria via Redhill and East Croydon.

The locomotive is due to work two more trips before the end of the year. On the afternoon of December 15, the Pacific will head the Belmond British Pullman

from London Victoria, passing through Staines, Guildford, Shalford and Redhill, prior to returning to Victoria. Passengers can enjoy a festive five course lunch with fine dining silver service.

Five days later, *Clan Line* will haul a UK Railtours trip to the charming and bustling rural Dorset town of Sherborne – appropriately titled 'Carols at Sherborne'. Due to depart London Victoria around 8.45am, where it is set to return just after 9pm, the train will also call at Staines. It will then pass Byfleet Junction, Basingstoke, before taking on water at Salisbury. After journeying down the Blackmore Vale, it will pass

the Somerset & Dorset junction station of Templecombe, before arriving at Sherborne. The abbey is a five-minute level walk from the station.

UKRT said: "We are extremely grateful to the parish secretary at Sherborne Abbey for her invaluable help in arranging a unique Christmas carol concert especially for our visit here. Passengers can enjoy their three and a half hour break, so there will be plenty of time to explore the town, as well as to enjoy the unique atmosphere of the carol concert. All fares include a contribution to Sherborne Abbey to cover the concert."

B1 Mayflower completes main line test run at Carnforth

By Cedric Johns

THOMPSON B1 4-6-0 No. 61306 *Mayflower* moved under its own steam on November 20 for the first time in three years following a somewhat chequered major overhaul, when it was fired up and ran in West Coast Railways' Carnforth yard to turn its freshly-painted wheels.

At midday on November 29, David Buck's locomotive undertook a light

engine test run from Carnforth to Barrow-in-Furness and back. All being well, it was then to undergo a loaded proving run.

However, the proving runs did not meet the originally anticipated dates, which meant the locomotive was unable to be moved to Southall to work a Steam Dreams 'Cathedrals Express' to Bath on December 4.

The Bath trip had been booked for a double-header, the B1 working in harness with 'Black Five' 4-6-0

No. 44871. As it was, the heavily-loaded train was taken to Bath via Staines, Woking and Salisbury behind the 'Black Five' and an assisting diesel.

No. 44871 had just returned from Swanage a few days earlier after taking part in the Purbeck line's November 17-18 Somerset & Dorset mini-gala. That event, which included the 'Black Five', U class No. 31806 and two Battle of Britain 4-6-2s, attracted a crowd that was 44% up on the previous year.

It's an Irish Santa sell out!

ALL 26 of the Railway Preservation Society of Ireland's Santa Specials sold out weeks before the first departures from Dublin and Belfast on December 1.

Demand was such an extra train was added to departures from Dublin Connolly on December 16 when three specials – two with steam, one with a diesel – ran to Maynooth and return. An additional train was added from Belfast Central to Whitehead too, which ran as a 'Christmas Shopper' on December 1.

Dublin departures were rostered for LMS (NCC) 2-6-4T No. 4, while GNR(I) V 4-4-0 compound No. 85 *Merlin* was employed in the run up to Christmas on the Belfast runs.

Should any failures occur, it was probable that Connolly shed would use former Dublin & South Eastern 2-6-0 No. 461 as standby locomotive. By the same token, Whitehead could turn out GNR Q class 4-4-0 No. 131, which was returned to main line traffic earlier this year.

Charitable tour

UK Railtours 'Victory Javelin' Poppy Day special on November 10 raised more than £31,000 for the Royal British Legion's annual Remembrance Day appeal.

Tour promoter John Farrow said: "Our charity special was a great day out. Thanks go to all our colleagues at Southeastern, especially to Kent Evenden whose brainchild the whole thing was. Thanks also go to all those who travelled with us and donated via numerous collections and raffles held on the train. Their generosity was outstanding."

Christmas appeal for the Duke

A CHRISTMAS appeal has been made to support unique 8P Pacific No. 71000 *Duke of Gloucester*, currently undergoing a major overhaul at Tyseley, and help it return to the main line.

Annual membership of the support group costs £60, or £5 monthly, and members will be given a ride behind the 4-6-2 when it's back on the main line for just £10. Its overhaul is on target.

Visit www.theduke.uk.com for more details.

Steam to Blackpool and Wensleydale

FURTHER steam tours have been added to the Railway Touring Company's programme for 2019. Two destinations which have not seen steam for some time are Blackpool and the Wensleydale Railway, but this will change next April.

'The Wensleydale Railway' will run on Saturday, April 6 steam-hauled from Carnforth by one of the LMS Jubilee 4-6-0s, No. 45690 *Leander* or No. 45699

Galatea. Routed via Leeds and York, a second steam engine will be attached to the rear and the train will continue along the East Coast Main Line in top and tail fashion before taking the branch from Northallerton to Bedale, Leyburn and Redmire.

The train will return steam-hauled to York, before handing over to diesel traction for the return to Carnforth.

'The Pennine Blackpool Express' will set out from Euston on April 15 hauled by blue Class 86 electric No. 86259 *Les Ross* for Carnforth, where steam will take over for a run via Hellifield and Blackburn to Blackpool North.

The return to Euston will be electrically-hauled throughout as the Blackpool line has recently been electrified.

Class 50s replace D9009 on Waverley Route anniversary railtour

By Jonathan Webb

PATHFINDER Tours has announced that due to Class 55 D9009 *Alycidon* being unavailable, the Waverley Reunion railtour on January 5 will be hauled by Class 50 Nos. 50007 *Hercules* and 50049 *Defiance*.

The Class 50s will work the train, being run to mark the 50th anniversary since the last passenger trains operated over the Carlisle to Edinburgh line, from Birmingham to Tweedbank. The 50s will double-head as far as Edinburgh, before operating the Tweedbank section in top-and-tail formation.

No strangers

Although this will be the first time that Class 50s have visited the Tweedbank branch since it reopened in 2015 as the Borders Railway, it is not uncharted territory – as in 1968 a small number of them hauled diverted passenger trains over the Waverley route, including No. 50007.

The Deltic requires a bogie exchange, which will have to be followed by recertification, essential for continued main line running. The Deltic Preservation Society said that due to the amount of time needed to complete the work, it is unable to guarantee that *Alycidon* will be ready in time for the tour. It is the first time that D9009 has had to be pulled from a charter commitment since it returned to the main line in 2012.

It is envisaged that D9009's next main line run will be on March 3, when it will haul the return portion of 'The Auld Reekie' from Edinburgh to Doncaster, the outward journey being hauled by A1 Pacific No. 60163 *Tornado*.

Tornado now aiming for February 9 return

By Cedric Johns

ENGINEERS are continuing to work on *Tornado* with the aim of getting the 4-6-2 cleared to head the first of a series of 'North Briton' excursions on February 9, taking in the Settle and Carlisle line.

Working in conjunction with DB Cargo's fitness-to-run engineers, attention is being paid to both the A1 and its support coach at Wansford on the Nene Valley Railway.

Although not main line certified as this issue closed for press, the 4-6-2 has been operating Santa specials on the NVR. In addition to driver experience courses, it is due to work Winter Warmer Mince Pie Specials on December 29-30.

According to owner and builder The A1 Steam Locomotive Trust, it is hoped the locomotive will have a main line test run in late December or early January. There is also the matter of obtaining a ticket for the support coach.

The 'Christmas Border Raider' which was booked to run on December 1 has now been rescheduled for April 13.

Equally Pathfinder Tours' December 15 'Chester Chuffer' will now be worked by a different locomotive – most likely Bulleid West Country light Pacific No. 34046 *Braunton*.

Tornado is for set for an interesting line-up of tours for the year ahead. They include 'The Auld Reekie' from Doncaster to Edinburgh on March 3; 'The Aberdonian' from Edinburgh to Aberdeen on March 14; 'The Bard of Avon' from Manchester to Stratford-upon-Avon on March 23; and 'The Devonian' from Birmingham to Plymouth on April 6.

'The White Rose'

On April 27, the A1 takes an excursion to Harrogate, via Leeds and York, for the first time. Departing King's Cross, 'The White Rose' – marking the 70th anniversary of the original named train – calls at Potters Bar and Peterborough.

In its original incarnation, 'The White Rose' express ran from King's Cross to Leeds Central and Bradford Exchange stations.

It was frequently hauled by Peppercorn A1s, as well as other LNER express passenger steam locomotives and even the prototype Deltic.

The train ran from May 23, 1949 to June 13, 1964 when it was replaced by 'The White Rose Pullman' which was withdrawn on March 4, 1967.

Between 2001 and 2005, 'The White Rose' was briefly revived by Great

North Eastern Railway using three former Regional Eurostar trains sets, initially between King's Cross and York then, after clearance was given, between London and Leeds.

Tornado's celebration of the 70th anniversary of the first run of 'The White Rose' will offer passengers the choice of spending five hours in Leeds or four hours in Harrogate.

The train then departs from Harrogate and heads to York, where passengers will be able to enjoy around three hours to visit the city, while *Tornado* will then be turned and serviced for the return journey.

The A1 will then retrace its steps from York via Hammerton and Knaresborough to pick up passengers from Harrogate and then Leeds, before heading to Doncaster. From there, an electric locomotive will return 'The White Rose' to King's Cross.

On June 15 'The Yorkshire Pullman', composed of the Belmond British Pullman stock, runs from King's Cross to York and Scarborough.

Later in the summer 'The Aberdonian' will operate again – from Edinburgh to Aberdeen on August 1, 8 and 31, plus September 7, tapping into the Scottish capital's bustling tourism sector.



As in previous years, the Nene Valley Railway has been top and tailing its Santa trains with steam and diesel traction. A1 Pacific No. 60163 *Tornado* is seen passing through Orton Mere on November 25 with a train to Wansford. Class 14 No. 9529 was at the rear. GARETH EVANS

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A4 No. 60009 *Union of South Africa* drops off passengers at Reigate station on the Surrey Hills line while working the return leg of Steam Dreams' West Brompton to Gloucester trip on a cold and wet Tuesday, November 20.
JAMES HAMILTON

Union of South Africa: main line ticket to be extended?

By Cedric Johns

IT'S generally known that A4 No. 60009 *Union of South Africa* is due to run out of its ticket next year... but will it?

The A4 is the only example of Gresley's streamlined 4-6-2s currently working on the main line and its main line certificate expires at the end of April, but its acting chief mechanical engineer and advisor,

Ian Riley, has suggested that with some attention, and possibly the fitting of new tubes, 'No. 9' could have its working life extended by a year.

Owner John Cameron said: "We have a number of runs planned for 2019 up to April, including one of the legs of the 'Great Britain XII' for RTC.

"The longer term future of the locomotive is dependent on the result

of an appeal to Fife Council regarding our application for a visitors centre at Balbuthie for the two locomotives – the A4 and K4."

The outcome of the appeal should be known by the end of January.

The A4's last main line excursion runs on December 17, when it works the Railway Touring Company's 'White Rose' from London to York, before being

stopped for winter maintenance.

Next year's season begins on February 16, with an RTC trip from Paddington to Worcester, followed by a UK Railtours' excursion from King's Cross to Carlisle along the Settle and Carlisle line.

The A4s involvement with 'Great Britain XII' could possibly take place on April 30 working the Chester-Edinburgh leg.

Princess Elizabeth nearly ready at Carnforth

PRINCESS Royal 8P Pacific No. 6201 *Princess Elizabeth* – which is now in the final stages of its maintenance schedule at West Coast Railways' Carnforth base – might be ready for steaming before Christmas.

Following the locomotive's move from Butterley's West Shed, 'Lizzie' has been fitted with a new set of small tubes and has undergone general repairs and the necessary replacement of parts where required.

As this issue closed for press, the 4-6-2 was awaiting its final boiler inspection, before being fired and given rolling test runs in Carnforth yard.

Meanwhile the locomotive's overall dimensions have been checked and a main line gauging profile established.

Whether 'Lizzie' will need a proving run prior to being returned to traffic remains uncertain, according to the 8P's owning society's chairman Clive Mojonier: "We must wait for the outcome of the boiler and a fitness-to-run inspections."

However, he remained optimistic that 'Lizzie' will be back on the main line in early spring and has already entered into discussions with several railtour promoters.

Clive said that the society is actively seeking new members either active or in a non-active supporting role to ensure the locomotive's future. Annual membership is £20 (OAPs £15). Details can be obtained from 6201.co.uk or by writing to the membership secretary, Irena Orme, at 112 Draycott Road, Upper Tein, Staffs ST10 4JF.

BLS tour raises £20,000 for HST depot

By Gareth Evans

A Branch Line Society railtour on November 17 raised over £20,000 in aid of the 125 Group's £100,000 HST Depot Appeal, which will see a maintenance facility built at the Ruddington base of the Great Central Railway (North).

Carrying 292 passengers, the six-car HST

comprised power cars Nos. 43423 *Valenta* 1972-2010 and 43467. At Ruddington, Prototype Power Car No. 41001 replaced 43467 for a grand tour of the GCR (N) network. Lesser used lines covered included Rushcliffe Halt Up loop and bay platform, where HST Designer and 125 Group Hon President Sir Kenneth Grange joined the train.



A refurbished ex-Grand Central HST set reverses off the Midland main line south of Loughborough Midland on to the branch to East Leake and Ruddington with the Branch Line Society railtour from Derby on November 17. BRIAN SHARPE.

Bahamas booked for first main line tour in 25 years!

By Cedric Johns

STANDARD class tickets sold out within hours for the mainline comeback of Jubilee 4-6-0 No. 45596 *Bahamas*, which is set to work a special train from Oxenhope to Carlisle on February 9.

Handed over to Bob Meanley and his engineering team at Tyseley Locomotive Works for a major overhaul in November 2013, largely funded by a £996,000 Heritage Lottery Fund grant, the locomotive returned to steam in time for Tyseley's September 29/30 open weekend.

As part of its return to main line duties, the 4-6-0 was due to make two proving runs around the West Midlands. On December 11, *Bahamas* was booked to run with a support coach and following that, an empty coaching stock loading run on December 13.

Assuming all goes according to plan, the Jubilee will depart for its home base, the Keighley & Worth Valley Railway on December 18. As with the test runs, the movement will be undertaken by West Coast Railways.

The train, 'The Bahamas Renaissance' departs Oxenhope on Saturday, February 9, calling at Haworth, Keighley and Skipton en route to Settle and Carlisle, where a break of approximately two-and-a-half hours is due to be taken.

Departure times are: Oxenhope 8.15am, Haworth 8.20am, Keighley 8.50am and Skipton 9.20am. The train returns around 8pm with the exact times to be confirmed.

Bahamas Locomotive Society chairman, Keith Whitmore, said: "We have waited 25 years to see *Bahamas*



***Bahamas* looked the part when it made its first public moves at Tyseley over the weekend of September 29-30, following overhaul at the Birmingham workshops. As would perhaps be expected, the popular locomotive's first main line excursion in a quarter of a century proved to be an immediate hit, with standard class tickets selling out within hours. IAN DIXON**

back on the main line and we are absolutely delighted that for our first trip we will be working with our friends and partners at the KWVR.

"It is appropriate that not only will we be steaming from a railway where we are based, but that we will be travelling between Settle and Carlisle, where so many enthusiasts loved to see our popular locomotive perform to perfection."

Promoted by the KWVR, standard class tickets priced at £79 sold out within hours of going on sale on November 16 – and as this issue went to press, only seven first class

premier dining tickets costing £265 remained available.

Historical significance

Bahamas, the first of four Jubilees to be preserved, holds a special place in railway history, being the last locomotive to be modified by BR in an attempt to improve performance, when it was fitted with its unique double chimney and blastpipe in 1961.

In 1990, No. 45596 was moved from its original base at the now-closed Dinting Railway Centre in Glossop to Ingrow on the KWVR, where the society leased the goods shed,

which is open to the public.

After its main line ticket expired and after working some local 'Santa specials' in 1997, the Jubilee was placed in store when its boiler certificate expired.

In 2012 the 4-6-0 was moved as an intended exhibit at the National Railway Museum, but when the society's bid for financial help from the Heritage Lottery Fund succeeded, the locomotive was transported to Tyseley for major overhaul a year later, after a stop en route at *Heritage Railway* publisher Mortons Media Group Ltd's Horncastle base, where it was inspected by Emmerdale star Patrick Mower.

British India back south

By Brian Sharpe

SOUTHERN steam enthusiasts are in for a treat next summer, when West Coast Railways' Carnforth-based Merchant Navy Pacific No. 35018 *British India Line* visits the Southern Region for the first time since its return to action.

The Railway Touring Company is promoting two trips with the locomotive. The first is the 'Bournemouth Belle' on Saturday, July 6 commemorating the last steam-hauled run of the famous train 52 years earlier. The train will run on its original route from Waterloo to Bournemouth and return.

On Tuesday, July 9, No. 35018 will

head the 'End of Southern Steam' tour, commemorating the last day of steam on the Southern Region in 1967. This train will be steam-hauled from Waterloo to Yeovil Junction, where passengers can visit the Yeovil Steam Centre. The train returns steam-hauled from Weymouth to Waterloo in the evening.

British India Line will be covering unfamiliar territory for the class on its way south, heading the RTC's 'Scarborough Flyer' from Scarborough to Ealing Broadway on June 15.

This train is routed via York, Doncaster and the Great Northern / Great Eastern joint line through Gainsborough and Lincoln, before rejoining the East Coast Main Line at Werrington Junction.

Merchant Navy Pacific No. 35018 *British India Line* was a familiar locomotive over the past summer on 'The Scarborough Spa Express'. The 4-6-2 is seen passing Howsham, near York on August 16. ROBERT H FALCONER



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Ian Riley’s Stanier 5MTs Nos. 45212 and 45407 worked ‘The Citadel’ from Manchester to Carlisle on November 10. Pictured on the outward leg, which ran via Settle, the ‘Black Fives’ round the curve at Pleasington. The trip returned over Shap. MATT EVANS

December

FRI 14: ‘The Cathedrals Express’
Ashford, Alresford & return.
Steam-hauled: Ashford, Alresford.
Loco: No. 61306 *Mayflower*. SD
FRI 14: ‘The Polar Express’
Birmingham Moor St,
Tyseley & return.
Steam-hauled: Tyseley, Moors St.
Loco: No. 4965. VTL
SAT 15: ‘The Belmond British Pullman’
London Victoria, Shalford.

Steam-hauled throughout.
Loco: No. 35028 *Clan Line*. BEL
SAT 15: ‘The Christmas White Rose’
London King’s Cross, York & return.
Steam-hauled throughout.
Locos: Nos. 46233 *Duchess of Sutherland*
and 60009 *Union of South Africa*. RTC
SAT 15: ‘The Chester Chuffer’
Salisbury, Chester & return.
Steam-hauled: Bescot, Chester. Chester,
Worcester.
Locos: Nos. 46100 *Royal Scot*, 34046
Braunton or 70000 *Britannia*.

SAT 15: ‘The Polar Express’
Birmingham Moor St, Tyseley & return.
Steam-hauled: Tyseley, Moors St.
Loco: No. 4965. VTL
SUN 16: ‘Santa Special’
Lancaster, Hellifield.
Steam-hauled throughout.
Loco: No. 48151. WCR
MON 17: ‘The Cathedrals Express’
Alresford, Yeovil Junction & return.
Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD
THU 20: ‘The Sherborne Christmas Carol’
London Victoria, Yeovil Junction & return.
Steam-hauled throughout.
Locos: No. 35028 *Clan Line*. UKRT
THU 20: ‘The Christmas White Rose’
London King’s Cross, York & return.
Steam-hauled throughout.
Locos: Nos. 46233 *Duchess of Sutherland*
and 60009 *Union of South Africa*. RTC
THU 20: ‘The Polar Express’
Birmingham Moor St, Tyseley & return.
Steam-hauled: Tyseley, Moors St.
Loco: No. 4965. VTL
FRI 21: ‘The Polar Express’
Birmingham Moor St, Tyseley & return.
Steam-hauled: Tyseley, Moor St.

Loco: No. 4965. VTL
FRI 21: ‘The Cathedrals Express’
London Victoria, Dover & return.
Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD
SAT 22: ‘The Flying Scotsman Christmas Dalesman’
Manchester Victoria, Carlisle & return.
Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. IRT
SAT 22: ‘The Polar Express’
Birmingham Moor St, Tyseley & return.
Steam-hauled: Tyseley, Moors St.
Loco: No. 4965. VTL
SUN 23: ‘The Polar Express’
Birmingham Moor St, Tyseley & return.
Steam-hauled: Tyseley, Moors St.
Loco: No. 4965. VTL

January

FRI 11: ‘The Scotsman’s Salute’
London King’s Cross, York & return.
Steam-hauled: London King’s Cross, York.
Loco: No. 60103 *Flying Scotsman*. UKRT

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

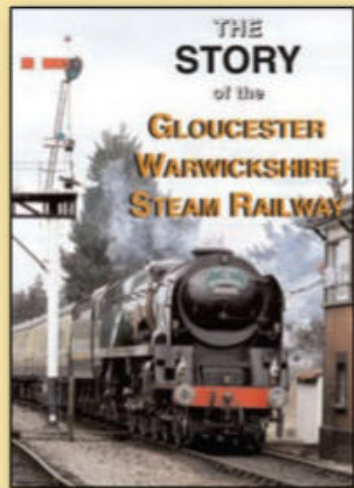
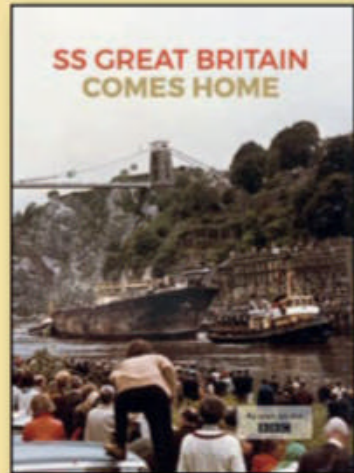
Tour promoters		
BEL	Belmond Pullman 0845 077 2222	SD Steam Dreams 01483 209888
CAR	Carnforth Station Heritage Centre 01524 735165	ST Saphos Trains 0800 038 5320
IRT/WCR	West Coast Railways/ Riley 01524 737751	SMT Statesman Trains 0845 3102458
PT	Pathfinder Tours 01453 835414	SRPS Scottish Railway Preservation Society 0131 202 1033
RTC	Railway Touring Company 01553 661500	VTL Vintage Trains Ltd 0121 708 4960
		UKRT UK Railtours 01438 715050

New Titles from Kingfisher

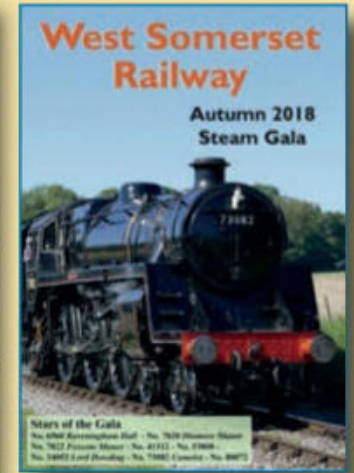
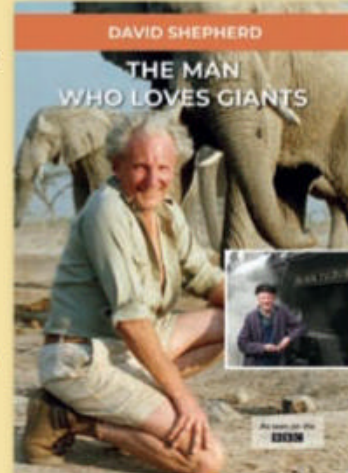
'Railway Round-up No. 12' This edition includes - * A celebration of the 50th anniversary events at the KWVR with visiting engines, 46100, 34092, 45212 * No. 31806 on the main line with its test runs, then on the Great Britain service * No. 35028 *Clan Line* goes into Cornwall * Re-opening day to Broadway Station at the Gloucester Warwickshire Steam Railway, plus their May gala with Nos. 6024 and 70013 * The Isle of Wight Steam Railway Ivatt engine event * The Torbay Express season with No. 35028 and new operations with Saphos Trains to Kingswear with No. 34046 * Dean Forest Railway gala with Ivatt tank No. 41312 * No. 6023 on the Dartmouth Steam Railway * No. 35018 conquers Shap and the Settle-Carlisle line * No. 60009 *Union of South Africa* on southern main lines End of BR Steam commemorations in 1968 at the Great Central Railway * North Norfolk line * Swanage and West Somerset diesel galas - and much, much more! **120 minutes £9.95** All back issues of *Railway Round-Up* are available 1-11



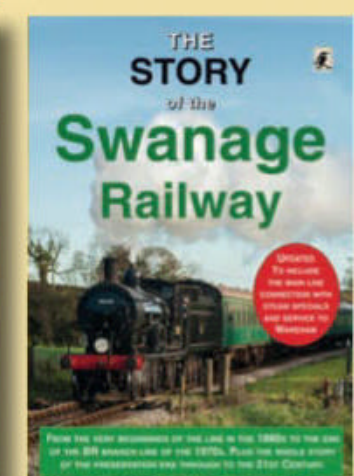
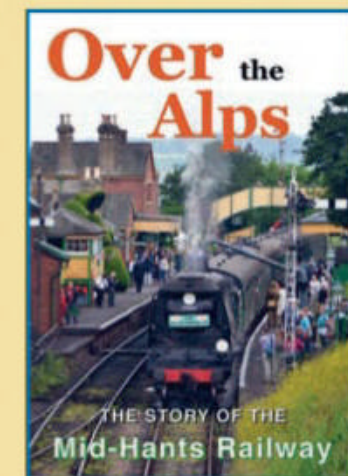
'SS Great Britain Comes Home' The remarkable story of the audacious rescue of Brunel's SS Great Britain from the Falkland Islands back to its birthplace at Bristol. Produced and screened by the BBC in 1970, this 55 minute film shows the preparation and journey from the South Atlantic on board a maritime salvage barge. The spectacular scenes of the barge arriving at Avonmouth and then the awe-inspiring last few miles up the River Avon and under Brunel's Clifton suspension bridge. The arrival at the very dock the ship was built in is presented by a live broadcast at the time by Magnus Magnusson. **55 minutes £14.95**



'The West Somerset Railway' Autumn 2018 Steam Gala A video record of the Autumn 2018 Steam Gala when guest locomotives, BR Standard Class 5 No. 73082 *Camelot* and 'West Country Class' Pacific No. 34046 *Braunton*, Ivatt tank No. 41312 and Standard Class 4 tank No. 80072 accompanied many resident locomotives to form a spectacular line-up. All the action over four days from Thursday 27th September Sunday 30th September 2018. We see the arrival by rail of No. 73082 *Camelot* which had travelled from East Grinstead on the Bluebell Railway. Its first main line appearance since 1966. The intensive passenger service and the daily freight train is viewed from many locations along the 22-mile railway. **58 minutes £18**

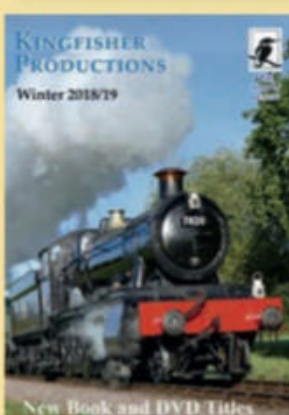
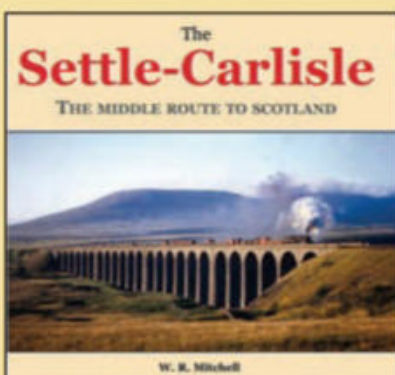


'Steaming to the English Riviera' A review of steam operations to the idyllic seeting of South Devon. From the archives we find films of main line specials from the past twenty years which have progressed from Paddington or Bristol to the South Devon area. We see 'The Dawlish Donkey' service with Nos. 1450 and 76079, a whole host of locomotives operating The Torbay Express and other services to Paignton and Kingswear. Steam on the Dartmouth Steam Railway right up to No. 6023 *King Edward I* running in 2018. **DVD 60 minutes £12.95**



'Story of the Gloucester Warwickshire Steam Railway' In-depth story of the beginnings and subsequent re-opening of the line between Cheltenham Racecourse and Broadway. We see archive films of the line from the late 1950s through to closure in the mid 1970s and follow the rebuilding of the railway with its base at Toddington and arrival at Cheltenham then through to the grand re-opening day in March 2018 to Broadway. Steam operations during all the recent gala events with visiting locomotives. **60 minutes £12.95**

'The Man Who Loves Giants' First shown on the BBC, we can announce the production onto DVD format, the story about David Shepherd CBE who sadly passed away in the autumn of 2017. The film covers his great skills in painting the wild animals of Africa which he was so passionate about and shows how he was able to relive his passion for steam too in the purchase of two ex-BR locomotives. A donation from each sale will go to the David Shepherd Wildlife Foundation. **52 minutes £14.95**

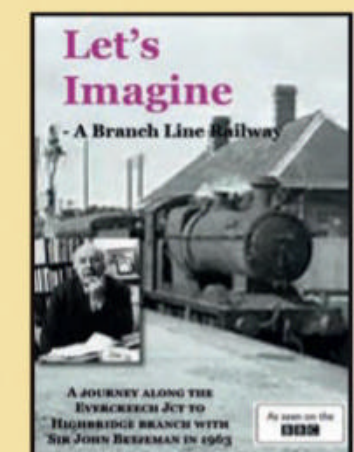
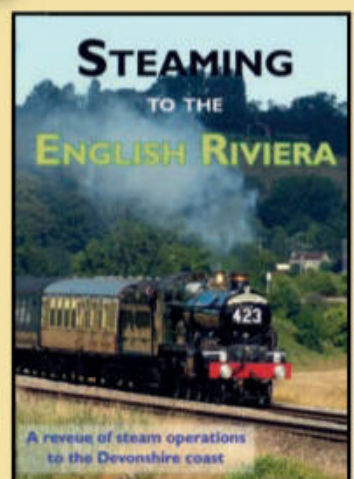


'Over the Alps' The Story of the Mid-Hants Railway A completely updated DVD presentation about the Mid-Hants Railway from its construction in the 1860s up to the present day with its preserved section between Alresford and Alton. We see archive films from the 1950s and 1960s and a unique cab ride aboard a Hampshire DEMU as it progresses from Winchester Junction up to Alton which includes the now closed section through Itchen Abbas. **82 minutes £12.95**

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'Let's Imagine - A Branch Line Railway' John Betjeman visits the S&D branch line from Evercreech Jct to Highbridge and Burnham in 1963 - In a special arrangement with the BBC, we release for the first time on DVD this delightful film produced and screened in 1963. **26 minutes £12.95**

'The Settle-Carlisle Railway' by W. R. Mitchell A reprint of this very popular title written by the late W.R. Mitchell MBE. The book is full of colour and black & white photographs with 16 chapters covering the building, operation, accidents, stations and signal boxes, structures and the revival of the line in the 1980s. **Book 80 pages £9.95**



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MAIN LINE PERFORMANCE

TABLE ONE: YATTON TO TAUNTON

Date	Sunday, August 5, 2012				
Train	0848 Bristol Temple Meads to Par				
Loco	BR Standard Class 7 4-6-2 No. 70013 <i>Oliver Cromwell</i>				
Load	Nine coaches, 318 tons tare 345 tons full				
Driver	Andy Taylor				
Fireman	Charlie Barber				
Recorder	Don Benn				
Position	9th coach of nine				
Weather	Showers				
	miles	sched	mins	secs	speed
Yatton	0.00	0.00	00	00	
MP 132	1.67		03	34	51½
Worle	4.20		06	02	69
Worle Jct	4.79	8.00	06	34	71½
Mp 136	5.67		07	17	73½
Uphill Jct	7.73	12.00	08	54	76
MP 140	9.67		10	26	77/76½
Brent Knoll	12.17		12	25	78
MP 144	13.67		13	32	78½/79
Highbridge	14.94		14	32	78
Huntspill	16.67		15	50	77½
MP 149	18.67		17	21	79
Bridgwater	21.25	24.00	19	23	74
MP 153	22.67		20	35	70½
MP 156	25.67		22	59	78
MP 158	27.67		24	32	74
Cogload Jct	28.07	31.00	24	51	75½
Creech St Michael	29.92		26	20	72
Taunton East Jct	32.14		28	38	40
Taunton	32.83	37.00	30	20	

start to stop average: 64.95 mph

TABLE TWO: TAUNTON TO EXETER

Date	Sunday, August 5, 2012				
Train	0848 Bristol Temple Meads to Par				
Loco	BR Standard Class 7 4-6-2 No. 70013 <i>Oliver Cromwell</i>				
Load	Nine coaches, 318 tons tare 345 tons full				
Driver	Andy Taylor				
Fireman	Charlie Barber				
Recorder	Don Benn				
Position	9th coach of nine				
Weather	Rain				
	miles	sched	mins	secs	speed
Taunton	0.00	0.00	00	00	
Norton Fitzwarren	1.85	3.00	03	33	54
Victory Crossing	2.90		04	49	60
MP 168	4.84		06	46	63
Poole Siding	5.84		07	44	61_
Wellington	7.04		08	51	64
MP 171	7.84		09	49	60
Beam Bridge	8.86		10	42	54_
MP 173	9.84		11	50	50_
Whiteball Tunnel In	10.00		12	03	50
Whiteball Tunnel Out	10.62		12	48	49_
Summit (MP 174)	10.84	16.00	13	03	52
Burlescombe	11.59		13	46	67
Tiverton Parkway	14.16	20.00	15	46	79
Tiverton Junction	16.00	24.00	17	03	77_
MP 180	16.84		17	53	74_
Cullompton	18.17		18	53	79
MP 184	20.84		20	54	79
Hele	22.35		22	04	78_
Silverton	23.60		23	02	77
MP 188	24.84		23	56	79
Stoke Canon	27.34		25	40	76
Cowley Bridge Jct	29.50	45.00	27	43	57*
			sigs stop		
MP 193½	30.24		29	59	0*
			31	34	
Exeter St Davids	30.75	49.00	33	53	

start to stop average to sigs stop: 60.51 mph
* brakes or speed restriction



As the rain falls, No. 71000 *Duke of Gloucester* runs majestically past Exeter St David's with 'The Torbay Express' on August 5, 2012. DON BENN

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THEN AND NOW

In his latest column, Don Benn shares his experiences of main line steam tours behind No. 70013 *Oliver Cromwell* in 2012 – as well as a memorable trip in 1972 behind No. 45596 *Bahamas* and No. 6000 *King George V*.

THIS time I am going to describe a fabulous run from 2012 with National Collection-owned BR Standard Class 7 Pacific No. 70013 *Oliver Cromwell*, which has now been withdrawn from the main line and will be taken out of service from the Great Central Railway at the end of the year for overhaul. This is followed by a 1972 run behind 5XP 4-6-0 No. 45596 *Bahamas* which is about to return to the main line after overhaul.

I have a very high regard for the Britannia Pacifics, having had a number of high quality runs behind them, both in the real days of steam and since. In my view, they were nearly the equals of Bulleid's

light Pacifics and more robust than the Southern locomotives in original condition. Only the steam qualities of the Bulleid's boiler and the free running qualities of the original engines gave the Southern light Pacifics the edge.

Two consecutive even time runs
On Sunday, August 5, 2012, I joined the Railway Touring Company's 'Royal Duchy' at Bristol Temple Meads for its 8.48am departure to Par, on which I travelled as far as Plymouth. Our load was the usual nine coaches for



A close-up of 'The Royal Duchy' headboard on August 5, 2012, complete with the crest of Duchy of Cornwall. DON BENN.

No. 70013 *Oliver Cromwell* simmers at Bristol Temple Meads while working 'The Royal Duchy' on August 5, 2012. DON BENN



318 tons tare and 345 tons full. I was allocated a seat in the last coach and the helpful steward kindly found me one on the milepost side right at the very end of the train. The day was cool with blustery showers and our engine crew was Andy Taylor and Charlie Barber. Andy had previously given me a very good run with *Oliver Cromwell* on the Great Eastern Main Line so I was expecting some good running. My expectations were far exceeded, as on this day I was to time my first even time runs with steam over consecutive sections since the 6.44am from Kiel to Hamburg on April 24, 1971

behind oil-fired No. 012.001 and my first in GB since No. 34095 *Brentor* on the last Saturday morning of Southern steam on July 8, 1967.

No. 70013 made a good start and after a signal check at Bedminster, topped the climb at Flax Bourton at 50mph, before running easily down to the Yatton stop reached early in two minutes less than the 21 minute schedule. Then we were away for the dash across the Somerset levels to Taunton, 32.83 miles timed in 37 minutes. Andy's intent was obvious from the start and even from nine coaches back I could

hear the wonderful Brit thrash as the locomotive simply stormed into speed, reaching 70mph after just 4¼ miles. Speed continued to rise and the average over the 22 miles between milepost 136 and 158 was 76.5mph. We were inside even time by just after Brent Knoll. From Highbridge to Cogload, the rain was heavy but the only concession to this was an easing after Bridgwater and again at Cogload, where we were now running some six minutes early. The safety valves lifted here, showing that the locomotive was steaming well, despite the hard running. Table One shows the detail

TABLE THREE: DAWLISH WARREN TO PLYMOUTH

Date Sunday, August 5, 2012
Train 0848 Bristol Temple Meads to Par
Loco BR Standard Class 7 4-6-2 No. 70013
Oliver Cromwell
Load Nine coaches, 318 tons tare 345 tons full
Driver Andy Taylor
Fireman Charlie Barber
Timed by Don Benn
Position 9th coach of nine
Weather Showers

	miles	sched	mins	secs	speed
Dawlish Warren	0.00	0.00	00	00	
Dawlish	1.65	4.00	04	01	47/51½
Parsons Rock Tnl	2.73		05	24	48*
Teignmouth	4.41	10.00	07	16	54½
Bishopsteignton	6.50		09	38	54
MP 212	7.50		10	41	59/44* sigs
Newton Abbot	9.55	16.00	13	11	51/19* sigs
Aller Jct	10.56		15	39	23
MP 215½	11.00		16	25	44
MP 216	11.50		17	04	44
MP 216 ½	12.00		17	46	38
Stoneycombe SB	12.43		18	26	32
MP 217	12.50		18	34	30½
MP 217½	13.00		19	40	20½
Dainton Tunnel	13.29		20	34	17½
Dainton Summit	13.50	24.00	21	07	33½
MP 220	15.50		23	47	53½/9* sigs
Totnes	18.31	32.00	32	01	41/42½
MP 224	19.50		33	49	37
MP 225	20.50		35	49	25
Tigley	21.00		37	05	21½
MP 226	21.50		38	19	28½
MP 226½	22.00		39	18	33
MP 227	22.50		40	12	34½/32½
Rattery	23.00		41	04	36
MP 228½	24.00		42	28	48
Brent	25.25		43	49	56
Wrangaton	27.50		46	22	61½
MP 233	28.50		47	15	62/65
Ivybridge	29.83	53.00	48	31	60*
Cornwood	33.14		51	37	64½
Hermerden	34.79	61.00	53	07	59/62
Plympton	37.50		55	52	58*/63
Tavistock jct	38.50		56	48	56*/57½
Plymouth	41.44	71.00	62	09	

* brakes or speed restriction

TABLE FOUR: LUDLOW TO SHREWSBURY

Date Saturday, October 14, 1972
Train LCGB Welsh Borderer
Loco SXP Class 4-6-0 No. 5596 *Bahamas*
Load Nine coaches, 303 tons tare 330 tons full
Crew Not recorded
Timed by Don Benn
Weather cloudy

	miles	sched	mins	secs	speed
Ludlow	0.00	0.00	00	00	
MP 26	1.51		03	30	45
Bromfield	2.26		04	25	42½
Onibury	4.65		07	18	55½
MP 21	6.51		09	26	49
Craven Arms	7.56	15.00	10	42	57
Wistanstow	9.11		12	25	53
MP 17	10.51		14	02	47
Marsh Brook	12.13		15	54	52½
Little Stretton	13.51		17	37	44½
Church Stretton	14.75	29.00	19	10	45
Leebotwood	18.19		23	35	57½
MP 8	19.51		24	45	51*/53
Dorrington	21.20		26	50	50
Conover	23.19		30	31	41½
Bayston Hill	24.78		32	41	46
Sutton Bridge Jct	26.70	43.00	35	29	23*
Shrewsbury	27.51	46.00	38	07	



A face of contentment: the driver of No. 5596 *Bahamas* at Ludlow on October 14, 1972. DON BENN

of this section, which was completed in 30 minutes 20 seconds at an average of just a fraction short of 65mph.

Storming Whiteball in the rain

Of course, any Pacific ought to be able to run fast with a moderate load on virtually level track even in heavy rain. I suspect the Britannias are more sure-footed than some other Pacifics and Wayne Thompson has told me a couple of times that he has felt *Clan Line* just keeping its feet at speed and thus easing the regulator before slipping occurs.

Hill climbing is a different proposition though and as we left Taunton on time in the rain, I wondered how Andy would get on up to Whiteball. In fact No. 70013 gave me my best climb with steam on any load and as far as I could tell No. 70013 only slipped as we got to the tunnel entrance. We got away to a fast start and were doing 60mph by Victory Crossing. With continuous thrash from up front we forged uphill, touching 64mph after Wellington, before hitting the serious part of the climb, the 1-in-90 to Beam Bridge, where speed was dragged down to 54½ and the 1-in-86/80 to the tunnel entrance where speed had almost stabilised at 50mph. The slip brought us down to 49½ but we recovered to 54 at the actual summit at milepost 174.

From there Andy let *Oliver Cromwell* run and I timed a wonderful unhindered spell of high speed challenging the overall limit before running past Cowley Bridge Junction at 57mph and coming to a halt just short of milepost 193½, 30.24 miles on the GPS from the Taunton start in a remarkable 29 minutes 59 seconds. Not only was this one of the fastest times with steam to pass Cowley Bridge, but we had achieved another even time section. As Table Two shows the overall time of 33 minutes 53 seconds to Exeter St Davids was 15 minutes inside the booking and would have been a very good time even without the signal stop.

South Devon Banks conquered

Due to the path given to 'The Royal Duchy' at that time we were booked to wait at Exeter for 41 minutes to take water and wait for a succession of down trains to precede us. These included the 'Torbay Express' which passed slowly through at 1113am.

After that had cleared, we got the road and left two minutes early for a pathing stop at Dawlish Warren to allow a HST and a Cross Country train to pass. As the Cross Country service was bound for Plymouth and had calls at Newton Abbot and Totnes, I wasn't hopeful of getting a clear run and so it proved. Table Three shows what happened and despite easy running from



'Jubilee' class No. 5596 *Bahamas* is seen at Ludlow on October 14, 1972 while working LCGB 'Welsh Borderer' tour. DON BENN



Britannia Class 4-6-2 No. 70013
Oliver Cromwell awaits departure
from Bristol Temple Meads on
August 5, 2012. DON BENN

"Some fast running along past Ivybridge and a restrained descent from Hemerden got us into Plymouth nearly five minutes early, with a gain of 10 minutes on the schedule from Dawlish Warren. It had been an outstanding display of high quality work by *Oliver Cromwell* and its crew."

the start we caught adverse signals at Newton Abbot, which really could not have been in a worse place. From 19mph at Aller Junction, Andy managed to get the Brit up to 44 at the foot of the bank at milepost 215½ and then with the safety valves lifting, speed increased slightly on the 1-in-98 to milepost 216, before hitting the serious stuff at 1-in-57, then 1-in-36/44 to the tunnel.

By milepost 217 we were down to just over 30mph and then with rain coming down again the locomotive slipped violently, bringing speed down to just over 20 in half a mile and finally to 17½mph at the entrance to the tunnel – not bad in the circumstances.

Once over the top, speed recovered rapidly before a severe signal check before Totnes as we had caught the Cross Country train again. Better to be checked here than at the signal on the climb after Totnes as at least we got some momentum for Tigley by getting up to 42½mph. With Charlie Barber providing plenty of steam again, we set about the climb but slipped at milepost 223½ and again just as we reached the 1-in-52 to Tigley church. Even so, the minimum here was a creditable 21½mph and we went on the produce a fine finish to the climb by topping Rattery at 32½ mph. Some fast running along past Ivybridge and a restrained descent from Hemerden got us into Plymouth nearly five minutes early, with a gain of 10 minutes on the schedule from Dawlish Warren. It had been an outstanding display of high

quality work by *Oliver Cromwell* and its crew.

I was unable to stay with 'The Royal Duchy' and so returned to Bristol on the 1.23pm train with an HST, soon themselves to be consigned to the past on this line.

LCGB Welsh Borderer

1972 was only the second year of the return of steam to the main line. Tours then seemed uncomplicated and locomotives ran without all the extras now demanded, which have piled costs upon costs to the amount charged to the tour providers. On October 14, 1972 the LCGB ran its Welsh Borderer railtour from Paddington via Didcot, Newport and Shrewsbury. The start was at a very civilised time of 8.35am behind D1583 (a Class 47 diesel) on nine coaches for 330 tons. On arrival at Didcot we transferred to the railway centre, where No. 6998 *Burton Agnes Hall* was in steam and giving rides up and down the yard. After an hour and a half, we resumed our journey westwards behind D1583 which ran via Swindon, Sapperton, Gloucester and Lydney to arrive in Newport on time at 1.20pm. From there, No. 6000 *King George V* backed onto the train to take us forward to Hereford, arriving four minutes early on the easy schedule, which was designed to take into account the 60mph limit which then applied to all steam on the main line – plus an allowance for 'those old steam locos!' *HR 207* shows the detail of this section.



Inside *Oliver Cromwell*'s cab: 240lbs on the clock. DON BENN

Bahamas to Shrewsbury

From Hereford 5XP class 4-6-0 No. 5596 *Bahamas* took over for the next two sections to Ludlow and Shrewsbury. At Ludlow, there was a photo stop and although roaming freely over the track was by then frowned upon, access to the locomotive was no problem. Even this today is sometimes prevented and enforced by railway police as was the case recently at Worcester Shrub Hill.

Table Four shows the running after the photo stop and in truth little effort was required with this moderate load to gain eight minutes on the schedule.

Compare and contrast with Carnforth's two superb Jubilees which have to contend with 11 heavy coaches of around 430 tons over the 1-in-75 of Shap and 1-in-100 of the Settle and Carlisle, and do this in good order. However, in those far off heady days of the return to steam, any main line runs were to be savoured and I certainly enjoyed the lovely three-cylinder roar of No. 5596 on the 1-in-112 to Little Stretton, where the minimum of 44½mph was quite respectable. We were nine minutes early into Shrewsbury, where D1583 took over again and whisked us back to Paddington, arriving on time at 8.55pm after touching 94mph up from Reading. Running now as No. 45596, the double chimney Jubilee is due to make its main line debut on February 9 and let's hope that it can join the Carnforth duo in producing high quality performances. **HR**

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SHILDON'S RISING STAR

Mark Smithers pays a visit to the Timothy Hackworth Industrial Estate in Shildon to see a future star of the heritage railway movement taking shape – the new-build G5 0-4-4T.

While the new-build locomotive will be constructed to the style of the class during NER service, No. 67247 is seen with the later type of smokeboor door handle at South Shields in about 1948. RW ARMSTRONG TRUST

The north-east of England is rapidly becoming an important centre in new-build locomotive construction for the domestic heritage railway scene.

From the high-profile projects such as the A1 *Tornado* and the P2 *Prince of Wales* to the 'smaller' products of North Bay Engineering, the influence of two Darlington-based enterprises in this field cannot be overstated.

Away from these there are several other relatively 'unsung' extinct steam loco classes which offer new-build opportunities. It is one such project that forms the subject of this feature – the LNER G5, or NER 'O' Class.

Why the NER O Class?

One difficulty with the way the domestic heritage railway movement has evolved in the post-Second World War era is that where surviving steam locomotive designs are concerned, there are major imbalances in the areas of both design chronology and operational geography.

While the early designs are well represented in one form or another, as are most of the last surviving main line classes, there are significant gaps in the ranks of mid-to-late 19th century classes.

The reasons for this are that the novelty of

the pioneering railways provided an impetus to recreate, say the *Steam Elephant*, while locomotives such as the 'Black Fives' in their latter revenue-earning careers represent a living, if fading, memory for the surviving older enthusiast.

The geographical imbalance in the ranks of our remaining steam fleet arises from the fact that many of the locomotives which came into the preservation scene via Dai Woodham's Barry route are of 20th century ethnic Great Western Railway or BR Standard origin – LNER types did not fare well in this respect.

In order to fill one of the late 19th-century



'gaps' in the ranks of our heritage railway steam capability, a group of Northern-based enthusiasts formed the G5 Locomotive Company with the objective of recreating a full-size NER 'O' class 0-4-4T – later known as the LNER G5 class.

There was more than one reason for the choice of this Wilson Worsdell design as the company's first new-build project. This 110-strong class, all constructed at Darlington Works between 1894 and 1901, had important geographical connections, being found in its heyday all over the NER system. It was equally at home on such workings as Saltburn-

Scarborough and Newcastle-Middlesbrough as it was on suburban duties around Hull, York or Leeds. During a class career of 64 years, the locomotives were little altered, save for certain sundry modifications. These included re-positioning of the Westinghouse brake pump from inside the cab to the front of the left-hand tank; upward extensions to the coal bunker; and the provision of Ross 'pop' safety valves. During the 1930s the LNER fitted the more modern type 69 one-piece boiler barrel with 199 tubes, followed by the type 69A incorporating 207 tubes and a dome repositioned 20in to the rear. One class

member, No. 387 (BR 67340) received extended tanks for use in the Hull area and 21 class members were equipped for push-pull working in 1937.

Displaced from their original duties by steam railcars and the growth of motor traffic, the interwar years saw many of the class dispersed to other parts of the LNER system, including locations as diverse as Aberdeen and Ongar. All 110 members of the class passed into BR ownership, but the introduction of diesel railcars in the post-Nationalisation era proved to be their nemesis. According to the late Ken Hoole in *An Illustrated History of NER* 

Locomotives (OPC), unsuccessful attempts were made to get the curator of historical relics to preserve a G5. The last surviving original class member was withdrawn from Hull Dairycoates shed on December 22, 1958 and subsequently scrapped.

Another important consideration in favour of the replica G5 project was that many of the steam locomotives of 'branch line' capability on our heritage lines are in the region of 60 years old and suffering from the resultant associated problems. It is intended that the new-build locomotive will be available for hiring out, both to heritage railways and for main line use.

In the words of company secretary Tim Taylor: "Although we would envisage our locomotive seeing use on the Weardale, Wensleydale and Aln Valley lines, we could also see it running on such lines as the Bluebell and Great Central."

The story to date

The G5 Locomotive Company was formed in 2007 and two years later, an in-depth financial review was carried out by project engineer David Elliot into the likely cost of the endeavour, which at that time was estimated in the region of £900,000.

To make the new-build as accurate a copy of the original design as modern practicalities would allow, 130 drawings were obtained. However, as with all new-build projects of this type, some alterations would need to be made to comply with today's requirements.

The decision to make provision for main line operation was made in February 2009 as a means of maximising the utilisation and revenue-generating potential of the locomotive when it is running. The knock-on effect of this decision was to incorporate certain refinements into the design such as bogie improvements; dual Westinghouse and vacuum braking; Automatic Warning System provision and a new 179-tube all-welded boiler design. This was registered at Lloyds for insurance purposes.

It was felt that this new-build locomotive should revive the identity of a long-lost class member. The G5 class was built in seven batches and the chosen NER number for the new locomotive is 1759, the original of which was completed at in 1897.

Initially the project was based on the premises of Rail Restorations North East Ltd, Unit 8A on Shildon's Timothy Hackworth Industrial estate.

Steady construction

The boiler was completed in May 2012, except for its hydraulic and steam testing procedures. The mainframes and bogie were also well advanced by this stage. During the ensuing years, construction of various components proceeded steadily. Over the same period, certain parts were acquired and have been reconditioned as necessary. These include the Ross 'pop' safety valves; the bell type whistle; three lubricators (two mechanical and one displacement); the Westinghouse pump and brake gear; the Davies and Metcalfe vacuum brake ejector and air cylinder; a pair of Gresham and Craven backhead-mounted lifting injectors and the AWS equipment.

By the end of 2013, the mainframe stretchers and buffer beams had been fitted and further completed parts included the bogie; the rear spectacle plate and bunker and the coupled wheel centre castings and tyres (the latter



No.1795 (67259) is seen at Newcastle Central. The combination of 'N E' livery and pre-1946 number and the locomotive's general turnout suggests this photograph dates from late 1945. R W ARMSTRONG TRUST



This overhead view shows the mainframe/bogie and smokebox assembly. The newly-fitted running board angle irons (supplied by Franklin Steel plc) can also be seen clearly. MARK SMITHERS



The cylinder block's basic two-piece construction is seen here. This will be advantageous should one half of the block ever require replacement, meaning an entire new component could be avoided in such an eventuality. The joining flange bisecting the block is very much in evidence, along with the securing bolts and the fact that the trailing cylinder covers have yet to be machined and fitted. MARK SMITHERS

imported from South Africa) and the cylinder block halves, although their leading end covers still required machining and rear ones had yet to arrive. The cylinder block was eventually fitted to the mainframes, along with the front buffer beam, by October 2014.

During the spring of 2015, the locomotive's components were moved to a more suitable unit (8S) on the Hackworth Estate. By early 2016, the leading wheelset had been assembled and returned from the South Devon Railway. Completion of the motion bracket, smokebox assembly and axleboxes and their housings followed. The thorny problem of the crank-axle and its provision remained, however. A campaign was launched at this stage to fund this component's design and construction.

With the original specification not meeting modern requirements, engineering consultancy Mott McDonald was engaged to



The leading wheelset has already been completed and is seen here on display close to the workshop entrance. The crankpins have also been fitted. MARK SMITHERS



The external left-hand face of the bogie. Ahead of the bogie each side mainframe is 'kinked' inwards, reducing the overall mainframe assembly width to allow clearance for the bogie movement on curves. MARK SMITHERS

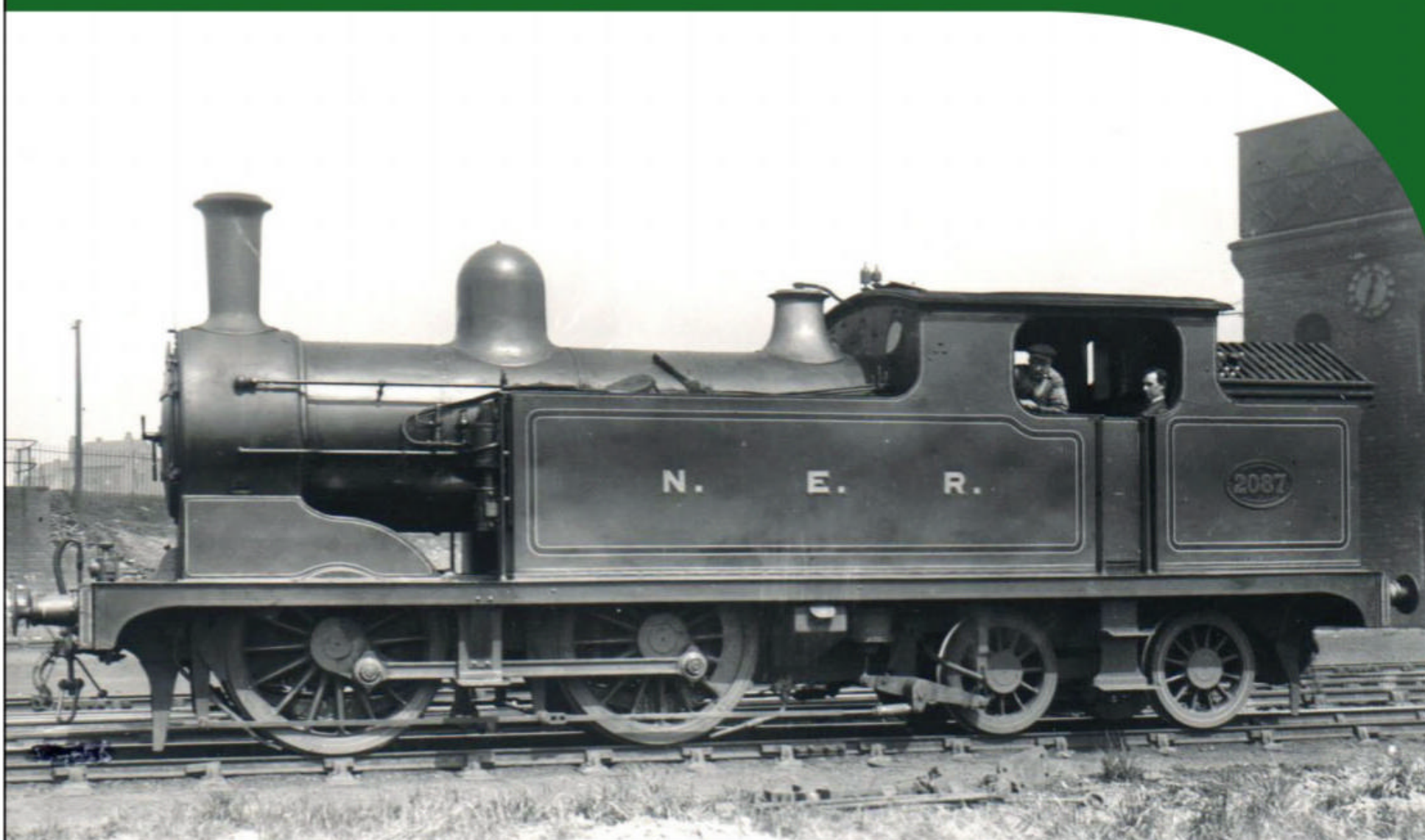
analyse the structure of the crankshaft during manufacture with Ricardo Rail guiding and monitoring the process of obtaining design approval for main line running. Following a meeting on April 19, 2017 for all interested parties, the order for forging and machining of the crankshaft was placed with Lincoln Crankshaft and Machine Co. Ltd, with the forging itself being undertaken in the Czech Republic. Once this process was complete, the components were transferred to Buckfastleigh for assembly.

The story of the crankshaft has, however, been a protracted one and clearly illustrates the practical difficulties facing new-build projects of this type. The crank axle has required further testing on its metal (chrome molybdenum steel) and an additional analyst, Ron Scott of Metaltech Services Ltd has been brought in to assist in this field. At the time of

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writing, David Elliot is looking at the results of the testing process to ascertain whether any further work or certification is required on the crank axle and all things being favourable, it is hoped that the completed wheelset will arrive at Shildon early in 2019.

The summer of 2018 has seen some important events, including the casting of the rear cylinder covers and the delivery of the running board valances and 'blanks' for the coupling rods.

Photographic evidence will often be crucial to the success of a new-build project where component drawings do not survive. Even relatively small constructional details can pose difficulties. An interesting example in the context of the G5 relates to buffer beams. On the General Arrangement drawing published in Engineering, only simple sheet steel components are shown, with no facings. Many photographs of the class show timber facings.

Company CEO Richard Maughan explained: "We are still undecided about the buffer beams. Although it was initially envisaged that steel would be substituted for the original timber facings, we have consulted Ricardo about the feasibility of using timber facings. The difficulty arises as to what modern standards to follow. Perhaps we may have to look at the building industry."

A potential difficulty arises in relation to the safety valves. Ross 'pop' valves are to be used and a brass 'trumpet' cowling will be fitted for cosmetic purposes. Another important recent development is that discussions have been held with the Locomotive Conservation and Learning Trust, the body restoring J21 0-6-0 No. 65033. It is envisaged the two organisations will work together on the design and pattern-making for common parts.

Fundraising

Obtaining the necessary financial resources for an undertaking on the scale of a new-build locomotive project is not an enterprise to be embarked upon lightly.

The choice of the ordinary limited company format over charitable status has certain knock-on effects as to how fundraising is undertaken. Before discussing this in detail, it should be observed that, as with other projects, funds for the G5 have been obtained by a variety of methods over the years.

To date approximately £850,000 has been raised, mainly by way of share offers, sales of merchandise, donations, monthly supporters' subscriptions and component funding. For example, the purchase of the lifting gantry and certain sundry items was funded by the sale of donated 'O' gauge models of the G5.

In September 2013, alongside the normal share offer (£100 per share) the 'Superfriend' scheme was launched. This allows subscribers to donate as little as £5 per month in return for a seat on the locomotive's inaugural train, a cab ride, the opportunity – upon the requisite accumulation of subscriptions – to become a shareholder and other benefits.



The rear spectacle plate and bunker are seen here photographed from behind. The coal rails have already been fitted. MARK SMITHERS



A front left three-quarter view of the boiler, which is of all-welded construction. The two leading firebox washout valves can be seen in this view, along with the 179 boiler tubes (as opposed to 205 on the original); steam and blower pipes; the leading ends of the longitudinal stays and the flanges for the safety valves. MARK SMITHERS



The leading pair of steps (left) and trailing pair (right) are seen in this photograph. The trailing pair give access to the cab and have wider bottom treads. MARK SMITHERS

Conversion of one's subscription into company shares attracts 30% tax relief for the basic rate taxpayer through the Government's Enterprise Investment Scheme (EIS).

Targeted to raise £36,000, the Crank Axle Degree Fund was launched in February 2016. This allowed for 360 donations of £100 each, with donors receiving one company share per unit and a 'Degree Certificate' for the amount donated. EIS again applied.

More recently, two further component schemes have been launched, both of which are approximately one-third funded at the time of writing. The first of these was the motion fund, which aims to raise £90,000 in units of £600.

The main benefits for the subscriber to this scheme include a seat on the inaugural train, the share ownership option and a 6in replica 1759 number plate.

The second scheme, open only to previous subscribers, will fund the pistons, piston rods, piston rings and crossheads. Known as the 'Piston Plea', it envisages unit contributions of £180 to be treated as donations or convertible

The G5s were Westinghouse-fitted, with the brake pump eventually being mounted immediately ahead of the left-hand side tank. The pump to be used on the replica has already received its NER livery. It is seen here mounted on its current display stand.

MARK SMITHERS



This view shows the cab cut-outs and leading spectacle plate resting against the wall of the workshop. MARK SMITHERS



Some serviceable second-hand components have been sourced for use in the project – including three lubricators. Two of these are of the Wakefield mechanical variety and of differing types. This eight-feed example has been refurbished. MARK SMITHERS

to shares. With both schemes the usual EIS benefits are available, although it must be remembered that not being a charity, the G5 Locomotive Company is not entitled to Gift Aid on any of its fundraising.

The G5 project therefore has a good spread of funding sources at its disposal and should make steady progress when seen alongside some other new-build projects.

As Tim Taylor said: "We are about two-thirds of the way there, but even the paperwork relating to individual items can cost four-figure sums. For example, there was the fact that the chimney height had to be reduced by 1.5in from the original to clear overhead wiring and we had to ensure that the width restrictions were complied with."

Current estimates put the cost of completion of the locomotive in the region of £500,000.

Future projects

Asked what other project(s) he would like to undertake if funding was available in future, Richard Maughan replied: "I would like to tackle the A8, the Gresley 4-6-2T conversion from Vincent Raven's D class 4-4-4T."

It can certainly be argued that in either form such a project would fill an important gap in the ranks of Britain's main line heritage locomotives, although the 'A8' form could only run in LNER or BR livery with any accuracy.

My personal preference would be to see one of those late-surviving Fletcher designs, such as the 964 or 1350 classes revived. There again, we can only dream... **HR**

"It can certainly be argued that in either form such a project would fill an important gap in the ranks of Britain's main line heritage locomotives..."

Left: Contributors to the Motion Fund will receive a six-inch replica number plate carrying the new locomotive's number 1759. This is an example of one of the replica plates. MARK SMITHERS





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GREAT STEAM ENGINEERS OF THE NINETEENTH CENTURY

PART THREE: THE 1830s

In the third part of his series about the dawn of steam, **Brian Sharpe** outlines how the larger railway companies increasingly moved towards establishing their own locomotive building facilities headed by chief mechanical engineers who were charged with providing motive power suited specifically for their employers' requirements.

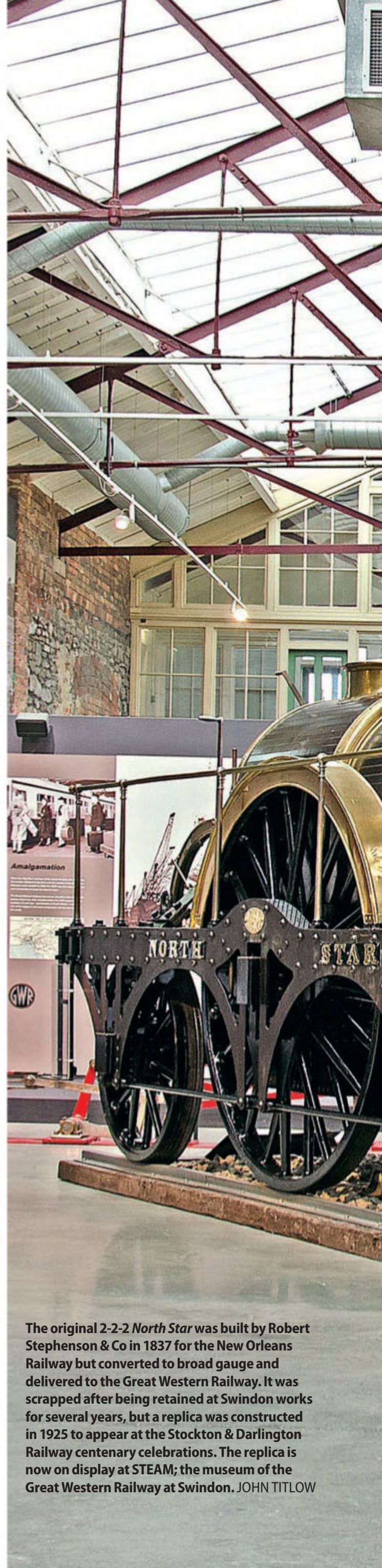
The 1830s saw the railway building mania accelerate dramatically. While many leading locomotive engineers formed specialist locomotive building companies, larger rail firms began to establish their own in-house resources.

Edward Bury was one of the engineers who set up his own locomotive building company. Born in Salford, Lancashire in 1794, he was the son of a timber merchant and was educated in Chester. By 1823 he was a partner in Gregson and Bury's steam sawmill at Toxteth Park, but in 1826 he set himself up as an iron-founder and engineer. His original premises were in Tabley Street near the Liverpool and Manchester Railway's (L&MR) workshops. He hoped to supply locomotives to that line, but opposition from the L&MR engineer, George Stephenson, thwarted this.

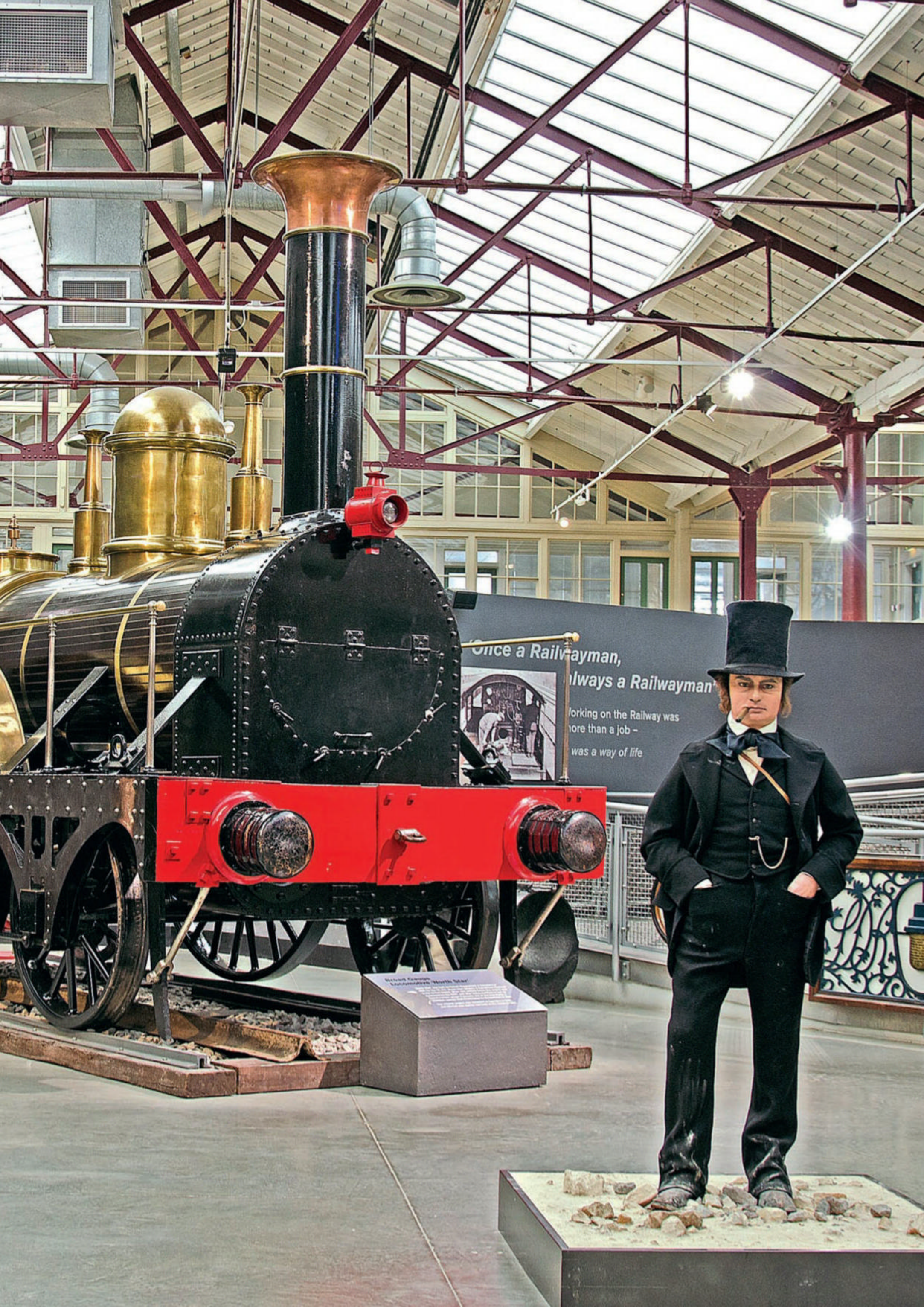
He moved his works to new premises in Love Lane, Liverpool, on the Leeds and Liverpool

Canal. Around this time he recruited as his manager James Kennedy, who had gained locomotive building experience working for George Stephenson and Mather, Dixon and Co. The first locomotive built by Edward Bury and Co in Liverpool, *Dreadnought*, was intended to compete in the Rainhill trials, but could not be finished in time. His second locomotive, *Liverpool*, had four 6ft diameter driving wheels, and although it was tried on the Liverpool and Manchester, Stephenson thought the size of the wheels was dangerous.

Liverpool combined near-horizontal inside cylinders with a multi-tubular boiler and a round dome-topped firebox, but differed from what was becoming accepted practice in that it had a simple wrought-iron bar-frame inside the wheels, rather than wooden outside frames and inside iron sub-frames. This was a well thought-out and advanced design, which lasted. Most subsequent Bury locomotives



The original 2-2-2 *North Star* was built by Robert Stephenson & Co in 1837 for the New Orleans Railway but converted to broad gauge and delivered to the Great Western Railway. It was scrapped after being retained at Swindon works for several years, but a replica was constructed in 1925 to appear at the Stockton & Darlington Railway centenary celebrations. The replica is now on display at STEAM; the museum of the Great Western Railway at Swindon. JOHN TITLOW



Once a Railwayman,
Always a Railwayman

Working on the Railway was
more than a job -
it was a way of life

Watford Railway
Locomotive Museum
Watford, Hertfordshire

followed this same basic design, which was copied by other firms in Europe and the US.

Following the success of the L&MR, the next railway projects became ever-more ambitious. The London and Birmingham Railway (L&BR), linking Britain's two largest cities, was an early project. This railway took a different course to others, employing a contractor not just to build its engines and stock, but to operate its trains. Bury was chosen and he was awarded the contract in May 1836. The contract stipulated that the company would provide locomotives to Bury's specification, while he would maintain them in good repair, being paid an agreed sum for each passenger and each ton of goods carried.

Bury provided specifications and drawings for a passenger engine and a goods engine, and these came from a number of manufacturers, including Bury's own company. The arrangement never worked and, from 1839, Bury was employed as manager of the locomotive department in the normal way. The locomotive workshops had been established in 1838 at Wolverton.

Origin of whistles

It is taken for granted now that steam locomotives have whistles, but this was not always the case. Railways were the natural successor to stagecoaches and initially, engine drivers used a horn or trumpet – just as stagecoach drivers would have done. As trains got heavier and faster and therefore unable to stop so quickly, the horn became rather less adequate.

It is believed that train whistles originated in 1832, when a stationmaster suggested, at the opening of the Leicester and Swannington Railway, that the trains should have an audible signalling device.

This resulted from a train being in a collision

with a cart, when the cart driver had not heard the engine driver's horn. Although nobody was injured, the accident was considered serious enough to warrant Stephenson's personal intervention. He accepted the suggestion of the company manager that a horn or whistle, which could be activated by steam, should be constructed and fixed to the locomotives.

Stephenson visited a musical instrument maker in Leicester, who constructed a steam trumpet which he mounted on the top of the dome, which was apparently about 18in high in a trumpet shape and six inches in diameter at the top. The idea caught on and whistles subsequently became more refined and somewhat smaller.

Mention should be made at this stage of Matthew Kirtley, who was born at Tanfield, County Durham in 1813. At the age of 13, he began work on the Stockton and Darlington Railway and moved on to the L&MR, where he was present at its opening in 1830. He progressed to become a driver on the L&BR, where he is believed to have driven the first main line train to enter London, which was operated by that company.

In 1839 he was appointed, first as locomotive foreman, and then in 1841, locomotive superintendent of the Birmingham and Derby Junction Railway, which was later to become one of the constituents of the Midland Railway, where he would also become locomotive superintendent.

London's elevation

In the south, the London and Greenwich Railway was opened between 1836 and 1838, which was the first steam railway in the capital, the first to be built specifically for passengers, and the first entirely elevated railway to avoid many level crossings over the streets of London. The ultimate intention was to reach

Dover, but this did not happen. The first locomotives were 2-2-0s, one built by Charles Tayleur and Company and three by William Marshall of Gravesend, of which one was 2-2-2; all based on Stephenson's Planet design. These were supplemented by two from Bury, sub-contracted to George Forrester and Company. These were the first locomotives to have horizontal outside cylinders. The 2-2-0s were unstable at speed, so they were converted to 2-2-2s.

Three more locomotives followed, one each by R and W Hawthorn and Robert Stephenson and Co, and one by Day, Summers and Co. Locomotive building companies were proliferating rapidly. Between 1836 and 1840, the line carried more than 1¼ million passengers a year, benefiting it is thought from a developing tourist trade.

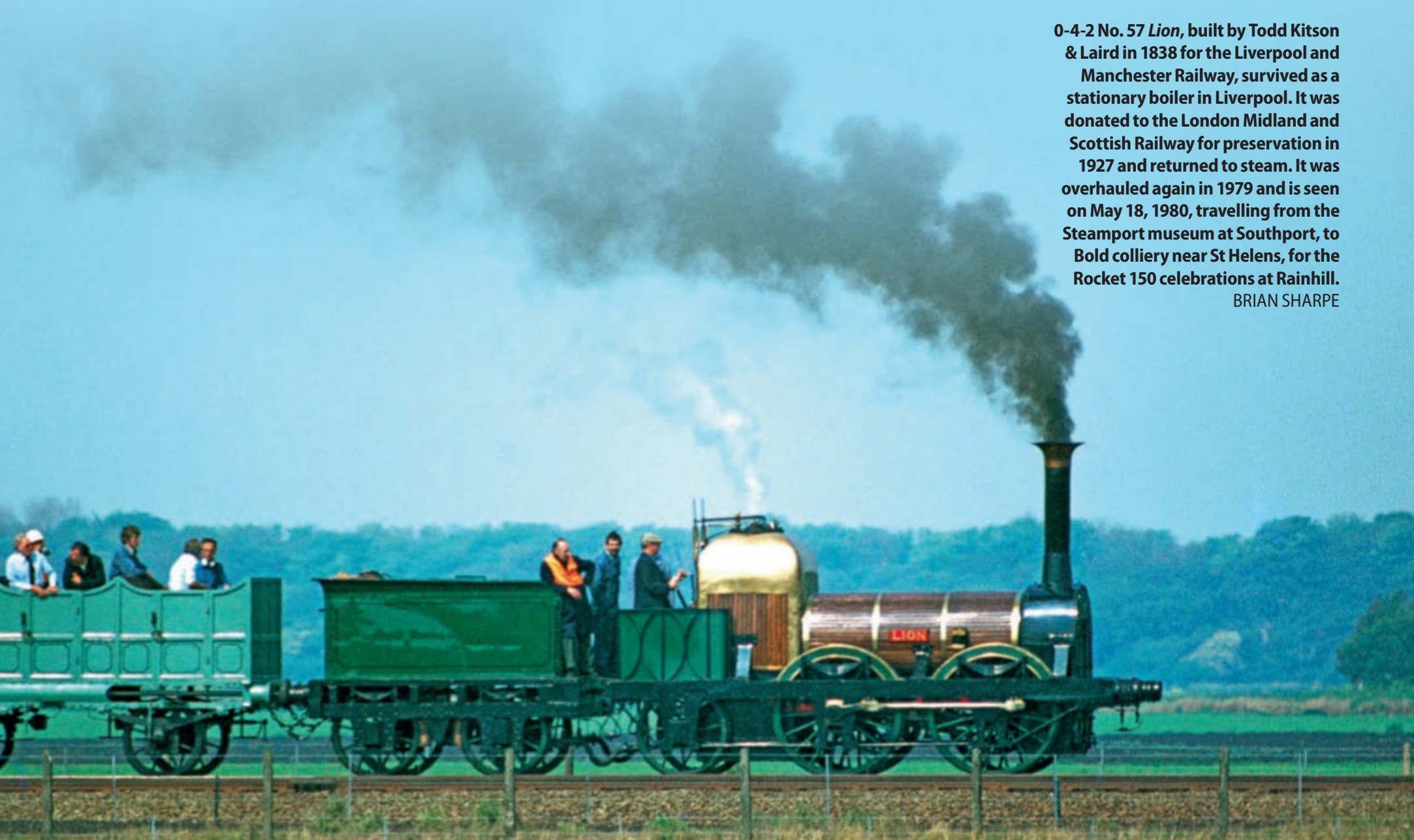
Meanwhile, the South Eastern Railway was formed to construct a route from London to Dover, followed by various branches in the south-east. The SER absorbed or leased other railways, including the London and Greenwich Railway and also the Canterbury and Whitstable Railway.

The London and Brighton Railway was incorporated in 1837. The London and Croydon Railway line ran from London Bridge to West Croydon and was opened in 1839. The engineer for the Brighton extension was John Urpeth Rastrick, who began construction of the line in 1838, running from a junction with the London and Croydon Railway at Norwood.

The London and Brighton acquired 34 steam locomotives between 1839 and March 1843, the first two of which were a 2-2-2 and an 0-4-2 supplied by Jones, Turner and Evans, initially used by the contractors building the line. The remainder were mainly 2-2-2s, consisting of 16 supplied by Sharp, Roberts and Co, six by Edward Bury and Co, four

0-4-2 No. 57 *Lion*, built by Todd Kitson & Laird in 1838 for the Liverpool and Manchester Railway, survived as a stationary boiler in Liverpool. It was donated to the London Midland and Scottish Railway for preservation in 1927 and returned to steam. It was overhauled again in 1979 and is seen on May 18, 1980, travelling from the Steamport museum at Southport, to Bold colliery near St Helens, for the Rocket 150 celebrations at Rainhill.

BRIAN SHARPE





Fire Fly, the first of a class of 62 2-2-2s, was designed by Daniel Gooch for the GWR and built by Jones Turner & Evans in 1840. A replica was completed in 2005 and operates on the broad gauge line at the Great Western Society's Didcot Railway Centre. FRANK DUMBLETON/GWS

by William Fairbairn, and three by G and J Rennie. The last three were 2 $\frac{1}{2}$ 40s supplied by George Forrester and Co in 1842-43. Initially, these locomotives were the responsibility of the civil engineer and his assistant, but this arrangement was ended after an unfavourable report on their safety in 1843.

With the explosion in railway building, the previously disjointed business of designing and constructing new steam locomotives needed to become more organised. The major railway companies all tended to have a locomotive superintendent, a role that would later become more commonly known as chief mechanical engineer.

Initially, the locomotive superintendent was mainly responsible for the maintenance and upkeep of locomotives supplied by outside contractors, but the role developed and later involved providing the locomotives required by the company, as well as ensuring they were kept in good working order. At first, steam locomotives were built by private companies and not by the railways themselves, although the locomotive superintendents did have considerable influence on the design in many cases.

The production of new locomotives by private companies for major railway companies is something that has continued throughout railway history, but naturally many companies have preferred to design and build locomotives in-house wherever possible. This has led to many chief mechanical engineers achieving fame and fortune both inside the industry and beyond; some becoming household names.

While a single pair of driving wheels sufficed at first for express locomotive designs, freight locomotives needed four if not six coupled driving wheels. No. 57 *Lion* was one of a pair

of 0 $\frac{1}{4}$ 40s designed for hauling freight on the L&MR by Todd, Kitson & Laird (later Kitsons) of Leeds in 1838. It followed a similar pattern to Stephenson's Planet with two horizontal inside cylinders. *Lion* survived to be preserved and is the only steam locomotive built prior to 1840 that has been seen in steam in the preservation era, although it is now a static exhibit in Liverpool once again.

Gooch & Great Western

Founded in 1833, the Great Western Railway (GWR) received its enabling Act of Parliament in 1835 and ran its first trains in 1838. It was engineered by Isambard Kingdom Brunel, appointed at the age of 29, who instead of settling for standard gauge, chose a broad gauge of 7ft, later slightly enlarged to 7ft 1 $\frac{1}{2}$ in.

Although Brunel was an incredibly gifted engineer who could turn his hand to designing and building almost anything, he is not noted for designing steam locomotives. Daniel Gooch was born on August 24, 1816 in Bedlington, Northumberland, the son of John Gooch, an ironfounder. In 1831 his family moved to Tredegar ironworks in Monmouthshire, where his father had accepted a managerial post, and it was there that Daniel trained under Thomas Ellis senior who, together with ironmaster Sam Homfray and Richard Trevithick, had built

the first practical steam railway locomotive. He trained in engineering with a variety of companies, including Robert Stephenson and Co as a draughtsman. At the age of 20 he was recruited by Brunel and became the first superintendent of locomotive engines on the GWR in 1837.

At first, Gooch struggled to keep the assortment of broad gauge locomotives ordered by Brunel working. While at Robert Stephenson's he had helped design two 5ft 6in gauge locomotives for the New Orleans Railway in the US, which had never been delivered, but Gooch persuaded Brunel to buy the two engines, *North Star* and *Morning Star* and Stephenson converted them to Brunel's 7ft gauge.

The broad gauge 2 $\frac{1}{2}$ 00 *North Star* was delivered from Robert Stephenson & Co and earned its place in history by hauling the first GWR director's special train on May 31, 1838.

It was found to be heavy on coke, though still more efficient than other contemporary locomotives. However, later changes to the blastpipe arrangement by Gooch improved its economy.

These were the only reliable locomotives the company had at that time and became the basis of the original Star class. Gooch later designed the Firefly 2 $\frac{1}{2}$ 00, introduced in 1840, 

“GWR locomotives carried two whistles – one low and one high-pitched. The high-pitched whistle was for warning of the train's approach and for giving shunting signals. The low-pitched whistle was for sending braking instructions to the crew on the train before the advent of continuous brakes.”

a larger-boilered development of the Star class. In all, 62 of the Firefly class were built for the top expresses on the GWR and were capable of hauling trains weighing 80 tons at speeds up to 60mph. The first, *Fire Fly*, was built by Jones, Turner and Evans of Newton-le-Willows in 1840. It is said to have covered the 30.75 miles from Twyford to Paddington in 37 minutes, an average speed of 50mph, which was unprecedented in 1840.

One of the class hauled the first Royal Train, taking Queen Victoria from Slough to London in 1842. *Fire Fly* itself was withdrawn in 1870, but members of the class worked until 1879.

In 1840, Gooch identified a site at Swindon that would be suitable for establishing a locomotive works for the GWR. He would later go on to design the first complete locomotive to be constructed there. Gooch was made a baronet in 1866, but this was not in recognition of his locomotive building skills, it was for his later work in laying the first transatlantic telegraph cable.

A working replica of the original was conceived by the members of the Firefly Trust and completed in 2005 at the Didcot Railway Centre, where it now operates on the broad gauge railway, together with replica coaches.

GWR locomotives carried two whistles – one low and one high-pitched. The high-pitched whistle was for warning of the train's approach and for giving shunting signals. The low-pitched whistle was for sending braking instructions to the crew on the train before the advent of continuous brakes.

Valve gear development

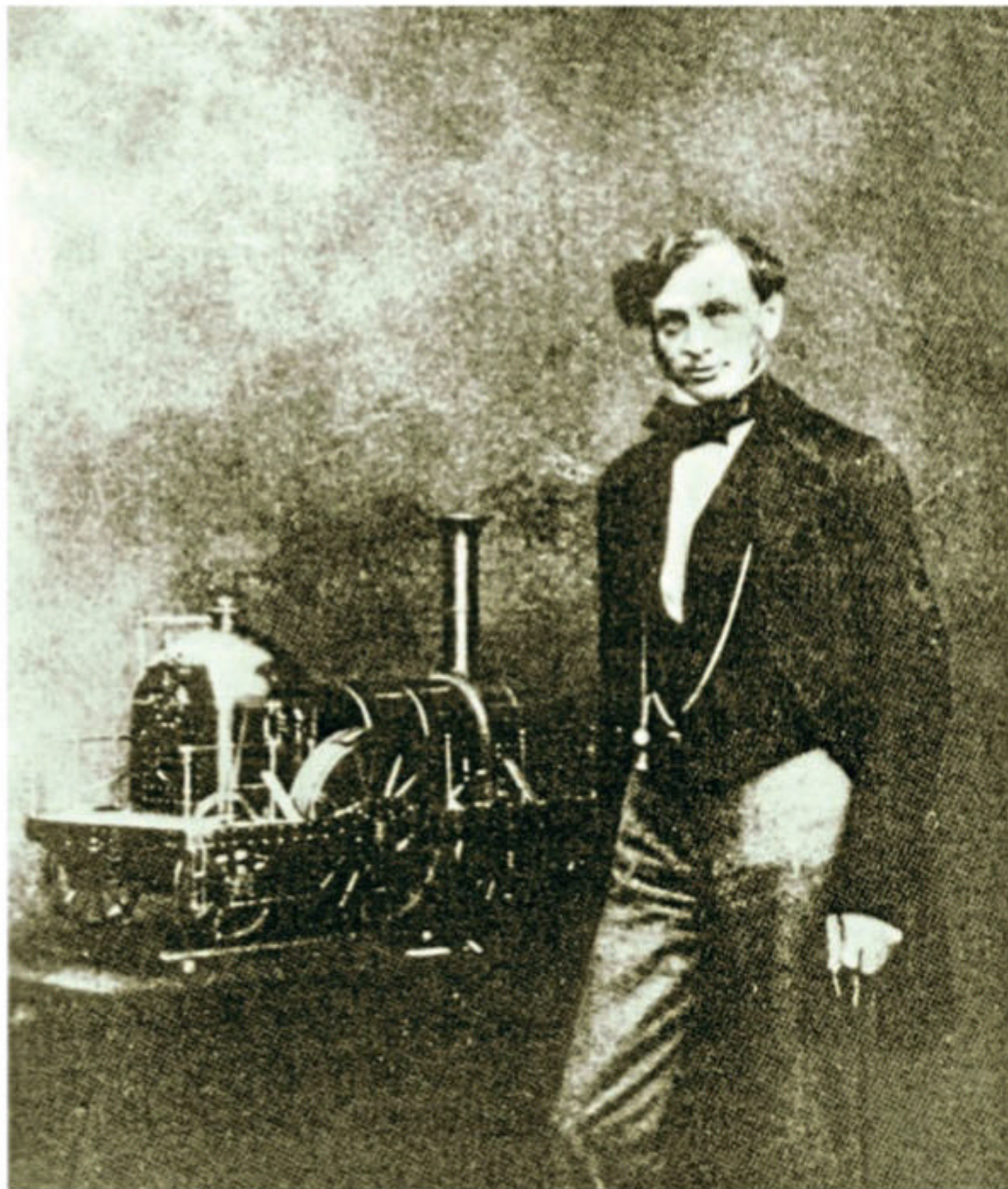
The London and Southampton Railway opened in May 1840, connecting the port of Southampton with London, where its original terminus was Nine Elms on the south bank of the River Thames.

The company established a locomotive works at Nine Elms in 1838, where Joseph Woods acted as locomotive superintendent. The company would eventually become the London and South Western Railway.

Even the earliest locomotives needed to be able to operate in reverse. The main controls of a steam engine were therefore the regulator, which allowed steam into the cylinders; a form of brake and the reverser.

The valve gear of a steam engine is the mechanism that operates the inlet and exhaust valves to admit steam into the cylinder and allow exhaust steam to escape, respectively, at the correct points in the cycle. Right up to the 1840s, locomotives used gab or hook valve gear, which allowed reversing but no control of cut-off.

In a steam engine, the greatest power is achieved by keeping the inlet valve open



At the age of 20, Daniel Gooch was recruited by Isambard Kingdom Brunel and became the first superintendent of locomotive engines on the GWR in 1837. RAILWAY MAGAZINE ARCHIVE

throughout the power stroke, while peak efficiency, and therefore speed, is achieved by only having the inlet valve open for a short time and then letting the steam expand in the cylinder (expansive working).

To achieve this, a system of eccentrics, cranks and levers is generally used to control a D slide valve or piston valve driven from the wheels.

During the 1830s, the most popular valve drive for locomotives was known as 'gab motion'. This incorporated two sets of eccentrics and rods for each cylinder; one eccentric was set to give forward motion and the other backwards motion to the engine and one or the other could accordingly engage with a pin driving the distribution valve by means of the gabs – v-shaped ends to the eccentric rods supposed to catch the rocker driving the valve rod whatever its position. It was a clumsy mechanism, difficult to operate, and only gave fixed valve events.

In 1841 two employees in Stephenson's locomotive works suggested replacing the

gabs with a vertical slotted link, pivoted at both ends to the tips of the eccentric rods. To change direction, the link and rod ends were bodily raised or lowered by means of a counter-balanced bell crank worked by a reach rod that connected it to the reversing lever. This not only simplified reversing but it was realised that the gear could be raised or lowered in small increments, so that the combined motion from the 'forward' and 'back' eccentrics in differing proportions would result in the valve having a shorter travel, cutting off the steam admission earlier in the stroke. Not only did this use a smaller amount of steam expansively in the cylinder, but the steam could also escape more quickly at the end of the stroke, enabling higher speeds to be reached.

It became the practice to start the engine or climb gradients at long cut-off, usually about 70-80% of the power stroke and to shorten the cut-off as momentum was gained to benefit from the economy of expansive working.

The point at which steam stops being admitted to the cylinder is known as the cut-off. The optimum position for this varies depending on the work being done and whether power or speed is required. When types of valve gear started to be used to permit variation in the cut-off, this was still controlled by the driver using the reverser, which now did far more than simply alter the direction of travel. There was no longer just full forward or full reverse gear; there were different percentage cut-offs available in both directions.

Many different types of valve gear were devised over the years, but Stephenson's remained the preferred option until at least 1900 and it continued to be used until the end of steam. **HR**



"Stephenson visited a musical instrument maker in Leicester, who constructed a steam trumpet which he mounted on the top of the dome, which was apparently about 18in high in a trumpet shape six inches in diameter at the top. The idea caught on and whistles subsequently became more refined and somewhat smaller."

Left: It is believed that train whistles originated in 1832 when a stationmaster suggested, at the opening of the Leicester and Swannington Railway, that the trains should have an audible signalling device. DAVID LEWIS AUCTIONS



Another broad gauge locomotive that can be seen today is this replica of *Iron Duke*, built by RESCO Railways in 1985, as part of the Great Western 150 celebrations. Part of the National Collection, the locomotive is on display at the Didcot Railway Centre. The locomotive is a replica of one of the first batch of the 29-strong Iron Duke class, built in 1847. ROBIN JONES

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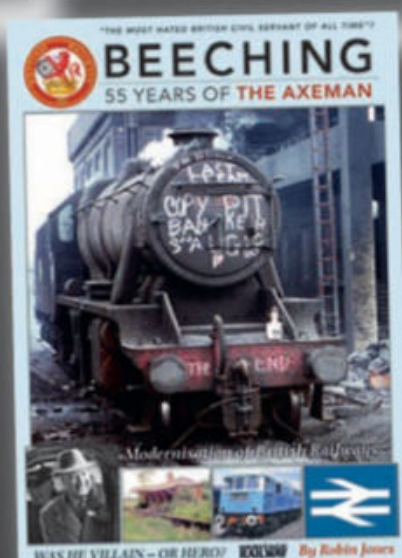
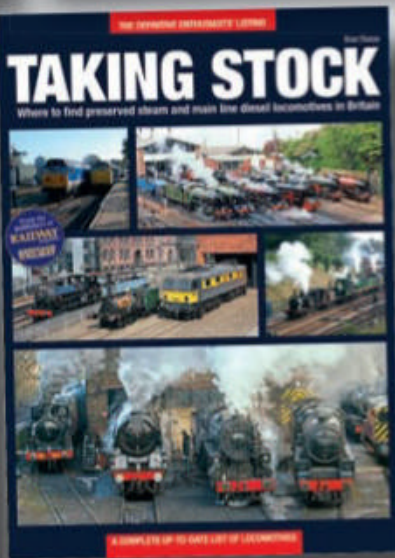
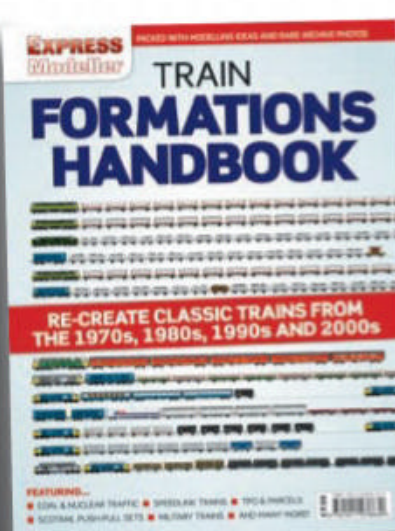
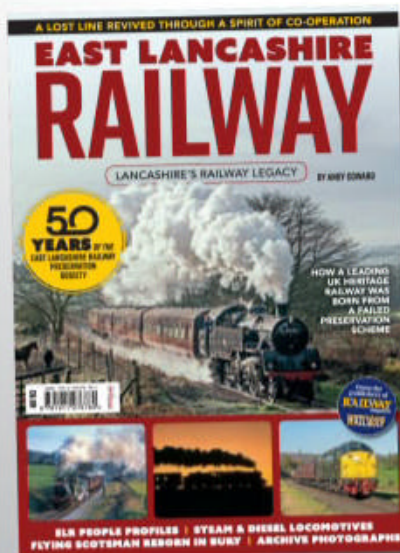
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In terrible external condition, one-time record-breaking LNER A3 Pacific No. 60096 *Papyrus* is on shed at Holbeck on April 9, 1962.

STRANGERS AT HOLBECK

Most steam sheds saw only the predictable classes of locomotives for much of the time but all had the occasional unusual visitor. The one-time London Midland & Scottish Railway's premier shed in Leeds was no exception and **Gavin Morrison** illustrates the variety seen on Holbeck shed in its last few years of operation.



Not in the condition it used to be kept in at Haymarket, LNER A4 Pacific No. 60011 *Empire of India*, by then allocated to St Margarets, is seen on shed at Holbeck after travelling south overnight on March 25, 1962.





Preserved MR Compound 4-4-0 No. 1000 prepares to go off shed on September 4, 1960, to work an RCTS special to Carnforth and the Cumbrian Coast, returning via the Settle and Carlisle. It passed Settle at well over 80mph.

As the LMR express locomotives were gradually withdrawn, and LNER Pacifics were transferred from the ex-North British shed at Haymarket in Edinburgh to the ex-Caledonian shed at St Margarets, they briefly found themselves reaching Leeds on expresses over the Waverley route and the Settle and Carlisle. The reason for the use of

the Scottish Pacifics was due to the trouble BR was having with the train heating boilers on the new Peak diesels, especially on the Edinburgh-St Pancras sleeping car trains.

The author, who knew the shedmaster at Holbeck well, tried to get him to roster the LNER Pacifics to work trains back north in the daylight, but Regional Control at York always

insisted they were sent light engine to them. It is not known whether any ever managed to work back via Carlisle overnight.

Towards the end and even after closure to steam on October 1, 1967, railtours and the early days of preservation resulted in even more exotic motive power finding its way to Holbeck for servicing or storage.



In contrast to other LNER Pacifics, A3 4-6-2 No. 60037 *Hyperion* is quite clean on July 19, 1962. Withdrawn in December 1963, it was cut up in June 1964.



LNER A2 Pacific No. 60534 *Irish Elegance* looks anything but elegant on April 12, 1962. This was the only occasion the photographer saw an A2 on Holbeck shed.



Above: Once the pride of Haymarket shed, the last LNER A1 Pacific (until *Tornado*) No. 60162 *Saint Johnstoun* on shed on June 20, 1962. Withdrawn in October 1963, it was cut up in February 1964.

Below: LNER A4 Pacific No. 60023 *Golden Eagle* moves off shed to work the RCTS 'Three Summits' tour on June 30, 1963. The photographer rode on the footplate and after problems with the injectors at Skipton and a very cautious climb to Blea Moor, the A4 flew down the bank from Ais Gill doing nearly 94mph near Ormside. Had it not been for the inspector, it would have reached 100mph. It still beat the record from Ais Gill to Carlisle, with an average of 78.4mph. The ride was excellent.



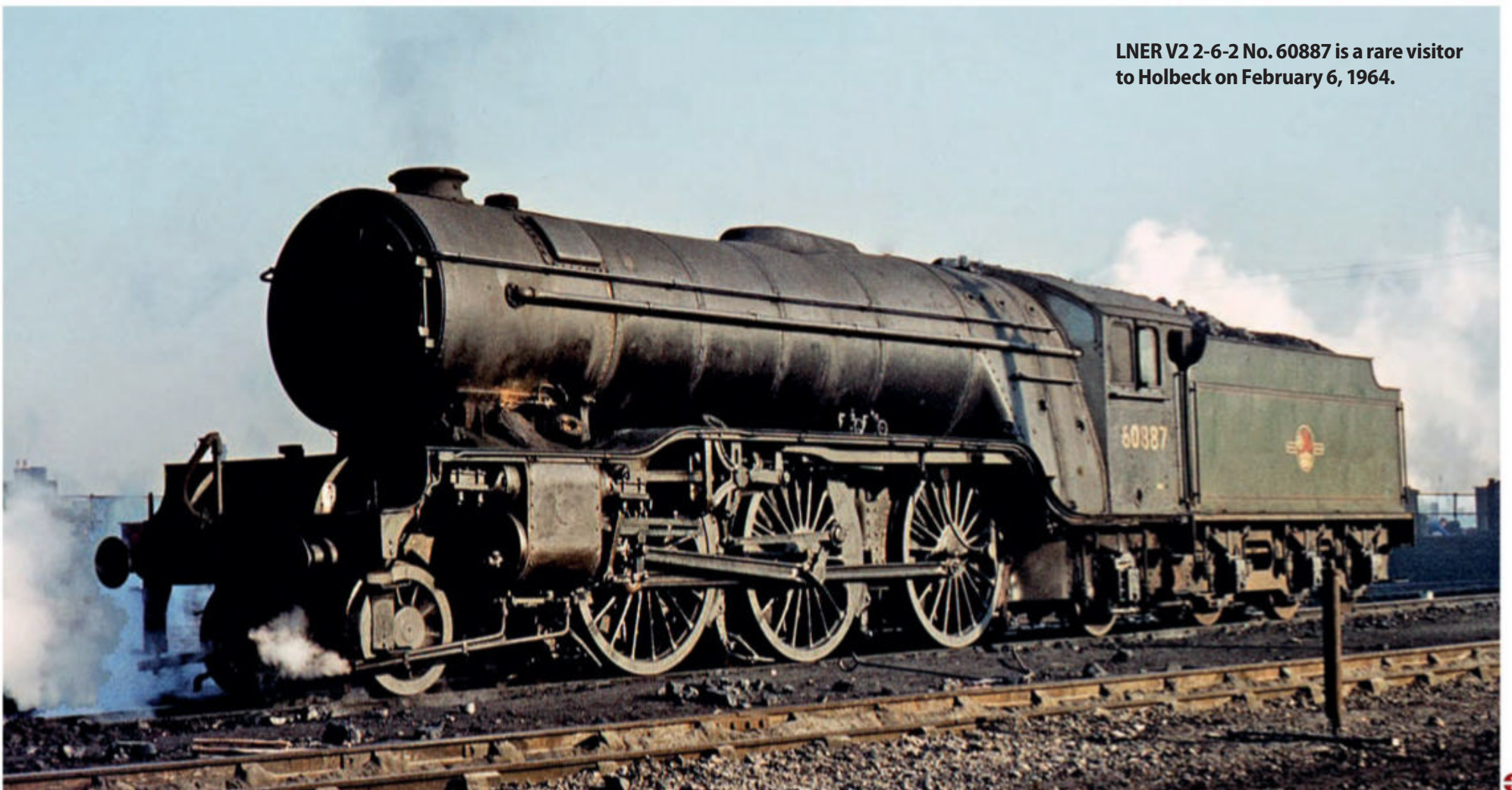
Below: LNER A4 Pacific No. 60016 *Silver King* on the ash pits on September 23, 1963 at around the time it was reallocated to St Margarets.



LNER A3 Pacific No. 60089 *Felstead*, now allocated to St Margarets, is at Holbeck on August 29, 1962.



LNER V2 2-6-2 No. 60887 is a rare visitor to Holbeck on February 6, 1964.





Above: Preserved Highland Railway Jones Goods 4-6-0 No. 103 is returning north on May 25, 1964 after a filming session on the Bedford to Hitchin line for *Those Magnificent Men in their Flying Machines*.



Left: The RCTS obtained Bulleid Merchant Navy Pacific No. 35012 *United States Line* for its 'Solway Ranger' tour over Shap and the Settle & Carlisle on June 13, 1964, with legendary SR driver Bert Hooker. There were some exceptional performances, but the average of 59mph for the 17.45 miles from Appleby to Ais Gill summit with 360 tons was outstanding.

Below: LNER K1 2-6-0 No. 62005 complete with copper-capped chimney was kept in the shed for some time while there was a possibility of its exchanging boilers with K4 2-6-0 No. 3442 *The Great Marquess*. It is seen on August 29, 1967, two days before the end of steam at the shed.





Above: Bulleid Battle of Britain Pacific No. 34051 *Winston Churchill* paused at Holbeck on December 10, 1965 during its move north for secure storage at Hellfield. It arrived at Holbeck with BR Standard 4-6-0 No. 73112 *Morgan le Fay* which should have been left in Sheffield for scrapping.



Right: Preserved GWR 4-6-0 No. 7029 *Clun Castle* arrived at Holbeck on August 21, 1967, for clearance tests for working railtours in the area.

Below: A casualty was MR Johnson 1F 0-6-0T No. 41708, which had been purchased for preservation on the Keighley & Worth Valley Railway but ran hot during its journey from Sheffield. It was jacked up on sleepers for some time while under repair and is seen on March 16, 1967. **HR**



A volunteer's journey

Bob Greenhalgh shares his experiences of 27 years of hands-on involvement with the Bala Lake Railway and describes what the line has to offer a would-be volunteer.



Quarry Hunslet 0-4-0ST *Holy War* was the first locomotive Bob Greenhalgh fired when he started as a volunteer at the Bala Lake Railway in 1991.
ALL PHOTOS: BOB GREENHALGH



Diesel locomotives on the line include Baguley 0-4-0 *Bob Davies*, seen amid the lovely North Wales scenery which can be enjoyed on this friendly railway.

Right: *Bob* played a pivotal role in the railway's decision to commence running Santa trains. He is proud to say the Santa operation continues to go from strength to strength.



It started way back in 1991. I visited the Bala Lake Railway and had a long talk with the guard, a most friendly gentleman. Encouraged, I wrote to the Bala Lake Railway Society offering to volunteer and to join. A month later, in July that year, my journey began in earnest.

I was to start as a fireman – the locomotive was Quarry Hunslet 0-4-0ST *Holy War*. The driver and my instructor was David Jones, now of the Tallylyn Railway – and not to be confused with the Bala Lake Railway's present manager who shares the same name. He was an excellent teacher, as well as being an inspiration. It was on my first day that I found out the guard I had been talking to was also the railway's general manager. Being a single person and working shifts meant I had plenty of time off to volunteer. I did 10 days as trainee fireman and three days at working weekends by the time 1991 ended. I soon found out the former Dinorwic Quarry Alice Class Quarry Hunslets are delightful locomotives to work on.

Working weekends were spent clearing lineside growth, renewing fencing and some sleeper changing. There were usually 10 to 20 volunteers at a working weekend. I learnt which way up sleepers go and about lifting and packing the track, ensuring a smooth journey for our passengers.

Not long after I started, I was named **Bob Shell** due to my overalls bearing the name of my employer and to distinguish me from two other people called Bob.

I took to the footplate like a duck to water. Every day was full of learning and each driver helpfully passed on their knowledge.

I qualified as a driver on April 24, 1993. That first season as a driver was a massive learning experience. I like to think that I have done David Jones proud.

As well as being on the footplate, I was for a time the Bala Lake Railway Society publicity officer. I was also involved in the railway starting Santa trains – the first year taking the bookings and later becoming the main organiser. I enjoyed this role very much – all thanks to a fantastic team of helpers and volunteers who

supported me. After six years, I passed on the role. I am pleased to say the railway's Santa trains continue to go from strength to strength.

Not having an engineering background means I stay out of the maintenance side of locomotive and carriage work. However, I have been seen with a paint brush in my hand undercoating metalwork.

I was also involved in fundraising to refurbish the railway's volunteer accommodation and helped with painting and wallpapering. For the size of the railway, we have excellent volunteer accommodation. Two regular volunteers started a working week before the start of the season. This involved an assortment of tasks, some of which were platform edge painting, chopping lighting up wood for the locomotives, brass polishing, putting up signs and placing platform furniture in its correct location. The task I always recall was a walk the full length of the line collecting rubbish.

Everything was accompanied by cups of tea – and still is today. The friendship amongst volunteers is great. We try and make all feel at home and valued. There is on occasion some gentle leg pulling – as I found out when by mistake I put odd working boots on!

On the footplate

A typical footplate day starts about 8am, when I change into my overalls, open the shed and drag out the day's locomotive. Working with the fireman, the locomotive's smokebox and grate are cleaned, checking things over in the process, including looking for any leaks.

The next task is for the fireman to strike the

match and light the fire as I begin the task of polishing the brasswork. All Bala footplate crews take great pride in the appearance of the day's locomotive – and the result can be most pleasing. Between us, we prepare the locomotive for the day's work, making sure we have time for a quick tea or coffee around 10am. After tea, it's change into the footplate clothes, oil round and complete the final checks before taking the locomotive for coal and water, followed by coupling up to the train. The train will have been taken into the platform, usually by the day's guard and then been cleaned, checked and made ready for the day ahead.

Every trip from Llanuwchllyn to Bala and back is different and I never tire of the beautiful scenery. The nine-mile return trip takes approximately one hour.

In 2003, Quarry Hunslet *Alice* came to Bala – a most welcome addition to the then resident fleet of *Holy War* and *Maid Marian*. Being cableless, *Alice* was much appreciated on a hot summer's day.

Maid Marian

The Maid Marian Locomotive Fund opened to new subscribers not long after I started at Bala and I immediately subscribed. One of my regular footplate companions suggested I ask at a Maid Marian AGM if the locomotive could be painted lined black for the last year of its boiler certificate. Much to our delight, the committee agreed. I went back to my companion and told her the good news. "Great," she said, adding: "Please give me £10 towards the paint!"

All at the railway were accosted and the

"Everything was accompanied by cups of tea – and still is today. The friendship amongst volunteers is great. We try and make all feel at home and valued. There is on occasion some gentle leg pulling – as I found out when by mistake I put odd working boots on!"



The author (pictured) says that 27 years on, he always leaves for home with a smile.

money to cover the paint and labour was raised. *Maid Marian* was painted over the winter and in my personal view looked fantastic. The result was well worth the £10 donation. The locomotive stayed black for about four years, before returning to Dinorwic Quarry red. In 2017, I was greatly honoured to be elected as president of the Maid Marian Locomotive Fund.

Another Quarry Hunslet to join the fleet at Bala was *George B*. Arriving as a kit of parts, over time Alan and Frank White rebuilt it so it was like new when it entered service. *George B* differs from *Holy War*, *Alice* and *Maid Marian* in that it has backhead injectors, which is something to keep the footplate crews on their toes.

Alice changed owners, introducing Julian Birley to the Bala Lake Railway – and it was not long before *Winifred* was repatriated from the USA, overhauled and put into service. *Winifred* is a Penrhyn Quarry Hunslet and slightly bigger than the Dinorwic Quarry locomotives. Completing the steam locomotive line-up is Peckett 0-6-0ST *Triassic*, sadly out of ticket. All the locomotives have their own ‘personalities’.

The railway has some diesels too. *Meirionnydd* is a Western Region Class 52 lookalike, built in 1973 by Severn Lamb. When I started, *Meirionnydd* was the main diesel in use. Some years later, Baguley Drewery 0-4-0 *Bob Davies* arrived, named in memory of a volunteer guard and signalman, much respected by all who knew him. There are also two Ruston & Hornsby 0-4-0s too – 40DL *Chilmark* and 30DL *Lady Madcap*.

Recent experiences

More recent times have seen the establishment of the Bala Lake Railway Trust – one of the its aims being to extend the railway into Bala town centre. As reported in recent issues of *Heritage Railway*, some good progress has been made on the project. Like all extensions, there are many, many things to do before physical work on the ground starts. That said, a site in Bala has been secured and cleared in readiness for building the new Bala Town station.

The railway has held successful galas during the last few years. The five-strong resident steam locomotive fleet has been supplemented by visitors such as *Diana*, *Jack Lane*, *Velinheli*, *Hugh Napier*, *Marchlyn*, *Gwynedd* and even *Palmerston*. They all add to the interest and help further the ‘buzz’ around the railway. A two-train passenger service has run, along with a Penrhyn Quarry freight and a slate wagon freight. Trains pass at Llangower loop or run to Llangower and return from Llanuwchllyn. One locomotive is usually on ‘driver for fiver’ duty, giving visitors the unforgettable experience to drive a steam locomotive which is over 100 years old.

The railway also offers Driver Experience days. I have been involved in a few and enjoyed guiding the participant through the day, making sure they get the maximum enjoyment.

Recently the railway was in receipt of a Heritage Lottery Fund grant to extend the



Bob welcomes the variety which gala events bring, with the resident fleet often supplemented by visitors, such as Kerr Stuart 0-4-0T *Diana*. The author stands proudly in front of the locomotive at Llangower loop with a demonstration freight train.

Right: Pictured on the platform, the author waits to drive a train from Bala station headed by *Maid Marian*. Bob was elected president of the Maid Marian Locomotive Fund in 2017.



carriage shed and create a display area. This means all the coaches and out of ticket locomotives can be stored under cover securely. A new signal cabin has been erected at Llangower and while it is not yet quite complete, looks very good indeed. I understand several volunteers have already asked to work the new box at the next gala.

During each of the last three years, a volunteer recruitment day has been held, giving potential new volunteers a chance to experience what various jobs entail. As a result, we have several new volunteers – and it is good to see a healthy number of younger volunteers joining the older hands.

Not to be forgotten is the Bala Lake Railway Society. Founded in 1973 to act as a support for the Bala Lake Railway Company

in the operation of the railway, it does this by providing practical volunteer and financial support.

In addition to the opportunity to work on the railway, society members receive a quarterly magazine, some free travel and privilege fares on certain other preserved lines.

Conclusion

Even now after all the years as a volunteer, I still get huge enjoyment from my time at Bala.

There is nothing quite like being on the footplate, either as fireman or driver. I also get a different satisfaction from days off the footplate, painting, track work, lineside clearing or whatever else needs to be done.

One thing is for sure – I always leave with a happy smile! 

“There is nothing quite like being on the footplate, either as fireman or driver. I also get a different satisfaction from days off the footplate, painting, track work, lineside clearing or whatever else needs to be done. One thing is for sure – I always leave with a happy smile!”

Want to volunteer at the Bala Lake Railway?

If you're interested in joining the line's friendly team, visit bala-lake-railway.co.uk/volunteer/volunteer.html. Contact by email on enquiries@bala-lake-railway.co.uk or call 01678 540666.



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By the Banks of the Rheidol

By Geraint Roberts (softback, Y Lolfa, 272pp, £8.99, ISBN978 1 78461 559 8)

THIS book might be regarded as something a little different – in a welcome way. It's an historical novel set mainly in the Aberystwyth area, dealing with the themes of romance and work.

The author currently works as retail manager at the Vale of Rheidol Railway. His enthusiasm and knowledge about mining, railways and history are all too clear.

The novel contains powerful imagery – it's detailed but does not get bogged down in technical jargon.

The well-written book is gripping and easy to read. Importantly, the text is clear and easy to read too – the font is a good size and is well-spaced. That, coupled with a good narrative, helps to make it a pleasurable, relaxing read.

The cover depicts a painting by Eric Bottomley of 2-4-OT No. 3 *Rheidol*, which also features in the book – the original hangs in the National Museum in Cardiff.

DIFFICULT TO PUT DOWN



Britain's Railways in Wartime: The Nation's Lifeline

By Anthony Lambert (hardback, Historic England/The Railway Heritage Trust, 216pp, £25, ISBN 978 1 84802 482 3)

HERE is a seminal reference work documenting one of the major, yet often overlooked tools of modern warfare, the railways. A timely publication indeed following this year's commemorations to mark the 100th anniversary of the Armistice and the sizeable part played in them by the heritage sector, as showcased on pages 46-51.

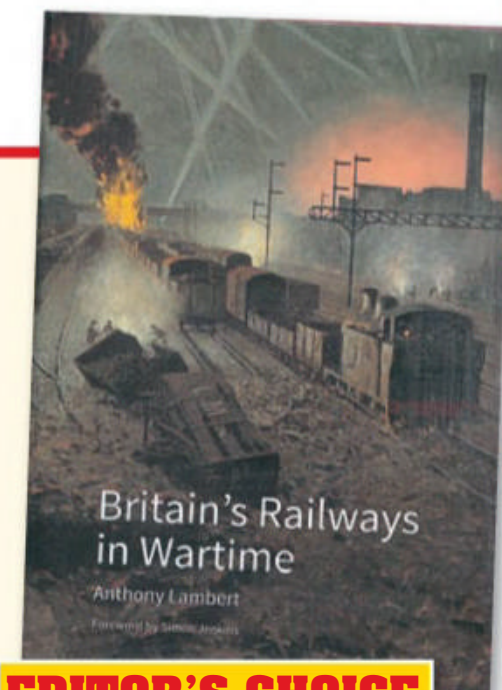
The story begins in 1830, when the Liverpool & Manchester Railway carried troops to Liverpool docks en route to Ireland where they were dispatched to suppress trouble.

The powers that be were, however, slow on the uptake in recognising the military benefits of railways. It was not until 1842 that a law was passed giving preferential treatment to the Army on railways, and two years later, the Commons was told that a battalion of men could now make a 17-day march

from London to Manchester by train in just nine hours.

It was the British use of railways in 1855 in the Crimean War that firmly established them as part and parcel of future strategy. With each conflict, the countries involved learned more and more about the military potential and use of railways; the Franco-Prussian War of 1870-1 has been dubbed the first and only major railway war of the 19th century.

All of this laid the foundation for the vital part that railways played in both world wars, and separate chapters detail their use on the home front and in theatres of war in each. There was the carriage of vast quantities of troops by the major railway companies to the embarkation ports, the supplying of troops to the fronts, the use of women as labour while the ranks of railwaymen were depleted for



EDITOR'S CHOICE

war service, and the use of ambulance trains.

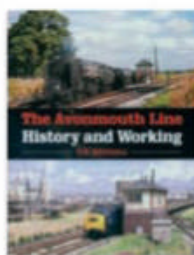
A final chapter documents the plethora of monuments around the railway network recalling soldiers who gave their lives in the conflicts and also the victims of warfare, such as bombing raids. If only for the complete gazetteer of such monuments, this is an essential reference work. In making such a huge subject readily accessible, this is a masterpiece.

LUCID, CONCISE AND FASCINATING HISTORICAL OVERVIEW

The Avonmouth Line: History and Working

By PD Rendall (softback, Crowood Press, 240pp, £25, ISBN 978 1 78500 437 7).

COMPARATIVELY little has been published on the line from Bristol to Avonmouth over the years – maybe because its heavily industrialised landscape does not readily inspire – but this exhaustive and very readable



volume goes a long way to addressing the overdue balance.

The story starts with the building of Avonmouth Docks in 1865, and the Bristol Port Railway and Pier. The book majors on the development of the main line railway serving the docks after the grouping of 1923, and looks at the dock lines both at their zenith and also in both world wars.

The decline of the Fifties and attempts to close the line are covered, and much of the material is drawn from the memories of staff who worked on

the line.

The author worked as a signalman for BR and rose to become supervisor of the Bristol Panel signalbox. Accordingly, much detail is given about the arrangement and workings of the signalboxes on the route.

One aspect has always puzzled me about this route – who on earth would want to go to the shingle cum mudflat of Severn Beach for a day out? Yet popular it was with Bristolians after the GWR opened a platform there in 1922, but railway staff recounted would-be

longer-stay holidaymakers arriving with their suitcases, taking one look at the heavy industrial backdrop and jumping straight back on the train again.

FASCINATING ACCOUNT OF AN OVERLOOKED BRANCH

British Steam Sunset: a Vision of the Final Years 1965-1968

By Jim Blake (hardback, Pen & Sword, 112pp, £19.99, ISBN 1473857104)

HERE is one man's pilgrimage to record as much as he could see of steam's last days on the UK network. Fifty years on, many of them are published here for the first time.

The main areas covered are on and around the London & South Western main line and the industrial north.

He aims to portray the sense of desolation and hopelessness that emphasised the final years of British Railways steam. The large format brings out the best in his monochromatic studies.

The author also looks at Barry scrapyard and relates how surprised he was to find unique 8P Pacific No. 71000 *Duke of Gloucester* languishing there. He became one of its co-owners after a group was formed to save it.

GRITTY EPITOME TO AN ERA'S END



Railway Art and Times Past 2019 calendars

By Malcolm Root, Philip D Hawkins, and other artists. Available from Malcolm Root, 38 Churchill Avenue, Halstead, CO9 2BE (Tel: 01787 475402). £11 + £2.50 p&p per calendar. Cheques payable to M Root.

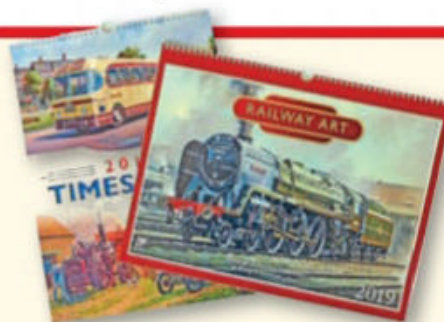
THERE'S something about railway artistry that transcends photographs, writes Geoff Courtney. I've worked with snappers throughout my 55+ years in journalism and greatly admire their talents, but a painting adds an extra dimension to anything from a majestic Pacific to a humble tank engine.

The Railway Art calendar is a case in point, a visual treat provided by Malcolm Root and Philip D Hawkins. These two, both Fellows of the Guild of Railway Artists, have provided us with GWR No. 5037 *Monmouth Castle* and No. 6023 *King Edward II*, SR Battle of Britain No. 34065 *Hurricane*, LMS Jubilee Nos. 45588 *Kashmir* and 5690

Leander and Princess Coronation No. 46254 *City of Stoke-on-Trent*, and LNER A3 No. 60106 *Flying Fox*.

From the Standard ranks comes No. 70000 *Britannia*, which is also the cover illustration; Oliver Bulleid's Leader class No. 36001 serves as a reminder of what might-have-been but never was; GER Class T26 (later LNER Class E4) No. 486 and LNER J15 No. 65447 represent steam workhorses; Ffestiniog Railway *Merddin Emrys* flies the flag for narrow gauge; and a Class 28 'Metrovick' fights the diesels' corner.

Locations include Winchester, Carlisle Citadel, Dawlish, Stratford, Halstead, Porthmadog, Oxford and Cambridge.



Trainspotters make the occasional appearance, as is right and proper.

Two of Malcolm's Railway Art paintings, of GER No. 486 and BB No. 34065, also feature in the Times Past calendar which embraces a variety of other transport, ranging from cars, buses, lorries and a tractor to a showman's engine, a Model T Ford-based charabanc, a paddle steamer and a Bristol 170 Superfreighter aircraft, while artists include Robin Pinnock, Robin Wheeldon and Mike Jeffries.

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6880

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No. 6880 *Betton Grange* will steam in 2019, thanks to the generosity of members and supporters, the first time a Collett 'Grange' 4-6-0 will have steamed since 1965 and we simply can't wait for it to pull its first train along the picturesque Llangollen Railway.



The newly assembled boiler at Tyseley in October 2018

However, we still need your help to get us over the finish line. The boiler is now almost complete at Tyseley and should have been test-fitted into the frames by the time you read this, but there is still work to do to finish the job. Here's how you can help;

Become a member of the 6880 Betton Grange Society – there are three levels of membership, choose the one that suits you – full details and list of benefits on the website.

Sponsor a Part – we still have some much-needed sponsorships available to help fund parts that are currently being made or still need to be made – from as little as £50, the full list of parts available can be viewed on the website.

Adopt a Grange – just one 'Grange' left to be sponsored out of the 80 that were put up for adoption two years ago! Find out more from Lynn@6880.co.uk

Final Push Donation – make a donation however large or small, to our final push appeal – full details on the website

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TRACK TALK

→ Praise for Mk.1 coaches

IN the autumn we had old friends staying with us, an Australian couple now in their seventies. We suggested a visit to the Gloucestershire Warwickshire Railway with the subtext of giving me my first ride on the 'extra mile'.

We found a compartment second and the moment they sat down we got smiles: "These are the best seats we've had all trip" (they had come via a Scandinavian cruise). They declined the idea of watching the loco run-round at Cheltenham: "No thanks we are very comfortable here." A couple of weeks later, I took my granddaughters (a good 60-plus years younger) on a walk along the River Soar and we returned on the Great Central in, again, a compartment second. As they bounced (deliberately – not the track's fault) up and down, they were full of praise for the seats. There is a lot more to heritage railways than painting steam locomotives in the correct colours.

The Mk.1 compartment stock were, effectively, the last of the traditional coaches. For well over 100 years, the norm for the insular British traveller was a compartment. Open stock was for 'excursionists'. Apart from a few open thirds meant for meal service with 2+1 seating, open thirds were designated, a little disparagingly, as TTO; tourist third open and it was not until well into the 1960s that the TSOs as they became were included in regular service in appreciable numbers.

To get real atmosphere you need to travel in a compartment on steel spring and rubberised horsehair cushioned seats. There are, I know, several downsides to side corridor stock but all praise to those preserved railways who continue to operate them and long may they continue to do so.

I deliberately mention Mk.1s as they are the bedrock of most standard gauge lines' passenger fleets. Pre-Nationalisation stock is rare, even more expensive to maintain and possibly too precious for everyday use. The Mk.1s are as important as Barry scrapyard to the whole heritage movement and deserve a greater share of the praise.

Keith Parkin, Sheffield.

STAR LETTER

Could we have Heritage Rail Aid?

WE have all seen (and many experienced) some of the huge pop concerts which have made enormous sums of money for charitable causes over the years – Live Aid, Band Aid etc.

This is a very well proven way of raising funds – so why doesn't some positive-thinking heritage railway do the same?

As I am stuck on the other side of the world, it is difficult for me to readily identify a suitable venue for such an event but, on studying Google maps, a couple that look promising are beside the North Yorkshire Moors Railway just north-east of Newtondale Halt. There are what look like large amphitheatre-type left-hand curves in the railway where a stage could be set up on a flat wagon and fans seated on the natural slope from the railway to the top of the cutting.

The only road access to these locations is by what appears to be an unsealed farm track (which is very probably over private land) so that vehicular access could be easily restricted to catering, police and emergency traffic. Fans could,

therefore be exclusively transported to the concert by steam trains, where the fare is included in the price of attendance.

I don't know, but, from what can be seen on my computer screen, it looks as though at least 100,000 fans could be spread over the hillside.

If that is correct, at, let's say a modest £50 a ticket, that would equate to £5 million, and if I'm wrong

"It seems to me that all this needs is someone with vision..."

and twice as many people could be accommodated, that would be £10 million! The cost of staging such a gig would, of course, be substantial (power supplies, sophisticated sound equipment, security and first-aid personnel, clean-up after the event and, of course, the entertainers themselves and their management costs just for starters). This could well cost £2-3 million but so what?! In a

single day (plus set-up and clean-up time) the NYMR could make a couple of million quid!

As I say, there are probably lots of equally suitable venues at other heritage railways around the country and fans would never get fed up with such events.

That would be quite handy for the P2 project wouldn't it?

And there is another factor that could be significant. How many pop (or country, or jazz or even classical) music fans could become heritage railway enthusiasts as a result of such events?

Also, what are the chances of getting a big act to appear for a nominal fee as a charitable contribution to a worthy cause?

It seems to me that all this needs is someone with vision (and a need for money).

David R Holt,
Queensland, Australia.

PS: If someone decides to do this, in recognition of the idea, I would like a free ticket and the air fare from Brisbane to attend!

Should we re-create *The Great Bear*?

OVER the past few years the Great Western Society has made great strides to close the missing gaps with the new build 4-6-0 Grange, 4-6-0 Saint and the 4-6-0 County and of course the 2-8-0 Night Owl. Now the Gloucestershire Warwickshire Railway has just announced its intension to build the 4-4-0 County: add to this the progress in restoring the missing 2-8-2T 7200 class.

So when will we see GW Churchward's 1908 *The Great Bear*? The first Pacific class in the UK, ahead of its time, but with an axle load exceeding 17 tons, its route availability was restricted to the London to Bristol route which lead to its early demise.

Now however it would not be restricted, as even the West Somerset

Railway has upgraded to accept a 23-ton axle load.

Another missing link is the 4-2-2 No. 3031 Achilles class making the collection of standard gauge machines almost complete.

What is pleasing to see is locomotives that were absorbed into the GWR in 1923, restored to their original livery. I refer to the Taff Vale locomotive in its splendid Victorian livery and George England's 0-4-0 appearing again as a Wantage Tramway engine. It is amazing how a lick of paint can reinstate history: how many more of these early engines could be given back their true identity re-creating the history of the railways?

Elsewhere, there can be no doubt that Tyseley is one of the premier railway

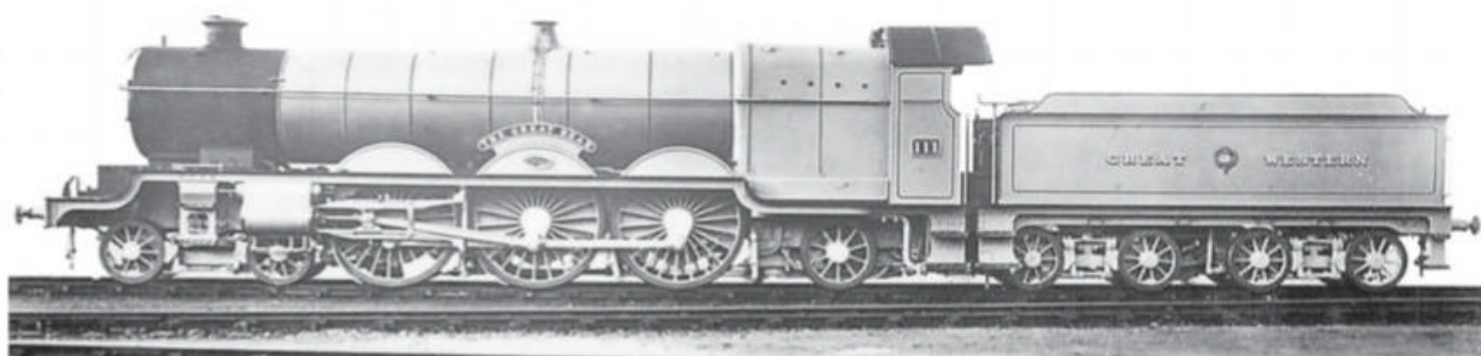
locomotive engineering workshops with the number of main line engines that they have returned to service. The problem is, that to achieve all this, smaller projects keep being put on the back burner.

Here I refer to the 2-2-2 'Bloomer', illustrated in the railway magazines in the 1980s. I, and many more I'm sure, expected to see it in steam within about 10 years, but now, some 30 years later, those of us still here still live in hope of seeing it.

Recent reports suggested that completion would be in 2019, but now it appears to be off until the coming of HS2 and who knows when that will be.

Derrick Martin,
Hornchurch, Essex

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A maker's photograph of Churchward's *The Great Bear*, the first Pacific in the UK.



Panelling on one side of the coach shows its Midland ancestry. TONY COLLINS



A seemingly-forgotten heritage gem: unique as the only surviving steam railmotor coach from the Midland Railway. Could it be restored? TONY COLLINS

Can we also save Midland Railway steam railmotor?

I HAVE been reading, with interest, the article in *Heritage Railway* issue 248, about the restoration of the NER petrol-railcar at the Embsay & Bolton Abbey Steam Railway.

It reminded me of the sad state that a similar vehicle is in – No. 2234. The pictures show a general view of the vehicle in question, last July. This coach was built in Derby for the Midland Railway in 1904 as a steam railmotor. It lasted as a passenger rail motor only until 1907, when it was converted into an officer's saloon for directors and officials.

In 1917 the boiler and engine were removed and it then was hauled by a conventional locomotive across the network when lines needed inspecting, or special visits were made.

It was preserved in 1968 and became a holiday

home in Machynlleth until the National Railway Museum bought it in the late 1970s. It is mahogany and teak and the 'rooms' are as they were when it was an officers' saloon.

You will note that this former National Collection carriage appears to be rotting outside.

This is not a complaint about the current 'guardian', the Chain Bridge Honey Farm near Berwick-upon-Tweed. It came to the Chain Bridge Honey Farm from the NRM due to insufficient space, time or resources to ensure the vehicle's future.

I wonder if this is the right way forward for this sort of vehicle, particularly as it could have a revenue-earning role if restored.

Tony Collins,
Shawbury, Shropshire

When painting a locomotive was super-meticulous

OF ALL the aspects of steam railway history, it would appear that the contentious issue of liveries seems to command the greatest dissent, possibly because personal perception varies from one pundit to the next.

That aside, I wonder how many of us are aware of the time and effort given to the appearance of locomotives in the early days of the steam era around the turn of the last century?

I recently acquired a copy of *An Illustrated History of LNWR Engines* by Edward Talbot. My interest was primarily in the locomotives, and indeed there is a formidable collection of early and, in many cases, rare photographs of mainly outstanding quality.

However, my attention was ultimately riveted on the appendices – particularly No. 3 on painting procedures.

I was spellbound. Transcribed from the notes of an apprentice of the day, it gives a detailed account of the 19 stages involved in putting an engine through the paint shop at each heavy general overhaul, a process taking a month of six-day weeks.

Last, but by no means least, came the application of three coats of varnish and, if the "bowler hat" wasn't satisfied, a fourth! I suspect things might have changed a bit by the time Riddles arrived!

Martyn McGinty,
Frome, Somerset.



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UP & RUNNING



GWR 2-8-0 No. 3802 works a Santa Special through Berwyn station on the Llangollen Railway on December 2. MICHAEL ANDERSON

GARETH EVANS' FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre

2ft gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Running: Dec 15, 16.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park, East Sussex TN22 2QL.
Tel: 01825 720800.

Running: Dec 15, 16, 22, 23 + 26-31.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Running: April 21.

Bursledon Light Railway

2ft gauge, ¼ mile. Bursledon
Brickworks Museum, Swanwick Lane,
Swanwick, Hants SO31 7HB.

Running: 2019.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: Dec 15, 16, 22-24.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles,
footplate experience.

Running: W/Es + sch hols.

Hastings Miniature Railway

10¼in gauge, 600 yards,
Rock-a-Nore Road, Hastings, East Sussex.

Running: W/Es + sch hols.

Hayling Seaside Railway

2ft gauge, one mile.
Hayling Island, Hants.

Running: W/Es, Weds + sch hols

Hollycombe Steam in the Country

2ft gauge, ¼ mile. Iron Hill, Liphook,
Hampshire GU30 7LP. Tel: 01428 724900.

Running: April 14.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.

Tel: 01983 882204.

Running: Dec 15, 16, 21-24, 26 + Jan 1.

Kempton Steam Railway

2ft gauge, ½ mile, Hanworth.
Tel: 01932 765328.

Running: Dec 15, 16.

Kent & East Sussex Railway

Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.

Running: Dec 1, 2, 8, 9 5, 16, 21-24, 30, 31
+ Jan 1.

Lavender Line

Standard gauge, one mile, footplate
experience, wine and dine. Isfield,
East Sussex. Tel: 01825 750515.

Open: Sundays.

Mid Hants Railway

Standard gauge, 10 miles, footplate
experience, wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: Dec 15, 16, 19-21, 24, 26-31 +
Jan 1.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles, footplate
experience. New Romney, Kent.
Tel: 01797 362353.

Running: Dec 15, 16, 19-21, 24, 31.

Royal Victoria Railway

10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es + sch hols.

Sittingbourne & Kemsley Railway

2ft 6in gauge, 1¾ miles.
Sittingbourne, Kent.
Tel: 01795 424899.

Running: Dec 15, 16, 22, 23.

Spa Valley Railway

Standard gauge, five miles,
footplate experience.
Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: Dec 15, 16, 20-24, 29-31 + Jan 1.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles,
footplate experience, wine and dine.
Bitton, Bristol.

Tel: 0117 932 7296.

Running: Dec 15, 16, 22-24, 26, 29, 30.

Beer Heights Light Railway

7¼in gauge. Off A3052, Beer, Devon.
Tel: 01297 21542

Running: 2019.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate
experience, wine and dine.
Bodmin, Cornwall.

Tel: 01208 73666.

Running: Dec 15, 16, 21-24, 28, 30, 31 +
Jan 1.

Dartmoor Railway

Standard gauge, seven miles.
Okehampton, Devon.
Tel: 01837 55164.

Running: Dec 15, 16.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine. Paignton, Devon.
Tel: 01803 555872.

Running: Dec 15, 16, 18, 20-24, 27-31.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: 2019.

East Somerset Railway

Standard gauge, two miles. Cranmore,
Somerset.
Tel: 01749 880417.

Running: Dec 15, 16, 22-24.

Gartell Light Railway

2ft gauge, ½ mile. Common Lane,
Yenston, Templecombe, Somerset
BA8 0NB. Tel: 01963 370752

Running: 2019.

Helston Railway

Standard gauge. Helston, Cornwall.
Tel: 07875 481380.

Running: Dec 15, 16, 20-23 + Jan 5.

Launceston Steam Railway

2ft gauge, 2 miles. Launceston, Cornwall.
Tel: 01566 775665.

Running: April 14-19, 21-26.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,
north Devon. Tel: 01598 763487.

Running: Dec 15, 16, 21-24, 29-31 + Jan 1.

Moors Valley Railway

7¼in gauge, one mile.
Ringwood, Hants.
Tel: 01425 471415.

Running: Dec 15, 16, 27-31.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.

Running: Dec 15, 16, 22, 23.

Seaton Tramway

3ft gauge, three miles. Harbour Road,
Seaton, Devon. Tel: 01297 20375.

Running: Dec 15-24, 27-31 + Jan 5.

Somerset & Dorset Railway

Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.
Tel: 01761 411221

Open Sun, Mon.

Running: Dec 16 + Jan 1.

South Devon Railway

Standard gauge, seven miles,
footplate experience, wine and dine.
Buckfastleigh, Devon.
Tel: 01364 644370.

Running: Dec 15, 16, 18-24, 26-31.

Swanage Railway

Standard gauge, six miles, footplate
experience, wine and dine.
Swanage, Dorset.
Tel: 01929 425800.

Running: Dec 15, 16, 20-24, 26-31
+ Jan 1-6.

Swindon & Cricklade Railway

Standard gauge, three miles,
footplate experience.
Blunsdon, Wiltshire.
Tel: 01793 771615.

Running: Dec 15, 16, 22, 23.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

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F&WHR : 27th - 28th April

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Welsh Highland Railway : 17th - 19th May



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F&WHR : 15th June - see snowdonian.org.uk for details
WHR : PAST, PRESENT & FUTURE
Welsh Highland Railway : 21st - 23rd June



JOURNEY INTO THE PAST
Welsh Highland Railway : 5th, 12th, 19th, 26th August
VICTORIAN VINTAGE WEEKEND
Ffestiniog Railway : 4th - 6th October

Our website will be updated with details of these events as plans are finalised. Come along and share a railway adventure with us this year.

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Gorsaf yr Harbwr • Harbour Station, Porthmadog LL49 9NF

01766 516024 www.festrail.co.uk



UP & RUNNING

West Somerset Railway

Standard gauge, 20 miles,
footplate experience, wine and dine.
Minehead, Somerset TA24 5BG.
Tel: 01643 704996.
Running: Dec 15, 16, 22-24, 27-31 + Jan 1.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.
Tel: 01379 686900.

Running: Dec 15, 16, 21-24.

Bure Valley Railway

1ft 3in gauge, nine miles, footplate
experience. Aylsham, Norfolk.
Tel: 01263 733858.

Running: Dec 15, 16, 19-24, 27-31
+ Jan 1, 2.

Colne Valley Railway

Standard gauge, one mile,
footplate experience, wine and dine.
Castle Hedingham, Essex.
Tel: 01787 461174.

Running: Dec 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: Dec 15, 16, 22, 23.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate
experience. Dereham, Norfolk.
Tel: 01362 690633.

Running: Dec 15, 16, 18-23, 29, 30 (Polar
Express).

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.

Running: Dec 15, 16 + Jan 1.

Nene Valley Railway

Standard gauge, 7½ miles,
footplate experience. Wansford,
Peterborough, Cambs.
Tel: 01780 784444.

Running: Dec 15, 16, 19, 22-24, 29, 30 +
Jan 5, 6, 12, 13.

North Norfolk Railway

Standard gauge, 5½ miles,
footplate experience. Sheringham, Norfolk
NR26 8RA. Tel: 01263 820800.

Running: Dec 15, 16, 20-24, 26-31 + Jan 1.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.

Running: Dec 15, 16, 21, 22, 27-31 + Jan
1-3.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk. Tel: 01603 871694.
Running: Steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile,
footplate experience.
Quainton Road, Bucks.
Tel: 01296 655720
Running: Dec 15, 16, 22, 23 (Santa with
Thomas).



The East Lancashire Railway celebrated its fine fleet of heritage DMUs over the weekend of November 3/4 when it operated an intensive all-railcar timetable. The Class 105 and 121 sets are seen at Ramsbottom on November 4. CHRIS NEWTON

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 01844 353535.
Running: Dec 15, 16, 20, 22, 23, 29-31 +
Jan 1.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067.
Running: Dec 15, 16, 22, 23.

Didcot Railway Centre

Standard gauge, footplate experience.
Didcot, Oxon. Tel: 01235 817200.
Open: W/Es.
Running: Dec 15, 16, 22, 23 (Santa with
Thomas) + Jan 1.

Epping Ongar Railway

Standard gauge, five miles.
Ongar, Essex. Tel: 01277 365200.
Running: Dec 15, 16, 21-24, 31 + Jan 1.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.
Leighton Buzzard, Beds.
Tel: 01525 373888.
Running: Dec 15, 16, 19-24, 28, 29.

MIDLANDS

Amerton Railway

2ft gauge, one mile.
Stowe-by-Chartley, Staffs.
Tel: 01785 850965.

Running: Dec 15, 16, 22-24.

Apedale Valley Railway

2ft gauge, ½ mile. Apedale, Newcastle-
under-Lyme, Staffs.
Tel: 0845 094 1953.

Running: Dec 15, 16, 22, 23, 29.

Barrow Hill Roundhouse

Standard gauge, ¼ mile. Chesterfield,
Derbyshire. Tel: 01246 472450.

Open: Easter.

Battlefield Line Railway

Standard gauge, five miles.
Shackerstone, Leics. Tel: 01827 880754.
Running: 2019.

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 16, 23 (Llynclys).
Dec 15, 22 (Oswestry).

Chasewater Railway

Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.
Running: Dec 15, 16, 22, 23 (pre-booking
only). Jan 1.

Churnet Valley Railway

Standard gauge, 5¼ miles,
footplate experience, wine and dine.
Cheddleton, Staffs.
Tel: 01538 750755.

Running: Dec 15, 16 19-21, 27, 30, 31 +
Jan 1.

Dean Forest Railway

Standard gauge, 4¼ miles,
footplate experience.
Norchard, Lydney, Glos.
Tel: 01594 845840.

Running: Dec 15, 16, 22-24, 29-31 + Jan 1.

Ecclesbourne Valley Railway

Standard gauge, eight miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.

Running: Dec 15, 16, 19-24, 28, 29.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.
A46 north of Evesham, Worcs.
Tel: 01386 422282.

Running: Dec 15, 16, 22-24, 27-30.

Foxfield Railway

Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Running: Dec 15, 16, 22, 23.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles,
footplate experience.
Toddington, Glos.
Tel: 01242 621405.

Running: Dec 15, 16, 20-24, 26-31 + Jan 1.

Great Central Railway

Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.

Running: Dec 15, 16, 18-31.

Great Central Railway Nottingham

Standard gauge, 10 miles.
Ruddington, Notts. Tel: 0115 940 570.
Running: Dec 15, 16, 22-24, 27-30.
Midland Railway – Butterley
Standard gauge, 3½ miles,
footplate experience, wine and dine.
Ripley, Derbyshire. Tel: 01773 570140.
Running: Dec 15, 16, 19, 21-24, 29, 30 +
Jan 1, 6.

Northampton & Lampport Railway

Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.
Running: Dec 15, 16, 22, 23, 30 + Jan 1.

Peak Rail

Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.

Running: Dec 15, 16, 19, 22-24.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford,
Gloucestershire.
Tel: 01594 834991.

Running: Dec 15, 16, 22-24, 27-31.

Rocks by Rail

Standard gauge, ¼ mile.
Cottesmore, Rutland. Open: 2019.
Running: April 21.

Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01995 672280.

Running: Dec 15, 16, 22, 23, 31.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es.

Severn Valley Railway

Standard gauge, 16 miles,
footplate experience.
Kidderminster, Worcs DY10 1QR.
Tel: 01562 757900.

Running: Dec 15, 16, 19-24, 26-31
+ Jan 1-6.

Sherwood Forest Railway

1ft 3in gauge, ¼ mile.
Edwinstowe, Nottinghamshire.

Running: From Feb 17.

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.
Tel: 01952 503880.
Running: Easter.

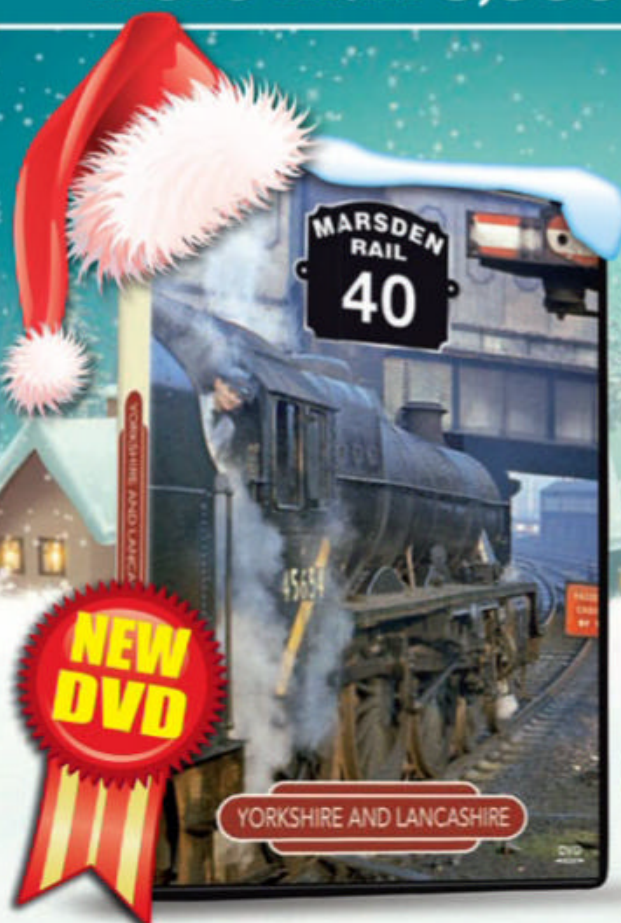
NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate
experience. Bury, Lancs.
Tel: 01617 647790.
Running: Dec 21-24, 26, 29, 30 + Jan 1.

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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. 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.

Duration: 75 minutes

Price: DVD £19.95

Code: MR040



Also available...

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.

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

Marsden Rail 37: Somerset & Dorset Revisited 1962 to 1967

In the first half of this programme, filmed between 1964 and 1966 numerous locations on the 37 mile section between Bath and Templecombe are shown. Many of the scenes were recorded at Bath Green Park station.

Price: £19.95 **Duration:** 60 mins **Code:** MR037

Marsden Rail 35: On Yorkshire Lines

The programme features Yorkshire in the 1960s, beginning with views of the East Coast Main Line in and around York, with scenes at the city's busy motive power depot and station.

Price: £19.95 **Duration:** 80 mins **Code:** MR035

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.

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

Marsden Rail 36: North From Crewe

The programme features the West Coast Main Line north of Crewe in the 1960s - a period that saw major changes on Britain's railways as diesel and electric traction displaced the steam locomotive.

Price: £19.95 **Duration:** 68 mins **Code:** MR036

Marsden Rail 34: Steam in The North East

Compiled from film taken in the 1950s and '60s, the programme opens at Darlington before heading to Eaglescliffe, Billingham and the coastal town of Hartlepool, for many years a major centre for exporting coal.

Price: £19.95 **Duration:** 80 mins **Code:** MR034



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North Norfolk Railway-based Gresley N2 No. 1744 worked a photo charter organised by Timeline Events on November 21. Ahead of withdrawal for overhaul, the 0-6-2T looked the part in its Great Northern Railway lined green livery at the head of the superb Quad-art carriage set. At the rear is LNER BYP No. 6843. ANDREW PLUMMER

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: 2019.

Isle of Man Steam Railway

3ft 6in gauge, 15½ miles.
Douglas, Isle of Man.
Tel: 01624 662525.

Running: March 8.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.
near Ulverston, Cumbria.
Tel: 01539 531594.

Running: Dec 15, 16.

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles.
Ravenglass, Cumbria.
Tel: 01229 717171.

Running: Dec 15, 16, 22, 23, 26-31 + Jan 1.

Ribble Steam Railway

Standard gauge, one mile.
Preston, Lancs. Tel: 01772 728800.

Running: Dec 15-23.

Stainmore Railway

Standard gauge, ½ mile.
Kirkby Stephen East Station, Kirkby
Stephen, Cumbria CA17 4LA.
Open: W/Es.

Running: Easter.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.

Running: Dec 15, 16, 22, 23.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 01652 657053.

Running: Jan 26.

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: Dec 15, 16, 19-24.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,
Layerthorpe, York. Tel: 01904 489966.

Running: Dec 15, 16, 22, 23.

Elsecar Railway

Standard gauge, one mile. Footplate
experience. Elsecar, South Yorks.
Tel: 01226 746746. Open: Daily.

Running: Dec 15, 16, 21-23, 27, 30.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.
Embsay, North Yorks.

Running: Dec 15, 16, 21-24, 30 + Jan 1.

Keighley & Worth Valley Railway

Standard gauge, five miles,
footplate experience, wine and dine.
Keighley, West Yorks BD22 8NJ.
Tel: 01535 645214.

Running: Dec 15, 16, 22-24, 26-31 + Jan 1,
then W/Es.

Kirklees Light Railway

1ft 3in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.

Running: Dec 15, 16, 20-24.

Lincolnshire Coast Light Railway

2ft gauge, ½ mile.
Water Leisure Park, Walls Lane,
Skegness, Lincolnshire.

Running: June 15.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.

Running: Dec 15, 16 (pre-book only).

Jan 1.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.

Running: Dec 15, 16, 22-24 + Jan 1.

North Tyneside Railway

Standard gauge, two miles.
North Shields. Tel: 0191 200 7106

Running: Easter.

North Yorkshire Moors Railway

Standard gauge, 18 miles,
wine and dine.
Grosmont, North Yorks.
Tel: 01751 472508.

Running: Dec 15, 16, 22, 23, 27-31 + Jan 1.

South Tynedale Railway

2ft gauge, 5 miles. Alston, Cumbria.
Tel: 01434 382828/381696.

Running: Dec 15, 16, 29, 30.

Tanfield Railway

Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.

Running: Dec 15, 16, 22-24, 26, 30 + Jan
6, 13, 20.

Weardale Railway

Standard gauge, 18 miles.
Stanhope, Bishop Auckland,
Co Durham.
Tel: 01388 526203.

Running: Easter.

Wensleydale Railway

Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 0845 450 5474.

Running: Dec 15, 16, 22-24, 26, 29 +
Jan 1.

Yorkshire Wolds Railway

Standard gauge, 300ft.
Fimber, East Yorkshire YO25 3HG.
Tel: 01377 338053.

Running: April 21.

WALES

Bala Lake Railway

2ft gauge, 4½ miles. Llanuwchllyn,
Gwynedd. Tel: 01678 540666.

Running: Easter.

Barry Tourist Railway

Standard gauge, two miles. Barry Island,
Glamorgan. Tel: 01446 748816.

Running: 2019.

Brecon Mountain Railway

2ft gauge, 3½ miles.
Merthyr Tydfil, Glamorgan.
Tel: 01685 722988.

Running: Dec 15, 16, 18-23.

Corris Railway

2ft 3in gauge, ¾ mile. Corris, Machynlleth.
Tel: 01654 761303.

Running: Easter.

Fairbourne Railway

12¼in gauge, two miles.
Fairbourne, Gwynedd.
Tel: 01341 250362.

Running: Dec 15, 16.

Ffestiniog Railway

2ft gauge, 13½ miles, Porthmadog,
Gwynedd. Tel: 01766 516000.

Running: Dec 15, 16, 22, 23, 26-31 + Jan 1.

Gwili Railway

Standard gauge, 4 miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: Dec 15, 16, 22-24.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis,
Gwynedd. Tel: 01286 870549.

Running: Dec 15, 16, 22.

Llangollen Railway

Standard gauge, 10 miles, footplate
experience, wine and dine.
Llangollen, Denbighshire.
Tel: 01978 860979.

Running: Dec 15, 16, 18-24, 26-27 + Jan 1.

Pontypool & Blaenavon Railway

Standard gauge, two miles.
Blaenavon, Torfaen.
Tel: 01495 792263.

Running: Dec 15, 16, 22, 23.

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.
Lionheart station, Alnwick,
Northumberland.

Running: Dec 15, 16, 28-30.

Season's Greetings

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UP & RUNNING

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: Dec 15, 16, 22-24.

Snowdon Mountain Railway

800mm gauge, 4½ miles.

Llanberis, Gwynedd.

Tel: 01286 870223.

Running: March.

Talylllyn Railway

2ft 3in gauge, 7½ miles, footplate experience. Tywyn, Gwynedd.

Tel: 01654 710472.

Open: Daily.

Running: Dec 15, 22-24, 26-31 + Jan 1.

Teifi Valley Railway

2ft gauge, ½ mile. Henllan, Ceredigion SA44 5TD. Tel: 01559 371077.

Running: Dec 15-24.

Vale of Rheidol Railway

2ft gauge, 11¾ miles.

Aberystwyth, Ceredigion.

Tel: 01970 625819.

Running: Feb 16-28.

Welsh Highland Heritage Railway

2ft gauge, one mile.

Porthmadog, Gwynedd.

Tel: 01766 513402.

Running: Dec 15, 16.

Welsh Highland Railway

2ft gauge, 26 miles.

Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Dec 15, 16, 22, 23, 27-31 + Jan 1.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles, footplate experience.

Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: Dec 15, 16, 22, 23.

SCOTLAND

Almond Valley Railway

2ft 6in gauge, ¼ mile. Livingston, West Lothian. Tel: 01506 414957.

Running: W/Es.



Santa trains at the Bure Valley Railway on December 2 were powered No. 7 *Spitfire* and No. 1 *Wroxham Broad*. The 2-6-2 and 2-6-4 respectively are seen departing Aylsham. JAMES KINDRED

Bo'ness & Kinneil Railway

Standard gauge, five miles.

Bo'ness, West Lothian.

Tel: 01506 822298.

Running: Dec 15, 16, 22, 23, 29-31.

Caledonian Railway

Standard gauge, four miles.

Brechin, Angus.

Tel: 01356 622992.

Running: Dec 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: 2019.

Royal Deeside Railway

Standard gauge, one mile.

Milton of Crathes, Kincardineshire.

Running: Dec 15, 16, 21-24, 30, 31.

Scottish Industrial Railway Centre

Standard gauge, ½ mile.

Dunaskin, Dalmellington Road (A713),

Waterside, Ayrshire.

Running: 2019.

Lothamond Railway Museum

Standard gauge, ½ mile.

Scottish Vintage Bus Museum,

Lothamond, nr Dunfermline.

Running: 2019.

Strathspey Railway

Standard gauge, 10 miles. Aviemore,

Inverness-shire.

Tel: 01479 810725.

Running: Dec 15, 16, 22, 23, 27-31.

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 15, 16, 22, 23, 29.

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 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: W/Es.

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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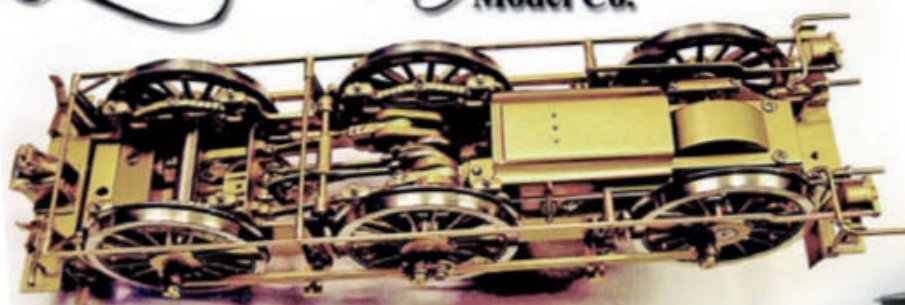
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E&OE. All locomotives, exhibits and other attractions appear subject to availability and are subject to change without prior notice.
7802 Bradley Manor appears courtesy of Erlestoke Manor Fund & Severn Valley Railway

Lee Marsh
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View of Inside Motion Detail

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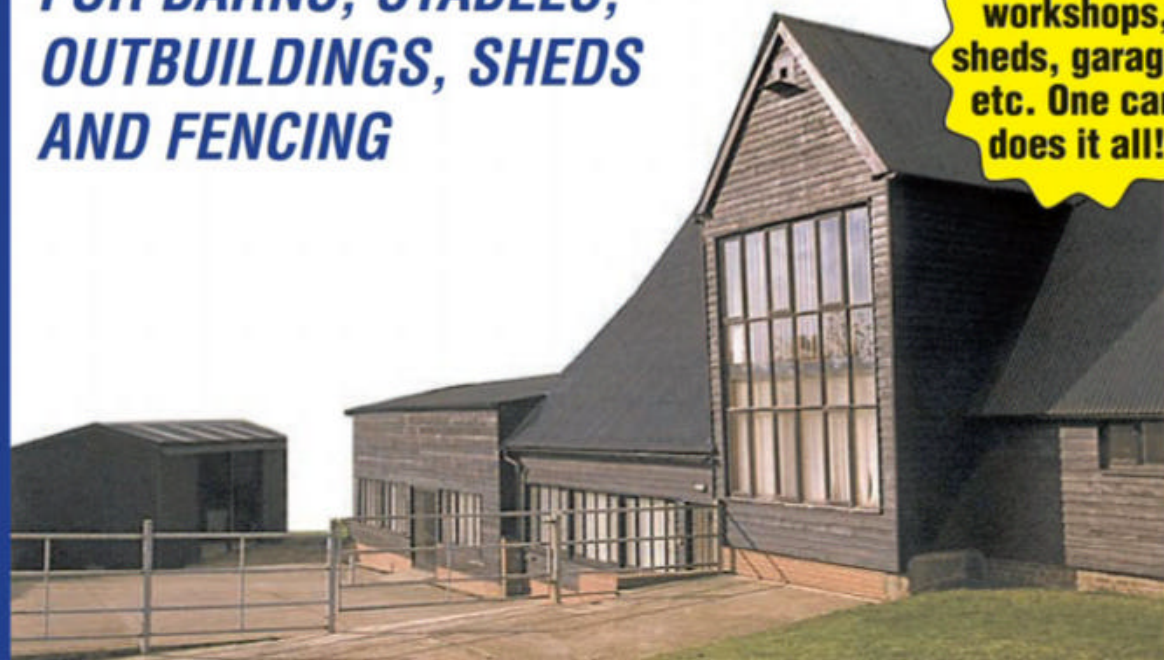
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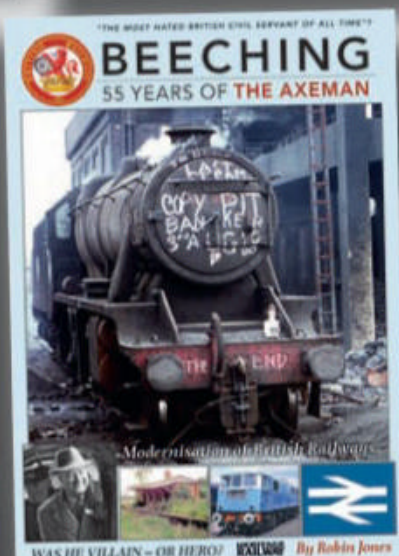
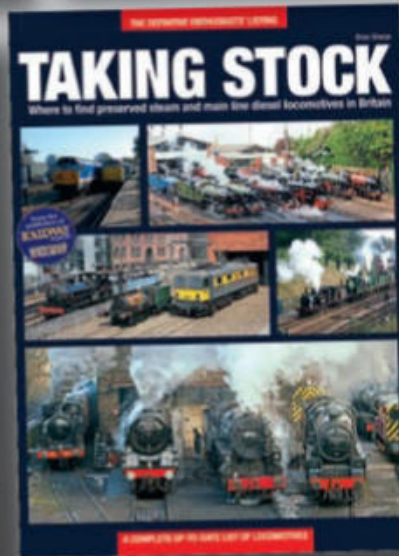
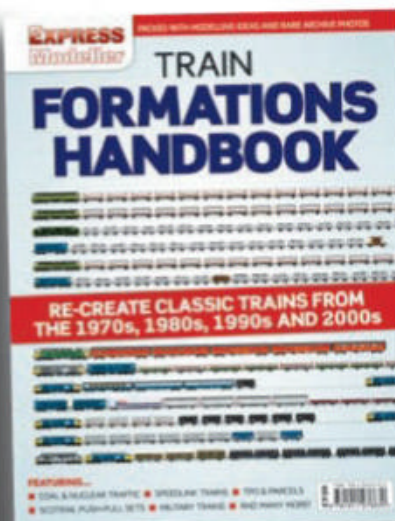
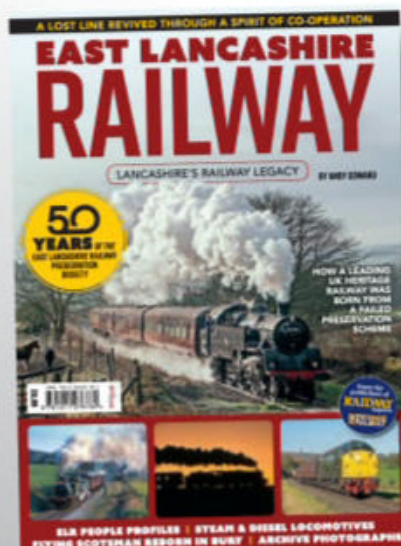
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Vol. 219 Southern Steam Miscellany No. 3

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Haulage after Christmas

By Gareth Evans

FOLLOWING the excitement of the Santa specials in the weeks up to December 25, a good number of our heritage lines are operating post-Christmas trains – be they mince pie specials, enthusiast events or regular services.

For me, there's always something magical about a ride at the tail-end of the year. I'm sure my loved ones are not alone, but it's an Evans family tradition to enjoy a post-Christmas trip on the Ffestiniog Railway, with lunch in the line's ever-rateable Spooners restaurant and bar at Porthmadog Harbour station.

As always, some events catch my eye on this page as they offer something a little different. For example, the Great Central is running its Night Rider on December 31. Departing Loughborough Central at 7pm, the train will be top and tailed. While the steam allocation had yet to be confirmed at the time of going to press, the booked diesel is Class 31 D5830. The final trip of the evening will arrive at Leicester North at 11.50pm, where the coming of 2019 will be celebrated, before the train returns to Loughborough at 12.15am.

Another event that caught my eye



Saturday, November 24 was the start of the Tanfield Railway's 2018 Santa specials, known as the 'North Pole Express'. 1891-built RSH 0-6-0T Twizell is pictured climbing out of East Tanfield. The friendly County Durham line is among those operating mince pie specials on December 26. TREVOR GREGG

was the Mid Suffolk's January 1 steam day, which has the potential to combine steam and a rural walk.

Something even more different is the opportunity to enjoy a two-hour guided

trip on the Seaton Tramway on January 5 to see the birds. The line passes through two beautiful nature reserves, Seaton Marshes and Colyford Common, next to the glorious River Axe estuary, which

plays host to an ever-changing selection of birds through the seasons.

On a final note, I would like to wish you all a merry Christmas and a happy New Year.

SPECIAL EVENTS

DECEMBER

26: Isle of Wight Steam Railway: Boxing Day Specials ■

Pre-booking only. Complimentary mince pie for each passenger.

26: Tanfield Railway: Mince Pie Specials.

26-27: Mid-Hants Railway: Christmas Leave ■

Join civilian and military re-enactors and experience the atmosphere of a Second World War Christmas on the railway.

26-31: North Norfolk Railway: Mince Pie Specials

26-31: Talylllyn Railway: Mince Pie Specials

26-31: Keighley & Worth Valley Railway: Mince Pie Specials

27, 30: Elsecar Railway: Mince Pie Specials

27, 30, 31: Churnet Valley Railway: Winter Warmers

27-31: South Devon Railway: Mince Pie Specials

28: Swanage Railway: Winter Warm Up ■

Intensive steam and diesel timetable with the resident fleet.

28-31: Epping Ongar Railway: Mince Pie Specials

28-29: Leighton Buzzard Railway: Mince Pie Specials

29-30: Nene Valley Railway: Tornado Winter Warmer Mince Pie Specials ■
A chance to enjoy a ride behind *Tornado* on a friendly heritage line.

29-30: Gloucestershire Warwickshire Railway: Christmas Cracker ■

An intensive mixed-traction timetable, with what the GWSR calls 'a proportion' of its fleet in service.

29-30: West Somerset Railway: Winter Steam Festival

29-31: Chinnor & Princess Risborough Railway: Mince Pie Specials

29-30: Avon Valley Railway: Mince Pie Specials.

28-29: Northampton & Lamport Railway: Mince Pie Specials

28-30: Aln Valley Railway: Mince Pie Specials

29: Apedale Valley Light Railway: Mince Pie Specials ■

Diesel trains from 11.30am to 4pm. Standard fares apply.

29-30: Spa Valley Railway: Winter Steam Up & Mince Pie Specials ■

Featuring visiting GWR 813 and Hunslet 0-6-OST *Ring Haw* – plus recently arrived Class 31 *Sister Dora*.

29-30: West Somerset Railway: Winter Steam Festival ■

Performers are set to include: 'Modified Hall' No. 6960 *Raveningham Hall*, 7F No. 53808 and No. 7822 *Foxcote Manor*.

29: SRPS Diesel gal on Dec 29 ■

30-31: Bo'ness & Kinneil Railway: Black Bun Specials ■

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30: Bodmin & Wenford Railway: Winter Steam Up 2018 ■

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30: North Yorkshire Moors Railway: Whitby Winter Excursion.

Pre-booked, steam-hauled from Pickering to the Whitby & return.

30-31: Royal Deeside Railway: Mince Pie Specials.

31: Great Central Night Rider – New Year's Eve ■

Steam and diesel haulage to see in 2019.

JANUARY

1: Northampton & Lamport Railway: Mince Pie Specials

1: Middleton Railway: Mince Pie Specials

1: Mid Suffolk Railway: New Year Steam ■

Steam rides, with the café and shed open. Enjoy a walk along the extension route.

1: East Anglian Railway Museum: New Year's Steam Day

1: Epping Ongar Railway: New Year Steam Day ■

Steam-hauled trains will connect to heritage buses between Epping Underground and North Weald stations. Hunslet Austerity No. 3883 *Lord Phil*, Met No. 1 and BR 4MT No. 80078 are expected to feature.

5: Seaton Tramway: Birdwatching

5: Helston Railway Winter: Steam Up ■

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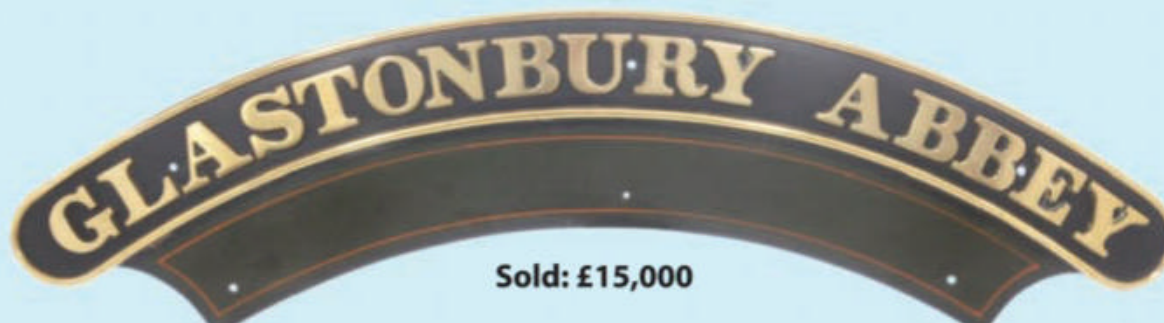
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